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# Bonhams



August 2014 • Volume 33 No 5 • On sale 3 July

# FERRARI'S V8 GREATS

**92** From '70s 308 to '90s F355, these junior supercars are sensational value



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# Editorial

When we included a Ferrari 308 in our 30th-anniversary issue a couple of years ago, each of us stepped out of it with a renewed appreciation of what a truly brilliant sports car it is. To an entire generation, it was a poster on a bedroom wall or the blur of red during the opening credits of *Magnum PI*, but it began an illustrious line of Ferrari V8s that continues to this day. Who knows what Enzo would have made of the way in which the 'brand' has developed – Ferrari World Abu Dhabi theme park and all? He probably wouldn't have cared, as long as it enabled his beloved Scuderia to go motor racing.

Talking of which, Gilles Villeneuve had a 308 while he drove for the team. Gerald Donaldson's wonderful biography tells of how Villeneuve once spun the car at 140mph on the Italian motorway without hitting anything, and how he and Didier Pironi would get the car into top gear and then time each other to see who could stay flat-out for the longest.

When we drove 'our' 308 in 2012, it was on-sale with a dealer for £25,000. That you now need to spend at least £10,000 more is a sign of the current market but, relatively speaking, it still doesn't seem like a huge amount considering that you can put yourself behind a Prancing Horse badge and play at being Villeneuve. Probably best to give the high-speed antics a miss, though. **JAMES PAGE**

## A different breed



Each year, C&SC's Ben Guynan puts together a trip to the Nürburgring and Spa with Ron Simons Racing. To lap the Nordschleife is a treat, of course, but my personal highlight is driving around the original Spa road circuit. There is now a junction on the Masta Straight, but the rest is much as it was, and the thing that always strikes me is the severity of the gradients – especially the run down to Burnenville (above). If you haven't been, I cannot recommend it strongly enough. Pull over at the old Stavelot and consider that Henri Pescarolo's 1973 lap record was set at an average speed of 163mph...

## Online offerings



Download the latest C&SC wallpapers, including the pretty Sunbeam Tiger



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#### **BACK IN THE MOUNTAINS**

The Endurance Rally Association's new Alpine Trial retraced the route of the famous contest around France's Rhône-Alpes region. Bill Cleyndert and Matthew Abrey took third place in their 1929 Ford Model A Speedster (Sport, p23) Gerard Brown



#### **SILVER DREAM MACHINE**

To prove that its newly recreated 540K streamliner isn't just for show, Mercedes took the '38 *doppelgänger* to the factory track for high-speed tests – where it hit 186kph – before its public debut at Pebble Beach (News, p11) Mercedes-Benz Classic





#### **GAYDON GOES WITH A BANG!**

Highlight of the weaponry section at the Heritage Motor Centre's Best of British Festival – featuring everything from Minis to military vehicles – was the spectacular pyrotechnic display provided by this Scorpion tank (News, p11) Robert Marshall

#### **PROBLEM WITH THE SKI LIFT?**

These intrepid skiers demonstrate the benefits of traction with the rear engine over the driving wheels as this NSU TT effortlessly pulls them over the snow. Turn to p148 for Martin Buckley's reappraisal of the superbly engineered Prinz range Audi NSU



Spiess' glorious 450S took a deserved victory in the marque's centenary year



## MASERATI ON TOP AT VILLA D'ESTE

A spectacular Maserati 450S made history at Villa d'Este from 23-25 May, becoming the first competition car to win the glamorous concours. The 1956 racer upstaged a stunning group of coachbuilt designs to take the top honours for owner Albert Spiess. One of just nine built by the illustrious Trident marque, chassis 4502 was bought new by American Tony Parravano in 1957 but didn't race for two years after he vanished to Mexico.

The 450S impressed the judges, especially marque guru Adolfo Orsi and Lord March, but the public vote passed over the 400bhp racer and instead chose Corrado Lopresto's 1931 Alfa Romeo 6C-1750 Aprile Spider for the Coppa d'Oro. The sleek Alfa started life with Zagato coachwork but, after a major accident, it was rebodied in the late 1930s (some claim post-war) with a streamlined shape by Count Revelli de Beaumont.

One of the fastest vintage sports cars, the 16-cylinder V4 Sport, featured in the Maserati centenary group. Built originally as a Grand Prix chassis, the 150mph sensation was rebodied as a Zagato Spider.



The distinctive Alfa Superflow IV concept



Scorpione was last seen in Europe in 1977



Hispano-Suiza H6B was a crowd favourite

After spending years hidden away in England, it was restored in Italy for Lawrence Auriana.

This year's event had a *Great Gatsby* theme, with the Baz Luhrmann film being given an open-air screening at Villa Erba on Friday evening. While Sir Anthony Bamford's fabulous class-winning 1934 Rolls-Royce Phantom II



Maserati V4 Sport is the last in existence



250GT TdF came from Destriero Collection

'Boat tail' evoked the spirit of the novel, it was Alexander Schaufler who most impressed the jury with the sartorial style to match his regal 1922 Hispano-Suiza H6B.

Reclusive Japanese collector Shiro Kosaka is not often seen at events, but his 1969 Fiat Abarth 2000 Scorpione created a stir. Making a rare outing from his private collection, the sleek wedge stunned spectators as his crew demonstrated the lift-up canopy and pillarless wraparound windscreen. The Pininfarina design was on its first visit to Europe since 1977.

Another important Pininfarina concept car returning to Italy was the 1956 Alfa Romeo 6C 3000CM Superflow IV, its 'cuttlefish' body style eventually evolving into the production Duetto.

It takes a special version of a familiar car to get an entry at this historic concours, which this year featured two one-offs based on '60s designs: the Bertone-bodied Ferrari 250GT SWB penned by a 21-year-old Giorgetto Giugiaro; and a Mercedes 230SL reworked by Tom Tjaarda for Pininfarina in 1964 (*C&SC*, November 2001).



# Historics shine at Cholmondeley



A committed Keith Harris set the fastest time for a pre-2000 car in his Chevron B25



Hansen (centre) with other award winners



Dyson threads Jaguar through chicane

The Cholmondeley Pageant of Power attracted 67,000 enthusiasts to Cheshire from 13-15 June. With the event finally being blessed with good weather, Robbie Kerr set Fastest Time of the Day – 56.41 secs in a Radical SR8 RX.

Among the classic contingent, Iain Stewart won the Pre-War class in his 1929 Morgan Aero, with Alistair Dyson (Jaguar E-type) doing likewise in the Pre-1966

Sports and Sports Racing Cars category. Keith Harris took his Chevron B25 to Historic and Single-Seater honours – claiming FTD for pre-2000 cars in the process. Hans Kolby Hansen was victorious in the Rally class at the wheel of his Lancia Fulvia HF.

The weekend also included static displays and there was the usual mixture of air shows and water sports. For the first time, organisers

put on a concert on the Friday night, which was headlined by Status Quo, while Saturday's music was of the classical variety and included a fireworks display.

Event director James Hall said: "It's been a fantastic event... We've had a real festival feel this year as well with the two concerts, which is something we hope to continue."

The 2015 Pageant of Power will take place from 12-14 June.



## CLASSICS AT GAYDON

The Heritage Motor Centre hosted a Best of British Transport Festival on 25 May. Historic vans, ambulances and even military vehicles were on show, while club cars ranged from a 1936 Rolls-Royce 25/30hp to a Rover Mini.



## VCC LADIES ON TOUR

The Veteran Car Club's Ladies Driving Day was based at Hildersham Hall near Cambridge on 8 June. Among the entries was Sophie Moore – granddaughter of VCC president Ruth – in a 1904 Richard Braiser (above) and Jan Diffey in a 1914 Humber.



## NEW RECORD DOWN UNDER

Rod Wade and Austen Richie have set the fastest time for crossing Australia coast-to-coast and back in a vintage car. It took just 101 hrs, 52 mins and 32 secs in their 1930 Ford Model A. The adventure raised money for Kidney Health Australia.



## THUNDER IN SUSSEX

The Cobra Drivers' Club Sussex GT on 11-12 May featured a run up the Goodwood hillclimb course, followed by a track day at the circuit the day after. Guests included Jack Sears, Sir John Whitmore and Sir Paul Vestey, in the Le Mans Cobra '39 PH'.



## Underdogs set to star

A new event has been launched to celebrate cars not often seen in concours. The Festival of the Unexceptional takes place at The Whittlebury Park Golf Club on 26 July and aims to recognise the much-maligned classics of the 1970s and '80s, including the Austin Allegro, Triumph TR7 and Renault 30TS.

The event is being backed by insurance firm Hagerty, and a panel of 'experts' will judge the 50 cars competing for the top title, with bribery and period dress actively encouraged.

The competition is free to enter and visitors are being urged to register their vehicles at [www.unexceptionalcars.co.uk](http://www.unexceptionalcars.co.uk)

## Unique Mercedes rebuilt

A 1938 Mercedes-Benz 540K Streamliner built for the Berlin-Rome long-distance rally but never raced has been reborn on its original chassis by Mercedes-Benz Classic and a network of top European specialists. The supercharged sensation was thought lost until investigation in 2011 of a spare 540K chassis in the factory museum store revealed it to be the *stromlinienwagen*. After post-war service with the German division of Dunlop for high-speed tyre testing, the car was returned to the factory in the early 1950s, the one-off coupé body being removed and destroyed.

The rebuild was orchestrated by Michael Bock at Mercedes-Benz Classic and Belgian Raoul San Giorgi, with the body recreated by Conulato. Using the original 1938 drawings as a reference and working with a high-tech CAD program, the Italian specialist took more than 4800 hours to make the body. The completed car was recently tested in the wind tunnel at the Stuttgart works, where it recorded a drag coefficient of 0.36 Cd against a 540K Coupé at 0.57. The streamliner then completed high-speed runs at the Papenburg Test Track, clocking 170kph (106mph) without its supercharger and 186kph (116mph) with blower engaged.







Thousands lined streets for parade featuring Surtees TS7 and TS14, plus racing 'bikes

JONATHAN SHARPE/DAVID WOOLARD



Even charity king 'Papa Smurf' was there!



Malvern and Kerr with the 1964 F1 champ

## Edenbridge salutes local hero

John Surtees led a parade of racing cars and motorbikes through his home town of Edenbridge in Kent on 26 May. This year marks not only the 50th anniversary of his F1 World Championship, but also Surtees' 80th birthday. 'Fearless John' drove his title-winning Ferrari 158, which had been loaned by its American owner, George Barber, while current racers Scott Malvern and Robbie Kerr took the wheel of a Surtees TS7 and TS14.

The parade ran twice through Edenbridge and was based outside the former Surtees factory, while the racers were joined by more than 200 classic 'bikes and cars. Organised as part of the town's Fun Day, it was held in aid of the Kent Surrey & Sussex Air Ambulance and The Henry Surtees Foundation. Surtees was even joined by 'Papa Smurf', which has become a social-media phenomenon as its F1 adventures pay tribute to the late John Button

– Jenson's father. At the request of the Button family, 'Papa Smurf' is raising funds for Surtees' charity.

"It's fantastic to have the High Street closed on a busy Bank Holiday so that we could give all the visitors the sight and sound of times gone by," enthused Surtees. "It's not often that people get to hear and see F1 cars up close and, judging by the response of the crowds who cheered us through, they must've enjoyed it as much as I did."

## Age shall not weary them

More than 40 Edwardian cars will feature in London's Great War Centenary Parade on 4 August. Nicholas Pellett, whose grandfather was killed in a tank battle at Cambrai in 1917, has organised the convoy. "It's not a display of war vehicles," Pellett explained, "but is intended to present a period street scene. It's taken over three years to plan, and we have cars coming from New Zealand and America."

The vehicles will be shown at Brooklands' Great War 100 event on 3 August. The day after, they

depart at 10am from Chelsea's Royal Hospital for Lancaster House and will be at The Imperial War Museum that afternoon: [www.greatwarcentenaryparade.org](http://www.greatwarcentenaryparade.org)



## Caption competition

The wittiest suggestion will win a 1:43 model of our choosing, from Diecast Legends ([www.diecastlegends.com](http://www.diecastlegends.com))



What might these Daimler Dart-mounted traffic cops be saying to the scallywags on the bicycles, or vice versa? Send your suggestions to Caption Competition (August) at the address on page 6 or e-mail [james.elliott@haymarket.com](mailto:james.elliott@haymarket.com) and put Caption Comp – August in the title line. Please include your full postal address. The deadline for entries is 1 August.



### JUNE'S WINNER

There was a huge response to the 928 shot. We liked Anthony Partridge's: 'On reflection, being frugal with the options list on a Porsche can be something of a false economy..' and Ashley Holbrook's: 'On the way home, both police officers agreed that taking the Porsche for their talk to local young offenders had been a mistake.'

Runner-up was Alan Green for: 'Porsche engineers discover way to make 928 comply with London's new Ultra Low Emissions Zone', but the winner was Mike Marlow's gloriously simple: 'Many Hans make light work.'



### THE NEXT GENERATION

The second Alvis Owner Club Young Person's Event took place at Bicester Heritage on 24 May. Organised by 23-year-old AOC member Mayumi Rowe, the day was intended to provide younger enthusiasts with the chance to try classic cars, with models on offer ranging from Alvis 12/50 to Triumph Spitfire.



### TRACTION ATTRACTION

Thousands of vehicles gathered by Lake Madine, France from 14-15 June to celebrate Rétro Meus'Auto. Homegrown classics such as Traction Avants were to the fore, with a 1939 Peugeot 202 Cabriolet and a '66 Matra Djet 5 among the other highlights.



### WIN A RIDE WITH MOSS

Visitors to Shelsley Walsh's Classic Nostalgia on 19-20 July could win a ride with Sir Stirling Moss in the ex-Rob Walker Ferrari 250GT SWB. Tickets cost £5, from the Peter James Insurance stand. The raffle will be drawn at 2:30pm on Sunday, with proceeds to the Hope for Tomorrow charity.



### CHARITY PRIZE DRAW MINI

Blake Elkins is raffling a '96 Mini Sprite, subject of a c£4500 resto, on 26 July to raise money for the Lewy Body Society, a charity that helps people like his mum Susan, diagnosed with LD dementia at 57. To enter, make a donation at [www.justgiving.com/SusanElkins](http://www.justgiving.com/SusanElkins)





Last year, RM's London auction was moved to early September to coincide with the prestigious Concours of Elegance, and the new date and partnership proved to be a success, as the event achieved its highest results yet, bringing over £21.7 million in sales. Call us now to offer your automobile or collection at this established event, which will again be held in partnership with the Concours of Elegance, Hampton Court Palace.

1957 Maserati 250S by Fantuzzi  
*This incredible example sold for an amazing £2,128,000.*

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# Ciney hosts fabulous classic show



Clockwise, from main:  
Pinin Lancia Flavia;  
BMW 1600GT; rare 1965  
Simca Aronde cabrio



More than 500 dealers and nearly 20,000 visitors from across Europe descended on Ciney in Belgium for the city's annual Rétromoteur meeting from 7-9 June. Held in a 35,000sq ft cattle market, the event attracts specialists plus owners' clubs, and hosts one of the country's most popular autojumbles.

Jean Helsen of the Lancia Club Belgio brought one of the more

elegant cars on show, a pristine Lancia Flavia 1.8, while Henri Florin was justifiably proud of his 1968 BMW 1600GT. Florin, who is compiling the model registry, said that the former Glas is the "most Italian BMW ever made". Of the total run of 1255 two-door coupés, only 350 survive – of which around 150 are in running order.

Citroën DS-SM Club Belgium

put on a fine display, including a 1973 DS injection and a '72 SM, but an earlier ID 19P that was presented in beautifully original condition stole the show.

Many interesting projects could be found. One of only 32 remaining 1965 Simca Aronde cabriolets was looking for a new home and a 1973 Opel Kadett in running order was on offer with lots of period luggage.

## OBITUARY

### JOHN BISHOP b.1926

Bishop was instrumental in fostering sports-car racing in the USA. He helped to establish the popular Can-Am, Trans-Am and Formula 5000 race series, as well as the US Road Racing Championship. He was also executive director of the Sports Car Club of America and co-founded the International Motor Sports Association with wife Peggy and NASCAR's Bill France.

In later life, Bishop helped to establish the International Motor Racing Research Centre at Watkins Glen, serving as its chairman from 1999-2004, remaining an active Council member and chairman emeritus until his death. He will be inducted into the Motorsports Hall of Fame of America in August.



Birdcage, 250F and ex-Shah of Persia 5000GT are among the exhibits in Modena museum

## Trident display opens in Italy

Sir Stirling Moss was the guest of honour at a star-studded ceremony in Modena on 19 June to open a special factory-backed display marking 100 years of Maserati.

Running until January 2015 at Museo Casa Enzo Ferrari, the collection of 20 of the most significant examples has been curated by Adolfo Orsi. The event was also attended by Maserati boss Harald Wester and Luca Di Montezemolo,

plus two sons of the company's founding brothers – Carlo (son of Ettore) and Alfieri (son of Ernesto).

Half of the exhibits are racers, including Tipo 26B, 250F and 450S, but non-competition models include the firm's first road car – the 1947 A6 1500 by Pinin Farina – the ex-Shah of Persia 5000GT and the Giugiaro Boomerang prototype.

Moss said: "There has always been something special about Maserati and I owe a great deal to the firm. The 250F was the best-balanced single-seater of them all."

See *Classic sbrines* next month for the full lowdown on the exhibition.

## Events diary

Shows, festivals and tours

### JULY

#### 5-6 Classic American Car Show

More than 1000 cars and 150 trade stands. Tatton Park, Cheshire; 9am-4pm 01565 723863; [www.cheshireautopromotions.co.uk](http://www.cheshireautopromotions.co.uk)

#### 6 Matching Green Classic & Sports Car Club Show

Busy Essex event. Mike Stares 07885 834380; e-mail [mike.stares@sky.com](mailto:mike.stares@sky.com)

#### 13 Shelsley Breakfast Club

9am-12pm. Pre-register on-line 01886 812211; [www.shelsley-walsh.co.uk](http://www.shelsley-walsh.co.uk)

#### 19 Supercar Day

Brooklands 01932 857381; [www.brooklandsmuseum.com](http://www.brooklandsmuseum.com)

**19-20 Classic Nostalgia** Various hillclimb championships, plus C&SC-backed concours at Shelsley 01886 812211; [www.shelsley-walsh.co.uk](http://www.shelsley-walsh.co.uk)

**20 Classics at the Castle** Profits to Yeo Valley and Sherborne Castle Rotary Clubs, Dorset 01935 862714; [www.classicsatthecastle.co.uk](http://www.classicsatthecastle.co.uk)

**25-27 Silverstone Classic** Massive historic festival 01483 524424; [www.silverstoneclassic.com](http://www.silverstoneclassic.com)

#### 30 Classics on the Common

Huge mid-week gathering in Harpenden; pre-booking essential 01582 621042; [www.classicsonthecommon.com](http://www.classicsonthecommon.com)

### AUGUST

**1-3 CarFest North** Oulton Park, Cheshire [www.carfest.org](http://www.carfest.org)

#### 1-3 Gloucestershire Steam & Vintage Extravaganza

South Cerney Airfield, Cirencester 01453 890891; [www.steamextravaganza.com](http://www.steamextravaganza.com)

#### 3 Goodwood Breakfast Club

Thoroughbred Sunday; 8am-midday 01243 755060; e-mail: [cooked@goodwood.com](mailto:cooked@goodwood.com)

#### 3-4 WW1 Commemoration Event

At Brooklands (see p12) 01932 857381; [www.brooklandsmuseum.com](http://www.brooklandsmuseum.com)

#### 4-9 VSCC 80th Anniversary Celebrations

Based at the East of England Showground 01608 644777; [www.vsc.co.uk](http://www.vsc.co.uk)

**10 Mini In The Park** Drag-racing, trade areas and concours, at Santa Pod [www.minishow.co.uk](http://www.minishow.co.uk)

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



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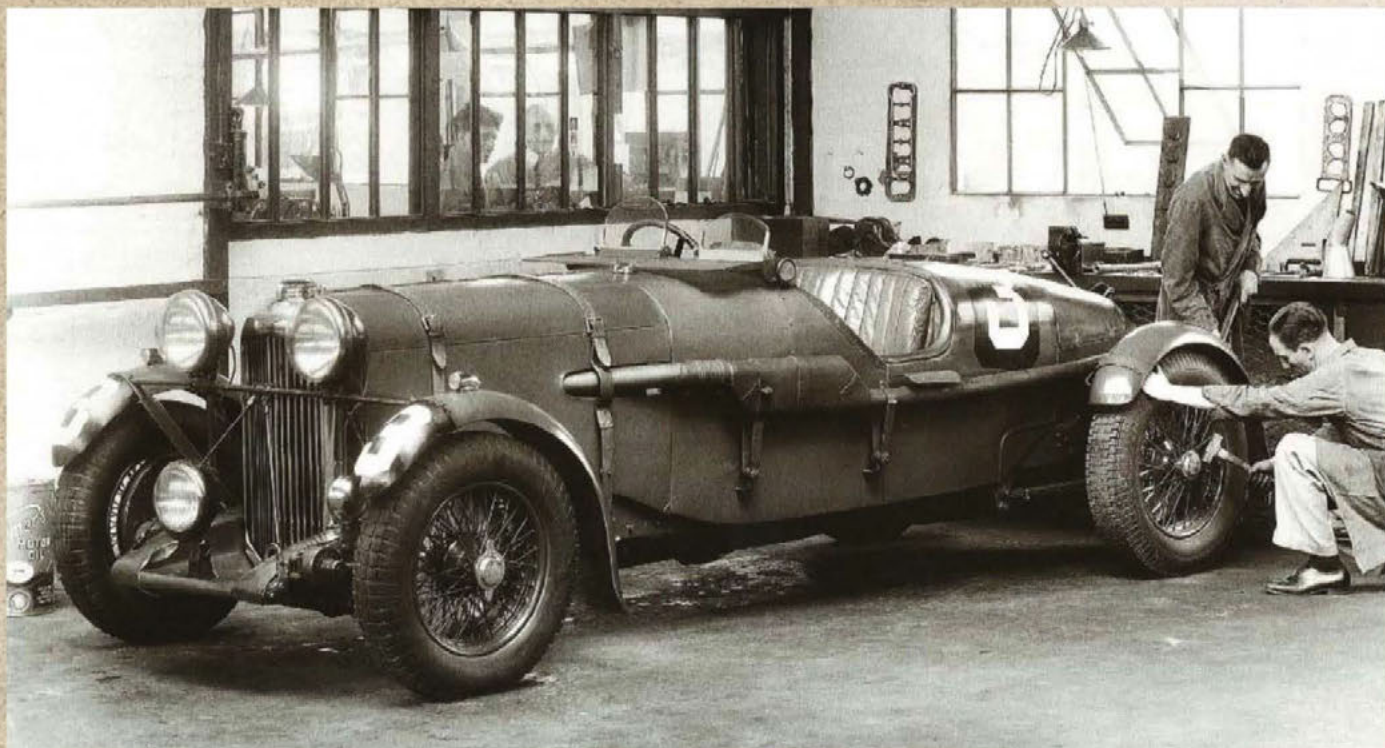
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Above

*The 1936 Grand Prix de L'ACF, 1936 and 1937 RAC Tourist Trophy, 1936 BRDC Brooklands 500-Mile Race, 1937 Le Mans, 1952 Goodwood Nine Hours  
Fox & Nicholl Team Car - 'EPE 97'  
1936 LAGONDA LG45R RAPIDE  
Estimate: £1,400,000 - 1,800,000*

Left

*The ex-1930 Mille Miglia Class winner and 5th Overall, 1930 Targa Florio (Cau.Minoia), Irish Grand Prix and Tourist Trophy, ex-Heiko Seekamp  
1930 OM 665 SS MM SUPERBA 2.3 LITRE SUPERCHARGED  
Refer Department*

# Bonhams





- 1 **1964 FERRARI 250 LM** Chassis no. 6045; Coachwork by Scaglietti  
The 19th of only 32 built; Well-known history and never raced in period; Recent comprehensive restoration by Ferrari and Classiche certified; Exceedingly rare and one of the most exhilarating and legendary Ferraris ever built
- 2 **1965 FORD GT40 ROADSTER PROTOTYPE** Chassis no. GT/108  
The first of four Roadsters built, and the eighth of twelve GT40 prototypes; A very original example with more than two decades in single ownership; Used by Shelby American for testing and development; Driven by racing legends Ken Miles, Carroll Shelby, and Jim Clark
- 3 **1963 FERRARI 400 SA LWB COUPE AERODINAMICO SERIES II** Chassis no. 4113 SA; Coachwork by Pininfarina  
Fresh restoration by marque specialists at Motion Products Inc.; Matching-numbers example; Known ownership history from new; A well-documented and absolutely stunning 400 Superamerica
- 4 **1960 ASTON MARTIN DB4GT** Chassis no. DB4GT/0119/L  
Purchased new by Chicago sportsman Ed Gaylord; Known ownership history; An original left-hand-drive U.S.-delivery example; Aston Martin's 250 GT TdF
- 5 **1953 LANCIA AURELIA PF200 C SPIDER** Chassis no. B52-1052; Coachwork by Pinin Farina  
One of only three PF200 Spiders built by Pinin Farina to showcase their craftsmanship; Single owner for last 46 years; Multiple award winner since recent extensive restoration; A very important concept car

**VIEW LOTS AND REGISTER TO BID ONLINE**





- 6 **1931 BENTLEY 8-LITRE SPORTS COUPE CABRIOLET** Chassis no. YR5099; Coachwork by Barker  
A one-off bespoke design by Barker; One of only two 8-Litres bodied by the renowned coachbuilder; Offered from a prominent collection; One of the greatest coachbuilt Bentley models in existence
- 7 **THE "AUSTIE" CLARK 1911 MERCER TYPE 35R RACEABOUT** Chassis no. 35-R-154  
Offered by the family of Henry Austin Clark Jr.; Single-family ownership since 1949; A well-known participant in many early veteran and vintage meets
- 8 **1963 LOLA MK 6 GT** Chassis no. LGT-2  
Campaigned by the Mecom Racing team and driven by legends Augie Pabst and Walt Hansgen; Restored and race-prepared by Hall & Hall
- 9 **1937 BENTLEY 4 1/4-LITRE OPEN TWO-SEATER** Chassis no. B 55 KU; Coachwork by Carlton  
One of six 4 1/4-Litre Bentleys bodied by Carlton, and the singular open two-seater tourer; Competed at the RAC Blackpool Rally and the JCC Brooklands Rally in 1939; Rare and beautiful "Silent Sports Car"
- 10 **1948 TUCKER 48** Chassis no. 1036  
One of 50 examples built; A legend in the automotive world; Conceived by the visionary Preston Tucker and built in Chicago

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# TR7 TAKES CENTRE STAGE AT TATTON



Johnson's TR8 with TRDC. Right: Rochford's Panhard et Levassor; Brady's A310 V6; Jacks' delightful Seven



Pride of place at Tatton Park's Classic & Performance Car Spectacular on 31 May-1 June went to a colourful TR Drivers' Club selection as part of the TR7's 40th-anniversary celebrations. It included Jim Johnson's UK-spec, right-hand-drive '81 TR8 – one of just 18 built – and Howard Griffiths' '77 works rally replica. "I'd been after a suitable car for five years or so," he said, "and this was a white fixed-head that had already been fitted with a V8."

There were some real gems to be found among the 460 individual entries – such as David Rochford's magnificent 1924 Panhard et Levassor X46 'Sans Soupapes', or 'without valves' from its 3.2-litre Knight sleeve-valve four-cylinder engine. "It's a bit of a change from a Dino!" said the former owner of a concours-winning 246GT, who bought the Salmons-bodied land-aulette to add to his wedding-car fleet after he fell for it at an auction.

Just behind it was another Gallic rarity, the Alpine A310 that John Brady purchased in March 2011. "It had been off the road since '88, so the engine was seized, with water inside it, and the brake pipes were leaking," he recalled. "Since then, I've rebuilt the V6 – twice, in fact – cleaned the chassis and repainted it, and refurbished the interior."

Rob Jacks from Frodsham had been on the lookout for an Austin Seven project for 12 months when

he tracked down a '33 Box saloon in Oban: "My dad had a Ruby that he hand-painted, so I fancied having a go at that." The finish is superb: "The main problem was dust. I did it with coach paint and the supplier recommended Purdy brushes, which aren't cheap but then it cost me about 200 quid against quotes of £1800-2000 for a respray."

About 3300 vehicles attended over the weekend, 1100 going both days plus a different 1100 each day.

## Porsches storm ramparts

Cars from across the globe converged on Portugal for the International Porsche 356 Meeting from 29 May-1 June, to tour Sintra, Cascais and central Lisbon. Two hundred 356s gathered at the Casino Estoril base on 29 May before commandeering the Cascais fortress the next day. Club president José Guedes said that cars had come from as far afield as South Africa, Canada and the US, plus John Walker from Australia attended with his '57 T1 coupé. The people's favourite was the third-oldest 356 taking part, the ultra-scarce '52 pre-A cabriolet of Eric Douglas from Sweden.



Flat-four artillery fire echoed around Cascais fortress, built in c1488



Tea party scooped Best Stand for Volvo EC

## Volvoland tops bumper Bristol

The Bristol Classic Car Show drew a crowd of about 12,000 to Shepton Mallet on 14-15 June. "It was easily the best event that we've done," said Martin Corbett of Nationwide Events, "judging by the feedback that we've received from everyone. My favourite car was Henry Body's Iota, a Douglas motorbike-engined hillclimb car that was built in Bristol in the 1940s and was on its first time out after the restoration."



Body's just-rebuilt Iota is the sole survivor

Best Club Stand went to Alice in Volvoland – from the Volvo Enthusiasts' Club – with Chris Tye's 1962 Jensen-built P1800, plus Gillian and Tony Whitton's '63 120 estate and two of Kevin Price's collection: his PV445 soft-top and '62 P1800, an original from *The Saint*. Car of the Show was Ernie Warrender's glorious '26 Bentley Super Sports.

The Swallow Doretti Register toasted the marque's 60th birthday on its first visit to the festival.

There were 1000 classics each day in the privileged parking area outside – a record – plus dozens of autojumble stands and cars for sale.



Mantis pair of Andrews and Haynes with Crowson's 1800. Below: Larsen's beautiful 'bathtub' Nash; Levine's superb '85 Méhari



## Bromley springs back to form

The revamped Bromley Pageant of Motoring proved popular with first-timers among the 16,349 visitors to Norman Park, Kent on 8 June. "We were surprised by the scope of it," said Paul Levine, who'd brought wife Angie from Upminster in their rebuilt Vert Tibesti Citroën Méhari. "The car had been in my brother's garden for 10 years," said Angie, "and, by the time we got it home, the front suspension had collapsed." So, as Paul put it: "We had to start with a new chassis."

More plastic-bodied rarities starred around the 100-plus club displays, such as John Crowson's

Marcos 1800 and a pair of Mantis 2+2s. Simon Haynes' car, bought about six months ago, had been off the road for 30-odd years and has been fettled by Marcos Owners' Club technical guru Mike Andrews.

Pick of the transatlantic metal



was the Nash Airflyte Ambassador that Sven Larsen drove up from Bournemouth. The fantastically original four-door still had the optional mattress to go with the seats that fold into a double bed.

See *Market place* for more.



### LOVE YOUR PINK CADILLAC!

Best of Show at the National Can-Am Car Club's Lazy Sunday meet in Poole on 1 June went to the '58 Cadillac de Ville of Derek Honour: "It was in good condition, but I've spent more on it than I paid for the car and haven't stopped yet."

### LAND OF THE GIANTS

More than 400 American classics are expected to attend the Pre-50 Auto Club Rally of Giants at Blenheim Palace on 27 July. Entry costs £13.50 or £6.60 for 5-16s: go to [pre50aac.com](http://pre50aac.com) or call 01993 810530 for info on the venue.



### DLOC TAKES THE HIGH ROAD

The Daimler & Lanchester OC marked its 50 years with a 650-mile Scottish tour. The 20 cars followed a route that took in Rest & Be Thankful, the Isle of Skye via the Commando Memorial, the Pass of the Cattle and Balmoral.



Higgs with Liège-Brescia-Liège SE492



Barber's ex-Goddard-Watts works car

## Berkeley brigade turns 50

The Berkeley Enthusiasts' Club marked its 50th anniversary with a splendid gathering of three- and four-wheelers at the Buckinghamshire Railway Centre, Quainton on 17-18 May. Several of the 25 cars belonged to BEC stalwart Graham Higgs, who also has a 1953 Berkeley Caravette that he towed behind his Sunbeam motorcycle combination. The weekend began with a 50-mile run around local lanes and B-roads, plus a stop in Tring to pay homage to the town where the first club meets took place.

The Biggleswade marque did well in competition, including the works car campaigned in period by Jon Goddard-Watts and now owned by Neil Barber. He bought the 700cc Royal Enfield-engined machine in a sad state four years ago and has returned it to 1960s racing guise. And they're still competing: Higgs' 1959 SE492 was rebuilt in a year for the 2008 Liège-Brescia-Liège Rally, which is run by C&SC contributor Malcolm McKay.

## A welcome in the hillside

The Rover Sports Register tackled the hills of mid-Wales on its Rover Retro tour from 30 May-1 June, with participants dressing to match their classics. Chris Dancey fittingly wore doctor's attire because the 10 Coupé in which Linda Graham was on the maps served as GP transport in WW2.

The group ranged from a 1932 Nizam 10/25 roadster – one of three made, owned by Tim and Jo Ralphs – to the '49 75 P3 driven from Devizes, Wiltshire by Martin and Ina Houghton. Noel Howard came 225 miles from Hampshire in his 1939 14. "It's far from perfect," he said, "but I bought it as a box of bits 20 years ago and haven't had any problems on this trip."

Two '39 16 Tickford dropheads took part, from four or five known to survive out of 177 produced.



RSR group at Vale of Rheidol Railway



Dancey and Graham with '38 10 Coupé





Mike Edwards' HPF fronts line-up. Right: Sparrow's former company car; Millbrook return



## Droop Snoots toast 40th birthday

Vauxhall HP Firenzas converged on the firm's Heritage Centre in Luton to celebrate the model's 40th birthday on 17-18 May. Saturday's open day featured many special guests who had been involved with the HPF as part of the successful Dealer Team Vauxhall equipte.

One of the weekend's highlights was a talk by project engineer Roy Cooke, who revealed that the HP Firenza was an economical spend considering how much was written about it: the car only cost £185,000

to develop! Chris Coburn, who built rally cars at his Banbury base and still runs an HPF, was delighted to see Vauxhall's restored example (C&SC, June 2012), while DTV driver Will Sparrow was reunited with the one that was his road car.

Also on show was the famous ex-Gerry Marshall and Bill Blydenstein racer 'Old Nail'. Nick Cooper explained that it will soon receive FIA papers to allow it to compete in historics. Barrie 'Whizzo' Williams reminisced about his victory in the

one-off HPF launch race at Thruxton on 28 May 1974, in which he just beat Marshall, who charged across the grass at the last corner in an attempt to snatch the lead.

On the Sunday the Droop Snoot Group revisited Millbrook proving ground for a blast around the Speed Bowl and Hill Route where the HP Firenza was sorted when new.

DSG organiser Dave Childs said: "It was a privilege to bring together the cars and the people who made them famous in their heyday."



### BEAULIEU HOSTS GALLIC TRIO

The Simca Matra Talbot International Rally is expected to draw the biggest meeting of the marques in the UK, with cars coming from across Europe to Beaulieu for the 11-13 July event. E-mail David Chapman on enquiries@routeuk.net or go to [www.routeuk.net](http://www.routeuk.net)



### COMMERCIAL TRAVELLERS

The Transit Van Club, which spans all eras of the iconic load-lugger, holds its main meeting at Gaydon on 9-10 August. Taking place on the Sunday is the HMC's new Classic Van and Pick-up Show, featuring assorted club displays: call 01926 641188 or visit [www.heritage-motor-centre.co.uk](http://www.heritage-motor-centre.co.uk)



## Federation update

Regular readers will recall that I mentioned the topic of skills development a few months ago and I am now delighted to announce that our Vehicle Restoration Apprenticeship course has been formally accredited by Ofqual.

At least two colleges, Banbury & Bicester and the S&B Automotive Academy, will be offering the course from this September. Research conducted on behalf of the Federation has shown that 900 to 1000 apprentices are required over the next five years.

Many other establishments have expressed interest in the course and we will ensure a good geographic spread. Our main focus is for students in the UK but interest extends into continental Europe and beyond, including Costa Rica.

The curriculum was developed on our behalf by The Institute of the Motor Industry and we are indebted to our founding sponsors, Bicester Heritage, the MG Car Club and McGrath Maserati. Andy Heywood, MD of McGrath, is a perfect role model because he graduated from one of the original Colchester Institute courses, began his working life as a mechanic and now owns the business.

So, this is a very real opportunity for young people interested in making a career of working with historic vehicles. For more info, go to the Trade & Skills section of our website and look under the Apprenticeship tab.



Bicester Heritage is among founding sponsors of new apprenticeship course



### DAVID WHALE FBHVC CHAIRMAN

The FBHVC lobbies in Brussels and Westminster. 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

**6 Aque Sulis Tour** New HRCR scenic tour around Somerset and Dorset [www.bathmotorclub.co.uk](http://www.bathmotorclub.co.uk)

**6 Maldon Motor Show** Classics on the prom in Essex 01245 268157; [www.chelmervalleycarmeeet.co.uk](http://www.chelmervalleycarmeeet.co.uk)

**6 BMC & Leyland Show** BMC, BL and Rover meet, at Gaydon 01926 641188; [www.heritage-motor-centre.co.uk](http://www.heritage-motor-centre.co.uk)

**6 Leighton Hall Classic Show** Carnforth, Lancashire 01697 451882; [www.markwoodwardclassicevents.com](http://www.markwoodwardclassicevents.com)

**10 Classics on the Green** Friston, Suffolk, 3:30-10pm 01728 687999; e-mail: [classicsfriston@aol.com](mailto:classicsfriston@aol.com)

**12-13 VBOA National Rally** At Billing 07932 330334; [www.vboa.org.uk](http://www.vboa.org.uk)

**13 Lakeland Historic Vehicle Show** At Hutton-in-the-Forest, Penrith, Cumbria Mark Woodward

**20 Lavender Run** HRCR scenic tour around the Cotswolds [www.rdcc.org.uk](http://www.rdcc.org.uk)

**20 Beaumanor Hall Classic Show** In Woodhouse, Leics 01922 643385; [www.transtarpromotions.co.uk](http://www.transtarpromotions.co.uk)

**20 Classics at the Castle** Plus NW Vauxhall-Opel Day, at Bodelwyddan Castle, Rhyl. Andrew Greenwood 01484 667776; [www.classicshows.org](http://www.classicshows.org)

**26-2/8 Rally and Tour of Snowdonia** Convoy from Yorkshire, then based in Dolgellau. Cambridge Oxford OC E-mail: [farinaman@btinternet.com](mailto:farinaman@btinternet.com)

**27 Old Ford Rally** For all pre-1986 Blue Oval cars, vans and derivatives, at the Heritage Motor Centre

**27 Cheshire Classic Show** Including Singer Car Clubs National Rally, at Capesthorpe Hall Andrew Greenwood

**27 Walsall Classic Show** In the Arboretum Extension Transtar

**27 Simply Vauxhall** Part of Beaulieu series, followed by Simply Japanese on 3/8 and Simply Land-Rover (10/8) 01590 612345; [www.beaulieu.co.uk](http://www.beaulieu.co.uk)

**27 The Great Eastern Rally** At Ingatstone Hall, near Brentwood, Essex. Adrian Hanwell 01723 341498; e-mail: [a.hanwell@virgin.net](mailto:a.hanwell@virgin.net)

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



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Griffiths leads Hoole and Park during the first Pre-1966 Formula One encounter. The Cooper driver took two wins during the weekend

## TREMENDOUS RACING WOWS DIJON

Miles Griffiths won both of the Historic Grand Prix Car Association's Pre-1966 races at Dijon's GP de l'Age d'Or from 6-8 June. The Cooper T51 driver fought off Sid Hoole (Cooper T66) and Eddy Perk (Heron) on the Saturday, and then completed the double the following day by racing clear of Peter Horsman in his Lotus 18/21.

The event this year celebrated its golden jubilee, having first been organised as a support race for the 1964 French Grand Prix at Rouen. It was only fitting then that Dan Gurney's winning Brabham should return to France. James King – who watched the American legend take

that '64 victory – drove the little BT7 through to ninth position on Saturday from the back of the grid, before being forced to retire. King was nonetheless presented with a special award by Frederic Vial from the Automobile Club de France.

Tony Wood drove the TecMec Maserati to a double victory in the races for Pre-1961 front-engined cars. Tony Smith (Ferrari Dino

**'It was only fitting that Dan Gurney's 1964 winning Brabham should return to France with James King'**

246) gave chase in the first, while Josef Rettenmaier did likewise on Sunday with his Maserati 250F.

Perennial front-runner Jonathan Hughes won both Formula Junior races in the ex-Jo Siffert Brabham BT6. Italians Manfredo Rossi di Montelera (Lotus 22) and Piero Tonetti (Brabham BT6) were second and third on both occasions.

Martin O'Connell won the first Classic Endurance Racing round in his Chevron B19, but a penalty in the second outing upped Philippe Scemama (Lola T290) to first, with



James King entered ex-Gurney Brabham



Hughes grabs early lead in Lurani Trophy



Scemama's Lola T290 claimed CER victory



Furiani/Stippler Alfa won the U2TC battle

O'Connell coming second and Scemama's brother Yves in third.

Other winners included Gary Pearson/Carlos Monteverde (Ferrari 250LM), Yvan Mahe (Cobra), Eric Mestdagh/Pierre-Alain Thibault (BMW 3.0 CSL) and Alex Furiani/Frank Stippler (Alfa Romeo GTA).

Almost 11,000 spectators made their way to the Burgundy circuit and, as well as the nine grids taking part on-track, there were almost 700 club cars on display. Organiser Peter Auto – back in charge of promoting one of its former events – even arranged a popular barbecue for the Saturday evening.



Stunning Mestdagh/Thibault BMW 3.0 CSL



# Talbot relives 1934 Alpine victory

Clockwise, from main:  
Burnett/Haylock in typical  
Alpine scenery; Carter and  
Ellis finished second; the  
Spirit of the Rally Award  
went to 1938 Peugeot



GERARD BROWN



Eighty years after a Talbot won the Alpine Rally, Gareth Burnett and Jeremy Haylock repeated the feat in their 105 Alpine. The 2014 running of the event took place from 6-8 June, and was the first to be organised by the Endurance Rally Association. Centred around the Imperial Palace hotel on the shores of Lake Annecy, the route covered more than 600 miles. The

46 crews tackled the Col de la Colombière and the Route Des Grande Alpes, taking part in time trials and medal sections along the way.

Burnett and Haylock were the only competitors to record a clean sheet, leading home the 1937 Bentley of Paul Carter and Robert Ellis. Bill Cleyndert and Matthew Abrey were third in a 1929 Ford Model A Speedster. John Ruston and

Michael Birch came seventh in the Talbot that took the 1934 win.

Ludovic Bois and Julia Colman won Spirit of the Rally for tackling their drive in a 1938 Peugeot 402 Légère. The Against All Odds Award went to Peter Little and Louise Cartledge for nursing a clutchless '26 Bentley, while James and Dawn Gately won the Concours with their 1937 Cadillac 75.



Gillett's Super Sports storms to victory

## Gillett takes multiple wins

The VSCC and Cadwell Park celebrated their 80th anniversaries at the Shuttleworth and Nuffield Trophies meet on 7 June. Charles Gillett bested challenging conditions to win the Frazer Nash Car Club's race, plus the Geoghegan Trophy and John Holland Trophy.

Robert Cobden repeated last year's success in the title event for Pre-1961 Racing Cars, holding off Nick Topliss in ERA R4A. Other winners were Tim Dutton (Bugatti T51A) in the Williams Trophy and Luke Roberts (Frazer Nash Sports) in the Allcomers Scratch race.

Two invited grids bolstered the entry, Greg Bibby taking the Morgan Three Wheeler Club encounter and George Shackleton winning the 500cc event.



## Jag pulls away in Norfolk

Chris Ward and Alex Buncombe took a commanding victory in the Autosport Three Hours at Snetterton on 8 June. The bumper grid included a strong contingent from the HSCC's GT and Sports Car Cup, but none could match the winning Jaguar E-type, which reached the chequered flag with two laps in hand.

Second place went to father-and-son team Denis and Jeremy Welch (Austin-Healey 3000) while Mark Halstead and Stuart McPherson bagged third in their Lotus Elan. The Drivers of the Race award went to MGB crew Brian Lambert and Joe Ward. After suffering engine problems on Friday, they missed qualifying while the car was fixed by the engine builder and then raced to seventh from the back of the grid.

Marcus Mussa triumphed in the sports-racing cars encounter in his McLaren M1B, while Jon Milicevic (Cooper T59) and Sam Wilson (Lotus 20/22) shared the Formula Junior spoils. In the first part of the Historic FF1600 double-header, Max Bartell (Merlyn Mk20) beat Benn Simms (Jomo) by 0.2 secs, but in the second Simms beat Westie Mitchell (Merlyn Mk20) by an even slimmer margin, just 0.001 secs!



## SPEED WINS AT DONINGTON

Aston Martin 2-litre Speed Model driver David Freeman won the AROC's St John Horsfall Memorial Trophy at Donington on 7 June. Peter Dubsky nipped ahead in his 15/98, but Freeman came back and it was a top dice until Dubsky had a moment at the chicane.



## EPIC 8000KM RALLY ENDS

Keith and Norah Ashworth (Bentley 4½ Litre) and Dennis and Kathy Varni (Ford Falcon) won the Vintageant and Classic divisions on the Classic Safari Challenge from 1-26 May. The event ended in Cape Town, having run through Zimbabwe, Botswana and Namibia.



## CRYSTAL PALACE GREATS

Motorsport at the Palace (25-26 May) celebrated the '71 Osram Saloon Car race. Mike Crabtree was reunited with his Ford Escort and Gregor Marshall represented his late father Gerry with a replica of his Vauxhall Viva GT.



## SMITH DOMINATES AT 'RING

Darwin Smith took a double victory at the HSCC's Historic F2 meeting at the Nürburgring on 31 May-1 June. On his first drive on the GP layout, Smith (March 722) took pole, set fastest lap and led every lap of each race. Hans Peter (Ralt RT1) was second both times.



# Escorts dominate Severn Valley

Nick Elliott and Dave Price took their second victory of the year on the Severn Valley Historic Stages on 31 May. A strong field of 70 crews assembled for the fourth round of the West Wales Rally Spares RAC Rally Championship season, and the Escort team was pushed all the way by Richard Hill and Steffan Evans in another Mk2.

Elliott pulled out a three-second advantage on the opening stage and, with Hill struggling on the next leg, Ben Llewellyn and Paul Williams moved into second. A mistake by Llewellyn on the fourth stage enabled Hill to leapfrog him

once more, but the youngster held on to third – an impressive result in his first full historic rally, and one that ensured an all-Escort podium. Up front, Elliott survived a couple of minor excursions on the final stage to claim the spoils.

Ray Cunningham – joined by new co-driver Andrew Bushe – put in another superb performance in his Mini Cooper 'S' to win Category 1, but only by 14 secs from the Lotus Cortina of Simon Wallis and Graham Wride. "It was okay until the last three stages when we lost second gear," said Cunningham, "so we just held on and kept it safe."

Ernie and Will Graham (Ford Escort Mk1) took a fine victory in Category 2, while other class winners included Jason Pritchard/Phil Clarke (Ford Escort Mk2) in Category K, plus Simon and Alister Crook (Opel Manta) in Category O.



Ben Llewellyn made an immediate impact



Elliott put in impressive performances through the Crychan, Cefn and Halfway stages



Ernie and Will Graham claimed Category 2



Wallis chased Ray Cunningham all the way

## Sunbeam leads run to Madrid

This year's Paris-Madrid Rally, held from 22-25 May, attracted an eclectic entry. Mark Robinson and Simon Parfitt claimed the Pioneers class in their 1915 Sunbeam, while James Mitchell and Anya Jackel (MG TA) led Class 2 for sub-2000cc pre-war cars. Cornelis Willemse and Herman Schipper (Hudson Century) did likewise in the over-2000cc category. Robert Keiffer and Michele Thierry won the post-war class in their Healey 100, and Alastair Caldwell took overall victory in his 1938 Alfa Romeo 6C SS Torpedo.



Robinson/Parfitt press on aboard Sunbeam



O'Connell's little B19 harries eventual winner Simon Hadfield's Lola

## Chevron stars at Brands

The first leg of the FIA Historic Sportscar race provided one of many highlights at the Masters Historic Festival at Brands Hatch on 24-25 May. On a damp track, Martin O'Connell got his Chevron B19 in between the Lola T70s of Simon Hadfield and Andy Wolfe. O'Connell even took the lead early on the final lap, but Hadfield powered past to claim victory by 0.6 secs.

Hadfield and Leo Voyazides also took top spot in the Gentleman Drivers GT races in their AC Cobra, while Steve Hartley won both Historic F1 encounters in his Arrows A4. Jonathon Hughes (Brabham BT6) and James Murray (Lola Mk5A) took a Formula Junior win apiece, the former taking aggregate victory. Other victors included Chris Ward (Lister-Jaguar Costin), Michiel Campagne (Corvette) and Mike Gardner (Crossle 30F).

## Sporting diary

Races, rallies, trials and more

### JULY

**9-12 Ennstal Classic & Chopard Racecar-Trophy** Austrian event based in Grobming 0043 3685 23270 5; [www.ennstal-classic.at](http://www.ennstal-classic.at)

**11-13 Dragstalgia** Boasting 'one of the most astonishing assortments of old and interesting race cars ever to grace the quarter-mile' at Santa Pod [www.santapod.co.uk](http://www.santapod.co.uk)

**12-13 HSCC Brands Hatch Super Prix** On the full GP circuit 01327 858400; [www.hsc.org.uk](http://www.hsc.org.uk)

**12-13 Retro Race Weekend** Busy historic meeting at Castle Combe, Wiltshire 01249 782417; [www.castlecombecircuit.co.uk](http://www.castlecombecircuit.co.uk)

**12-19 Thousand Mile Trial** New HERO event for pre-war cars. Jeremy Dickson 01656 740275; [www.heroevents.eu](http://www.heroevents.eu)

**17-20 The HAWK with Brian Redman** Featuring the Blue Riband Can-Am celebration, Road America, USA 001 920 892 4576; [www.roadamerica.com](http://www.roadamerica.com)

**19-20 Classic Nostalgia** Various hillclimb championships, plus C&SC concours on Sunday 01886 812211; [www.shelsley-walsh.co.uk](http://www.shelsley-walsh.co.uk)

**25-27 Silverstone Classic** 20-plus races including single-seaters, saloons and Group C grids 08712 310849; [www.silverstoneclassic.com](http://www.silverstoneclassic.com)

**27 Harry Flatters Rally** A qualifying round for the Mintex MSA British Historic Rally Championship, based in Epynt [www.breconmotorclub.co.uk](http://www.breconmotorclub.co.uk)

### AUGUST

**2-3 VSCC Prescott** Nr Gotherington, Glos 01608 644777; [www.vsc.co.uk](http://www.vsc.co.uk)

**2-3 Copenhagen Historic Grand Prix** Various classes racing around a street circuit in the Danish capital 0045 86 51 99 29; [www.chgp.dk](http://www.chgp.dk)

**2-3 HSCC Croft Nostalgia Weekend** At the Yorkshire circuit 01327 858400; [www.hsc.org.uk](http://www.hsc.org.uk)

**8-10 AvD Oldtimer-Grand-Prix** Massive historic festival at the Nürburgring, Germany. Tickets €18-58 0049 69 660 60; [www.avd-oldtimer-grand-prix.de](http://www.avd-oldtimer-grand-prix.de)

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





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1957 AC Ace Bristol ● 1962 Ferrari 400 Superamerica (ex-Geneva Motor Show)  
1980 BMW M1 ● 1985 Porsche 962 (ex-BF Goodrich double 24 Hours of Daytona podium finisher)  
1994 Bugatti EB110 GT ● 2008 Pagani Zonda Clubsport F Coupé  
*Please note that to respect client confidentiality not all motor cars available may be shown*





**1965 ALFA ROMEO GIULIA TZ**  
Coachwork by Zagato | Chassis AR75099



**1965 FERRARI 275 GTB LONG NOSE ALLOY**  
Ferrari Classiche Certified  
Factory Six-Carb Example with Unique Custom Features  
Coachwork by Scaglietti | Chassis 07993



**1938 BMW 328**



**1958 BMW 507 SERIES II**  
Five-Speed, Rudge-Wheel, Hardtop Example



**1959 FERRARI 250 GT SERIES I CABRIOLET**  
The Last of Only 40 Examples Built | Coachwork by Pinin Farina | Chassis 1475 GT

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# SECRET HOARD SOLD OFF IN THE US



Rare Willoughby-bodied 1937 Lincoln.  
Inset: Oliver Jordan with the Cord 810



Aerial view of the cars at fortress Jordan



Supercharged 812 was one of two Cords



All the cars were said to be in a bad state

VanDerBrink Auctions of Minnesota, USA has recently sold a car collection owned by a most extraordinary man – Oliver Jordan. In 1945 Jordan, who hailed from Enid, Oklahoma bought a scrapyard and traded cars until the city ordered him to make changes. He wasn't having that, so, in 1953, he just shut the doors.

Jordan enclosed his land and collection with a high barbed-wire fence and had a number of guard dogs. He lived inside the fortress with his wife Ruby. His grandson Stuart Piontek moved a few of the cars around, took an inventory and put some under cover, but there was no takers when Jordan died in 2004 and they tried to sell the

collection intact. When Ruby passed away the family sold the 250-plus cars and tons of spare parts in single lots.

Not one of the cars was European, but those listed included a 1936 Cord 810 and a '37 812, a '37 Lincoln all-aluminium passenger saloon, a '29 Model A Ford breakdown vehicle that had been Oliver's

first tow-truck, a 1938 Chevrolet Master Deluxe two-door sedan known as the honeymoon car and a '37 Buick two-door fastback.

The oldest car was a 1917 Maxwell, while one of the rarest was a 1924 Rollin. There was a 1940 Hudson Super 6 two-door sedan, a 1940 and a 1950 Kaiser, plus many trucks and some tractors.

## Bond freed from container

Charles Frick owned a Bond Equipe GT4S many years ago, so when he stumbled across an Equipe GT 2+2 while hunting for some Austin engine parts outside Newark, Delaware, he had to have it. Just 444 were built and this late-1963 example was completed on 14 December and registered CNL 959B. Does any reader remember this car? No other history is known – most of the paperwork having been lost in a workshop fire some years ago – and this is causing trouble in obtaining a US title for it. It is thought to have been sold to the USA around 10 years ago partly restored, and Charles hopes to have it back on the road later this year if he can get it registered. Any history please to: [charlesfrick@live.com](mailto:charlesfrick@live.com)



Bond was stored in a shipping container



Lack of history is proving a problem



As first seen by Halsall after shipping

## Grandfather's car restored

Some may be lucky enough to own a car used by their grandfather, but few can aspire to a car made by him. Such is the case with the 1914 Wilton light car that Roy Halsall of East Knowle near Shaftsbury has just completed restoring, though.

His grandfather built a number of cars under the name of Wilton



The 1914 Wilton has been fully rebuilt

from 1914 until the early 1920s and Roy had long been on the trail of one. An example finally emerged in Victoria, Australia: car number 4, built in 1914 and registered LK 9391, had been shipped there when nearly new by a sheep farmer.

Since 2007, it had been owned by Alan Mills of Castlemaine and he agreed to sell it to Roy. It has taken Halsall nearly seven years to complete the rebuild and he is now looking forward to taking it to a few events this year.



## 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 [james.elliott@haymarket.com](mailto:james.elliott@haymarket.com) and you could win £100!



When Tim Berrimen's uncle Pete sadly passed away, the Australian was bequeathed all of his late uncle's worldly possessions. After finding just 100 bottles of 'off' wine, he was shocked to delve "under a pile of rubbish" in the garage and discover an Austin-Healey 100/6 that had been delivered new to Australia in 1957. Berrimen learned that his uncle had raced the car extensively, but it was involved in a pitlane "bingle" in '86 and was put in his garage.

Berrimen said: "We started going through the car's history prior to my uncle's era, and have found that it was quite a well-known car in the early '60s raced by a Pedro Owen."

"Pedro modified the cylinder head, added triple Webers and did a lot of work to improve the car's engine and the overall performance."

The good news is that, as a result of its rediscovery, the Healey is now in the final stages of a ground-up, historically sensitive restoration to return it to how it was raced by Owen.

## Osca found in Florence

Alessandro Bruni (aka Truffle hound) has rooted out one of just 127 Osca 1600GTs in a repair shop near Florence.

The Zagato-bodied car was sold new in February 1962 to Onofrio Varlucci of Rome, who had it tuned by Franco Angelini, before competing in it. The Osca was then sold to Angelini. He tuned it for its next owner Giorgio Ciccarelli, who raced the car at many venues including Monza and Imola – as well as in the Coppa della Consuma.

In 1989 a later owner took the Osca to a workshop near Florence where a rebuild started but stalled. According to present owner Christopher Gardner: "It was just sitting there waiting for a new home."



Rare Osca has competition history



1934 Gloria as removed from storage in Doncaster. Previous owner had it from the '50s

## Significant Triumph finds

Graham Shipman, the Pre-1940 Triumph Motor Club registrar, told us of four cars on the move in just one month, two new to the register.

An article in the *Yorkshire Post* revealed the rescue of a '34 Gloria Six that had been the property of the late Clifford Fevre from Doncaster, but had been off the road for decades. It was bought by Mark Simmins who plans to get it going again. Only three of the model survive with original bodies.

Next, Carlos Cardosa from Portugal got in touch to say that he was interested in buying a 1936 Gloria 2-litre Vitesse saloon from a

local collector. This was a new car for the club, and is the only the fifth known with factory coachwork.

On the same day, Sarah Briscoe from Diss, Norfolk asked how she should sell her late father's 1936 Gloria Twelve. He had been a club member in the 1960s, but dropped out and the car had not been heard of since. Sarah remembers passing her driving test in it, and it has since been bought by Ian Parkin.

Perhaps most exciting, though, was the fact only the second-known complete Triumph Southern Cross Sports Saloon may recently have come to light in Australia.

## Look familiar?

Want to track down a lost love or looking for history on your current classic? Send details and pictures to the p6 address or e-mail your requests to [james.elliott@haymarket.com](mailto:james.elliott@haymarket.com)



### DUTCH MG INFO SOUGHT

Peter de Groot from The Netherlands has a 1938 MG VA tourer, previously registered EBP 519, that has been in Holland since the late-'60s. De Groot has no previous British history of the car, the last tax disc of which was October 1966. Information to: [delah1949@gmail.com](mailto:delah1949@gmail.com)



### DO YOU KNOW SWISS SS?

In 2012 Serge Chabbey from Switzerland bought a 1938 Jaguar SS100 2 1/2-litre in the US. The only known history is that its UK registration was CAK 497, the first owner was an RM Hardacre (pictured at Brooklands during a 1939 Junior Car Club Rally) and the last Mike Grosso. Send history to [info@esprtxx.ch](mailto:info@esprtxx.ch)



### CIRRUS MINER OFFERS HELP

In 1971 Mike Moore designed a car called the Cirrus, displayed at the 1972 Motor Show. If its current custodian gets in touch with him, he has some drawings that he thinks the owner might be interested in having. E-mail [MGMikegmoore@aol.com](mailto:MGMikegmoore@aol.com)



### MICHAEL WARE

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



# Silverstone returns to Silverstone



Clockwise, from main: Healey was in a sorry state when discovered; racing at Silverstone in period; fresh from Hennessy Motorsport rebuild



This rare Healey will look pristine when it goes under the hammer at a forthcoming Silverstone Auctions sale, although just a couple of years ago it was unearthed in a parlous state having been in storage since the early 1980s.

The Silverstone is one of just over 100 built and, following its rediscovery, over the past two years has been the subject of a nut-and-bolt restoration by Hennessy Motorsport in Worcestershire.

Designed by Len Hodges to be equally at home on road and track and powered by a 104bhp 2.5-litre Riley engine mated to a four-speed manual gearbox, the Silverstone cost less than £1000 (to avoid 66%

purchase tax). The aluminium-bodied sports car was competitive in period, including a class win in the 1949 Alpine Rally when crewed by Donald Healey and Ian Appleyard. Another class victory for Peter Riley and Bill Lamb in the Liège-Rome-Liège and a win on that year's Coupe des Alpes for Edgar Wadsworth and Cyril Corbishley followed.

This example, a later E-type with a wider body and more spacious cockpit, also has a decent track record. The Silverstone's first owner was Fredrick Sims before it passed to Cecil Winby in 1955.

Winby, a friend of the Healey family who worked for Brico

Pistons, campaigned the car for two years from 1955. You may know the name because he partnered Tommy Wisdom in an Austin-Healey 100S on the '57 Mille Miglia.

The years of storage did no favours to the car – and especially the fragile bodywork – but, following the meticulous rebuild and a repaint in grey, it is estimated to make £160-180,000 at the Silverstone Classic auction on 26-27 July.

Silverstone Auctions managing director Nick Whale said: "This is one very special car that is steeped in history and it's a delight to be offering it for auction at its namesake. Hopefully we will see it back on a race track soon."



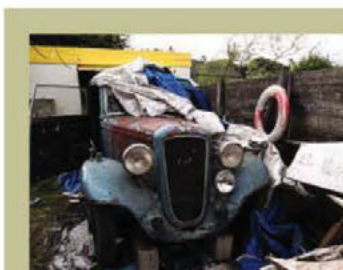
## TURNER BACK IN OVERDRIVE

Garaged since 1976, the 1958 Turner 950 that Michael Fines-Allin bought for £165 and which has been in his family ever since, is finally being restored. Fines-Allin bought the sports car in 1964 and ran it for many miles – including a trip to Bordeaux – and it was later used by his brother, who fitted a Sprite front screen and hardtop before it was laid up.



## SAD GHIA NEEDS LOVE

Fewer than 1000 Ghia 1500GTs were built from '62-'67 and a rare survivor previously unknown to [www.ghia1500gt.com](http://www.ghia1500gt.com) has been discovered in Spain by Francisco Carrion. The car was rescued from a scrapyard some years ago, but is a daunting project: "The body is rusty everywhere and many important parts are lost."



Austin had sat in garden for c30 years



Abbitt is delighted with his new project

## Jubilee party some way off

When we heard that Don Abbitt from Surrey had rescued an Austin Jubilee registered DGO 297, we had to consult our marque reference works. This model was brought out in 1935 by Salmon and Sons of Newport Pagnell under its Tickford name, as a two- or four-door coupé-cabriolet.

At that year's Motor Show, in fact, Salmon exhibited this body on five different manufacturers' chassis. The Jubilee was expensive, costing £325: much more than the £210 for a 12hp Austin Ascot, for example.

Abbitt told us: "I purchased the [1936] car from the second owner's son, who is in his 80s. It was taken off the road in '68 and, when his father died 25-30 years ago, he put it in his back garden with a cover over it. When we collected it from Hayle on the Cornish coast, the weather was awful – rain and wind – so we didn't have much chance to ask about other history."

He knows only of one other on an Austin chassis that he hopes to see soon: "I have started the rebuild and am pleased with what I've purchased."

## Mystery Car Competition

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### MAY'S WINNER

A fair few readers spotted the prototype Ghia Renault R8 Sport Coupé generally credited to Filippo Sapino. Its doors and front 'screen rake echoed the pre-war Bugattis and Talbot Lags – though Sapino contested this – but there are also undeniable hints of Alpine in the car. The Ghia took its bow at Turin in 1964 and is believed to be unique. Congrats to all those who spotted it, especially runners-up Augustín Calvo Ingelmo, Heinrich Wolmarans and Ted Scott, but by far the most comprehensive answer came from winner Richard Penna.





# RICHARD MILLE

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# Mick Walsh

## FROM THE COCKPIT

**O**ld photographs continually captivate me, and one of the joys of working at *C&SC* is escaping to the LAT archives for research. There's nothing like pulling down a dusty file packed with early prints that no one has viewed for decades. Interest in period images has grown over recent years, with owners of famous cars chasing down shots to enhance their value with fully documented history files. Several wealthy enthusiasts have also invested in large photo collections with positive and negative consequences. Some offer limited access, while heroes such as Miles Collier have made their 250,000-plus images accessible to all online via the inspired Revs Institute.

Ted Walker's Ferret Photographics stand is always a magnet for photo enthusiasts at top events. Not only is Walker a font of knowledge, and always up with the latest historic motorsport gossip, but he also provides a rich image resource at bargain prices for prints. Amazingly, Walker has resisted the digital process and continues to produce 'old style' wet prints.

Another source is German specialist Automobilia Auktion Ladenburg, which holds specialist sales twice a year – its thumping 4000-lot catalogues featuring loads of motoring paraphernalia. Historic photos have been an increasing feature of these fascinating sales – they now have a separate brochure, and often single studies make huge prices. Last year an original print of Enzo Ferrari sitting in an Alfa Romeo RL made £5115!

"We had more than 1000 photos in the last sale," says Tobias Friedrich. "They ranged from Mercedes SSK crash shots to a grim sequence of Lorenzo Bandini's fatal accident in the '67 Monaco GP.

Some buyers are enthusiasts trying to verify a car's history, while other collectors focus on drivers, a specific race or a marque. The key to value is that it must be a genuine vintage print."

As much as I love discovering an original photo, I have no compulsion to possess the actual print because it's the information and atmosphere that it presents that hook me. A good copy is just fine. Since reading Doug Nye's wonderful *Motor Racing Mavericks*, published in

1974, I've long had a fascination for the bizarre radial-engined Trossi-Monaco. There are few shots of this bold but unraced device, although a favourite is a dramatic portrait of the vampiric Count Trossi posing in the finished single-seater on the drawbridge of his castle at Gaglianico.

He invited designer Augusto Monaco to relocate there and complete development after Fiat dropped the half-built two-stroke, 16-cylinder Grand Prix project.

Flicking through Automobilia Auktion's latest catalogue, I spotted a superb print from the car's troubled test debut at Monza in 1935.

The wonderful image of the still-unpainted creation looking like a wingless plane had me engrossed for ages. If Japanese animator Hayao Miyazaki dreamt up a '30s racing car, the Trossi-Monaco would be it. The reaction of the dapper officials and onlookers says it all about the supercharged, 250bhp racer's arrival. Such is the print's detail, you can see that one figure is holding a circuit map while a suited Trossi has his back to the machine. The chance composition couldn't have been better directed.

The creation of the Trossi-Monaco had been a well-guarded secret with few visitors allowed inside the castle walls, so the first public outing, with Giulio Aymini joining the aristocratic patron as drivers for the July test, must have created quite a buzz.

The spaceframe prototype was beautifully made, including needle and roller bearings for the wishbone pivots. The aircraft-style engine cowl was quickly removed due to cooling problems, but, despite its erratic ignition, Trossi still managed to clock 155mph on the straight.

With its short, 7ft 6½in wheelbase and wide track on skinny tyres, the Monaco was clearly quite a handful. Its weight distribution (75% up front) resulted in terrifying understeer through Curvetta. Sadly, though, I've yet to find a report of what the unique motor sounded like.



Officials rushed over to study the new Trossi-Monaco at Monza in 1935



Rare shot of strange two-stroke 155mph racer in action

The radial unit – with eight finned blocks featuring twinned cylinders – developed an insatiable appetite for sparkplugs that continually proved a challenge to keep it firing cleanly. Trossi eventually lost patience with the venture and cancelled its optimistic entry for the Italian GP, but just picture it lining up with the Auto Union and Mercedes-Benz silver arrows.

The racer then vanished from public view, hidden in Trossi's basement through the war until his death from cancer in 1949. Thankfully, however, in the 1960s his widow donated it to Turin's Biscaretti Museum (now the Museo dell'Automobile) where it's displayed alongside designer Monaco's potent front-wheel-drive Jap-powered sprint car, the 'Chichibio'.

**'Its short wheelbase and weight distribution – with 75% up front – resulted in terrifying understeer'**



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# James Elliott

## MISFIRE



**Y**ou could be forgiven for having assumed that Lord Hesketh – *Le Patron* – was no longer with us. Quite the opposite is true, however. Just like Anthony ‘Bubbles’ Horsley – charismatic driver turned surprisingly efficient (to everyone, including himself) team manager – Hesketh remains sprightly and, more important, just as maverick as he ever was. Part of the reason for this misconception is because we forget how ridiculously young the aristocrat was when he created his racing team and, subsequently, that Lord Hesketh is still only 63.

Sir Thomas Alexander Fermor-Hesketh, Third Baron Hesketh KBE PC (though he definitely isn’t the latter in the modern iteration) founded Hesketh Racing in 1972 when he was just 22. Despite initially eschewing sponsorship, he soon moved to F1 with the impeccable reasoning that failing in F1 couldn’t be much more expensive than failing in F3 and F2. It was.

Not that the team was entirely without success – James Hunt won the 1975 Dutch Grand Prix – but it will always be remembered for being the wildest and most flamboyant playboy club of the decade. Hesketh Racing represented perhaps the absolute pinnacle of F1 being a super-glamorous playground for the posh before it became infiltrated by oiks and, worse still, professionalism. Lord Hesketh gave up on motor racing in 1975, turning to other business ventures, politics and also serving as President of the BRDC.

Given the chance to hear him speak in Monaco – the opportunity arising thanks to RM Auctions selling Hunt’s 1974 308 in the Principality; it made €250,000 on the hammer if you are interested – I was there like a shot.

Introduced by Peter Blond – a gentleman racer of the old school – Hesketh, now one of UKIP’s “fruitcakes, loonies and closet racists” (copyright:

David Cameron), delivered a barnstorming, almost bizarre speech-cum-tirade that showed he has lost none of his bite. It was an address that seemed lost on much of a quizzical-looking audience. Furthermore, you suspect that he was very well aware of that, and it just goaded him on.

**‘Hesketh jabbed my shirt, pointing out that it was unofficial merchandise and costing him royalties’**

As well declaring that James Hunt should have been awarded a knighthood for his services to sex and that classic cars were all designed for “European midgets”, he then slagged off the line of Ferraris going to auction behind him before dismissing F1’s recent claims of technological advancement being “bulls\*\*t” and “a deception”. Hesketh was apparently investing in KERS systems for London buses some 40 years ago.

He also rapidly, yet more modestly, laid to rest the myth that the team set out to win a World Championship: “The aim was a World Championship Grand Prix, and we achieved that.”

Despite owning a villa nearby, he declared of Monaco that: “I haven’t been here since 1975, but nothing’s changed.

I first came here when I was 17, and this was also where I started out in F3 in 1972. Bubbles didn’t want to drive the car so we got a guy called Steve Thompson. After that we couldn’t get a new car that quickly so we found a new driver instead: James.”

What did he make of *Rush*? “Terrible. I’m not Welsh and I’m not thin and I thought the girls were incredibly ugly compared to what we took racing.”

As the ‘speech’ threatened to go completely off the rails and Blond lurked politely, ready to step in, Hesketh started shorthand listing things: “Heroes – *Il Commendatore*, Jim Clark; favourite



British team – Vanwall; team I loved, but... – BRM; favourite cars – Ferrari.” Then Blond seamlessly intervened and it was all over. Or so I thought.

At the end, I asked as graciously as I could

whether Hesketh and GT racer Freddie Hunt (James’ son, who was also present) would pose with the car for the photograph. Neither did a particularly good job of hiding their distaste for the press, but they did as they were asked – albeit with a scowl and a sneer.



It was then that Hesketh noticed my T-shirt of a crash-helmeted teddy bear carrying a Union Jack. He came close and I awaited the compliments for such loyalty to his old team, but he instead jabbed it with his finger and pointed out that it was unofficial merchandise and costing him royalties. Apparently that’s why the bear on mine is holding the Union flag instead of having one on the helmet.

So, Lord Hesketh: very much alive and well and as punchy as ever. The thing is, even when they’ve caught you parading knock-off goods in front of their nose, you’ve got to love someone who never loses that vital spark. I’d have been gutted if the chubby, chain-smoking, Champagne-swilling party boy of yore had been entirely subsumed by age and political correctness. Rest assured he hasn’t been.



From top: Hunt at Monaco in ’74, with *Le Patron* far left; Hesketh always went racing in style; the ‘Good Lord’ in front of the 308 with Hunt’s son Freddie





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# Simon Taylor

## FULL THROTTLE

I've written before on this page about the extent to which classic cars are, or are not, enjoyed and appreciated in different countries on the other side of the world. In China the burgeoning riches of the middle classes, and their love of ostentation, means that modern supercars are much prized, while true classics – even top-end Ferraris, Aston Martins and Jaguars from the 1950s and '60s – are not yet generally understood, and legal hurdles make importation difficult. But this will surely change, possibly via Shanghai's new Free-Trade Zone.

Thailand is different. Even before the days of its motor-racing royal, Prince Birabongse Bhanudej Bhanubandh, who as plain 'B. Bira' was a major force in British pre-war motor racing with his ERAs, the old and wealthy families have enjoyed a culture of appreciating cars. There are many *C&SC* subscribers in the Classic Cars Association of Thailand, and whenever I pass through Bangkok I enjoy meeting them.

But this time, the day after I arrived in the Land of Smiles, there was a military coup. The army took over the country, parliament was dissolved, and the prime minister and members of her cabinet were arrested. A strict 10pm curfew was imposed, which meant that bars and restaurants had to put up their shutters soon after 9pm. TV and radio stations were shut down and newspapers suspended. In the centre of Bangkok there were massive demonstrations, with chanting protestors waving placards saying, in English for any foreign TV crews still allowed to do their job, 'F\*\*\* the Coup.'

Well, it takes more than a coup to keep the CCAT members from their cars. They invited me out of the city to their Sunday morning gathering at Phothalai Park, a palatial sprawling site of golf course, convention centre and music school, all lush green lawns, plashing fountains and whispering escalators.

Current legislation makes it almost impossible to import used cars into Thailand, so most of the cars have been there since new. The club chairman has a superb Hooper-bodied R-type Bentley that was supplied in 1953 to the Thai

prime minister and then taken over by his father, and he also still has his father's '55 Mercedes 190SL, one of the first. Many members use their classics daily: I particularly liked a well-travelled Citroën DS21 Pallas, a Mercedes-Benz 300SEL 6.3 and an '80s Jaguar XJ40. There was a gleaming assembly of 1970s Toyota Celicas, and at the smaller end of the scale came a superb Subaru 360, an immaculate split-window VW Beetle and, of all things, an Isetta. A few were brought into Thailand originally, and this was a beautifully restored example in Thai royal yellow, complete with period picnic hamper.

Many Italian supercars are imported for rich local playboys, who then lose interest in their toys and allow

them to deteriorate in the heat and humidity. One club member bought his '90s Lamborghini Diablo in a very bad state and rebuilt it over a 10-year period, getting parts with difficulty from Italy and elsewhere. The result today, down to the correct factory fitted luggage, is magnificent.

He was a student in the UK in the '60s, getting himself to college lectures in a £400 Mini, and the rest of his collection is a shrine to the Issigonis marvel. He has several early Minis, including a Traveller, a van, a pick-up and a Moke, all of which have been or are being restored with minute accuracy. The jewel is one of the earliest of all: it left Longbridge in October '59 and arrived in Thailand in February 1960. He still needs to find a windscreen washer bottle for it with the correct sticker and date.

Porsches are very

popular in Thailand, and the line-up ranged from the latest GT2 and 911 Sport Classic to a perfect early 2-litre 911E in silver.

I hitched a ride back into Bangkok in a choice Porsche 356C – but there was another protest, the traffic came to a standstill, and I was forced to complete my journey on foot.

Outside my hotel lines of soldiers with riot shields, impassive in the crushing 40° heat despite their battledress and helmets, held back the crowds, and ancient Ukrainian KrAZ military trucks, topped by massive loudspeakers, tried unsuccessfully to drown the crowd's chanting by playing martial music. Me, I preferred the gentle flat-four thrum of the 356C.

*'I hitched a ride in a 356C, but there was another protest and I completed my journey on foot'*



Right, from top: fine line-up of Toyota Celicas, which have a loyal owners' club in Bangkok; first owner of '53 R-type Hooper Bentley was Thai prime minister



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# Martin Buckley

## BACKFIRE

I have finally reached 'peak shed'. The Austin 3-Litre you see here is so rotten that when, two weeks ago, it finally allowed itself to be disinterred from the front garden of the house where it has lain undisturbed for nearly 30 years, it looked as if it might actually fall in half. In fact, the relatively rust-free roof is all that is holding the car together, nature and the elements having claimed the floors and the sills and even, bizarrely, the wooden dashboard, leaving the instruments and toggle switches dangling like a weird 3D exploded diagram. The light-brown Ambla-covered seats are relatively intact – as is the headlining – despite the fact that all manner of plantlife has taken hold inside; the interior looks like a scene from *The Day of the Triffids*. Placed delicately on the rear parcel-shelf is a pair of cushions that seem to speak of scuppered plans for genteel days out in search of cream teas.

The front of the car – which presumably was relatively good when it was driven here in the '80s – has been so overwhelmed by brambles that the headlamps have collapsed into the wings, the wings themselves being barely attached to the remains of the scuttle and inner structures. The engine, in contrast, looks fairly good, with oil so clean it could have been changed last week.

On one level this car was a mad purchase. I paid most of what it would theoretically weigh in for, plus £50 to have the corpse deposited outside my office. But parts cars have always had a strange attraction, always have a story to tell, and are thus hard to resist, especially if it is a rarity.

Visually there is a fascination in the way nature has gradually destroyed something that was once a strong welded metal box and has literally, in places, made it disappear; there is an odd poetry in that. I like the notion of it as a modern art installation cast in the mould of Tracey Emin's bed; somehow I can picture it occupying a clean white space in Tate Modern, a study in decay, all faded brown paint, peeling chrome and shards of corrosion, surrounded by contemplative pseudos trying to work out its deeper significance.

Plus there is a human story, of a well-known local recluse who parked the 3-Litre on his drive and left it to die (alongside a Triumph Toledo) for some traumatic personal reason, deaf to the complaints and stares of the neighbours on the tidy estate as the brambles took over. Had I



Buckley's latest acquisition: a piece of installation art



And how the last of the classic BMC barges should look

'All manner of plantlife has taken hold; the interior looks like a scene from *The Day of the Triffids*'

driven down the road where the car lived two weeks earlier I wouldn't have seen it because the undergrowth had become so dense that the only outsider who knew it was there was the postman.

What exactly am I going to do with it? I am still deliberating, but somehow I couldn't see it simply weighed in because there are several useful bits still attached to it; useful if you actually own an Austin 3-Litre that is alive, which I don't.


One with potential was dangled tantalisingly a few weeks ago, but that deal has gone quiet. My plan is to do a Downton 3-Litre like the one Daniel Richmond allegedly ran for 300,000 miles. Had BMC adopted his 170bhp modifications as standard and given the restricted straight-six half a chance to breathe maybe it

would have found wider acceptance as a barge that at least performed, the speed/economy trade-off of the standard 99mph/14mpg car being poor even by the standards of the late '60s.

And yet there is something about these cars; their sheer rarity, the imposing sweep of the rear wings and that imprint of austere rationalism that typifies any Issigonis design, yet sits so uneasily with a car that was supposed to have prestige and luxury appeal. It is the last of the classic BMC barges yet with a level of chassis sophistication that was beyond the requirements of the market it was aimed at. Another element to the model's mystique is that it was heavily implicated in the brief liaison between BMC and Rolls-Royce and could have emerged as a cut-price Bentley. I always rather liked the idea a friend had of fitting a VdP grille and a 4 Litre R engine to make it the car it should have been.

Model stalwart Neil Kidby says the owners' club has experienced a marked upsurge of interest, so maybe their time has come. As usual I was a man ahead of my time when I first ran a 3-Litre in the '90s, although it only merited a single running report. I had use of this smart automatic courtesy of Country Classics and I even borrowed a Crayford 3-Litre estate. They made 11, but with only 10,000 built the saloons were rare to start with. Today the DVLA knows of 65 3-Litres in the UK, although they were scattered as far as Australia and Africa, bringing to mind the car's only starring role, in *The Human Factor*, a dismal film of Graham Greene's novel about Foreign Office treachery in Kenya.

Perhaps BMC sent its difficult-to-sell flagship to far-flung reaches of the former empire to cover its embarrassment? I love the description of a white one for sale in Uganda: 'Old but kept well... needs a few replacements like braking system battery... interior needs re cushioning, body spray, new tyre's and air suspension worked upon [sic].' So, other than that it's good – yes?

Compared to mine, it's a minter. Other than the hubcaps, front bumper and remains of the toolkit in the boot, I can't think what is worth recycling, though Kidby tells me the front discs and heated rear screen should be saved for the nation. The chances of the engine not being stuck are remote and if it was a corpse you'd have to check its dental records and do a DNA test to identify what make and model it is. 





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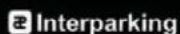
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## Why the Cortina failed to impress Cowley's engineers

Your Buyer's guide feature on the Ford Cortina Mk1 in the June issue contains the phrase: '...in a light, stiff monocoque shell! The Mk1 was anything but stiff compared to other cars of a similar size in period.

I was an apprentice in the R&D Structures Department at Pressed Steel in Cowley at the time the Cortina was announced, and – as was normal practice with such 'foreign' vehicles – the Engineering Department bought a four-door Cortina to see what made it tick.

During the stripdown and examination process, it fell to me to do the torsion and beam tests on the basic bodyshell. The engineers didn't believe my results and made me do them again. The Cortina's torsional stiffness was around 2600lb ft per

degree; in comparison, the Minx Series IIIC and ADO9 Farina returned results of around twice that stiffness.

We also subjected the Cortina to a dust-ingestion check by putting it in a chamber and pulling a light vacuum on the inside of the bodyshell via one rear-window opening. The roof 'oil canned' inwards as a result – I had to get into the car and push it back out again with my feet! To say that the engineers were astonished would be an understatement, and the Ford had a radical effect on body

designs thereafter. Just take a look inside the engine compartment of a Hillman Hunter and compare it to that of a Mk1 Cortina – you'll see exactly what I mean.

**Kit Spackman**

Via e-mail



Spackman found the Mk1's structure to be a bit lacking



The Worth Royale is back to as-new condition once again

## Old family friend

I very much enjoyed Martin Buckley's article on the Vauxhall Royale (*C&SC*, June). My own example, despite also being a coupé, is a true family car. It was registered in Cheshire as LLG 999T on 11 April 1979 to my father, Howard Worth, and was one of the first Royales sold in the UK. It was fitted, from new, with the saloon's two-tone silver and grey wheels, front foglights, three dummy dashboard switches in place of the plastic blanks and a towbar. Other changes during the first few months were the fitment of the later model of Phillips Turnlock radio (the early models simply locked rather than turned) and a one-piece fake veneer dashboard (as fitted to the 1980 model), rather than the two-piece version.

LLG 999T had an inauspicious start, suffering from an accident on its pre-delivery test drive, the damage being repaired for her first owner. Dad kept the Royale until mid-1985, by which time it had

completed more than 80,000 miles. It was sold to a local garage and changed hands twice more before I came across it in 1994, completely by chance, parked outside the owner's house. The car was duly purchased for £400 and was driven down to Hertfordshire on its three remaining operable cylinders.

It was clear that it would not pass its next MoT test without major work. With few models remaining and spare parts becoming a problem, it was laid up until 1998, when a similar car of the same age and colour that could provide the necessary spares was purchased. Both were despatched to a specialist for a full restoration.

The Vauxhall emerged in 2000 and was then used sparingly until 2004, when further work brought it up to its present condition.

Just one comment intrigued me in Martin's article: "I could never understand why anyone would buy one." Dad's car of choice had always been a six-cylinder Vauxhall and, beyond that, he had two requirements. One was that it should have folding rear seats so that his son's bike could be dropped off at the bus stop each morning and, secondly, that it had enough towing capacity to pull a horsebox.

In the Worth family, it was – and still is – the perfect car.

**John Worth**

Via e-mail

## Bugatti in detail

I have just read Mick Walsh's article on the Bugatti EB110 (*C&SC*, June), and had not realised that the company had such a short life – only 1993-'95 in the UK!

I am the founder of the Automobile Division Essex Centre for the Institution of Mechanical Engineers, and I remember that we organised a talk on the EB110 by Simon Wood, the technical director for Bugatti. We had a blue example with us at the Post House Hotel in Basildon, Essex. This car was owned by Bugatti and had been in London for some reason that day. It was brought especially to us for the talk and needed to be shipped back to Italy that night!

We were able to look at the car in intimate detail and observed the operation of the scissor doors and the other technical features with considerable interest. There were about 120 people in attendance and we all agreed that it was an excellent talk and a fantastic experience – this was the first time any of us had seen an EB110 for real.

**CD Morham**

Chelmsford, Essex



Morham appreciated EB110's engineering

## Sharp practice

I enjoyed your article on the Triumph Vitesse (*C&SC*, May) so much, because it brought back memories of speedy weekend trips between Norfolk and London in my friend Chris' 1600 in the early 1960s. It was being used as a testbed by SAH Tuning, and each week it would appear with a different cylinder head, camshaft or carburettors.

One unwelcome alteration was an experimental 12-blade radiator fan, which suddenly became an 11-blade fan at peak revs on the Stevenage bypass. With unerring accuracy, the errant blade sliced off the radiator drain tap. After repairs were made to the radiator, the diametrically opposing blade was removed with a hacksaw to restore balance, and we continued our journey to the Automobile Engineering College much the wiser about the usefulness of a hacksaw. Many thanks for the memory.

**Jeremy Chataway**

Thorpe Abbots, Norfolk



Taylor tribute at the heart of the cathedral

## A sacred Kieft

I was fascinated by Martin Buckley's *Backfire* in the June issue. It reminded me of a surreal experience I had a couple of years ago. I went to Merrick Taylor's memorial service in Coventry Cathedral because I had known him both from when I did a stint at Motor Panels and when he had been president of the Institution of Engineering Designers. In fact, I had been arranging a meeting with him when I heard of his death.

Merrick's Jaguar C-type was parked outside, but the star of the show was his Kieft, which had somehow made it into the cathedral. So here is a picture of the juxtaposition of Basil Spence's architecture and Merrick's Kieft.

**Chris Dowlen**

Via e-mail





Foster's Capri, complete with reverse-style roofline, was one of many Lincolns he owned

## Life with Lincolns

Other than a brief encounter owning a Ford Anglia with its reverse-slant window (*Top ten*, May), my experience lies with American cars. Your photo of the Continental, incidentally, is a '59 – the hash marks in the front cove were not used on production cars.

Many years ago, I owned a dozen 1958-'59 and 1960 Lincolns, plus Continentals. While the Capri and Premiere featured wraparound rear windows, the roofline had the same slanted rear pillar in '58 and '59. The Continentals were amazingly swift for such a large car (0-60mph in 7.9 secs on my triple-carburettor '58 MkIII convertible) and the handling was manageable, with quick steering.

Unfortunately, the build quality was not good. My MkIII Landau had a left-rear door that had not been opened since it was put on at the factory. After buying the car in 1971, I checked with a Lincoln dealer for any ideas to get the door working. He suggested a cutting torch. I left it shut.

One consistent thing was that – uphill, downhill, city traffic or open road – they all returned 10mpg, except for one evening when I took my '58 convertible out for a blast. Punching the gas pedal often and hard, the consumption actually went into gallons per mile!

Another bad aspect of those cars was the electrical system – it made Lucas look like the most reliable set-up on the planet in comparison. Anything and everything could and did fail. Two of the '58s I had were as near-perfect as these cars got – both had been totally rewired and restored before I bought them. The best thing to do with the others, however, was arrange them so that you could look at them but not actually drive them. Best disconnect the battery, too – one of mine

contrived to catch fire while the damn thing was parked.

When I was buying and selling cars in my youth, I went through more than 1000 of them, including almost every make built from the late 1940s through to the early '70s – and a few back to 1936. I had two-and four- door variants of the Mercury Turnpike Cruiser at much the same time as the Continentals. Both were good cars, except the right-rear door on the latter had been stuck shut for years – perhaps it was a Ford characteristic?

I owned a lot of Mercurys, and all of them were decent cars, apart from the poor reliability of the '58 through '60 models.

**LR Foster**  
Chico, CA, USA

## Minx remembered

In reference to the article on the Hillman Aero Minx in your July edition, I have attached a photograph of my late father proudly standing next to what was his first car in 1957 – a dark green Aero Minx, registration JD 5906. He would often recount stories of it whenever recreation turned to cars and classics, as it often did.

Shortly after this photo was taken, he applied a coat of bright yellow paint – with a brush – to tidy up the exterior. The job was carried out under a tarpaulin in the mid-winter snow!

**Neil Astrop**  
Via e-mail



Astrop Snr, before wielding his paintbrush

## On Dart design

Many thanks for your excellent feature on Goggomobils (*C&SC*, June). It brought back memories of my red Dart, and I believe your readers would be interested in the story behind the Australian Goggos. These had all-glassfibre bodies and the full range comprised van, coupé, sedan and Dart.

The importer/manufacturer was Bill Buckle, who also produced a glorious Zephyr-powered GT. Approximately 1000 Goggos were produced, many of which were Darts. During the planning stage, Buckle met Mike Costin while he was on a visit to Australia, and asked him to design the Dart's body. Mike, being an engineer and not an aerodynamicist like brother Frank, did not allow for the excessive lift achieved by the upswept bow. The Dart was so light at the front that it could easily be lifted with one hand.

This trick infuriated the salesmen on the stand at the Sydney Motor Show, but had more serious ramifications. At about 90kph, the lift was so severe that driving through a cutting with a crosswind often blew the car off the road, with disastrous consequences.



Slippery shape generated unnerving lift

This drawback did not prevent some brave souls from installing VW engines and gearboxes, thus multiplying the power by three even with a standard 1200cc unit.

The factory engine was quite reliable, providing the points cam was kept lubricated, but many seized due to an infuriating problem. The fuel tank was glassfibre, made integral with the body. Over time, small filaments of glassfibre would dislodge from the inside of the tank and partially block the carb jet because there was no in-line filter – thus leaning off the mixture sufficiently to cause the seizure.

Anorak facts: the Dart's windscreen is the rear window from the Renault Dauphine; the bespoke seat mountings were on a parallelogram, enabling the seat to be lifted up and back at the same time; and the car was the star of a national TV commercial where the punchline was 'Not the Dart'.

**David Goodsir**  
Glencoe, New South Wales, Australia

## Pedant of the month

Pedant of the month wins an exclusive *C&SC* baseball cap. Send your observations to [james.elliott@haymarket.com](mailto:james.elliott@haymarket.com)



With regard to Simon Taylor's *Full throttle* in the June issue, Belisha Beacons did not flash when first introduced. This did not happen until 1952-'53. The problem was getting the globes on both sides of the road to flash in unison!

**Richard Bond**  
Hampshire

## Comments and clarifications

Further to the E-type vs Corvette vs 2000GT article (June), you suggest that JD Classics uses a Toyota gearbox in its rebuilt E-type. It doesn't. We build our upgrade 'boxes in-house and fabricate all components on-site.

**Liam Cardiff**  
Via e-mail

The 'British saloon gathers dust' in Spain (*Lost and found*, July) is obviously the much rarer Austin A70 Hereford and not the smaller A40 Somerset. The bumpers are the most distinctive identification feature, coupled, of course, to its bulbous size.

**Nina Smith**  
Via e-mail



I am concerned for Martin Buckley's eyes. Is he colour-blind, or are the tappet covers of the Chrysler V8 blushing after being caught 'nuzzling' under the air cleaner in the Monteverdi 375/4 engine bay (July)? They look orange to me, not mid-blue.

**Neill Ball**  
Via e-mail

Re: Peter West's letter (June). The Dinky Toys model was based on the Maserati 4CL/4CLT, not the 250F. It's a common mistake.

**Andrew Eason**  
Via e-mail





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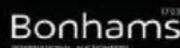
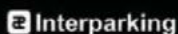
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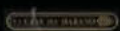
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1972 McLaren M20 Can-Am // Chassis No. M20-01

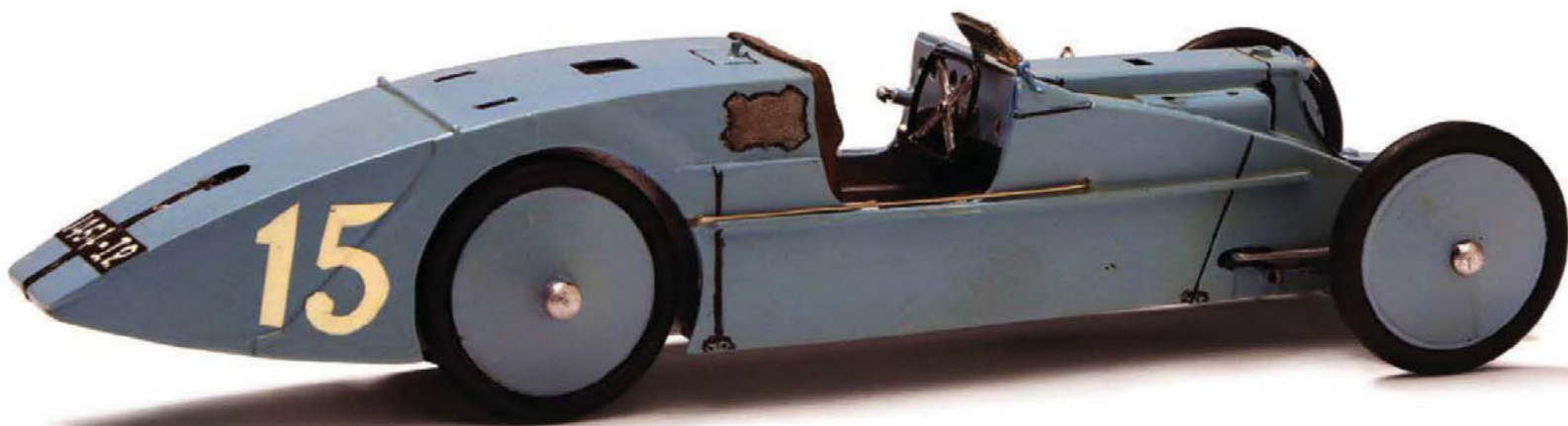


1995 Porsche 962 K8 Spyder // Chassis No. WCS01

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All scratchbuilt, from top: Gabriel Voisin's advanced monocoque racer, the 1923 sleeve-valve Laboratoire; sensational 1906 Stanley Steamer Rocket; Jimmy Murphy's sleek 1921 Duesenberg Straight 8; Jackson loves pioneer-era cars, such as Georges Boillot's 1913 French GP-winning Peugeot EX3



# Roger Jackson

Retired master-craftsman revisits a hobby

Yorkshire-born expert model-maker Roger Jackson's interest was triggered in his childhood. "My father was an accountant, and we were visiting a local farm at Helli-field in the Dales," recalls the 74 year old. "As we turned the corner, I spotted this beautiful single-seater in the garage. It was Kay Petre's Austin Seven, which later inspired a series of junior Brooklands racers."

Regular visits to Aintree and Oulton Park initially prompted Jackson to make working miniatures: "My idols were Stirling Moss and Peter Collins. Rail racing was all the rage and we had a super track at Southport. I started constructing scale models of my favourite cars to compete. Some were 1:24s back then, and I made the 'Tulip Wood' Hispano. It was huge and was eventually banned for taking up too much track, but building it was the challenge – particularly all of those copper rivets. Rex Hays was one of my heroes, and later I discovered the work of Gerald Wingrove."

Jackson continued to produce scratchbuilds as a hobby in the early '60s and, via a local club, he became penpals with American slot-racing enthusiast Dale LaFollette: "We were good friends and, because I was only really interested in making models, I sent him a 1:24 Lotus 25 and a Ferrari 'Sharknose'. Dale entered them in a competition, and they both won. We corresponded throughout the 1960s, but contact tailed off as the hobby faded."

Roll on three decades and, while reading *C&SC*, Jackson spotted a letter from LaFollette and made contact again with his old mate.

Recent retirement has at last allowed Jackson time to indulge in his hobby and, encouraged by his pal, has started building static 1:24s

of his favourite racers. "I've always liked offbeat designs," he says, "so the Voisin Laboratoire and Bugatti Tank were a joy to make."

Jackson works from a wide range of scrap that he's accumulated over the years: "Everything is handbuilt and the research is a key part of the appeal before I draw up a set of plans. If there's double curvatures involved, I make a male buck and a female mould. Wheels were a challenge, until I had the idea of leaving out the spokes and using clear discs with Neoprene cord for the tyres."

Word is spreading about Jackson, which has led to commissions from museums including a series of LSR machines: "I prefer to build cars that interest me. Oscas and Phil Hill's '58 Le Mans-winning Ferrari are all high on my list." MW

To contact Jackson, e-mail [sbirleyjackson@gmail.com](mailto:sbirleyjackson@gmail.com)



**Above:** junior sports cars such as Brooklands-style 750cc MG Midget have fascinated Jackson. **Below:** magnificent chain-drive 1904 Mercedes 60hp; Ferenc Szisz's victorious 1906 French GP 13-litre Renault touched 100mph on Le Mans straights. Each model takes up to two months to finish







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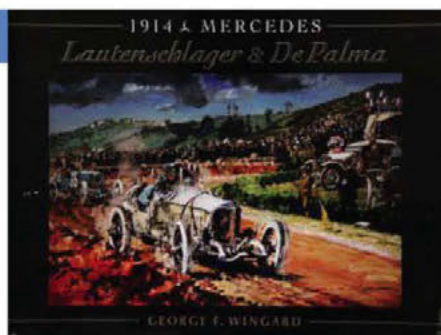
## BOOK OF THE MONTH

## 1914 MERCEDES

Anyone interested in early competition cars should be grateful to collector George Wingard. Not only has he restored and demonstrated some of the greatest Grand Prix survivors, but his extensive research has resulted in a superb series of books. His latest concentrates on the 1914 Mercedes (p102) via the lives of racers Ralph De Palma and Christian Lautenschlager.

From the introduction by Wingard's late mentor Phil Hill to the extensive appendix, the author has dug deep. The combination of his dedicated research and unique mechanical insight makes for a rich review of the design, competition and survival of these legendary machines. A special chapter also covers the rival cars and drivers from the French GP.

The highly readable story is complemented by a wealth of historic photographs, maps, and artwork. A guaranteed collector's item from which all proceeds go to cancer research. **MW** \$100 George F Wingard. ISBN 978 0 9820289 0 2. To order make a \$100 (£60) donation to a prostate cancer research project of your choice, and mail the receipt plus \$12 p&p to George F Wingard, 223 Fairmont Blvd, Eugene, Oregon 97403 USA



## PLAYING WITH THE FACTS

*Tracks, Racing the Sun* is a fantasy novel by Sandro Martini based on the morphine-fuelled affair between Achille Varzi and Paul Pietsch's wife Ilse. Martini weaves a readable yarn, but a biography of Varzi would have been more credible. **£9.99** Aurora Metro. ISBN 978 1 906582 43 2



## ALFA PHOTO TREAT

Archivist Maurice Louche has expanded his superb series of French photo-books with *Émotion Porsche*, *Émotion Alpine 1955-1976*, and *Émotion Alfa Romeo 1950-1975*. More than 500 images feature in each high-quality 232-page publication along with the recollections of star drivers. **£77** See [www.editionsmauricelouche.com](http://www.editionsmauricelouche.com)

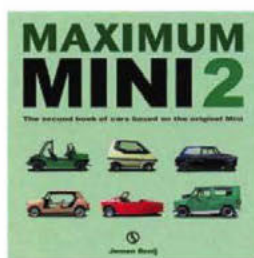


## Maserati 250F in Focus

This 220-page title has been published posthumously, and forms a fitting tribute to author Anthony Pritchard. It is as

comprehensive as you would expect, charting the development of the fabled 250F before chronicling period race entries by the factory and privateers. A history of each chassis is included, and there is a plethora of superb photos. The only drawback is that the slightly unappealing layout sometimes makes it hard to differentiate between the main copy and the detailed captions. **JP**

**£60** Anthony Pritchard, Veloce. ISBN 978 184 5845 636



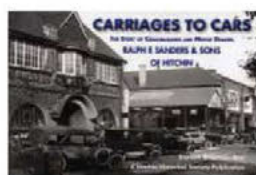
## Maximum Mini 2

Enthusiast Jeroen Booi has once again travelled extensively to catalogue more Mini-derived vehicles. This time, his focus is on oddities

such as utilities and coachbuilt cars, with 60 being given the author's typically in-depth and entertaining treatment. The stories are often as much about the owners as their cars – Gordon Murray appears with his IGM Minibug – with the latter ranging from cute Fisher Spyder to bizarre Stimson Scorchers and controversial Greenwood 'sidecar'. Great stuff. **JP**

**£24.95** Jeroen Booi. ISBN 978 9090 281 926.

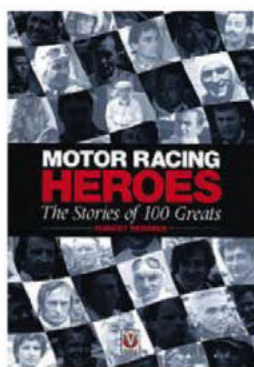
See [www.jeroenbooi.com](http://www.jeroenbooi.com)



## Carriages to Cars

Most of us might just connect Hitchin with car dealer Cecil

Bendell, but local Austin Seven aficionado Stephen Bradford-Best proves that the Hertfordshire market town has deeper motoring links with the quality coachbuilding firm Ralph Sanders & Sons. His extensive groundwork has resulted in this excellent 150-page landscape paperback that covers the Bridge Street-based business from stylish carriages to its Leyland franchise. **MW** **£14.95** (plus **£1.70** p&p) Stephen Bradford-Best, Hitchin Historical Society. ISBN 978 0 9552411 9 2. See [www.hitchinhistoricals.org.uk](http://www.hitchinhistoricals.org.uk), or write to Vicki Lockyer, 48 Grovelands Avenue, Hitchin SG4 0QU



## Motor Racing Heroes

The dated presentation of this 384-page review of 100 legends with no illustrations doesn't do Robert Newman's enjoyable work justice. The former Pirelli PR has met many of the stars featured, as the engaging introduction

about his travels with Fangio relates. From Ferenc Szisz to Damon Hill, the short spotlights succinctly highlight the most vivid characters. It's good to see Elizabeth Junek and Hellé Nice included, too. **MW** **£19.99** Robert Newman, Veloce. ISBN 978 1 845847 48 7

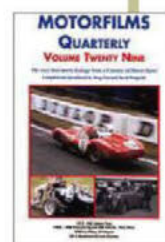
## MANN ON A MISSION

C&SC photographer James Mann's award-winning book, *The Art of the Formula 1 Race Car* has been updated to include the Mercedes W03 and Lotus E21. The sumptuously produced, sell-out 240-page landscape title features such classics as the Alfa 158, Maserati 250F and Mercedes W196 Streamliner. **£30** Motorbooks. ISBN 978 0 7603 4607 5



## CAUGHT ON CAMERA

The 29th *Motorfilms Quarterly* includes a superb promotional film on Ecurie Ecosse made for Bonhams last year that includes period footage of the cars and an interview with Dick Skipworth. Other treats are the Triumph TRS sortie to Le Mans in '60 and fresh pre-war colour of Bugattis at Prescott. **£19.99** See [www.motorfilms.com](http://www.motorfilms.com)







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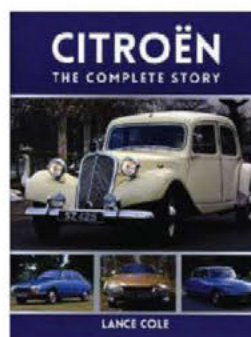
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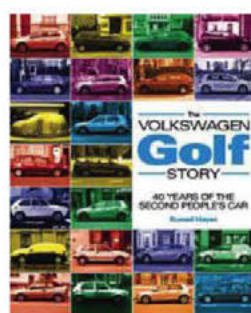
## BOOKS



### Citroën

You may have thought that there wasn't anything left to say about Citroëns, but Lance Cole takes a fresh approach with this outstanding study. He kicks off in an analytical vein, examining the firm's roots via the influence of Gabriel Voisin on the innovators who came together at Citroën before describing its evolution.

But the owners' views set it apart. Did you know that WW2 ace Douglas Bader outran the police in one! 'CX man' Patrick Rugg recalls the day that Strangers bassist Jean-Jacques Burnel arrived at the family's filling station and bought his dad's second-hand Pallas (it was black, of course). Cole also went to great lengths to photograph such rarities as a pretty 2CV-based glassfibre UMD coupé and a Romanian-built Olcit. **DE** £35 Lance Cole, Crowood. ISBN 978 1 84797 659 8



### Volkswagen Golf

This near-300-page hardback is a wonderful tribute to the hatchback that changed everything, while visually changing very little (apart from bulking up astonishingly). Published to mark the model's 40th anniversary (called Rabbit in the USA), the meticulously researched book covers all seven generations as well as starting off by tracing its philosophical roots to the Beetle.

There are loads of great pictures, nicely reproduced, and the text is also well presented and easy to read. Everything you could want to know is here – in quite some detail – but having acknowledged the gargantuan customising trend in the *Pimp My Golf* chapter, the author might have let that subject run for rather more than two pages. **JE** £40 Russell Hayes, Behemoth. ISBN 978 0 9928769 0 6

## CLASSIC MOVIE OF THE MONTH

Motoring moments from big and small screens

### Il Sorpasso

Mention Aurelia Spiders and you instantly think of Roger Vadim's '56 classic *And God Created Woman* starring Brigitte Bardot, but the glamorous roadster also stars in this lesser-known Italian gem. The title refers to the *autostrada* overtaking move that its leading man, the brash, reckless Bruno Cortona (matinee idol Vittorio Gassman) has to demonstrate to his new friend, Roberto, a shy law student played by Jean-Louis Trintignant. As Bruno guns the tatty Lancia past everything on the road – accompanied by a piercing air horn – the monochrome *Commedia all'italiana* flick presents a glorious study of early-'60s roads.

The unlikely pair head out of Rome via Tuscany to Castiglioncello, and en route meet diverse characters including Cortona's beautiful daughter Lilly (Catherine Spaak). The film is a delight for Italian car spotters; one bistro stop looks like a Lancia Motor Club meeting with two Flaminias and an Appia Zagato. British marques feature, too.

The finale finds Bruno complaining about the Aurelia's performance as they gamely chase a Fiat 2300 Coupé. After a series of hair-raising moves, he takes avoiding action and dives over a cliff – but the Lancia is unsurprisingly switched for a Fiat in the stunt. A superb restored version is available via [www.criterion.com](http://www.criterion.com) **MW**







DRIVER LINE



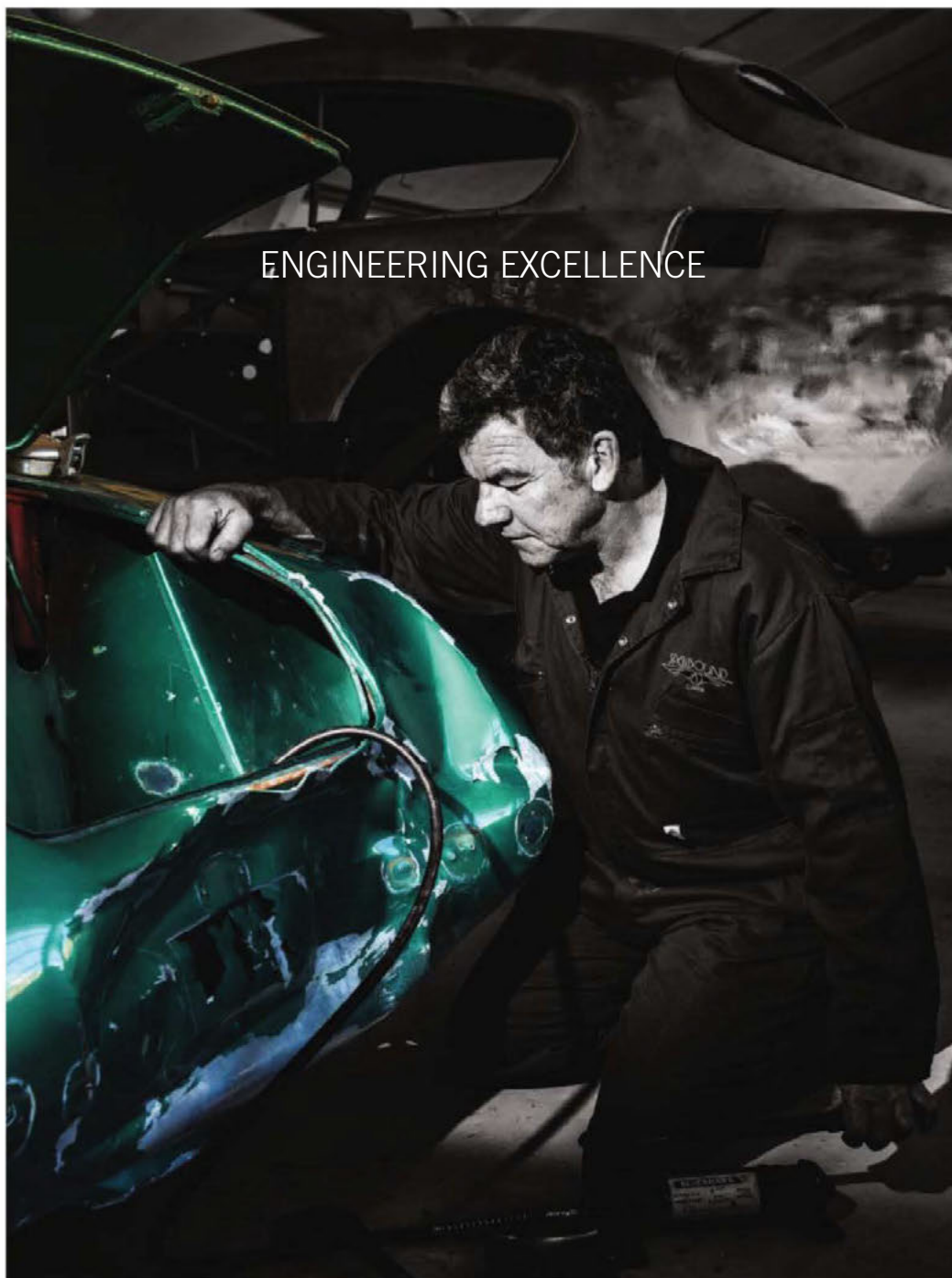
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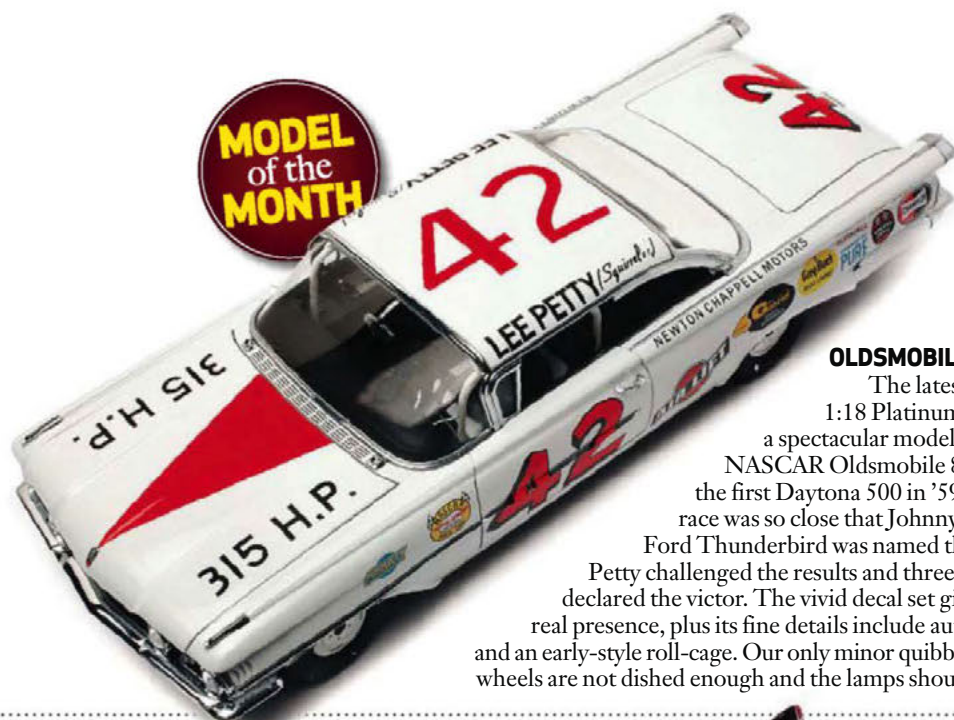
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**MODEL  
of the  
MONTH**



**OLDSMOBILE 88 £120.99**

The latest in Sun Star's 1:18 Platinum Collection is a spectacular model of Lee Petty's NASCAR Oldsmobile 88, which won the first Daytona 500 in '59. The 200-lap race was so close that Johnny Beauchamp's Ford Thunderbird was named the winner, but Petty challenged the results and three days later was declared the victor. The vivid decal set gives the model real presence, plus its fine details include authentic hinges and an early-style roll-cage. Our only minor quibbles are that the wheels are not dished enough and the lamps should be blanked.



Precise cabin detailing includes roll-cage



V8 sports tiny airbox decals and HT leads

**1:18**

- 1 Neo's '49 Cadillac Series 62 Club Coupe, £225.99
- 2 Norev's 1942 US Army Willys Jeep, £59.99

**1:43**

- 3 Kess' 1978 Mercury Grand Marquis, £68.99
- 4 Brooklin's 1960 Cadillac Series 62 sedan, £84.99
- 5 Schuco's Opel Manta B, £37.99
- 6 Brooklin's 1954 Henny-Packard limousine, £92.99
- 7 Lansdowne's 1955 Hillman Californian, £76.99
- 8 Spark's ex-Cliff Allison 1958 Belgian Grand Prix Lotus 12, £51.99
- 9 Neo's '53 Pegaso Z-102 Berlinetta Touring, £60.99
- 10 Lansdowne's '39 MG SA saloon, £76.99
- 11 Spark's ex-Jim Clark 1965 Indianapolis 500-winning Lotus 38, £53.99
- 12 Bravo Delta's Bugatti 100P record monoplane, £174.99



Unless stated, all items are available from St Martins Models (08448 878888; [www.diecastlegends.com](http://www.diecastlegends.com)): 10% discount for orders from C&SC readers quoting 'CS0814'

## Swapmeet diary

- 13 July** Springfield Exhibition Centre, Camelgate, Spalding, Lincolnshire. 160 tables, 10am, £2.50 01522 523281; [www.j-jwebbtoyfairs.com](http://www.j-jwebbtoyfairs.com)
- 20 July** Doncaster Exhibition Centre, Leger Way, Yorkshire. 350 tables, 10:30am, £3.50 01604 846688; [www.bpfairs.com](http://www.bpfairs.com)
- 3 Aug** The Connexion Leisure Club, Ryton-on-Dunsmore, Coventry. 150 stalls, 10:30am, £2.50 BP Fairs
- 10 Aug** The Prestwood and Argyle Centres, Stafford Showground. 250 tables, 10:30am, £3.50 BP Fairs
- 10 Aug** York Racecourse, York. 120 stalls, 10am, £2.50 J&J Fairs
- 16 Aug** Brentwood Centre, Essex. 220 tables, 10am, £3 J&J Fairs
- 31 Aug** The Exhibition Centre, Donington Park DE74 2RP. 500 tables, 10:30am, £4.50 BP Fairs





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# AYRTON SENNA GOODIES



A range of official Ayrton Senna merchandise is available from Grand Prix Legends, from authentic Nacional cap (£30) to anniversary coffee mug (£15). Also offered are a Senninha t-shirt based on the popular Brazilian comic book character (£34.99), and a money box helmet complete with visor and logos (£35).

Other official items include a helmet-style beanie (£25), and a range of Double S clothing including t-shirt (£35), baseball cap (£30) and polo shirt (£30). Truescale has also produced a 1:18 figure (£29.99) of Senna as he was in 1988. Call 08448 878888 or see [www.grandprixlegends.com](http://www.grandprixlegends.com)

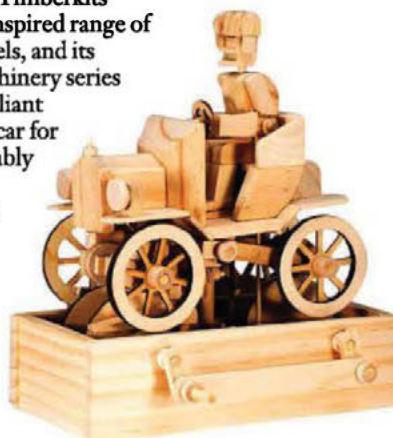
## Surtees immortalised in time

Swiss watch company Scalfaro has linked up with '64 F1 World Champion John Surtees to create a special timepiece to celebrate his unique achievements on both two and four wheels. Historic parts from his 1960 MV Augusta and Ferrari 158 have been integrated into the watch-case, while the front features Surtees' signature. The prototype was worn by the racing legend for two years prior to a charity auction at the Goodwood Festival of Speed. The Surtees watch is limited to 300 examples and costs £3250. To order see [www.scalfaro.com](http://www.scalfaro.com) or call 0049 72 34 94 99620.



## Super veteran working model

Powys-based Timberkits produces an inspired range of working models, and its 'Vintage' machinery series includes a brilliant veteran-style car for £35.50. Assembly requires a degree of skill and patience, but, once completed, the hand crank will animate the vehicle. Mains or electric platforms are also available to run the car. Call 01650 521635 or visit [www.timberkits.com](http://www.timberkits.com)



## Iconic Jagger print available

The famous picture of Rolling Stones singer Mick Jagger and his crashed Aston Martin DB6 (sadly scrapped in the 1980s), is now available as a print. The range of sizes starts at 41x30cm for £20.99 and is available from [www.allposters.co.uk](http://www.allposters.co.uk) or by calling 020 8435 6555. The image is also available on a black t-shirt for £14.99.

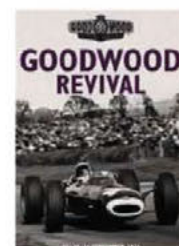
## A CASE WITH HISTORY

A wonderfully patinated suitcase formerly owned by Aston Martin boss David Brown blitzed its £100 estimate to sell for £1875 at Bonhams' sale on 17 May. Other sky-high prices included an early Aston Martin brochure (£2750) and a signed photo of Mick Jagger with his DB6 (£3250).



## POSTER BOY SIR JACKIE

A dramatic shot of Jackie Stewart gunning his BRM P26 at the 1965 Easter Monday Meeting is the subject of the poster for the 2014 Goodwood Revival, where the Scot will be honoured with a parade. Priced at £20, it and many other posters are available from shop. [goodwood.com](http://goodwood.com)



## Automobilia diary

**13 July** Garstang Car & Bike Autojumble, Hamilton House, Garstang, Preston, Lancashire PR3 0TB. Pitches £15, opens 9am, entry £3.50 07836 331324; [garstangautojumbles.co.uk](http://garstangautojumbles.co.uk)  
**27 July** Brooklands Retrojumble and Classic Car Show, Weybridge, Surrey. Pitches from £30, or £20 for a car boot 01932 857381; [www.brooklandsmembers.co.uk](http://www.brooklandsmembers.co.uk)  
**12-13 August** Automobilia Monterey, Embassy Suites, CA, USA. Collector Tony Singer's quality memorabilia event. 10am-6pm, entry \$15 [www.automobiliamonterey.com](http://www.automobiliamonterey.com)  
**13-16 August** 10th Pebble Beach RetroAuto, The Inn at Spanish Bay ballrooms, Pebble Beach, CA, USA. New location for much-expanded show. 10am-5:30pm, entry free [www.pebblebeachconcours.net](http://www.pebblebeachconcours.net)  
**17 August** Garstang Car & Bike Autojumble Details as per 13 July  
**24 Aug** Newark Autojumble plus Classic Car Show, Newark and Notts Showground, at the junction of the A1 and A46. Special parking for pre-1980 classics, 10am-4pm, entry £6 01507 529470; [www.pff-uk.info](http://www.pff-uk.info)  
**14 September** Garstang Car & Bike Autojumble Details as per 13 July

## Stylish period-look goggles

If you're after a pair of goggles to match your classic-style open-face helmet, then Bollé has just the thing. Popular with 'bikers, this Chronosoft design comes with a double lens system, and an equalizer design that prevents moisture build-up. All that's needed for that Jim Clark look is black tape to act as a sun-visor. They cost £49.99 and are available from [www.motolegends.com](http://www.motolegends.com) or by calling 08448 877788.







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



# STUTT GART'S STAR ATTRACTION

Mercedes-Benz has a long tradition of preserving its amazing heritage, which is showcased in a remarkable museum designed by Dutch architect UNStudio. Opened in 2006, it remains one of the world's finest single-marque displays.

The dramatic array of 160 vehicles is selected from a collection of more than 1000 that ranges from an 1886 Benz to Lewis Hamilton's 2008 championship-winning McLaren MP4-23, themed around a double-helix interior with a clever series of linked walkways.

The experience, similar to the Guggenheim in New York, starts at the top. As you walk out of the lift, you are greeted by the sound of a horse trotting, which is drowned out by the chug of a single-cylinder motor as you enter the first room. Here a parade of machines – railcar, boat and aircraft – illustrates the diverse applications of Karl Benz's innovative engine, and the origin of the famous three-pointed star.

The ramps down through the chronologically ordered halls put all of the machinery into context with world history backdrops. The walls are covered with appropriate materials, from Bakelite to airbag casing, while period music adds to the atmosphere. Aural drama is further enhanced in the magnificent Silver Arrows hall where a spotlight roves around the racers, introducing suitable engine noises that resonate around the banked group.


Contrasting with the awesome single-seater set, the motor sport hall also houses rally cars – headed by Björn Waldegård's 1980 Bandama Rally-winning 500SLC and the victorious 1977 London-Sydney 280E of Andrew Cowan, Colin Malkin and Mike Broad.

Removing anything from such a setting is a major undertaking with a series of lifts and trapdoors, but thankfully Mercedes has reserves in storage. Famous cars are extricated for special anniversaries, such as the 1955 Mille Miglia-winning '722', which will return to Italy as part of next year's three-car 300SLR team.

Away from the main halls are displays of commercials, test vehicles and state limousines. Among the highlights are a magnificent triple-axle '38 O 10000 mobile post office; the recreated 'Blue Wonder' transporter, complete with 300SLR on the back; and the bulletproof 1980 230G 'Popemobile'.

Mercs from celebrity owners include Ringo Starr's trusty 190 that he had uprated to E23 AMG spec, and the much-loved 500SL

that Princess Diana reluctantly gave up after diplomatic pressure.

Other than the dazzling vehicle collection, the facility also features a wealth of themed displays such as aero engines, race clothing, styling models and safety. The museum concludes on the ground floor with a superb shop, a gourmet café and an anniversary tableau commemorating the 1914 French Grand Prix winner (see p102). **MW** 

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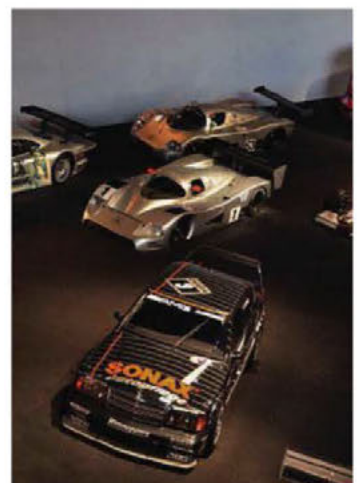
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**Clockwise, from above:** chain-drive greats with unrestored 1902 Simplex; Caracciola's pre-war race gear; rally legends headed by 500SLC and London-Sydney 280E; 300 family with glamorous cabriolet and stunning SLR coupé



**Clockwise, from main:** Ringo's AMG in celebrity group; impressive '30s set; DTM and Group C; 1914 GP pair; Blue Wonder and SLR







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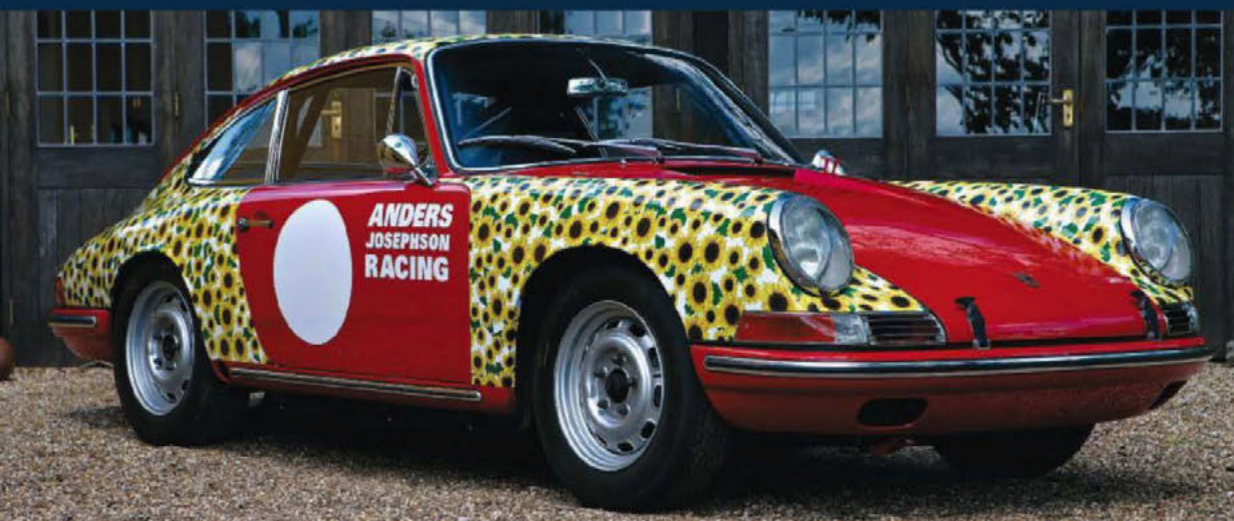
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# MAXTED - PAGE

FINE HISTORIC PORSCHE



## *The ex-Anders Josephson Racing* 1964 Porsche 901/911 | Chassis #300 147

We are delighted to present for sale this extremely rare, first-year-of-production 1964 Porsche 901. One of the original 232 cars built by Porsche during the first three months of 911 production, between October and December 1964.

Delivered new in Sweden and supplied to Swedish racing driver Anders Josephson. Between 1967 - 1969, chassis #147 was raced extensively during the 1960's by Josephson in the Swedish Touring Car Championships (finishing 2nd in the 1968 championship) and during the winter months was regularly driven in ice racing. Chassis #147 has been the subject of an extensive two-year, ground-up restoration by Maxted-Page & Prill Ltd with meticulous attention to detail. The car is fully prepared for either road or historic racing use, fitted with a freshly rebuilt January 1965, Type 901/01 2.0 litre F.I.A. race engine, shorter ratio, 901 gearbox with limited-slip differential, plus Recaro race seat, roll cage, Shroth harness and extinguisher system all in accordance with its current F.I.A. papers. Other rare competition parts include an original steel, 100 litre endurance racing fuel tank, a very rare 1960s sports seat, all correctly restored and trimmed interior with African mahogany dashboard, '64 date-stamped instruments, boucle carpets, Plexiglass windows, etc..

An opportunity for the serious Porsche collector / historic racer, to acquire a genuine and extremely rare 1964 901, with fantastic period competition history, complete with UK road registration, MoT, current F.I.A. HTP, Porsche Certificate of Authenticity and a fully documented history and restoration file.



## *The ex-Fritz Müller* 1973 Porsche 911 Carrera 2.7 RS Lightweight - M471 LHD | Chassis # 911 360 0898

A genuine, LHD Porsche 2.7 Carrera RS Lightweight, delivered new in West Germany in March 1973 - finished in Light Ivory with black Carrera scripts and additionally fitted from new with the desirable optional extras no: 220: Limited-slip differential; 102: Heated rear window; 433: Fog lights above bumper and 440: Retractable antenna.

Delivered new to German racing driver Fritz Muller, Lightweight chassis #0898 was first road-registered in Germany as M-NX-157 and immediately entered into competition within EC-GT (European GT Championship) races, DRM (German National Championship) and hill climbs. In late 1973 Muller had the engine up-rated to 2.8 litres and by 1976 he had the car up-rated further still to '74 Group 4 RSR spec. In 2009, Maxted-Page & Prill Limited were commissioned to carry out a ground-up restoration, stripping the car back to the tub and overhauling / rebuilding almost every mechanical component over a three-year period, which resulted in a concours win at Hedingham Castle in 2012 and an invitation to the Cartier Style et Luxe at the 2013 Goodwood Festival of Speed.

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## 1955 Frazer Nash Le Mans Coupe

Chassis 421/200/211 is the last of the 9 Le Mans Coupes built and was registered 4 MMP by the Works. Being hand-made these cars were all slightly different and this one has a super early Fifties styling with a striking low roof line. It made appearances at two London Motorshows and eventually found long term ownership in Sweden. Offered today with matching numbers and in delightful original condition. Green with green leather. Thanks to Frazer Nash Archive for photo.

### Also Available

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**1986 Mercedes SL420 Auto**

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**1988 Mercedes SL500 Auto**

**£32,950**



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1956 Mercedes 300SL Gullwing



1973 Jaguar E Type V12 Roadster 6,900 miles



1988 Aston Martin V8 Coupe



1981 Rolls-Royce Camargue



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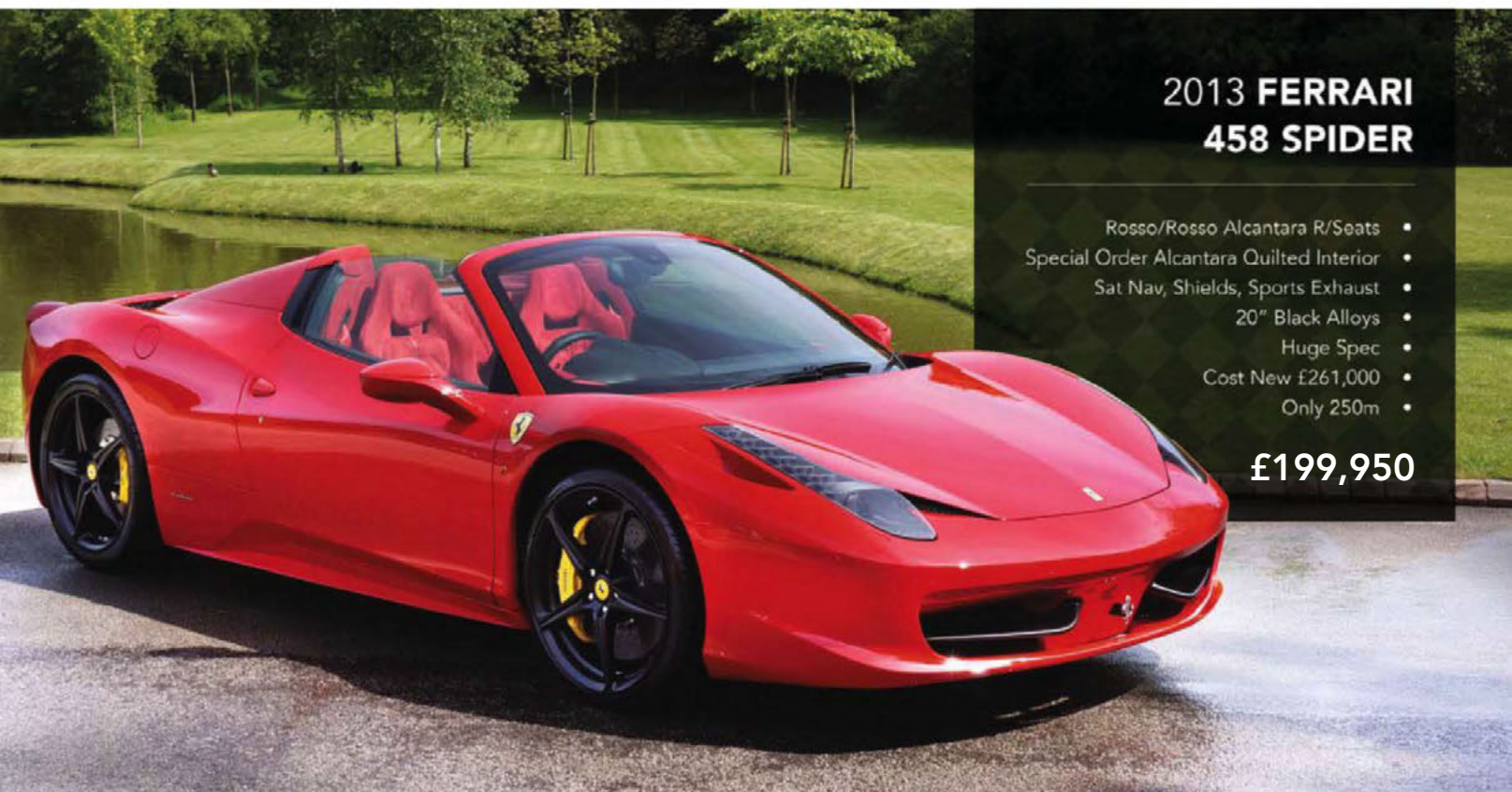






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Starmist Blue Metallic with Magnolia leather, Full TVR service history, Just 27,000 miles from new....£19,995



**1981 - BMW 320i (E21)**

Polaris Silver Metallic with Schwarz Black cloth, Comprehensive history, A 2 owner example which as covered just 37,000 miles from new....£14,995



**2007 - BMW 330i SE**

Sparkling Grey Metallic with Beige Dakota leather, Full BMW service history, A 1 owner example which has covered just 26,500 miles from new....£9,995



**1976 - BMW 518 (E12)**

Chamonix White with Marine Blue trim, A 1 owner example which has covered just 41,000 miles from new, Requires light sympathetic re-commissioning....£5,995



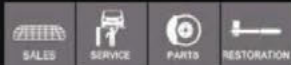
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## 1969 ASTON MARTIN DB6 Volante • £585,000

A wonderful example of Aston Martin engineering, with only three previous owners, this pretty DB6 Volante is one of only 140 made.



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1963 ASTON MARTIN DB4  
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1978 ASTON MARTIN  
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# 1951 FERRARI 195 INTER



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## DB5 Drophead

This DB5 Drophead is one of only 123. It has been in the current ownership for just short of 41 years, she has been used and enjoyed, maintained and improved and is presented today in outstanding order – not the product of a restoration craftsman but the outcome of over 40 years cherished, dare one say, loving ownership. £895,000



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- DB6 auto
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### 1988 Porsche 959 Komfort

White with Tri-Colour Cloth Interior

£POA

33,827 Miles

We are pleased to offer this One Owner 959 Komfort which is one of only 12 UK specification cars delivered with a MPH Speedometer. This car has a fully documented history, including collection documents from the factory by its one titled owner, a British Earl. It is said only 200 Porsche 959 Komfort's were ever built, they are the jewel for any Porsche collectors.



### 2014/63 Porsche 911 GT3 (991) PDK

Carrera White with Black Leather and Alcantara

£POA

820 Miles

We are pleased to offer this Porsche 911 (991) GT3 PDK. This car comes with the 7-speed PDK Transmission, Front Lifting System, Porsche Ceramic Brakes, Sports Bucket Seats, 20" GT3 Alloys, Guards Red Seat Belts & Harness, Sound Package Plus, Sports Chrono Package Plus, PCM with Satellite Navigation, Fire Extinguisher, Tracker & 3 Years Extended Warranty.



### 2010 Porsche 911 GT3 RS (997) Generation 2 with Club Sport Pack

White & Red with a Black Interior

£POA

13,350 Miles

We are delighted to present this Porsche GT3 RS with Red Retro RS Stickers. This car has been extremely well looked after and has received additional servicing between Intervals. The large spec includes Sound Package Plus, Sport Chrono, Cruise, Ceramic Brakes, Nav & Phone. Genuinely thrilling & engaging to drive, these cars are an increasing investment.



### 1965 Aston Martin DB5

Pearl Black with Red Leather

£POA

This Aston Martin DB5 was first registered on 15th April 1965 in the UK. In 1991 Aston Engineering were commissioned to complete a full nut & bolt restoration, interior re-trim & re-spray. The fuel supply was also upgraded to DB6 specification & the car was reunited with its original UK registration number. A wonderful matching numbers example of Aston Martin's most iconic model.



### 1966 Aston Martin DB6 Short-Chassis Volantes

Aston Green with Beige Leather and a Mohair Hood

£POA

This original RHD example is one of only 37 Short-Chassis Volantes built. This quintessential British GT is the lowest-production convertible Aston, & it remains one of the rarest & most coveted of all Aston Martin road cars today. Benefiting from a recent engine rebuild by marque expert in 2014, this is a rare opportunity to acquire one of the finest & most attractive DB-Series Aston Martin models.





## A SELECTION OF CURRENT STOCK :

**ASTON MARTIN DB2/4**

First supplied in April 1954, the beautiful benefits from substantial cosmetic and mechanical improvements including a body off restoration, re-paint to Aston Martin Jubilee Silver and a total engine rebuild to the highest standards. Fitted with discs brakes to the front, auxiliary cooling fan, aluminium radiator and Turino alloy rimmed spoke wheels. In superb condition throughout, and supplied with a comprehensive history file including a photo journal of restoration, invoices, FIVA papers, factory build sheets and certification. Surely one of Feltham's finest, a delight to drive and admire.

**£225,000**

**ASTON MARTIN V8 VANTAGE X-PACK**  
CHASSIS #12701. £POA



**ASTON MARTIN V8 Efi COUPE**  
1989. 24k. £150,000



**ASTON MARTIN V8 VOLANTE LWB**  
2000. 15k. £84,950



**ASTON MARTIN VANQUISH**  
2002. 37k. £62,950



**ASTON MARTIN DB9 COUPE (MANUAL)**  
18k. 2008. £52,950



**ASTON MARTIN DB7 VANTAGE**  
2001. 32k. £33,950



**ASTON MARTIN DB7 VANTAGE VOLANTE**  
2002. 39k. £32,950



**ASTON MARTIN DB7 VANTAGE**  
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## D type Jaguar recreation

This very authentic D type Jaguar recreation has been maintained by CKL Developments for a number of years and is to the highest standard of preparation. It was originated three decades ago by Classic Autocraft in Sydney and is their chassis number CAD 1. The specification is pure D type throughout including a CKL- built 3.4 dry sump engine on original 45DCO3 carburettors, totally correct D type suspension, Dunlop Plessey-pump brakes and Dunlop peg-drive wheels.

**£360,000**



## Jaguar E type "semi-lightweight" recreation

Beautifully crafted by Zealia of Newmarket, this stunning looker is an ideal Road or Track Day car. On an original 1963 E type identity, it has a matching-number tuned 3.8 dry sump engine, Weber carbs, 5-speed gearbox, Dunlop wheels, knock-off spinners, widened rear track, uprated a/r bar, Koni dampers, uprated brakes, and a 3.31:1 diff. The "Roadster with fixed Hard-Top" body has a steel monocoque with roll hoop and bucket seats. It has a removable hard top, flared rear wings, and competition bonnet. As with all Zealia cars, these latter items are in high-quality composite material.

**New price instructions: £72,000**



## Jaguar XK150 fast-back

This well-known and very special car is the unique and elegant 1960 3.8 litre XK150S fastback. Converted in 1962 by Hartin Brothers coachworks, it is both highly collectable and useable, having been prepared for and used on international tours and rallies throughout the world. The car comes with many excellent enhancements including a Mass Racing Developments – prepared engine, 5-speed gearbox, an alloy radiator, uprated ventilated brakes and uprated suspension, roll cage, and rally seats.

**£ POA**



## Lynx D type "575AL"

We are very pleased to offer this legendary Lynx D type which in 1987 took six National Endurance Speed Records at MIRA in the hands of several leading drivers including Innes Ireland and Louise Aitken-Walker. Subsequently owned by Pete Waterman, the car is still in record-breaking specification with stunning performance and remains entirely useable on road or track. The car wears 2-seat, long-nose bodywork, has a very special 4.2 engine, all-synchro close-ratio gearbox and is finished in Ecurie Ecosse Blue, with blue leather interior.

**£195,000**

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### 1966 Jaguar 3.8 S-Type

Finished in Sherwood green with dubonnet red interior. Manual with overdrive subject of a no expense spared restoration. Also has the unusual benefit of being fitted with LPG. Quality classic car motoring at a very affordable price £29,950.



### Bentley Azure

One owner full service history. 33000 miles from new. An outstanding example of this Bentley convertible rarity. Interesting part exchanges considered, especially pre war or R/S type continental. Cash adjustments either way.



### 1935 Sunbeam 6 Cyl 3.4

#### Shooting Brake By Mulliners

Several concours first class wins to its credit. Please call for more details.



### 1973 4/4 Morgan 4 seater sports tourer

Completely rebuilt using all new parts, including 1600 cross flow Ford engine, stainless steel exhaust, new brakes, the list is endless down to the last minute detail. Price to sell at a fraction of the rebuild cost at £22,950 interesting vintage part exchanges may be considered any condition cash either way.



Magnificent pair of cased Purdey's With second set of spare barrels for number 2 gun. 30 inch barrels with exquisite figuring and provenance. Superbly unmolested and correct. Would consider selling outright or preferably part exchange for interesting classic cars, WO Bentley, '50's Continental or other interesting vintage vehicles. Obviously cash adjustments to be negotiated.



### 1934 Rolls Royce Phantom II with coachwork by Brewster fitted with overdrive and PAS,

This unbelievable Phantom II has been the subject of a no expense spared restoration including an engine rebuilt by main Rolls Royce Agents. It has been used extensively on European rallies and is in ready to go anywhere condition.

A once in a lifetime opportunity



### 1958 Bentley S1

1958 Bentley S1 Continental with elegant 4 door coach work by James Young. Finished in Shell Grey with Blue/Grey hide interior. This extremely rare James Young Continental not only sports 4 door Flying Spur delicate coach lines but also benefits from a sunroof. The Continental history is supported by a comprehensive history file and in my view having specialised in Bentley Continentals for some 45 years, these handful of James Young rarities are very much understated and undervalued and are far rarer than their HJ Mulliner Continental cousins. Interesting part exchanges considered, preferably Continental, cash difference either way. Please call for information pack.



### Bentley Azure

One owner full service history. 33000 miles from new. An outstanding example of this Bentley convertible rarity. Interesting part exchanges considered, especially pre war or R/S type continental. Cash adjustments either way.



### 1965 Rolls Royce Silver Cloud III 4 Door Flying Spur by H J Mulliner

This extremely rare coach built aluminium Continental Flying Spur was of a very limited production is one of nineteen models built. The Continental is finished in silver mink with burgundy hide interior and has a comprehensive history file which accompanies it. The Continental is also fitted with air conditioning and is currently taxed and MOT'd and fully serviced ready for any sweeping motoring adventure down to the French Riviera.



### Bentley Turbo R Coachbuilt Double-Deck Hearse

Highway to Heaven transportation for the man who thought he had all incidents covered. Has never been used, for further details please call.



### 1938 Talbot Lago T4 Minor

Beautifully restored and running well, this elegant 4 door saloon is finished in French noir with period camel cloth interior. This extremely lively 2.3 litre sports saloon is a rare survivor of the marque as most of them have been chopped up to make racing cars, attractively priced at £39,950



### 1937 Packard Super 8 Limousine

Superb example having been previously owned by a Scottish aristocratic family, information pack and more detailed photographs available, please call. A snip at £59,950.



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## Maserati 450s Recreation

- The last of nine cars built by Chris Lawrence
- The restorer's own car
- The ultimate Spec

The late Chris Lawrence produced the most sought-after recreations and his workshop's output was comparable to that of the Italian carrozzerias of Giordano and Allegrretti. We are therefore proud to offer, on behalf of his family, Chris Lawrence's very own 450s and the last of just nine cars built, and one of only two featuring 4.7 litre V8 dry sump engine with twin plug head, and transaxle gearbox, as fitted in period to GT40s and Detomasos. The Maserati 450s was hugely competitive car in its day. It led the field by two minutes during its competition debut in the Buenos Aires, driven by Moss and Fangio. But it was also an extremely powerful and demanding car to drive and dubbed 'the widow maker'.

Built in the 90s at a cost of over £150,000, the ladder chassis was built using a jig from an original Maserati 450s chassis, no. 4510, while the all aluminium body was likewise reproduced using bucks from no. 4510. Having covered just 5,000 miles from new this example is in superb condition throughout. The subject of several magazine features; the last of the line, and Chris Lawrence's very own car, this is the ultimate 450s to acquire in this the centenary year of marque. **EPOA**

**Ex-Gendebien 250 GT Europa**



**D-Type FIA HTP**



**MG K3 by Peter Gregory**



**250 GTO Recreation FIA HTP**



**C-Type FIA HTP**



**Lancia Aurelia**



**Daytona Competizione Rep**



**XKSS by Lynx**



**Bentley 3/4.5 Speed Model**





## 1957 BMW 503 Coupé



- designed by Count Albrecht Görtz
- first series, one of only 273 built
- red leather trim
- German registration

Price: 160.000 £

## 1973 Ferrari 246 GTS



- European version
- restored incl. engine rebuilt
- matching numbers
- great condition

Price: 240.000 £

1957 AC ACE Bristol  
1954 Austin Healey 100 GT  
1956 BMW 503 Coupé  
1971 Ferrari 246 GTS  
1973 Ferrari 365 GT  
1937 Horch 853  
1938 Horch 853 A  
1964 Iso Grifo

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**1973 Ferrari Dino 246 GTS: Classiche**



**1965 Ferrari 330GT Series 2: Classiche: Left Hand Drive**

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1960 Aston Martin DB4 Coupe: Series 2  
1963 Ferrari 250 GTE 2+2 Coupé: Series 3: Classiche: Left Hand Drive  
1972 Ferrari 365 GTB 4 Daytona: Classiche  
2007 Ferrari 599 GTB: Left Hand Drive  
1971 Jaguar E-Type S II Coupe

1956 Mercedes Benz 190SL Cabriolet: Left Hand Drive  
1989 Porsche 911 Wide Body Speedster  
1992 Porsche 964 Carrera 3.6 RS: Left Hand Drive  
1993 Porsche 964 RS 3.8  
2010 Porsche 911 (997) GT2 RS  
1990 Rolls Royce Corniche III Convertible

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1960 Aston Martin DB4GT

1968 Aston Martin DB6 Mk I Vantage: Manual  
1985 Aston Martin V8 Coupe: Automatical

1987 Aston Martin V8 Volante: Left Hand Drive



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**2001 FERRARI 360 F-1 SPIDER.** We have just received this from its original owner. Red/tan leather/black convertible top. Immaculate condition throughout. All original manuals, keys, cover, etc. 16,897 miles. \$88,000.



**2005 JAGUAR XKR SUPERCHARGED CONVERTIBLE.** A "Triple Black" (with wonderful polished burl walnut fascia and interior trim) one-owner local car in fabulous condition throughout. Fabulous performance from its supercharged V-8 engine and 6-speed ZF transmission. 52,236 miles. \$28,900.



**1937 BENTLEY 4 1/4 LITRE, CLOSE COUPLED BROUGHAM SALOON.** #B131-KU. '37 London Motor Show car from Freestone & Webb in a delightful razor-edge design. Very unusual polished aluminum fascia w/ beautiful walnut cabin trim. Original engine just fully rebuilt by marque specialists. Beautiful! \$195,000.



**1965 ALFA ROMEO 2600 TOURING SPIDER.** Just purchased from an estate collection, this is a very handsome, numbers-matching car restored in white/red interior/black canvas convertible top. Just fully serviced and all new brakes. \$58,000.



**2005 JAGUAR XKR CONVERTIBLE.** A gorgeous local, completely original car in Anthracite Pearl with cream leather, black convertible top and fabulous burl walnut. Sold and serviced by us, the car is fitted with factory navigation, Premium Sound and many great options. 23,741 miles. \$22,000.



**1962 CORVETTE FUEL-INJECTED ROADSTER.** A very rare survivor "fuelie" with original correct-numbered fuel-injection unit, 4-speed manual transmission and both tops. Ermine White (body and hard top) with black interior and convertible top. Beautiful, correct and drives fabulously well. \$95,000.



**1934 MG PA ROADSTER.** We sold this great car 25 years ago and have just gotten it back from that owner's estate. British Racing Green/red leather. Very correct and excellent throughout. \$58,000.



**1976 ROLLS-ROYCE CORNICHE COUPE.** This must be the nicest example on the planet! Silver Sand over Chestnut with luggage leather piped in cream and stunning burl walnut interior woodwork. A multi-show winner which drives as incredibly well as it looks. 25,350 miles. \$55,000.



**1965 AUSTIN HEALEY 3000 MK III ROADSTER.** California "Black Plate" rust-free car in original Colorado Red (per Heritage Certificate) w/ cream coves, black lttr w/ red piping, beautiful polished wood fascia. Delivered new Charleston, S. Carolina, next 20 yrs in California. Beautifully restored & great driver. \$72,000.



**1967 THUNDERBIRD "E BIRD."** A two-owner, original 284 barrell, 270 hp "E-Series" car with original build sheet documenting everything. Beautiful in Colonial White (body and optional "Port-Hole" hardtop) with red interior. Power steering, power brakes, signal-seeking radio, back-up lights, etc. \$74,000.



**1931 DUESENBERG "J" CONVERTIBLE.** Gorgeous, original coachwork by Murphy. Continuous chain of ownership since its delivery new to E.B. Henry of Detroit. Level One Certification from Auburn-Cord-Duesenberg Club. Several years in The Imperial Palace Collection and other fabulous collections. A fabulous-looking car which drives beautifully. P.O.A.



**1941 PACKARD 180 SEDAN SPORT BROUGHAM.** A rare and unusual senior-series Packard featuring "suicide" rear doors, twin covered sidemounts with original mirrors, 16" original-width whitewall tires, electric windows, etc. Ours is an AACA National First Prize Award Winner with one local owner for past 12 years. Beautiful in Midnight Blue w/ matching broadcloth interior piped in tan. Drives extremely well. \$135,000.



**1991 BENTLEY CONTINENTAL CONVERTIBLE.** Just 8 and were built in 1991 and this is a truly fine original example. Dark Oyster w/ Tobacco Brown leather, carpets, Mouton overlays, conv. top & boot. Amazing burl walnut cabin trim w/ exceptionally fine inlay work thruout. Ordered w/ locking cocktail cabinets to each door and chrome grill shell w/ painted vanes. 23,810 miles. \$105,000.



**1957 JAGUAR XK-140 ROADSTER.** A beautiful, numbers-matching car fully restored by Hibernia Auto Restorations in 2008. Cream/red leather/black canvas—all per accompanying Heritage Certificate. \$135,000.



**1996 JAGUAR XJ6 V12 CONVERTIBLE.** A one owner, 100% original car in near-new condition. Diamond Blue with Navy Blue leather and top. Original sales invoice is present along with every service receipt and all manuals in original case. 28,234 miles. \$22,000.



**1951 FORD COUNTRY SQUIRE "WOODY WAGON."** A magnificent, Southern California, multi-show-winning restoration. Correct "Culver Blue" body with Birds Eye Maple, and buckskin 3-seat interior. Original flat head V-8 with mild period performance updates and 3-sp transmission with overdrive. \$95,000.



**1991 MERCEDES-BENZ 560SEC.** The last year of this powerful top-of-the-line 4-passenger luxury coupe. Beautiful in Silver Sand w/ Parchment lttr. Fully equipped with luxury and safety equipment and our car features twin front airbags along with all original equipment. A beautiful original car which needs nothing. Original manuals and tools. 125,650 miles. \$12,000.



**1966 CORVETTE "BIG BLOCK" 427/450 ROADSTER.** Beautiful in silver with black interior and top, this is powered by its original (by numbers) 450 hp engine with 4-speed transmission, power steering, power disc brakes, side exhaust, knock-off wheels, factory seat belts, teak steering wheel, original AM-FM radio, tinted glass, etc. Drives as nicely as it looks. \$115,000.



**1949 MG YA TOURER.** A beautifully restored example of the rare (877 total built) 4-passenger, 2-door convertible. White/tan with matching tan canvas convertible top, polished burl walnut fascia, original 1250cc motor and 4-speed manual transmission. A very correct and original, left-hand drive car. \$45,000.



**2001 ROLLS-ROYCE CORNICHE V CONVERTIBLE.** The last iteration of the fabulous Corniche convertible. One of 374 built and sold new at \$359,900. A fabulous local car finished in gorgeous Black Garnet w/ sumptuous Wildberry Connolly hides. 3.5 tons of luxury with 133 mph performance! 16,151 miles. \$115,000.



**1949 MG-TC ROADSTER.** A very late production car (#9325 of 10,000) which we just purchased from its family ownership of many decades. A very happy, correct and extremely original car which drives just the way these cars did when they were new. Finished in red with tan interior, top and side curtains. Original fold-down windscreen & 19" "knock-off" wire wheels. \$35,900.



**1971 ROLLS-ROYCE SILVER SHADOW.** From a local collection, this is a pretty and unaltered chrome-bumper car finished in Sand over Mason's Black with beautiful parchment leather piped black. Factory air conditioning, original Phillips AM-FM stereo with separate 8-track player, electric windows, seats, and antenna. Original manuals. 79,093 miles. \$25,500.



**1966 PORSCHE CARRERA CABRIOLET.** A local car in excellent condition throughout. Black with Cashmere leather and new correct German weave convertible top, tires and brakes. 70,737 miles. \$36,500.



**1966 MERCEDES-BENZ 300SL.** 100% original car, sold by us 10 years ago and now back from that owner. Light Ivory (body and hard top) with Parchment leather and Tobacco Brown convertible top. Fantastic condition throughout and just 42,384 miles. \$19,000.

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**2000 ASTON MARTIN DB7 VANTAGE AUTO, RHD.**  
Aston Racing green, with fawn/green leather. One Previous Owner, 20,000 miles only, FSH, as New!!  
**£36,950**



**1965 FORD THUNDERBIRD 6.4 LTR V8.**  
Ford State Blue, with original black trim. Power hood, windows, power brakes, steering, Cragar chrome wheels, Superb Original, rust free example, Stunning! **£39,950**



**1978 PORSCHE 930 TURBO MARTINI LTD EDITION**  
RHD, Matching Numbers, Full History, in mint, unmarked, condition, one of only 18 RHD examples built. Very rare, and very special. **£90A.**



**1988 PORSCHE 930 TURBO**  
Silver with burgundy leather. Aircond, ESR, Fuch alloys. Valuable reg number. 2 previous owners and full documented History, stunning and original. **£64,950**



**PORSCHE RSR PASTICHE LIGHTWEIGHT**  
By RS Technik. 7000 miles only, Featured in 911 and Porsche World, march 2012. Base on 70s Road Race cars. Stunning. **£49,950**



**1975 PORSCHE 911 2.7 (S)**  
Fully restored to S specification at a cost of over £50,000. Minerva blue with black trim. Original Fuchs alloys. UK matching numbers car, all books, tools and full documentation. An outstanding example and very special. **£69,950.**



**1965 CORVETTE STINGRAY C2 327 COUPE**  
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# FERRARI'S WINNING FORMULA

Its mid-engined V8s formed the basis of the firm's current success, and now make great classic buys. **Ross Alkureishi** chooses his favourite

PHOTOGRAPHY **TONY BAKER**









# 308GTS

'THE BLEND OF WEDGE AND CURVES  
STILL HAS THE ABILITY TO BEGUILF'



The 308 comes alive the faster you go, particularly in terms of the steering. Below, l-r: familiar vents and pop-up lamps; all-alloy V8 sounds great on carbs

**H**e was a canny man, Enzo. The Maranello-based company that bore his surname sold its first road car – a 166 – into private hands in 1947, ostensibly to fund racing activities. It soon became clear that one facet complemented the other, and over the next few decades they would enter into a symbiotic relationship. Success on the track lent excitement, kudos and soulful substance to the roadgoing sports cars that it sold to the great and the good, while in return those beautiful people bestowed the products with an extra touch of glamour.

This created the perfect storm to propagate the Prancing Horse legend. Throughout the 1950s and '60s – from Berlinetta to California and Spider – the company strictly adhered to the conservative principle of a large V12 engine up front. Even as his main competitors – such as Lamborghini, with its innovative Miura – started embracing radical new design concepts, *Il Commendatore* insisted on following tradition.

For canny, include stubborn. Yet even if it wasn't allowed to wear a Ferrari badge, he gave the green light to the V6 Dino project. That it had a role in homologating the engine for Formula 2 racing no doubt softened his resistance to change, but here was a product of Maranello in all but name; and how it sold, shifting in amounts that no previous model had come close to. Suddenly, 12 was not necessarily the magic number, with engine placement also up for negotiation. The idea of the 'junior' Ferrari had been born.

Fast-forward to the modern day and, as the prices of all 1940s, '50s and '60s models – including the 246 – head into the stratosphere, it's to



## OWNER'S VIEW Chris Wiseman

"I've loved Ferraris from a young age, and 13 years ago – when I was looking to buy one – the 308 fitted into my price bracket. I'm also a man of a certain age, so the *Magnum PI* link played a part.

"In that time it's never let me down. I keep it on a trickle charger, it always starts and away I go. If it's been sitting for a while it takes a few miles to loosen up on the road but on a sunny day, whip the roof off and the throaty growl from the sports exhaust sounds absolutely beautiful.

"If you put aside £1000 a year, you'll have more than enough to run one. My biggest bill was £1600 for a major engine service, including shims and belts, but that's not bad in 13 years. I do bits and bobs on it myself – little jobs I know I can get away with – but I leave things like cambelts to a specialist."



## FERRARI 308GTS

**Sold/number built** 1975-'85/13,131 (all, including 208 variants)

**Construction** tubular steel chassis with steel body panels (early cars glassfibre)

**Engine** all-alloy, double-overhead-camshaft-per-bank 2926cc V8, four Weber 40DCNF carburettors

**Max power** 255bhp @ 7700rpm

**Max torque** 210lb ft @ 5000rpm

**Transmission** five-speed manual, driving rear wheels

**Suspension** independent, by double wishbones, coil springs, telescopic dampers; anti-roll bar f/r

**Steering** rack and pinion

**Brakes** ventilated discs, with servo

**Length** 14ft 6in (4419mm)

**Width** 5ft 8in (1727mm)

**Height** 3ft 8½in (1130mm)

**Wheelbase** 7ft 7in (2311mm)

**Weight** 2932lb (1330kg)

**0-60mph** 6.6 secs

**Top speed** 154mph **Mpg** 18

**Price new** £16,499 **Price now** from £35,000



Upgraded suspension and bigger tyres give 328 more grip than its predecessor. Below, l-r: engine up to 3185cc and 267bhp; famous tail lights



## 328GTS

'ITS POWER DELIVERY IS INSTANT YET DECEPTIVE, WITH NO SUDDEN KICK'



### FERRARI 328GTS

**Sold/number built** 1985-'89/7412 (all)

**Construction** tubular steel chassis with steel body panels

**Engine** all-alloy, double-overhead-camshaft-per-bank 3185cc V8, Bosch K-Jetronic fuel injection

**Max power** 267bhp @ 7000rpm

**Max torque** 224lb ft @ 5500rpm

**Transmission** five-speed manual, driving rear wheels

**Suspension** independent, by double wishbones, coil springs, telescopic dampers; anti-roll bar f/r

**Steering** rack and pinion

**Brakes** ventilated discs, with servo

**Length** 14ft 6in (4255mm)

**Width** 5ft 8in (1720mm)

**Height** 3ft 9in (1133mm)

**Wheelbase** 7ft 7in (2350mm)

**Weight** 2784lb (1263kg)

**0-60mph** 5.9 secs

**Top speed** 155mph **Mpg** 20

**Price new** £35,950

**Price now** from £35,000

### OWNER'S VIEW

#### Peter Georgiou

"I bought the car 11 years ago. At the time, I couldn't afford an F355 and this was in my price range. It's getting on a bit now but it'll still hold its own against the modern big boys; put your foot down and off it goes – it's like having a rocket behind you.

"The fuel tank had a leak just after I got it but that was covered under warranty. Since then I haven't had to do anything other than regular servicing, which costs £400 to £500 per annum – with another £500 for new cambelts every other year. I was told to expect a GTS to leak but mine never has and I love the flexibility of it because it can be turned into, in effect, a soft-top.

"It has really sensual curves, and the slats in the grille set it off a treat. It's even got a reasonable-sized boot, with enough luggage room for a weekend getaway."

the subsequent decades that real-world newcomers to the marque's classic offerings must turn. And that's where its majestic, yet still relatively affordable, V8s lie.

The new Dino 308GT4 notched up several firsts – Ferrari's maiden V8 engine, and mid-engined four-seater – and delivered fizzing performance, but it proved to be a false start in replacing the much-loved Dino 246. The modern wedge bodywork by Bertone was too much for traditionalists, who had been brought up on a diet of curvaceous sensuality.

When Pininfarina's two-seater 308 Berlinetta – penned by Leonardo Fioravanti – made its debut at the 1975 Paris Motor Show, its svelte glassfibre lines only accentuated the ungainliness of its sibling. The tubular chassis had been chopped by 8in but the car itself was longer, and this time there were no concessions to practicality, allowing Fioravanti to focus purely on style.

The GTB shared the GT4's quad-cam 3-litre V8, which was still mounted transversely amidships and kicked out 255bhp at 7700rpm. The independent suspension had double wishbones, coil springs and an anti-roll bar front and rear, while drive was delivered through a five-speed gearbox and limited-slip differential. The fact that both cars shared almost identical technical set-ups, and performance, proved that the motoring public – and Ferrari fans in particular – simply adore a pretty face.

Today, those results still have the ability to beguile. This steel-bodied GTS – just 712 glassfibre examples were made before production shifted – looks like the love child of wedge and curve, with just enough of each to satisfy both tradition and modernity. The muscular wheelarches combine with elegant air intakes



# 348ts

'THIS IS THE LAST FERRARI TO HAVE NON-ASSISTED STEERING, AND IT'S A DELIGHT'



The straked vents echo contemporary Testarossa. Below, l-r: quad lamps disappeared on 348; V8 powerplant is now mounted longitudinally

to lend it a graceful profile, while the rear is a lesson in design simplicity. To my eye it's the most aesthetically pleasing of our quartet.

The cabin boasts an attractive combination of switches and chromed sliders, while the position of the thick Momo steering wheel and the leather bucket seat's ergonomics force you to adopt a straight-arms/bent-legs driving position. Prime the carburetors with several pumps of the pedal and the V8 fires first time. The springloaded gearlever slots into first with a satisfying clack but you have to wait for it to come up to operating temperature before you can easily select second.

Even at low speeds the four Weber carburetors just behind your head provide a mellifluous noise. Nail the throttle and there's a momentary delay as they come on song, before the note hardens as the quad tailpipes enter the fray. This soul-stirring combination of sounds is everything you want from a Ferrari, and you find yourself shifting the cogs as often as possible just to hear the engine's multitude of machinations.

The brakes are more than up to the job and the steering gets more communicative the faster you go, with the low-speed harshness of the ride smoothing out. Through fast corners, the 308 has a tendency to understeer but it's easily dialled out with a touch of throttle.

Later models embraced technology that, to the minds of many, had the effect of diluting the purity of the driving experience. The 308 gained fuel injection in '81 and subconsciously I've already made up my mind that I'm going to enjoy its similarly endowed successor less. There was a collective sigh of relief at the 328's 1985 Frankfurt Motor Show unveiling: Fioravanti's much-loved lines were relatively unchanged.



## OWNER'S VIEW Steve Target

"Having owned a 308GT4 for 13 years, I have a soft spot for the less-loved, underrated cars. When it came time to move on, I considered an F355 but it's a bit more expensive and complex, so I decided on a 348ts. It's pre-electronics so it's still possible to do some of the maintenance and mechanical work yourself. I run the engine regularly over the winter, and on a dry day drive it round the block to keep everything ticking over. I budget £600 to £700 for an annual service and there's a big bill every three years because the engine comes out for the cambelts, which is usually £2-2500, including a service.

"I was wary of the horror stories about what could go wrong, but I'm really pleased with it. You never know until you dip your toe in, and I'm quite happy swimming around."

## FERRARI 348ts

**Sold/number built** 1989-'94/8720

**Construction** steel monocoque with steel, plastic and aluminium body panels

**Engine** all-alloy, double-overhead-camshaft-per-bank 3405cc V8, Bosch Motronic fuel injection

**Max power** 300bhp @ 7000rpm

**Max torque** 237lb ft @ 4000rpm

**Transmission** five-speed manual, driving rear wheels

**Suspension** independent, by double wishbones, coil springs, tubular dampers; anti-roll bar f/r

**Steering** rack and pinion

**Brakes** ventilated discs, with servo

**Length** 13ft 10in (4230mm)

**Width** 6ft 3in (1894mm)

**Height** 3ft 10in (1170mm)

**Wheelbase** 8ft (2450mm)

**Weight** 3071lb (1393kg)

**0-60mph** 5.6 secs

**Top speed** 170mph **Mpg** 18

**Price new** £67,499

**Price now** from £25,000



Subtle changes resulted in stunning lines for F355. Below, l-r: five valves per cylinder for the latest version of the V8 engine; vented engine cover



# F355GTS

'THE NOISE IS ALWAYS SPINE-TINGLING BUT AT HIGHER REVS IT BECOMES EPIC'



## FERRARI F355GTS

**Sold/number built** 1993-'99/11,206

**Construction** steel monocoque with steel, plastic and aluminium body panels

**Engine** all-alloy, double-overhead-camshaft-per-bank 3496cc 40v V8, Bosch Motronic fuel injection

**Max power** 380bhp @ 8250rpm

**Max torque** 267lb ft @ 6000rpm

**Transmission** six-speed manual, driving rear wheels

**Suspension** independent, by double wishbones, coil springs, tubular dampers; anti-roll bar f/r

**Steering** power-assisted rack and pinion

**Brakes** ventilated discs, with servo and ABS

**Length** 13ft 11in (4250mm)

**Width** 6ft 3in (1900mm)

**Height** 3ft 10in (1168mm)

**Wheelbase** 8ft (2450mm)

**Weight** 3196lb (1450kg)

**0-60mph** 4.8 secs

**Top speed** 183mph **Mpg** 18.2

**Price new** £83,000

**Price now** from £40,000

## OWNER'S VIEW

### Peter Critchell

"I've owned numerous models, including a 246GT, several 308s and a Testarossa, but for me the F355 is a real modern-day classic. Its technology means that it's easier to drive but still so exhilarating that it puts a smile firmly on your face. I don't cover a huge annual mileage, but every time I take it out I'm reminded of exactly why I own it.

"Reliability-wise, it's not missed a beat in 10 years and drives as crisply and sharply now as it did when I got it. The running costs are quite sensible in today's market; it's simply had regular services and the cambelts replaced when necessary."

In terms of values, the 355 is worth what Critchell paid for it, so he's free to enjoy it without being exposed to the depreciation of a new car, and for desirable Ferraris the only way tends to be up.

By then its junior Ferrari was the company's biggest seller, so it would have been foolhardy to give it too radical an overhaul.

In the metal, it looks like a general smoothing off of the 308's sharper lines has taken place, with most of the exterior changes to be found below the belt-line. Larger colour-coded bumpers give the front greater bulk and result in a less pointy nose, while the new grille design differentiates it still further. It seems longer and lower, yet the 328 is actually half an inch taller.

The updated interior is less pleasing. A thicker-rimmed steering wheel and longer gearlever are welcome additions but many of the 308's controls have been replaced with parts-bin components. It's a little uninspiring in comparison. The seats are more comfortable thanks to thicker padding, but still lack a bit of lateral support, and the pedals seem more cramped.

Out on the road, however, it's a beast. The V8's capacity was increased to 3185cc, and the compression ratio rose from 8.6 to 9.2:1. Power was up to 267bhp and torque to 224lb ft. Its delivery is instant yet deceptive – there's no sudden kick, just a steady forward propulsion that takes you from 0-60mph in less than 6 secs. It's so strong in the mid-range and at the top end that its exhaust note is, if anything, louder and more strident than the 308's.

The greatest improvement is in its handling. Up-rated Koni dampers help, but it's the bigger 16in wheels with lower-profile Goodyear NCT tyres – 205/55VR on the front, 225/50VR at the rear – that have the largest effect. The increased traction inspires confidence and enables you to attack corners significantly faster than you would do in its predecessor. There's improved long-term reliability, too, thanks to Marelli





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Talking of money, the unloved 348 now finds itself among the 'entry-level' Ferraris. If you trawl the marque's internet forums you'll find a lot of anti-348 feeling, but is it justified or is it simply a case of picking on the 'different' kid?

Just as the 308 and 328 shrank the Berlinetta Boxer's lines to 246-like dimensions, Maranello repeated the trick with a shape that brings to mind a mini Testarossa. The resulting form is squat, pugnacious and certainly less graceful, yet it has an attractive forward-thrusting stance. Black plastic slats on its tail are very much inspired by its senior sibling – a car that many said would never come back into fashion, but has – as are those massive straked air intakes on the doors, which feed the radiators and an oil cooler.

Unlike in the earlier cars, engine placement is longitudinal with the gearbox transversely mounted, mimicking the 312T F1 cars of the 1970s. At the rear, a subframe houses the power unit and provides suspension pick-up points. Overall, it's 6½in wider but the design means that it has a lower centre of gravity.

The significantly larger cabin follows a similar layout and level of appointment, while the engine has the same basic architecture but increased to 3405cc with 300bhp on tap. It delivers this ferociously, although aurally it only really comes alive between 2000 and 4000rpm, plus it has a unique sound that's more of a deep-throated throb than an all-out howl.

This is the last Ferrari to have non-assisted steering and it's a delight. It feels light yet perfectly weighted, and transmits every nuance of the road surface to your hands. Compared to the earlier cars it's more intuitive and easier to drive. Through hard corners there's lashings of grip and the suspension elicits little roll, but you are more aware of the 348's heft; on the limit, period road-testers found them very hairy indeed, with a tendency to pendulum.

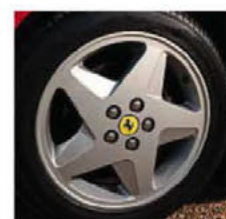
Those characteristics, combined with its looks, seem to be the main reasons for dismissing it as simply a 'fill in' model between the 328 and F355, but later cars feature altered suspension geometry that makes them a bit more predictable in their handling, and fixes are also available for earlier ones. The reality is that you'd need to inhabit the far side of Loonsville to attempt the exploration of its handling limits on public roads. What is clear from talking to owners is that those who do buy a 348 simply love them.

That's a strong word but worship is stronger still, and that was the response garnered from the motoring public and journalists alike by the arrival of the F355. If Ferrari had been accused of taking its eye off the ball with the 348 then its replacement was ultimate proof of refocus. Although it looked like a cosmetically revised, elongated 348, here was a different beast altogether. The underlying structure is the same but, with Honda *et al* banging hard on the performance door, the engineers at Maranello reconsidered and redesigned every element.

The result is a stiffer, more powerful and far superior-handling car that still weighs much the same as its forerunner. An enclosed underbody with twin diffusers on the rear and a lip spoiler combine to produce a whopping 220lb of down-force, while, despite the same engine layout as the 348, electronic adjustable dampers and



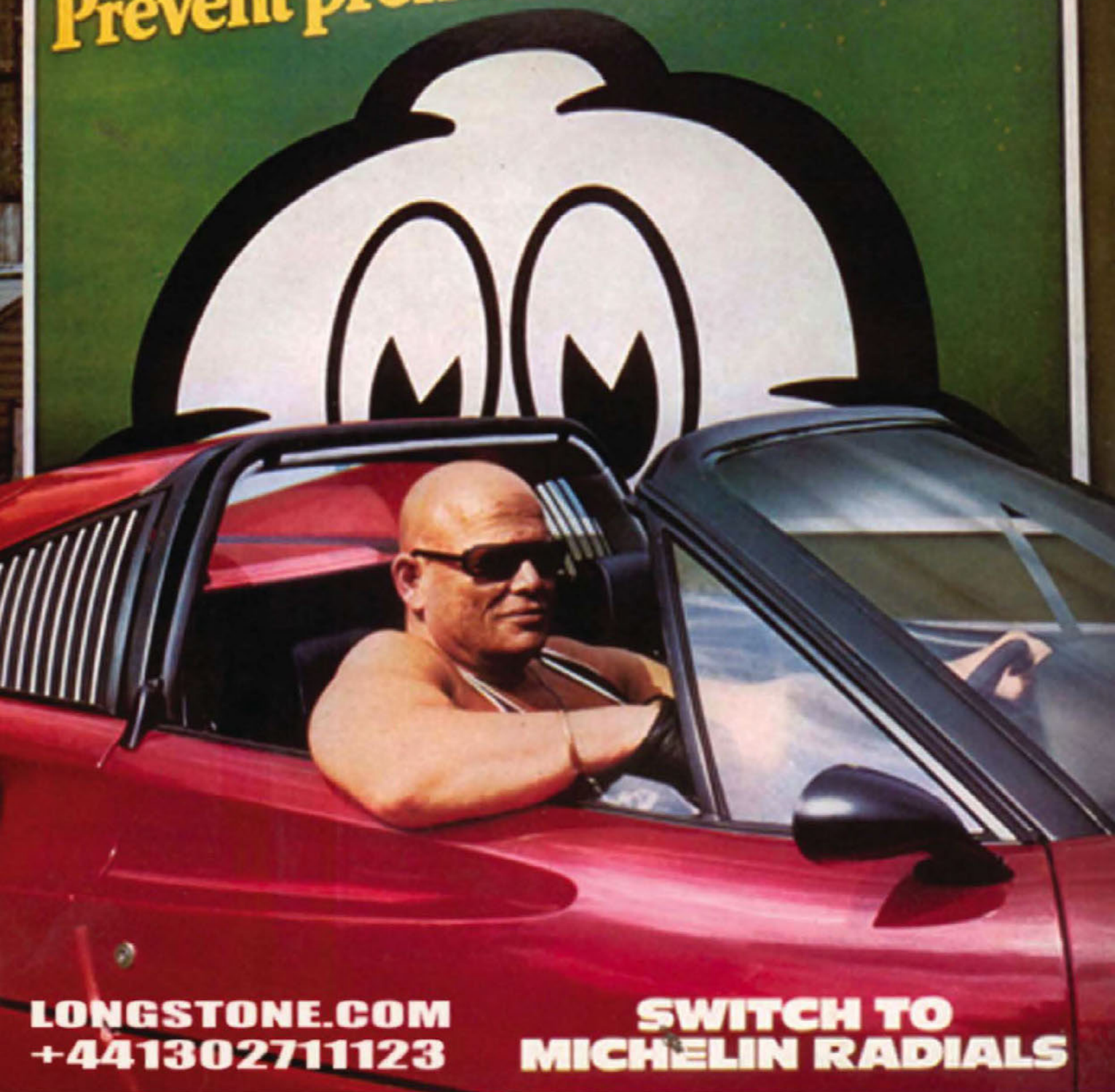
The 308's cabin feels more special than later cars, but 328 (below left) boasts more comfortable seats. Below: five-spoke alloys are a constant fixture



The F355 was intended to be a more practical Ferrari than earlier models, but even the 348 (above left) offers an increased amount of room



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double wishbone suspension at each wheel take the guesswork out of handling.

It's wide, low and has a presence that oozes malevolent intent. If the 348's rump polarised opinion, the F355's – with quad circular tail lights restored – is as close to perfection as the original 308's. Inside, the sober cabin sports airbags but is still performance-focused.

At low revs it's an incredibly easy car to drive. The power-assisted steering means that it's a cinch to manoeuvre, the clutch is feather-light and the six-speed, non-dogleg gearbox is the first in which all ratios function perfectly from cold thanks to double-cone synchromesh on first and second, plus rod rather than cable operation.

The 3½-litre V8 is good for 380bhp, and with five valves per cylinder and titanium conrods it'll spin to an incredible 8500rpm. Up to 4000rpm the noise is spine-tingling but beyond that – as the exhausts' bypass valves open, allowing access to an extra 20bhp – it's epic, with a howl more addictive than any illicit substance.

Through corners there's an insane level of grip – the 355 simply hunkers down and powers through. Huge vented brakes scrub off speed with an impressive intensity, but if there's a slight criticism it's that the steering feels a little over-assisted and light at times – if only it had retained the system from the 348.

## 'THE 348 PROVIDES A DRIVING EXPERIENCE THAT IS AT ODDS WITH ITS REPUTATION'

Although they share the same bloodline, there's a real individuality to each car's character. The 308 is an old-school charmer, the induction noise of which makes even pulling away in first gear a beautiful experience, but the day of the bargain-priced example has gone.

The 348 is misunderstood and provides a driving experience that is at odds with its reputation. If you can afford the maintenance costs, meanwhile, the F355 remains a scintillating choice – even now you'll struggle to do better in terms of balance and ferocity. It is one of the most accomplished sports cars of its time, and is sometimes even referred to as 'the car that saved Ferrari'. It is without doubt the best 'junior' model since the cherished Dino, but more than that it's both a direct descendant of the 1970s classics and a launchpad to the technology-laden models that followed.

But to my mind, it's the rugged, sensuous and relatively economical 328 that now offers the best-value entry into the full-fat Ferrari ownership experience. If you've always fancied one, I wouldn't hang around.

**Thanks to The Ferrari Owners' Club of Great Britain** ([www.ferrariownersclub.co.uk](http://www.ferrariownersclub.co.uk)); **Chilston Park Hotel** ([www.handpickedhotels.co.uk](http://www.handpickedhotels.co.uk)); **The Ferrari Centre** ([www.ferraricentre.com](http://www.ferraricentre.com)); **Peter Critchell**



## THE SPECIALIST Matt Masters, The Ferrari Centre

**"The 308's body** is more prone to rust so check the bottoms of doors, wheelarches and lower quarter panels. Run your fingers along the body swage line because corrosion not discernible to the eye can be felt here.

"Engines are very rugged, and if they've been serviced correctly they'll run at maximum revs all day long. Second-gear synchromesh tends to be recalcitrant but on nine out of 10 cars this gets better once it's up to temperature. Water pumps require regular and careful checking because bearings are prone to failure.

"There's no huge price disparity among steel-bodied 308s, but the carburettor cars are more desirable. Two-valve injection models have less power than either the carburettor or four-valve injection cars and are a bit cheaper, but they're not a bad buy because the final-drive ratio was altered to give similar acceleration. The glassfibre models are the most sought-after – you won't find one for under £100,000."

**"Check the 328 for** corrosion in all the same areas as on the 308. Bodywork on later cars had significantly better anti-rust protection, so that's a worthwhile consideration when buying. Mechanically, it's prone to the same water-pump bearing and second-gear synchromesh issues as its predecessor, but it's a well-built, very reliable car and a properly sorted example is pretty much bulletproof.

"ABS became an option from 1988 onwards, which improved stopping power, but many owners prefer the look of the earlier alloy wheels that dish inwards – these can't be swapped to a car with ABS.

"In my opinion, of the cars gathered here the 328 offers the best value. One bought for

around £45,000 will give you the full experience but it won't cost you a fortune to buy or run."

**"The 348 is often** directly compared to the F355 but that's unfair. There's also a stigma about its handling but it's an easy fix by fitting spacers to give a wider track. Later cars with updated suspension handle more predictably.

"The paintwork on the buttresses cracks, and if you own a car for 10 years expect to tackle this at least once. Roof panels on the ts leak where the A-pillar meets the window and roof. They all do it, so check interior condition. The centre console and vent panels are made of a rubberised substance – this goes sticky and is labour-intensive to remove and refinish.

"Due to its longitudinal placement, the engine has to come out to change the cambelts, so it's significantly more expensive.

"The most desirable models are the GTS and GTB, which were produced at the end of '93 and had an extra 20bhp – as did all Spiders."

**"The F355 is more** costly to run – you'll need £2-3000 a year for general maintenance. People get worried about whether valve guides have been checked, but we've had very few instances in which we've had to address anything like that. Check the history to see if the exhaust manifolds have been replaced – originals crack. Front hub uprights and wheel-bolt seats also need to be checked for cracking. "An F355's rear panel should be spot-welded not gas-welded; if there's evidence of the latter, it's probably had a hefty shunt. A Spider's seats move forward in tandem with the roof-lowering mechanism, so check that it all works correctly. On all of these cars, a detailed service history is key to validate mileage.

"F355s are holding their value despite those higher maintenance costs, while manual cars are more desirable than the F1 models."





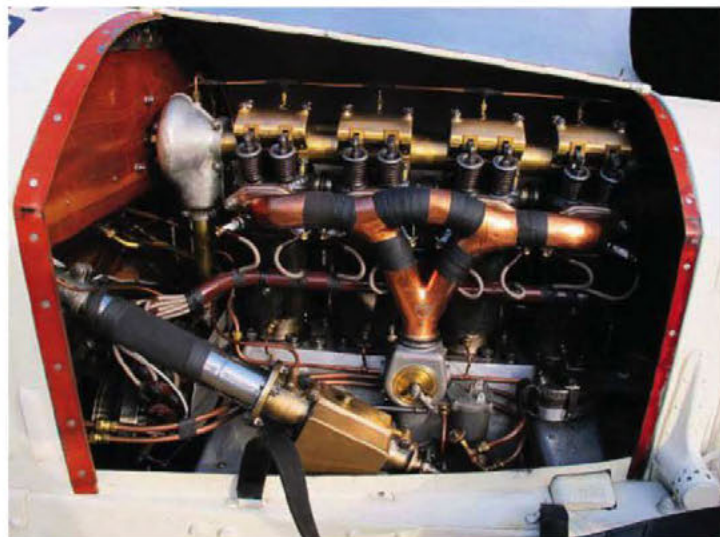
# Anatomy of a masterpiece

The epic 1914 French Grand Prix was the last race before the Great War. **Mick Walsh** investigates Christian Lautenschlager's winning Mercedes

PHOTOGRAPHY **MERCEDES-BENZ CLASSIC**







Clockwise, from top left: Lautenschlager's car leaves a smokescreen; Pilette, the only non-German team driver; aero-engine design clear in Mercedes 'four', with tape to stop fractures; well-rehearsed pitstop for Wagner, second

If you imagine that the Formula One season was focused on a single race, then you'd begin to appreciate the intense excitement for the 1914 French Grand Prix. Little wonder that the 4 July event drew more than 300,000 spectators to the Lyon region to witness the spectacle of the greatest drivers in the fastest racing cars on earth. The event featured 14 factory teams, with 37 cars from six countries competing in the standalone event that demanded fresh designs with newly imposed regulations limiting engine capacity to 4.5 litres and weight to 1100kg.

The sensation of the race was the five-car Mercedes equipe that the Stuttgart factory had spared nothing to build, prepare and test for the prestigious 20-lap, 467-mile challenge on public roads. The contest developed into a titanic battle between the dashing Gallic favourite Georges Boillot in a blue dual-overhead-cam Peugeot and the wedged-nosed white chargers. Right until the last lap, the German team pressurised Boillot, who'd won for the past two years, until the Peugeot cried enough with a seized engine on the final run towards La Madeleine.

Christian Lautenschlager's leading Mercedes roared past, the Swabian ace and his mechanic Hans Rieger glimpsing their popular rivals for the first time in the seven-hour enduro. French

national pride was shattered by a German 1-2-3, and the stunned crowd quickly left the barriers and stands after the finish. Even the band declined to play the victors' national anthem at this extraordinary event. Just weeks later, the horror of war engulfed France.

Of the three Mercedes team cars that actually raced at Lyon, only the winner survives and in April it returned to the scene of its triumph to rerun the triangular, high-speed 23-mile course 100 years on (see *C&SC*, July 2014). At the wheel of the famous number 28 was septuagenarian George Wingard, a passionate American enthusiast who has owned Lautenschlager's victorious machine for 30 years. Few know the 1914 design better than the Oregon-based collector.

"It's a dream to drive," enthuses Wingard. "The 1908 chain-drive GP car is a horse, whereas this is like a ballerina in comparison. The steering is beautiful and the handling is very balanced. It's also comfortable, which was important for a marathon race. The brakes are the main handicap on performance because you really have to think about the stopping distance. The Mercedes couldn't match the Peugeot into the corners, but it was quicker out of them."

When Wingard acquired the Mercedes, he was hugely disappointed by the initial driving experience: "It was difficult to start, it had the

acceleration of a slug and the gearbox was impossible to work. I thought I'd made a big mistake, because I'd always been advised that 'you only need to drive a car to know it's truly great'. This one turned out to be a mechanical dog, with the wrong pistons, while the missing pilot shaft in the flywheel made clean gearchanges impossible. But once we'd rebuilt it, including replacing the front axle, fitting new shock absorbers and refabricating the body using original factory blueprints, the car was transformed. It was the exact opposite of how it had been before – quick, smooth shifting and as stable as a country rock."

The superb engineering of the 1914 Mercedes hugely impressed Wingard: "The steering is a work of art, with the worm-and-nut design using the entire box to bear the torque of the turning thrust. The four-speed, all-ball-bearing transmission shifts up and down with little effort. The spring-cam dampers on all four corners restrict wheel bounce to a minimum. It all adds up to one of the most memorable drives of all time."

That opinion is backed up by former GP ace and sports-car legend Jochen Mass, who's driven a wealth of historic Mercedes racers. "I love it. The gearbox is fantastic once the thick oil is warm, and the engine really likes to rev," reports Mass after demonstrating the factory Museum jewel around the Lyon circuit. "They used to rev





**Clockwise, from above: aerodynamic lines protected driver and mechanic; Lautenschlager at 'Death Corner'; winner, with bloodied hand, and mechanic Rieger walk to the victory presentation; only driver got a stoneguard**

to 3500rpm – we're limited to 2600, but there's lots of torque. It feels like a true racing car and is light years ahead of the 1908 Benz. Once up to speed, the steering is light. A child could steer it. It's much nicer to drive than an SSK, which is brutal in comparison. After testing the 1914 car, it's easier to appreciate why Mercedes won. They had the best technology matched to the best drivers and best planning."

As well as rebuilding this important car to authentic specification, and demonstrating it at events all over the world, Wingard has just written a superb history of the 1914 GP: "Every time I drive the car, I'm humbled by the efforts of Lautenschlager and his team. To race for seven hours must have taken super-human stamina and concentration. The winning car suffered from extra vibration at maximum torque [see *Top ten* opposite] and, if you look carefully at historic photographs, you can see Lautenschlager's hand wrapped in a blood-stained handkerchief."

The former Oregon senator has been restoring old cars since rebuilding a 1915 Buick when he was a teenager, and has subsequently owned some of the finest early racers. That mechanical insight and driving experience has given him a unique perspective on the 1914 design: "The attention to every detail was key to its success. The ignition system was made failsafe by using

two magnetos and, with four plugs per cylinder, fouling was almost out of the question. Even the cooling capacity was double the amount needed."

Aviation influence is clear in both the engine and body design, notes Wingard: "With the vee-shaped radiator and body rising up around the drivers, its frontal area was far smaller than its rivals. Wooden vee-shaped fairings were fitted to the front axle, and the aluminium belly pan ran the full length of the chassis to further reduce drag. With a 4.5-litre engine limit, the designers really thought about maximising performance."

"Its other impressive details include the twin fuel lines in case one clogged up; there's a fuel-pressure gauge on the rear tank that only the mechanic can easily read; and the lap counter with brass numbered flaps in the cockpit. In a long race, it was easy to forget which lap you were on. On the floor is a little round pedal that the mechanic has to press every five minutes to lubricate the camshafts, valvegear and cylinder walls. The cars had a total-loss oil system – the pistons also had no oil rings – which is why they often smoked at high speed. For once, lubricant running over the chassis was a good sign."

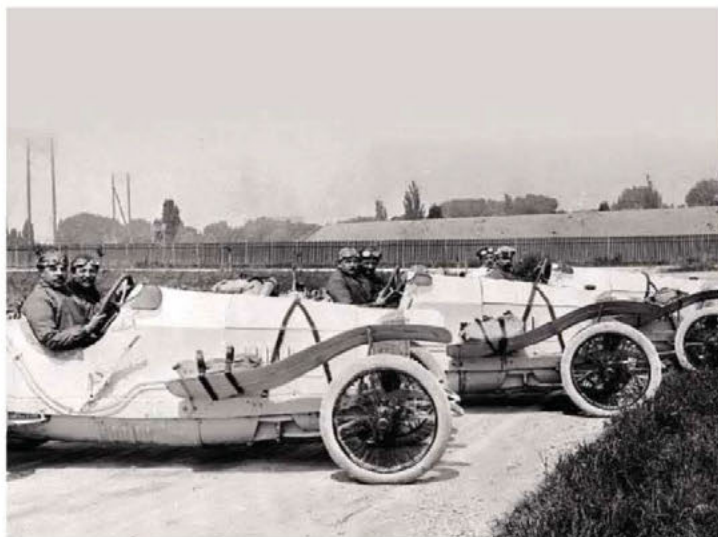
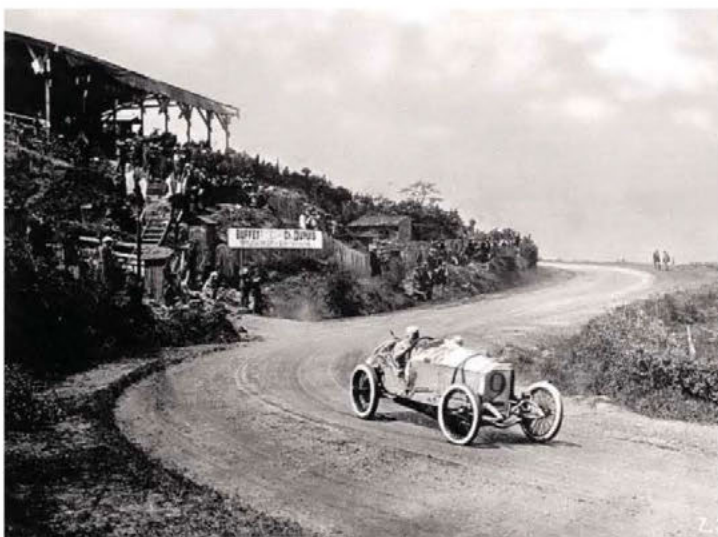
Eddie Berrisford is also intimately familiar with the 1914 design after a five-year rebuild of the Collier Collection's car, which was used on recce but did not race: "The biggest surprise was

that Mercedes didn't fit front brakes, but there was a theory at the time that having only rear brakes was safer. Even the SSK has a 70% bias to the back. It's the weakest part of the design."

The four-pot engine massively impressed Berrisford, however. Each cylinder is individually forged with welded-on sheet-metal water jackets. A single overhead camshaft is driven by the crank through spur gears and a vertical shaft at the rear of the engine. "The four-valve heads breathe well, with good cross-flow," he explains. "Bentley copied this straight away. You can see it in his designs and the aero engines of Packard and Liberty. The bottom end, with five main plain bearings, is really strong. There's no oil pressure because lubricant is circulated by a beautiful pump. The factory experimented with alloy pistons and drivers were given the choice for the race. Most went for cast iron. The weakest point is the thin H-section conrod. The carburettor is a racing type with barrel throttle, while the manifold was made from flat copper and beaten into shape – a difficult part to make."

Berrisford agrees with Wingard about the team's preparation: "They used a lot of tape around the joints, which would suffer constant vibrations on dirt roads. Baffles were made for the front and around the magnetos to stop water seeping in. The cars were also spray-painted,





## Top ten facts about the 1914 GP Mercedes and the team

**1** When Lautenschlager's winning car was sent to London for display in July 1914, the carburettor and inlet manifold were removed to avoid the temptation of joy-riding while it was on loan.

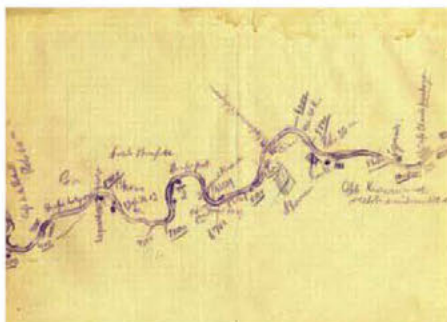
**2** Christian Lautenschlager was 37 when he won the 1914 French Grand Prix, his second great victory on Gallic soil after his marathon 1908 drive at Dieppe. After WW1, though, his competitive edge was no match for the Belle Epoque years with a 10th on the 1922 Targa Florio his best placing. He continued to work at Mercedes in Stuttgart and died in January 1954.

**3** As soon as the course was announced, all manner of exotic touring cars appeared around Lyon to test the dusty, undulating route. Mercedes arrived (having driven from Stuttgart) three months before the event and, with military precision, practised for a fortnight. Meticulous notes were made of the course by Alfred Vischer including elevation graphs. Early in April, the roads were closed to racing cars.

**4** After a very wet scrutineering session, race day was hot and sunny. Cars were flagged off in pairs

at 30-second intervals, and it was Max Sailer's Mercedes that set the pace. An inexperienced racer, Sailer was nominated to be the hare to Boillot's Peugeot, but the leading Mercedes broke a conrod through the Gier section on the sixth lap. Sailer's only consolation was that he claimed the fastest lap, at 20 mins 6 secs (69.8mph).

**5** Belgian Mercedes dealer Theodore Pilette lobbied hard for the 1914 GP designs to feature chain drive, but designer Paul Daimler opted for shaft over chain to save weight.



Thorough planning: Alfred Vischer's course recce notes

**6** The four-wheel-braked Peugeots could go deeper into corners at Lyon, but the Mercedes could out-accelerate them on the exits. The extra braking also resulted in greater tyre wear and more pitstops to change wheels.

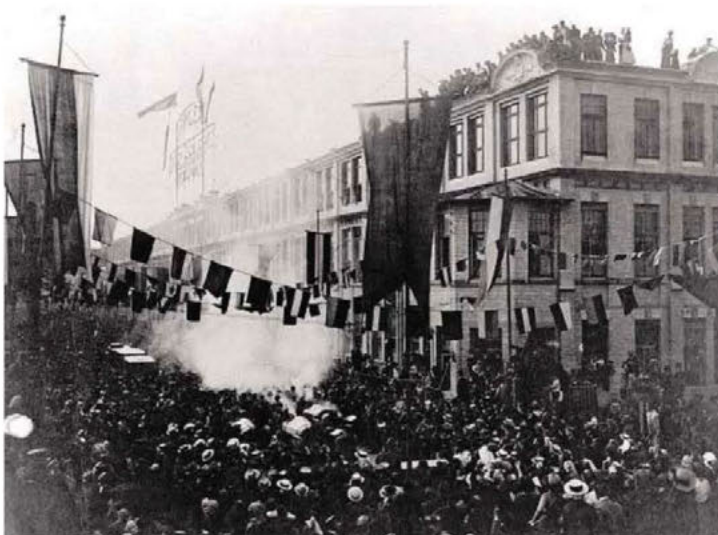
**7** The well-drilled Mercedes pit used red cans for petrol, yellow ones for oil and white tins for water. The 1914 GP car's oil tank carried 25 litres and fuel consumption was 10-12mpg.

**8** The 4.5-litre, four-cylinder Mercedes engine featured a single overhead camshaft and 16 valves. At a heady 3100rpm, it produced 105bhp with maximum torque of 209lb ft at 2000rpm.

**9** A fourth 1914 GP team car (the runner-up) survived until WW2 but, along with a W25 and the advanced mid-engined Benz Trophen-Wagen, it was destroyed during Allied bombing.

**10** "The sweetest music that I have ever heard is the song of this engine, but at 3500rpm the vibration is pure hell," reminisced Lautenschlager. During testing by Mercedes' aero-engine staff, the GP 'four' was run to destruction at over 5000rpm.





**Clockwise, from top left: Lautenschlager (with laurels) and mechanic Rieger at reception; clever brass cockpit lap counter; photo-call on return to the Mercedes factory; amazing welcome back home in Stuttgart for the victors**

probably a motor sport first, but that was simply to save time because a brush job would take eight weeks. The chassis is well braced and the springs are exquisitely made with Styrian steel."

Berrisford also found that the corner load was perfect at 250kg each: "I reckon that the cars must have been overweight because you can see that features were changed from the prototype, and drilled parts such as the gearlever appeared."

The survival of Lautenschlager's winning car is one of the most amazing 'wolf in sheep's clothing' stories in automotive history.

English enthusiast Philip Mann made the discovery of the century in 1961 when he pulled a tatty Mercedes with a Berliet tourer body out of a private garage in Essex where it had been stored since 1932. Eighteen years earlier – after the landmark victory – the team had wasted little time in packing up and driving the cars, with mudguards rigged up over the front wheels, back to Stuttgart. By all accounts, the reception was at the local dance hall. Three weeks after the event, the winner, still sporting the number 28 painted on its bodywork, was shipped to London. Just days after Lautenschlager's battle-scarred beauty – bedecked in laurel wreaths – went on display in the Mercedes showroom, war was declared, and the famous racer was stuck in the UK.

As the grim conflict developed in September,

with the battle of Marne and the sinking of Royal Navy cruisers in the North Sea, two young volunteers – WO Bentley and Leonard Geach – advised the Admiralty about the German GP car. The white two-seater was quickly commandeered from the London depot and sent to Rolls-Royce at Derby where it was closely inspected, but with strict instructions that no patents were to be infringed and only the power-plant should be studied. Colourful stories that Bentley drove the Mercedes to Derby – or that Roy Feddon towed it the 200 miles – are not true. Story has it that the chassis was wrapped in brown paper so that it couldn't be copied, but the design influence is obvious in Rolls-Royce's engines, which later powered aerial combat against enemy planes with Mercedes motors.

After the war, the 1914 French GP winner was acquired by Count Zborowski and was still a front-runner in the early '20s at Brooklands, where it regularly posted 100mph-plus laps. As the car became uncompetitive, it was converted into a tourer in 1923 by CG Brocklebank, and nine years later went into storage where it remained for the following three decades until Mann and Stanley Sears secured it for £800.

By studying old Brooklands photos, Mann confirmed the car's identity and, after a thorough restoration, it became a feature of Vintage

Sports-Car Club events until Wingard acquired it from London dealer Charles Howard in 1984.

There was some confusion over which racer had the winning chassis because the factory sent out three cars for sales promotion to dealerships in London, Paris and Brussels – all numbered 28. Fortunately, the bodies differed slightly in detail and Mann noted that the Lautenschlager Mercedes uniquely had 10 louvres on the driver's bonnet side, which matched the Brooklands images. Further evidence came to light when Wingard found 15364 stamped on various parts, tallying with the factory records.

The brilliance of the 1914 design was confirmed by its competitive performance in later events. American hero Ralph De Palma drove a team car to victory in the 1915 Indianapolis 500, despite running the final laps on three cylinders after a conrod broke. After they had been modified by the factory, the cars also went on to win the 1922 Targa Florio and regularly set fastest times at major hillclimbs across Europe. What better testament to the excellence of Paul Daimler's engineering team?

*George Wingard's history of the 1914 French GP is priced at \$100, with profits going to prostate cancer research: GP Mercedes Publishing, 2323 Fairmont Boulevard, Eugene, Oregon 97403 USA*



'WAR WAS DECLARED JUST  
DAYS AFTER THE BENZ WENT  
ON DISPLAY IN LONDON, SO  
IT WAS STUCK IN THE UK'







# GREATER THAN THE SUM OF ITS PARTS

James Hull's collection has been splashed all over the press, but don't let that give you the wrong impression, says **James Elliott** as he obtains an exclusive peek at the cars with the man himself

PHOTOGRAPHY **JAMES MANN**





Just one hall boasting a small selection of Dr Hull's collection, including rare Allard woodie and five-panel Swallow Sidecar





**T**he headlines couldn't have been more direct: a renowned British classic car fan was selling up his entire collection – *en masse*, just like that, almost callously – and putting a monumental price-tag of £100million on it.

It was a shockingly simple story. Simple and shocking. Especially if you know of Dr James Hull or have ever seen his cars, prize-winners at myriad concours. He just didn't seem the type. What type? Well, the way in which this news was presented did seem to suggest a hobby newcomer who had invested in the classic car market, reckoned he might have hit the jackpot and thought it was time to cash in.

Of course, national newspapers have space constraints and a non-classic-car-savvy audience of Beckham-hungry trolls to cater for, so it is little surprise that though what they wrote was sort of, nearly, might-have-been true, they had picked just one grain of corn out of the silo.

Sceptical about the stories, *C&SC* caught up with James Hull to find out what was really going on and, during a tour of his remarkable collection, discovered a rather different truth. Lots of rather different truths in fact.

Let's start with the man himself. The way you may have read it, you could be forgiven for assuming that he was a typical English public-schoolboy from a monied family who then added to that wealth through his own business acumen.

In fact, Hull is extremely proud to be Welsh (from Newport) and though from a medical family, flunked his A-levels – too busy playing rugby and cricket. He set up a workshop restoring Minis and Minors before rediscovering his drive, retaking his exams and studying to become a dentist. The classic car sideline continued through his student days and he was proper hands on, fondly remembering that unique buzz and burn of welding sparks falling in your ear.

Having set up a dental practice, his diligence and perfectionism soon earned him a reputation

and when he realised people were travelling from London to Gwent to see him, he decided to instead take his practice to them... and it boomed.

Sadly this meant that he had to stop working on cars: "There are certain jobs in which turning up with raw knuckles and oil under your fingernails is not acceptable for clients and it turned out that cosmetic dentistry was one of them."

He may no longer have been fettling cars, but he was buying them as fervently as ever. "My first car was a Morris Minor that I bought when I was 17, and I still have it," he explains. "My second was a 3.8 manual-overdrive Jaguar Mk2 and I still have that, too." He identifies both cars by their numberplates and, when revealing that he currently has 535 classics, leaves you in no doubt that he probably knows every single one by its registration number. "I think I have a photographic memory for cars," he says.

While acquiring his collection, to date Hull has sold just a handful. "Maybe five in the past 35 years," he says. "At one point I sold two to prop up the business and it broke my heart."

Some 210 classics currently occupy six or more buildings at Hull's home in the Welsh borders, the rest are in storage across the region. We start in the 'turkey shed' and immediately get a feel for the man. Famed for his pristine Jaguar obsession – he has more than 150 – you really don't expect to see the fare in this unlit barn nor for the owner to be quite so enthusiastic about them. Bouncing between the storage bubbles with Airedale terriers Bentley and Austin at his heels, he gabbles information about them all and, even in this overflow building it becomes clear



Clockwise, from top: the 'turkey shed' is packed with intriguing rarities and obscurities including low-mileage and rare Austins; four-wheel-drive Scimitar prototype; the collection has every variant of both Jag XK and XJ produced; Dr Hull with his first-ever car, the Morris Minor that kicked off his obsession





how much the cars mean to him and why every single one has fallen under his wing.

Among two Mk1 Transit Dormers, scores of XJ6s and many more, a few things stand out. Such as a Morris Marina 1.8 Super Estate – “Yes, I know, but when did you last see one?” – and a Vanden Plas 1500 that is considered important enough to warrant an air chamber: “That car has only 1900 miles from new. Like it or not, it’s a part of British motoring history and I intend to make sure that it isn’t forgotten.” And so it goes on: Tickford Maestro, four-wheel-drive Reliant Scimitar prototype and loads more including a few foreign interlopers, such as the right-hand-drive Renault Dauphine Gordini with 37,000 miles on the clock, or a Citroën BX Digit.

Shed Two brings more treats, being dedicated to woodies, shooting brakes and station wagons. It’s hard to know where to start, but the ex-Earl Mountbatten of Burma Mini Countryman (with a letter from Prince Charles politely declining the offer of the car) stands out, as does a pair of Rover P6 estates or the ex-Keith Floyd Morris Oxford S1 woodie. It is then that you realise that while on the surface many of these cars are nothing out of the ordinary, each one is in some way exceptional, whether via its condition, mileage, rarity when new, scarcity now or previous ownership. And sometimes – as a complete set of Austin woodies or Mk1 Ford Consul and Zodiac wagons side by side attest – it is one of Hull’s many themes that makes them special as a group.

Another shed, more surprises: Britain’s oldest Moggy, a pair of Millions, four Austin Atlantics and, of course, Hull’s first Morris, which is still

regularly driven: “When I was a kid I picked it up in Medway and drove it back to Wales, stopping every nine miles because it kept boiling over.”

All around are other items of interest, a one-off Sunbeam Stiletto dash that was too expensive to put into production, all manner of automobilia, 263 pedal cars plus countless electric and petrol-powered kiddie cars. It says a lot that though the latter range in value and rarity from a Bimbo Racer (powered by a GTO starter motor) to a JoMoRo, Hull is most proud of the Austin Pathfinders built by disabled Welsh miners.

Already, this talk of selling up seems even less credible, so what is it really all about? The 53-year old has suffered monumental health issues over the past few years. Although he currently has the all-clear it still preys on his mind. He explains: “I just woke up one morning and thought, ‘If I wasn’t here, what would my wife and three young kids do with this lot?’”

So that’s why he’s selling? “I’m not,” he protests. “Well I’m trying not to, but I need to do

something with them that not only safeguards my family, but keeps the cars together and preferably shares them with other people.”

What the papers missed out is that for some months Hull has been deep in discussions with several local authorities with a view to building a museum (though he prefers the term ‘British Living Memory Collection’) to house the cars where they can be a revenue earner as well as a major visitor attraction. Everyone wins. If anything good comes of all the media attention, it will be to chivvy those discussions along a bit.

“I’ve never claimed that this is the most valuable collection on the planet,” says Hull, “but I do believe that it is the best collection of post-war British motoring history.” Why else would he employ a team of four full-time to keep the cars in fine fettle... and restore the next projects? In his commercial-sized workshop with its own spraybooth there is a Sheerline that was dropped on a quayside and needs its timber rebuilt. And a Mulliners Daimler Sportsman. Wow!



Clockwise, from top left: every different kind of Mini Cooper is on display; despite having some very valuable pedal cars, the Austin Pathfinders built by disabled Welsh miners are preferred; a pair of FLM Panelcraft Estouras; pre-war SS/Jaguar line-up; two of just 70-odd Minor Millions known to survive







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On the themed front you will stumble across a set of Triumph TRs, hot British small cars (Allegrò Sport!) and so much more. On the rarity front you will find a second – we thought there was only one – Wood & Pickett Mini Cooper ‘S’ with rear door like the Ringo Starr car.

But this is just the tip of the iceberg. When we finally arrive at the main building it is breathtaking. A lot more upmarket perhaps, but still with the caveat that there is something special about every car. The Grifo is the one Mike ‘the Bike’ Hailwood was so often photographed with in race paddocks, the rare 420G Limousine was William Lyons’ personal transport. Lyons’ old Chesterfield sofas are in Hull’s possession, too! Jaguar also provides the connection for the smattering of ‘bikes and sidecars, including a 1923 eight-segment Swallow Sidecar, plus of course the pair of Austin Seven Swallows.

Apart from the endlessly mouthwatering selection of Jaguars, the star cars for *C&SC* included a supercharged Austin Seven Ulster, a totally original Bentley Continental R-type fast-back and a recently finished SS Airline, one of two in black and last seen in public in Australia in 1969. The unique to the Airline sidelights were missing, but remarkably a pair of the correct Lucas units was found – still boxed – at an auto-jumble in Ross-on-Wye.

While we are there we bump into an insurance valuation specialist – his health issues have made Hull realise that it is time to catalogue the cars properly rather than keeping all these fascinating details only in his head – who scoffs at the suggestion that the owner could ever turn his

back on classics: “Even if it he did sell the lot, it would soon build up again; there’s 40 more cars here than last time I came... not that long ago.”


Hull’s wife Nova – who has particular fondness for an XK140 and Sunbeam-Talbot Alpine – agrees: “When we met 15 years ago he had 240 cars and I thought ‘that’s okay, at least his collection can’t get any bigger’! Even though we met through dentistry, my dad had a Jaguar XK120 at the time so I understood that peculiar obsession and James’ knowledge is encyclopaedic.

“I find the whole idea of putting the cars on public display so much more exciting than the thought of having the money, it has grown to such a size that it needs to be shared.”

Yes, so what about that valuation being bandied around in the press? Does it really matter? After spending time among these cars, you realise that numbers are irrelevant. Then again, whereas with random collections the whole tends to be worth less than the sum of its individual cars, such is the purpose, the eclecticism

of this one, that it might just work the other way around. Whether it be a full set of ADO16s or Mini Coopers, DS Décaps or Borgward Isabelas, it’s hard to imagine that a collection such as this will ever be put together again.

That appeal hasn’t been lost on people. When we visited, Hull was batting away countless offers from groups calling themselves equity partnerships and investment funds, all promising that the collection would never be sold off piecemeal. He didn’t believe them, and he remains determined that it will stay together. Equally, more importantly, he remains determined to look after his family, so, if none of his preferred options comes off, the threat to sell could be very real.

If this collection is split up it would be a crying shame because it would lose its purpose, the obsessive thought process that brought them together, and just become lots of classics. If it is kept together under different ownership it would be more tolerable, but then it still wouldn’t be the same without our tour guide. 



Clockwise, from top: Mike Hailwood was a hero and Hull has both the Grifo he was often photographed with and Mike the Bike’s old E-type; DSs include two Décaps, Jensen C-V8 lurks at end; rare Harrods Bentley Blower among the miniatures; Sheerline awaits rebuild in fully equipped workshop



WHEN  
ROOTES  
WENT

Wild





Fifty years after the Sunbeam Tiger made its debut, **Greg MacLeman** falls for its attractive mixture of British charm and American power

PHOTOGRAPHY JAMES MANN

In the early 1960s, The Beatles had launched a full-frontal assault on America, stirring up a feverish hunger for English culture across the pond. But the British Invasion extended much further than the world of music. Our cars also became big news in the States with – though masterminded by an American – the AC Cobra leading the charge. Just as Stateside jazz and blues was appropriated and transformed, re-emerging with a British twist, so too was American muscle. The bandwagon was rolling, and Sunbeam saw the perfect opportunity to hitch a ride westward with its Alpine Series IV.

The AC's success in 1962 represented a step-change in the way that UK sports cars were regarded on the world stage. The combination of Detroit iron and svelte British design was an intoxicating mix, both on track and the showroom floor, and it wasn't long before the winds of change reached the until-then stuffy boardroom of the Rootes Group – or at least its quieter, less-travelled corridors.

Sunbeam's Alpine was already a hit in America following its launch in 1959 but compared to bigger-engined rivals, such as the Corvette, its 1494cc overhead-valve 'four' was woefully underpowered. Even an increase in capacity to 1592cc for the Series II model only resulted in a modest increase to 80bhp, while some ponies actually escaped with the Series III.

Jack Brabham had already seen the potential to repeat AC's trick by beefing up the powerplant of the lithe Alpine, penned by Ken Howes and then still in Series III guise. It was clear to

the Formula 1 champion that, in addition to the Sunbeam being a handsome car, its chassis was more than a match for greater go. And yet his suggestion to competition manager Norman Garrad of fitting a V8 engine fell largely on deaf ears in 1962 – or the idea was considered too radical to pass on to Lord Rootes.

Garrad did, however, tell his son Ian, who was West Coast sales manager for Rootes America. Not only was he taken with the idea straight away, but he also happened to live not far from Carroll Shelby, the man responsible for AC's dalliance with Ford power. Shelby was immediately given the task of shoehorning Dearborn's 260cu in small-block V8 into the Alpine, a Harrington-bodied example of which had won the Thermal Efficiency Index at Le Mans in 1961. The little GT had a sweet chassis and handling that was tested in the white heat of competition. All it needed to conquer America – both market and race track – was more power.

Though Shelby was confident he could meet the brief, Garrad had a healthier appreciation of the ramifications of failure and also enlisted Ken Miles, who had helped to develop the Cobra, to assess the feasibility of the project. In double-quick time – rumoured to be as little as 10 days – and in his personal garage, Miles had built a Ford Fairlane-engined prototype with a three-speed automatic transmission, successfully proving the concept for less than \$800.

By the end of April 1963, Shelby's prototype was also ready. The Ford V8 was squeezed into the Alpine's shell with just minor modifications; at only 3½in longer and 2in deeper than the







Tiger demands a slow-in, fast-out approach to corners, but is easily controlled even if you overstep the mark

existing 1494cc 'four', all that was required for a snug fit was to dish the bulkhead to make way for the clutch housing and reduce the depth of the inner wheelarch supports to provide clearance for the cylinder banks. Shelby had opted for a Borg-Warner T-10 four-speed manual transmission mated to a Ford Galaxie rear axle with Salisbury drive to cope with the extra power.

Some practical changes were made to the engine, most notably moving the oil filter to a higher, more accessible position. The tight fit wasn't without its problems, though. Changing the spark-plugs became a military operation, while poor airflow through the bay resulted in a lot of heat soak into the cabin.

Externally, Shelby's 'White Car' – as it later became known – was almost indistinguishable from the Alpine Series IV, such was the skill involved in hiding the American powerplant beneath the shallow bonnet.

By July 1963, news of the prototype had reached Lord Rootes who, though frustrated that the development had been carried out in secret and without his approval, was sufficiently impressed by both the concept and the low production cost that he had the car shipped to Coventry for assessment.

What he found on its arrival in Britain was a model weighing scarcely 200lb more than the Alpine on which it was based, yet sporting twice the power output and three times the amount of torque. Shelby had done it again, and an order for 3000 engines – the largest received from a single manufacturer at the time – reached Dearborn before Lord Rootes had realised he'd

carried out the test drive with the handbrake on! Project Thunderbolt was born.

Shelby's 'White Car' then disappeared until 1976, when it was found in a used-car lot in San Diego. Incredibly, the build process was barely documented, with no notes, drawings or schematics ever coming to light. The only photograph believed to show the prototype was published in *Manufacturer's News* in 1964, showing actor Tony Curtis behind the wheel.

Named the Tiger, after Sir Henry Segrave's 1925 Land Speed Record car, the Sunbeam was unveiled at the New York Auto Show in April '64. By that summer, 11 prototypes based on the Alpine Series IV had been built by Jensen, which was contracted to produce the first batch having had experience of manufacturing its own American V8-engined sports car, the C-V8. It also had extra capacity due to it no longer building Volvo's P1800.

The subtle yet masculine lines of the Tiger and its Q-car performance were well received by both press and public, and orders from America flooded in. The model was originally only offered Stateside, where the lazy state of tune of the 164bhp V8 was expected to marry seamlessly with the country's long, straight roads. The market's established fondness for the Alpine and availability of performance and servicing parts for Ford's small-block unit made this an

**'THE PROTOTYPE HAD TWICE THE POWER OF AN ALPINE, AND THREE TIMES THE TORQUE'**





obvious choice for Rootes, but a British version was promised too, hitting the showrooms in '65.

For those who still wanted more power, performance upgrades were readily available including factory-sanctioned tuning kits, which were supplied through Sunbeam dealerships and marketed under the name LAT – Los Angeles Tuning. Hairier camshafts, a Holley four-barrel carburettor and Edelbrock manifolds pushed power output from 164bhp to 245bhp, with stylish alloy wheels also on offer. Factory cars were specced with pressed steel wheels – wires were considered, but thought too weak to cope with the high level of torque.

One year after the initial Tigers hit the US market, the model's first update arrived. In truth, little changed for the Mk1A bar cosmetic improvements: the boot, bonnet and doors were given sharper, square corners in place of the older, more rounded items. In the cockpit, meanwhile, the soft vinyl hood cover was thrown out in favour of a built-in metal unit, which gave a tidier appearance and was more robust when passengers used the rear bench.

These changes were far from set in stone, though, and there was a tendency for the factory to use whichever parts it had lying around, hence why our featured Mk1A sports updated doors and bonnet, but the older-style boot. The same holds true for badging, with a variety of different monikers being used in different markets – our Tiger has 'Alpine 260' wing badges, but 'Ford 260' versions were more common.

The Tiger was destined to live in the shadow of the Cobra due to both cars sharing the same engine manufacturer, but its ties to the first Shelby car would bring an unexpected benefit in 1967 – the Cobra was fitted with Ford's new



From top: Ford engine fitted with only minor alterations; colour-coded light surrounds; hood folds neatly away – featured car has seats from an MX-5



## The knowledge

### VALUES

Originality talks with Tigers – matching-numbers cars can be worth considerably more than reshelled examples or early ones fitted with the later engine. If you're lucky, you might be able to find a tatty Mk1 for as little as £20,000, but you'll have to pay £30,000 for a really good car – and you will need to budget a further £5000 for a superb example.

Only 571 of the 7066 Tigers produced were Mk2 cars, with the lion's share being exported to the States. Very few right-hand-drive versions were built and these command a massive premium – expect to pay upwards of £60,000 to secure one. There are plenty of well-executed conversions, but these will cost nearly as much as the genuine article.

### WHAT TO LOOK FOR

The most important aspect of the Tiger is its complex monocoque shell, which has a propensity to rust. The three-piece sills are a weak point, as are the rear wings – both ahead of and behind the wheels. Be wary of fresh underseal hiding rot. Hoods can leak, so make sure you check the footwells, especially around the pedalbox. Lift the carpets and have a good nose around.

The lightweight Ford small-block V8 is a tough old engine and should be good for 200,000 miles as long as it receives regular maintenance, durability that is shared with the all-synchromesh Ford gearbox. Listen for a noisy layshaft, but don't be too concerned unless it's particularly loud.

Cooling was never fantastic, so let the car idle from cold to make sure that the thermostat opens. Lift the bonnet and check for mayonnaise-like coolant residue under the oil cap, and other signs of overheating.

Ensure that all trim is present and correct; rarer parts such as headlight rims and radio consoles are highly sought-after. The original pancake airbox can cost as much as £400 to replace, while cylindrical header tanks also change hands for big sums.

### BOOKS

**Tiger: The Making of a Sports Car** Mike Taylor (Foulis & Co, ISBN 085 429 774) **Performance Tuning the Sunbeam Tiger** Gordon Chittenden (Veloce, ISBN 158 850 0624) **The Book of Norman Part 1** Norman Miller **Sunbeam Alpine & Tiger: The Complete Story** Graham Robson (Crowood Auto Classic, ISBN 186 126 6367) **Tiger: An Exceptional Motor** William Carroll (Autopress, ISBN 910 390 266)

### CLUBS

**Sunbeam Tiger Owners' Club**  
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**Sunbeam Tiger Owners' Association**  
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**Dave Herning Motorsport** 020 8501 3680





From top: the Tiger name referenced Segrave's Land Speed Record Sunbeam; finned tail-lights. Below right: V8 engine offers laid-back performance

## SUNBEAM TIGER

**Sold/number built** 1964-'68/7066  
(6495 Mk1s)

**Construction** steel monocoque with optional detachable hard-top

**Engine** all-iron, overhead-valve 4261cc-4727cc V8, with two-choke carb

**Max power** 164bhp @ 4400rpm-200bhp @ 4400rpm

**Max torque** 258lb ft @ 2200rpm-282lb ft @ 2400rpm

**Transmission** four-speed all-synchromesh manual, driving rear wheels

**Suspension: front** double wishbones, coil springs, anti-roll bar **rear** live axle, semi-elliptic springs; telescopic dampers f/r

**Steering** rack and pinion

**Brakes** 9 $\frac{1}{2}$ in (250mm) discs front, 9in (229mm) drums rear, with servo

**Length** 13ft 3 $\frac{3}{4}$ in (4057mm)

**Width** 5ft 3 $\frac{1}{2}$ in (1543mm)

**Height** 4ft 3 $\frac{3}{4}$ in (1315mm)

**Wheelbase** 7ft 2 $\frac{1}{2}$ in (2200mm)

**Weight** 2587lb (1176kg)

**0-60mph** 9.4-7.5 secs

**Top speed** 117-125mph

**Mpg** 15-22

**Price new** £1446 (1965)

**Thanks to** The Sunbeam Tiger Owners' Club ([www.sunbeamtiger.co.uk](http://www.sunbeamtiger.co.uk)), which is holding a TIGER50 tour from St Quentin to the Col de Turini from 31 August-5 September

428cu in V8, and with it any objections to the Tiger getting its paws on the 289cu in unit evaporated overnight. The new car – the Mk2 – now produced a healthy 200bhp but, as with the Mk1, it was initially offered only for export to the United States. A few right-hand-drive versions did slip through the net, however, with the British police ordering six for use as fast interceptors, while a handful more were built for selected dealerships. All was not well, though, and the car that should have heralded Sunbeam's success barely made a squeak – just 571 Mk2s were made before production came to a halt.

It was not entirely unexpected. The storm clouds had been brewing as early as 1964, when Chrysler had launched a bid to gain a beachhead in the European market by buying a huge swathe of shares in the Rootes Group. A gentlemen's agreement was struck with the British government to prevent the firm from falling under foreign ownership, but the sword of Damocles had always looked likely to drop: it was simply a matter of when, not if.

A protracted strike at one of the firm's subsidiaries coupled with the costly launch of the Hillman Imp proved a step too far and, despite the best efforts of Tony Benn MP, Chrysler completed its takeover in 1967. It would be the Tiger's powerplant that brought about its downfall; the American manufacturer couldn't be seen to have a rival's engine powering one of its headline models, and Chevy simply had nothing with which it could replace it. Its big-block V8 was far too large for the Tiger's diminutive frame, while its small-block had its distributor fitted to the rear of the engine and not the front, as on the Ford. As soon as Rootes' supply of Ford engines was exhausted, production drew to a close, with

the final cars of the 7066 rolling off the Jensen line on 27 June 1967.

Getting in the Tiger, it's plain to see why Chrysler completed the production run, even though the Ford engine rankled. The doors close with a reassuring clunk, and the thin-rimmed steering wheel framing the attractive dashboard with large, easy-to-read Jaeger dials, feels instantly homely. It's well appointed, too: if you find the driving position unusual, as some do, you can adjust the steering column accordingly, while wind-up windows improve comfort when the roof is fitted. Everything has a solid, well-built and purposeful feel, from the gear-lever to the thunderous V8 rumble prompted by turning the dash-mounted ignition.

Few cars are such a joy to drive slowly as the Tiger, and pulling away easily in first (or any other gear you fancy) soon has you wafting down the road to the accompaniment of an eight-pot symphony; you hardly need to touch the accelerator to keep it rolling along. First and second are tall, but the Tiger is just as content in top while driving through town. If you never escaped the traffic, you could be convinced that it was more bark than bite.

On open roads, however, it soon becomes clear that there's much more to the Tiger than just boulevard cruising. The Alpine's Burman recirculating-ball steering box was thrown out in favour of an Engineering Products rack-and-pinion set-up, which reduced the turning circle and makes parking at full lock a five-point chore, but it loads up beautifully when pressing on.

The Alpine's near-perfect balance was carried over to the Tiger and, despite the extra weight, the handling remains predictable and secure. Where you might expect to find understeer,





Alpine's well-established and pretty lines were carried over virtually unchanged for the Tiger



## 'WHERE YOU MIGHT EXPECT UNDERSTEER, YOU INSTEAD FIND A SHARP TURN-IN'

you're met instead with a sharp turn-in that makes for an easy-to-place package.

"You hear a lot of pub chat about the back end stepping out very quickly, but they're much more drivable than you would think," says owner Tristan Bradfield. "With the Panhard rod added to the back and a decent set of tyres, they do go around corners very well. You tend to have to go into bends slowly and out quickly, but the 258lb ft of torque lets you do that easily."

The Tiger certainly never snaps or becomes wildly uncontrollable. On the contrary, the lack of body roll adds to its assured nature in corners, and you soon learn to trust the car implicitly.

Though it boasts a top speed of 117mph, the most fun to be extracted from the Tiger is when hustling it through bends. The redline is at 4700rpm, but the torque-heavy performance of the small-block V8 begins to wane at around 3500rpm. The result is instantly available power for blasting out of corners or brisk overtaking. It's a joyous drive that begs you to use its potential to the full.

The Ford four-speed 'box does nothing to hinder your progress; a smooth action allied to a well-defined gate inspires confidence with each shift, while the slightly sharp 10in clutch responds best during quick upshifts. Warner baulk-ring synchromesh is used on every gear, and offers seamless, graunch-free changes.

Most of the time the optional hard-top is in

the garage and the soft-top is safely stowed, of course, allowing the full eight-cylinder twin-tailpipe soundtrack to reach driver as well as startled passer-by. And what a soundtrack: a sharp bark on start-up, a deep rumble when setting off, and a sonorous howl while tickling the upper limits of the rev range are like mainlining excitement, an addiction that runs deep in the veins of Tiger aficionados.

It's not difficult to see why this car has such a loyal and dedicated following and, after even a short blast through the countryside, you feel a twinge of regret that the Tiger was as much a victim of circumstance as it was its own success, being the epitome of the right model at the wrong time. From the moment Chrysler's envious eyes first settled on the Rootes Group in 1964, the car's fate was decided; the American firm's engines had already been assessed and found wanting even before the first two prototypes had been built. The fact that such a radical idea had been backed by an otherwise conservative Rootes – and the risks taken in developing the car in secret – is proof enough of the idea's promise. The combination of high power, sleek, well-proportioned bodywork and, most importantly, a price that undercut every one of its rivals should have brought even greater success on the track and Rootes' balance sheets. Sadly, the brakes were applied just as it was coming on-cam.

And that should leave a slightly sour taste, much like getting part-way through a book before having it slammed unceremoniously on your fingers. All we ever wanted to do was to read the next chapter.





# THE NEW FACE OF FILTON

During the 1950s, Bristol moved away from its styling roots to create a completely fresh look.

**Simon Charlesworth** drives the 404 and 405

PHOTOGRAPHY **GERARD HUGHES**









**W**hether you refer to it as a hole, a duct or a Pitot air-intake, this feature took pride of place on the front cover of the Bristol 404 Sports coupé brochure. While the firm's evolved engineering still contained elements of Longbridge thinking and Eisenach practice, the 404 and 405 of 1953 and '54 represented Filton design maturing – under Dudley Hobbs – free from the influence of Autenreith and Touring. These are regarded as the most Bristol of Bristols, the ultimate aircraft-inspired models before the company became independent from its parent, Bristol Siddeley Engines Ltd.

The 'bratwurst' grilles of earlier designs were replaced by a clean, purposeful aperture – said to have been modelled on one of the lozenge-shaped air intakes from the mighty Type 167 Brabazon. Hobbs, a former wing designer at the Bristol Aeroplane Company, may have been inspired by the idea, but the very different requirements of a 3270cu in, 2500hp, 18-cylinder Centaurus 20 radial and a roadgoing 1971cc 105bhp, Type 100B straight-six would demand an equally different shape.

The company's approach to production changed with the Bristol car. Both the 404 and 405 contained more outsourced components than the 400, a model that was pure Filton aside from electrics, clutch, propshaft and tyres. What didn't alter was the amount of innovation and forethought that went into these new models. A 405 owner could expect a padded dash-top and knee-roll (the former non-reflective), a laminated windscreen, door pockets, ergonomically

placed instruments with anti-glare dial bezels, self-parking two-speed wipers, self-cancelling indicators, an overdrive that automatically disengaged out of top and radial tyres. Paradoxically, the structure of these models could be regarded as retrograde, for they rejected all-metal Superleggera construction and reverted to a partial wooden body frame.

The origins of the move from a single model to two (three, actually, because the 403 remained in production until 1955, when the Car Division became Bristol Cars Ltd) lay in a plan drawn up by George White in 1946. This timetable envisaged Bristol building a larger-engined family car and a short run of a premium-priced specialist model. The larger engine – at that point the prototype 160 was a twin-overhead-cam 3-litre – would never see production, but the specialist model that would become the 404 was based on a 1951 idea by Jack Channer to shorten the A-frame chassis by 18in. Initially declined by the board, the plan would be revived in 1953 with the building of a three-finned prototype christened 'The Bomb'.

The bodywork was designed by Hobbs and Jim Lane, with the first 404 prototype featuring prominent tailfins plus a third stabilising fin that separated two rear port-holes. This evolved into smaller tailfins with the third becoming removable, before being discounted for production.

In the balance of price versus cubic capacity, the 404 always suffered in relation to its competitors. Even with a seldom-specified Type 100C engine – in which a hot cam increased power to 125bhp at 5500rpm – its price of £3542 15s 10d looked steep compared to a 2580cc, 125bhp Aston Martin DB2/4 at 'just' £2621 19s 2d. And

**Above: the 404's front end carries echoes of the Brabazon's air intakes. Right: famous 1971cc 'six' topped by triple Solex carbs is shared by all three models; the tailfins were toned down for production car; five-dial binnacle for 404; ribbed rear light**





that was despite the probability that, in the event of a cross-country duel, the Bristol would leave the Aston owner with either a bill for an engine rebuild or biceps of jelly.

The 404 and 405 – a production evolution of the four-door ‘Black Widow’ concept – were identical ahead of the A-pillar, but the latter had a deeper windscreen. Luggage capacity and high-speed handling issues encountered with previous models were addressed with the adoption of front-wing lockers for the battery and spare wheel – improving weight distribution – while the 405’s dashboard featured the debut of the seven-clock binnacle that would endure until Bristol ceased production in 2011.

Thanks to a radiator that was mounted with a forward tilt – making the main intake shallower – and a separate air duct for the carburettors, the 405’s frontal area was 2sq ft smaller than that of the 403. Overall, however, the 405’s aerodynamics performed similarly to its predecessor due to the company’s adoption of more conventional separate bumpers, quarterlights and non-flush doorhandles. The 405’s greater stability from its retention of the 9ft 6in wheelbase chassis also reduced the importance of its fins from aerodynamic aid to aesthetic flourish.

The 405 drophead coupé, another low-run

**‘THE 404’S PRICE OF  
£3542 LOOKED STEEP  
COMPARED TO THE  
ASTON DB2/4 AT £2621’**

## Bristol’s ‘Whispering Giant’ lives on

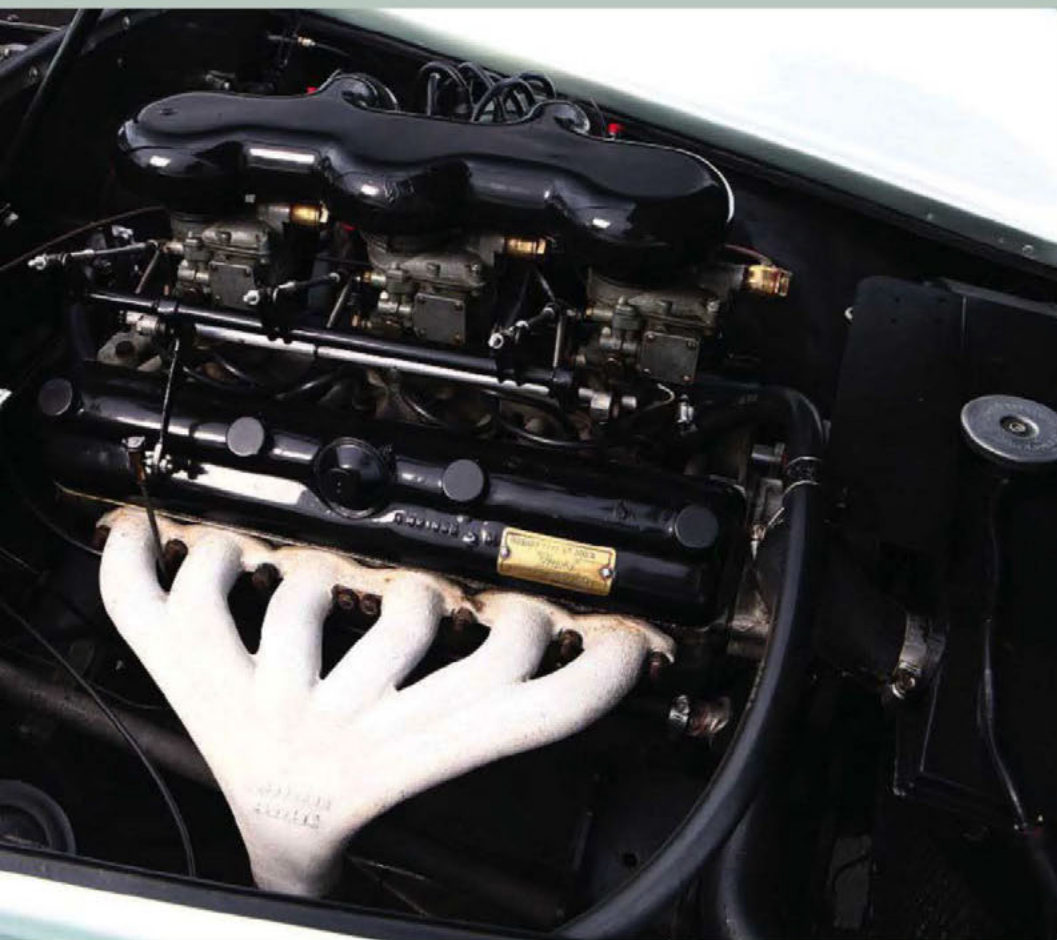
On 23 December 1942, the Brabazon Committee was established to envisage the future of British civil aviation during a time when the UK’s aircraft capacity was dominated by the war. The committee drew up a series of proposals, with the Type I (for a long-range transatlantic airliner) and Type III (medium-range Empire transport airliner) being awarded to the Bristol Aircraft Company. The Type I contract was fulfilled by the Brabazon, while the Type III resulted in the creation of the Britannia, which first flew in 1952.

The aircraft was plagued by wranglings with BOAC, development niggles and two aircraft being lost. One problem was that the company’s first turbo-prop engine, the Proteus, initially suffered from icing problems due to its reverse-flow design. The delays brought Bristol so close to the brink that the management re-organised the company into separate Aircraft, Engine and Car Divisions. Sadly, the Proteus 625 suffered from reliability issues, and by the time they were replaced by the 765, the turbo-prop looked like yesterday’s technology in the jet age. Elements of the Brabazon/Britannia control systems, however, would live on in Concorde and the Britannia was the first aircraft to fly transatlantic passengers non-stop in both directions.



In 1956, the industry was rocked by expensive new mandatory pressurisation and dynamic stress-testing in the aftermath of the Comet crashes. In an instant, all work on future developments – notably the Type 220 car and Type 160 3.65-litre engine – ceased at Filton.

Of the 85 Britannias produced, XM496 (above) is the only complete former RAF example to survive. Built by Short Brothers, it was the penultimate (of 23) Type 175s to enter military transport service. When it returned to RAF Kemble on 14 October 1997, it was the last Britannia to fly and has since been maintained by the volunteers of the Bristol Britannia XM496 Preservation Society. It is open to the public at Cotswold Airport, Kemble, from 12-4pm on the first and third Sundays of each month.







FORMERLY THE CAR DIVISION OF THE BRISTOL AEROPLANE COMPANY



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model, shared the saloon's chassis but not its four-door configuration. It was converted by ED Abbott Ltd in Wrexham, the company that had produced a unique convertible 404 in 1953. Chassis for the 405 were driven from Filton to Surrey by the half-dozen, with only the panel-work ahead of the A-post/scuttle in situ. A pair of rear saloon wings came with each chassis – for modification – while the rear frame and longer door frames were constructed from wood.

Geoffrey Herdman's 1956 405 drophead – bought in 1999 – perpetuates the marque's reputation for longevity and reliability. After 150,000 miles, its original engine was replaced in 1966 – this 100B was then rebuilt at the turn of the millennium. After 13 years of globe-trotting, including a 2010-'11 around-the-world trip, the drophead has done a further 175,000 miles and is still Herdman's daily car.

The second low-volume machine is Bryn Williams' beautiful 1955 404. He bought it last year, the car having previously been owned by marque expert Spencer Lane-Jones, and 404 ownership was a long-held goal for Williams. He first fell for it at medical school, before being distracted by the charms of the Lotus Elite.

Finally, we go mainstream with Cyril Millward's 1956 405 saloon – one of the first to be fitted with disc brakes. It's a stunning blend of Moroccan Red interior and Rolls-Royce Oyster Grey exterior, and engineer Millward has sympathetically improved his 405 to cope with today's roads. Eyes wide and palms tingling, it's time for the enjoyable bit.

Courtesy of its longer doors, the 405 drophead is the easiest to board, for unlike the other

pair it does not require strange posturing and shoulder-swivelling worthy of a Madness dance routine. Inside these cars, your hands cradle a slender Bluemels wheel, your buttocks are cushioned by Dunlopillo seats and your eyes are greeted by a cowled Pitot-inspired binnacle. The driving position is comfortable and the pedals well spaced – the biggest difference being a question of headroom: inches versus miles.

The engines, an assortment of 100B and 100B2, are quiet at idle with the valve-gear chattering like an orgy of swash-buckling knitting needles. Accelerate through the noise of a factory filled with fevered sewing machines and the six's voice begins to warm up. Past the vocal exercises and humming, and beyond 2000rpm. Keep the light throttle pinned open. At 3000rpm the smooth warble is overdubbed by the hushed beginnings of a honey-coated howl, which hits a crescendo at 4000rpm.

It isn't a matter of comparing musicality, more a case of contrasting venues. The drophead is like a main-stage act at a large outdoor music festival; the 404, a gig in a packed pub; and the 405 brings to mind a chap savouring an album on his Linn Sondek LP12 turntable.

Both remote BW/CR/5 and BW/CR/9 gear-boxes are faultless and operated with relish. Swift, precise and with a gorgeous lubricated mechanical tactility, this even extends to the action of the slender self-cancelling toggle switch for the 405's overdrive.

Nuanced differences between our trio loom into view with the brakes – servo-assisted discs versus surprisingly effective Alfin drums requiring more muscle. Discrepancies, though,

## BRISTOL 404

**Sold/number built** 1953-'56/52

**Construction** A-frame box chassis with integral floors and propshaft tunnel; steel, wood and light-alloy composite body  
**Engine** iron block with alloy steel dry liners, alloy-head, overhead-valve 1971cc straight-six, triple Solex carburettors

**Max power** 105bhp @ 5000rpm

**Max torque** 123lb ft @ 3750rpm

**Transmission** four-speed manual with freewheel, driving rear wheels

**Suspension: front** independent by upper wishbones and transverse leaf spring, anti-roll bar **rear** live axle, longitudinal torsion bars, lateral links, A-bracket; telescopic dampers f/r

**Steering** rack and pinion **Brakes** dual-circuit drums **Length** 14ft 3¼in (4350mm)

**Width** 5ft 8in (1727mm) **Height** 4ft 7¾in (1416mm) **Wheelbase** 8ft ¼in (2445mm)

**Weight** 2296lb (1041kg) **0-60mph** n/a

**Top speed** 115mph (est) **Mpg** 26 (est)

**Price new** £3542 ('53) **Now** from £80,000

## BRISTOL 405

(where different to 404)

**Sold/number built** 1954-'58/340

(294 saloons, 46 drophead coupés)

**Brakes** optional front discs, with servo

**Length** 15ft 9¼in (4807mm)

**Height** 4ft 9½in (1461mm)

**Wheelbase** 9ft 6in (2896mm)

**Weight** 2660lb (1206kg)

**Top speed** 103mph (est) **Mpg** 24

**Price new** £3188 12s 6d **Now** from £36,000



Clockwise, from above: ED Abbott built the 405 drophead, which featured longer doors and modified rear wings; badge reflects hometown's maritime heritage; steel wheels; two-tone Bluemels wheel sets off comfortable cabin



'AT 3000RPM, THE SMOOTH WARBLE IS OVERDUBBED BY THE BEGINNINGS OF A HONEY-COATED HOWL'



# Plus 8

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Engine - 4.8 litre V8. Power: 270kw (367bhp). 0-62: 4.5 seconds. Economy (Auto / Man) in mpg (Litres/km):  
Urban: 17 (16.4) / 16 (18.2) Extra Urban: 36 (7.9) / 32 (8.7). Combined: 26 (11.0) / 23 (12.1). CO2: 256 / 282 g/km.





present themselves in the roadholding department. Each has a connected ride, enthusiastic handling and sublimely geared informative steering – but it is the short wheelbase of the 404 that comes across as the most frenetic, with quicker responses, greater agility and the firmest ride, doubtless emphasised by the rear axle being in close proximity to your *derrière*. Radial-ply tyres have certainly helped curtail its reputation for skittishness, but it can still be experienced on a fast road with a crosswind.

At sensible speeds, the difference between the ‘Businessman’s Express’ and ‘Flying Greenhouse’ is drastically reduced. Millward’s 405 is equipped with modern adjustable dampers, meaning that, despite its extra length, understeer doesn’t gatecrash the party when swooping through flowing bends. All three cars turn in crisply with little evidence of roll, complete obedience and a slight sniff of extra heft building up through the outstanding steering. Yes, in the drophead you feel an occasional shiver through the steering wheel, but there is more of an inclination to relax, take in the view and enjoy your ride with Mother Nature.

Picking one couldn’t be easier or harder, for each has its plentiful merits with precious few weaknesses. Driving the brace of low-run models is always a privilege, which never ceases to emblazon a broad grin across my face, but there is just something about the 405 – Filton’s one and only four-door.

Whereas the drophead and 404 arguably have a broader appeal due to their understated class, style, quality and undeniable beauty, the 405 – reputedly one of Dudley Hobbs’ favourite designs – is more of a personal predilection. It is



‘DRIVING THE BRACE OF LOW-RUN MODELS IS A PRIVILEGE, BUT THERE IS SOMETHING ABOUT THE 405’

arguably a pioneer of the post-war four-door coupé in all but name, a car that almost – but not quite – ventures into the realm of the conventionally attractive *belle laide*. CLASSIC

**Thanks to** The Bristol Owners’ & Drivers’ Association ([www.bristolda.org](http://www.bristolda.org)); Andrew Blow ([www.historiccars.co](http://www.historiccars.co)); Michael Barton; Stefan Cembrowicz; Cotswold Airport; Bryan Whitfield and the Bristol Britannia XM496 Preservation Society ([www.xm496.com](http://www.xm496.com))

**Top:** four-door 405 retains handsome profile. **Above, clockwise:** distinctive snout was a radical change from the 403; acceleration is strong; dash binnacle became a Bristol fixture



# NOT JUST A CASE OF HISTORY REPEATING

There's much more to the BMW Z8 than a retro rehash of the 507, says **Richard Heseltine** as he reacquaints himself with the fearsomely quick roadster that's rocketing in value

PHOTOGRAPHY **TONY BAKER**







**T**he traffic is threatening to set like concrete. It's early evening rush hour in Berkshire and now is not a good time to be feeling self-conscious. Alongside us, a maxed-out hot hatch discharges atonal dance beats at the volume of artillery fire, its driver's face a picture of blank amazement. His female companion, meanwhile, offers a half-smile before taking a photo on her mobile. Dignity is relative when you've forgotten to douse yourself in sunblock and have since taken a turn for the crimson.

'Our' BMW Z8 is noticeable, that's for sure, as much for its dramatic styling as its pimpadelic cabin. It screams 'look at me', the surprising part being that those who have passed comment thus far believe that it's a new model. The thing is, it wasn't entirely new even when it first broke cover in concept-car form at the Tokyo Motor Show in 1997, if only stylistically.

Like so many other manufacturers in the late '90s, BMW wasn't above cannibalising its back catalogue for this former range-topper as retro design became the hot ticket. The Z8 unashamedly cribbed the sublime 507 and, like its 1950s inspiration, this glamorous soft-top was greeted with mixed reviews although it has since gone on to become highly sought-after. It seems hard to believe now, but Z8 values once dropped like a stone – yet those days are long gone.

That the Z8 happened at all is remarkable given that the original idea pre-dated the pastiche boom. Legend has it that the car was conceived at a leaving do hosted in the factory museum in 1993. BMW's then-chairman Dr Bernd Pischetsrieder and his number two Wolfgang Reitzle toasted the departure of a colleague before going for a wander. On stopping to survey the fluid lines of a 507, they were lulled into a sepia-tinged fug of nostalgia and conversation turned to BMW producing a modernist take on the theme. Four years later, the result of their brainstorming broke cover in Japan and caused a furore.

The Z07 concept represented pure show car theatre. Styled by Danish-born Henrik Fisker under ex-Fiat man Chris Bangle, it was unquestionably inspired by the 507 – although the '50s styling theme also stretched to a sports-raceresque head fairing behind the driver's seat.

Such was the response to the car, BMW was almost obliged to put it into production. That said, it could be argued that it was intended for manufacture from the get-go as a means of showcasing new construction techniques, the Z8's use of a bespoke aluminium spaceframe chassis – with body panels fabricated from pressed ally – proving that this was no mere cut 'n' shut saloon-cum-parts-bin lash-up.

Unlike, say, the Porsche Boxster, the Z8 didn't lose much of its stylistic impact during the transition from concept to production reality: the head fairing was deleted, the windscreen was extended ever so slightly, the front/side indicators were relocated to the faux chrome air vents in the wings and a deeper front airdam was installed for stability reasons. Otherwise, the production model remained remarkably faithful

to the one-off that sired it. The same was true inside, with most of the show car's Michael Nimic-conceived cabin being carried over intact.

Beneath the rakish skin, the front end was suspended by MacPherson struts, the rear via a multi-link set-up and coil springs, with anti-roll bars at both ends. Powering the beast was a 4941cc, all-alloy M-Power V8 shared with the boisterous E39-generation M5. Their power outputs were identical: a thumping 400bhp at 6600rpm and 368lb ft of torque at 3800rpm. Tipping the scales at 1585kg (180kg less than the M5), this translated into 0-60mph in 4.7 secs, 0-100mph in 11 secs and a top speed governed electronically to 155.4mph if the factory stats were to be believed. There was no reason not to.

The Z8 went on sale in 1999, its profile being boosted by a marketing tie-in with the so-so James Bond flick *The World Is Not Enough*, even if the Bavarian roadster appeared only fleetingly (and the stunt cars were actually rebodied Dax Tojeiro chassis). To some media types, however, the artful artifice of old-style design was too much to stomach. The public, on the other hand, was more receptive and BMW couldn't make them quickly enough despite the £80,000 price-tag. This figure reflected the large amount of hand-finishing required during assembly, with no more than 10 Z8s being completed per day. What's more, punters could also opt for custom paint finishes and special trim treatments via BMW's Individual department.

Production of the Z8 ended in November 2002, although that wasn't quite the end of the story. In 2003, it morphed into the Alpina V8 Roadster, which did away with sporting intent, the new strain being more a boulevardier by design. The M5 engine made way for a 4.8-litre V8 from the Alpina B10 V8S, while a reworked five-speed Steptronic transmission replaced the previous six-speed manual 'box. Peak power was reduced to 375bhp, but, bizarrely, the electronically limited top speed was raised to 161mph.

The Buchloe concern had initially wanted to shoehorn in its version of the BMW M73 V12, but it wouldn't fit because the engine's sump would have occupied the same space as the rack-and-pinion steering system. Softer suspension settings and conventional tyres rather than the previous run-flat items made for a more relaxed tourer, with 450 of the 555 cars made heading Stateside. In a first for the standalone Alpina marque, these cars were sold via the BMW North America dealership network. Just eight V8 Roadsters found their way to the UK, one being acquired by pop crooner Ronan Keating.

Some 5703 Z8s of all kinds were made to 2003, which is some way north of its inspiration (a mere 252 507s were built). As with most exotica, second-hand values took a plunge, but they bounced back remarkably quickly.

"During the first few years, prices almost halved," says long-time Z8 owner and Hexagon Modern Classics principal Paul Michaels. "Honestly, there was a time when you could have bought a nearly new Z8 for £40,000. Then, out of nowhere, there was a jump to £60k, then £80k and beyond. For some weird reason, it always



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## 'UNLIKE MANY OTHER RETRO DESIGNS, IT DOESN'T SEEM CONTRIVED. IT HAS A LOOK ALL OF ITS OWN'

seems to go up in increments of £20k. Right now, a good low-mileage Z8 will set you back between £150,000 and £180,000. The Alpina version has a slight premium, with prices around the £160,000-£190,000 mark. Even a high-ish mileage Z8 is going to be six figures.

"We follow where the German market leads, and demand over there is very high at the moment. BMW lost money on every Z8 it made, and I doubt that it will ever produce another low-volume, partially handbuilt car again. For that reason alone, I expect that prices will continue to soar. Just look at the 507: it has quadrupled in value in what, five years?"

Unlike its 1950s predecessor, the Z8 seems huge in every direction – especially for a two-seater roadster – yet appearances are deceptive: by modern day standards, it's positively dainty. The Z8 is 14ft 5¼in long (4400mm, or an inch more than a 507) and 6ft wide (1830mm). By way of comparison, a new Ford Focus is 14ft 3½in long and 6ft 8½in wide. It was shorter even than a contemporary Porsche 911.

Thankfully, the styling stops short of being just a slavish retread (think Ford GT), although you could argue that few customers had so much as seen a BMW 507 up close. Perhaps that was the new model's saving grace.

It is an attractive car. The stance is perfect, the

rear three-quarter view being particularly accomplished thanks to the hunched wing line and those slender tail-light clusters. Unlike so many other recycled designs, it doesn't seem contrived. It has a look all of its own. There are one or two naff details, though, not least those chintzy vents punched into the wings, which up close appear horribly cheap and nasty.

It's only once you step aboard that it veers towards the stomach-turning. On the positive side, at least it's comfortable. The seats embrace your contact points without pinching. The actual driving position is excellent, too, with the steering wheel and pedals in line rather than randomly offset as with a great many other exotics we can think of. Commendably, all of the controls are unique to the Z8; there are no cast-offs here. This serves to make it feel all the more special, more *expensive*, although the instruments aren't easily visible at a glance thanks to their positioning in the centre of the dash.

It isn't necessarily the most appealing of cabins, either. Indeed, it was described by *C&SC* in period as 'porno chic', and that opinion still holds true. Much of this is due to the ghastly 'banjo' steering wheel and the bright red leather trim. You almost feel compelled to don a long furry coat and a feathered fedora because the overall effect is more pimpmobile than designer



Top right: 400bhp V8 is shared with E39 M5 and gives searing acceleration; cabin garish but comfy – wheel apes sprung types; echoes of 507 in front end





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## 'IT MORE THAN MAKES UP FOR ITS TACKY CABIN WITH BLISTERING PERFORMANCE. AND NOISE'

cool. The use of body-coloured plastics, brushed aluminium, polished chrome and scarlet hides no doubt looked fabulous in the styling studio, but it's plain embarrassing when you're stuck in traffic in Bracknell wishing that the options list had stretched to an invisibility cloak.

But, and it's an important but, the Z8 more than makes up for its tacky interior treatment with outright performance. That, and noise. It's hard not to snort like a pig as it detonates V8 fanfare out of the back pipes with sky-filling lack of subtlety. Off the line, it is super-quick. Press the Sport button, and throttle responses are halved: the Z8 can reach 30mph from a standstill in less than 2 secs and you're into three-figure speeds shortly thereafter.

What may come as a surprise is how easy it is to drive. The M-Power quad-cam V8 feels unburstable up to the 7000rpm limiter, yet it will pull away from 40mph in sixth without protesting. The engine's flexibility is astonishing, although the gearshift action feels a little baulky despite the short throw between cogs.

The Z8 is blisteringly quick in a straight line, but historically it fell down – fell over – when you arrived at a corner. The use of run-flat tyres was a last-minute decision and it cost the car dearly.

Scroll forward to the present and it's highly unlikely that you will encounter an example still employing its original rubber, more conventional low-profile Bridgestones as here making all the difference. The steering is precise and it doesn't feel overly assisted. Ultimately, the front end washes away first, but understeer is mild and it takes brutal stabs on the throttle with the Direct Stability Control disengaged to get the rear end to budge out of line.

The large vented discs brakes also offer bruising levels of retardation, 60-0mph taking 2.5 secs

according to the brochure. There is less buffeting than you might imagine, too, which makes it all the more enjoyable to drive at speed.

The V8 dominates the driving experience; it's the Z8's trump card. Drive one with enthusiasm and you can see the appeal. It's writ large, and in upper case. Sure, it does send out conflicting messages: the Z8 is dragster quick, but it's also refined; it feels more like a luxu-GT than a sports car, though there's relatively little room for your luggage in the shallow boot. It isn't a point and squirt B-road fun car, but nor is it a cruiser.

Yet, by trying to describe what it isn't, you miss out on what it is: a classically handsome roadster that, unlike many other retro-styled vehicles, has endured – improved even – with grace. BMW clearly set out to create an instant classic, to the extent that it guaranteed a 50-year supply of spares. On many levels, it succeeded. The Z8 is a true original rather than a low-resolution copy of a past master.

**Thanks to BMW GB and Paul Michaels: 020 8348 5151; [www.hexagonmodernclassics.com](http://www.hexagonmodernclassics.com)**



### BMW Z8

**Sold/number built** 1999-2002/5703

**Construction** aluminium spaceframe with pressed aluminium body panels

**Engine** all-alloy, dohc-per-bank, 32-valve 4941cc V8, with electronic fuel injection

**Max power** 400bhp @ 6600rpm

**Max torque** 368lb ft @ 3800rpm

**Transmission** six-speed manual, driving rear wheels via DSC III traction control

**Suspension** independent all round,

at **front** by MacPherson struts

**rear** multi-link, coil springs; anti-roll bar f/r

**Steering** power-assisted rack and pinion

**Brakes** ventilated discs all round, with ABS

**Wheels & tyres** 275/40ZR18 Bridgestones

**Length** 14ft 5½in (4400mm)

**Width** 6ft (1830mm)

**Height** 4ft 3¾in (1317mm)

**Wheelbase** 8ft 2½in (2505mm)

**Weight** 3494lb (1585kg)

**0-60mph** 4.7 secs

**Top speed** 155.4mph (limited)

**Mpg** 13.2

**Price new** £80,000

**Price now** £100,000-150,000+



From top: squat stance; six-speed gearbox is a tad baulky but there's so much torque that it's rarely a problem; blingy vent; back end is finely resolved









# Active service

Vauxhall built D-type staff cars for the British army throughout World War 1. **James Page** travels to Ypres to drive a rare survivor

PHOTOGRAPHY **TONY BAKER**



'FROM SUMMER 1915 UNTIL THE END OF THE WAR,  
VAUXHALL'S ENTIRE OUTPUT WAS REQUISITIONED'



**Y**pres is where the Western Front froze into stalemate. Between August and October 1914, German forces had swept across Belgium and into France, been held just outside Paris and then pushed back across the border.

This initial, highly mobile phase of WW1 stands in stark contrast to the static war of attrition that followed. It owed much to rail infrastructure, logistics officers, an army's ability to march for days on end – and to motorised transport.

On 8 August, shortly after the British declaration of war, *The Autocar* included a form 'to be filled in by those willing to lend cars to the War Office'. The magazine later visited a receiving depot, where manufacturers sent vehicles for military despatch. It noted that in 1914 the Motor Transport section had 309 personnel; within a year it was up to 2000. A few sheds had grown into a 'small township'.

When Marshal Joffre was organising the counter-attack against German forces that would

begin near Paris in early September 1914, he moved most of his men and equipment by train. And yet it was the 'taxi-cabs of the Marne' that would most capture the public's imagination, despite the cars transporting only about 4000 men (out of 150,000) from Paris to the front. Joffre himself travelled extensively at this time, being driven hundreds of miles to see his generals. His chauffeur was Georges Boillot – winner of the French Grand Prix in 1912 and '13.

As Britain mobilised its forces, many home-grown firms produced vehicles for the war effort – Rolls-Royce's armoured cars, for example, became well known. Another to contribute was Vauxhall, which supplied its 25hp D-type for use as a staff car. From summer 1915 onwards, the Luton factory's entire output would be requisitioned for the army – an arrangement that lasted for the duration of the conflict – and the model would play a vital role. General Edmund Allenby travelled to Jerusalem in one before entering the city on foot following the Ottoman surrender in 1917; that same year, King George V was driven

in a Vauxhall to Vimy Ridge in northern France; and a D-type was the first vehicle to cross the Rhine following the Armistice in 1918.

Period advertising proclaimed it to be: 'The finest car on active service.'

Introduced in 1912, the D-type has long lived in the shadow of the famous C10 'Prince Henry' with which it shared its engine, but it was a significant car in its own right and upheld Vauxhall's reputation at the time for building prestige models. A total of 1998 were made before it was replaced in 1922 by the overhead-valve 23/60, with more than 1500 of those being produced for military duties during WW1. A small number featured an ambulance body – the company also provided such vehicles on the 16/20 chassis – but most were either tourers or limousines.

The D-type had to cope with the often challenging conditions encountered in areas as diverse as the Western Front, East Africa, Russia, Salonika, Mesopotamia and Palestine. The sturdy chassis had channel-section side members and three crossmembers. The engine





Long wheelbase gives an impressive ride – note the lack of a driver's door.  
Below: King George V in a Vauxhall staff car during a visit to the Western Front



From above: handsome lines with hood raised; steering wheel controls set ignition, mixture and throttle; Zenith carb for the 3969cc 'four', which was rebuilt during post-WW2 restoration



and gearbox were located in a subframe that formed one of the few weak points – heavy use over poor roads could lead to cracks where it was attached to the main structure.

The rutted surfaces also caused a number of suspension breakages. The Vauxhall used semi-elliptic leaf springs all round, and eventually a system of balata belting was fitted to keep the front axle in check if one snapped.

An article in the September 1919 issue of *The Automobile Engineer* stated that: 'There is no doubt that the popularity of the Vauxhall at the Front was in no small measure due to the reliability and efficiency of the power unit'. The 3969cc sidevalve 'four' featured a crankshaft with five main bearings, housed in a case that was 96% aluminium. The cylinders were cast-iron.

The accelerated research and development that takes place in wartime exposed a problem with the gudgeon pins, which were hollow and held in the piston bosses by a single set screw. Following a number of failures, Mechanical Transport authorities issued instructions to modify the gudgeon-pin locking arrangement.

This was clearly still a strong and dependable engine, though. In 1966, Vauxhall received a letter from a correspondent in Portishead, near Bristol. He related the story of George V's visit to the Western Front on 8 August 1918, and wrote that: '[The King] was to see our greatest gun in action.'

Incredibly, footage of this occasion has survived. The vast weapon sat upon a railway mounting, and His Majesty had to climb up a ladder to inspect it. Having retired to a suitable distance, he then watched as a shell was fired – the recoil was sufficient for the mounting to be pushed a reasonable distance back up the tracks.

The gun featured its own motor to raise and lower the huge muzzle, but it failed a few days before the King's visit. The job could be done by hand, but it took a lot of men a lot of time and reduced the firing rate to one shell per hour. That wasn't deemed sufficient to impress the royal guest, so a member of the Motor Transport section suggested that a staff car engine could be used instead. The D-type's unit apparently 'gave every satisfaction and saved the battery and brigade commander from what would otherwise have been a most embarrassing situation'.

There is no starter, so bringing the car to life is not the work of a moment. Inside, near where the front-seat passenger's feet rest, is a pump to pressurise the fuel system. Back under the bonnet, there is a decompression tap for each cylinder, and the carburettor also needs to be primed. Once the ignition has been retarded a touch via the lever on the steering column, you heave on the starting handle until thoroughly exhausted. Sometimes the engine catches, often it does not, which means pausing to get your breath back before push-starting it instead.

This particular D-type is Vauxhall's own, and was rescued from a Brentford scrapyards in 1946. At some point following WW1 it had been converted into a tow truck and had a five-gallon oil drum for a fuel tank. Fortunately, the Luton company was beginning to gather models to represent its distinguished heritage and Alan Garland led the restoration.

A new four-seater tourer body had to be made – the War Department serial number IC-0721 had been faintly discernible on the original, and was reapplied. The number was originally issued





*Photograph by Klaus-Josef Rossfeldt*

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Right, from top: Allenby's D-type, Jerusalem, 1917; voltmeter behind steering column; wonderfully comfortable leather seats



The Menin Gate was completed on the western edge of Ypres in 1927, and includes the names of those who have no known grave (inset above)



to one of two staff cars that were delivered to Egypt in 1916, but Vauxhall discovered that the engine and steering box were stamped 1918. Even allowing for the fact that those components could have been replacements, the firm preferred to date the car to the later year.

You climb aboard via the nearside door, and nestle into sumptuous buttoned-down leather upholstery – as you would expect, there is loads of room in the back for the top brass to stretch their legs. The gearlever nestles close to your right knee, and there is an external lever to operate the rear-only brakes.

First gear can be found up and to the right, and strictly speaking isn't even needed for pulling away, such is the amount of torque on offer. Changing up through the lower ratios is a delight, with only top being occasionally stubborn. Having been caught out by it, I was relieved to later read that I was in good company: the esteemed Bill Boddy drove the car in 1974 and wrote: 'If you are too slow the dogs will growl loudly and leave you in neutral.' Indeed...

The driving position is imperious and enables you to place the car with ease, the surprisingly light steering having only a little play at the thick-rimmed wheel. The ride is good, too – no doubt helped by the 10ft 10in wheelbase – and the Vauxhall rolls along at an impressive rate. Stopping it isn't as hair-raising as you might expect, either, as long as you give the ratcheted lever a strong pull.

My first experience of driving the D-type comes on country roads just to the north-east of Ypres, land that 100 years ago would have been within the 'Salient' – a bulge in the Allied front line jutting into German-held territory.

Photographer Baker heads off to do a quick recce of the area, so for five minutes it is just me and the Vauxhall. Behind me lies the busy N38, but ahead lies peaceful countryside.

As I sit there in the sun, I glance to my right and notice a small military cemetery. Beyond that is another, and to my left is a third.

The fields all around have been freshly ploughed. Every time that the farmers go over

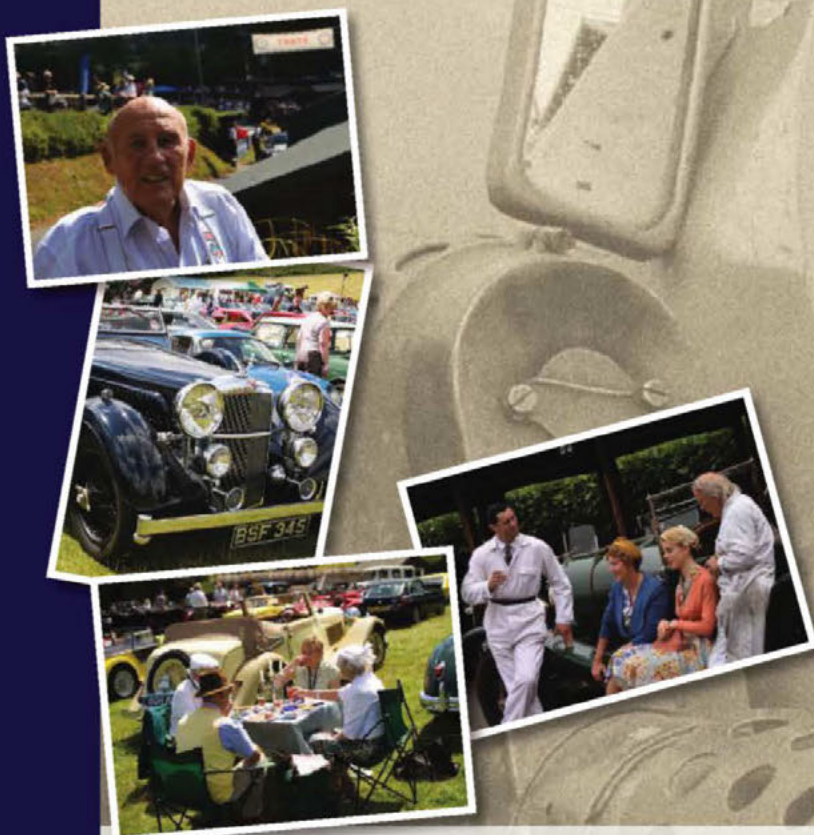
them, more WW1 ammunition is unearthed – hundreds of tons of it each year. There is a bomb disposal unit nearby that takes care of it all, although for obvious reasons it is not a job that can be rushed. Some of the shells contain poison-gas, the identification and dispersal of which takes time. Such is the sheer volume of artillery that was dropped into the Ypres Salient, it has been estimated that it will take anything up to 400 years to clear the lot.

The British Expeditionary Force had moved to the left flank of the advancing Allied armies in mid-October 1914. A mood of relative optimism abounded, and the British were under the impression that German forces in north-west Belgium were weak. In reality, the Germans were concentrating their troops east of Ypres, into which the 7 Division – recently disembarked from England – arrived ahead of the main BEF.

The German onslaught began in earnest on 20 October – the nearby village of Passchendaele was soon captured and would remain in Germany's hands until 1917. The Allies held



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'GERMAN ARTILLERY WAS RATIONED TO SUPPLY THOSE AROUND YPRES, YET STILL THE LINE HELD'

'Wipers' itself, though, and continued to do so in increasingly desperate circumstances. German artillery was even rationed elsewhere to make supplies available to the forces surrounding Ypres, yet still the line held.

As November arrived, the weather deteriorated. The cold, wet conditions added a new level of suffering and hardship. The town's medieval Cloth Hall burned and, as Max Hastings put it in *Catastrophe*: 'A contest in pain and sacrifice was unfolding.' But the First Battle of Ypres would not be the last. Again and again the town was besieged; again and again the British held on. By 1918, the place was in ruins and plans were discussed to leave it as a memorial. Then it was rumoured that everything except the Cloth Hall and Cathedral would be rebuilt. In the end, it was decided to restore everything to its former glory – a process that took until the 1960s.

In 1921, the British government supplied a grant of £150,000 so that work could begin on a memorial at a passage through the town walls via which many men would have marched into the

Salient. Six years later, the Menin Gate was completed. Included on its vast interior surfaces are the names of 54,389 Commonwealth soldiers who died in the surrounding countryside.

Far from being a list of all those who fell here, it remembers simply those whose bodies were never identified or found – those who have no known grave. Every evening at 8pm, the Last Post is played.

Almost unbelievably, *The Autocar* had a correspondent in Belgium in 1914. In the 17 October issue, as the Germans prepared to halt the Allied advance near Ypres, Charles G Harper wrote about many subjects – the *pavé* roads, the Belgians' use of Minerva armoured cars and the fact that this was 'an automobile war'. But it is his final sentence that leaves a lasting impression: 'We are on the eve of great events here, and those of us who remain will see much.'

**Thanks to** Fernand Vanrobaeys at Ypres Tourist Office: [www.toerisme-ieper.be](http://www.toerisme-ieper.be); Simon Hucknall and Andrew Duerden at Vauxhall



From top: Vauxhall cruises happily at 35-40mph, with the driver afforded a fine view ahead; a lady of the Motor Transport Army Service Corps greasing a D-type's wheel bearing, 1918; rear brakes only – operated via an external lever. Tyres are 8.80 x 120



# “They look good, they’re easy to maintain and they’re quick”

So says Hugh Price of the single-seaters in the Classic Formula Three Association’s popular series. **James Page** meets the men who are reliving a golden era

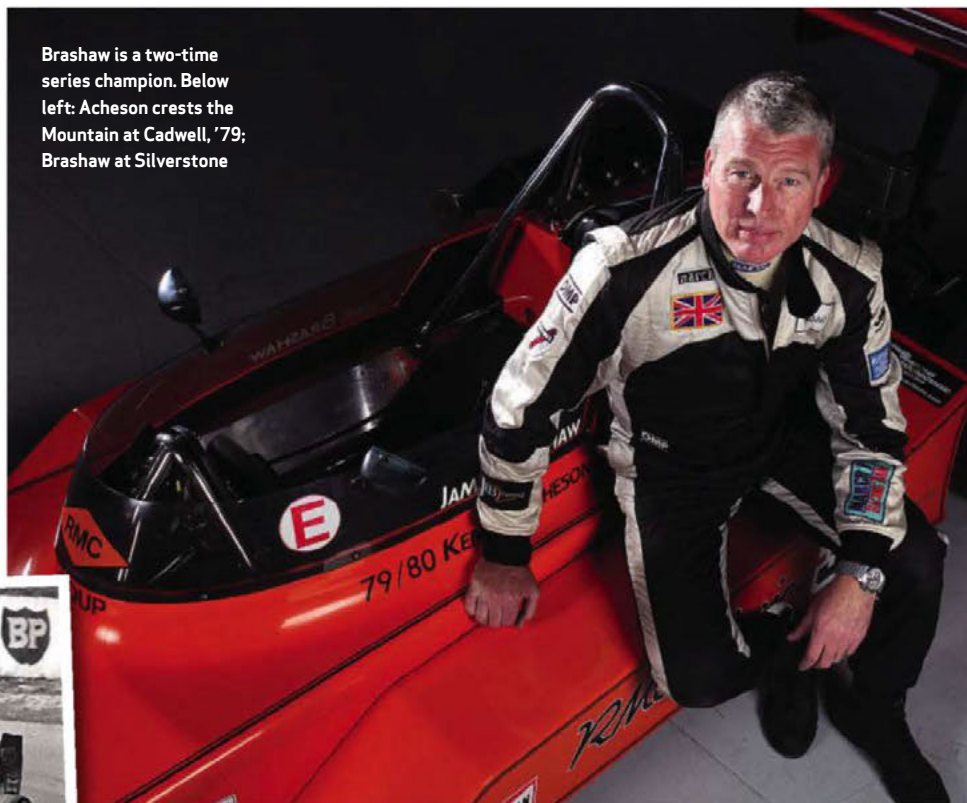
PHOTOGRAPHY JAMES MANN/JAKOB EBREY/LAT

**T**oday’s complicated system of junior formulae stands in stark contrast to that facing young motor-sport hopefuls 40 years ago. Many stars graduated to Grand Prix racing directly from F3, which could trace its roots to the post-war 500cc category that nurtured such talent as Stirling Moss before being superseded by Formula Junior in the late 1950s. F3 returned in ’64, initially using engines based on that series’ 1-litre powerplants.

The Classic F3 Association covers cars from 1971-’84, a period in which the likes of James Hunt and Ayrton Senna passed through the ranks. From ’71-’73, 1.6-litre Ford powerplants were *de rigueur* but Toyota dominated the later 2-litre era and – driven by firms such as March, Ralt and Chevron – aerodynamics progressed from basic wings to ground effects.



Brashaw is a two-time series champion. Below left: Acheson crests the Mountain at Cadwell, ’79; Brashaw at Silverstone



## JAMIE BRASHAW MARCH 793 TOYOTA

Brashaw is a consistent front-runner in Classic F3, and started his competition career early: he was racing dirt bikes at the age of 12. He then had a brief spell in stock-car racing, before settling down, getting married and having kids.

“I then did a track day,” he says, “and went to look at a car that I could use for those. The guy selling it also had a Chevron B47. I didn’t know what it was. It had the wrong engine and hadn’t even been very good in period. I struggled to get it to work, then bought the March and won the championship twice!”

Brashaw’s 793 was originally driven by Kenny Acheson, who took it to sixth overall in the ’79 British F3 Championship. Highlights have included a podium finish at Portimão in a race

that also included Formula Two machinery – “That was my first event abroad and it was a big do” – plus a win at Brands Hatch when the French Formula Three series visited. He has also dabbled with Formula Ford, but didn’t find the cars to be powerful enough.

“The camaraderie is there in all formulae. The whole historic scene is great – people share information such as gear ratios. With these cars, you’ve only got 160bhp, so most of your gains come from the chassis. I’m constantly messing with it – it’s understeering at the moment.

“I’ve also got a 782 F2 car, but that’s a big jump in cost. For the money, nothing’s better than F3, and the late 1970s was such a great time for the formula. Loads of people come up saying that they remember it.”





## HUGH PRICE CHEVRON B38 TOYOTA

Price is chairman of the Classic F3 Association, and started racing in an Ensign in F4 with the 750 Motor Club in 1977. He then “gave it all up for a while” before going Porsche racing and pooling resources with a friend in the mid-1990s to buy a 911 GT2. They competed in the FIA GT Championship and finished 13th at Le Mans in '97 – the first British crew home. “After another Le Mans in '99, I then retired,” he says, “licking my wounds from excessive spending.”

“I loved the 1-litre F3 screamers, so I bought a Brabham in 2005, and the later F3 cars were racing at the same meetings. I found this Chevron in Germany, collected it from Dusseldorf and put it back into period livery.” The car was driven by Derek Warwick in the 1977 British F3 Championship, but he swapped mid-season to a Ralt RT1. Chevron’s honour was upheld when Derek Daly claimed the title in another B38.

“I mainly look after it myself since it was rebuilt in 2006,” says Price. “I thoroughly enjoy it – in terms of bangs for buck, these cars are great. They look good, they’re relatively easy to maintain and they’re quick. This is my eighth season with the car and it’s tremendous value.”

“The initial cut-off point for the Classic F3 Association was 1980 – people were reluctant to let the Ralt RT3 in. We copied the French series and now go up to '84, although the RT3 has to run without its ground-effect underbody.”

“We need more cars out in the UK events, but we can run with the French series and are getting included at more big meetings. Our fellow racers are nice people – it’s competitive and that’s what club racing is all about.”

**Top: Classic F3 Association chairman Price pictured at this year’s GP de Monaco Historique. Right: Warwick at Thruxton in period**





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David Shaw is a series front-runner in the car that Nelson Piquet (left) drove to British Formula Three glory in 1978



## DAVID SHAW RALT RT1 TOYOTA

This is perhaps the most famous Formula Three car of the period. In 1978, young Brazilian Nelson Piquet won seven races in a row during a season-long battle with Derek Warwick to claim the BARC BP Championship. With March struggling, it was a dominant year for the Ralt and Chevron marques.

"I bought it in 2011," says Shaw. "I knew of its history and couldn't miss it. I was 18 in 1978, and my brother raced in an F3 support series. For me to own such an iconic vehicle that I saw when I was young – it's a piece of my history."

"I raced Formula Ford 2000 in the 1980s, then had a 12-year break before coming back in one-make series such as the Renault Clio Cup and Sport Spiders. I stopped again in 1999, but a friend prepped historic cars and encouraged me to get into it. I've always been a single-seater person at heart and this is brilliant to drive. I use G-Cat to prepare the car because I don't really have the time. We've managed to find a good set-up for it – it's as much fun as anything. Ralt had the RT1 well sorted by '78, but two years later the cars were so much more advanced."

Shortly after our meeting, Shaw put the RT1 on pole position at the Grand Prix de Monaco Historique: "I've been on the pace at most places, and have won at the Oulton Park Gold Cup meeting. I've had a fifth at Monaco in 2012, too, plus a third at Spa. Nelson Piquet has asked about it, but we haven't yet reunited him with it. Takuma Sato ran it up the hill at the Goodwood Festival of Speed, though."



Above: Dutton is back at the wheel of a single-seater this year, in the ex-Nigel Mansell 783 (right)



## RICHARD DUTTON MARCH 783 TOYOTA

Fortec boss Dutton did a lot of racing in the '70s, graduating from Formula Ford 1600 to 2000, and then a March 793 in Formule Libre events. Despite staying in and around motor sport, he then had a long period out of the cockpit.

"I came back two years ago," he explains, "and did some events in a Lotus Cortina. Then, in 2013 I raced a Mustang with the HSCC and managed to win the class championship." He also runs an Austin A35 with Neil Brown.

"The March is new to me this season – we've been rebuilding it for two years," he continues. "So far, I've only done a shakedown with it at Pembrey. It's a 783 that had been converted in period to a 793, but we put it back to original."

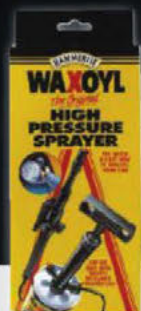
The ex-works car was driven at Monaco in '78 by Frenchman Dany Snobeck, and then – having been upgraded to include the venturi sidepods – in the following year's British F3 Championship by future Grand Prix star Nigel Mansell.

Fortec runs cars in a number of different series around the world, from Touring Cars to Formula Three and World Series by Renault, and time is Dutton's main enemy.

"It's very difficult to fit it all in," he says, "but it feels good – it's all coming back to me after 35 years. I'm hoping to be competitive, but we needed more time to prepare it. Or at least test it..."

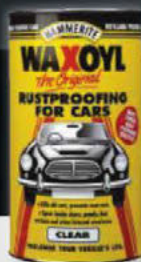


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Price has followed brother Hugh into the **Classic F3** championship. Below: Wilson at Silverstone in 1979, when the car ran in 793 specification



## JONATHAN PRICE **MARCH 783 TOYOTA**

"It's my brother's fault," says Hugh's sibling. "I helped him when he was racing Porsches, then bought a Royale RP27. I ran it for a few years, but sold it when I got married and had a family."

Hugh then took Jonathan to see a couple of cars, and the pair ended up buying, rebuilding and then selling an Argo and a Chevron.

With his interest rekindled, he found himself at race meetings wanting to be driving rather than helping his brother. "Hugh and I looked for a car and found this one," recalls Jonathan. "It's been restored to the spec that it was in when Rob Wilson drove it in the 1979 British F3 Championship. It's a nice car to drive – potentially one of the better ones of the period."

The March was upgraded to a 793 for Wilson with the addition of its ground-effect sidepods,

although Price reverted the car to its 783 configuration so that it was eligible for the Grand Prix de Monaco Historique Formula Three race.

One constant is the Toyota Novamotor engine, which was the dominant powerplant at the time: "They're getting valuable. Road-car engines do come up for sale, and you can use those as a basis, but as soon as any spares come up, everyone's after them. Racing engines can change hands for £15,000 each.

"You can have dull races where you lose touch with everyone, but when you're running close together it is exciting and people are generally well behaved. We've got some class drivers with good experience. If you want to drive proper racing cars, this is as good as it gets."



## MARK HULME **MODUS M1 FORD**

Hulme's Modus dates back to the first year of the 2-litre F3 regulations, which replaced the old 1600cc series for 1974. It is the car in which the previous year's British F3 champion, Tony Brise, returned to Monaco to enter the Grand Prix support race. The rising star finished second behind another budding ace, Tom Pryce.

"I love the mid-1970s Formula 3 cars," says proud owner Hulme, "and bought this as a rolling chassis in 2011. It was an impulse buy – I was building a house at the time but just had to have it! I restored it last winter, and have so far only driven it a couple of times in the wet, so I'm still getting used to it. I have fitted a single-overhead-cam Ford Pinto engine, as it would have had in period. My father-in-law is retired and works on it at home. I've got two more Modus single-seaters as well – they're his pride and joy.

"I started racing in classic Formula Three in 2009. It looked like a friendly, well-organised club, and getting to compete at all the great circuits is fantastic – I hope to take it back to Monaco in two years' time. We're just having fun, though. It's about the cars, not the drivers."



Tony Brise at Monaco in '74, driving the car now owned by Hulme



The Classic F3 series ([www.classicf3.org.uk](http://www.classicf3.org.uk); e-mail [richard@classicf3.org.uk](mailto:richard@classicf3.org.uk)) will be part of the Silverstone Classic for the first time in 2014. See [www.silverstoneclassic.com](http://www.silverstoneclassic.com)



# REARGUARD ACTION

The Prinz family – NSU's riposte to the VW Beetle – was exquisitely engineered and fun to drive, says **Martin Buckley**

PHOTOGRAPHY **TONY BAKER**







**I**n late-1950s Germany, with the economic miracle well under way, NSU of Neckarsulm decided that the time was right to go after a piece of the sub-Beetle domestic market with a car that was as fast as the ubiquitous Volkswagen with half as much engine and a lot less ponderous to drive. Enter, in 1957, the Prinz. Here was the company's first four-wheeler since the '20s, its intriguing engineering somewhat undermined by its comic styling and the motorcycle connotations of a two-cylinder, 583cc air-cooled engine that shared its oil with the gearbox. It boasted Dynastart – a combined starter-cum-generator – and an overhead camshaft driven by concentric links like a vintage Bentley.

NSU had been building Fiats under licence since 1930 and fell out badly with the Italians over this new model being entirely of its own conception. The car's detractors dismissed it as yet another oddity of West German austerity motoring in the '50s, but those who drove one of the near-100,000 built between 1958 and '62 realised that the first Prinz was a 'real' 70mph car. It was ideal for the young family trading up from a motorbike and sidecar combination but who didn't fancy the indignity of a 'bubble'.

Unlike many of its poverty car-making competitors, NSU had credibility. If its former indigenous automotive pedigree had mostly been forgotten, its talent for building recording-breaking and World Championship-winning





motorcycles certainly had not. For most people, NSU still equalled mopeds and the famous 50cc Quickly – a streamlined and highly tuned version of which the firm had even persuaded to clock 121mph on the Bonneville Salt Flats.

A few of those early Prinz came to Britain, and were received enthusiastically enough to generate a UK NSU Owners' Club that has now been in existence for 53 years. Yet it was not until the introduction of the Prinz 4 in 1961 that the marque gained international appeal. It featured much refined suspension, plus a far roomier and more modern Corvair-like body that would be stretched and remodelled through various stages of development. Sales topped one million units as the car's popularity spread all over Europe, especially in Italy where the Prinz was the most successful imported car. In Rome in the '60s and '70s, they were particularly favoured by nuns.

Thanks to Rosie Canning of the NSU OC, we were able to sample a representative set of these often-overlooked German baby cars – once such familiar pieces of our street furniture – as well as a Quickly moped that Graham Rankin Horley has owned since he was 15.

The Prinz 4, launched at Frankfurt in 1961, was the mainstay of the range that accounted for more than half of those sales and stayed in production right through to 1973, by which time its rear-mounted, in-line twin was looking distinctly outdated in a world of four-cylinder Mini-inspired water-cooled front-drivers.

The featured two-owner 1971 example is a fairly late Prinz L (formerly the De Luxe) owned by Rob Talbot, who grew up with NSUs in his native Canada. He plans to take this one with him when he goes back there to live.

With such 'luxury' touches as a separate fuel

gauge, windscreen washers and adjustable front seats, it must have seemed positively lavish compared to the similarly priced Mini 850. There was a more basically trimmed version for Germany and, for chrome-loving UK buyers, a Super Prinz, distinguished by a fake front grille and over-riders for the bumpers.

The first thing that you notice, having squeezed in, is that the imposition of the front wheelarches impedes entry and cramps the footwell, slewing the pedals to the left. It's a common factor with all of these cars.

On its soft mountings, the tiny and heavily cowelled engine has less vibration than you might imagine and it's really quite sweet from 2000rpm up to as much as 7000 – not that you'd know because there's no rev counter.

It feels surprisingly lively on a mere 30bhp because it weighs only 1200lb (544kg) and, despite the presence of swing axles, has none of the handling problems linked to tail-heavy rear-engined cars. This is due to the fact that NSU had craftily inclined the cylinders back 45° so that they are only just aft of the back-axle line. The clutch is light, as are the delightful steering



From top: loads of room around twin; Luxe model; Talbot's much-used Prinz L; indicator repeater; arch encroaches on footwell



Slim pillars of baby BMW-like Prinz give outstanding all-round visibility; it feels quicker than you might imagine, with just 30bhp, but it weighs only 1200lb



Chic Sport Prinz is the oldest design of this group, showing hints of '50s American motors. Right: single-carb twin; stylish cloth upholstery



and gearchange, but the drum brakes – with no servo, as you would expect with such a feather-weight car – need quite a heavy shove.

It is hard to reconcile the pretty Bertone-styled Sport Prinz with the shopping-car image of the little bathtub-shaped four-seater. Low-slung with two seats and additional luggage space, the dainty coupé is a car for slim, slinky people – yet it thrums along cheerfully in much the same way as its saloon brethren. That said, the clutch is more abrupt in action and for some reason it objects to going through puddles, responding each time with a cough.

This is the second Sport Prinz that Peter Hayward has owned. He uses it most days – he lives on the Isle of Wight – and enjoys its road-holding, but admits that it is 'sport' in name only in terms of performance. Its top speed is 75mph.

The Sport Prinz predates the Prinz 4, in fact. First shown in 1959, it was offered as a glamor-



From left: Hayward with daily driver; Sport name a tad optimistic, but 75mph from 600cc isn't bad; fuel filler is under the 'bonnet'



## 'NSU PERSUADED A STREAMLINED VERSION OF THE QUICKLY TO DO 121MPH AT BONNEVILLE'

ous coupé alternative to the utilitarian Prinz 30 – the most developed version of the original 1957-'62 Prinz saloon – and the first 250 bodies were actually built in Italy, the remainder being produced in Germany by a coachbuilder local to NSU. Production finished in '67 at 20,831 cars, some of which made it to the UK (there are thought to be about six survivors here), although at just under £1000 after import duties it was very much a curiosity. This is one of the later cars with the 598cc engine and improved suspension of the Prinz 4; front discs were fitted from '65.

The Prinz 1000 of 1963 – with its lozenge-shaped headlamps – was the first of the four-cylinder models with which NSU could fully square-up to Volkswagen in the market-place. The light-alloy engine, with five main bearings and chain-driven overhead camshaft, was slung transversely between the rear wheels,



Lifelong NSU fan Rankin Horley bought charming Quickly when he was 15; 50cc single; it's superbly engineered like any NSU



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From top: beautifully made engine has a cam cover for each pot; neat triple lamps; cooling vent; Haskell with late-model C

but – as with the Prinz 4 – the centre of gravity was only just behind the axle line.

This was one of the few in-line air-cooled engines in a production car, and the first thing you notice is that each of the cylinders has its own individual cam cover and its exhaust manifolds feed directly into the heat exchanger. It all looks accessible and easy to work on; it was a selling point of these little NSUs that they had only two grease points compared to the six of a Mini.

Semi-trailing-arm rear suspension was a refinement on the bigger Prinz and the handling of the 1000C holds no nasty surprises as understeer gradually changes into modest oversteer.

Kip Haskell's 1000C – built in 1972 – is one of the last. The former NSU mechanic bought the car in 1996 and had the bodywork tidied and resprayed last year. He says that it cruises easily at 70mph with another 10mph in hand, although economy suffers noticeably when you drive any of these air-cooled vehicles hard.

Most of its additional length is accounted for in the wheelbase, so the 1000 is a real four-seater that looks and feels more grown-up than the Prinz 4. This 45bhp middle child of the NSU

siblings was launched as a 1000L or LS depending on the trim, but was later rebadged C or CS.

The most famous and charismatic of the baby NSUs were the 1965-'72 TT and TTS models, which, with their trademark propped-open engine covers – not a pose but a real aid to cooling – and wide wheels with hefty negative camber were Germany's answer to the Mini Cooper and Cooper 'S'. The TTS had the added distinction of an oil cooler slung in the airstream below its front bumper and was bereft of hubcaps. The quickest way to identify one of these hot versions is by its quad headlamps.

The four-cylinder engine's rugged build hinted at the fact that it had been designed as a 1500cc unit, so there was plenty of meat left in it to extract more power. The twin-Solex-carb TT had 69bhp, while the TTS homologation special – with forged pistons, extra-high compression ratio and wild cam timing – was good for up to 100bhp if you opted for the Group 2 tuning kit.

NSU claimed that the 100mph-plus TTS was the fastest 1-litre production car in the world even in standard 89bhp form, with a wide range of gear and final-drive ratios available depending on what you wanted to do with it.

For the not quite so wild TT, NSU upped the capacity to 1177cc to make the 1200TT in 1968, but kept the TTS at 998cc so as to maintain its competitiveness in sub-1-litre racing and rallying. Tony Oldman is a service driver for Porsche who acquired his taste for Prinz motoring from a 1000C, but always wanted a TT. He bought this 1970 1200TT – one of maybe 10 in the UK – from its first owner 14 years ago.

Slightly more peak torque at much lower revs probably makes this a nicer all-round road car than the TTS. The only real internal evidence



Above left: plusher trim in 1000C but same offset pedals in the footwell. Familiar bathtub shape was freshened-up with large ovoid headlamps



that you are driving the 'hot' variant is the rev counter and a sports wheel.

The handling does exactly your bidding and you are never made especially aware of the mass of machinery in the tail except in terms of noise. With no water jacket, there's an urgent ring to the engine and a constant whine from the transmission where top is indirect and two pairs of gears are always transmitting torque.

The gearchange itself feels disconnected: not vague, just fingertip light, fast and a joy to use. The TT squats and pulls hard from 2000 to 6000rpm with another 1000 to go; 70mph comes up quickly before you have to change into top.

The 1200 range was a move in another direction. Germans were becoming more affluent and wanted bigger, more impressive-looking cars. NSU's response – the only one it could afford pending the introduction of the water-cooled, front-drive K70 in '69 – was to stretch the Prinz's wheelbase by 8in and give it a fake front 'grille'.

Launched as the 1085cc Type 110 in 1965, it became the 1177cc 110SC in 1966. NSU added to the confusion by almost immediately renaming this flagship Prinz derivative the 1200C. 'Our' 1971 car in Iberian Red belongs to Paul Burgess from south Wales and is one of only three 1200C Automatik known to the club.

It is a semi-auto, in fact, like the one found in the Ro80 with a microswitch in the top of the gearknob that operates the clutch via a vacuum unit. In other words, you move the gearstick around as required but there is no clutch pedal. It works surprisingly well, although the standard four-speed 'box is so sweet that you wonder who preferred this slightly clunky arrangement with a noticeable gap between second and third.

By the time this 1200C was being built, the

fate of the baby NSUs had already been sealed. Air-cooled rear-engined cars were increasingly out of favour with environmentalists because their emissions were more difficult to control, and with safety legislators because their handling – after Ralph Nader's *Unsafe at Any Speed* – was not deemed to be as 'safe' as conventional cars. Even if that was an unfair criticism of the nimble Prinz, nobody could deny that an NSU felt a bit dodgy on a windy motorway – like most of its ilk.

But worst of all, they were out of favour with the public because rear-engined cars had an image problem that linked them with miserable post-war austerity motoring rather than the prosperous new horizons of the 1970s.

NSU was subsumed into Audi and, by extension, Volkswagen in 1969 and nobody shed a tear

## 'THE GEARCHANGE FEELS DISCONNECTED: NOT VAGUE, JUST LIGHT, FAST AND A JOY TO USE'



From top: twin Solex carbs on rapid TT; chequer detail also features on the tail; neat doorhandle; Porsche service driver Oldman

Above right: sports wheel and rev counter denote a TT. Orange was all the rage in the late '60s; jacked-up engine lid isn't for show but assists with cooling







Clockwise: faux grille was intended to give the 1200 a big-car appearance; air-cooled 'four' was bored out from 996cc to 1177cc; seats are from a Metro GTI



when the crisp new Polo in effect replaced the Prinz range two years after it was canned in '75.

The noble failure of the Ro80 was underpinned by the decade and a half long success of this well-engineered breed of small rear-engined NSUs that came before it. They now represent a long-lost world of Euro-austerity motoring in cars that were not sterile blobs of well-honed international uniformity but had a strong national character and identity.

**Thanks to the NSU Owners' Club:** [www.nsuoc.co.uk](http://www.nsuoc.co.uk)



Paul Burgess' Iberian Red 1200C is one of only three Automatik known of in the UK; 1200s have more modern VDO instruments



## TT silhouette

Simon Sapsted's squat black TT special is really an NSU in name and body panels only: under the skin lurks a Lotus Europa Twin Cam chassis powered by a 'red top' Astra GTE 2-litre engine with a Renault 21 gearbox, the latter a popular item with Ford GT40 replica-makers because of its inherent strength. The TT shell was acquired 27 years ago in a totally rotten state for £75.

Sapsted joined the NSU OC and, after getting an angle grinder as a Christmas present, set to work uniting it with the mid-engined Lotus chassis (that just happens to have a similar wheelbase). This turned into a near-five-year project. You may have seen the car at the Brighton Speed Trials (98mph across the line) or doing 102-second Goodwood laps at 99mph.

So, yes, it's rather quick, with a raucous

exhaust note, few creature comforts – but a recognisably NSU dash – and responsive handling. Plus, there's more power and torque than the Europa ever had, so you can flick the tail at will. It's great fun, even if it doesn't have much to do with a Prinz!



Fearsome TT special, based on Lotus Europa Twin Cam chassis with stripped-out cabin, goes sideways at will. Sapsted loves its feisty character





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Tiger B/250	2hp 7.5cm	24ltr	£89.98	£107.98
Tiger B/44	2hp 7.8	24ltr	£99.98	£119.98
Tiger B/36	1.5 hp 6.3	24ltr	£109.98	£131.98
Tiger 11/250	2.5hp 9.5	24ltr	£119.98	£143.98
Tiger B/510	2hp 7.5	50ltr	£139.98	£167.98
Tiger 11/510	2.5hp 9.5	50ltr	£149.98	£179.98
AM17EC150	3hp 14	150ltr	£419.00	£502.80

Stationary belt driven

£ was £119.98 inc VAT £ was £137.99 inc VAT

**Clarke 2 TONNE TROLLEY JACKS**

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CTJ225LP*	Low Profile	£39.98	£47.98
CTJ20LG	Pro Instant	£69.98	£83.98
CTJ2001G	Pro Garage	£74.99	£89.99
CTJ26LG	Pro Long High Lift	£169.98	£203.98

\* CTJ225LP has a 2.25 tonne capacity, has a low entry of only 80mm and includes 2 sockets

**Clarke 3 TONNE JACKS**

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**quick lift**

**JACKS ALSO IN STOCK UP TO 10 TONNE**

CTJ3000G

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CTJ300LG	Pro Instant Lift	145-520	£83.99	£100.79
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• Paraffin spray gun • Blow gun • Paint Spray Gun • Tyre inflator • Recoil hose with quick couplers

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Paraffin spray gun, tyre inflator & blow gun only **£14.99 EX VAT £17.99 INC VAT**

**Clarke ELECTRIC POWER HOISTS**

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• Includes remote control • 230v motor

MODEL	CABLE	MAX LOAD (KG)	LIFT HEIGHT	EX VAT	INC VAT
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CH4000S	Double	250	6M	£99.98	£119.98
CH4000S	Double	400	6M	£99.98	£119.98

INCLUDES REMOTE CONTROL

**Clarke JETSTAR PRESSURE WASHERS**

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• Lightweight & compact pressure washers  
• Detergent applicator for extra cleaning power

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JS2000	2400w 261psi	£139.98	£167.98
JS2600	2600w 290psi	£159.98	£191.98

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• Ratchet action for quick height adjustment  
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MODEL	MAX TONS	MIN/MAX HEIGHT	EX VAT	INC VAT
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CAX-6TBC	6	400-615mm	£29.98	£35.98

3 TON & 6 TON MODELS

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UK MADE

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CAT22B	1/2" Sq. Drive Ratchet	£29.98	£35.98
CAT27B	1/2" Air drill	£29.98	£35.98
CAT23C	1/2" Sq. Impact Wrench	£29.98	£35.98
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These professional quality units offer the durability & reliability demanded by professionals

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H/DUTY

MODEL	CFM	MOTOR RCVR (HP) (LTR)	EX VAT	INC VAT
SEV11C*	9	2 100	£369.98	£443.98
SE16C100	14	3 100	£399.00	£478.80
SE16C150	14	3 150	£439.00	£526.80
SE16C200	14	3 200	£519.00	£622.80
SE18C0L	18	4 200	£569.00	£682.80
SE26	23	5.5 200	£699.00	£838.80
SE36	30	7.5 270	£979.00	£1174.80
SE29*	26	23 270	£969.00	£1162.80
SE37	36	24 270	£1099.00	£1318.80
SE46	40	10 270	£1499.00	£1798.80

\* Cast iron pumps on SEV11C, SE16 and SE19  
• Twin cylinder pumps (except SE11)  
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**BIG 3" CASTORS**

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MODEL	EX VAT	INC VAT	MODEL	EX VAT	INC VAT
2 tonne	£7.99	£9.99	12 tonne	£17.99	£21.99
4 tonne	£11.99	£14.39	18 tonne	£24.99	£29.99
6 tonne	£14.99	£17.99	20 tonne	£34.99	£41.99

**Clarke BATTERY CHARGERS/ENGINE STARTERS**

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• Ammeter • Multi-position charge regulator • Overload protection on charging cycle

MODEL	MAX AMPS CHARGE/BOOST	EX VAT	INC VAT
BC100N	15/100	£47.99	£57.99
BC130C	15/120	£61.99	£74.39
BC190	38/180	£89.98	£107.98
BC210C	15/120	£94.99	£113.99
BC410E	35/400	£129.98	£155.98
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• Dual scale calibration in 0.01mm & 0.0005" units  
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• Activates instantly when Arc is struck  
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• Oil resistant vinyl covered padded backs & headrests  
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MODEL	DESCRIPTION	EX VAT	INC VAT
CMC35	Car creeper	£21.99	£26.39
CMC45	With adjustable headrest	£27.99	£33.59
CMC50	Folding car creeper	£44.99	£53.99

**Clarke 7" SANDER/POLISHER**

CP185

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• Pro sander polisher, includes hook & loop backing pad and hook & loop wool polishing bonnet. • 1200w motor

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PROFESSIONAL QUALITY

Built for tough daily use in automotive/industrial workshops

• All models include gauge

MODEL	EX VAT	INC VAT
10 ton bench*	£189.98	£227.98
12 ton floor*	£239.98	£287.98
15 ton floor*	£369.00	£442.80
20 ton floor*	£399.00	£478.80
25 ton floor*	£829.00	£994.80
50 ton floor*	£1649.00	£1978.80

\* Available with/without 10 piece pin, bracket & pressing plate without kit

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**Clarke STRUT SPRING COMPRESSOR**

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• Foot operated hydraulic powered  
• Adjustable for spring up to 350mm dia. & 254mm in length  
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• Weight 31.5kg

**Clarke NO GAS/GAS MIG WELDERS**

Ready to go, just add your own choice of wire, gas, regulator & headshield

• Turbo fan cooled • Easy conversion to gas welding with optional accessories

FROM ONLY **£149.98** EX VAT **£179.98** INC VAT

MODEL	MIN/MAX AMPS	EX VAT	INC VAT
MIG 145	35/135	£149.98	£179.98
MIG 152	40/140	£169.98	£203.98
MIG 180	40/160	£179.98	£215.98
MIG 196	40/180	£199.98	£239.98

**Clarke NO GAS/GAS MIG WELDERS**

• Uses flux cored steel wire, which creates own gas shield as it burns

FROM ONLY **£169.98** EX VAT **£203.98** INC VAT

MODEL	AMPS	EX VAT	INC VAT
30E1	24-80	£169.98	£203.98
105N	30-100	£184.99	£221.99
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160E	30-150	£259.98	£311.98

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INC. DISC & HANDLE

MODEL	DISC (mm)	MOTOR	EX VAT	INC VAT
CAG900	115	900w	£19.98	£23.98
CON1050	115	1050w	£27.99	£33.59
B&D CD115	115	710w	£29.98	£35.98
CAG2350	230	2350w	£42.99	£51.99

**Clarke BODY REPAIR KITS**

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CS10BRK

• Fast snap connector attachments for quick & easy assembly • Hydraulic pump, ram & hose with various tubes, pieces & connectors  
• Includes metal case

MODEL	CAPACITY	EX VAT	INC VAT
CS4BRK	4 tonne	£79.98	£95.98
CS10BRK	10 tonne	£139.98	£167.98
CS105BRK*	10 tonne	£159.98	£191.98

\* Fast action pump

**Clarke MECHANICS MOBILE SEAT**

CMS1

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• Strong steel frame  
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**Clarke MIG WELDERS**

All models include:  
• Gas regulator  
• Earth clamp  
• Face mask  
• Welding torch  
• Pro90-151TE includes CO2 gas bottle

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MODEL	MIN-MAX AMPS	EX VAT	INC VAT
PRO90	24-90	£179.98	£215.98
110E	30-100	£214.99	£257.99
135TE Turbo	30-130	£239.98	£287.98
151TE Turbo	30-150	£269.98	£323.98
165TE Turbo	30-155	£339.00	£406.80
175TECM Turbo	30-170	£409.00	£490.80
205TE Turbo	30-185	£449.98	£539.98

**Clarke ARC WELDERS**

For home user, automotive and industrial applications.

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MODEL	AMPS	EX VAT	INC VAT
EA110	40-100	£46.99	£56.39
105N	40-100	£59.98	£71.98
EA165	65-160	£62.99	£75.59
115N	30-110	£64.99	£77.99
EA200	60-200	£94.99	£113.99
160N	40-150	£67.99	£81.59
190N	50-185	£94.99	£113.99
190TEN#	35-180	£139.98	£167.98
235TEN#	40-210	£149.98	£179.98

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FOR 6 TILES

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• Safety locking device • Hinged ramp for easy loading • Table size 2200 x 685mm  
• Fully mobile • Max lift height 770mm  
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FOLDS FLAT FOR EASY STORAGE

450

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• This great value set includes CTC900B 9 drawer chest & CTC500B 5 drawer cabinet  
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- Integral work light
- Extra long 1M leads
- 910 includes air compressor
- Long life battery

FROM ONLY **£49.99** EX VAT  
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MODEL	START BOOST	PEAK AMPS	EX VAT	INC VAT
900	400A	900A	£49.98	£59.98
910	400A	900A	£59.98	£71.98
4000	700A	1500A	£114.98	£137.98
12/24	1000A@12v	2000A@12v	£129.98	£155.98
	500A@24v	1000A@24v		

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MODEL	SIZE (LxWxH)	EX VAT	INC VAT
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CLG1220	6.1 x 3.7 x 2.5M	£329.00	£394.00
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\*Was £335.98 Inc VAT \*Was £406.80 Inc VAT

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FULL RANGE OF ACCESSORIES AVAILABLE

- 430mm between centres
- Compound slide with 4 way tool post
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ALSO AVAILABLE: CL430 - As above but without the Mill/Drill head **£699.00 EX VAT WAS £874.00 INC VAT NOW £838.80 INC VAT**

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Lightweight & compact air compressor for inflating tyres, air beds, sports balls etc.

Plugs into cigarette lighter socket • Digital pressure display with auto cut-off

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Steel construction • Extra thick 1 1/2" heavy duty worktops • Smooth sliding ball bearing drawer runners

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MODEL	DESCRIPTION	EX VAT	INC VAT
1	1CWC-50P Wall cabinet, 3 door	£79.98	£95.98
2	CWB1700P Workbench, 5 dr, 1 door	£239.98	£297.98
3	CCB500P Mobile cabinet, 4 dr	£119.98	£143.98
4	CCB1800P Cabinet, 2 doors, 3 shelves	£229.98	£275.98

### Clarke PARTS WASHERS

FROM ONLY **£39.98** EX VAT  
**£47.98** INC VAT

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MODEL	TANK CAP.	TYPE	EX VAT	INC VAT
CW20	10Ltrs	Bench	£39.98	£47.98
CW10	45Ltrs	Floor	£99.98	£119.98
CW120	22.5Ltrs	Floor	£139.98	£167.98
CW40	75Ltrs	Floor	£159.98	£191.98

### Clarke MECHANICS PROFESSIONAL TOOL CHESTS/CABINETS

FROM ONLY **£52.99** EX VAT  
**£63.59** INC VAT

35KG MAX DRAWER LOAD

FROM ONLY **£139.98** EX VAT  
**£167.98** INC VAT

MODEL DESCRIPTION DIMS EX VAT INC VAT

1	CTC600B 6 Dr chest	600x250x340	£52.99	£63.59
2	CTC900B 9 Dr chest	610x255x380	£64.99	£77.99
3	CTC500B 5 Dr cabinet	675x335x170	£119.98	£143.98
4	CTC800B 8 Dr chest/cab set	610x330x1070	£104.99	£125.99
5	CTC1000B 10 Dr cabinet	610x330x1575	£129.98	£155.98
6	CTC1300B 13 Dr chest	620x330x1820	£149.98	£179.98

\*Was £167.98 Inc VAT

### Clarke INSTANT WORKSHOPS/SHEDS

CIS1212

- UV treated & water proof cover for protection against all elements
- Rugged ratchet tight tensioning
- Heavy duty steel frame

FROM ONLY **£139.98** EX VAT  
**£167.98** INC VAT

MODEL SIZE EX VAT INC VAT

CIS88	2.4 x 2.4 x 2.4M	£139.98	£167.98
CIS612	1.8 x 3.7 x 2.4M	£169.98	£203.98
CIS1212	3.7 x 3.7 x 2.6M	£209.98	£251.98

### Clarke INVERTER GENERATORS

IG1000

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IG2200

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**£467.98** INC VAT

Produces pure sine wave & stable power, essential for computers & sensitive equipment

- Max output: IG1000, 1000W Max output: IG2200, 2200W
- 4 stroke engine • Super quiet running (only 64dBA at 7M 1/4 load)
- Low oil shut down
- Ideal for caravanning, and boating etc.

### Clarke GENERATORS

FROM ONLY **£89.98** EX VAT  
**£107.98** INC VAT

CHECK FRAME TYPE WHEN ORDERING

MODEL	KVA	HP	EX VAT	INC VAT
G1200	0.7	-	£89.98	£107.98
G1200	1.1	-	£159.98	£191.98
G2500	2.4	6.5	£189.98	£227.98
G3000	2.8	7	£229.98	£275.98
G3050	3	8	£359.98	£430.80
G4050DES	4.5	11	£469.00	£562.80
G5100DES	5.5	13	£539.00	£646.80

### Clarke BOLTLESS QUICK ASSEMBLY STEEL SHELVING

Simple fast assembly in minutes using only a hammer

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ASSEMBLES AS BENCH OR CORNER UNIT

### Clarke HEAVY DUTY PROFESSIONAL TOOL CHESTS & CABINETS

The ultimate in tool storage!

FROM ONLY **£119.98** EX VAT  
**£143.98** INC VAT

FROM ONLY **£249.98** EX VAT  
**£299.98** INC VAT

MODEL DESCRIPTION DIMS EX VAT INC VAT

1	CBB206B 6 Dr Chest	710x328	£69.98	£81.98
2	CBB208B 8 Dr Chest	710x315	£119.98	£143.98
3	CBB210B 10 Dr Chest	710x315	£139.98	£167.98
4	CBB203B 3 Dr Chest	475	£69.98	£83.98
5	CBB215B 5 Dr step up	250	£199.98	£239.98
6	CBB212B 3 Dr Cabinet	488	£169.98	£203.98
7	CBB217B 7 Dr Cabinet	470	£249.98	£299.98
8	CBB213B 3 Dr Cabinet	488	£199.98	£239.98

### Clarke PETROL POWER WASHERS

FROM ONLY **£179.98** EX VAT  
**£215.98** INC VAT

PLS190N

MAX ENGINE PRESSURE HP EX VAT INC VAT

Tiger 1700	1595psi	2.6	£179.98	£215.98
Tiger 2500	2465psi	4	£249.98	£299.98
Tiger 2900	2900psi	6.5	£299.98	£359.98
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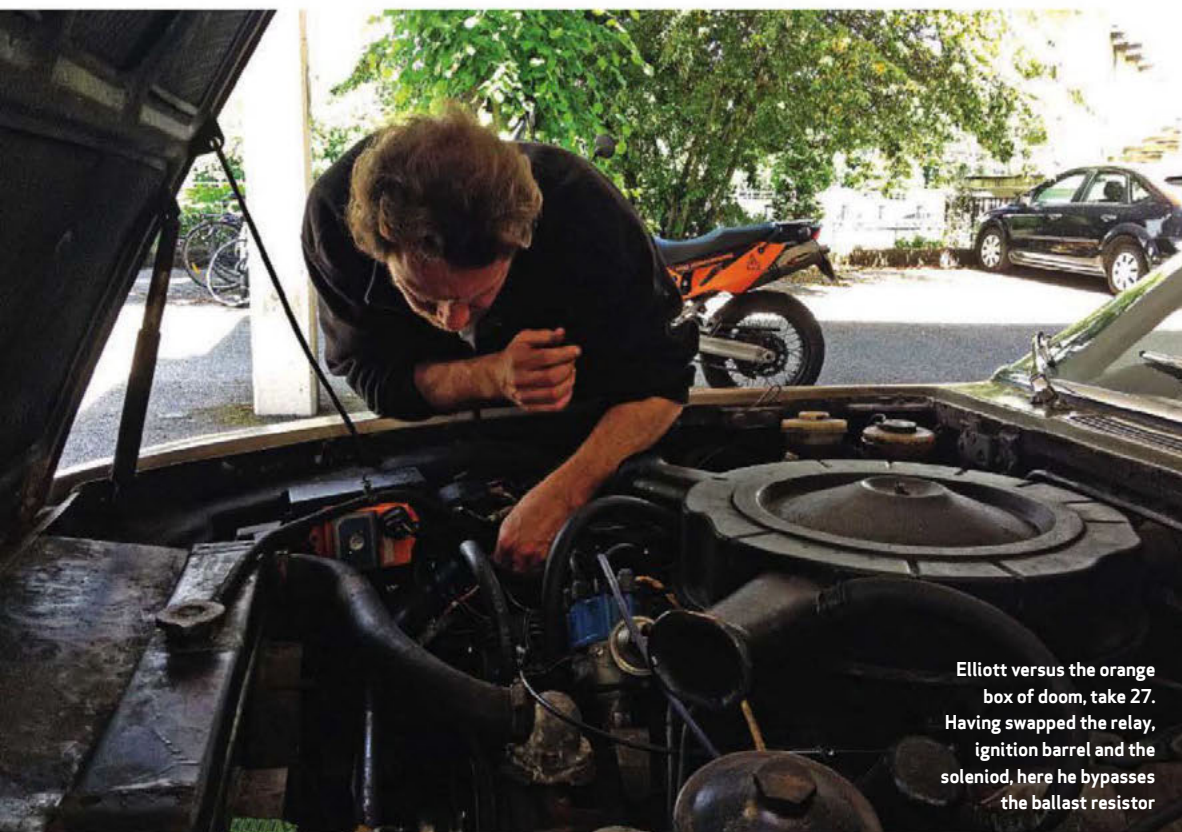
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Elliott versus the orange box of doom, take 27. Having swapped the relay, ignition barrel and the solenoid, here he bypasses the ballast resistor



**Jensen Interceptor**  
 Run by James Elliott  
 Owned since Dec 2006  
 Total mileage 93,865  
 Miles since November 2013 report thousands  
 Latest costs £159

## A HOT LEAD FOR HOT STARTING

The winters don't half take their toll on the poor old Jensen and, despite it being garaged, the car's bodywork is really starting to suffer, now looking as bad or worse than it did three years ago when a lot of the metal was replaced. Well, strictly speaking, that should read 'when a lot of rust and holes were replaced or filled with metal'. Yet it remains the perfect winter classic and did sterling duty again this year. The icing on the cake was when it passed its MoT test with not a single advisory. That's a first in my ownership.

Not that it has all been plain sailing. There have been the inevitable hiccuphs that you would expect any classic to suffer when driven as much as my Interceptor is – all the more since my summer car, the Elan +2, was sold last December.



Water hose replaced after checking dizzy!

Most have been short-fixes, but a couple left it stranded for a few days and, once, a couple of weeks.

Lesser faults included a(nother) leak from the power steering, this time when one of the washers by the banjo on the rack gave out. Ostensibly a small problem, it is complicated by the fact that the washer has a rubber inner and you can't buy them off the shelf. Thankfully, with the help of Rob Pittaway and Haymarket Facilities' supply of every size of O-ring known to man, we managed to dam it.

The ammeter also did a lengthy dying swan routine. Again no big deal once it was diagnosed with the help of the Jensen Owners' Club forum, but with so much running through it, a faulty or dead ammeter has a severely detrimental effect on your electrics. The easiest solution to keep the car on the road was to bypass it, so once I had the nacelle off that was done in a trice by bolting all the ring connectors together and safely insulating it.

The initial, short, period of



Fresh solenoid (briefly) improved starting

**'In desperation, I swapped the coil-dizzy lead for a spare. Hey presto! For three weeks now, it has started impeccably – hot or cold'**

immobility came when the Jensen refused to turn over. I replaced the relay with a spare I had to no avail, so then, by shorting the solenoid and turning the starter, tracked the fault to the ignition barrel or solenoid (or the wiring between the two). Naturally, because it "felt a bit odd" I fitted a second-hand barrel supplied by Rejen first (and wired up thanks to the endless patience of Appleyards), so naturally the problem was the solenoid. Once replaced I was back on the road.

That wasn't the end of the starting and hot-restarting issues, however. These have plagued the Jensen throughout my ownership. The car started playing up again on the hot restart. If you fire it up in less than 5 mins it's fine, leave it longer and it will be at least 40 mins

before it has cooled enough to start. Having ruled out fuel issues, the eye of suspicion was firmly on the ignition circuit. When one day it refused to start from cold (which is something you can rely on it doing) it got serious. I went through it painstakingly for a week or so and eventually swapping the rotor arm did the trick. But not for long.

So, I started eliminating parts of the circuit: swapped the coil for a known good 'un, no difference; bypassed the ballast resistor, no difference; with Port's help whipped the dizzy out and checked it, no difference. And so it went on.

To distract ourselves from the problem, Port noticed the frayed state of the throttle cable and, though I am known to gamble stupidly with such things, it was sufficiently severe for even me to just order a new one, which we then fitted. All the messing around with the dizzy also revealed the awful state of the two water hoses that run over the top of it. Moving them caused a slight leak, mending that leak revealed them both to be completely rotten and one of them



Throttle cable was hanging by a thread

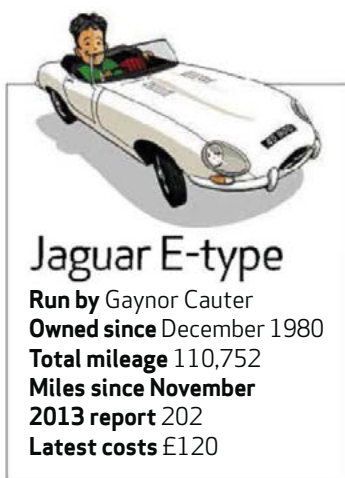
to actually be the wrong size. New items ordered and fitted.

Back to the ignition. With a new, all-electronic dizzy in the pipeline to replace the current system, I needed to find a different solution to just blaming the notorious orange box so in desperation I swapped the coil-dizzy HT lead for a spare. Hey presto! I really don't want to talk too soon, but for three weeks now the Jensen has started impeccably – hot or cold. It would be marvellous if I have finally got to the bottom of it, but given the amount of grief I have had with this for the duration of my tenure, part of me will be gutted if the fault was something so trivial all along.

It may sound like doom and gloom, but really these are just tiny bumps in the road of six months' superb daily classic motoring including some memorable trips and a lot of commuting slog.

I just wish that at some point I get a long enough gap between the short-term keep-it-on-the-road issues to address some of the more long-term problems.





## EMERGING FROM HIBERNATION

No, I haven't sold the old banger! It has been sulking in its garage since last September while I waited to have the torn cartilages in my knees repaired. Anyway, all's well that ends well. Mr Desai, my F-type-driving consultant, did an excellent job on the joints and I was finally able to get into my car in time for E Type Day at Prescott on 8 June.

The only potential fly in my Millers 20w/50 was the small matter of an oil change, a spot of brake bleeding, an MoT test and a dead speedo. Partner (and soon-to-be-husband!) Len Hand, wearing his Straight Six Classics hat, dealt with the oil and bled the brakes, then his mate Keith Glendenning at Longford Service Station took care of the MoT. Keith passed the car with a couple of items to watch, including a wheel bearing and slight play in the steering rack.

All I had to do now was to fix the speedo. I had investigated what I had originally thought was either a faulty cable or the speedo itself, only to find that it was the angle drive in the gearbox. So I ordered a new one from SNG Barratt for next-day delivery and, the Friday before Prescott, set about fitting it.

I last replaced the angle drive about 10 years ago and caused a few raised eyebrows when I resorted to a hacksaw to get access to the old one. The manual helpfully tells you to 'place gearbox on workbench'. This includes the unspoken instruction to remove bonnet, radiator, engine and gearbox, detach



one from t'other and winch the latter onto said bench. And all for the sake of replacing something the size of a box of matches.

On the Series 2 E-type, I remembered seeing what looked like an inspection hatch so, I thought, why not create one on my S1? Hence the hole in Boo's transmission tunnel giving fairly easy, if sharp-edged access to the offending drive. The only snag is that to get at the hole, you have to remove the centre console – something that looks easy at first glance. Even with the radio console and gearknob out, and the delicate little plastic legend strip under the switches unscrewed, it involves a good half-hour of heaving and forcing the leather-covered metal unit up and over the hand-brake and gear levers. It came off in the end, but not without a few snags to the hide and a lot of prising with a long screwdriver. Anyone with a concours car would have long since passed out by that stage.

All I then had to do was unscrew the old angle drive and remove it – but my elderly digits weren't up to

it. Len was out, so Keith came to the rescue and, after a few cuts and a fair amount of cursing, he managed to liberate the drive, by which time Len was home and able to fit the new one. He checked that the cable was turning freely, connected it to the speedo to make sure that was working, then fitted the other end to the new drive. He wisely suggested I take the car for a run to check it was working before replacing the trim and it was just as well I did, because I only got to the end of the road **before the needle sank back onto its stop and refused to budge.** We removed the new



Speedo check before fitting drive (inset)

angle drive only to find the pin into the 'box had sheared off. There was no time to order a new one before Prescott and there was certainly no point in putting the centre console back, so we went without it, leaving the transmission tunnel exposed.

Overall, Boo's first outing of the year was a success and it was great to be back behind the wheel – even if the return trip was spent crawling along the M4 in pouring rain and in sauna-like heat with the hood up. And in one of the many traffic jams I noticed that my brake lights weren't reflecting in the 44-tonner snuggling up to the bumper.

Regular readers might recall that my brake-light switch failure is almost as regular as refilling the fuel tank and, for once, I didn't have a spare. So rather than get shunted from behind, I did without head and rear lamps for the rest of the journey – just switching the sidelights on and off each time I braked. It wasn't an ideal solution but at least the flash of red warned the driver behind that I was slowing down.

With the Le Mans Classic just weeks away, the to-do list was growing. But at least there was a new angle drive in the post – let's hope this one is made of sterner stuff.

### THANKS TO

- Longford Service Station: 020 8941 2622
- Straight Six Classics: 020 3565 3586; 07963 804299



Hand empties the sump during oil change



Glendenning evaluates brake efficiency



Extracting centre console was a right pain





Landie goes topless and enjoys a romp around the countryside. Inset: British Motor Industry Heritage Certificate states that it was delivered in primer



## Land-Rover Series IIA

Run by Martin Port  
Owned since May 2013  
Total mileage 22,518  
Miles since June report 1798  
Latest costs £121

## ON A SPRING AND A PRAYER

"Hmm, that sounds a bit odd," I muttered as I pressed the starter button and was met by a slightly 'gravelly' spin of the motor. Yet the IIA fired up and went on its way until I stopped for fuel and tried to restart. At that point there was no attempt to turn, so I let it roll on the gradient and bump-started it.

The starter made the same noise after another stop on the way to the office before it failed to turn at all. I couldn't even rotate the engine on the handle until it gave way thanks to a hefty shove that allowed the starter to spin loudly once more.

So it was out with the starter motor that lunchtime, convinced that all it needed was a clean and some lubrication... until several bits of metal fell on to my face as we pulled it from the flywheel housing.

As we picked up the pieces, we

realised that two metal collars and the large spring from the bendix had gone AWOL and panic set in before we spied the spring resting on the flywheel. Patience, magnets, screwdrivers and help from Rob Pittaway and James Page had it retrieved – at which point we realised that we had just half of it. Which meant that the missing bits had to be in the bellhousing.

Ideas of sticking magnets to the flywheel or drilling the bellhousing were mooted, but the only sensible option was to split the engine and 'box and fish out the errant parts.

Disconnecting the props and handbrake, removing the floor and transmission tunnel, and undoing the transmission mounts would allow the 'box to be moved a couple of inches away from the engine and eventually there was a small gap.

Unfortunately, it wasn't enough to grant meaningful access – thanks to the flywheel – but, just as we were about to haul the unit right back, Pittaway announced that he had the missing fragment on the end of a magnetic probe lowered through the clutch inspection hole.

Luck continued to go our way when I crawled underneath, stuck a finger in the 'crack' and found one of the collars on the end of it. Five minutes later, Page had rescued the final fragment from above.

Then all we had to do was mate the gearbox and engine back up and, after several frustrating hours, the studs were finally poking through the bellhousing and we could begin reassembly. The last



Port peers down his clutch inspection hole



Grinder was needed to shift floor fixings



Broken bits retrieved; replacement inset



Sanding unearthed 'olive' hue at bottom

piece of the jigsaw was a new starter from Rimmer Bros that bolted straight on. Despite toying with the idea of an uprated Powerlite unit, I opted this time to keep it standard and it was a heartwarming moment when I pressed the button and was greeted by an instant whirr before the 2286cc engine burst into life.

The MoT test then loomed on the horizon, so I topped up and adjusted everything, then took the plunge and began sanding back the multi-coloured bodywork. I'm a massive fan of patina, but the IIA



CSF passed MoT test with no advisories

needed a fresh starting point to age from so I began to prepare things for a new coat of Bronze Green.

The sanding revealed various shades before I discovered that the original coat was a sort of olive drab. That led me to request more information from the BMIHT in the form of a Heritage Certificate and, while it's always nice to have one in the history file, it threw a slight spanner in the works.

Apparently the Land-Rover was delivered in Mist White (primer), so there is no record of the top-coat colour. The records stated that it was supplied new to the Regional Hospital Board of Bristol, which presumably had the Landie painted in a non-standard colour to suit its own taste or fleet. But what was it used for? Towing medical units? Transporting country doctors? Any information from a 1960s specialist in the medical profession would be gratefully received!

Then it was time for the MoT test, the second in my ownership. After CSF had racked up 11,000 miles since the previous check, I was pleased when it gained another clean bill of health. It looks as if my £1100 gamble is still paying off...

### THANKS TO

- Rimmer Bros: 01522 568000; [www.rimmerbros.co.uk](http://www.rimmerbros.co.uk)
- British Motor Industry Heritage Trust: 01926 645076; [www.heritage-motor-centre.co.uk](http://www.heritage-motor-centre.co.uk)



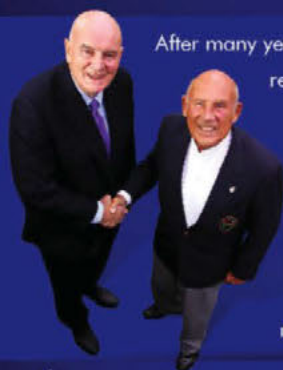
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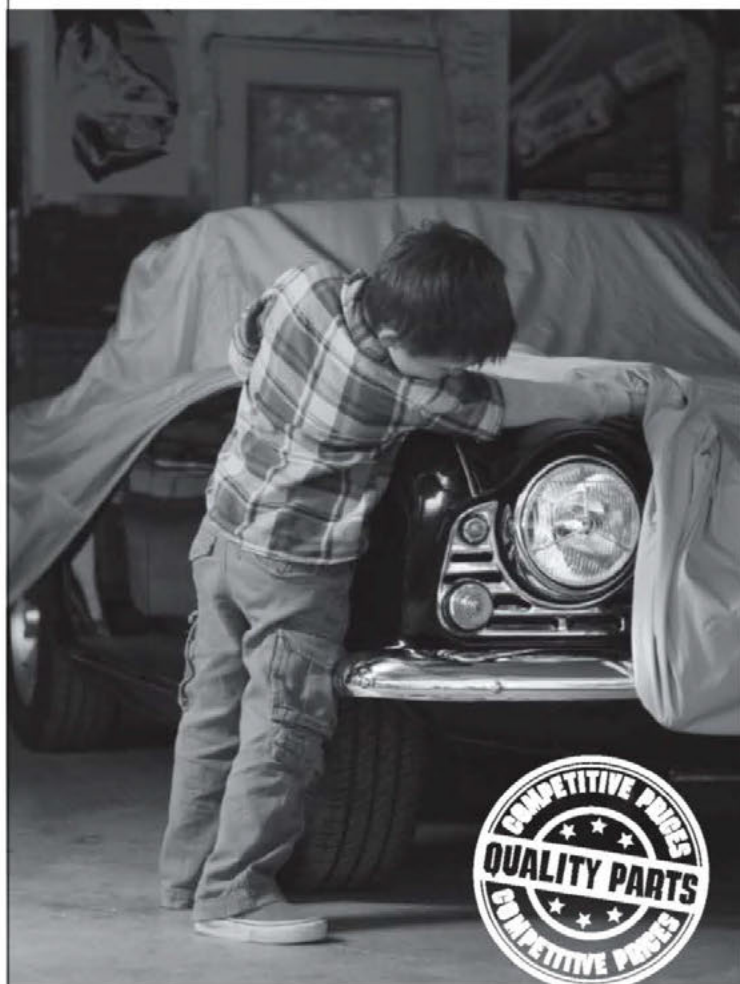
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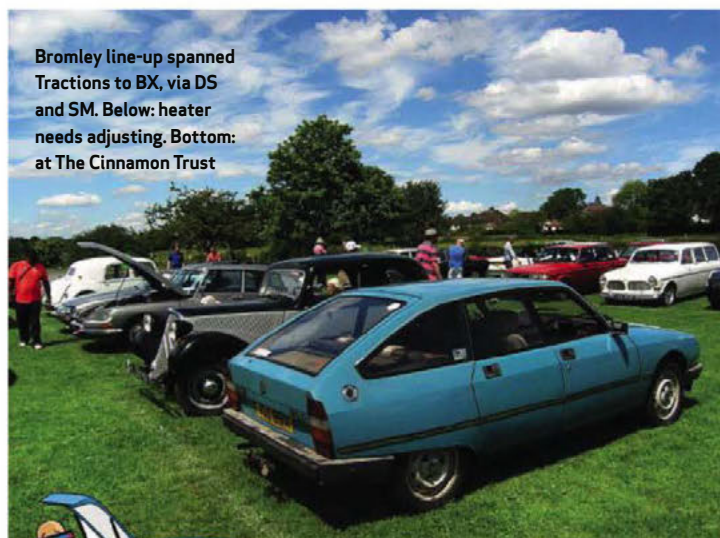
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Bromley line-up spanned  
 Tractions to BX, via DS  
 and SM. Below: heater  
 needs adjusting. Bottom:  
 at The Cinnamon Trust



## Citroën GSA Spécial

**Run by** David Evans  
**Owned since** March 2007  
**Total mileage** 185,851  
**Miles since May**  
**report** 4150  
**Latest costs** £165.90

## THE LONG AND WINDING ROAD...

Sometimes, we all have to do things that we really don't want to. My dad, with much regret, decided that he was no longer able to look after his little dog so we had to find a new home for her. Fortunately, Hayley at the local vet put us in touch with The Cinnamon Trust, which is idyllic, but that didn't make it any easier. It's south of Penzance, too, so I ended up breaking my record for a day's mileage (in any car): 660 miles, from Nantwich, then down to Cornwall (roughly halfway) and up to Blackheath. It says a lot for the Citroën that, physically at least, I felt fine at the end of the journey.

I had intended to give the GSA that weekend off, but the BMW's radiator cap disintegrated (see last month) so the Citroën went back to Cheshire a couple of days later, by which time it was about 1000 miles overdue an oil change. It had also developed a worrying, driveshaft-type noise on right-hand lock. So I booked it in with Rob Moss at Chevronics and braced myself for more expense. Luckily, though, it turned out to be just a gaiter.

When Rob took YLC out for a test run, however, he couldn't help but notice the strong smell of fuel



with the driver's window down. So he replaced the cracked rubber pipe from the expansion box in the filler neck, sealed a hole nearby that had let in water and corroded the bulb holder, then fitted a good second-hand one. Now there's barely a whiff of petrol, which is a joy. Next on the list is the heater, which blows warm air on the coolest setting.

While chatting to a subscriber at Gawsworth (*Your events*, July), he said: "Don't take this the wrong way, but your 1400 quid cheered me up because I spent £1000 getting my Mk2 Golf through an MoT. It's nice to see a kindred spirit." Next year I might put the Citroën in the show; organiser Rupert Richards said that I should have done.

Then it was the GSA's turn for Bromley, where it was good to catch up with mate Paul Harris of Pallas Auto in what turned out to be an excellent line-up of Citroëns. My favourite was the freshly rebuilt Méhari brought by Paul and Angie Levine (see *Your events*).

### THANKS TO

• The Chevronic Centre: 01462 455280; www.chevronics.co.uk



## Ford Mustang

**Run by** Graeme Hurst  
**Owned since** September '99  
**Total mileage** 66,426  
**Miles since February**  
**report** 228  
**Latest costs** £80

## ELVIS FALTERS IN COMEBACK YEAR

Ford's Pony car first hit the streets a half-century ago, with celebrations across the globe including the Mustang Owners' Club of South Africa, which hosted simultaneous shows in Johannesburg and Cape Town on the second Sunday in April (see *Your events* last month).

And Elvis – as my '66 289 GT is known – got to take part, thanks to an invitation from the club's Cape Town branch to its line-up at the Castle of Good Hope. More than 60 Mustangs of all generations turned up, which is impressive considering the model's relative rarity over here – it being a special import in period and only ever available in left-hooker form.

The day included judging for class and Best of Show prizes, along with a 'bonnets up' inspection that I skipped because its rough, soon-to-be-restored state wouldn't have stood a chance against the factory-fresh finish of club chair Lindsay John Curran's gorgeous Lime Gold '68 Hardtop. That said, the sight of his stunning V8 has prompted me to get on with sorting mine.

In fact, I ended up examining my



Notchback shines at Castle of Good Hope



Elvis gets piggyback after starter failed...

engine bay close up a couple of weeks later when the starter motor burnt out during a stop for fuel.

The cooked unit confused things because it took the battery master switch and the starter solenoid with it, meaning that there was no power to the car. A partial stripdown of the dashboard on the garage forecourt to check if the ignition switch was fried didn't reveal anything, while bypassing the solenoid and master switch with a set of jump leads only resulted in a slow distant whirring from the starter.

A request for recovery by the AA followed, although it was initially frustrating because the driver insisted on knowing the car's VIN number, mileage and tool complement before winching it aboard. But she turned out to be a star when we arrived, happily waiting for me to get neighbours' cars moved so that she could manoeuvre her truck flush with our garage door to avoid pushing the Ford up our drive.

I was even more pleased when I rang local parts supplier Stateside Auto the next day to hear that it had a replacement starter in stock for R1450 (£80) – a lot cheaper than having the old one refurbished. It was the last of a dozen it had on the shelf that month, so clearly some of the other owners from the show had been suffering the same drama.

Fitting it involved a bit of bodging with an angle grinder, though, to eliminate the spectacular screech of metal hitting metal whenever I planted my right foot during an initial test drive. I put that down to a combination of tired engine mounts and excessive thrust-washer wear on the crank, allowing the ring gear to foul the starter housing.

### THANKS TO

• Mustang Owners' Club South Africa: www.mustangwc.co.za



Curran's superb engine bay inspired Hurst



...new one needed a grind to stop squealing





  
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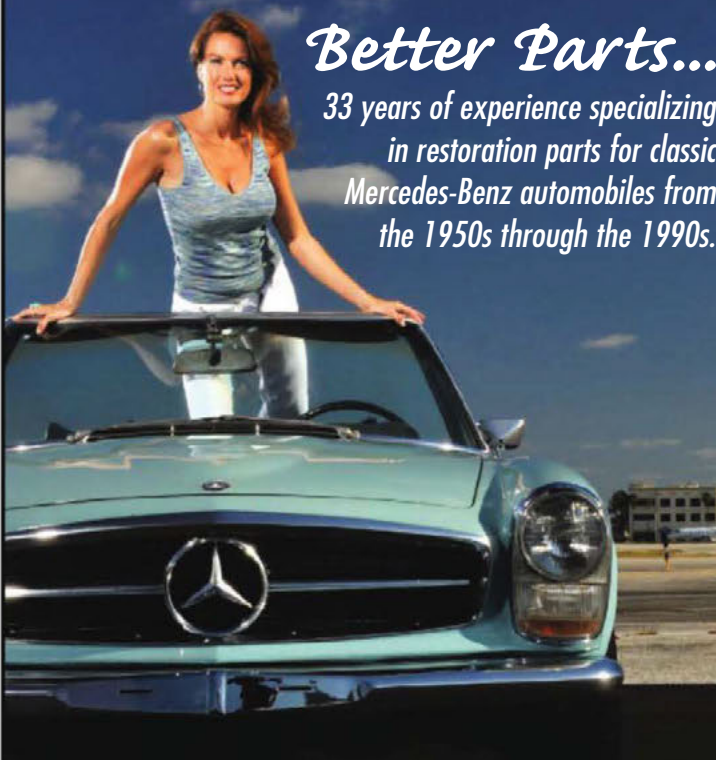


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The proud owner, 48 years after he fell for a black S-type at school



## Bentley Turbo RT

**Name** Richard Charnley **Age** 54  
**First classic** MG Midget **Dream classic** Bentley Continental coupé **Favourite driving song** Roadrunner (Thrice) Jonathan Richman and the Modern Lovers **Best drive** Through the night from Calais to Monaco in a friend's XJ-S cabriolet

## CREWE'S MISSILE FULFILLS A DREAM

It was a spring afternoon in 1965 and I was six; lessons were over for the day and I was hurrying out of class when I ran right into her. She was nearly twice my age and had the most beautiful body I had ever seen. The memory of that gorgeous Mason's Black Bentley S-type, parked surreptitiously beside the prep-school kitchen garden, has stayed with me ever since.

In hindsight, I suspect the car belonged to the war poet Siegfried Sassoon who was a school patron, lived nearby, and was reputed to have had an affair with the headmistress. But such intrigue was of

no importance to a six year old.

What was important was that my dad was in the process of trading-in his Morris Minor for a new car and I now knew exactly what he ought to buy. Sadly, he overlooked my entreaties to save up for longer and buy a Bentley and, instead, came home a few days later with a two-tone green Vauxhall Victor 101 Super estate. So I made a pledge that one day I would have a Bentley.

Well, it took 48 years for the plan to reach fruition. Okay, so it's not an S-type that now shares garage space with my 1977 Primrose MG Midget, bought 19 years ago, but a Black Sapphire Turbo RT – believed to be one of just 146 in the UK. You couldn't choose two classics with more different characters if you tried. The Bentley is sublime, unfeasibly fast with its 400bhp V8 shared with the Continental T, and as luxurious as anything on the road; I love it. In comparison, the Midget is crude, noisy, slow and uncomfortable; and I love it, too.

That's not to say the Bentley is without its faults. That exquisite, dial-packed dashboard dates from an era before ergonomics and the angle of the fuel gauge means the driver can only estimate how much petrol is left to within about a quarter of a tank. And don't even try to park the thing unless you have at least two adjacent empty spaces.

On the plus side for such an affordable indulgence, the Bentley Turbo has provided an unexpected

passport to another world. On its first family outing to a show in Torquay, we found ourselves directed to park in a Ferrari sandwich between a 456 and a 512 TR. Then, a few weeks later, it was off to Classics at the Castle in Sherborne. This has been a favourite event to attend over the years, when the MG has happily joined hundreds of other classics on the show field. This year the Bentley was ushered through to a space in the supercar enclosure right outside the castle door. We felt like interlopers at a royal ball in the company of the Earl of Pembroke's Veyron, a gleaming De Tomaso Pantera and a brace of GT40s. It was great!

Plans for this summer include a visit to trusted friend John Midwood of AJ Restorations in Shaftesbury (who's kept the Midget in top fettle for almost 20 years) to tidy up the engine bay, followed by machine polishing the paintwork in preparation for the RREC's annual rally.

A few wedding bookings ought to help offset the running costs, but the most important thing is to get out and enjoy being cocooned in all that leather and walnut.

At the end of the day, there seem to be two things that people want to know about the Bentley: how much petrol does it drink and what's it like



Parking perks for Bentley at Sherborne



The filling in a Torquay Ferrari sandwich



Engine bay is to be detailed for RREC rally

to own? The first is easy to answer: about 20mpg if you are careful and 10mpg if you are not. The second question is less straightforward but Holly Golightly summed it up in *Breakfast at Tiffany's*: "It calms me down right away, the quietness and the proud look of it... nothing very bad could happen to you in there." That, I reckon, says it all.

**'The Bentley is sublime, unfeasibly fast and as luxurious as anything on the road; I love it'**



Charnley hopes wedding hire will ease maintenance costs

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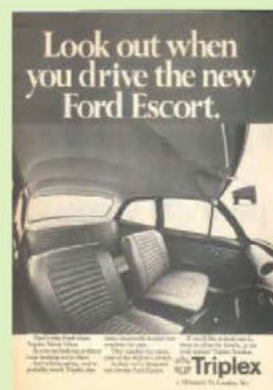
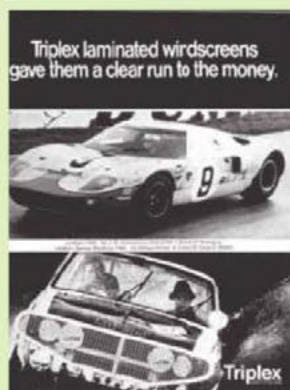
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## SEALEY CATALOGUE FREE

01284 757500;

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

This Summer Promotion runs until 30 September 2014 and includes all sorts of tools and accessories, from engine cranes to orbital sanders, compressors and grease guns. Typical offers include 40% off tool chests, 33% off automatic brake bleeders and 46% off spanner sets. Heavier equipment such as welders and shot-blast cabinets are included. Visit Sealey's website (above) to order your catalogue.



## STRUT CLAMP £130.75

01926 815000;

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

This unit can be mounted horizontally or vertically in any suitable bench vice, and is intended to securely hold a suspension strut in place. It is 'robustly manufactured', fully adjustable and features a quick-action clamp. It is also said to be suitable for working on exhaust pipes or components, plus any cylindrical part that needs to be held in place without damaging it.



## DRIVESHAFT COUPLINGS

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These couplings for the classic Mini are similar in design to the Quinton Hazell roller type, with nylon cups as an alternative to the original all-rubber type that was used on early models. These

Mini Spares alternatives are also

narrower in diameter than the rubber version, and the company claims that they have none of the problems that are associated with that type. These apparently include the fact that the rubber will swell if it is contaminated by oil and heat, and then hit the casing before breaking up. This latest design also provides additional clearance when a long centre-branch exhaust manifold is fitted.

It is sold as a complete car kit – so it will be suitable for both sides – and includes new U-bolts, washers and nuts.

## WELDING HELMET £71.97

023 8049 4333;

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A good welding mask is an essential piece of kit, and this solar-powered item features an automatic shading facility that is activated when the arc is struck. You can also adjust the level of shade from DIN 9-13, and there is a control on the side of the helmet

to change to a grinding shade. The switching time is less than 0.0004 secs, and the high-impact nylon construction should provide maximum protection. It's part WGH3.



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Green One is a bio-based lubricating and maintenance spray that doesn't use any ingredients that are derived from crude oil.

This means that it is biodegradable, renewable and sustainable, as well as being much safer and cleaner to use than traditional alternatives. It is produced by XCP Corrosion Technologies, which claims that it also outperforms older formulae and is 'twice as effective' in terms of loosening seized metal parts and increasing protection against wear. This lubricant is also less flammable, only starting to burn at 176°C. The price shown is for a 400ml aerosol, but it is also available as a 500ml trigger spray. It should be stocked in the UK at both B&Q and Homebase DiY stores, as well as online via Amazon.



## EXTRACTOR TOOLS FROM £95.94

01932 787100;

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

These are modern versions of the extractors used to remove chokes and auxiliary venturis from Weber carburettors, originals of which have been unavailable for years. Webcon has made changes to both extractors to enhance performance and minimise risk of damage. The price is for the auxiliary venturi extractor (part 9800920000). The extractor to remove chokes (part 9800910000) costs £143.94.



## VW SILL TRIMS £46

08458 737241;

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

These side-skirts are for the Mk2 Golf GTI and formed part of the additions to that model along with the plastic wheelarches. They have become increasingly difficult to find over the past few years, so VW Heritage has been searching for replacements and can now offer this reproduction set. It is sold as a pair, with the clips and fixing strip being available to buy separately.





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Roland Stoate gets busy under the bonnet of an A35 while Mark Furnell works on a 1951 80in Land-Rover – reflecting the diverse range of machinery that has been fettled in the workshop

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As you pull onto the forecourt of Yattendon Garage, you could be forgiven for thinking that you've just entered the set of a period drama. The various buildings that make up the site range from an ageing red-brick office to a corrugated-roofed, Crittall-windowed workshop – all topped off with a neat display of classics out front.

Once past the row of cars (including a Ford Zephyr MkIV, a Triumph Herald estate and a Morris 1000), it is impossible not to spot the graveyard round the back – the contents of which give clues as to the original specialism of this particular outfit.

Roland Stoate set up in business in '75 as RS Coachworks, focusing on the maintenance and restoration of Jaguar Mk2s, E-types and XKs. Stoate had a keen interest in motor sport and went on to win the 1987 JDC XJ Championship in a BLE Lister V12 Coupé. Further outings in assorted machinery led to a natural progression for the firm into rebuilding and preparing FIA-level race cars for other enthusiasts, which continues to this day.

The company became Yattendon Garage in 2010, enabling Stoate to expand the services offered to include MoT testing, although it is the classics that remain at the heart of the business.


"It's probably now a 50:50 split between the old and new," explains Stoate, "although our aim is a 75:25 divide in favour of classics."

In fact, while Yattendon readily takes in moderns for testing and some work, more often than not it points the owners in the direction of main dealers for anything that needs specialist equipment. This approach frees up the workshops for restorations, of which there were at least four on the go at the

time of our visit – impressive given the relatively small size of the firm.

Parked outside was a just-finished Jaguar Mk2 that was about to be collected, while in the next shed sat an MGB, a Gilbern Invader and an E-type coupé in various stages of progress. A look inside the main workshop demonstrates the breadth of the team's talents: a Series I 80in Land-Rover is nearing completion, while the adjacent bays are occupied by a Rolls-Royce Silver Shadow, an Austin A35, a Morris Minor Tourer and another Mk2 – this one having fuel injection fitted.

Pretty much everything is done in-house, apart from a handful of subcontracted tasks. "We do all of the mechanicals, apart from axle and gearbox refurbishment," says Stoate. "Paint is done by a local bodyshop with a lot of classic experience, while the trim work is again carried out by one of two specialists nearby – all of which we know we can trust to do a first-rate job."

Decades of experience, a passion for classic vehicles and old-fashioned values, and all set in an idyllic village. The perfect mixture for a restoration firm. **MP** 



Jaguar is being converted to fuel injection



'62 Mk2 has undergone a full restoration



Variety of classics in for work or for sale





Clockwise: top-selling DB6 Mk2 Volante at £757,500; Australian Rapide made £124,700; superb DB5 sold strongly at £96,700; derelict DB5 project made a staggering £393,500



## ASTON MARTIN PRICES SKYROCKET

A stunning DB6 Mk2 Volante with single ownership since '71 justified its catalogue-cover billing at Bonhams' annual Newport Pagnell Aston Martin sale on 17 May with a winning bid of £757,500. Yet it was *The Persuaders!* DB5 that everyone was talking about. With glamorous history, superb condition, smart exposure – including Villa d'Este – and recent press, the build-up to achieving the sensational price of £533,500 was a lesson in how to sell a top car. Nothing could approach the value of the TV star, but DB5 prices do seem to be following the

**'DB5 prices do seem to be following the older DBs at last, with a restored early model taking £96,700'**

older DBs at last, with a restored early example taking £96,700.

Grand Prix racers clearly don't create quite the same fever as TV or movie associations, as the ex-Peter Collins DB2/4 'notchback' proved by selling for £264,700. Once part of one of the world's finest Aston collections, it was subject to a full rebuild by the factory in the 1990s.

Restoration projects continue to amaze at Bonhams' Aston sales, to the point that an area is specially dressed with a barnfind theme. Eventually barriers had to be put around certain lots due to the crowds as potential buyers picked over the often sad-looking cars.

The most extraordinary price went to the 1963 DB5 Vantage prototype 'DP217' that, despite its dismantled and damaged state, made more than five times its estimate at £393,500. Looking rather more complete, but very rusty was a 1958 DB MkIII Drophead Coupé

that also blitzed its estimate at £144,860. By all accounts these projects are being bought to be restored, with future markets for the finished car the main target. None to our knowledge have been turned around in an untouched state.

Post-war Lagonda prices are moving up, too, if a pair of Rapide Sports Saloons was any guide. A rebuilt ex-Robin Hamilton '62 silver grey example took £175k, while a more original, three-owner 1964 car recently returned from Australia made £124,700, but with import taxes still to pay.

## Countach becomes Historics at Brooklands' top seller

A low-mileage 1982 Lamborghini Countach stole the show at Historics at Brooklands on 7 June. Bidding for the white LP5000S soared past its £120k estimate to a hammer price of £337,120. Regularly serviced by top specialists, it had covered just 13,750km before going into storage in 1991.

Also selling well was a '69 Morris Cooper 'S' Mk2 by Wood & Pickett with strong connections to the Small Faces. It roared up to £40,320.

Demand was high for classic roadsters, with a 1961 Porsche 356B Convertible making top estimate at £140,560 and a freshly restored 1960 Alfa Romeo Giulietta Spider selling at £53,760. Pre-war cars struggled at the sale, but a 1933 Lagonda 3-litre T7 tourer looked good value at £105,000. Younger classics were in strong demand, too: a '92 Vauxhall Carlton took £11,200, while a very tidy 1983 Volkswagen Golf GTi Campaign made £7957.



Countach stunned all at £337,120. Left: Cooper 'S' – £40,320





Ex-works Tiger looked phenomenal value

## Factory Tiger is top bargain

With a restored Sunbeam Tiger Mk1 road car making £52,390 at Auctions America in May, an ex-works rally car secured for £70k at Brightwells on 14 May has to be a bargain. One of seven built by the Rootes team, AHP 294B – nicknamed ‘Thunderbus’ by Maurice Gatsonides – was campaigned in rallies, races and record runs.



### JOHN FITCH'S DREAM CAR

Although John Fitch planned to build 500 of the Chevrolet Corvair-based Phoenix GT, the project was shelved after Ralph Nader's safety campaign. Fitch kept the prototype until he died in 2012, and his estate instructed Bonhams to auction it at Greenwich on 1 June where it made £151,182.

### BIG MONEY FOR ROTTEN DINO

A sad-looking 246GT Dino that had been driven hard by a Scottish motorcycle racer until being taken off the road to avoid the police in 1975 made a staggering £132,250 at Silverstone Auctions on 24 May. The very rotten project, particularly the front, needed a major restoration and serious investment.



### JOLLY TIME AT MONACO

There's no better place to sell a Fiat Jolly than Monaco, as Coys proved on 9 May, this restored early conversion 600 making £60,671. A 1970 500L complete with Grazielle 300 Roulette caravan took £21,090, and the ex-Keith Richards Dino made £239k.

## Coming soon to auction



Gilco-bodied Fiat-Siata perfect for the Mille Miglia return

### ONE-OFF GILCO-BODIED FIAT FOR MONTEREY

A fascinating 1953 Fiat-Siata Coupé with special bodywork by Gilco is among the wealth of great cars on offer at RM Auctions' Monterey event on 15-16 August. The two-tone one-off GT competed twice on the Mille Miglia in 1954 and '55, and appeared at the 2010 Amelia Island Concours after a recent restoration. Another two-tone Latin beauty on offer is a 1953 Ferrari 250 Europa (inset) that starred at the Villa d'Este concours. See [www.rmauctions.com](http://www.rmauctions.com)



### POURTOUT PEUGEOT IN LE MANS AUCTION

An intriguing 1938 Peugeot 402 Roadster with Pourtout coachwork will be offered by Artcurial at its Le Mans Classic sale on 7 July (est £150,000). Abandoned close to the Zolder circuit in the '60s, the 402 was thankfully saved by François Pairoux, who discovered the bodywork was by Pourtout. Its specification includes Darl'Mat high-compression cylinder head and three-speed gearbox.

Other racing highlights include an ex-Le Mans AC Cobra 289 campaigned by privateers Count Jean de Mortemart and Régis Fraissinet, as well as a private collection of Lancias featuring a Flaminia Super Sport Zagato (£100,000) and a '73 Porsche 911 RS 2.7 Lightweight with just 77,000km (£350,000). See [www.artcurial.com](http://www.artcurial.com) for the full listing.



### SUPERFORMANCE REVS UP

If you can't stretch to a Daytona Cobra but hanker after the next best thing to the magnificent Shelby GT, then Silverstone Auctions has the answer with a rare Superformance Coupe coming up for sale at its Silverstone Classic auction on 26 July. Sold new in 2006 for £80,000, the low-mileage (8900) dark green Peter Brock-designed stunner has had a recent clutch and is estimated at a tempting £54,000. See [www.silverstoneauctions.com](http://www.silverstoneauctions.com)



Superformance Coupe: estimate £54k

### MILLE MIGLIA TRAINING CAR

The 300SL Coupé used by Stirling Moss and Denis Jenkinson to recce the 1955 Mille Miglia is to be auctioned by Bonhams on its return to the Mercedes-Benz Museum on 12 July. Chassis 198 040-4500019 had a double life because it was presented at both the 1954 Paris and 1955 London Motor Shows. The Gullwing was later raced by Peter Wootley. Also in the sale are two 600s headed by a Pullman (est £122k) that was used by leaders of the People's Republic of China before being stored in Shanghai. The sale includes two rare commercials: a 1913 14/30hp lorry used during WWI, and a 1976 Unimog Double Cab aircraft tug. See [www.bonhams.com](http://www.bonhams.com) for more.



Moss/Jenks recce Gullwing to be sold

## The Auction diary

### JULY

**5 Artcurial** Le Mans Classic, France. Viewing 4 and pre-sale 5 0033 1 42 99 20 56; [www.artcurial.com](http://www.artcurial.com)

**5-6 Silver** Jackson Hole, Wyoming, USA 001 800 255 4485; [www.silverauctions.com](http://www.silverauctions.com)

**11 Auctions America** Portola Valley, California, USA 001 877 906 2437; [www.auctionsamerica.com](http://www.auctionsamerica.com)

**12 Bonhams** Mercedes-Benz Sale, Stuttgart, Germany. Viewing 11 and pre-sale 12 020 7468 5801; [www.bonhams.com](http://www.bonhams.com)

**12 Coys** Blenheim Palace, Oxon. Viewing 11 and pre-sale 12 020 8614 7888; [www.coys.co.uk](http://www.coys.co.uk)

**20 Charterhouse Auctions** Royal Bath & West Showground 01935 812277; [www.charterhouse-auction.com](http://www.charterhouse-auction.com)

**23 H&H** Pavilion Gardens, Buxton, Derbyshire 01925 210035; [www.classic-auctions.com](http://www.classic-auctions.com)

**25 South Western Vehicle Auctions** Poole, Dorset 01202 745466; [www.swva.co.uk](http://www.swva.co.uk)

**26 Silverstone Auctions** Silverstone Classic, Northants 01926 691141; [www.silverstoneauctions.com](http://www.silverstoneauctions.com)

**26 RM** Plymouth, Michigan, USA 001 800 211 4371; [www.rmauctions.com](http://www.rmauctions.com)

### AUGUST

**1 Richard Edmonds Auctions** Toddington, Glos 01249 444544; [www.richardedmondsauctions.com](http://www.richardedmondsauctions.com)

**14-16 Mecum** Hyatt Regency Hotel and Spa, CA, USA 001 262 275 5050; [www.mecum.com](http://www.mecum.com)

**14-16 Russo & Steele** Monterey, CA, USA 001 888 608 0763; [www.russoandsteele.com](http://www.russoandsteele.com)

**15 Bonhams** Quail Lodge, Carmel, CA, USA 001 415391 4000; [www.bonhams.com](http://www.bonhams.com)

**15-16 RM** Monterey, CA, USA 001 800 211 4371; [www.rmauctions.com](http://www.rmauctions.com)

**16 Gooding** Pebble Beach, USA 001 310 899 1960; [www.goodingco.com](http://www.goodingco.com)

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



## EUROPEAN RESULTS

CAR	YEAR	COND	SALE	PRICE
Alfa Romeo 2000 Spider	1986	vg/v.orig/sh	Brightwells	£6820
Alfa Romeo 2000 Spider	1990	vg/repaint/retrim	Brightwells	£6820
Alfa Romeo 2000 Spider	1964	exc/restd	Bonhams	£61,843
Alfa Romeo 2000 Spider Veloce	1992	vg/g.hist	Historics	£7810
Alfa Romeo Duetto Spider	1967	vg/restd/mods	Brightwells	£24,200
Alfa Romeo Duetto Spider	1969	vg/restd	Silverstone	£15,750
Alfa Romeo Giulia SS	1967	exc/restd(o)	Silverstone	£49,500
Alfa Romeo Giulietta Spider	1960	exc/restd/mods	Historics	£52,800
Alfa Romeo GT Junior 1.6	1976	g/v.orig	Brightwells	£13,200
Alfa Romeo Spider 2.0 TS	1998	exc/oo/g.hist	Historics	£5225
Allard J2 replica	1951	vg/P1 chassis/g.hist	HVA	£14,950
Allard M1 dhc	1949	vg/restd(o)	HVA	£21,250
Allard P1	1950	vg/restd(o)	HVA	£19,675
Alpina C2 2.7	1989	vg/refurb/sh	Silverstone	£13,500
Alvis 12/50 TJ 4-seater special	1931	g/restd(o)/rebodied	R Edmonds	£27,500
Alvis 12/60 chassis	1982	f/restn(m)	HVA	£908
Alvis Speed 20 VdP 4-seater tourer	1934	g/restd(o)/recom	Bonhams	£79,900
Alvis TE21	1966	f/stored/recom	Brightwells	£14,300
Armstrong Siddeley 20/25hp Sedan	1936	f/recom	Bonhams	£3748
Armstrong Siddeley Whitley	1952	vg/restd(o)/ex-saloon	R Edmonds	£14,960
Aston Martin DB MkIII	1957	f/restn(m)/hi	Bonhams	£98,940
Aston Martin DB MkIII	1958	g/v.orig	Bonhams	£152,700
Aston Martin DB MkIII	1959	f/restn(s)	Bonhams	£163,900
Aston Martin DB MkIII dhc	1958	p/restn(m)	Bonhams	£144,860
Aston Martin DB2 dhc	1952	vg/restd(o)/mech refurb/fo	Bonhams	£169,500
Aston Martin DB2	1952	f/refurb(o)/restn(s)	Bonhams	£130,300
Aston Martin DB2/4	1954	f/restn(s)	Bonhams	£79,900
Aston Martin DB2/4	1955	vg/restd(o)	Bonhams	£107,900
Aston Martin DB2/4	1953	supb/restd(o)/hi	Bonhams	£264,700
Aston Martin DB2/4 Mk2	1956	exc/restd(o)	Bonhams	£155,000
Aston Martin DB4 Mk2	1960	f/restn(s)	Bonhams	£163,900
Aston Martin DB4 Mk3	1961	p/restn(s)	Bonhams	£130,300
Aston Martin DB4	c1964	p/incomplete/restn(m)	Bonhams	£102,300
Aston Martin DB4 Vantage	1963	g/refurb(o)	Bonhams	£292,700
Aston Martin DB5	1963	p/restn(m)/hi	Bonhams	£393,500
Aston Martin DB5	1964	p/p.restd(o)	Bonhams	£259,100
Aston Martin DB5	1965	exc/restd(o)/gh/fo	Bonhams	£393,500
Aston Martin DB5	1965	vg/restd(o)	Bonhams	£449,500
Aston Martin DB6	1968	vg/mods	Historics	£176,000
Aston Martin DB6	1970	f/restd(o)/fo	Bonhams	£169,500
Aston Martin DB6	1971	g/restd(o)/repaint/oo	Bonhams	£200,000
Aston Martin DB6 auto	1966	g/refurb(o)/recom	Bonhams	£135,900
Aston Martin DB6 lhd	1970	f/restn(s)/hi	Bonhams	£130,300
Aston Martin DB6 Vantage	1967	exc/restd(o)	Bonhams	£236,700
Aston Martin DB6 Vantage	1965	f/refurb(o)/restn(s)	Bonhams	£163,900
Aston Martin DB6 Vantage auto	1966	vg/p.restd	Bonhams	£191,900
Aston Martin DB6 Vantage lhd	1966	f/restd(s)/fo	Bonhams	£270,300
Aston Martin DB6 Vantage lhd	1967	exc/p.restd	Bonhams	£285,791
Aston Martin DB6 Volante	1969	exc/restd	Bonhams	£539,100
Aston Martin DB6 Volante	1970	vg/repaint(o)/fo	Bonhams	£757,500
Aston Martin DB7 Vantage	2002	exc/lm/g.hist	Historics	£29,700
Aston Martin DB7 Vantage Volante	2000	exc/sh/lm	Brightwells	£25,850
Aston Martin DB7 Volante	1985	f/v.orig/non-runner	Bonhams	£18,400
Aston Martin DB7 Volante lhd	1999	vg/v.orig/fo	Bonhams	£23,425
Aston Martin DBS	1970	supb/restd/hi	Bonhams	£533,500
Aston Martin DBS	1969	exc/restd	Bonhams	£96,700
Aston Martin DBS V8	1970	exc/restd/hi	Bonhams	£70,940
Aston Martin DBS V8	1971	exc/restd(o)/retrim	Bonhams	£79,900
Aston Martin DBS V8 lhd	1971	f/p.restd	Bonhams	£24,725
Aston Martin Lagonda	1984	vg/restd(o)/hi	Bonhams	£39,100
Aston Martin V8	1973	vg/restd	Bonhams	£48,300
Aston Martin V8 lhd	1986	exc/stored/lm/oo	Bonhams	£96,700
Aston Martin V8 Vantage lhd	1984	exc/restd/X-pack	Bonhams	£208,700
Aston Martin V8 Vantage spec	1979	exc/restd(o)/hi	Bonhams	£82,140
Aston Martin V8 Vantage Volante lhd	1988	exc/refurb/lm	Bonhams	£200,860
Aston Martin V8 Vantage Volante lhd	1989	exc/X-pack/lm/oo	Bonhams	£147,100
Aston Martin V8 Vantage Zag	1987	exc/v.orig/sh/lm	Bonhams	£197,500
Aston Martin V8 Volante	1998	exc/refurb/gh	Bonhams	£79,900
Aston Martin V8 Volante	1984	exc/fo/g.hist	Historics	£104,115
Aston Martin V8 Volante	1989	vg/repaint/lm	Bonhams	£135,900
Aston Martin V8 Volante lhd	1987	exc/restd(o)	Bonhams	£104,540
Aston Martin Vantage	1994	exc/refurb/fsh/fo	Bonhams	£91,100
Aston Martin Virage	1991	vg/refurb/lm/oo	Bonhams	£35,650
Austin A30	1955	g/fo	Historics	£2640
Austin A40 pick-up	1951	g/restd(o)/inc spares	R Edmonds	£8470
Austin Big Seven	1938	f/restn(s)	HVA	£3520
Austin Eight	1947	g/restd(o)	Brightwells	£3740
Austin Mini City	1981	vg/fo/mods	Historics	£4620
Austin Mini Clubman	1972	vg/fo/lm	Historics	£4400
Austin Mini Cooper	1964	vg/restd(o)/recom	Brightwells	£10,780
Austin Seven Chummy special	1930	f/part-built	Brightwells	£5500
Austin Seven RK saloon	1928	f/refurb(o)/restn(s)	HVA	£2200
Austin Seven special	1929/34	f/restd(o)/VSCC form	R Edmonds	£14,300
Austin Seven Ulster replica	1931	exc/p.restd	Brightwells	£15,950
Austin-Healey 100	1954	vg/restd(o)/g.hist	Historics	£48,950
Austin-Healey 100	1953	f/GRP wings/restn(s)	Bonhams	£25,300
Austin-Healey 100/6	1957	g/g.hist/orig	Historics	£28,270
Austin-Healey 100/6	1959	vg/restd(o)/ex-lhd	Bonhams	£36,800
Austin-Healey 100M lhd	1956	exc/restd	Bonhams	£112,812
Austin-Healey 3000	1961	g/GRP wings/restd	Historics	£22,000
Austin-Healey 3000	1962	vg/fo	Historics	£42,900
Austin-Healey Sprite+hdtp	1960	exc/restd	R Edmonds	£13,750
Austin-Healey Sprite+hdtp	1960	p/restn(m)	Bonhams	£2300
Autobianchi Bianchina Panoramica lhd	1968	vg/restd	Silverstone	£4050
Autokraft Cobra	1967	exc/g.hist/restd	Historics	£23,650
Bean 14hp 2-seater light pick-up	1926	vg/restd(o)	Bonhams	£14,375
Bean 14hp 4-seater tourer	1925	vg/restd(o)	Bonhams	£11,500
Bean 14hp saloon	1925	vg/restd(o)/hi	Bonhams	£18,400



Bonhams' Aston Martin DB MkIII was a major restoration project, but still made £144,860



Austin A40 pick-up for £8470 at Edmonds



Superb Ulster replica, £15,950, Brightwells



Edmonds' fine 1960 Healey Sprite, £13,750



Bonhams' Beans included saloon, £18,400



Top-value MkVI, £38,000 with Brightwells



DRA Riley special, £34,500 at Bonhams

Bean M4 12hp 4-seater tourer	1926	vg/restd(o)	Bonhams	£12,650
Bean M4 12hp saloon+div	1925	vg/restd(o)	Bonhams	£10,350
Bean M6 Short 14 4-seater faux-cabrio	1927	vg/restd(o)	Bonhams	£13,800
Bentley Corniche	1972	exc/restd(o)	Bonhams	£37,480
Bentley Eight	1987	vg/g.hist	Historics	£5720
Bentley MkVI	1950	exc/restd	Brightwells	£38,000
Bentley MkVI	1950	exc/restd(o)	Bonhams	£41,800
Bentley R-type	1954	vg/restd(o)/g.hist	Bonhams	£29,325
Bentley S1	1955	vg/restd(o)	Bonhams	£13,805
Bentley S2	1960	vg/lm	Historics	£24,200
Bentley T lhd	1975	g/restd(o)	Bonhams	£8433
Bentley Turbo RT	1997	g/lm	Historics	£12,100
Bertone Fiat X1/9	1988	exc/lm	Historics	£4950
BMW 732i	1981	vg/g.hist	Historics	£1595
BMW 840Ci	1996	g/refurb/sh	Brightwells	£2860
BMW 850CSi	1995	exc/orig/sh	Silverstone	£13,725
BMW 2002 turbo	1974	exc/repaint/orig int	Bonhams	£46,000
BMW Z1	1990	exc/not reg/vlm	Silverstone	£58,500
Cadillac 75 Fleetwood town car lhd	1936	vg/restd	Bonhams	£23,425
Chevrolet Corvette Stingray 454	1974	exc/restd/gh	Bonhams	£31,050
Citroën 2CV lhd	1962	g/repaint/fo	Bonhams	£3279
Daimler 2015hp saloon	1935	g/restd(o)	Bonhams	£8050
Daimler Conquest Century dhc	1956	exc/restd	Historics	£28,600
Daimler Conquest Century dhc	c1956	f/refurb(o)	Bonhams	£5750
Daimler Double-Six	1985	vg/sh/fo	Brightwells	£3300
Daimler Double-Six	1991	g/recom	Brightwells	£3300
Daimler SP250+hdtp	1963	vg/restd(o)	R Edmonds	£30,250
Daimler Straight Eight F&W saloon	1939	vg/restd(o)	R Edmonds	£16,500



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- Live music with Bonnie Tyler and Canned Heat, Air Displays, Funfair, Shopping Village and Interactive activities
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1977 McLaren MP9A, the type driven by James Hunt

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## EUROPEAN RESULTS

CAR	YEAR	COND	SALE	PRICE
Diatto 2.0 2-seater tourer	1923	vg/restd(o)	Bonhams	£41,400
DRA Riley Nine special	1937	f/v.orig/restn(s)/hi	Bonhams	£34,500
Evanta DBR1 replica	2013	subp/restd	Silverstone	£61,875
Ferrari Dino 246GT	1971	subp/repaint/hi	Silverstone	£245,520
Ferrari Dino 246GT	1973	p/restn(m)/lm/fo	Silverstone	£129,375
Ferrari 308GTB Group Brally	1976/83	exc/refurb/hi	Bonhams	£496,620
Ferrari 365GTB/4 Daytona	1973	exc/restd/oo	Bonhams	£384,178
Ferrari 456GT	1994	vg/v.orig/sh/oo	Bonhams	£29,047
Ferrari Mondial qv cabriolet	1986	vg/lm/g.hist	Historics	£20,900
Fiat 500D convertible	1963	exc/restd	Silverstone	£20,475
Fiat 500F	1967	exc/restd	Brightwells	£7700
Fiat 500F	1971	exc/restd(o)/mods	Silverstone	£8438
Ford Capri 2.8i	1982	vg/restd/g.hist	R Edmonds	£5280
Ford Capri 280 Brooklands	1987	g/recom	R Edmonds	£4400
Ford Capri 3000GT	1970	subp/v.orig/fo	Silverstone	£23,850
Ford Capri Uren Stampede 302 V8	1974	f/v.orig/oo	Bonhams	£16,387
Ford Escort Mexico	1956	vg/mods	Historics	£15,730
Ford Galaxie 500 convertible	1964	g/restd(o)	Silverstone	£9563
Ford Mustang 260 notchback	1964	vg/restd	Silverstone	£15,188
Ford Popular 100E DL	1960	exc/repaint	Brightwells	£4400
Ford Sierra RS Cosworth	1987	vg/refurb/sh	Silverstone	£15,525
Ford Sierra Sapphire RS Cosworth	1989	g/v.orig/fo	Brightwells	£8580
Ford Thames 300E	1959	f/restd(o)/recom	R Edmonds	£3520
Ford Zephyr Mk1 convertible	1955	vg/restd(o)	R Edmonds	£16,500
Healey Silverstone replica	1951	f/refurb(o)/hi	R Edmonds	£26,950
Hispano-Suiza 27hp T49 HJM saloon	1927	g/v.orig	Bonhams	£57,500
Humber Hawk	1963	vg/restd(o)	R Edmonds	£5400
Jaguar 420G	1969	f/refurb(o)	Bonhams	£5622
Jaguar E-type S1 3.8 roadster	1963	f/restn(m)	Brightwells	£17,600
Jaguar E-type S1 4.2 fhc	1969	exc/ex-S2/restd	Historics	£72,600
Jaguar E-type S1 4.2 fhc	1965	subp/restd/mods	Brightwells	£51,700
Jaguar E-type S1 4.2 roadster	1968	vg/restd(o)/g.hist	Silverstone	£73,375
Jaguar E-type S2 roadster	1969	g/fo/g.hist	Historics	£44,000
Jaguar E-type S3 fhc	1973	vg/restd(o)	Brightwells	£23,100
Jaguar E-type S3 fhc	1974	g/v.orig/fo/lm	Brightwells	£27,610
Jaguar E-type S3 fhc	c1974	vg/restd(o)/recom/ex-lhd	Brightwells	£20,900
Jaguar E-type S3 roadster	1971	exc/repaint/eng rblt/hi	Silverstone	£59,063
Jaguar E-type S3 roadster	1973	vg/restd	Historics	£46,200
Jaguar E-type S3 roadster lhd	1973	exc/repaint/orig int	Silverstone	£58,500
Jaguar E-type S3 roadster lhd	1972	g/restd(o)	Bonhams	£44,976
Jaguar Mk2 3.8	1962	g/restd(o)/recom/fo	R Edmonds	£13,200
Jaguar MkIX	1958	vg/restd(o)	Bonhams	£14,523
Jaguar MkIX	c1947	f/refurb/recom	Bonhams	£14,950
Jaguar MkX 3.8	1964	g/restd(o)/recom	Bonhams	£8625
Jaguar S-type 3.8	1964	vg/v.orig	Brightwells	£7920
Jaguar S-type 3.8	1965	exc/restd/late gearbox	Brightwells	£14,850
Jaguar Sovereign SIII	1986	g/g.hist	Historics	£1595
Jaguar XJ6 4.2	1976	f/refurb(o)	Brightwells	£1870
Jaguar XJ6 4.2	1978	vg/repaint/orig int	R Edmonds	£6760
Jaguar XJ6 Sovereign	1995	exc/v.orig/sh	Silverstone	£4275
Jaguar XJ6 Sovereign lhd	1999	g/v orig	Bonhams	£3748
Jaguar XJ12 lhd	1976	vg/restd(o)	Bonhams	£11,244
Jaguar XJ-S	1990	vg/g.hist	Historics	£4895
Jaguar XJ-S	1988	g/mods	Historics	£2530
Jaguar XJ-S	1990	g/g.hist/poor interior	R Edmonds	£1870
Jaguar XJ-S lhd	1988	g/repaint/orig int	Bonhams	£6900
Jaguar XJ-S cabriolet	1987	exc/fo/g.hist/lm	Historics	£7480
Jaguar XJ-S cabriolet lhd	1988	g/refurb/orig int	Bonhams	£7496
Jaguar XK120 rdstr lhd	1951	exc/restd(o)	Bonhams	£79,646
Jaguar XK120 rdstr lhd	1954	f/p.restd/restn(s)	Silverstone	£33,188
Jaguar XK150 3.4 rdstr lhd	1960	g/restd(o)/recom	Bonhams	£42,165
Jaguar XK8	1998	vg/mech refurb/sh	Brightwells	£3300
Jaguar XK8	2000	vg/refurb	Brightwells	£4840
Jaguar XK8 convertible	1996	vg/refurb/sh	Brightwells	£6380
Jaguar XK8 convertible lhd	1996	vg/v.orig/fo	Bonhams	£8901
Jeep CJ7	1982	exc/restd/mods	Historics	£16,500
Lagonda 3 Litre T7 open tourer	1933	exc/saloon chassis/restd(o)	Historics	£105,000
Lagonda Rapide	1962	vg/v.orig/g.hist/lm	Bonhams	£175,100
Lagonda Rapide	1964	vg/repaint/fo	Bonhams	£124,700
Lagonda V12	1939	f/restd(o)/engine out	Bonhams	£33,350
Lamborghini Countach LP5000S	1982	exc/vlm/fo	Historics	£331,100
Lanchester 10 minibus	1936	g/restd	Bonhams	£9370
Lancia Appia	1962	f/restn(m)	Bonhams	£1840
Lancia Beta 2000 Spider	1980	g/restd(o)/fo	Brightwells	£4620
Lancia Flavia convertible	1967	vg/fo	Historics	£19,800
Lancia Fulvia 1.3 HF Rallye	1967	g/restd(o)	Bonhams	£11,712
Lancia Fulvia 1.3 HF Rallye	1969	g/mods/g.hist	Historics	£7370
Lancia Fulvia 1.3S	1972	vg/mods/g.hist	Historics	£14,410
Lancia Fulvia Sport Zagato	1972	f/restn	Historics	£12,375
Land-Rover pick-up	1982	f/recom	HVA	£908
Land-Rover SI 2-seater pick-up	1957	g/v.orig/lm	R Edmonds	£6710
Land-Rover SI 80in	1949	f/recom	Brightwells	£8250
Land-Rover SI 86in	1954	exc/restd/late engine	Brightwells	£8910
Land-Rover SI 88in	1957	f/v.orig/restn(s)	Brightwells	£11,110
Land-Rover SIIA	1969	g/restd	Brightwells	£2530
Land-Rover SIIA utility	1970	p/restn(s)	Silverstone	£1013
Le Mans Co Jaguar D-type replica	1963	g/orig/lm/oo	Bonhams	£18,400
Lincoln Continental MkV	1979	g/refurb	Brightwells	£3960
Lohr Fardier FL599	1979	g/refurb	Brightwells	£2750
Lotus Carlton	1992	g/g.hist/orig	Historics	£11,000
Lotus Carlton	1993	vg/repaint/sh	Silverstone	£16,313
Lotus Cortina racer	1963	exc/restd/mods	Silverstone	£45,000
Lotus Eclat	1981	g/p.restd/Rover V8	Brightwells	£2860
Lotus Elan S3	1967	vg/restd/Spyder chassis	R Edmonds	£23,650
Lotus Esprit Turbo	1988	g/sh/engine rebuilt	Historics	£8250
Lotus Europa JPS Special	1972	exc/restd/gh	Brightwells	£21,340
Marendaz 15/90 2.4 roadster	1936	vg/restd(o)/hi	Brightwells	£33,000
Maserati 2.8 Biturbo	1989	g/refurb(o)	Bonhams	£4025



Summer cruiser: 1964 Galaxie convertible looked like good value – £9563 at Silverstone



Edmonds' Silverstone rep made £26,950



Lovely Lagonda V12, £33,350 at Bonhams



Historics' rally-ready Fulvia 1.3S, £14,410



Spyder-chassis Elan, £23,650 at Edmonds



Riley-engined Marendaz, £33k, Brightwells



Superb '77 Khamzin, £145,238, Bonhams

Maserati Khamzin	1977	exc/restd	Bonhams	£145,238
Maserati Merak 55	1982	vg/restd(o)	Bonhams	£44,850
Maserati Quattroporte	1981	f/v.orig/hi	Bonhams	£8058
Maxwell T25 4-seater tourer	1923	g/restd(o)	R Edmonds	£11,000
Mazda MX-5	1992	g/g.hist	R Edmonds	£1100
Mercedes-Benz 190SL+hdtp	1957	exc/restd	Bonhams	£70,276
Mercedes-Benz 190SL+hdtp	1962	vg/restd	Bonhams	£49,662
Mercedes-Benz 220SEB convertible	1963	exc/restd/repaint	Bonhams	£46,851
Mercedes-Benz 230CE	1982	vg/refurb/non-orig engine	Bonhams	£2200
Mercedes-Benz 230GE G-Wagen	1987	vg/restd/respray	Brightwells	£4840
Mercedes-Benz 230GE G-Wagen	1990	f/non-orig engine	Brightwells	£2970
Mercedes-Benz 230SL	1966	exc/restd/g.hist	Historics	£50,600
Mercedes-Benz 230SL	1966	exc/restd(o)/fo/lm	Brightwells	£44,000
Mercedes-Benz 230SL+hdtp	1967	vg/repaint	Brightwells	£41,250
Mercedes-Benz 280SE	1970	vg/restd(o)/LPG/hi	Brightwells	£19,580
Mercedes-Benz 280SL	1982	exc/fo/g.hist	Historics	£13,200
Mercedes-Benz 280SL	1984	vg/recom	Historics	£7150
Mercedes-Benz 280SL	1981	g/repaint/Cat D claim	Brightwells	£6160
Mercedes-Benz 280SL+hdtp	1968	exc/restd	Brightwells	£57,200
Mercedes-Benz 280SL+hdtp	1984	exc/v.orig/sh	Brightwells	£15,400
Mercedes-Benz 300E-24	1990	vg/v.orig/gh	Brightwells	£1760
Mercedes-Benz 300GD G-Wagen	1987	g/repaint	Historics	£7150
Mercedes-Benz 300SL+hdtp	1990	vg/refurb/fo	Brightwells	£3300
Mercedes-Benz 350SE	1976	vg/fo/gh/lm	Historics	£10,450
Mercedes-Benz 350SL	1973	f/recom	Historics	£4620
Mercedes-Benz 350SL+hdtp	1971	vg/orig	Bonhams	£14,523
Mercedes-Benz 500SE	1984	g/sh/fo	Brightwells	£770
Mercedes-Benz 500SL	1981	vg/repaint/g.hist	Historics	£6820



# Classic Car & Motorcycle Auction

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**1934 Alvis Speed 20 Vanden Plas DHC**  
Est: £30,000 - £35,000



**1937 Bentley 4 1/4 DHC**  
Est: £75,000 - £95,000



**1973 BMW 3.0 CSL Coupe**  
Est: £16,000 - £18,000



**1966 Jaguar E-Type Series 1 FHC 4.2**  
Est: £23,000 - £26,000



**1958 Jaguar Mk1 3.4 Auto**  
Est: £14,000 - £16,000



**1930 Lagonda 3-Litre Tourer**  
Est: £95,000 - £110,000



**1969 Marcos V6**  
Est: £23,000 - £25,000



**1968 Mercedes-Benz 250SL 'Pagoda' California**  
Est: £36,500 - £38,500



**1980 Porsche 911SC Coupe**  
Est: £15,000 - £18,000



**1939 Rover 16 Tickford DHC**  
Est: £30,000 - £33,000

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## EUROPEAN RESULTS

CAR	YEAR	COND	SALE	PRICE
Mercedes-Benz 500SL	1985	exc/g/hist	Historics	£9900
Messerschmitt KR175	1955	f/restd(o)	Bonhams	£29,900
Messerschmitt KR200	1956	p/restn(m)	Bonhams	£3220
Messerschmitt KR200	c1960	p/restn(m)	Bonhams	£4370
Messerschmitt KR200	c1961	p/dismantled/restn(s)	Bonhams	£4025
Messerschmitt KR200	1957	g/restd(o)/recom	Silverstone	£13,500
Messerschmitt KR200 Super replica	1960	f/refurb(o)	Bonhams	£11,500
Messerschmitt KR201 replica	1960	f/refurb(o)	Bonhams	£11,500
Messerschmitt TG400 1.4 special	c1963	f/refurb(s)	Bonhams	£10,350
Messerschmitt FRM TG500	1958	f/restd(o)/recom	Bonhams	£59,740
MGA 1600	1959	g/restd(o)	Bonhams	£14,950
MGA 1600 coupé	1960	g/v.orig	Historics	£13,200
MGA Mk2	1961	f/refurb(o)/recom	R Edmonds	£7590
MGB	1963	f/restn(m)	Historics	£2200
MGB	1964	vg/restd(o)	R Edmonds	£7150
MGB	1965	exc/restd/mods	Historics	£12,650
MGB	1971	exc/restd	Brightwells	£9900
MGB	1972	exc/restd/reshell	Brightwells	£10,780
MGB	1975	exc/restd	R Edmonds	£5610
MGB	1978	g/g.hist	Brooklands	£2385
MGB	1974	g/SORN	Historics	£4400
MGB lhd	1963	g/restd(o)/recom	Bonhams	£5622
MGB lhd	1969	g/restd(o)/recom	Bonhams	£7495
MGB Limited Edition	1981	g/refurb/lm/oo	Silverstone	£8100
MGB GT	1967	vg/refurb/Searle engine	Brightwells	£4235
MGB GT	1972	f/stored/recom	Brightwells	£1320
MGB GT	1976	vg/stored/recom	Brightwells	£3300
MGB GT	1978	exc/restd	Brightwells	£10,450
MGB GT	1980	f/recom/no MoT	Brightwells	£1430
MGC	1968	exc/repaint/mods	Brightwells	£17,380
MGC	1968	vg/restd(o)	Historics	£10,725
MG TA	1939	g/restd(o)	R Edmonds	£24,200
MG TD	1952	f/restn(m)/ex-YB saloon	R Edmonds	£3960
MG TF	2003	vg/v.orig/sh	Brightwells	£1760
MG TF-1250	1954	vg/restd(o)	Brightwells	£26,950
MG VA saloon	1939	vg/restd(o)	Bonhams	£16,000
Mini Clubman	1977	exc/v.orig/lm	Silverstone	£5175
Mini Clubman estate	1976	vg/v.orig	Bonhams	£4070
Mini Marcos	1967	vg/restd/mods	Brightwells	£8800
Morgan 4/4	1985	vg/restd(o)	Historics	£18,975
Morgan Aero	1927	exc/restd(o)	R Edmonds	£18,700
Morris Holden 2-seater tourer	1928	g/restd(o)	R Edmonds	£8360
Morris Mini Cooper	1967	p/restn(s)	Silverstone	£9000
Morris Mini Cooper 'S' W&P	1969	exc/hi/engine rebuilt	Historics	£39,600
Morris Mini Mk2	1968	exc/restd/mods	Brightwells	£6600
Morris Mini Moke	1970	g/restd(o)	Bonhams	£11,500
Morris Minor	1967	exc/restd(o)/later engine	Brightwells	£6820
Morris Minor pick-up	1970	exc/restd	Brightwells	£10,560
Morris Minor saloon	1930	vg/restd(o)	HVA	£6550
Morris Minor 1000	1965	g/ex-storage/recom	R Edmonds	£1540
Morris Minor 1000 convertible	1966	exc/restd/mods	Brightwells	£7590
Morris Minor 1000 police car	1968	vg/restd(o)	Historics	£4950
Morris Minor 1000 police car	1969	vg/g.hist/lm	Historics	£1980
Morris Traveller	1969	exc/restd	R Edmonds	£11,000
Morris Traveller	1969	g/restd(o)/g.hist	R Edmonds	£5610
Morris Oxford Bullnose special	1925	g/refurb(o)	HVA	£7810
Morris Oxford Twenty	1934	p/restn(m)	Historics	£3300
Noble Ferrari P4 replica	1992	exc/stored/lm	Silverstone	£28,125
NSU Ro80	1972	f/non-rotary engine	Historics	£2090
Opel Ascona	1975	vg/v.orig/oo	R Edmonds	£1980
Pilgrim Sumo Cobra replica	1971/c'93	g/Chevrolet engine	Bonhams	£20,614
Porsche 356A 1.6 Reut lhd	1958	exc/restd/g.hist	Silverstone	£69,750
Porsche 356B convertible	1961	exc/restd	Historics	£138,050
Porsche 356B T5 1600 S convertible lhd	1961	supb/restd(o)	Bonhams	£107,757
Porsche 911 cabriolet	1990	exc/restd/sh	Silverstone	£27,000
Porsche 911 turbo	1988	vg/v.orig/engine rebuilt	Bonhams	£39,375
Porsche 911 turbo	1989	supb/v.orig/sh/lm	Silverstone	£90,000
Porsche 911 930/935 turbo lhd	1983	supb/v.orig/hi	Bonhams	£187,400
Porsche 911 targa lhd	1996	exc/repaint/sh	Silverstone	£28,688
Porsche 911 Carrera 2	1998	exc/lm/fsh	Brightwells	£16,060
Porsche 911 Carrera 2 cabriolet lhd	1990	vg/refurb	Bonhams	£21,082
Porsche 911 Carrera 3.2 lhd	1986	vg/refurb/sh	Brightwells	£17,050
Porsche 911 Carrera 3.2 targa	1985	exc/v.orig/sh	Silverstone	£24,188
Porsche 911S 2.4 targa	1973	exc/restd/fo	Silverstone	£103,500
Porsche 911SC	1981	RS-spec/vg/g.hist	Historics	£28,050
Porsche 912 lhd	1965	exc/restd	Silverstone	£30,150
Porsche 924 Martini edition	1977	f/restn(s)	Bonhams	£920
Porsche 928 S4	1989	g/g.hist	Historics	£4620
Porsche 968 Tiptronic cabriolet	1992	vg/restd(o)/g.hist	Brightwells	£6710
Proteus Jaguar C-type replica	1953/82	exc/refurb	Bonhams	£57,500
Railton 10 'Little Fairmile' dhc	1938	vg/restd(o)/1.8 engine	R Edmonds	£9350
RAM Jaguar D-type replica	1977	g/lm	Historics	£25,850
RAM Jaguar D-type replica	c1990	vg/orig/recom	Bonhams	£34,500
Range Rover	1983	f/restn(s)	Silverstone	£563
Range Rover	1980	g/repaint/orig int	Bonhams	£17,250
Realm Jaguar C-type replica	2012	exc/orig	Brightwells	£42,900
Reliant Scimitar GTE SESA	1973	f/p.restd	R Edmonds	£550
Renault Clio Sport V6	2002	exc/refurb/oo	Brightwells	£9680
Riley 4/72	1966	vg/restd/mods	Brightwells	£6600
Riley Nine trials	1930	g/restd	Brightwells	£13,680
RMB Gentry	1970	g/engine rebuilt	Historics	£4180
RMB Gentry	n/a	p/p.restd	R Edmonds	£308
Rolls-Royce 20/25 T&M limousine	1934	vg/repaint(o)/retrim(o)	Brightwells	£33,550
Rolls-Royce 20hp Bark tourer	1926	g/restd(o)	Bonhams	£51,750
Rolls-Royce 20hp rolling chassis	1924	p/restn(m)	Brightwells	£5170
Rolls-Royce Corniche	1978	exc/fo	Historics	£27,500
Rolls-Royce Corniche	1976	vg/restd(o)/sh	R Edmonds	£24,200
Rolls-Royce Corniche lhd	1973	vg/restd(o)/recom	Bonhams	£29,984



Messerschmitt collection at Bonhams included KR200 Super record replica for £11,500



Restored 1939 MG TA, £24,200, Edmonds



Vintage Morgan Aero, £18,700, Edmonds



Historics' fab 356B convertible, £138,050



Good-value Proteus, £57,500 at Bonhams



Tidy Rover SD1 made £2530 at Edmonds



Sweet Singer tourer, £25,300 at Bonhams

Rolls-Royce Silver Dawn Hpr saloon	1954	g/restd(o)/hi	Bonhams	£29,900
Rolls-Royce Silver Shadow	1971	f/fo	Brightwells	£4180
Rolls-Royce Silver Shadow II	1977	exc/refurb/sh/lm	Brightwells	£8360
Rolls-Royce Silver Shadow II	1979	g/orig/lm	Historics	£5610
Rolls-Royce Silver Shadow II	1979	vg/orig	Historics	£6490
Rolls-Royce Silver Shadow II lhd	1975	vg/refurb	Bonhams	£7964
Rolls-Royce Silver Wraith JY saloon	1952	f/restd(o)	Bonhams	£19,550
Rover 80	1960	exc/restd(o)/g.hist/vlm	Historics	£5280
Rover P4 110	1963	vg/orig/g.hist	Historics	£8250
Rover P6 3500	1974	g/v.orig/fo	Brightwells	£2200
Rover Mini 30	1989	vg/refurb/ex-auto	Brightwells	£3960
Rover SD1 3500	1978	vg/orig/gh	R Edmonds	£2530
Saab 96 V4	1971	f/stored/restn(s)/oo	R Edmonds	£1540
Sebring Climax special	c1955	f/restn(s)/no engine	Bonhams	£14,950
Sinclair C5	1985	g/orig	Brightwells	£1870
Singer 1 1/2-litre	1933/34	vg/refurb(o)/retrim/2.0	Bonhams	£25,300
Singer Gazelle V	1964	f/g.hist	Historics	£770
Steyr-Daimler-Puch Hafflinger lhd	1967	g/restd(o)	Bonhams	£9200
Sunbeam Alpine Sil-hdtp	1962	g/restd/mods	Brightwells	£8360
Sunbeam Alpine Sil lhd	1963	g/restd(o)	Bonhams	£10,307
Sunbeam Alpine Sill	1963	g/lm	Historics	£7150
Sunbeam Tiger rally	1964	g/restd(o)/hi	Brightwells	£77,000
Talbot AV105 'Alpine Rep' tourer	1933	exc/p.rebuilt	Bonhams	£84,380
Theophile Schneider 13/55 LM	1926	vg/restd(o)	HVA	£47,500
Tornado Ford GT40 replica	1996	vg/g.hist	Historics	£35,000
Triumph 1300	1969	vg/v.orig	Brightwells	£2970
Triumph GTR4 Dove Harr coupé+Webasto	1964	g/restd(o)	Bonhams	£20,700
Triumph Mayflower	1952	f/restn(s)	Brightwells	£1320



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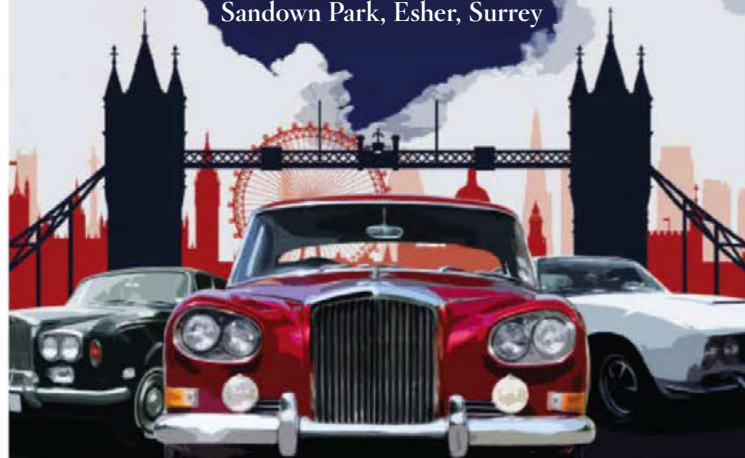
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## AUCTION RESULTS

## EUROPEAN RESULTS

CAR	YEAR	COND	SALE	PRICE
Triumph Spitfire	1972	vg/restd(o)	Brightwells	£5170
Triumph Spitfire 1500	1979	exc/restd/g.hist	Historics	£6600
Triumph Stag	1973	g/restd(o)	Historics	£5610
Triumph Stag	1976	vg/repaint	Historics	£9900
Triumph Stag	1971	vg/repaint/eng+box rblt	Brightwells	£8800
Triumph Toledo	1974	f/recom/fo	Brightwells	£2420
Triumph TR3A+hdtp	1960	vg/p.restd	Bonhams	£7975
Triumph TR3A	1960	g/restd(o)	R Edmonds	£15,125
Triumph TR4 lhd	1962	g/restd(o)	Bonhams	£13,118
Triumph TR4A	1965	g/restd(o)	Silverstone	£19,125
Triumph TR6	1973	vg/fo/refurb	Historics	£15,950
Triumph TR6	1972	g/restd(o)/recom	R Edmonds	£8580
TVR 280S	1988	g/sh	Brightwells	£3570
TVR Tasmin 400SE	1990	exc/repaint/oo	Silverstone	£12,825
Vauxhall Victor Super DL	1959	g/recom	R Edmonds	£5610
Volkswagen Beetle 1200	1967	vg/v.orig/gh/fo	R Edmonds	£4675
Volkswagen Beetle 1302S convertible	1971	g/restd(o)/ex-saloon	Brightwells	£1980
Volkswagen Beetle convertible	1971	vg/g.hist	Historics	£9020
Volkswagen Golf GTI Mk1 Campaign	1983	exc/fo/g.hist	Historics	£7810
Volkswagen Karmann Ghia	1971	g/fo/mods	Historics	£8250
Volvo Amazon 131GT rally replica	1968	vg/restd/mods	R Edmonds	£8360
Volvo P1800S	1966	f/stored/recom	Brightwells	£5720
Willys MB Jeep	1942	vg/fo/hi	Historics	£13,530

## USA HIGHLIGHTS

CAR	YEAR	SALE	PRICE
Abarth 750 Record Monza Bialbero	1959	Bonhams	£120,948
AC Buckland 2-litre tourer	1953	Bonhams	£20,920
Alfa Romeo Giulietta Spider	1958	Bonhams	£14,383
Amilcar CGSS	1927	Bonhams	£113,756
Aston Martin DB AR1	2003	Bonhams	£107,872
Aston Martin DB6	1967	Bonhams	£186,325
Auburn Custom Eight 269 phaeton convertible-sedan	1932	Bonhams	£43,802
Austin Mini Cooper 'S'	1967	Bonhams	£9806
Austin-Healey 3000	1960	Bonhams	£50,534
Austin-Healey 3000	1961	Bonhams	£33,996
BMW M635CSi	1984	Bonhams	£22,882
Buick Riviera 401	1963	Bonhams	£9806
Cadillac Se62 331	1949	Bonhams	£42,495
Cadillac V-63 7-passenger tourer	1924	Bonhams	£22,882
Chevrolet Corvette 235 Six convertible	1954	Bonhams	£44,456
Chevrolet Corvette 265 V8 convertible	1956	Bonhams	£32,668
Chrysler Town and Country convertible	1948	Bonhams	£68,646
Cord 812 289 phaeton	1937	Bonhams	£68,646
De Dion-Bouton Z 8hp rear-entrance tonneau	1905	Bonhams	£55,570
Ferrari 328GTSi	1986	Bonhams	£32,688
Ferrari Mondial cabriolet	1985	Bonhams	£14,383
Fiat 600 Jolly beach car	1959	Bonhams	£48,735
Fitch Phoenix 140 prototype	1966	Bonhams	£150,368
Ford 11A Deluxe station wagon	1941	Bonhams	£42,495
Ford Thunderbird	1957	Bonhams	£30,727
Ford Thunderbird	1957	Bonhams	£20,920
Hudson Super Wasp 262 Six	1953	Bonhams	£7518
Jaguar E-type S1 3.8 roadster	1961	Bonhams	£199,401
Jaguar E-type S1 3.8 roadster	1963	Bonhams	£77,145
Jaguar E-type S1 4.2 roadster	1966	Bonhams	£50,994
Jaguar E-type S2 4.2 fhc	1970	Bonhams	£13,075
Jaguar XK120SE roadster	1954	Bonhams	£61,454
Jaguar XK140 3.4 roadster	1955	Bonhams	£71,915
Jaguar XK150S 3.4 roadster	1959	Bonhams	£120,948
Jeep Grand Wagoneer	1988	Bonhams	£26,151
Lagonda 2.6 dhc	1952	Bonhams	£20,920
Lamborghini Countach LP400 'Periscopica'	1975	Bonhams	£719,152
Lincoln K 414 V12	1938	Bonhams	£48,374
Lincoln Zephyr 292 V12	1940	Bonhams	£37,918
Maserati 3500GTi	1963	Bonhams	£104,604
Mercedes-Benz 190SL roadster	1960	Bonhams	£60,147
Mercedes-Benz 220SE Ponton cabrio	1960	Bonhams	£75,184
Mercedes-Benz 230SL+hdtp	1965	Bonhams	£24,843
Mercedes-Benz 250SL+hdtp	1967	Bonhams	£32,688
Mercedes-Benz 280SE 3.5 auto	1971	Bonhams	£54,917
Mercedes-Benz 280SL+hdtp	1971	Bonhams	£31,381
Mercedes-Benz 280SL+hdtp	1971	Bonhams	£34,650
Mercedes-Benz 300 'Adenauer'	1952	Bonhams	£26,151
Messerschmitt KR200	1955	Bonhams	£16,344
MG TC	1947	Bonhams	£16,998
MG TD	1951	Bonhams	£20,267
MG TF-1500	1955	Bonhams	£18,424
Morgan Plus 4	1952	Bonhams	£26,804
Packard 640 Custom Eight opera-coupe	1929	Bonhams	£25,535
Packard Eight 320 Victoria convertible	1936	Bonhams	£44,575
Packard Super Eight 1004 7-passenger saloon	1933	Bonhams	£90,220
Porsche 911 turbo	1987	Bonhams	£28,766
Porsche 911E targa	1970	Bonhams	£16,344
Rambler Model 83 Cross Country tourer	1913	Bonhams	£39,226
Rolls-Royce Silver Cloud saloon	1958	Bonhams	£25,497
Rolls-Royce Silver Ghost Piccadilly Merr roadster	1925	Bonhams	£148,585
Stoddart Dayton 10K baby-tonneau	1910	Bonhams	£101,335
Toyota Land Cruiser FJ40	1974	Bonhams	£35,303
Volkswagen Beetle 1200	1956	Bonhams	£6537
Volkswagen Beetle 1200	1962	Bonhams	£9479
Volkswagen T181	1973	Bonhams	£5230
Volkswagen T2 Westfalia campervan	1973	Bonhams	£10,103
Volvo 1800ES	1973	Bonhams	£54,917

Only cars believed sold are listed. Prices include buyer's premium, but not the VAT payable on it





Ex-Sebring Team Roosevelt 1959 Abarth 750 Monza reached £120,948 with Bonhams



Restored AC Buckland, £20,920, Bonhams



Superb Amilcar CGSS, £113,756, Bonhams



Ford station wagon, £42,495 at Bonhams



Rare XK150S roadster, £120,948, Bonhams



LP400 set Countach record at £719,152



Low-mileage 1800ES, £54,917 at Bonhams

#### SALE RATES AND STATISTICS

Brightwells, Leominster, Herefordshire, 14 May: 10% buyer's premium, 117 cars sold of 149 offered – 79% sale rate, £1.3m; HVA, Herefordshire, 14 May: 10%, 12/23 – 52%, £167,113; Bonhams, Aston Martin Sale, Newport Pagnell, Bucks: 17 May, 15%, 45/48 – 94%, £8.7m; Bonhams, Spa Classic, Belgium, 18 May: 15%, 45/66 – 68%, £2.69m; Silverstone Auctions, Silverstone, Northants, 24 May: 12.5%, 43/62 – 69%, £1.67m; Richard Edmonds, Castle Combe, Wilts, 31 May: 10%, 49/58 – 84%, £480,403; Bonhams, Greenwich, Connecticut, 1 June: 10%, 92/95 – 97%, £4.63m; Bonhams, Shipton-on-Cherwell, Oxfordshire, 7 June: 15%, 72/79 – 91%, £1.73m; Historics, Brooklands Museum, Weybridge, Surrey: 7 June, 10%, 98/148 – 66%, £2.08m

#### CONDITION GUIDE KEY

f – fair; g – good; vg – very good; exc – excellent; supb – superb; conc – concours; sh – service history; fsh – full service history; g.hist – good history file; hi – historically interesting; orig – original; v.orig – very original; n.orig – not original; lm – low mileage; vlm – very low mileage; del miles – delivery miles; oo – one owner; fo – few owners; p – poor; refurb – refurbished; renov – renovated; restd – restored; restd (o) – older restoration; restn (s) – straightforward restoration; restn (m) – major restoration; p.restd – partially restored; compl – complete; inc – incomplete; to – taxes owing; not reg – not UK registered; recom – needs recommissioning

#### COACHBUILDERS KEY

Bark – Barker; F&W – Freestone & Webb; Harr – Harrington; HJM – H J Mulliner; Hpr – Hooper; JY – James Young; Merr – Merrimac; Mull – Mulliner; MPW – Mulliner Park Ward; PW – Park Ward; Reut – Reutter; T&M – Thrupp & Maberly; Tick – Tickford; VdP – Vanden Plas; W&P – Wood & Pickett; Zag – Zagato



Monterey Star Attraction // 1961 Ferrari 250 Series II Cabriolet // S/N 2441

#### UPCOMING AUCTIONS

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# CLASSIC BARGAINS AT BROMLEY



Clockwise: '70s buggy was £10,995; there was lots of interest in solid MGA and '50 TD; 1948 Studebaker; stunning Volkswagen K70



Prices may be rocketing across the board, but there was still plenty of tempting machinery up for grabs at Bromley Pageant of Motoring on 8 June. Two tidy left-hooker MGs drew the crowds all day, in particular an MGA 1500 for £12,950 ovno. The vendor had imported the car from the US two years ago, since when it's had lots of new parts. He said: "You couldn't go wrong with it! The engine has great oil pressure, it doesn't smoke and it's taut to drive." There were a few minor cosmetics to sort, but it sounded sweet and looked eminently usable.

As always at Bromley, there were loads of saloons in the cars for sale area. There was a choice of Silver Shadows: a smart two-tone II for £6500 or a weddings-white earlier car for £4750, reduced 500 quid by the end of the day. Nearby was a lovely dark red Jaguar XJ12 SIII for £8500 or, if that was too modern, how about a glorious '64 Cadillac Coupe de Ville – 'used at least once a week' – that had been retrimmed and had the brakes fettled, for £15,495? And if the Caddy was too mainstream, you could have bought a piece of Raymond Loewy-styled

## 'You could have had a piece of Raymond Loewy-styled Americana – a Studebaker Champion – for just £6995'

Americana – a fabulous Studebaker Champion Coupe displayed with the Forest Hill & District Classic Car Club – for a mere £6995.

There were cars for sale wherever you looked, in fact, such as a fantastically original 1972 Volkswagen K70 also in the club displays. The gleaming Sumatra Green left-hooker was first sold to Sweden,

had been Waxoyled from new and looked an excellent buy at £4500. If that was too much, an autojumble vendor was reluctantly selling his W116 Mercedes-Benz 280SE, in metallic dark brown, at only £3500.

C&SC's special projects guru John Deverell was taken with a '53 split-screen Morris Minor, but with later running gear, for £2500.

It wasn't all bargains, though, with top prices being asked for a couple of Fiats. You would have needed £6950 for an admittedly very smart Coupé, or just short of 30 grand for an original Multipla.

## Shapecraft Elan encore

Fifty years since it made its first track appearance, the Shapecraft Elan could be about to make a comeback. Built as a one-off for a customer by Shapecraft Classic Motor Bodies, using templates taken from one of the original cars, this Elan has been produced using similar techniques.

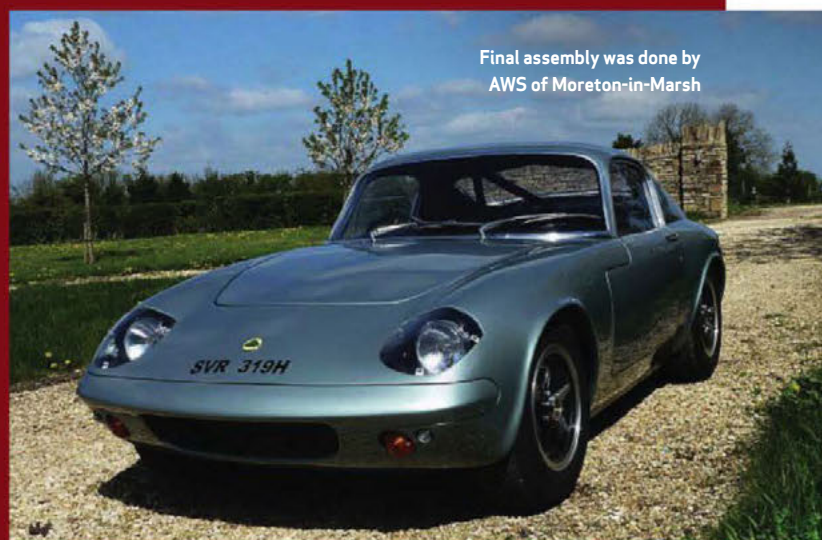
Shapecraft's Clive Smart, who worked for the original firm in the '70s, before acquiring the rights to the name 37 years ago, said: "The shape is something we talked about with Bryn Williams but hadn't done. It's a sleeker, more modern take on an Elan, based around a Shapecraft and things Italian."

Built to resemble a Series 2, the 'new' Shapecraft started with a 1970 S4 donor and includes a Type-26R chassis with full 26R race running gear.

"The alloy hardtop is fitted (pop-riveted and filled) onto a glassfibre Elan body," said Smart. This car features a one-off Superleggera-type roof frame and Zagato-like polished flush-fitting 'screen and rear screen surrounds.

Subject to sufficient interest – Smart quantified this as five orders, at a price to be fixed – the idea would be further developed and cars constructed to original spec with a stiffened alloy top bonded directly to an Elan body.

Call 01604 587580 for more info or e-mail enquiries@shapecraft.com



Final assembly was done by AWS of Moreton-in-Marsh





## Junior takes a senior role

Tom Hartley Jnr is leaving the family business to set up his own dealership, specialising in "exceptional luxury, performance and classic cars".

Operating from new premises in Derbyshire, the eponymously named (including the Jnr bit) firm comes after more than two decades of Hartley Jnr working in the family partnership.

He said: "It has been a privilege working alongside my father and brother for so long and the decision to branch out on my own has not been easy. This is the most amicable separation you can imagine but the time is now right for me to put my experience, reputation and energy into a new venture that I can develop in a personal way. I'm looking forward to the exciting times ahead." See [www.tomhartleyjnr.com](http://www.tomhartleyjnr.com) for more.

# RS prices set to soar

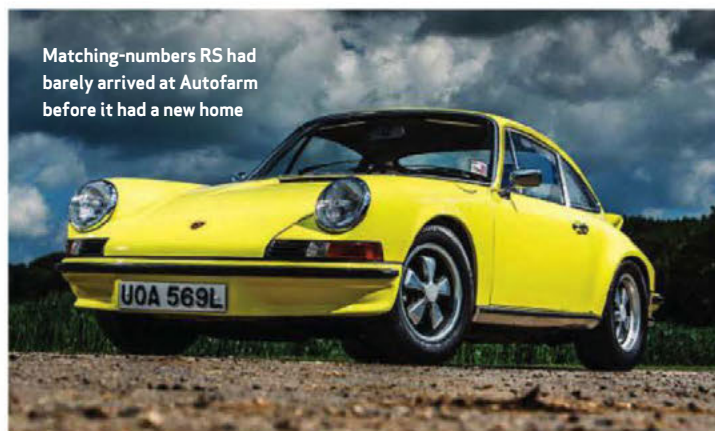
There's precious little sign of the classic market cooling as ever more stories of fever-pitch sales flood in. The latest is from Porsche specialist Autofarm, which reports a 911 Carrera RS 2.7 shifting for over £500,000 before the company had a chance to market it. The two-owner car, chassis 0899, was built for the Italian market and had not been used on the road for a generation, but had been meticulously maintained during its lay-up.

Autofarm founder Josh Sadler said: "Demand remains strong and, despite not even getting it onto our website, we had a number of keen purchasers, eager to acquire a desirable, matching-numbers car that we have known for over 30 years.

"Such provenance is rare, especially given that many were driven hard in competition and have been messed around with."

But can Sadler claim credit for foreseeing the way demand would rocket for such cars? "We always knew they were special, hence we decided to log them from when we started Autofarm in 1973, but we couldn't predict the rocketing values or I would have put more old racers we had away in our store!"

A fellow RS specialist agreed that £500k is the going rate for the best Tourings. But he reckons that rarer Lightweights – just 200 were made – could pass £1.5m "because there are a lot more collectors after them than there are cars to go around".



Matching-numbers RS had barely arrived at Autofarm before it had a new home

## MAXIMISE YOUR ASSETS

The Historic Automobile Group International (HAGI) is holding an investment conference in Hanover, New Hampshire, USA on 6-7 October including such topics as 'What defines an asset class' and 'Transition as a value catalyst'. E-mail [info@historicautogroup.com](mailto:info@historicautogroup.com) for more.



## BOSACK'S CHARITY BELTER

The generous Bosack Family has donated a 1936 Ford Cabriolet – packing a later Mercury V8 – from its personal collection to The Elegance at Hershey. The vehicle was sold to the highest bidder on eBay, with all proceeds going to charity, and made \$26,200.

## PULLING IN THE PUNTERS

Check out the advert on p214 of this month's C&SC asking for 'an interesting Aston', a 'Jaguar-engined sports racing car' and 'a coachbuilt two-door Bentley'. It's so vague that it's actually very intriguing. Clever.



## Price watch Aston DBS

"Interest in the classic DBS rose strongly after the introduction of the new DBS," says Philip Jones of Byron International ([www.allastonmartin.com](http://www.allastonmartin.com)). "Before 2007, a DBS auto for breaking might be only £3000 and a nice DBS Vantage manual a mere £10-14,000. In May 2014, a restored, non-Vantage DBS manual sold at Bonhams in Newport Pagnell for £96,700 including premium." Jones adds: "A Vantage usually achieves considerably more and we've seen a lot of interest from German buyers. Typically, you're now looking at £50,000-plus for a good six-cylinder DBS with a manual gearbox."

The DBS V8 historically lagged behind the later AM V8s: "They were seen as difficult to live with, due to the fuel injection. We now know these cars well, though, and the problems can be overcome. The DBS V8 is a very quick car, and some see it as the last proper David Brown Aston." Values are still somewhat lower, topping out at c£60,000, but really nice ones fetch more. "The rise of six-cylinder values has dragged up those of the V8. On all DBSs, manual transmission typically adds 10-15%," advises Jones.

Rising prices still don't make restoration viable: "A barn-find DBS auto may be £15-20,000 to buy, but a nut-and-bolt rebuild could easily cost £200,000 or more." It's one reason to be wary when considering a restored example or one where work has commenced but been abandoned.

A rather special DBS did much to increase interest in these models: the car used in *The Persuaders!* that sold for £533,500 (Market place, July).



After years in the doldrums, the aficionado's choice early DBS is finally on the rise

### AUCTION RESULTS

1970 DBS	£533,500
Bonhams, Bucks, May 2014	
1969 DBS Vantage	£50,063
Silverstone, Birmingham, April 2014	
1971 DBS V8	£30,250
Brightwells, Hereford, Sept 2013	
1971 DBS Vantage	£49,450
Historics, Surrey, August 2013	

### CLASSIFIEDS

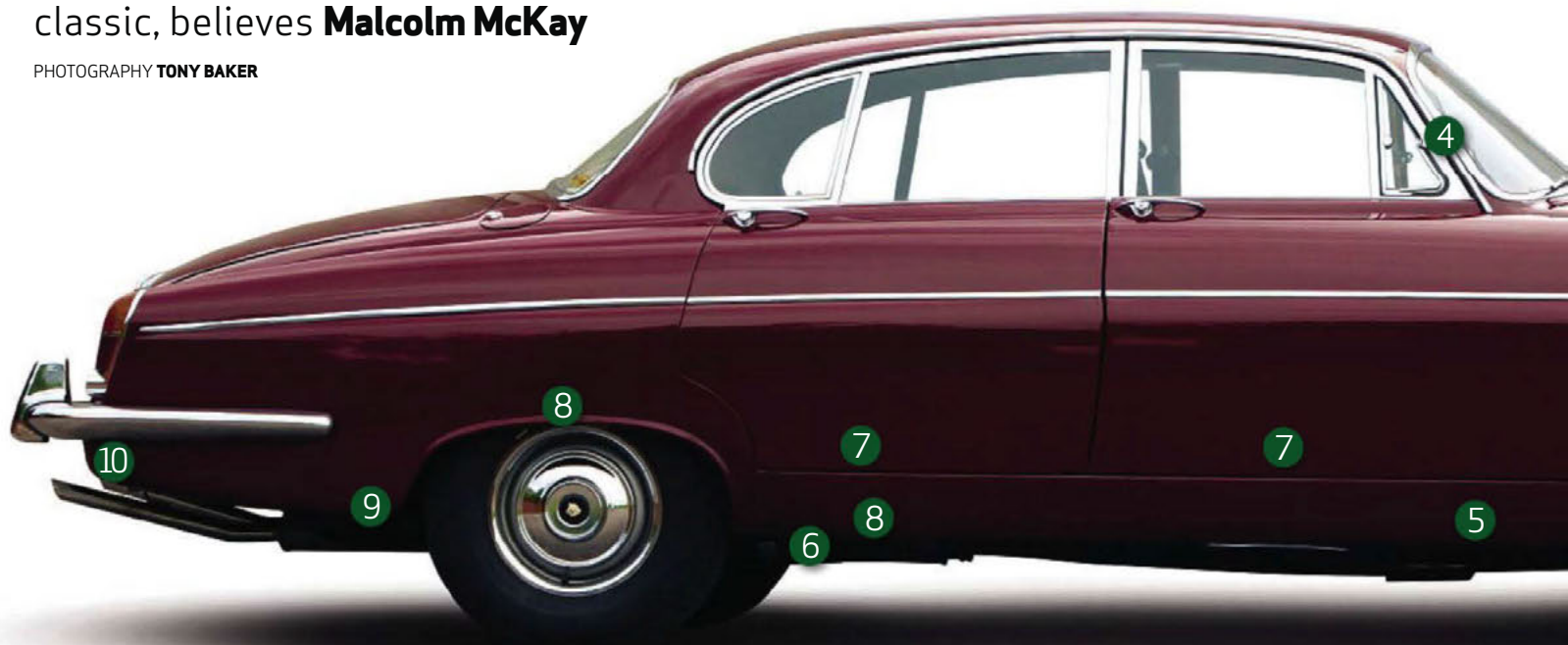
1971 DBS V8	£75,000
One owner since 1992, auto, very original, 50,000 miles 07043 235005 (T)	
1968 DBS Vantage	£79,500
Restored, matching numbers, Webasto, in Belgium but RHD 0032 475 708091 (P)	



# JAGUAR MkX & 420G

Coventry's magnificent monster deserves to be cherished as a great classic, believes **Malcolm McKay**

PHOTOGRAPHY **TONY BAKER**



**F**or decades the widest production car ever made in Britain at 6ft 4in, the MkX now looks almost svelte against moderns – even the F-type is 4½in broader. That fact alone deserves to spark a resurgence of interest in this forgotten Jaguar, which now offers outstanding value for money.

Sir William Lyons wanted to take America by storm, as he had done with his sports car, but he underestimated the gulf between British and US tints of the time. In trying to bridge the gap, he almost lost both markets: the huge width of the MkX discouraged sales in Europe, but it was an anomaly across the pond where saloons with similar dimensions and better acceleration could be bought for less than half the price.

It was admired there – as *Road & Track* put it: 'No other car of the size and type gives a better combination of comfort, handling and silence,' – but it was hampered by having only a 'six', the engine of budget models in the States. Ironically, had the MkX been equipped with the Daimler Majestic Major's 4.5 V8, which was tried in a prototype, it could have sold much better in the US; or better still with the V12, fitted to three MkXs for development. As it was, a third as

many MkXs were sold with left-hand drive as right – a huge disappointment for Lyons.

The MkX offered a blend of ride, performance and handling that was decades ahead of its time. It featured all-independent suspension, a unitary body, 14in wheels, twin 10-gallon fuel tanks in the rear wings with submerged recirculating pumps, vacuum-operated heater controls and twin heater fans, plus optional electric windows and air-con. Going to a monocoque didn't save weight: it was 168lb heavier than the MkIX. So strong was the MkX structure, though, that a dozen were modified into elegant open tourers in the late 1970s. Neglect can lead to rampant rot, but well-cared-for cars can still be found.

Although the 3.8 is sometimes described as underpowered, its manual version gave the best recorded 0-60mph time of the range, 9.1 secs, and the auto was no sluggard either at 10.8 secs. The 4.2 engine has extra torque, giving a more flexible drive and better mid-range acceleration; road testers found it more economical but little faster, although one did record a phenomenal 128.5mph top speed in a 4.2 manual. It spawned the Daimler DS420, which shared the running gear (albeit with twin carbs) in a stretched 420G platform, and was produced until 1992.



Late Jaguar specialist Craig Hinton built 12 convertibles



Improved 4.2, with all-synchro 'box, was introduced in '64





## Check points

- 1 Bonnet front lower edge
- 2 Wings: above headlights, wheelarches and rear edge
- 3 Chassis legs, particularly front subframe mount area
- 4 Front door and windscreen pillars, plus gutters
- 5 Floors, esp front footwells and stiffening box sections
- 6 Sills: inner and outer, notably at jacking points
- 7 Door bottoms
- 8 Subframe and where the radius arms mount
- 9 Rear wheelarches
- 10 Rear valances



Leather-faced **seats** are prone to wear and sagging, although they are easily revived if not too far gone. Perforated hide was used only in the 420G



Most MkXs were autos, with reliable and inexpensive to rebuild Borg-Warner units. Manuals had Moss then Jaguar **transmissions**; overdrive is desirable



The twin-cam **XK engine** is a gem if well maintained, but can suffer from oil leaks, especially the rear crankshaft seal, which is an engine-out job to rectify. Also look for signs of overheating and head-gasket failure, aluminium corrosion, rattly timing chains or cams. Earlier models had polished alloy cam covers (as on *One to buy*)



The **brakes** are powerful and fade-free; Kelsey Hayes bellows servo on 3.8s fine if properly set up. Look for rusty discs/stuck calipers; 4.2 had bigger pistons



There are 43 pieces of veneered **wood trim**, all originally matched. A perfect set is a bonus: it wasn't that durable and second-hand pieces may not blend in



Inspect for **balljoint** wear, leaks from **power steering** and soggy **bushes**, plus rot in the crossbeam, towers and chassis legs where the suspension is mounted



**Limited-slip diff** is reliable if kept full of the correct lubricant; it should not leak, clonk or whine. Oil leaks from driveshaft seals can get on to brakes



Vast interior is lavishly appointed but check that all the wood is there and that the hide is supple



## On the road

A well-maintained XK engine will easily do 150,000 miles between overhauls, but neglect can halve that – and so-called rebuilt engines don't always last as long as they should. Check that the correct 'six' is fitted – swaps are not uncommon, and sometimes for lower-spec units.

Look for at least 15-20psi oil pressure at tick-over when hot (less means that the bearings are worn), and 40psi at 3000rpm. If the fuel consumption is high or the engine runs roughly, refurbishing and setting up the carburettors should work wonders. Oil leaking from the rear crank seal is a particular curse: it can be fixed, but is a major job so budget at least £1500 unless doing it yourself. Cylinder-head corrosion due to lack of inhibitor will rapidly clog the radiator, leading to overheating and potentially head-gasket failure – look for signs of boiling or leaking, and for oil and water mixing.

Automatic gearboxes can usually be rebuilt for less than £750 (plus fitting); rare manuals are durable but a worn Moss 'box isn't much fun; the all-synchro Jaguar unit is clunkier but stronger. Many owners fit a higher-ratio crownwheel and pinion for more relaxed motorway running, readily available from other models. Some cars have been successfully fitted with later four-speed automatics, and even V12 engines!

The ride should be excellent and not unduly wallowy, with great cornering on the limit. Worn dampers and bushes spoil the sensation but are fairly cheap to sort. Many MkXs have had their 14in wheels swapped for XJ6 15in rims, using cheaper 205/70s, though still giving a good ride.



Vast saloon handles superbly, while riding brilliantly too

### OWNER'S VIEW Clive Clark



After years of running Evos and TVRs, Clark went classic with an SI E-type – and soon gave up IT consulting to start Lancashire Classic Jaguar Hire: "I'd always liked MkXs, so bought a 420G in 2010. There was nothing for them on the internet, so I created a forum that now has 5-600 members. I also became the JEC's forum co-ordinator and started a spares company.

"Then I heard about this car: it's the 17th from last right-hand drive and was sold new to Glaxo Holdings. It had new doors and a respray in '84, and the previous owner had spent £9000 on an engine rebuild and other work. He said that he'd sell it to a good home, so I replaced my other one with this. I went down to the south coast and drove it all the way back with no problems."

## The knowledge

### WHAT TO PAY

Show/rebuilt	£15,000+
Average	£8000
Restoration	£1250

### PARTS PRICES

Front wing front repair section	£102
Rear wing lower half	£226
Outer sill	£150
Front crossmember	£50
Rebuilt engine	£3-6000
Water pump (exchange)	£198
Brake master cylinder	£200

### CLUBS

#### Jaguar Enthusiasts' Club

0117 969 8186; [www.jec.org.uk](http://www.jec.org.uk)

#### Jaguar Drivers' Club

01582 419332; [www.jaguardriver.co.uk](http://www.jaguardriver.co.uk)

### BOOKS

**Jaguar Mark VII to 420G** Nigel Thorley, Bay View  
**Jaguar MkVII, VIII, IX, X & 420G Road Test Portfolio** Brooklands  
**The Big Jaguars 3½ litre to 420G** Graham Robson, Crowood

### SPECIALISTS

**Classic Motor Cars** 01746 765804 **SNG**  
**Barratt** 01746 765432 **Martin Robey** 02476 386903  
**David Manners** 0121 544 4040  
**M&C Wilkinson** 01777 818061 **Straight Six Classics** 07963 804299 **Mk10 Motor Spares Market** <http://mk10msm.wordpress.com>





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04/12



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## TIMELINE

**1961 Oct** MkX launched, with 3.8 engine  
**1962 Apr** Heated rear window (HRW) option, permanently wired to ignition  
**1964 Jan** Dunlop SP 205x14 radials replace R55 crossplies, new speedo **Aug** Last MkX 3.8 built (9129 right-hand drive; 3848 left-hand drive)  
**Oct** 4.2 launched: better torque, alternator, Marles Varamatic power steering, all-synchro manual 'box  
**1965** Limousine option, unchanged externally but with division, rear clock, cocktail cabinet etc  
**1966 Apr** HRW now with switch; air-con optional  
**Oct** 420G replaces MkX 4.2 (3720 RHD, 1960 LHD, inc 18 Limos); grille centre rib, front wing indicator repeaters, chrome side strips or two-tone paint, perforated leather, black dash top  
**1967 Jul** Front and rear seatbelt mounts standard, engine mounts moved from body to front crossmember (new block needed)  
**1970 Aug** 420G production ends (5429 RHD, 1125 LHD, including 24 Limousines)

## FACTFILE

**Sold/number built** 1961-'70/25,211  
**Construction** steel monocoque  
**Engine** iron-block, alloy-head, dohc 3781/4235cc 'six', with triple SU carbs; 265bhp @ 5500rpm; 260lb ft @ 4000rpm-283lb ft @ 4000rpm  
**Transmission** four-speed man with optional o/d (three-synchro Moss 3.8, all-synchro Jag 4.2) or three-speed BW auto (DG on 3.8, Model 8 on 4.2), driving rear wheels via Salisbury Powr-Lok diff  
**Suspension: front** coil spring/damper, double wishbones, anti-roll bar **rear** twin coil spring/damper units, upper driveshaft with lower wishbone, trailing arms  
**Steering** Burman power-assisted recirculating ball on 3.8, 4½ turns lock-lock, Marles Varamatic on 4.2, 3 turns lock-lock **Brakes** Dunlop discs all round, 10¾in front, 10in rear, with servo  
**Length** 16ft 10in (5130mm) **Width** 6ft 4in (1930mm) **Height** 4ft 6¾in (1390mm)  
**Wheelbase** 10ft (3048mm) **Mpg** 12-23  
**Weight** 3920-4144lb (1782-1884kg)  
**0-60mph** 10.8-9.1 secs **Top speed** 120-129mph  
**Price new** £2156 (1965 4.2)

## INSURANCE

£84.80, for a Londoner, 30, full no-claims and clean licence on a garaged '65 4.2 as a second car, value £10,000, 5000 limited miles. RH: 01277 206911.

## THE ALTERNATIVES



**DAIMLER MAJESTIC MAJOR**  
 Trad-Brit saloon with a fabulous 4.5-litre alloy V8 that was almost

embarrassingly fast for Jaguar, but couldn't match the MkX's ride and handling. Few survive, sadly.

**Sold/no built** 1960-'68/1180 **Mpg** 12-20  
**0-60mph** 10.3 secs **Top speed** 122mph  
**Price new** £2555 (1965) **Price now** £10-15,000



**FORD GALAXIE 500**  
 Less than half the price of the MkX in the USA but comparable in UK, the 500's top-spec

427 V8 powered it to saloon-car race titles. The polar opposite of the understated Jaguar.  
**Sold/no built** 1962-'68/1,422,404 (all 4dr V8s)  
**0-60mph** 9.5 secs **Top speed** 119mph **Mpg** 10-18  
**Price new** £2312 (1965) **Price now** £8-20,000

# One to buy £17,995

**Year of manufacture** 1963 **Recorded mileage** 51,111 **Vendor** Thoroughbred Cars, Chigwell, Essex; tel: 020 8501 2727 **For** 3.8 manual with overdrive, fully rebuilt in the '90s **Against** Not original colour

This rare, one-owner manual MkX was sold new to Singapore and repatriated in 1977 (hence the S-plate), and has had in effect one owner, residing in the Sondes Fields collection since. It had £40,000 spent at Jag main dealer Paladin in the 1990s, including a change from blue and was last on the road in 2006, but it has been run regularly. More recently the steering box has been rebuilt and converted to power assistance, although the pump and piping are a little damp on the outside.

Overall it's very smart, with no rot – just some microblistered paint on the bonnet and front wings that will have been attended to before sale. The brightwork is all good and the interior is superb, with unworn and nicely retrimmed leather upholstery, pristine headlining and excellent timberwork apart from a tiny crack in the glovebox-lid veneer or varnish, and the plating is wearing off the gearknob. When we saw the car the bumpers were lightly speckled, but that would easily come back to normal with a polish.

Under the bonnet the inner wings are perfect, the coolant is a strong blue/green in the radiator top tanks and the oil is clean and just over the 'max' mark. The rebuilt straight-six starts easily with no smoke or timing-chain rattles and drives well, with 40psi oil pressure showing when hot and the temperature behaving itself. The brakes are firm, but the gearshift is a little notchy into second. The Jag will be sold with a new MoT.



MkX has stainless exhaust and will come with fresh tyres



Cabin lovely, apart from tiny crack in glovebox lid veneer



XK pulls strongly, showing 40psi hot, and will be detailed



Spot a 420G from grille bar and side repeaters. To hire this one: [www.lancashireclassicjaguarhire.co.uk](http://www.lancashireclassicjaguarhire.co.uk)

## Our verdict

Fantastic value for money, MkXs are bound to appreciate now that wide cars are common and their rarity is recognised. Buy the best you can: if you can't find a 100%-perfect car, look for a smart body and interior first: mechanical parts are available and not hugely expensive. Quiet, comfortable, fast and practical, a good MkX or 420G is a delight to own and drive.

### FOR

- The ultimate in grace, space and pace
- Doesn't look or feel as big now as it did when new
- Mechanical parts all available and not that dear
- Good examples are well priced at present, but tread carefully when inspecting cheap ones

### AGAINST

- There's a lot of steel to rot, and it does
- Body repair panels are expensive
- Trim parts hard to find, and may not match



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## Five questions for...



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**How long have you been in business?** Since 1989.

**What's your specialism?** We restore Ferraris and Astons with a focus on engine tuning, high-quality engineering solutions and coachbuilding: the whole package.

**How's business?** Busy: we're flow-benching a 330 head with improved cam profile and venturi, lowered reciprocating mass, upped compression and minimised rocker swipe for longer engine life.

**What should readers buy now?** The early 330GT 2+2, and we've got two in right-hand drive available as full restorations.

**What sets you apart?** Our care and attention to detail when repairing and making parts for 50-year-old cars. Nothing is a substitute for lateral thinking with solutions that are otherwise missed, since the cause is often not obvious when non-standard parts have been fitted in the past.

## CASE HISTORIES Cars for sale we've tested this month



1973 Alpine A310 p193



1968 BMW 2000 tilux p207



1964 Ford Mustang p214

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**1980 Aston Martin V540 Vantage Osca India** - #V8VOL12241 was ordered in left-hand-drive on 14/3/80, and first registered on 4/7, the same year, to His Highness Sheikh Salem Al Ali Al Sabah of Kuwait. Returned to the Newport Pagnell factory three months later, with zero miles - it was converted to right-hand-drive and as one of just thirty-five completed, it was further upgraded for its first owner to "580X" specification, delivering more than 400bhp! With a complete history from new and superbly presented in metallic marine blue with a magnolia leather interior, this very limited production Oscar India, is exceptional value for the Aston Martin collector. **£118,995**



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## CASE HISTORIES

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### ALPINE RENAULT A310

**Year of manufacture** 1973 **Recorded mileage** 5242km

**Asking price** £22,995 **Vendor** Justin Banks, Tunbridge Wells, Kent; tel: 07794 576886; www.justinbanks.com

#### WHEN IT WAS NEW

**Price** not listed in UK **Max power** 127bhp **Max torque** 108lb ft  
**0-60mph** 8.1 secs **Top speed** 131mph **Mpg** 24-32 (est)

This pleasingly unmodified early A310 was imported from France in 2000 by a Renault specialist who kept it for the next 14 years. It's in super order, with no scuffs, scrapes or splits in the glassfibre, and the doors fit well. The headlight glasses each have a small crack in one corner, but you don't notice them. The Alpine sits on aftermarket Gotti wheels wearing Yokohama tyres up front and Falkens at the rear – all with plenty of tread – and the spare is the original with an older Michelin XAS.

Inside, the hide is lightly creased on the seats, which have had inflatable bladders added, and lightly worn on the door pulls. There's a custom-made steering wheel and boss to suit the previous owner's reach. He also added a Ferrari-style aluminium open gear gate, plus a battery cut-off on the dash.

The engine is clean and tidy, with a decent bespoke exhaust and neat heat-shield, plus new fuel filter. Its oil is clean and over the 'Max' mark, coolant a clear blue/green and to mid level in the header bottle.

The twin-Weber 1605cc 'four' starts after a brief churn and soon settles to an even idle. The seating position is heavily offset to the centre, and it's almost impossible to heel and toe, but the Alpine has lovely balance with lots of grip and sensitive steering. You need to rev it to get the best out of it, but progress is rapid on twisty A- and B-roads. The brakes are smooth and powerful, but the gearlever is slightly sticky coming out of fifth, perhaps due to that gate. We can't tell you about the oil pressure and temperature because the gauges had decided to go offline, but apparently they were working the previous time the car was run, and no doubt will spring back into life. A 'French Lotus' must surely be allowed one quirk...

The A310 will be sold with a handbook, spare keys and large history folder including lots of bills for parts while it was in France, and the MoT runs until May next year, with no advisories on the previous two.



#### SUMMARY

##### EXTERIOR

• Straight, high-quality glassfibre, with good panelfit and nice paint

##### INTERIOR

• Unworn and well finished

##### MECHANICALS

• Fully fettled by previous owner

**VALUE** ★★★★★★☆☆

**For** Better made than a Lotus

**Against** But possibly not as swift; instrument fault to be investigated

##### SHOULD I BUY IT?

If you've always wanted one, yes; it must be the best (maybe the only) one currently on the UK market. It's sorted and ready to enjoy



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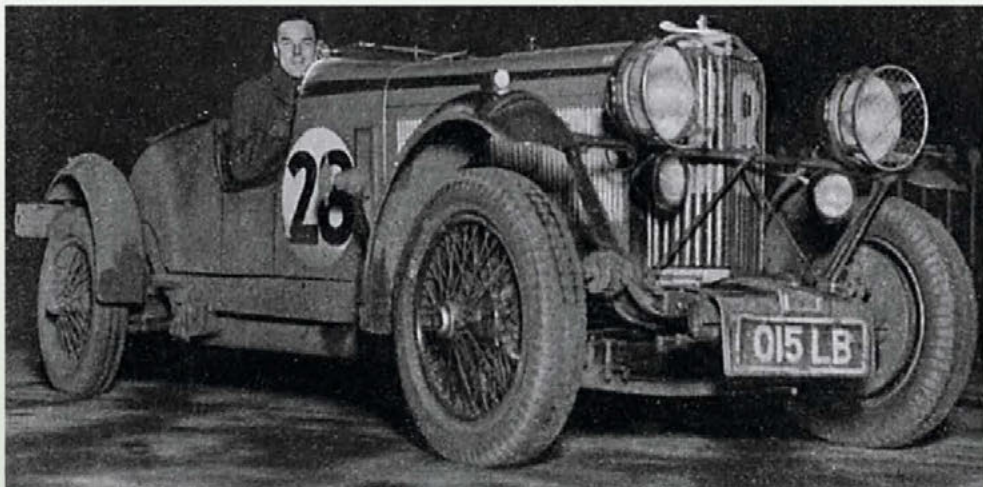
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### Delahaye 135 "S" Figoni #46626 - ex. Louis Villeneuve

This Delahaye master piece is one of the only 16 example of 135 "S" built for competition purposes to ACF regulation. 46626 has been ordered by Louis Villeneuve and sent to Figoni to create an aerodynamic alloy bodywork. It has a fabulous racing history including Le Mans 1937, 1938 (4th OA), 1939 (6th OA), 1949. It also participated in the Grand Prix of Belgium, Pau, Liège, Paris, Coupe des Prisonniers and many other classics. Purchased by Pierre Bardinon in 1952, Jean Pierre Bernard in 1957 and by last owner in 1981.

46626 is well known as the most original 135 "S" in existence, still retaining its original chassis, body and mechanical components. Offered for sale for the first time, it is in unrestored original condition and a really unique opportunity to acquire the pinnacle of the Delahaye race cars.

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1967 289 V8 Fastback Bullitt Replica	£55500	1965 289 V8 Convertible, Red, Auto	£34950
1964 260 V8 Convertible, Gold, Auto, Concours	£42950	Shelby GT500 2014 Model, Black	£65500
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TVR Griffith 400 V8 1992/J One owner from new 10500 Miles Cureton Green £35,990



# CASE HISTORIES

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## BENTLEY 3 1/2 LITRE

**Year of manufacture** 1925 **Recorded mileage** 7300

**Asking price** £245,000 **Vendor** Robert Glover, Bicester Heritage, Oxfordshire; tel: 07779 079827; www.robertglover-ltd.com

**WHEN IT WAS NEW (3 Litre)**

**Price** £1225 (chassis) **Max power** 70bhp **Max torque** sufficient  
**0-60mph** n/a **Top speed** 80mph **Mpg** 15-22

This Bentley, originally bodied as a Gurney-Nutting open four-seater, was built up from parts starting in around 2005 by Ewen Getley, a four-cylinder Bentley expert. Factory records to 1938 authenticate the chassis, which was found by Getley's father Robert, and correspondence from JE Pearce dates the Vanden Plas-style body, costing around £4000 in 1976.

It's in lovely, just-taking-on-a-bit-of-life condition, with a few shallow dings in the bonnet, the main body straight, and the paint gently flaking off the wing edges. The leather is wearing in nicely, plus the hood and tonneau have faded slightly from black. The plating to the lights and radiator shell glows beautifully, while the dash and instruments are in fine order, and the car wears an original Barker 'double-dipper' linkage for the headlights.

The motor boasts a high-torque starter, a more modern generator and a spin-on oil filter as well as a pair of SUs with an electric pump replacing the Autovac, plus distributor ignition and an electric fan. There's lots of water in the top tank and the oil is clean and on the 'Max' mark. The tyres are recent Blockleys all round, hardly worn and with plenty of tread.

Operating it couldn't be simpler. On with the ignition and pump, press the button and it fires with a gruff bark. It still has a centre throttle and progress in first can be jerky, but it snicks through the gears (C-type 'box') rapidly and has lots of poke. It cruises easily at 60mph, tracking straight with little scuttle shake. More impressive, the automatic advance/retard means that you don't have to watch and help the revs when turning at junctions, a boon in traffic. The brakes pull up firm and straight with a bit of a squeal, and the motor runs at 40psi at 150°F, although in protracted queues it needs the fan. You could have a lot of fun with this car. We did.



## SUMMARY

### EXTERIOR

- Older paint taking on character

### INTERIOR

- Leather ageing gracefully; smart carpets and instruments

### MECHANICALS

- Rebuilt with mod cons and sorted

**VALUE** ★★★★★★☆☆

**For** Usable; easy to drive; fast

**Against** Not a factory 3 1/2 Litre, although that's normal

### SHOULD I BUY IT?

If you want a usable vintage tourer capable of covering vast, fuss-free distances, join the queue. It's about the same price as an original 3 Litre



We have 40 rare Mercedes benz in stock



## 1969 Mercedes Benz 280SL

### W113 Pagoda 4 Speed Auto

Finished in brilliant Metallic Red 571 code, with Charcoal Black mb tex leatherette interior. Very special Anniversary 50 Years of the Pagoda they are not making any more of these cars again?

This car has only covered 88,000 miles with a massive history file, and in my opinion is in excellent condition. We have just over seen a sympathetic full bear metal re paint to the highest standard done by the famous "fitness" body shop of Stockport and all the underneath has been bear metaled and detailed and protected, documented photos TO PROVE NO RUST and invoices, etc

All the chrome work is perfect all the interior carpets wood etc perfect, it really is a show car! Naturally, we have sent it to our local Mercedes specialist for a service and check over before sold, you are very welcome to ring Nick Webster for his comments

This car hasn't been driven since our careful restoration and it is a show winner now, (ANY INSPECTION IS WELCOME)

List of recent work include new brakes and serviced, new soft top and frame cost £1700, recent new exhaust and tyres, new alloy door hinges polished, new engine mounts and gearbox mounts and bushes, all the engine is polished and detailed, New period looking Becker Mexico radio SAT NAV CD etc cost £1300 etc etc. (NO EXPENSE SPARED) **£89,995**



## 1964 Mercedes Benz W111

### 220 Coupe 4 Sp Manual - R-H-D

Finished in dark red/full cream hide/ ivory wheel/ ivory wool carpets/ real hand carved wood dash / steel details, original becker mexico etc

This has to be the best looking coupe Mercedes benz ever built (curves to make your mouth water) the massive steel grille & stacked head lights, massive surround chrome bumpers, PAUL BRAQUE the legend new how to design these looks

This particular car was featured in the famous MERCEDES ENTHUSIAST MAGAZINE june 2013 and it states how nice this car is and how well it drives faultless etc

In 2002 this car had a full bear metal paint job to the highest standard and a full engine rebuild and it has been garaged ever since so it is in show condition, We have just bear metaled the undercarriage and detailed and protected it, we have had a full independent report done by a well known Mercedes benz specialist for the new owners piece of mind and we have just fully serviced it and moted, VIEWING IS ESSENTIAL?

There's not to many cars these days that get me exited but this gorgeous car just makes me smile it is truly amazing, I sold the same car but 250 this year to a lovely man he's the happiest man on this planet, have a look at my testimonies on my website, these cars if they are in show condition are rare and one to invest in i am positive they will keep going up in value and offer pure pleasure

If you look at a pagoda front end, it was copied off this car looks

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## 1988 Mercedes 300 SL Auto (blue)

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## 1948 Rover-12 Tourer (grey)

Navy leather interior, The Post War Rover-12 Tourer was built between, 1947 & 1948 with a mere 200 cars being built; unlike the pre war cars, these 200 had bodies by Tickford & are in good order, highly sought after. Of the 200 built, it is thought that around 50% have survived worldwide; this example that we have for sale is the number 109 to leave the factory. All matching numbers, benefitting from a massive history file, all handbooks, instruction manual, photographs, loads of MOT's, details on nut & bolt restoration, all documented. Finished in pearl grey & blue hyde, all wood dash with wooden toolbox. The car is equipped with the 1496 cc in line four cylinder engine, which is mated to a four speed manual transmission. **£23,995**

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**1972 – Alfa Romeo Montreal**

From a large Spanish collection having had a new Spica injection pump, injectors, fuel lines and fuel pumps fitted, full Alfaholics fast road suspension upgrade package and stainless steel exhaust system. Excellent and original condition - LHD £34,000



**1972 - Alfa Romeo 2000 GTV**

Subject of a fully documented and photographed restoration in 2001, with little use since it remains in excellent corrosion free condition today. Having just had a complete re trim with seats to the original pattern, and new carpet throughout including the boot area. Excellent condition throughout - RHD. £23,500



**1968 - Alfa Romeo Duetto Spider**

This round tail Spider started life in Italy and was subsequently exported to California where it was in long-term ownership. Had a complete body restoration in 2011 and today remains in excellent condition. Since imported the car to the UK we have completed a full re trim with new leather bound carpet throughout, re trimmed seats in leather to the original pattern and a new mohair hood. Excellent example LHD. £22,000



**1966 - Alfa Romeo 1600 Giulia Super**

A very special series one Giulia Super "bollino d'oro" - in superb condition following a five-year restoration. Identified by the gold circular Alfa Romeo badge on the rear pillar, these Giulia saloons were the first to have twin 40 carburetors. Matching numbers, original Dunlop brakes, the best available, not to be confused with others available. LHD £25,000



**Jaguar C Type by Heritage**

Factory built by Heritage, build number 64. Jaguar 4.2 engine, triple Webbers, 4 speed manual gearbox plus overdrive, tubular C Type chassis and full Jaguar running gear. Presented in Ecurie Ecosse blue with saddle hide interior this, excellent build quality. RHD £61,995

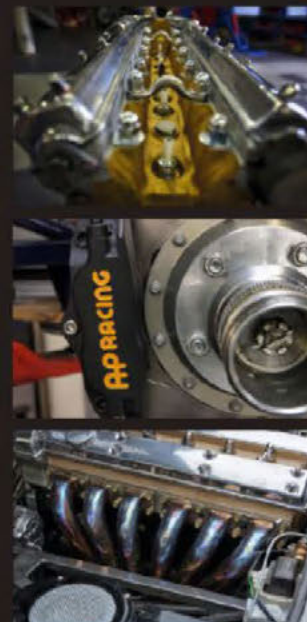
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**1967** Citroen DS 21 Cabriolet original RHD

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1953 Jaguar XK140 SE FHC (LHD) finished in Black with black hide interior. The car has been the subject of huge expenditure by the last owner and is fitted with "C" type cylinder head, Individual bucket seats and Wire Wheels with new Blockley tyres. Ideal entry for numerous classic tours and rallies and reasonably priced at £69,950



1955 Lagonda 3.0 litre drop head coupe finished in dark blue with grey hide interior. Not concours but mechanically excellent having had a new Vetus engine block in recent years. Huge history file. Fitted with 4 speed manual transmission plus an overdrive. Great for continental touring. £59,950



1996 Ferrari 512 TR finished in Rossa Corsa with Nero hide interior. This is a 3 owner car in perfect condition with all books, tools etc and a complete history file. Great to drive and a very safe investment at only £75,000



1977 Aston Martin Vantage (Flip tail) finished in Storm Red with beige hide interior. This is a 3 owner car with great potential but requiring some improvement. It comes with a huge history file containing numerous invoices and is sensibly priced at £72,950.

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1950 Delahaye 135M Coupe  
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1949 Lancia Aprilia Cab by  
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1972 De Tomaso Pantera LHD,  
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1958 Jaguar XK150SE FHC,  
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1960 Lancia Flaminia PF  
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1923 Amilcar C4 Sports,  
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1979 Maserati Kyalami,  
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1968 Renault Caravelle Conv,  
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1983 Citroen 2CV LHD,  
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1960 Simca Oceane Cabriolet  
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2002 MG TF Sports,  
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# Jaguar SS Recreation 1973



Based on a Steadman TS100. Over £10k invested in modifications including reshaping bodywork to house Blockley 18" spoke wheels and 550 cross ply tyres, plus raking the windscreen to the correct angle. 4.2 litre Jaguar engine with manual gearbox. Seats re-trimmed and new carpets. A number of period fittings added. Mohair hood, hood cover and tonneau. Finished in dark claret with black interior. Current owner six years. Mileage circa 3,500. Cherished number plate included. Very pretty car in good condition. Original sales particulars, Owners Handbook and service instructions. Owner reducing private collection, **£32,500. Tel. 07710 660312. kevin@ktcmc.com**

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1965(C) Sunbeam Tiger Mk1 with 289 V8. RHD. Alpine White with stunning Red interior and Walnut dashboard. Must be one of the best Tigers in Europe. 10,000 miles since being completely restored. Rebuilt unleaded HiPo 289 V8, aluminium radiator, Minilite alloys, SS exhaust. Huge history file going back over 30 years and some photographs of body and engine restoration. Show quality inside and out. **£37,995**



1973(L) Jensen SP. Tax exempt April 2014. Very rare being one of approx 230 made. Still fitted with desirable 6-pack. Metallic Burgundy with Black hide and Black vinyl roof. Very rare e-sunroof, PAS, e-w, cold A/C, JVC CD stereo with e-aerial. 37000 miles recorded believed correct. Photographic restoration. Large history file. Unleaded engine. Immaculate **£37,995**



1966(D) Ford Mustang 289 Convertible. Tax Exempt. Original colour of Candy Apple Red with Red Pony Trim and White power hood. Automatic, original chrome wire wheel finishers with White-wall tyres, original C-code 289 V8 now with 4-barrel carburettor, tubular headers and front disc brakes. Imported 20 years ago and has large history folder. Really superb condition throughout. **£24,995**



1965(C) Ford Mustang 289 V8 Hardtop. Original colour scheme Metallic Silver Blue with Blue Vinyl interior. White vinyl roof. Original Arizona car. Factory hubcaps, auto, PAS, rare factory A/C, centre console, radio stereo etc. Very original looking car with nice clean unspoilt engine compartment. Very nice car in this price range with excellent chrome and body. **£14,995**



2000(V) Mercedes SL320 Convertible. Metallic Tanzanite Blue with Magnolia leather. Switchable auto, PAS, ABS, A/C, c-control, hard top and electric soft-top, heated and e-seats, e-mirrors, e-w, e-steering wheel adjustment, wind deflector, factory alloys, factory alarm. Only 50,000 miles and FSH. Pristine. **£9,995**



1978(S) Triumph Stag Mk2. White with Tan Ambra and Black soft top. Automatic, PAS, factory alloy wheels, factory hard top, electric windows, immobiliser, stereo. Only 70,000 miles with history going back 30 years. Photographs of bare shell restoration in recent years, rebuilt engine, heads and new interior. Very nice example. **£10,995**



1999(T) Mercedes 320SL Convertible. Metallic Black Opal with Java Nappa leather. PAS, ABS, A/C, cruise-control, hard top and electric soft-top, heated and e-seats, factory alloys, parking sensors, rear seats, Sony Stereo with 10 CD multi-changer. Only 72000 miles and FSH. Lovely original example and already a modern classic. **£8,995**



1980(W) MG BGT. Vermillion with Grey striped cloth. Only 57000 miles recorded with large history file and MOTs back to the late 1980s. Manual O/D, CD stereo, SS sill finishers, alloy rocker cover and Rostyles. Ziebarted from new. Original panels. Really immaculate original example inside and out. **£4,995**

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Chassis No 1E 14534

Manufactured on 10th January 1967, this is an utterly immaculate example of the hugely desirable model. Fully restored to Show standards by XK Engineering, upon reimportation from the USA in 1988. Fully rebuilt WinSpeed engine with cylinder head to fast-road, WSM-2 specification. Also benefits from a 6-branch exhaust manifold and uprated front calipers. In Carmen Red with Black interior trim, it possesses a detailed history file with restoration photographs. £125,000



**1960 JAGUAR XK150 'S' 3.8 Litre Drophead Coupe.** Chassis No T827586 D/N

Registered August 31st 1960, an excellent, restored example of this highly prized model with only 69 examples manufactured in RHD. Its 3.8 Litre engine has authentic Triple SU Carb's, cylinder head was fully stripped, ported and rebuilt by WinSpeed to WSM-2 spec; 6-branch exhaust manifold and T5 5-Speed Gearbox. 16" Chrome w/wheels with new Blockley Radials. British Racing Green, Suede Green trim, good history file, Green Log Book, numerous MOTs and considerable correspondence and bills. £185,000



**1958 Jaguar XK150 FHC 4.2**  
Triple SUs, 5-speed. Zeus front calipers. Cornish Grey with original Red trim. Great history, super condition. £57,995



**1973 Jaguar E-Type V12 S3 Roadster.**  
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<p><b>THREE WHEELER (2014) £35,995 OTR</b></p>  <p>Muirhead Loom quilted leather upholstery, Brown mohair tonneau, Black wire wheels</p>	<p><b>4/4 (1998) £23,995</b></p>  <p>Ford 1.8 Zetec, Corsa Red, Black leather upholstery, Leather covered dashboard, Black vinyl roof and tonneau, Painted wire wheels</p>	<p><b>PLUS 8 (1997) £33,495</b></p>  <p>Rover 4.6 V8 Ferrari Le Mans Blue Metallic with Magnolia leather upholstery, 5 stud alloy wheels, Blue vinyl roof and tonneau</p>	<p><b>4/4 (1997) £22,995</b></p>  <p>Ford 1.8 Zetec, British Racing Green with Magnolia leather piped green, Black vinyl roof and tonneau, Chrome wire wheels</p>

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**Priced at £59,000 it represents the very best of this marque.**

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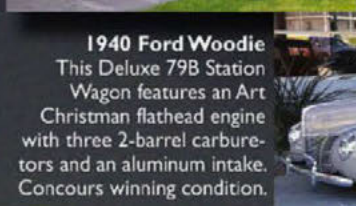
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An amazing 23,622 mile example of the famous "Batmobile" BMW. In concours condition with the rare wide factory flares at the rear. Fully serviced and road ready.



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A numbers matching car with 3300 original miles that has been fully cosmetically restored by Canepa to concours winning standards. Complete with tools, books.



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An original car with a documented 54,000 miles in its original Champagne Yellow. Renewed to a concours level of fit and finish, and fully mechanically serviced.



**1940 Ford Woodie**  
This Deluxe 79B Station Wagon features an Art Christman flathead engine with three 2-barrel carburetors and an aluminum intake. Concours winning condition.



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## CASE HISTORIES

WE TEST THE CLASSICS THAT YOU CAN BUY



### BMW 2000 TILUX

**Year of manufacture** 1968 **Recorded mileage** 97,895

**Asking price** £12,750 **Vendor** Percival Motor Company, Ulcombe, Kent; tel: 01622 851841; www.percivalmotorco.co.uk

**WHEN IT WAS NEW**

**Price** £1999 **Max power** 120bhp **Max torque** 123lb ft  
**0-60mph** 10.8 secs **Top speed** 112mph **Mpg** 21-26

An original right-hand-drive car supplied new to the UK, this Neue Klasse remained with one family until 2008, since when it has had two keepers. It ran on the Marathon Rally in 2010 after a big service and the addition of harnesses (the original seatbelts come with it), plus a Brantz tripmeter, but it remains standard apart from the addition of an electric fan.

The body is generally smart with no serious rot. The floors, sills, boot floor and spare-wheel well are in good shape, as are the inner wings and front end. A little surface rust at the bottom of the rear valance and small bubbles on the base of the doors and at the front of the nearside-rear arch are just making themselves known, plus there's a shallow dent on the offside of the bootlid and a small scrape on the rear ledge, all of which pale into insignificance given this rare car's fine overall condition.

The driver's door seal is a little shredded, and there are grommets on the offside 'screen pillar where an aerial used to be. All the brightwork looks tidy even if there are a few dings in the smaller items. The tyres are good Firestone F-580s and a Marshal on the spare, all with lots of tread.

The interior is especially well preserved, with the factory vinyl all intact and pristine, plus unworn carpets. There's a bit of Velcro stuck to the dash top and that Brantz mounted below it, but nothing's irreversible.

The slant-four is dry and clean, with various new fuel hoses and clips and cleanish oil between the dipstick marks, although the radiator needed topping up (and the cap disintegrated when we removed it).

It starts readily and drives in that taut, fluid way that BMW perfected, not quite as rubbery as a Fintail Merc nor as refined. With 120bhp, there's plenty of grunt and only the lowish gearing and big wheel remind you of its origins. The firm brakes pull up straight and the temperature gauge sits at the halfway mark, but there's no oil gauge to worry about. Sold with a new MoT, it has MSA papers and has been generally accepted for pre-'68 events because it was built in January and is identical to similar cars made in '67.



### SUMMARY

#### EXTERIOR

● Repainted and basically smart

#### INTERIOR

● Original and very well preserved

#### MECHANICALS

● It feels extremely healthy

**VALUE** ★★★★★☆☆☆

**For** Good condition and an excellent driving experience

**Against** A few small bodywork defects that need catching

**SHOULD I BUY IT?**

Cosmetically this isn't quite up to Percival's usual standard, but it's solid, presentable and handles well: so perfect for road rallies





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**1991 Aston Martin Virage. Auto. RHD.** Suffolk red, Magnolia hide, piped red. 1 titled owner from new. 900 miles only (nine hundred miles). Virtually as new condition. Just serviced by Aston Martin main dealer. **POA.**



**1973 V12 E-Type Roadster. Manual. RHD.** UK car. Primrose yellow, black trim Sundyn glass, C/W/W. Only 41,000 miles with large history file. Probably the finest example available. **£74,950.**



**1967 Mercedes 250SL California. Auto. RHD.** UK car. Tunis beige metallic, black hide trim. All round sundyn glass. Recent restoration to concours standard. Interesting history. Probably the finest example available. **£69,950.**



**1964 Jaguar E-Type 3.8 FHC. RHD. UK car.** Primrose yellow, black hide. All round sundyn glass. C/W/W. Multi concours winner. History from new. Absolutely stunning. Probably the finest example available. **POA.**



**1967 Maserati Mistral 4.0 Lt Coupe. LHD.** Rare alloy body, manual, Blue Serra metallic, black hide. Borraris. Maserati Classiche Certification. Complete restoration. Probably the finest available. **POA.**



**1951 Rolls Royce Silver Wraith. Manual. RHD.** Mulliner Park Ward. Design 144, 6 lightweight without division. Russian blue over Georgian silver with blue lower front wings and Surf blue hide interior. Only 42,000 miles from new. **£49,950.**



**1969 Rolls Royce Mulliner Park Ward 2 Door Coupe. RHD.** Oxford blue, beige hide. Sundyn glass. Air con. 83K with F.R.S.H. Huge history file from brand new. Unmarked body and interior. Fantastic condition. **£29,950.**



**1969 Jaguar 420G RHD. Ultra rare manual gearbox.** Supplied new to Brian Corsa the noted Jaguar collector in his own colours Tyrolean green with St. James red hide interior. 58,000 miles only. Magnificent condition. **£29,950**



**1959 Bentley S1 Saloon RHD.** Black Pearl over Shell grey. 89K. F.B.S.H with huge history file from brand new. Exceptional condition throughout. Absolutely stunning. Probably the finest example available. **£39,950.**



**1959 Austin Healey 100/6. 3.0 Litre Lightweight Works replica rally car. RHD.** Original UK 2 seater car. All the correct period mods as per the works cars. All alloy body. Upgraded engine. MK III O/D Tulip box. Triple Webbers. High spec engine. Superb example. **£69,950.**



**1955 Ford Thunderbird. V8 Manual. LHD.** 3 speed plus O/D. E/W. E/S. Soft top, Hard top. Rear Continental pack. Tinted glass. Heater. Lots of chrome detail. Detailed restoration. Absolutely superb. **£34,950.**



**1958 Mercedes 220 S Ponton Saloon. Manual, 4 speed. LHD.** Ex California rust free car. Light Burgundy with grey hide interior. Restored. Absolutely Superb condition. **£13,950**



**1978 Maserati Kyalami RHD. Manual 5 speed.** Blue Serra, stone hide. Superb example of these rare Maseratis. 210 built (only 40 RHD cars) just serviced by Maserati specialist. Probably the finest example



**1961 Mercedes 220 SEB Coupe. Manual. LHD.** Metallic silver with black roof, tan hide. Swiss reg but VAT paid in E.U. Can be U.K reg. Currently U.K MOT tested. Magnificent condition throughout. **£29,950.**



**1975 Citroen DS 23 ie Pallas. Manual. 5 speed. LHD.** French reg. Tax paid, can be UK reg. Currently UK MOT tested. Metallic Bronze with cream roof, with original sunroof. Total restoration in 2009/10 to highest standard. **£29,950**



**1992 Mercedes 300SL Sports. Auto. RHD.** Hard/soft tops. Red with beige hide. Rear seats. Only 67,000 miles with F.M.B.S.H. Absolutely Stunning condition. Unbelievable value. **£5,950.**



**1954 Bentley R Type Automatic RHD.** Tudor Grey, grey hide. Very good condition. Runs & drives well but has some micro blistering to the paint. Would benefit from some TLC, complete with original build



**2009 Volkswagen Touareg W12. LHD.** Ultra rare. 12,000 miles. Ex Bentley Motors. Arctic white with black hide. 450 BHP (443 lb foot torque@3,300 (0-60 under 6 seconds) As new condition. **£39,950 Plus VAT (VAT qualifying).**



**1933 MG J2 Sports. RHD.** Total restoration to high standard with excellent panel fit. Full weather equipment. Absolutely beautiful. A lovely example. **£32,950.**



**1995 Bentley Turbo R RHD.** Sherwood green, Sandstone hide, piped green. Sports seats and big bore exhaust. Twin headlamps. 147K miles. F.B.S.H from new. Beautiful condition. Unbelievable value at only **£8,950.**

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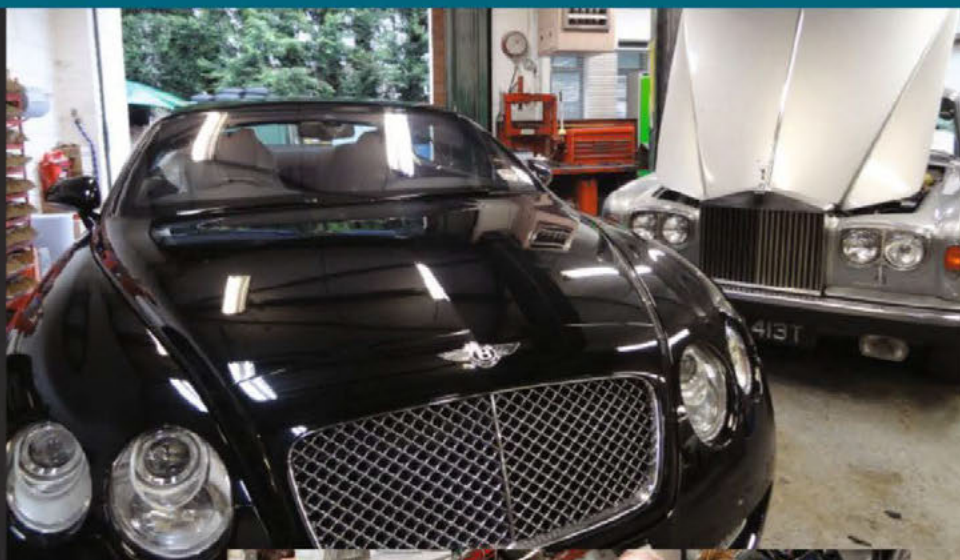


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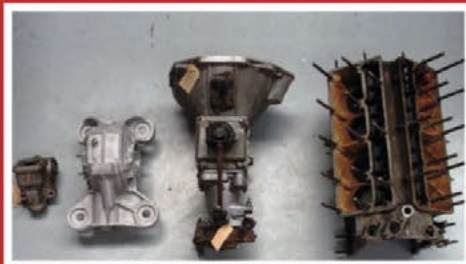
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1969 De Tomaso Mangusta,  
The word "Mangusta" is Italian for "mongoose", an animal that can kill cobras. This stunning 1969 twin head light car is an original Red with Black example that has had just 2 owners from new and spent most of it's life in California. Recent work includes Engine, Halfshaft and Gearbox rebuild including polished casing. The history file includes the original owners drivers journal.



1966 Jensen CV8 is classically finished in silver with red leather. It has uprated to 7.2 litres (440 cu in), the brakes and suspension have also been uprated making this an awesome drivers machine with a soundtrack to match. Power steering has also been fitted adding to the CV8's drivability. Stunning performance and cruising capabilities.



1958 Packard Hawk, This example was purchased several in 2002 by its current owner in Boone, North Carolina. Extensive modifications have been made to this very original car to make it more usable including specially fabricated disc brakes, uprated springs and shock absorbers, a rear handling kit, electric fans and the vital modification to the fuel system to dispense with the manual fuel pump. As a result of the modifications not only does it go like a rocket in a straight line but handles surprisingly well!



1973 Jensen SP, finished in Prim Rose Yellow with Black leather. The extremely Rare SP featured a high compression version of Chryslers 440cu inch Mopar engine. This particular example features a factory fitted full length Webasto sunroof and the mileage of 22,000 miles is believed to be correct. Superb performance and cruising capabilities.

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## CASE HISTORIES

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### FORD MUSTANG CONVERTIBLE

**Year of manufacture** 1964 **Recorded mileage** 60,730

**Asking price** £42,500 **Vendor** Bill Shepherd Mustang, Byfleet, Surrey; tel: 01932 340888; www.billshepherdmustang.com

#### WHEN IT WAS NEW

**Price** £1925 **Max power** 164bhp **Max torque** 258lb ft  
**0-60mph** 10.4 secs **Top speed** 108mph **Mpg** 17

This Dearborn-built '64½ Mustang is an exact clone (aside from the wheel trims) of the Prairie Bronze convertible that we featured on the cover 11 years ago and represents a trip down memory lane. Bill Shepherd took over the car a couple of years ago as a part-completed restoration project and has finished the job with a mixture of refurbished, new-old-stock and reproduction parts. So the body is rot-free with factory panel-fits, the engine and transmission have been rebuilt and the interior vinyl is most likely to be original – lending the car a little character. There's a modern head unit in the centre of the dash, although it's small, chrome and looks like a mini Wurlitzer so doesn't seem too far out of place.

The power top isn't new, but the vinyl is good with a clear back window and it works perfectly. The rechromed bumpers are a little wavy under the plating, while the tyres are almost unworn Hydro plus 205/70 R14s and the standard trims run spinners – wire baskets were an option.

Under the bonnet we still find the original 260cu in V8, all in factory finishes and with the correct hose clips, and running a dynamo; alternators arrived with the 289 in August 1964, the start of the '65 model year. Its oil is clean and to the top level, there's plenty of green coolant in the top tank and the automatic fluid is pink and clean. The Ford has power steering and power brakes, although it's still running drums at the front.

It starts instantly, springing to life with a staccato bark (which is quite exciting) and drives well with smooth gearchanges. 260s run sweetly, and this is no exception, providing sufficient urge with a lovely burble through the twin exhausts. The coolant temperature settles at just under the middle of the scale, the generator light stays out and there's no oil gauge to worry about. The brake pedal is firm enough to give you confidence and there's no slop in the steering. The wheel is misaligned but will be changed because there's a small crack in the rim. It will come with a fresh MoT.



#### SUMMARY

##### EXTERIOR

- Superbly restored, with factory shutlines and new paint

##### INTERIOR

- Older seat vinyl is doing well

##### MECHANICALS

- Completely rebuilt and sorted

**VALUE** ★★★★★☆☆☆

**For** Very much a collector's item

**Against** If you just want to make the right noises, a '66 is £20k less

#### SHOULD I BUY IT?

If you're looking for a sweet cruiser, then yes; it's a happy miracle that this car has been restored to standard condition



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**Siata 508 Balilla Coppa D'Oro - LHD 1934**

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**Price:** 275.000 Euro



**Fiat 508 CS Balilla Berlinetta Mille Miglia LHD - 1935**

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**Price:** ASK



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**Fiat 1100 E Abarth "Gioiello" by Ghia LHD - 1949**

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**Fiat 1100 S Marino Spider LHD 1955**

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**Price:** ASK



**Lancia Aurelia B20 GT 6-th series RHD - 1957**

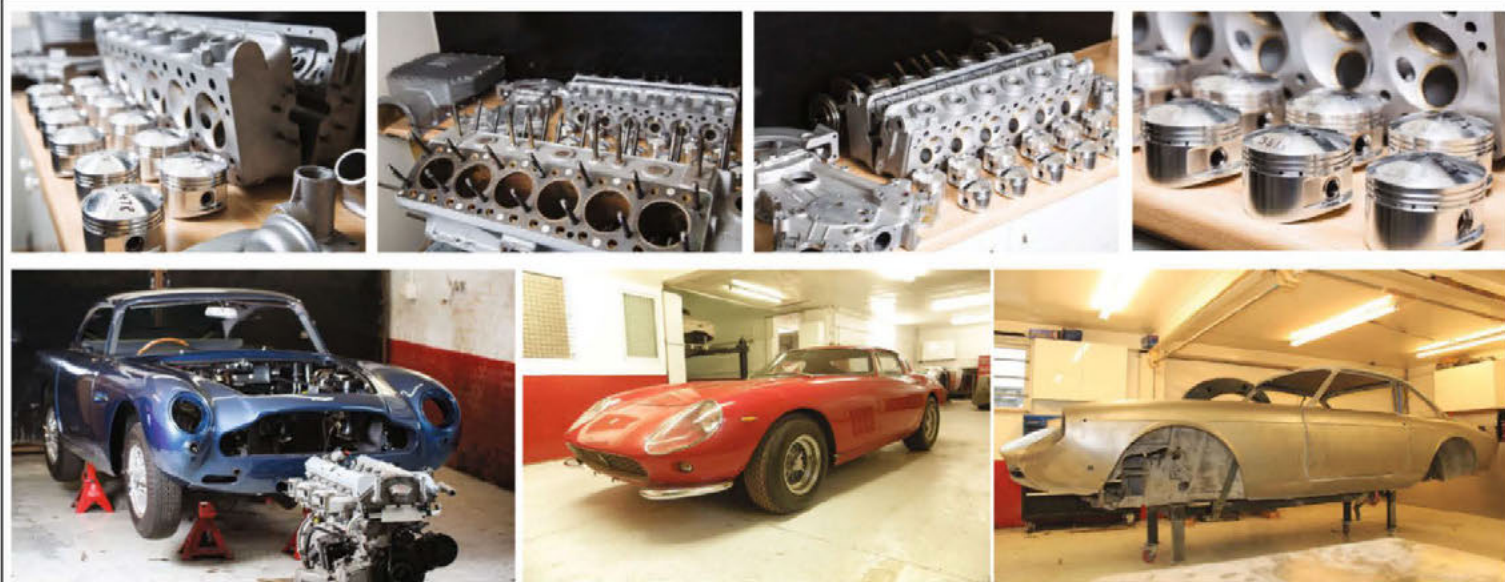
One of 25-ish originally sold new in the UK! Complete history known and extremely well documented (voluminous file!). Underwent a full restoration 15 years ago by Hampshire Lancia specialist Peter Harding. Very well maintained and ready to go. Valuable UK registration: 5 COJ. A lot of quality for money!

**Price:** 138.000 Euro

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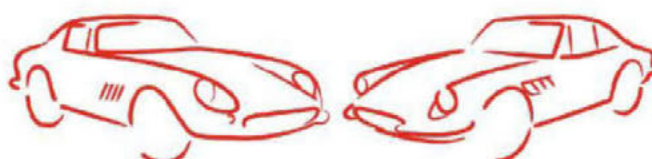
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**MB 770 K Cabriolet D**, 1931, 1 of 119 type "Grosser Mercedes" produced.



**Horch 853 Sport-Cabriolet**, 1936, rare RHD, matching numbers, documented.



**Bentley 6.5 l**, 1927, "All Weather Tourer" by Corsica, very nice original car.



**Lagonda LG 12 DHC**, 1938, 2 owners, restored to a very high standard.



**MB 280 SE 3.5 l Cabriolet**, 1971, silver, 2 more in stock in mid blue or green.



**MB 300 d Convertible D**, 1959, ultra rare RHD, ex Jimmy Page (Led Zeppelin).



**Lamborghini 400 GT Espada**, 1970, full history, just 50 tkm, great untouched car.



**Ferrari 246 GT Dino**, 1973, nut and bolt restoration by Italian Dino-specialists.

**Adler Triumph Sport Roadster**, 1934.  
**Auburn 852 Supercharged DHC**, 1935.  
**Alvis Silver Eagle C&S Tourer**, 1936.  
**Bentley S III Flying Spur**, 1963, LHD.  
**BMW 327 Coupe**, 1941, dk/red / cream.  
**BMW 328 Roadster**, 1939, FIA papers.  
**Cadillac V16 Landaulet**, 1930, red/black.  
**Iso Grifo 7 litri Coupe**, 1969, yellow.  
**Lancia B 20 S GT**, 1958, silver, LHD.

**Maserati Mistral Coupe**, 1965, blue met.  
**Maserati Quattroporte**, choice of two.  
**Mercedes 16/40 "Knight" Tourer**, 1912.  
**MB 190 b Estate by Binz**, 1960, rare!  
**MB 190 SL Roadster**, choice of three.  
**MB 300 SL Roadster**, 1957, matching.  
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**Price** £12,079 **Max power** 172bhp **Max torque** not revealed  
**0-60mph** 11 secs **Top speed** 115mph **Mpg** 10-15

The Mulliner Park Ward convertible took the Corniche name in 1971, but the early cars are the most elegant with slim, chrome bumpers. This one, in Le Mans metallic, was supplied by Jack Barclay to a Rutland Gate resident, but by 1971 it was with dealer HR Owen. By '77, it was in the hands of the family that has owned it since, but it's spent about 20 years in storage.

Though it's obviously had paint at some point, the car is in lovely, well-cared-for condition. There's no rot in the structure, plus the vinyl top is still in superb order and works as it should. The body is perfectly straight down the side, the rear wheelarches smooth behind the lips and all the chrome is good aside from a little pickling on the bootlid handle. The tyres have just been replaced with new Hercules radials, but an old Turbospeed crossply remains on the spare – possibly the original.

Inside, the leather upholstery is slightly worn and creased, the timber is very good and the door cappings have most likely been refinished. The carpets are pristine under the overmats, and there's an 8-Track player under the dash that still functions (plus a stack of cartridges).

The engine has just been serviced, too, so its fluids are clean and to the correct levels, while the transmission fluid is clear. The 6230cc V8 fires instantly and idles with no mechanical noise, and drives sweetly. On its new tyres it doesn't wander and tracks straight with little discernible slop in the steering. There are firm, effective brakes and almost imperceptible gearshifts in the automatic 'box. It's perfect for wafting though East Sussex, roof down, on a summer's day, Motown (Chartbusters Volume 3, 1968, trivia fans) filtering through the surprisingly good stereo system.

As a bonus, the nice registration number 1 KOG (the previous owner was a watchmaker) comes with the car because it's non-transferable due to an older admin error. It will be sold with an MoT until August, plus the original manuals and service book stamped up to 12,605 miles in '71, the factory Rolls-Royce emergency window-winder handle, jack and wheel chocks.



#### SUMMARY

##### EXTERIOR

- Spot-on; smart chrome and paint

##### INTERIOR

- Original hide lightly patinated; superb timber; power top perfect

##### MECHANICALS

- No leaks and recently serviced, so it drives beautifully

**VALUE** ★★★★★★☆☆

**For** Condition and coolness

**Against** Small motor and pre-facelift steering, if that matters

#### SHOULD I BUY IT?

Excellent condition and good history; it's priced about right, too, so it practically sells itself





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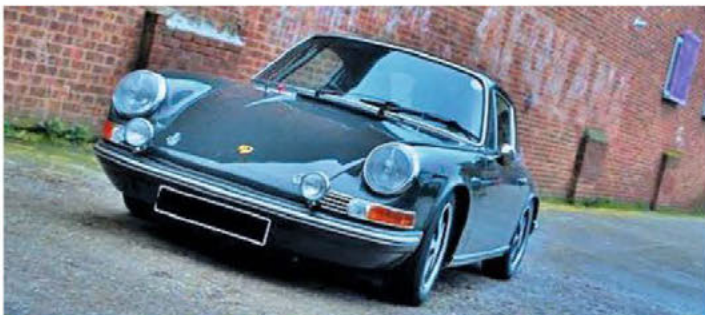
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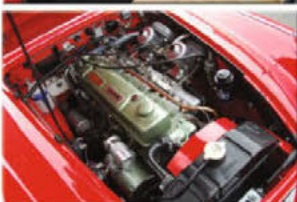


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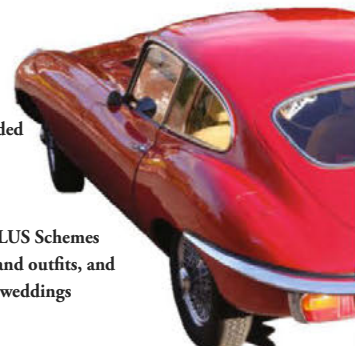


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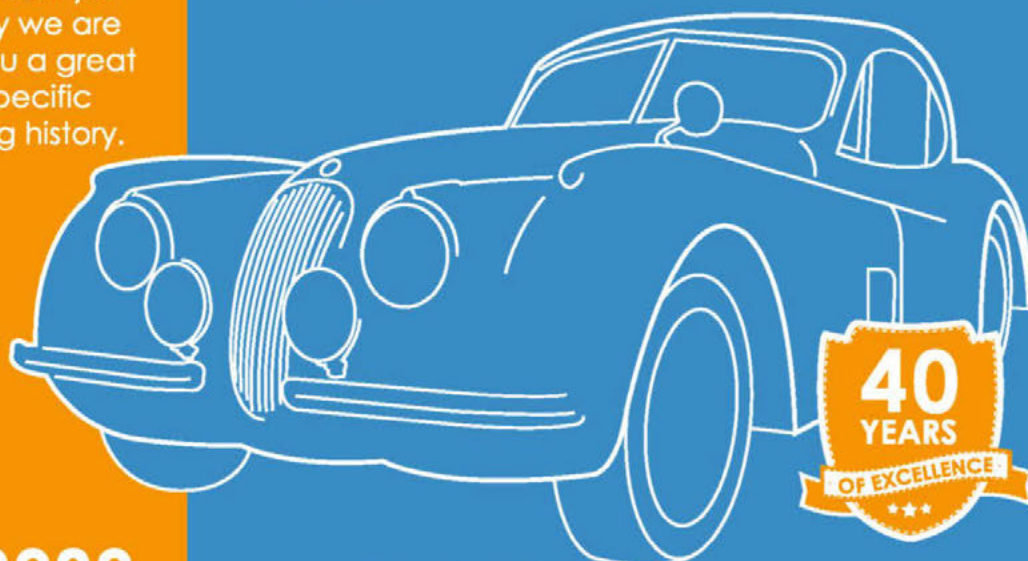
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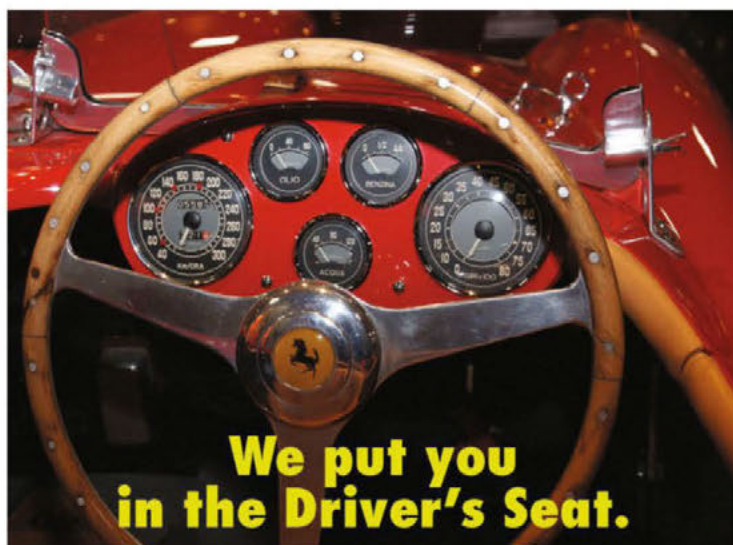
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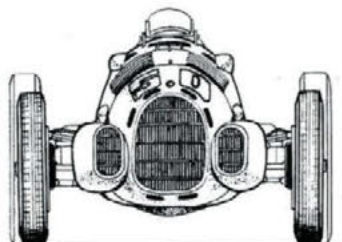


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# de Cad's heroes

Hermann Lang may not have had the aristocratic background of his Mercedes-Benz teammates, but he was often quicker than them on the trickiest circuits

**I**magine this scenario if you will. Two well-established Grand Prix drivers are relaxing in the garden of the Villa d'Este by Lake Como prior to competing in the Italian GP the next day. With them is a third driver who has risen in the ranks from head mechanic to junior/test driver and then a full member of the team. The waiter comes over to take the drinks order. The more imposing of the senior drivers retorts in his Teutonic manner that he and his good friend will have a glass of champagne; whereas he, pointing to the third member, will have a beer.

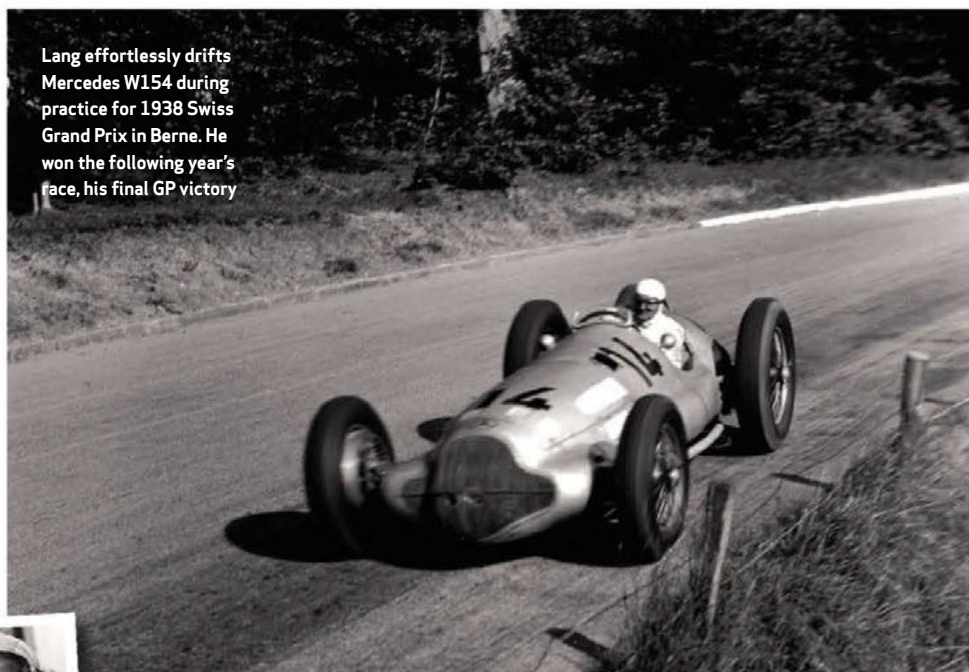
Although they were, all three, driving for the Mercedes-Benz team in the most powerful racing cars to appear at that time, this was typical of the treatment meted out to Hermann Lang by Manfred von Brauchitsch and Rudolf Caracciola. If von Brauchitsch had an unlucky career, Caracciola fared far better and was the more skilful of the two. But for me, Lang had the measure of them both on the track and behaved in an infinitely more civilised way off it.

Lang was born in April 1909 into a poor family on the outskirts of Stuttgart. Following the death of his father when he was 14, he got a job fettling 'bikes to help with finances. He had a natural feel for riding and was soon racing in earnest, culminating with a sidecar championship win at 22. Shortly after, he was offered a job at the fledgling Mercedes team as chief mechanic on Luigi Fagioli's W25. Wins for Fagioli equalled kudos for Lang and he was roped in to check mechanicals, run in diffs and bed-in brakes.

Perhaps manager Neubauer was impressed enough by Bernd Rosemeyer's 1935 debut at Auto Union to sign up Lang as a cadet with no real car-racing experience. Rosemeyer famously took to driving the nuts off the tricky Auto Union straight from motorcycle competition.

Lang must have been inspired by the legendary Tazio Nuvolari at the Nürburgring on 28 July '35 because less than a month later he came sixth in his first GP at Bremgarten in Switzerland. Mercedes suffered with ill-handling cars and unreliability the following year, but Lang

Lang effortlessly drifts Mercedes W154 during practice for 1938 Swiss Grand Prix in Berne. He won the following year's race, his final GP victory



## HERMANN LANG

**Born** 1909 **Died** 1987 **From** Bad Cannstatt, Stuttgart, Germany


**Career highlights** Eight GP victories from 1937-'39, including a hat-trick in Tripoli, plus Avus, the Coppa Ciano at Livorno and Pau; he won '52 Le Mans with Fritz Riess in a 300SL

acquitted himself well whenever he raced. At the Eifelrennen, run to Formule Libre, he came in fifth in the worst imaginable conditions, beating senior driver Louis Chiron, also in a W25.

Lang's feats of heroic proportions in 1937 left no doubt that he richly deserved his full-time place. He obviously loved the fast tracks and won his first GP at the notorious Mallaha circuit in Tripoli. Lang earned his colours that day up against the might of Auto Union and his teammates.

He hit the headlines again three weeks later at the Avusrennen. Auto Union entered a couple of

streamliners and two GP racers, while M-B brought four of the former and one of the latter. Lang's prototype had the latest W125 straight-eight, but with enclosed wheel spats to lower the drag. He discovered that, at around 245mph, the front wheels lifted off the track! The next stage would have been full rotation had Lang not kept the car under control and got his steering back. He went on to win the final race after the two heats at an average speed well over 160mph.

In 1984, I took part in the 50th-anniversary celebrations of the Montreux GP, where Lang and Juan Manuel Fangio were guests of honour. The idea was to 'parade' at cruising speeds, Lang in a W154, Fangio an Alfa 159 and me in an Alfa Tipo B. The flag drops. Lang and Fangio black-line it down the straight and put on a splendid display of what they used to do for a living while I get black-flagged for trying, and failing, to keep up. What a treat to meet Lang afterwards. It was no surprise that he seemed very happy to have a glass of champagne before dinner, too. 



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