



BUYING THE BRILLIANT Mk2 GOLF GTI



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every sensational  
356 tested, from  
Pre-A to C



**Jaguar's biggest bargain**  
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**Triumph meets Swallow**  
Can TR2 match Doretti?



**Sam Posey on Le Mans**  
Surviving 24 hours







# THE CHANTILLY SALE

—05.09.15—

Bonhams is delighted to announce a new addition to its European auction calendar at the magnificent Château de Chantilly. Timed to tie in with the Chantilly Arts & Elegance Richard Mille Concours, a great success in its inaugural year in 2014, this will be an evening event for a limited number of very special collectors' motor cars. Held in the breathtaking grounds of the Château, this sale will prompt memories of some of the great black tie evening auctions of the past.

Early entries already include this one-off bodied Bugatti Type 57 Drophead Coupé (pictured). Entries can be viewed at [bonhams.com/chantillysale](http://bonhams.com/chantillysale).

The number of entries will be limited to 30 exceptional motorcars.

**Exceptional  
Collectors' Motor Cars**  
5 September 2015  
Château de Chantilly, France

**Entries now invited**

*One-off bodied*  
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*Photo: M. Zumbrunn*



# Bonhams



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# Editorial

**T**he danger of our *Buyer's guide* is that you often read it and develop a hankering for the car featured. And so it is this month – even though I have previously enjoyed a Mk2 Golf GTI. I bought F373 NAN, a small-bumper 16V, for £850 when I was in my early 20s, and it was the first quick car that I'd owned.

Okay, part of the gear linkage broke and prevented me from selecting fifth, the heater matrix blew spectacularly one evening (with the result that I drove it over a winter without a heater), and the unassisted steering was hard work, but I genuinely loved it. At a time when my commute involved a B-road blast into the Cotswolds rather a motorway slog into Teddington, it was ideal. I worked at a golf club, and the old boys who used to tee off at 8am every morning said that they could hear me coming from quite some distance away, the engine note giving a good reflection of how late I was running.

Eventually, and for reasons that now escape me, I laid it up and bought something else. Soon it had to go (I had no garage or storage at the time), and a friend of a friend came and towed it away for £100.

That the model would suit me just as well now – as a middle-aged family man – as it did when I was a boy racer not long out of university, demonstrates the all-round ability of VW's brilliant hot hatch. **JAMES PAGE**

## Transatlantic appeal



A former colleague of mine, Mike Renaut, has an enviable knowledge of American classics but, to be honest, his enthusiasm used to be a bit lost on me. Lately, however, I've warmed to the idea of certain Stateside models, and a weekend spent at the Atomic festival in early May definitely helped. While the gargantuan 1950s examples still seem a bit incongruous for South Gloucestershire – not to mention making me look like a small child who's borrowed a grown-up's car – I could certainly see myself smoking around in a scruffy pick-up or even something a bit more glamorous, such as this fabulous '48 Chevrolet Fleetline.

## Online offerings



Download our free wallpapers, including this stunning picture of a Swallow Doretti



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# Blenheim Palace

11TH JULY 2015

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1983 MONTE CARLO WINNING  
LANCIA 037



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ORIGINAL CROSS & ELLIS  
TOURER EST: £100 - £120,000



1973 ORIGINAL PORSCHE  
2.7 RS TOURING  
EST: £425 - £500,000



1996 JAGUAR XJ220  
EST: £200 - £250,000



1962 FERRARI 330 GT 2+2 SII  
SINGLE HEADLIGHTS  
EST: £120 - £150,000



FORD-POWERED AC SPORTS  
EST: £80 - £110,000



1959 ASTON MARTIN  
DB2/4 MKIII BARN FIND  
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#### THIS IS WHY CLASSICS WENT TO ICELAND

The Alfa Giulietta of Tomas de Vargas Machuca and Nick Mezger makes its way through the wilderness during the HERO Icelandic Saga. Held from 18-25 April, the event received an international entry – Phillip and Lyndy Blunden brought their Mini Cooper 'S' from Australia! Daniel Gresly and Christian Prunte took victory in their Porsche 911 *HERO*



#### THE BEGINNING OF A LEGEND

Ferry Porsche poses with his father Ferdinand and the aluminium-bodied prototype 356 (see page 114). This photo was taken while the company was still based at Gmünd in Austria and, at this stage, the roadster's engine was mid-mounted rather than positioned at the rear. 'K 45 286' is now on display at the Porsche Museum in Stuttgart LAT





### GRAND PRIX GREAT RETURNS TO ISLAND

This year's Manx Classic (page 26) included a demonstration run by the 1922 Tourist Trophy-winning Sunbeam. It was the first time that the car had run on the TT course since Jean Chassagne took victory ahead of Frank Clement's Bentley. Henry Segrave set fastest lap in another Sunbeam before being forced to retire Paul Hardiman



### "WHAT ARE YOU LOOKING AT?"

This unlikely image turned up during the photo research for Sam Posey's fabulous Le Mans article (page 134). Paul Frère enjoys the action during the sweltering 1976 24 Hours, the 1960 victor deep in conversation with an equally off-duty and informal-looking John Wyer, who had recently retired following an illustrious career LAT

### PUTTING THE POWER ON THE PAVEMENT

Tim Holmes launches his 1966 Dodge Power Wagon down the 1/8-mile demonstration strip at the Atomic Festival, held on 2-3 May. Holmes runs the 440cu in monster as part of the Gasser Circus, and was joined at Twinwood airfield by a selection of other drag-racing machinery as well as a fine turnout of BriSCA Formula Two historic stock cars James Page





Moss leads Herrmann and Wolff in a trio of glorious Mercedes 300SLRs out of Sirmione on Lake Garda

MERCEDES-BENZ CLASSIC

# MERC'S MILLE MIGLIA CELEBRATION

Mercedes-Benz celebrated the 60th anniversary of Stirling Moss' 1955 victory on the Mille Miglia retrospective from 14-17 May.

A star-studded team headed by the octogenarians Moss and Hans Herrmann, along with three 300SLRs, were the talk of the glamorous Italian road rally. "It staggers me how many people turn out to watch," said Moss. "It's the most fantastic motoring event in the world."

The two veteran aces didn't compete, but drove short city sections while Ralf Schumacher and Williams test driver Susie Wolff were trusted with the 1955 team cars for the main route. "I never thought it was possible to run such a huge event with so many beautiful cars all across Italy," enthused Schumacher. "It definitely won't be my last visit."

Bugatti dominated the results

with Argentinians Juan Tonconogy and Guillermo Berisso beating the locals in their Type 40 Bugatti. The Molsheim marque never won the original race, but six featured in the top 10 this year. The leading British team was Frederica and Simon Kirkpatrick in their 1928 Type 37A, which finished 39th among the determined Italian teams.

Pre-war cars filled the first 22 places, confirming the advantage of

early positions on the road. The longest leg ran to over 500km from Rome to Parma, while the final day featured a visit to Monza where time trials were held on both the modern and historic circuits.

Heroes of the event were Doug Martin and Brian Thornley, who competed in the oldest car – a 1922 Fiat 501S that was discovered in an Australian orchard just 12 months ago. Warren Kennedy helped with

**"It staggers me how many people turn out to watch. It's the most fantastic motoring event in the world"**

the Fiat's preparation as well as running an evocative team of Healeys – including two ex-Donald Healey Mille Miglia works cars.

"We replaced a head gasket in Rome on the Drone, and changed the gearbox on the Westland in Parma," said Kennedy. "I've done seven events now. The earlier start and finish on Thursday is a great improvement, but the slow regularity at Monza was a waste of time. You didn't get a chance for a good blat."



Jubilant winners Tonconogy and Berisso from Argentina in their fabulous Type 40 Bugatti



1922 Fiat was the oldest car on the event



Belgian Joost Bert's stunning 1949 Alta





Dealers' stock proved popular at Bicester Heritage



C-type rep, '02 and Cortina on Hagerty run



Russells drove 993 down from Wilmslow



### BUG'S QUARTER CENTURY

The Bugatti Trust is this year celebrating its 25th anniversary. Opened in 1990 by the Duke of Edinburgh, its visitor centre offers research facilities as well as exhibits, and enjoys links with the universities in Coventry and Bath. See [www.bugatti-trust.co.uk](http://www.bugatti-trust.co.uk)



### MGA FOR LUCKY WINNER

The Owls Head Transportation Museum in Maine, USA has launched a raffle in which US entrants can win an MGA. Tickets cost \$100 each, with proceeds going to the museum. They can be purchased at <http://owlshead.org> or at the museum. The winner will be drawn on 12 September.

# Classics hit the road on Drive It Day

Old cars were out in their droves to support the Federation of British Historic Vehicle Clubs' Drive It Day on 26 April. Hundreds of classics took part in formal and impromptu runs, including fixtures held by the Lancashire Automobile Club and the North Norfolk Classic Vehicle Club. Many of the UK's major facilities hosted events, too, such as the Heritage Motor Centre and Brooklands.

Hagerty Insurance held a tulip tour for pre-1990 cars, which began at Towcester Racecourse and meandered around Northants and the Cotswolds to Bicester Heritage. The former RAF bomber base attracted a remarkable turnout of 891 classics, its central Oxfordshire location proving a big draw from across the UK. David and Cindy Russell drove down from Cheshire in their Porsche 993. "It only took

us two hours to get here and we'll definitely come again," David said.

The evocative buildings made a brilliant setting, all the specialists and dealers opening up for the event. An amazing display from the Bristol Owners Heritage Trust spanned almost every model made by the firm, including the 404 that Trust chair Sir George White was given as a birthday present over 50 years ago and has kept ever since.



TR7 will be honoured at Classic

## Milestones at Silverstone

This year's Silverstone Classic from 24-26 July celebrates three major Triumph anniversaries.

The TR Register has teamed up with the TR Drivers' Club and the TSSC to mark 60 years of the TR3, 50 years of the TR4A and 40 years of the TR7. All three will be commemorated by infield displays. There will also be a parade around the Grand Prix circuit on the Saturday evening.

The TR anniversaries are among more than 30 that will be marked at this year's event, with 116 clubs registered for displays.

Tickets for the show must be purchased in advance. See [www.silverstoneclassic.com](http://www.silverstoneclassic.com)

## Remembering a legend

Hexagon Modern Classics is hosting a special evening on 30 June celebrating the life of three-times Formula One World Champion Ayrton Senna. The event will take place at the company's site in Fortis Green, north London, and will be hosted by Sky Sports' Natalie Pinkham. Speakers will include Paddy Lowe, formerly of McLaren, Williams' Patrick Head, and Manish Pandey, who wrote the recent *Senna* documentary.

Ex-racers David Coulthard and Martin Donnelly will also take part. Coulthard was Williams' test driver in 1994, and Senna was on the scene when Donnelly suffered his career-ending crash at Jerez in 1990.

Organisers are hoping that one of Senna's Lotus Grand Prix cars will be on display, and the evening will include an auction of F1 memorabilia. Top chef Christian Honor is set to provide the food.

Tickets cost £185, and all proceeds will be donated to Royal Brompton and Harefield Hospitals, plus Great Ormond Street Hospital. For more details, go to <http://hexagonclassics.com/events>



Iconic sight of Senna in his JPS Lotus, here at Brands Hatch in 1986



### MASERATI AT VERNASCA

The 20th Silver Flag hillclimb will take place in Vernasca, Italy from 19-21 June. Maserati will be represented by one of four Farina-bodied 1954 A6GCSs and a '34 4CM. Rally legend Sandro Munari and Le Mans ace Henri Pescarolo are also set to take part. See [www.vernascasilverflag.it](http://www.vernascasilverflag.it)



### BREWER OPENS MG EVENT

TV presenter Mike Brewer will open this year's MGLive! meeting at Silverstone on 20 June. He'll be joined by Edd China from their show *Wheeler Dealers*. The event will feature racing on the Grand Prix circuit, plus lots of off-track displays and entertainment. For details, see [www.mglive.co.uk](http://www.mglive.co.uk)





Great models old and new will gather at the glorious Blenheim Palace this September

## Salon Privé to celebrate in style

A selection of the most exclusive classics and supercars is expected to turn out for Salon Privé's 10th anniversary from 3-5 September at Blenheim Palace. The event will be the biggest to date, with a public day featuring cut-price £30 tickets offering greater access than ever.

Among the cars confirmed for the Chubb Insurance Concours d'Elegance is Peter Neumark's Bentley Speed Six – 'Old Number

Three'. The famed Le Mans racer will contest the Competition Cars category alongside a Porsche 904 Carrera GTS resplendent in Dutch national racing colours.

"It is renowned around the world for its impressive line-up of classics each year," said concours chairman Andrew Bagley. "Last year's winners continued to set a high standard and I'm confident that our far-reaching range of

entrants will entice many enthusiasts. We're also very proud of our judging panel, who are some of the most knowledgeable and experienced professionals out there."

Ten classes will be contested, with groups dedicated to Pininfarina-designed Ferraris and 90 years of the Alfa Romeo 6C. The panel includes FIVA president Patrick Rollet, Le Mans star Derek Bell and historian Adolfo Orsi.



### CONTINENTAL COUSINS

The 750 MC's Austin Seven National Rally at Beaulieu on 5 July will fête 'Austin Sevens and their Cousins', including Rosengarts, Dixis, Swallows and Bantams. All pre-'74 vehicles are welcome, with a designated area. Go to [www.750mc.co.uk/austin7](http://www.750mc.co.uk/austin7)



### BEHIND THE SCENES

The story of Steve McQueen's movie *Le Mans* is the subject of a new documentary, which made its debut at the Cannes Film Festival. Steve McQueen, *The Man and Le Mans* goes on general release later this year.



### LAND OF THE GIANTS

Britain's biggest classic American automobile show – the Pre50AAC Rally of the Giants – celebrates its 50th anniversary at Blenheim Palace on 25-26 July. Non-members, plus other Stateside clubs, are invited for the weekend. See more at [www.pre50aac.com](http://www.pre50aac.com)

## Here come the girls

Tickets for this year's Lancaster Insurance Classic Motor Show have gone on sale, with organisers revealing that the theme will be 'She's a Beauty'. The idea is that the 250 owners' clubs can take inspiration from motoring ladies past and present, whether it be those who inspired classic designs or the women that challenged the men in motorsport. Rallying stars of the past are sure to feature via tributes to the likes of Michèle Mouton, Rosemary Smith and the late Pat Moss.

Event director Dan Nwaokolo said: "Each year we have more and more women who are on club committees organising stand displays, young ladies enrolled on classic restoration apprenticeships and female classic collectors joining us at the show. We acknowledge them all."

The event will return to the Birmingham NEC from 13-15 November. To book tickets, visit [www.necclassicmotorshow.com](http://www.necclassicmotorshow.com)



## Classics head Down Under

Motorclassica is set to return to Melbourne's Royal Exhibition Building from 23-25 October. The event will feature a major supercar display centred around the Lamborghini Miura, plus another that will highlight the Ferrari Dino 246.

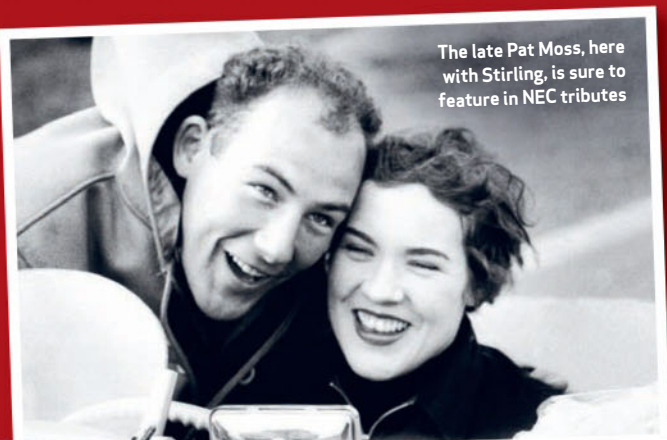
"We'll also recognise local heritage by celebrating 50 years of the Bugatti Owners' Club in Australia," said event director Paul Mathers.

Organisers are hoping to attract more than 100 cars to the historic halls, with a further 200 each day in the car club displays. The event will begin with the Tour Classica, and include the Australian International concours d'elegance. For details, see [www.motorclassica.com.au](http://www.motorclassica.com.au)



### MARGARET DUNNING RIP

Born in 1910, Dunning displayed her 1930 Packard at Pebble Beach in 2012. The 'Belle of the Concours' bought the car in 1949. She also owned a 1931 Ford Model A, a '66 Cadillac De Ville and a '75 Eldorado, continuing to drive them well beyond her 100th birthday.



The late Pat Moss, here with Stirling, is sure to feature in NEC tributes



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Ferrari 250GT SWB, Aston Martins and Jaguar XK120 are already entered for charity run



Brooklands will be the run's starting point



Participants will enjoy lunch at Blenheim

## High hopes for fund-raising rally

A new event will take place on 10-11 July, raising money for HOPEHIV, which helps more than 50,000 children and young adults in Africa affected by HIV and Aids.

It is expected that about 50 cars will take part on the rally, which will cover '100 miles of hope' from Brooklands to Blenheim Palace. Participants will stay at the Brooklands hotel on the Friday evening, motoring up to Oxfordshire in

time for lunch on the Saturday.

Early entries include a Ferrari 250GT SWB and 288GTO, an Aston Martin DB5, a competition-prepared Jaguar XK120 and a Lamborghini Miura. Organisers emphasise, however, that the run is open to a wide range of classics. There are also 'VIP' cars that enthusiasts can drive.

The entry includes insurance and expert back-up from a technical

crew. It is hoped that more than £150,000 will be raised over the course of the weekend.

"We are so grateful to all who have confirmed their attendance," said Phil Wall on behalf of HOPEHIV. "The money raised will be used to support young people who have been the victims of incredible tragedy – but refuse to give up."

For further information, see [www.hopeclassically.org](http://www.hopeclassically.org)

## Museum's minor jumble

A total of 15,975 enthusiasts made their way to Beaulieu for the Spring Autojumble on 16-17 May. Highlights included a display from the Dorset branch of the Morris Minor Owners' Club showcasing a model from every year of production, spanning 1948 to 1971. Among those to take part were a 1961 Minor Million and a Fiat twin-cam-engined example.

In the Motormart Arena, 116 cars were offered for sale. The selection ranged from a '52 Austin A90 Atlantic to a 1929 Pierce Arrow and a '71 Austin 1100. Sunday's features included the Land-Rover Sortout, while the Walkabout Auction offered an 'end of show' chance to buy and sell.

The Best Stand trophy was awarded to the self-styled 'Lord



Morris display included this convertible

Longcase' for his mixture of motoring and general nostalgia items. The enthusiast has been trading at the International Autojumble for the past 35 years as well as at every one of the Spring events, and remembers once sleeping on his stand in the back of a Vauxhall Victor estate.

Beaulieu will host the larger International Autojumble on 5-6 September. For info, see [www.beaulieuevents.co.uk](http://www.beaulieuevents.co.uk)



'Lord Longcase' had a busy Autojumble



## Racers meet early flyers

The organiser of Flywheel has announced that sports-racers from Ferrari, Maserati, Aston Martin and Jaguar will celebrate the Mille Miglia at the Bicester Heritage event on 20-21 June. Single-seaters from the immediate pre- and post-war eras will also be present.

The weekend will feature up to a dozen aircraft from the WW1 period, including the world's only airworthy Bristol Scout. A Blenheim is also due to return to the former RAF base for the first time in more than 75 years.

For more information, see [www.flywheelfestival.com](http://www.flywheelfestival.com)



## POWER FOR THE PEOPLE

The Cholmondeley Pageant of Power will take place from 12-14 June. US muscle cars take centre stage on the Saturday, with supercars starring on the Sunday. There will also be air displays from the Vulcan and Red Bull aerobatic team. See [www.cpop.co.uk](http://www.cpop.co.uk)



## FAREWELL TO A DUKE

Motorcycling legend Geoff Duke died on 1 May. Born in Lancashire, he won six world championships and Manx TTs throughout the '50s. He also competed on four wheels, leading the '53 Sebring 12 Hours in an Aston DB3 before crashing.



## WILTON BUGS CONFIRMED

Organisers of the Wilton Classic & Supercar (6-7 June) have announced late entries in the shape of a brace of racing Bugattis. A 1912 5-litre Type 18 will be joined at the event by a 1947 Type 73C *monoposto*. See [www.wiltonclassicsupercar.co.uk](http://www.wiltonclassicsupercar.co.uk)



## SIMON ROBINSON RIP

County Durham-based classic car specialist Robinson died in April following a battle with cancer. He was 61. Born into a farming family, he started his own business after running out of space to store his growing collection of cars at the farm.



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RM AUCTIONS

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We need your help to choose the best British classic from our shortlist. Will the sublime Jaguar E-type get your vote?



## C&SC LAUNCHES 'GREAT BRIT' POLL

*Classic & Sports Car* has embarked on a global campaign to find the best British car of all time, with the winner to be revealed at Classic & Sports Car – The London Show at the historic Alexandra Palace from 30 October to 1 November.

The magazine polled 100 key figures in the classic car world to establish a shortlist and now wants all enthusiasts to have a say in which car should come out on top.

The criterion was straightforward: the car simply had to be recognised and acknowledged as British, so it didn't matter whether it was an Italian-designed Aston Martin or an American-engined Jensen. Selections could be made for any reason, so 'people's cars'

such as the Mini and Austin Seven sit alongside roadgoing racers such as the Jaguar XKSS.

Enthusiasts from Nick Mason to Julian Thomson took part and the results were fascinating. Former Dire Straits frontman Mark Knopfler included the Land-Rover, while Lotus head of design Russell Carr was among many to pick the 'timeless' McLaren F1.

Lotus had the most models on the longlist, but only the Seven made the final cut. The unlucky models ranked 10 to 20 were Lotus Elan, Elise and Elite (type 14), Land-Rover, Jaguar XJ6 and XK120, Bentley Continental R Fastback, Ford Transit, Aston Martin DB4GTZ and MGB.

### THE SHORTLIST

- Mini Cooper 'S'
- McLaren F1
- Jaguar E-type
- Austin Seven
- Jaguar XKSS
- Rolls-Royce Silver Ghost
- Lotus Seven
- Range Rover
- Bentley Speed Six
- Ford GT40

So, now we have a shortlist, we are calling on all enthusiasts to rank them. To cast your vote, simply visit [www.classicandsportscarshow.com](http://www.classicandsportscarshow.com) before the closing date of 1 August. Everyone who takes part will be

entered into a draw to win single-day tickets to the show – there are 25 pairs to give away in total.

In other show news, leading dealers JD Classics, DD Classics, Hexagon Classics and New Forest Classic Cars have signed up alongside the likes of Frank Dale & Stepsons, Maranello Classic Spares and Graypaul Classic Cars.

Derek Hood, owner of JD Classics, said: "Alexandra Palace is a sensational location for this event. Rest assured we will more than match its drama with a display of the finest historic cars."

To book tickets, which went on sale on 1 June, you can telephone 08445 811275 or go to the website at [www.classicandsportscarshow.com](http://www.classicandsportscarshow.com)

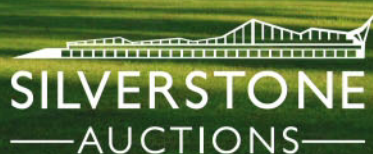
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Flame-spitting 28-litre aero-engined Fiat will be a highlight among the Edwardian cars



Victorious rotary Mazda 787B is to return



Don Garlits' 1956 Swamp Rat 1 a rare treat

## Festival features spectacular line-up

The Goodwood Festival of Speed from 25-28 June promises many epic moments. Here's our top 10.

**Fiat S7:** the Brooklands paddock will include a remarkable group of pre-WW1 titans, headed by Duncan Pittaway's 1911 28-litre Fiat S76.

**Bloody Mary:** a rare outing for the Bolster brothers' famous Shelsley Special with twin JAP power.

**Mercedes 300SLR:** the reunion of seven cars, including two coupés.

**Alfa Romeo TZ2:** Zagato collector David Sydorick is shipping his

sleek '67 prototype from California.

**Ford Zakspeed Capri:** the ex-Hans Heyer Group 5 sensation with its turbocharged 400bhp 1.4-litre four-cylinder motor is back.

**Swamp Rat 1:** drag racing legend Don Garlits makes his Goodwood debut with this early 180mph rail.

**Gilera 500 GP motorcycle:** the fabulous Latin four is back as a tribute to the late Geoff Duke.

**Porsche 917:** three are promised, including a Gulf 917K to pay homage to local boy Derek Bell,

who famously recorded 246mph on the Mulsanne in one in 1971.

**Mazda 787B:** the marque will celebrate its Le Mans history with six Group C machines headed by the '91 rotary-powered winner.

Figoni et Falaschi will be honoured in the Cartier Style et Luxe, including the amazing Talbot-Lago 'Goutte d'Eau'.

Tickets start at £51 for Friday, with under-13s free. Saturday and weekend tickets are all sold out. For details, see [www.goodwood.com](http://www.goodwood.com)

## OBITUARIES



### DENISE McCLUGGAGE b.1927

Writer, racer and adventurer Denise McCluggage was a popular figure in the American car world.

Born in Eldorado, Kansas, she discovered motorsport after graduating from Mills College, Oakland. As a journalist on the *San Francisco Chronicle* she met Briggs Cunningham while covering a yacht race, and soon started competing in West Coast events with an MG TC that she bought from Kjell Qvale's British Motor Car Distributors. From there she progressed to a Jaguar XK140 and later a Porsche 550RS after joining the *New York Herald Tribune* as a sports writer.

Highlights of her career included a class win with a Ford Falcon on the 1964 Rallye Monte-Carlo, and 17th in a Ferrari 275GTS/4 in the 1962 Sebring 12 Hours, teamed with fellow lady hotshoe Marianne 'Pinkie' Rollo. Even as an octogenarian, McCluggage still had sufficient pace to set impressive lap times around Laguna Seca in a new Audi R8.

McCluggage was a regular contributor to *Autoweek*, and her writing won many awards. Popular stories included *By Beetle with Hill and Gurney*, a record of a '58 road trip from Le Mans to Modena with the two Ferrari aces.



### FRANK MATICH b.1935

The hugely respected Australian racer and engineer Frank Matich (above right) died on 12 May.

A self-taught mechanic, he started hillclimbing in the early '50s, his performance leading to F1 offers from teams including Lotus and Brabham, but he preferred to remain 'a big croc in a small puddle'.

Unable to afford the best cars, Matich started designing and building his own. The Repco-powered SR3 and SR4 were unbeatable at home but no match for McLaren in Can-Am. In the early '70s his brief return to the USA proved more successful with an L&M series win at Riverside.

After winning the '72 Australian Drivers' Championship, he hung up his lid when Repco withdrew in '74.

## Events diary

Shows, festivals and tours

### JUNE

#### 6-7 Wilton Classic & Supercar

Classics on first day and supercars the day after, at Wilton House. See p12 [www.wiltonclassicsupercar.co.uk](http://www.wiltonclassicsupercar.co.uk)

**7 Bromley Pageant of Motoring** Huge car show, with assorted small and large club stands plus one-make parking in Norman Park, Kent 01775 768661; [www.bromleypageant.co.uk](http://www.bromleypageant.co.uk)

**7 American Speedfest III** Massive gathering of Transatlantic machinery at Brands Hatch; 1100-plus vehicles expected including 70 Mustangs [www.speedfest.co.uk](http://www.speedfest.co.uk)

#### 12-14 Cholmondeley Pageant of Power

The Vulcan is due on Sunday! See p12 01829 772432; [www.cpop.co.uk](http://www.cpop.co.uk)

#### 13 Coventry Transport Museum

**Breakfast Club** With a free cuppa and a pastry, 9-11am. Pre-register online [www.transport-museum.com](http://www.transport-museum.com)

#### 13-14 Brooklands Double Twelve

**Motorsport Festival** VSCC driving tests, plus speed trials and a concours 01932 857381; [www.brooklandsmuseum.com](http://www.brooklandsmuseum.com)

**13-14 Bristol Classic Car Show** More than 70 club displays, plus jumble and trade stands at The Royal Bath & West Showground, Shepton Mallet 01507 529529; [www.carsandevents.com](http://www.carsandevents.com)

**14 Shelsley Breakfast Club** 9am-12pm, with a full 'Shelsley' available (also on 12/7). Register online 01886 812211; [www.shelsley-walsh.co.uk](http://www.shelsley-walsh.co.uk)

**20-21 Flywheel** Historic motoring and vintage. See p12 01728 684410; [www.flywheelfestival.com](http://www.flywheelfestival.com)

**25-28 Goodwood Festival of Speed** See full preview above left

### JULY

#### 1 Classics in the Walled Garden

Midweek event at the idyllic Luton Hoo estate [www.petermadden.co.uk](http://www.petermadden.co.uk)

**2-4 Power Big Meet** More than 10,000 American cars converge on Västerrås, Sweden for the epic gathering 0046 40 472939; [www.bigmeet.com](http://www.bigmeet.com)

**18-19 Classic Nostalgia** Featuring Standard-Triumph Marque Day (18) and, the day after, the C&SC-backed Street Concours, at Shelsley 01886 812211; [www.shelsley-walsh.co.uk](http://www.shelsley-walsh.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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# SEVENS SHINE AT GAWSWORTH



Huge crop from TorMog, the High Peak branch of the Morgan Sports Car Club, featuring (on right) a lovely 'flat rad' example



Grinning like Cheshire Sevens: Gregson's Nippy; Ruby of Howards, aka 'Mr and Mrs Noah'



Livesley's much-travelled Cortina II Lotus



Snapper Webb focuses on 914s for PCGB

Gawsworth Hall was inundated with an outstanding range of machinery for its Classic Car Show on 4 May. Top prize in the informal concours went to the imposing 1925 Lanchester Forty brought by Paul Wilson, part of a fine selection of vintage cars that also featured Peter Bradley's 1930 Lagonda 2 Litre – Best Pre-War Car.

An excellent turnout from Cheshire Sevens – part of the Pre-War Austin Seven Club – included a couple of superb restorations. David Gregson rebuilt his delight-

ful two-tone '36 Nippy "right from the ground up, but to the original pattern and specification". Alongside was Ruth and David Howard's 1935 Ruby. "They're addictive," enthused Ruth, "and who wants to be cured? They nicknamed us 'Mr and Mrs Noah' in the club because mine leaks so you get wet if you go anywhere in the rain."

A fascinating mixture of clubs always gathers around every corner of the pleasure gardens. A spectacular Lotus group featured the lovely Elan S2 that Bentley director of

motorsport Brian Gush rebuilt himself. Michael Livesley from Rossendale was in the Cortina II Lotus that he's owned for 31 years.

"I restored it once, in 1986," he recalled, "and again in 2007, when I cut out a lot more rot. One of the best runs we've done was Cortina to Cortina in Italy for the 50th anniversary of the Mk1 in 2012."

A colourful line-up of 914s drew lots of attention as part of a 60-plus array from Porsche Club GB. Photographer Matt Webb from Congleton organised the set.

"I bought this 1973 Alaska Blue 1.7 last September, although I'd been looking for one for years," he explained. "They're great to drive, but there are lots of rotten ones out there. I tracked it down in Oregon, which isn't a dry state, but it was a California car that had been properly restored over there."

Best Club Stand went to the Alvis Owner Club on its first visit to Gawsworth, with splendid variety spanning pre-war tourers via '50s T-series models to the TE of Tim Brown who planned the display.

## Veterans on pub crawl



Philip Oldman's 1902 Wolseley. Below: vast four-poster Cadillac



Almost 100 vehicles took part in the VCC's 100-mile Creepy Crawly Run on 18-19 April, making it the UK's second-largest gathering of veteran cars on the road – second only to the legendary Bonhams London to Brighton Veteran Car Run. The entrants made their way from St Neots to the first stop at Hinchbrook House near Huntingdon. They then tackled challenging hills en route before weaving past Grafham Water and on to the Sharnbrook Hotel for lunch and much-needed fettling.

Owners came from across the globe: Dutch restorer Gilbert Warning brought his 1897 4½hp Peugeot, while American Nick Grewal was aboard his massive 1904 8hp Cadillac with Dan Ghose.



## Aussie Parliament hosts Italians

Auto Italia Canberra, organised by the Italian Cars Association ACT, drew an eclectic range of Latin machinery to the grounds of the magnificent Old Parliament House on 29 March. A nice group of Alfa Romeos featured several Montreals, as well as assorted Spiders and even a rare 105 Series Giulia GTC, while the Lancia selection included a wonderful pair of Lambdas, plus a few Aurelias and Fulvia Sports.

In front of the row of Lancias was a dazzling array of immaculate Fiat X1/9s, built by Bertone in the 1970s and '80s. Among the many other Fiats was a rare 2300S coupé, a Ghia design that caught the eye of show regular Eric Wiseman.

Supercars were out in force, too, including, Ferraris, Lamborghinis and several De Tommasos. As Wiseman pointed out: "A nice touch was the sound of opera over the PA."





Crowds thronged to Corn Street to drool over Lancias and, below, stunning Alfa Giulia SS

SIMON CHARLESWORTH



Almost unfeasibly immaculate Beta 1300



Lamplough's beautiful Fiat: unique in UK

## Rarities gather in Latin quarter

Bristol's historic former finance district was once again heaving with people and cars for the Italian Auto Moto Club's 13th celebration of Latin transport, with Lamborghini and Moto Morini the featured marques on 25 April. Alfa Romeo and Lancia provided the greatest numbers of retro classics, with the latter being responsible for the largest quota of post-war models.

There were some unusual rarities including a Beta 1300, plus pairs of Delta Berlinas, Gammas, Fulvia Coupés (including Kev Woollan's 1.3HF) and Flaminias. For those who prefer older models, there was Ben Courage's superbly patinated 1937 Aprilia and Ade Rudler's '51 Aurelia Autotelaio B50.

In the 'yearn to drive it home' category – for *C&SC* contributor Simon Charlesworth – was a time-warped 39,000-mile ex-press fleet '97 Alfa 164 Super. His other favourites included Julian Taylor's sweet

'62 Autobianchi Bianchina Berlina, BIAMF stalwart Mike Hurst's '29 6C-1750 Sport Zagato and Mike Lamplough's 1963 OSCA-engined Fiat 1600S, which is believed to be the only example in the UK.



## Fords mix it in Enfield

Gordon Elliott's miniature cement mixer was by far the most unusual vehicle at Classic Ford Day at Whitewebbs Museum of Transport on 26 April. It's based on a Ford two-ton lorry and is powered by the same engine as a V8-Pilot saloon, the mixer being driven by chains via a Lister engine mounted behind the cab. The small mixer was ideal for narrow pathways and gardens. The truck was bought from Warecrete of Hertford in 1970 by Chris Norris, who overhauled the Ford and later sold it to Enfield builder Elliott. It's now painted in his firm's livery.

Norris, meanwhile, was in his superb Model A – an eBay find, from Oregon in the USA where it was restored.

Capri buff Nigel Barnes has owned no fewer than 16 of them, but these days he's down to just a 1979 3.0 S that he's had for 19 years – a former press car that he purchased restored.

Nearby was Jeff Bourne's highly original '74 Granada Ghia that was apparently the first example to be bought by a female owner in the UK.



Clockwise, from above: Capri fanatic Barnes with 3.0 S; fab V8 cement mixer; Bourne's Granada with Norris' Model A



### RINGING IN THE CHANGES

The DKW OC held its National Day at Stanford Hall on 3 May. Fredrik Folkestad brought three cars, including his Schnellaster (*C&SC*, Jan 2013) while Richard Nixon and Sue Emeny were in their '65 F102, which is powered by a 1200cc two-stroke triple.



### BACK AT THE SHARP END

The Triumph Razoredge Owners' Club toasts its 40th year as part of Tilbrook Country Fayre at Kimbolton School on 12 July. The event is sponsored by The Sporting Bears. For info, e-mail: [johnbath@hotmail.co.uk](mailto:johnbath@hotmail.co.uk) or go to <http://sportingbears.co.uk>



### BROOKLANDS FIRE BRIGADE

David Povey's 1988 Ford C8000 Fire Appliance was the star of a wet start to the HCVS London-Brighton Run on 4 May. During its time as part of the Flemington, New Jersey Fire Department, it attended the 9/11 disaster before being retired in 2008.



### WE SHALL REMEMBER THEM

The Vauxhall A-D Type Register is commemorating the centenary of the D-type's introduction as the chosen vehicle for military service at Shelsley Walsh on 4-5 July. All A-Ds and 30-98s are welcome. E-mail [davidjkirke@hotmail.com](mailto:davidjkirke@hotmail.com)







Clockwise: superb B2000 and B4500 pair; Sauer's much-travelled Deutsch Cabrio; Driscoll's rare Hansa 1800 diesel



# Borgwards invade Brooklands

An outstanding range of Bremen-built machinery converged on Brooklands for the first Borgward International Meeting in the UK on 9-10 May. About one-third of the 40 vehicles had come from overseas, with pride of place going to eight commercials from Germany.

Fire-fighter Werner Hilscher brought his fabulous unrestored 1959 B4500-based water tender. "It was built by Arve and was in service

until 1976," he explained. "When I was a little boy, I always wanted my own fire engine and now I have it!"

Alongside was the immaculate B4500 tipper truck of Hubertus Hennecke, president of NVG, the German association for classic lorries, bulldozers and excavators.

Just 12 of the 150 Isabella Cabriolets built by Karl Deutsch survive. Two lovely near-identical examples made it to Brooklands, one owned

by Belgian Patrick Mollard and the other by Manfred Sauer, who had driven c800km from Frankfurt.

"You know that song *Under the Borgward?*" Sauer joked. "Well that's me when I'm changing the oil."

Nick Driscoll brought his 1953 Hansa 1800: "As far as we know, it was the first commercially available diesel in the UK, apart from taxis. It does 50mpg, but it sounds like a proper old-fashioned oil-burner."



## THE GOLDEN AGE OF SEVENS

The Bristol Austin Seven Club will be celebrating its golden jubilee at the Atwell Wilson Motor Museum, near Calne from 19-21 June. All Sevens, not just members, are welcome, as are other unusual or historic vehicles. For more info, e-mail: rally@ba7c.org



## NEW SHOW IN WEST SUSSEX

Arundel Castle, the stunning home of the Earls of Arundel and Dukes of Norfolk for more than 800 years – and popular venue for MG gatherings – hosts its first general Classic Car Show on 12 July. Club groups are welcome: e-mail geoffwgoodson@gmail.com; www.arundelcastle.org



## Federation update

Our annual Drive It Day celebration was an enormous success, which you can read more about in News. The Federation attended many events including the Brunch at Bicester Heritage, which received tremendous support with many people experiencing the former RAF bomber site in Oxfordshire for the first time. But it was not just cars and motorcycles – there was a good selection of vintage aircraft that had flown in for the occasion.

This was a really good example of integrating various types of transport, which is a developing trend. It is not a new idea; the Shuttleworth Collection at Old Warden has successfully made this connection since the early 1960s.

At the Norfolk and Suffolk Aviation Museum, Flixton, a total of 51 classics attended, mostly from the East Anglian Practical Classics Club. The museum's many visitors were delighted to see the variety of immaculately presented vehicles parked in and among the array of static aircraft at this facility, which is also well worth a visit.

The link between classic cars and aircraft looks set to prosper in other ways as well. Since we launched our Apprenticeship in Historic Vehicle Restoration, we have been working closely with the aviation community, which has identified synergies between our programme and their needs.

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## DAVID WHALE FBHVC CHAIRMAN

The FBHVC lobbies in Brussels and Westminster. Call Rosy Pugh on 01865 400845, e-mail secretary@fbhvc.co.uk or see www.fbhvc.co.uk

## Clubs diary

Shows, meets & gatherings

### JUNE

#### 6 Classic Transport Picnic

At Fairclough Hall Farm, Halls Green, Weston, Herts. £10 per vehicle on gate 01462 674347; www.lgcccvc.co.uk

**7 Heritage Rally** Featuring tulip runs of 50-70 miles around the Cotswolds, plus a steam train ride 01926 641188; www.heritage-motor-centre.co.uk

#### 7 SHVPS Classic Show & Autojumble

At Queen Elizabeth Country Park, Horndean, Hants www.shvps.org.uk

**7 Classic Car Show** At M-B World and featuring a Napier-Railton demo 01483 881752; www.wsbhospices.co.uk

**14 Lancs Classic Show** At Hoghton Tower, nr Preston. Andrew Greenwood 01484 667776; www.classicshows.org

**14 Raby Castle Classic Vehicle Show** 20th anniversary of the event in Staindrop, Co Durham 01697 451882; www.markwoodwardclassicevents.com

**14 Sussex Classic and Sports Car Show** At Middle Farm, Firle; £5 per vehicle. Lewes Barbican Rotary Club 01825 723805; e-mail: info@carfarm.co.uk

**14 Jaguar Drivers' Club E-type Day** At Prescott 01962 777321; e-mail: petronel.payne@jdc-etype.org.uk

**19-21 Early Summer Tour** East Devon and West Somerset, visiting Pecorama at Beer and Hestercombe 01935 474630; www.merlinevents.com

**21 Trentham Classic Transport Show** Fathers' Day gathering in the gardens near Stoke-on-Trent 01922 643385; www.transtarpromotions.co.uk

**21 Father's Day Sports & Classics Show** Including the MG and Triumph Show, at Knebworth Park Andrew Greenwood

**26-28 Lancia Motor Club Fulvia Weekend** Based in East Anglia. Tim Heath e-mail: tim348@aol.com

**29-2/7 Great North Road Tour** Via Rutland Water, Sherwood Forest, Yorkshire Dales and Jim Clark Rooms 01539 728832; www.cctmk.co.uk

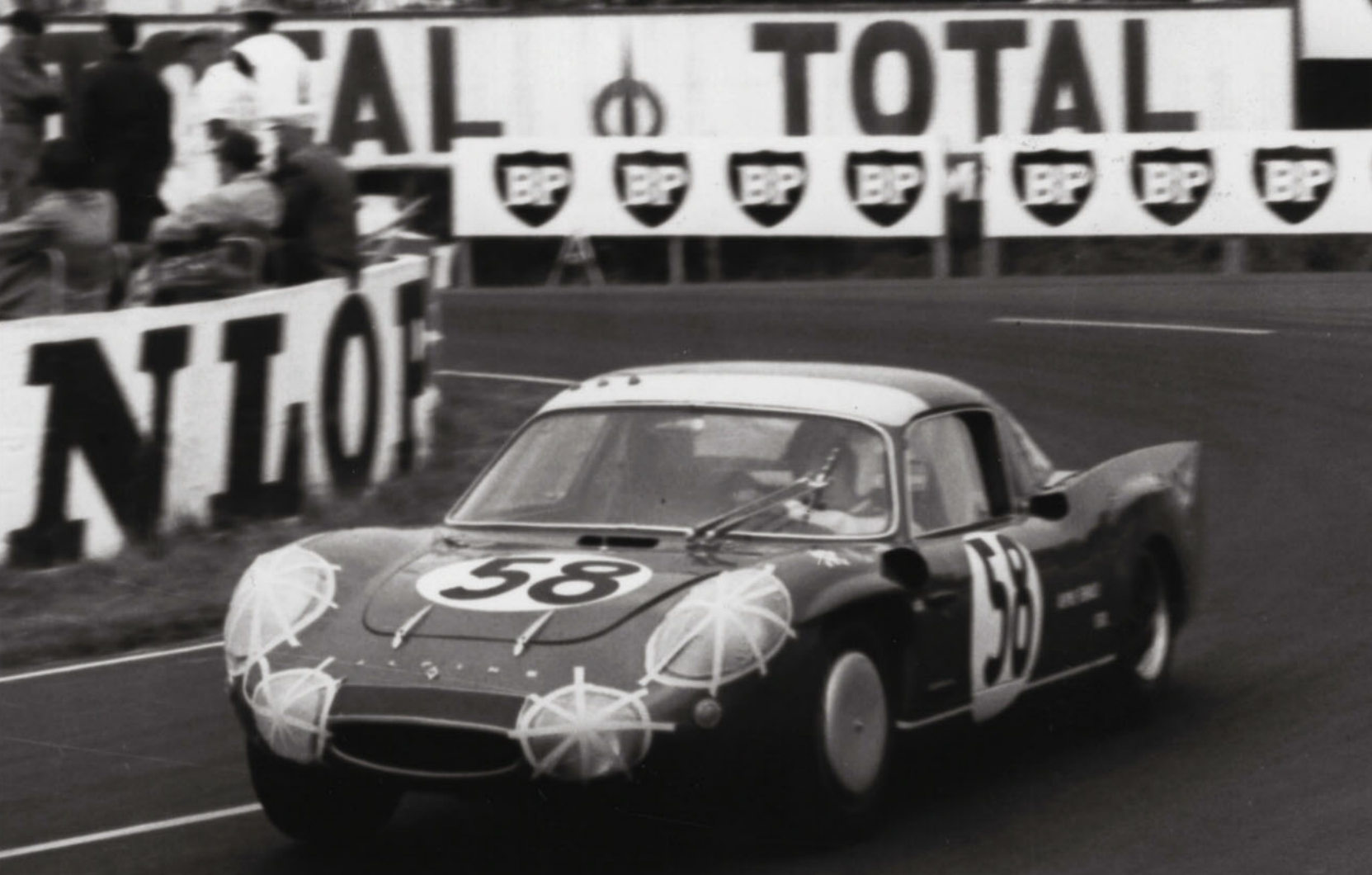
### JULY

**5 Car Show at The Donkey Sanctuary** New event at the facility in Sidmouth, Devon; 10am-2pm 01395 578222; www.thedonkeysanctuary.org.uk

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



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1967 : 24 Hours of Le Mans

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Clockwise: eventual victor Gibson's Broadley T70 (9) hounds Voyazides' Lola; winning Nash of Blakeney-Edwards and Wakeman; O'Connell leads Jag dice; Whitaker/O'Brien Mustang dominated History of BTCC



# BATTLE ROYAL AT DONINGTON

Two victories for Patrick Blakeney-Edwards and Fred Wakeman, a stellar drive from Paul Gibson in his Broadley Automotive T70 Mk3B and the inaugural Jaguar Heritage Challenge race were among the highlights of the Donington Historic Festival from 2-4 May.

Wakeman and Blakeney-Edwards teamed up to claim the Mad Jack Pre-War Sports Car race that celebrated 80 years since the first Donington Grand Prix. Their Frazer Nash Super Sports came home ahead of Richard Pilkington's Talbot Lago and the Eddie Williams/Andrew Hall Nash.

The pairing also won the RAC Woodcote Trophy, getting the better of the Carlos Monteverde/Gary Pearson Jaguar D-type aboard their Cooper-Jaguar T38.

It was a mixed weekend for Leo Voyazides. Co-driver Simon Hadfield built a strong lead in the '1000km' enduro in their ex-Wilson Fittipaldi Lola T70, but when the owner took over he found himself being reeled in by Paul Gibson. Voyazides' attempt to retake the lead after Gibson got past ended in a crash at the Craner Curves.



ERIC SAWYER/MICK WALKER



His meeting improved with victory in the 90-minute GT & Sports Car Cup, which was held in poor weather. Hadfield and Voyazides teamed up once again in the latter's sanctioned Daytona Coupe, this time beating the Cobra of Olly and Grahame Bryant.

The first round of the Jaguar Heritage Challenge had to be decided on aggregate after Jamie Boot suffered a catastrophic engine

blow-up. Martin O'Connell and Andrew Kirkaldy reached the chequered flag first in their E-type.

The Historic Grand Prix Cars Association presented an impressive grid, including Julian Bronson's Scarab, two Maserati 250Fs, Nick Topliss in ERA R4A and Peter Mullen's BRM P261. Peter Horsman won the first race in his Lotus 18/21, while Jon Fairley took the second in his Brabham BT11.

Darwin Smith, meanwhile, landed a brace of victories from an evocative Historic F2 field in his March 722.

Victors among the huge Touring Car contingent included Mike and Andrew Jordan (A40), Andrew and Maxim Banks (Alfa GTA), Mike Whitaker/Eugene O'Brien (Ford Mustang) and Steve Dance (Capri).

Patrick Watts (Peugeot 406) and Stewart Whyte (Honda Accord) took a win apiece in Super Touring.



# Lola lights up International Trophy



Liguori leads the Pre-1980 pack through the complex at Silverstone en route to victory

Michele Liguori was an ecstatic winner of the Pre-1980 Endurance Series race at the HSCC's International Trophy on May 16-17. The Italian's Lola T292 howled to a lights-to-flag victory at Silverstone, pursued by the Leo Voyazides/Simon Hadfield T282.

Voyazides and Hadfield later outpaced the GT&SCC pack in their stunning Shelby American-sanctioned Daytona Cobra Coupe. Will Nuthall/Tony Wood (Lister-

Jaguar) were only 20 seconds adrift.

The Derek Bell Trophy action was sensational. Greg Thornton (Surtees TS11) won the opening leg in which Ian Ashley had a rear tyre blowout on his Lola T300 as he took the flag in fourth. Forced out by a puncture while leading Saturday's race, Richard Evans blitzed Sunday's stanza from row 13 on the grid in his March-BDA 79B.

Peter Thompson (Brahman BT21) and Simon Armer (March



Thornton claimed first Derek Bell honours



George Douglas and Paul Tooms up close

703) topped the fine Historic F3 fields. Behind them, the charismatic 1000cc screamers hunted in packs as they did from 1964-'70.

Richard Mitchell (Merlyn Mk20) scored a maiden Historic FF1600 victory, while Sam Wilson (Lotus 20/22) repassed Andrew Hibberd (Lotus 22) for Formula Junior honours. Neil Brown (Ford Mustang) won the Touring Car thrash in a posse that included Jim Chapman's Chevrolet Corvair.

## Ruling throws doubt on rallies

This year's Neath Valley Stages has been cancelled following the MSA's announcement that it will no longer give dispensation for multi-venue stage rallies to run multiple or split fields. The event was due to be a round of various series, including the British Historic Rally Championship but, following the spectator deaths on the 2013 Snowman Rally and 2014 Jim Clark Rally, the Scottish Government recommended safety changes.

One of those is that competitors must be seeded in order of anticipated performance. This is to avoid officials having to declare a stage safe before most spectators have arrived. See [www.msauk.org](http://www.msauk.org)



Changes will affect further historic events

The new venue proved to be a reasonable test – and offered fine views, too



## Triallists cross the Solent

The first two-day Isle of Wight historic sporting trial attracted an entry of 27 drivers to Cheveton Down on 9-10 May. Six sections were laid out, with the first two proving to be slippery beneath the trees. Monty Peters held a comfortable lead at the end of the first day ahead of Ian Wright. The two Cannon drivers finished that way on the Sunday afternoon, when warmer weather dried out the sections and led to better scoring.

Frank Lyons and Trevor Wood suffered teething troubles with Lyons' new Cannon, while David Methley found a local farmer who could weld up the broken steering arm on his. The time lost meant that Methley and Geoff Richardson had to record their own scores on the later sections. Post Historic rival Graham Wilson sportingly accepted that, and settled for runner-up spot in the category.



## RACERS HEAD TO IRELAND

This year's Cultra Hillclimb will take place on 13 June and showcase restored cars. Other highlights will include a parade of Ford Escort Mk2s, while a Chevron B1 will be displayed in front of the manor house. See [www.tsscni.info](http://www.tsscni.info) for more details.



## COGNAC GOES DOWN WELL

Tony Lees claimed Fastest Time of the Day at the Vintage Sports-Car Club's Curborough sprint on 3 May. Lees' AC/GN Cognac was 0.02 secs clear of Ian Baxter's Alta. Mark Walker's Darracq topped the Edwardian class.



## STRATOS ACE RIDES AGAIN

Sandro Munari will star at this year's Eifel Rallye Festival from 23-25 July. The four-times winner of the Rallye Monte-Carlo is set to be reunited with the Lancia Stratos in which he won the 1977 event. Walter Röhr and Hannu Mikkola will also be there. See [www.eifel-rallye-festival.de](http://www.eifel-rallye-festival.de)



## NEW FIELD FOR CLASSIC

The 2015 Castle Combe Autumn Classic (3 October) will include a new race for pre-1966 Touring Cars. The event will be called the Terry Sanger Trophy, after the late West Country-based saloon-car racer. See [www.castlecombeautumnclassic.co.uk](http://www.castlecombeautumnclassic.co.uk) for details.



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# Bonhams



# Jag pairing takes victory on Tour



Lajournade and Bouchet were in a triumphant mood after clinching win



E-type storms past the Charade grandstand



Second-placed Cobra just 31 secs adrift

Jean-Pierre Lajournade and Christophe Bouchet won a closely contested Tour Auto Optic 2000 from 20-25 April. The Jaguar E-type crew held off the Cobra 289 of Ludovic Caron and Charles de Villaucourt by only 31 secs after almost 2000km of competition.

This year's route took more than 200 competitors from Paris (where scrutineering was held in the spectacular Grand Palais) to Biarritz. As well as the road sections, the event

visited the circuits at Magny-Cours, Charade, Albi and Pau, and was open to cars that took part in the Tour de France from 1951-'73.

Among the entrants were former Porsche works drivers Jürgen Barth and Jochen Mass, while Olivier Panis – winner of the 1996 Monaco Grand Prix – returned for his third outing alongside Jean-Paul Driot in a Group 4 Ferrari 308. Le Mans victors Yannick Dalmas and Gérard Larrousse each drove a course car.

Highlights of the entry list were the Ligier JS2 driven by 'Mr John of B', and the Ferrari 250GTO of Irvine Laidlaw. Chassis number 3527GT finished seventh on the '62 Tour de France in the hands of Lucien Bianchi and Claude Dubois.

Overall victory in the regularity class went to the Alpine of Jean-François and François Nicoules, while Frédéric Puren and Caroline Bertrand claimed the Index of Performance in their Porsche 356.

## Historics storm Manx Classic

An impressive seven-Bugatti entry boosted the pre-war ranks of the Manx Classic from 23-25 April, but overall pre-1941 honours went to Tim Greenhill in his '35 Wolseley Hornet Special. Ewan Cameron's Morgan was fastest in the up-to-1500cc category. Steve Thompson's '65 Mustang with 363cu in stroker power was the fastest Classic (pre-'68), Connor Corkill's Ford Escort Mk1 stormed to victory in Post-Classics (and pre-'81 rally cars), while the fastest Edwardian was Tony Lees' imposing 12-litre Hispano-engined Vauxhall.

The Classic kicked off with the Governor's Sprint on Thursday, while the middle challenge – the Creg Willey climb – was in use for only for the second time. The event finished with the Lhergy Frissell hillclimb on Saturday.



Elliott/Price duo took second win from three rounds in the Mk2 Ford

## Escorts dominate stages

Nick Elliott overcame testing conditions to win the Pirelli Carlisle Rally on 25 April. The Ford Escort Mk2 driver, with Dave Price alongside, coped well with stages made slippery by heavy overnight rain, taking his second win from three rounds of the British Historic Rally Championship.

Matthew Robinson and Sam Collis were only eight seconds behind at the finish in another Mk2, while the fearsome Kielder Forest claimed fellow frontrunners Meirion Evans/Steffan Evans and Richard Hill/Iwan Jones, both crews retiring following accidents. Former championship leaders Jason Pritchard and Phil Clarke were sidelined by clutch problems.

Paul Barrett and Dai Roberts (Escort) finished third, while category winners included Tomas Davies/Eurig Davies (Escort), David Stokes/Guy Weaver (Escort) and Paul Mankin/Desmond Bell (Lotus Cortina).

The event also formed a round of the RAC Rally Championship, with James Potter and Bob Duck (Escort) topping the historic contenders.

## Sporting diary

Races, rallies, trials and more

### JUNE

#### 5-7 Grand Prix de l'Age d'Or

Including Sixties Endurance group, at Dijon-Prenois 0033 1 42 59 73 40; [www.peterauto.peter.fr](http://www.peterauto.peter.fr)

#### 6 VSCC Harewood Speed

Hill Climb Nr Leeds, Yorkshire 01608 644777; [www.vsc.co.uk](http://www.vsc.co.uk)

#### 7 Shuttleworth & Nuffield Trophies

Meeting VSCC fixture at Cadwell Park, near Louth, Lincolnshire 01608 644777; [www.vsc.co.uk](http://www.vsc.co.uk)

#### 7-28 TransAmerica Challenge

Spectacular route from Nova Scotia to San Francisco 01235 831221; [www.endurorally.com](http://www.endurorally.com)

#### 13 Le Mans Legends Race

A grid of 61 cars, from 1949-'68 [www.motorracinglegends.com](http://www.motorracinglegends.com)

#### 13-14 Brooklands Double Twelve

Motorsport Festival Featuring VSCC driving tests on the first day, plus speed trials and a concours 01608 644777; [www.vsc.co.uk](http://www.vsc.co.uk)

#### 13-14 HSCC Snetterton

A full set of the Historic Sports Car Club's championships 01327 858400; [www.hsc.org.uk](http://www.hsc.org.uk)

#### 14-20 Classic Marathon

From the heel to the head of Italy, with tulip navigation. Hero Events 01656 740275; [www.heroevents.eu](http://www.heroevents.eu)

#### 18-20 Coupe des Alpes

Tour inspired by the Alpine rally, with classes for cars from 1950-'86 033 1 42 12 07 08; [www.rallystory.com](http://www.rallystory.com)

#### 18-21 Le Mitiche Sport a Bassano

Includes mountain roads in Veneto, Trentino and Lombardy, plus the Stelvio Pass [www.garedepoca.com](http://www.garedepoca.com)

#### 26-28 Spa Summer Classic

Includes the Belgian Historic Cup 0032 87 66 28 66; [www.roadbook.be](http://www.roadbook.be)

#### 27-28 HSCC Cadwell Park

Historic Sports Car Club tackles Britain's mini Nürburgring 01327 858400; [www.hsc.org.uk](http://www.hsc.org.uk)

### JULY

#### 4-5 Masters Historic Festival

Four-hour enduro, plus races for sports cars, pre-'66 Touring Cars and 70s Celebration 01908 587545; [www.themastersseries.com](http://www.themastersseries.com)

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



# The motor car that takes the breath away\*

Mercedes-Benz C 111 – an eternal object of desire without equal



1969 will go down as a special year for Mercedes-Benz. Rumours had been circulating for a long time that the inventor of the motor car was working on a sensation. At the International Motor Show in Frankfurt the secret was finally revealed – and it really is a sensation: the C 111, a super sports car with gullwing doors and a Wankel rotary engine.

The industry was dumbstruck, the press couldn't get enough of it and the public were bowled over. Not long after, in the spring of 1970, the even more attractive and even more powerful variant of the C 111 experimental vehicle was unveiled – and it quickly became the unrivalled dream car of an entire generation.

\*Source: 'DAZ', issue 20, 1969

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Until November 15<sup>th</sup> 2015 the Mercedes-Benz Museum is showcasing the Mercedes-Benz C 111 in a fascinating special exhibition. More information at: [www.mercedes-benz.com/classic-c111](http://www.mercedes-benz.com/classic-c111)





# CLIMAX FOR A BLACKPOOL ROCKET



En route to Wiltshire, where the TVR is to be restored. Right: waiting its turn in farm shed



First owner Barr at Oulton Park in the '60s



Coventry pulls Climax: Jag an ideal tow car



At the end of a lane in deepest Wiltshire is a farmyard where restorer Mike Brotherhood stores projects awaiting transfer to his workshop. The small shed he uses has space for two cars, which get squeezed in among some interesting-looking Lotus chassis, body panels and other spare parts. When I visited recently, one of those vehicles was a lightweight 1961 TVR Grantura.

The present owner, Grahame

Clough from West Sussex, has a letter from the car's original owner Brian Barr, in which he writes: 'I can confirm I bought it new from the factory in Blackpool as a kit and then built it up with a friend. The registration number was 232 PMA.'

The letter continues: 'The TVR was used primarily for racing. As supplied, it had a Coventry Climax engine but I blew this up at Silverstone during practice for a club

meeting, a rod going through the side of the crankcase. This was then replaced with an MG engine of 1622cc, but sleeved down to the sports car limit of 1600cc.' Barr goes on to say that he later part-exchanged the coupé for a Lotus 23.

After this the history is vague until the Grantura surfaces at a garage in Tenbury Wells, where it was laid up for 15-20 years.

In 1987, the car was bought by a

D Botfield, who undertook some restoration work before selling it to Paul Harris of Oldbury in 1989. During Harris' ownership, the Grantura appears to have been taxed for just three years.

Clough bought the TVR in April 2012, first storing it in a shipping container before sending it to Mike Brotherhood for restoration. The plan is to re-fit the original type Coventry Climax engine.

## Cornish farmer's Jaguar project is released from barn



The E-type had lain under a cover for many years before rescue. Right: the car today, awaiting restoration

Last month we related the story of father and son Tony and Adrian Barfield, and the 1948 MG TC and 1932 Austin Seven that Adrian had discovered near his home in Helston, Cornwall. As he was leaving the farm where he had viewed the Austin, the lady owner said to him: 'I have another old car if you are interested.' Barfield followed her around the paddock to a different barn that contained a tractor and various items of farm machinery. Tucked away in a corner under a grubby dustsheet, a car-shaped object could just be made out. When the cover was pulled back, a 1969 Jaguar E-type 2+2 was revealed.

The fixed-head Jaguar, registration VBL 363G, had been owned by the family since the early 1980s. A few years after they'd moved to Cornwall and bought the farm, the E-type was laid up in favour of a Land-Rover, which was more suited to a farmer's requirements. The lady's late husband had done some restoration work on the car, including the engine, but didn't finish it

before he died. In fact, the rear axle was off when Adrian first saw it.

An offer for both cars was accepted, and the Austin is now well on the way to being restored for use on the Cornish Vintage Vehicle Society 50th Anniversary events this year. The E-type (with axle refitted) has been carefully stored, and is next in line for work.







## 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!

While driving from Béjar to Málaga in Spain, Bob Bradbury caught a glimpse of what looked like a "rusty old American coupe" in someone's back garden near Seville.

With his curiosity aroused, he went to investigate and was amazed by what he discovered. Bradbury takes up the story: "We found a Jaguar MkIX and a good condition Corvette, while further onto the property there were other vehicles, including a Jaguar 420G as well as a cache in a partially covered barn."

"The owner was happy for us to look around, but didn't speak a word of English. In all, there were about 25 cars in various states of disrepair."



Buicks included '54 (above) and '49 (top)



1957 Chevy rubs shoulders with '41 Ford



Partially stripped MkIX basks in the sun

## Fading Jag needs rescue

On his travels, classic car journalist Nick Baldwin often passes through the picturesque east Devon village of Yacombe. Because of its steep hill, this was once a notorious stumbling block for pre-war motorists and is today used as a venue for cycle hillclimbs.

Baldwin has noticed that for some years now a 1961 Jaguar Mk2, registration number 72 NMX, has been parked up outside Yacombe Garage. He tells me that the garage owner has been intending to restore it, but says he has not had time to get around to it. Baldwin reckons that he really needs to get on with it, saying: "Soon it will have deteriorated too far."



Mk2 Jag is looking increasingly sad



After a century, there's little left of the car



Gearlever led to the parts being discovered

## Rare Edwardian unearthed

The remains of what is thought to be the only surviving Dodson are awaiting restoration in Australia.

The find consists of a chassis with dismantled engine, gearbox plus the remnants of two wheels, and is almost certainly the same car that Mike Worthington-Williams wrote about in *C&SC* in 1998.

The story goes that, in the late '90s, Jim Hepburn was at a show at Cooma, Victoria, with his 1913 Fiat. A lady there took great interest in the car, especially the external handbrake lever, telling him that when mowing her lawn she had struck a remarkably similar object sticking up out of the ground. Hepburn was invited to have a look, his visit ending with the remains of the Dodson being dug up.

He sold it a few years later to the present owner who has done nothing



Dodson was built in London from 1910-'14

with it. I was told: "The engine appears to be a 'four' consisting of two blocks of two cylinders, but one of the blocks has been shattered. The brake and gearlevers are exactly as they were in the picture in Mike Worthington-Williams' article from 1998."

Although it's believed that no other Dodsons still exist, the last time I wrote that about a car of this age, another turned up, also 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 p4 address or e-mail your requests to [james.elliott@haymarket.com](mailto:james.elliott@haymarket.com)



### FAMILY HEIRLOOM

Elliot Dunn is looking for his grandfather's 1955-'56 Vauxhall Wyvern E-Series, which was the first car that he ever drove. In 1984 it was re-registered LSV 811 and given to a cousin's fiancé. Dunn had always hoped to inherit the car but it left his family in 2006 and has been on SORN ever since. E-mail him on [elliottdunn@hotmail.co.uk](mailto:elliottdunn@hotmail.co.uk) if you know of the Vauxhall's current whereabouts.

### LONG-LOST COWLEY

John Pilcher is eager to track down the 1933 Morris Cowley that he sold in 1972. He inherited APD 32 in '66 when his grandfather died, and ran it until a halfshaft broke. He hoped to restore the car but sold it five years later. If anyone has any post-'72 history, send details to the usual C&SC address and we will forward it.



### A PARENT'S OLD PORKER

Porsche enthusiast Ian Gunney is trying to track down the car that kick-started his passion – his father's 1960 356B, registration 8757 CR. "Dad owned the car from around 1975-'80," he says. "We know the chassis number is 112 068 and that it was last seen in Devon in the early '80s." E-mail him at: [iangunney@outlook.com](mailto:iangunney@outlook.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)





Daimler sat abandoned in a Maidenhead garden after being written off in the mid-1970s



Body badly damaged, but frame (top) good

## Darting around in search of parts

In 1964, a Daimler SP250 Dart was delivered new to the Reeve and Stedford dealership in Birmingham. It was registered 317 NOJ in July, and by 1974 was owned by Daniel Spooner of Wickford, Essex, who is believed to have resprayed and retrimmed it. Shortly after completing the work, the Dart was involved in a front-end accident and written off.

The remains were bought by David Jennings, who removed the trim but did nothing more before selling it on to John Couser for £300. Couser stripped the Daimler, only to abandon it for three decades in his Maidenhead garden.

Present owner David King first



Owner King now hopes to rebuild the SP250

heard of the SP250 in 1999. With a special project in mind he had bought a spare engine from Couser. The project never reached maturity, but in 2014 King decided to get the engine running. He found that it was missing some ancillary parts, so he went back to see if they

were still available from Couser.

King told me: "After a pleasant but unproductive chat I casually enquired what he was going to do with the stripped and damaged SP250 in his front garden, and that is how I came to acquire the Daimler.

"The body is seriously broken but the chassis is fundamentally sound – after all, it was only about 12 years old when it crashed. Mercifully the front uprights are in good shape but I need to complete the jigsaw.

"The Daimler & Lanchester Owners' Club is scouring sheds and attics for parts, and is keen to see another SP250 back on the road."

If any readers can help, e-mail: [dking105@btinternet.com](mailto:dking105@btinternet.com)

## Lucky five-horse clover

Richard Skinner always takes a stand at Beaulieu's autojumbles to advertise his firm, Tudor Wheels. At last year's September event, the stand next to his featured a barn-find 1923 Citroën 5CV that had been uncovered in Provence.

Skinner knew little about the cars, but found himself eyeing it up over the weekend. When it came to packing-up time on the Sunday evening, the stall-holder told him that he didn't want to take the Citroën home, so Skinner was able to purchase it for a very reasonable sum.

While most of the car is present, including the windscreen, the doors are missing as are the seats. If you can help Skinner source these items, please e-mail him at: [tudorwheels@yahoo.com](mailto:tudorwheels@yahoo.com)



Stripped 5CV was a Beaulieu bargain

## Towering over a Roadster



Vanguard engine looks worse for wear



Triumph has been off the road since '74

This Triumph was first registered in Middlesex in 1949. By 1961, UML 406 was with an owner on the Surrey/Kent border, and the following year it was bought by a Robert Lewis, who is believed to have used it until 1974 when he parked it up. On his death the Triumph went to his son David, who stored it in an aunt's garage. When she died recently, the car had to be sold. It was bought by Triumph Roadster Club member Bob Cakebread, who was in the midst of a restoration and looking for spares.

Cakebread told me: "The car was in a very interesting place. The garage was once the middle of three storage sheds that were under a water tower. The heavy cast-iron base plate of the old water tank covered about a third of the roof, with the rest being timber that had rotted away, leaving a large hole."

## Mystery Car Competition

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We won't ask you to cast your minds too far back this month, so see if you can identify this concept from the '92 Turin Salon. Entries by 1 August to Mystery Car Competition (July 2015) at the address on p4 or e-mail [james.elliott@haymarket.com](mailto:james.elliott@haymarket.com) with 'Mystery Car – July 2015' as the subject. Please include your full address.



### APRIL'S WINNER

A handful of you were quick to spot the Abarth 1600 OT Spyder that made an appearance at the '66 Turin Salon. The car's most notable achievement came in September of that year when Austrian Hans Ortner pedalled it to fourth – behind a GT40, Matra 620 and Porsche 906 – at the Coupe de Paris at Montlhéry. Impressive for a car based on a Fiat 850. The best answer was from Anno Steinhaus of Bramsche, Germany. Well done.







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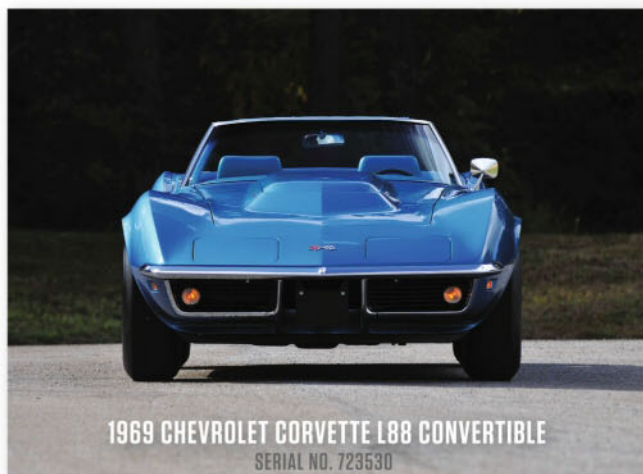
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# Mick Walsh

## FROM THE COCKPIT



**T**he sensational black Mercedes-Benz SSK built for Count Felice Trossi is rarely seen outside Ralph Lauren's private collection in Westchester, NY. The American fashion tycoon has occasionally shown the supercharged titan at premier concours events, where it regularly garners top awards, but the chances of seeing it out on the open road are highly unlikely. If the caped crusader drove a pre-war car, the Trossi SSK with its long bonnet, rakish screen and sculpted rear wings would be the perfect creation.

Trossi, like Lauren, had great flair, and from his Gaglianico home near Biella in northern Italy he indulged in various high-performance hobbies including speedboats, aircraft and cars. A skilled racer who was enlisted for Alfa Romeo's all-conquering Tipo 158 Grand Prix team, the count's life was cut short by cancer in '49.

The former president of Scuderia Ferrari had a weakness for English design and, when he acquired an SSK from Milanese dealer Carlo Saporiti, he sent it to England for a new body. Mysteriously, there are very few contemporary photographs of the car during Trossi's ownership, but registration records reveal that he bought it back twice before his death.

The SSK was eventually sold to America where it ended up with collector Carter Schaud. Its unique shape soon attracted foremost car connoisseurs, and through the '80s it spent time in the impressive motor homes of Sir Anthony Bamford and Tom Perkins, before Lauren acquired it in 1988. Restorer Paul Russell then carried out a fastidious two-year rebuild.

I'll never forget walking around the Pebble Beach transporter park at an early hour in 1993 and discovering the Trossi SSK. Amazingly Lauren was also up and, as Russell's team carried out final detailing, the proud owner deliberated over which wheel spinners to fit for judging. Not surprisingly, the immaculate black beauty took Best of Show, the first of many at prestigious events including Villa d'Este and Goodwood.

Few vintage sports cars match the dramatic semi-streamlined styling that perfectly complements

the Trossi SSK's fabled performance. Like many enthusiasts, my dream collection is restricted to miniatures, and CMC's superb 1:24 version easily fuels fantasies of night drives in this amazing machine.

Even if you had the multi-million sum that would be required to secure the original car, it's unlikely that Lauren would ever sell, so the only option is a copy. In recent years one was built in Argentina based on a replica SSK chassis, but more inspired is a Bentley special recently spotted with Chelsea Workshop.

Purists will dismiss this lookalike created by Bob Petersen's talented team in Devon, but the more I studied pictures, the more intrigued I became. A trip to Sloane Avenue proved too tempting. The first view of it parked in the underground showroom at Nell Gwynn House didn't disappoint.

The owner, like me, was fascinated by the original 'Black Prince' (as the Trossi SSK is occasionally referred to), but the idea of recreating its style on a British chassis appealed. Having already commissioned Petersen to build several other one-offs, the Bentley specialist was a natural choice to construct his next dream car.

With a modified 6.5-litre Rolls-Royce B-series straight-eight, normally found in military vehicles, the specification – 250bhp and monster reserves of torque – is stronger than the original. And with the dry-sump motor set low and well back in the Derby Bentley chassis, the lines look even more spectacular. After closer inspection, it's easy to appreciate how this bespoke project took three years to complete.

"We love doing one-offs and, with no access to the original, we worked entirely from photos," says Petersen. "We would continually refine the shape, encouraging the owner to visit so we could get the driving position right, and design the controls to his requirements."

It may be sacrilege to say it, but this Bentley special with its lower



An incongruous sight in Chelsea, the car is guaranteed to turn heads

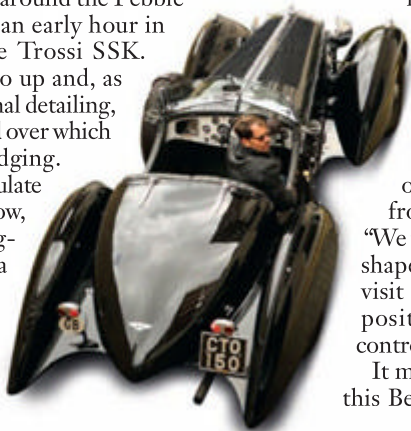
**'The owner built the homage to drive, and immediately set off for a rally from Paris to Madrid'**

seating position and cleaner rear wing profile looks better proportioned than the original. Neat touches include a streamlined casing for the external gearchange, reversed wings on the flying B mascot, and dagger-style boot hinges.

As you can imagine, the reaction around Chelsea was incredible as passers-by stopped abruptly to take photos – several walking straight out in front of traffic to ask the car's history. Our short run around Sloane Square and down the King's Road confirmed how sorted the Trossi special is. The steering lightens once on the move, the ride is refined and the gearbox offers a silky action through the gate. Best of all, the torquey straight-eight has a deep exhaust note to match the car's dramatic appearance.

The owner built this homage to drive, and immediately after its completion set off for a rally from Paris to Madrid. "With a high-ratio diff, it'll cruise effortlessly at 90mph," says Petersen.

A silhouette car with not one Mercedes part, the Trossi Bentley special would no doubt upset VSCC chaps, but I can't imagine a more fantastic machine to tour Europe's greatest roads. The photo scrapbook would be epic.







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# James Elliott

## MISFIRE



Putting aside arguments over whether the classic car market is still booming, slowing down, or even in slight decline – though the prices being asked for some traditionally affordable classics suggests the former – you’d be a fool not to acknowledge that the hype brings benefits.

Hidden among the faceless investors, there are countless new, genuine converts to the hobby; if the stats are to be believed, mainly pensioners investing in fun instead of poorly performing funds.

Another huge fillip is that many cars previously deemed to be beyond economic repair, that faced a future of being stripped for parts or simply left to moulder, suddenly make financial sense and are being restored for future generations to enjoy. Then, on a very simple level, the hike in our hobby’s profile can only do it good.

But, equally obviously, there are some pretty crushing downsides. First and foremost, there are the would-be younger enthusiasts being priced out of the market as values soar for what have always been deemed starter classics. Almost worse, however, are those examples of people who are utterly dedicated to their cars but feel reluctantly compelled into selling them as prices go through the roof.

Last time around, it was a mate of my dad who had bought a wreck of a very rare Aston Martin DB6 for pin money then poured his heart and soul into a one-man nut-and-bolt restoration, learning each skill as he went along. The result was spectacular, and seldom have I seen a more magnificent labour of love. There was no question that it was a forever car. Until the market went crazy, that is, and dealers started knocking on his door flaunting cheques (you remember those little pieces of paper that you made monetary pledges on) for half a million quid.

Even were he financially secure enough to wave such overtures away, he discovered that he could no longer enjoy the car when such a value was attributed to it. He sold it and is still bitter about the whole thing. That may sound weird considering he banked a huge profit, but that isn’t the point: he would rather have had a lifetime of

joy in the Aston than the moral equivalent of a compulsory purchase order served on it.

That’s why I was so sad to hear from Peter Dietsch the other day. I met Peter back in 2012 when I spent a day driving his Ferrari Testarossa around London. Now, he has a good job and earns a decent living, but Peter is by no means wealthy. Still not yet 40, he bought the 1986 car in 2003 for less than £25k and has used it for everything from lengthy tours to going to the shops. It was certainly quite a trophy to park outside his one-bed flat in Surbiton.

Racking up 4000 miles one year in the car with which he has become inextricably linked, Peter has become a pretty well-known character through his exploits and involvement in charity events, as well as his Ferrari-on-a-budget ownership and evangelism for the model. But all that is about to change.

Of course, we saw the rise of the Testarossa coming when they suddenly jumped from a base rate of £25k to a minimum of £40k three years ago. But they have doubled again since then, and

then some. Who of normal means can blindly ignore the fact that their £25k car could now pay off their mortgage or even buy them a house?

So with a heavy heart Peter is selling. He wouldn’t want anyone to feel sorry for him, and I am sure that if the car sells when it goes to auction (after *C&SC* goes to press, but before you are reading this) the money will be ploughed into another classic. But I do, and everyone else in a similar position. Because though the money may dull the pain, these enthusiasts are still being coerced into giving up something they cherish and that they will likely never again attain. Peter Dietsch without his Testarossa will be like Orville without Keith Harris.

‘Who of normal means can blindly ignore the fact that their £25k car could now pay off their mortgage?’



From above: crossing the Albert Bridge in 2012; soaring values mean Dietsch and the Giallo Testarossa will soon reluctantly part company







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# Simon Taylor

## FULL THROTTLE

**W**e all know that cars with race-winning history can now be mind-bendingly valuable. But 50 years ago, last season's front-runners were just old racers that nobody wanted, because this year's version was newer, and quicker.

So when the Ferrari GTO appeared in 1962, a 250GT short-wheelbase was no longer particularly desirable, even if it was chassis 2735, the Rob Walker/Dick Wilkins *competizione* version that Stirling Moss had driven to his seventh Tourist Trophy victory a few months before. With the blue-and-white Rob Walker colours sprayed over, it ended up as secondhand stock at Maranello Concessionaires, and was bought by a young man called Chris Kerrison for, as he told me recently, "less than £2500".

Chris towed it back to the Ferrari factory for a mechanical overhaul, trailing it behind his Ford Zephyr estate car. To get into Italy he realised that one of his passengers, a leggy South African model, needed a visa and didn't have one. So a mile before the border they folded her up into the tiny boot of the 250GT. When the customs officials wanted to search the car, Chris diverted their attention by opening the bonnet so they could ogle the gleaming row of downdraught Webers. A further mile down the road the girl, stiff and hot, was safely released.

Chris took the 250GT to Goodwood for that year's TT, sharing it with an inexperienced friend, Robin Benson, on an "if you bend it, you mend it" basis. The race was distinguished by Jim Clark spinning his ill-handling Aston Martin DB4 Zagato and being hit, hard, by John Surtees' GTO. Both cars ended up in a crumpled heap against the bank at Madgwick. A few laps later they were further damaged when Benson lost the lot and piled into the same heap.

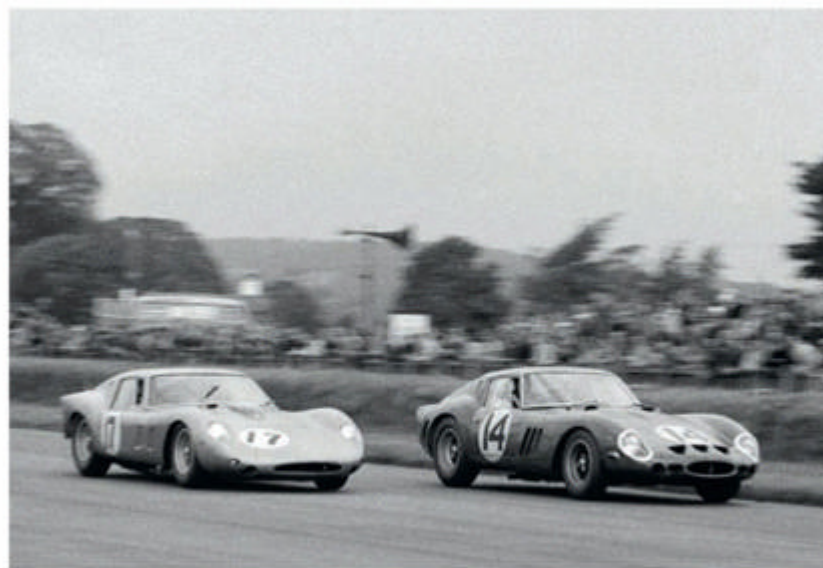
The Kerrison car was very badly bent. Chris wanted to replace it with a GTO, but couldn't afford it: "I may have been born with a silver spoon in my mouth, but my spoon was only silver-plated." But with Benson footing the bill he worked out that, for the cost of having his car

rebuilt at the factory, he could have a fresh body made by one of the small Modena shops, Neri & Bonascini. N&B, also known as Nembo, worked with another local artisan, Venezuelan-born Piero Drogo, to shape a new shell for the crashed 250GT, in the spirit of the GTO but longer and lower.

Kerrison found that the Drogo's shape, and its light weight, made it very quick in a straight line, but with its different aerodynamics it was less stable, and its handling was quite nervous. Even so he was back at Goodwood for the 1963 TT, this time determined to do the race single-handed. But the right-hand exhaust manifold passed so close to the bulkhead that by mid-race his feet were badly burned. Kerrison stormed into the pits, shouting for a spectating Peter Sutcliffe to get overalled and helmeted, did a couple more laps while Sutters got dressed, and handed over. At the end of the long race, they finished a brave 10th.

But Kerrison's greatest day came in the Portuguese Grand Prix, which in 1964 was a sports car race held over a hairy street circuit around the coastal resort of

Cascais. For some forgotten reason the Drogo was then in the south of France, so Chris flew down, squeezed into it and drove it 1200 miles across France and Spain, into Portugal and down to Cascais. This must rate as an extraordinary achievement in the tight, noisy cockpit – and he is 6ft 3in tall. Michael Salmon was also entered in his Ferrari GTO but, maybe on account of the local fish cuisine, he was ill on race morning. So Chris took over his GTO instead. Favourites for



Wheel to wheel with Tommy Hitchcock's GTO, the Drogo shows off its lower, longer shape



How the Drogo began, as Stirling's 1961 TT winner SWB

victory were Jack Sears in the Willment Cobra and local hero Mario Cabral in his very quick ex-Ian Walker Elan. Sears' car blew up on the first lap, and Kerrison outdrove Cabral around the twisty streets to win.

Then he gave up racing to devote his time to the thriving oyster farm that he still runs. The Drogo went through various hands, and eventually the one-off body was removed: it survives on a shortened GTE chassis. Meanwhile, for over 30 years 2735 has been cherished by Clive Beecham, who has had it flawlessly restored back to its 1961 Goodwood TT-winning form. Needless to say, this once hard-to-sell old racing car is now pretty well priceless. 🏆

**'His feet badly burned, he stormed into the pits, shouting for a spectating Sutcliffe to get dressed'**



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# Martin Buckley

## BACKFIRE

**A** while ago there was something being advertised around my way called Blokefest. I didn't go, but a disturbing mental image of what might have happened at such an event has proven difficult for me to shift. Perhaps some light arm-wrestling, the tasting of local organic ales, a wood-working demonstration and, for the more sensitive types, a beard seminar.

Who knows? Whatever the case, it would have been the sort of occasion that would make me want to disappear up my own bottom with embarrassment. Or start shouting the obscenities that I normally reserve for when watching the current slew of classic car programmes.

For similar reasons, I can't be doing with the term 'man cave'. It suggests PlayStations, pool tables and smelly people sitting around watching football. A 'man cave', however, is undoubtedly what I have now created, although I prefer to think of it as the Shed of Dreams. Or perhaps the Barge Museum. It's the place where I try to keep my cars out of the rain, although my nemesis is 40ft of porous asbestos drain that nestles between the two leaky tin roofs. We do almost have that beaten, though.

It's been quite a slog getting the place up to scratch. Two years ago, we had to hire a digger and a dumper truck to dig out floors where the cow pens used to be, strengthen the supports for the roof, then build me an office (using timber, double-glazed doors and windows that we found in a skip). It is a more rustic replacement for my former Stroud mill, which couldn't take as many cars – 15, maybe, compared to 25 or 30.

The trouble with having that much space is that you tend to fill it, but I am very choosy about what I let in there. I nominally share the space with my neighbour Jon Wills, who, as well as needing to store the odd customer car, has a disquieting weakness for the works of Austin Rover. He recently sneaked in an MG Maestro and, although it's under a sheet, I can make out the shape. Just knowing it's there is completely destroying the ambience. By the time you read this, it – as well as any other items that offend my sensibilities – will hopefully have been removed.

But having the right cars is only half the story. My mission has been to decorate the walls and rafters with material that looks the part. My current fetish is for old grilles. I don't care what

they are as long they are chrome and, generally, portrait rather than landscape format, as it were. I have made an exception in the case of a Lancia Flaminia Berlina unit, which is now part of a montage with Citroën SM and Alfa Romeo camshaft covers. I'm expecting a call from the Tate Modern any day now. Most have been donated or found although, bizarrely, the one I gave the most money for was off an MG 1100.

*'A "man cave" is what I have created, although I prefer to think of it as the Shed of Dreams, or Barge Museum'*



Jason Yorke-Edgell got me a nose from an early Lotus Seven, and our own James Mann donated a Wills' Gold Flake sign. There's also a purple Raleigh Chopper cable-tied to the roof of my office and even an Action Man-sized Land-Rover.

Then there is The Green Room – so named only because we used green plastic sheeting to section it off. It's a place for spares storage but rarely have I found in it a part that I actually need. Perhaps it's just somewhere for keeping stuff that I can't bear to throw away? It's home to endless NSU Ro80 bits, many of which I can't identify, rusty pieces of Fiat 130 that will certainly be useful one day, dozens of plastic petrol cans, and half-used bottles of polish. There are also lots of my dad's tools, which I wish I had the skills and patience to use. Better to retire to the bar – a tacky 1960s job like people once had in their living rooms – where I can serve a selection of wines and spirits from a Citroën SM engine block.

Because I will do anything to avoid getting out a drill, I have become an expert at hammering screws and nails into breeze blocks, although my wife Mia has introduced me to the wonders of masonry nails. It's been fun, but there have been tense moments – such as the time a framed picture of a Bristol 409 fell from the rafters and left a big dent in the back wing of a Mercedes. My fault, of course, but rather than calmly dealing with the situation I blamed everyone else and snapped my iPhone in half, which obviously helped.



Clockwise: period posters adorn walls of The Green Room; Action Man in toy Land-Rover; installation art; is an SM enough to drive a man to drink?



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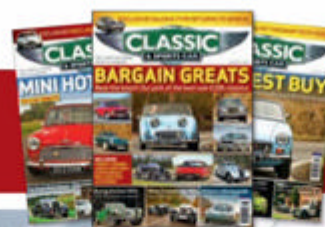
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## Letter of the month

Letter of the month wins a free 12-month subscription to *Classic & Sports Car*, worth £45.99. Existing subscribers will receive an extension once their current agreement expires.



## Memories of the magnificent Eleven

I loved the article about the Lotus 'Breadvan' recreation (*C&SC*, June). My own Eleven was purchased from Graham Capel some years ago, but I know it doesn't include the remains of his original 'Breadvan'.

My interest in Elevens came about as a result of my father's involvement with one in the late 1950s and very early '60s. He used to prepare an Eleven and a Britannia Formula Junior for George and Joe Robinson, two brothers from Newcastle-upon-Tyne.

My father took some photos of a very pretty Eleven GT that appeared at Charterhall, probably in 1961/'62. Clearly he was intrigued by the car, because he took a whole series of shots from all angles. I wonder

whatever happened to that one?

Chapman's creations were always fragile, as everyone knows, and my father would make frequent trips across the paddock to the Ecurie Ecosse transporter to use their welding gear to repair one part or another. I wonder if the Audi Le Mans team would be as helpful today? Then again, it would be unlikely to compete at a minor club meeting as Ecurie Ecosse did, even after its international successes.

Interestingly, an earlier Cooke/Twyman project was an ex-Lord Ridley Alfa that once belonged to a friend of my father, but that's another story!

**Philip Joice**  
Berkshire

Joice's father was intrigued by the Lotus Eleven GT that he spotted at Charterhall in the '60s



## The bottom line

Just a comment on the Alfa 6 in Martin Buckley's *Battle of the Barge III* feature (March). It was great to hear again of such forgotten wall-flowers as the Talbot Tagora, Toyota Crown and, yes, the Alfa.

The 6 wasn't at all as bad as the general public perceived it back in the '80s. Its problem was that Italians never trust large Italian saloons, not even if they have such a wonderful engine as the Alfa Romeo V6. And if in its home market people didn't dare look at anything bigger than the Alfetta then, clearly, the export market was doomed. It was the same story with the Fiat 130 and Lancia Flaminia saloons: the old, often unfounded law of word – usually half-cooked – going round.

Ah, and perhaps it was unintentional, or it could be that your photographer Tony Baker speaks Italian? Either way, that rear view of the Alfa says much about people's opinion of it. Take away the numbers and the plate reads *culo* – an unflattering way of saying 'rear' in Italian!

**Pedro Dragomir**

Arcos de la Frontera, Spain



Not even Italians would buy the Alfa 6, says Pedro Dragomir



## Hidden treasures

The review of the book *France – The Essential Guide for Car Enthusiasts* (*C&SC*, May) mentions 35 Abarths located near Beaune. Having visited this collection on the way back from the Silver Flag Hillclimb last year, I can confirm their presence – and a whole lot more.

Once you get past the Abarths in the winery building, you move on to 100-plus motorcycles, as well as

automobilia lining the walls, and then a collection of agricultural machinery. Next you wander around 100 or more mainly military jet airframes arranged in a large compound, before you get to the gently crumbling chateau itself – with many more motorcycles, 1000s of car, motorcycle and

aviation models, and so much more.

It's one of the most amazing and overwhelming collections I've ever come across and, having visited it by accident, I can only encourage people to seek it out for themselves. How much longer it will be there I don't know, but it is well worth the trip just for the amazement it provides.

**Andrew Stevens**  
Sunbury-on-Thames

## One for the ladies

About 20 years ago, I was an automotive engineer in the Department of Consumer Affairs in Perth, West Australia. One day, a close friend attending a book sale spotted an old copy of the *Ladybird Book of the Motor Car*, picked it up for a few cents and sent it to me with a note saying: 'This should help you in your job'. I'd been in the motor trade for about 30 years at that stage!

Fast forward about five years, and I was asked to run a training course for the ladies in our call centre to teach them the basics of a car, because at that time about 35% of the enquiries were on motoring problems. This was going to be a daunting task, trying to educate a group of 40-something ladies about the main components of a car.

I had a brainwave, found the *Ladybird* book and photocopied it, blowing it up to poster size. It was a resounding success, so much so that the ladies had a whip-round and presented me with a bottle of good Scotch. The posters ended up staying on the walls of the call centre.

Thank you *Ladybird*.

**Bob Cowan**  
Wanneroo, West Australia

## Back to your Rootes

Geoff Newland's letter regarding the V8-engined Humber Imperial (*C&SC*, March) should help remind us that prior to a couple of badly handled strikes, the mistake of locating Imp production in Scotland, and (the final nail in the coffin) the takeover by Chrysler, the Rootes Group was one of Britain's 'Big Four' manufacturers. How did it all go so wrong, so quickly?

Geoff's memories of the V8 Imperial chime with mine, and under different circumstances it might well have been a winner.

Back in the late-'70s, a mate of mine specialised in tweaking and refurbishing Hillman Imps, which at that time were as cheap as chips. Today the work would be seen as mild customising rather than restoration, but it's amazing how good an Imp could look with a set of aftermarket alloys and a deftly applied vinyl roof.

My friend's true love, however, was his V8 Humber Imperial. From memory it was light metallic blue, with a white vinyl roof, mag wheels and whitewall tyres, but he insisted all the mechanical bits were 'factory'. It looked pretty impressive and sounded great. It was Chrysler-rather than Ford-engined, and one of three survivors at the time. What happened to the others?

Sadly, aside from lusting after the same friend's Sunbeam Venezia, like many enthusiasts I discounted Rootes Group cars such as the Alpine and Sceptre when they were plentiful. Something I now regret.

**Malcolm Bates**  
Bedfordshire





Outward bound:  
Martin took this aerial  
photo of the Abingdon  
export park in 1968

## Abingdon revisited

I was very impressed with the feature starring my brother's MGB in the April issue. Unlike Richard, I have a greater interest in aviation than in motor cars but I thought you might like to see the attached picture, which combines the two.

This is an aerial view of the MG export park, taken by me in 1968 through the open door of another classic design – the de Havilland Dragon Rapide biplane. This one was being operated by the RAF Sport Parachute Association, and was based at RAF Abingdon, which can be seen at the top of the image. The cars in the picture can be identified as a combination of MGB roadsters and GTs as well as Austin-Healey 3000 MkIIIs.

In 1965 I joined Pressed Steel Fisher at Cowley as an apprentice and, of course, MG bodies were built, painted and trimmed there before transportation to Abingdon for final assembly. Year two involved stints in various factory departments, and so far as gaining experience in the area of production, my allotted line was that for the MGC. This was in 1968 and coincided with a car being prepared for Prince Charles (involving much more than the average amount of lead-loading as I recall). This year I intend to book myself on a tour of the BMW MINI factory, but I don't think I'll recognise much of the layout after 50 years.

Although I retired in 2014, during the previous 25 years I worked for the same company as Don Hayter's son – six degrees of separation at work in an MGB context!

These days I can frequently be found walking near West Hanney. It's just as well I wasn't there when you drove the MGB through (I recognise the house in the static picture) because I'd have been on the phone to the police to report Richard's car stolen!

**Malcolm Martin**

Via e-mail



Austin Atlantic caught young Lambers' eye

## British in Germany

Mick Bath's remark concerning his MG YB's built-in jacks making tyre changes a doddle (*Your classic*, May) brought back memories from my childhood in Germany.

When we were bombed out, my family moved to a small town called Bückeburg, which in May 1945 was chosen by the RAF as the headquarters of the 2nd Tactical Airforce. Many houses around my new home were occupied by British officers' families, and I soon made friends with their children. Cars, of course, were a topic of conversation.

Reluctantly, I had to admit that Rolls-Royces really were the best cars in the world; they appeared much more impressive than the Mercedes I knew – although I had not yet heard of Maybach, which might have trumped the marque.

My friends also proudly showed me their dads' cars. I still remember my astonishment when I saw (on an Alvis, I think) those little flaps in the floor that could be opened to operate the jack from the inside.

The model that most impressed me was a Bentley: huge, black, with no chrome and a brass radiator. I still search the ads in *C&SC* hoping to find it some day. A trip in the car was not as enjoyable as I had hoped, though, because I had to share the vast rear compartment with two Great Danes – I was afraid of dogs when I was young.

I recall a trip in a brand new Hillman Minx sometime later. This time it was the self-cancelling indicators that captivated me.

In Bückeburg even a light blue two-door Austin Devon could be seen on German numberplates. It was given to the local bishop because, allegedly, his old car had been taken away by British soldiers.

I marvelled at many amazing cars but my favourites were Humber Snipes, often adorned with generals' stars on red plates. Regrettably I didn't take too many photos, but one I do have shows an Austin A90 covered in grime from the journey to Lower Saxony from the UK.

I have never owned a British car, although I think the MG Maestro is the best looking hatch of all time. The only demonstration that the sole dealer in Berlin could manage was to let me sit in a customer's car for two minutes! British models I've driven were boring hire cars such as an Escort and an Avenger, but the Ford did have a lovely gearchange.

**Hansgert Lambers**

Via e-mail

# 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)



I appreciate that this really is getting picky but, with reference to May's £20,000 *Classics* feature, while later Austin-Healey Sprites moved to semi-elliptics, the rear suspension of a Frogeye uses quarter-elliptic springs.

**Bob Allen**

## Comments and clarifications

I'd like to out-pedant Stuart Birch (*Pedant of the month*, April). He is wrong to believe that: 'Often there is more than one usage or spelling when neither is right or wrong' requires *nor* instead of *or*. The original sentence is an abbreviated form of 'neither the first usage nor the second usage is either right or wrong' – that's how the *neither* gets its required *nor*. The sentence could also be phrased 'where both usages are neither right nor wrong.'

**Tony Young**



In the June issue of *C&SC*, the photos of the Lotus 'Breadvan' and Delahaye 135 CS were credited to Tony Baker. The Lotus was, in fact, photographed by Tim Scott of Fluid Images, and the Delahaye by Malcolm Griffiths. Our apologies.

For anyone trying to contact Daren England about his father's MG TC (*Look familiar*, June), the correct e-mail address is: [427daren@gmail.com](mailto:427daren@gmail.com)

In *Classic shrines* (May), mention is made of the Avro 504K taking part in a raid on Friedrichshafen. The aircraft were actually Avro 504s to RNAS specification 179. It was not until the formation of the RAF in 1918 that the 504K came into service. The Science Museum website is also incorrect.

**Jim Draper**



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Clockwise, from above:  
Smith's hero Moss chats  
with Alfred Neubauer on  
the grid at Aintree for  
the '55 British GP; Ferrari  
team prepares for Monaco  
in '65; late night work on  
Aston Martin Ulsters;  
Smith likes to paint big;  
Nick Mason aboard a V16  
Auto Union C-type

Clockwise, from above:  
pre-race assembly for the  
Shelby Cup at the 2013  
Revival, with Jochen Mass  
in the blue car; ERAs in the  
Goodwood paddock; crowds  
admire a Maserati 250F







## Paul Smith

### Design engineer works on a massive scale

Be it exhibiting at Goodwood, or around the walls of JD Classics' Mayfair showroom, you can't miss Paul Smith's huge paintings. The former automotive design engineer likes to work big, and his bold pit and paddock scenes are often larger than life. "I'm really only limited to whether the painting will fit in my Transit," says Smith. "I've also done larger triptychs that work both as a combined composition or as individual pieces."

The decision to switch from design to art wasn't planned, although from an early age his mother encouraged his talent: "I was working for Porsche in Stuttgart, but in 2008 our project was cancelled with group redundancies. Back in England, a friend phoned to say he'd booked a stand at the NEC Classic Motor Show to promote his new restoration business, and invited me to come along. It seemed a great opportunity to exhibit some paintings, so I started work. Maranello Concessionaires was very helpful and let me come down to sketch in its workshop."

The success of that first event encouraged Smith to pursue the new direction, and his expansive oils have been the talking point of *Rétromobile*, *InterClassics* and *Techno Classica Essen* ever since. "A painting featuring Moss with the Mercedes W196 on the startline at Aintree really defined my style," he says. "I showed it at Maastricht, and it sold within 10 minutes. From that moment I knew I was onto something. Stirling is a hero, and I've included him in several paintings."

The '50s is Smith's favourite era, particularly the great Italian road races: "The Mille Miglia and Targa Florio are perfect subjects to

combine cars and people. The Goodwood Revival Meeting is inspiring for the same reason."

Classic cars are nothing new to Smith: "My interest started after a trip to the Brighton Speed Trials as a kid. Access was very relaxed and getting up close to vintage Bentleys was really exciting. While working in Germany I regularly ran classics, including a succession of E-types. Winters there were often bad, so rust was always a problem."

Painting big is no challenge for Smith. "After collecting together my reference material," he says, "I start drawing with charcoal straight onto the canvas. Once I begin using paint, the composition will continually evolve. I tried acrylic at first but prefer oils. Often I'll have three paintings on the go at the same time because it helps to refresh your view if you give one a break. I like to crop my subjects at the edges to add drama. Working under pressure produces the best results because I become more decisive about the composition." **MW**

*Smith only sells originals, with prices starting at £1500 for a small work, up to £10,000 for the largest canvases. See [www.gallerypaulsmith.com](http://www.gallerypaulsmith.com) for more info, or call 01843 868248*







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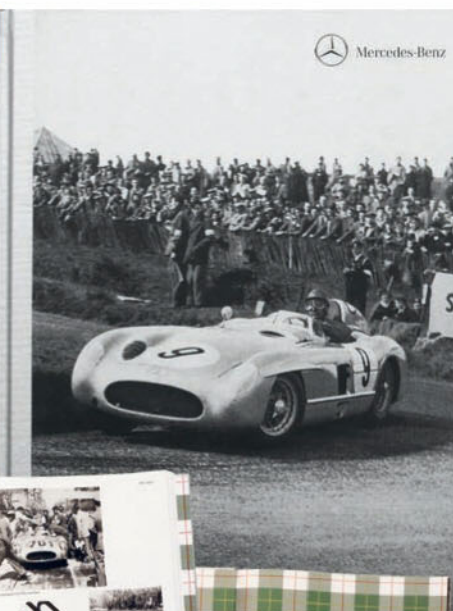
# CLASSIC & SPORTS CAR BOOK OF THE MONTH

## MERCEDES-BENZ 300SLR

German manufacturers have a fine tradition of producing definitive single-model books and, to coincide with the 60th anniversary of the 300SLR, Mercedes-Benz Classic has published the first in a new series entitled *Milestones of Motorsport*. Inspired details include tartan printing for the inside covers to match the cars' signature upholstery, a reproduction of Denis Jenkinson's legendary Mille Miglia report and silver printing for the historic photographs.

Yet this is no glossy, design-led effort, but a serious study of the nine 300SLRs – complete with individual histories, including the two coupés – and the six races they competed in during 1955. Author Günter Engelen covers key personnel, such as Rudolf Uhlenhaut, while there is a fascinating section on future developments, with foot-operated gearshifts, V8s and disc brakes all in the pipeline. **MW**

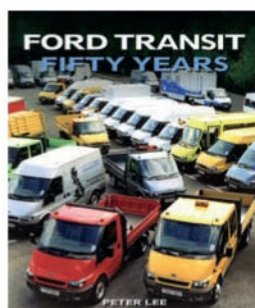
£199 Günter Engelen, Mercedes-Benz Classic. ISBN 978 3 7757 40001 2 (English edition). See [www.hatjecantz.de](http://www.hatjecantz.de)



## Motor Racing Photography

This large-format hardback is split into chapters on drivers from Louis Chiron to Michael Schumacher,

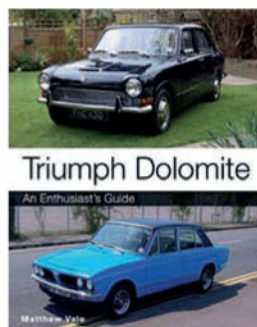
but most of it is devoted to Werner Eisele's photography from the 1960s through to the late '70s. It is best appreciated solely for the quality of those pictures, though, because the text is littered with errors, from names incorrectly spelt – Tyrrell is 'Tyrell' throughout, for example – to jarring factual inaccuracies. **JP** £89 Werner Eisele, Working Art. ISBN 978 3 000483 653



## Ford Transit Fifty Years

Peter Lee came across a forgotten archive of photographs when putting this book together, and those 'lost' images from Ford's Warley head office form the

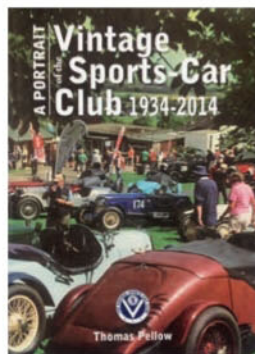
backdrop for his five-decade journey through the evolution of this iconic commercial. The text is comprehensive – from the Thames 400E that it replaced all the way up to the Transit Courier – but the images are the stars of the show and will keep you occupied for hours. **MP** £25 Peter Lee, Crowood Press. ISBN 978 1 84797 873 8



## Triumph Dolomite

At under 150 pages, this slender volume is not exactly encyclopaedic, but it has almost everything that you would want to know about Triumph's compact saloons, including the front-

wheel-drive variants. Development and competition are covered, as are curiosities such as the Panther Rio and what to look for when buying. A superb guide to a surprisingly innovative and once near-ubiquitous model. **JE** £16.99 Matthew Vale, Crowood Press. ISBN 978 1 84797 893 6



## VSCC 1934-2014

Not since Peter Hull's original 1964 history has a review of the Vintage Sports-Car Club been produced but, to celebrate its 80th anniversary, an update has at last been published. Tom Pellow entertainingly covers

the key developments through personalities, events and cars. More than 60 photographs and 20 cartoons (all originally published in *The Bulletin*) complement this readable review. **MW** £35 Thomas Pellow, VSCC. ISBN 978 0 9542876 96. Order from [www.vsc.co.uk](http://www.vsc.co.uk)

## ALFA COLLECTION

Following *Ferrari – All the cars*, Italian publisher Giorgio Nada Editore turns its attention to Alfa Romeo, from 1910 24hp to the latest 4C. The 592-page A5 hardback follows the same style as before, with descriptions and specification tables by Lorenzo Ardizio and artwork by Michele Leonello. **£25** ISBN 978 88 7911 590 2



## WRIGHT'S MOTORS

*The Car is Architecture* by Richie Herink is a visual review of the 85 cars – plus single motorbike – owned by Frank Lloyd Wright. A short introduction covers the diverse range, while most of this 100-page paperback features period ads for each

car he owned. **\$14.95** ISBN 978 1 60414 843 5. See [www.fidelipublishing.com](http://www.fidelipublishing.com)



## FIFTIES FAVOURITES

We're fans of Giles Chapman's colourful *Cars we Loved* series, and the latest highlights the 1950s. This paperback design covers a collection of models from Nash Metropolitan to Jaguar MkVII-IX with a wealth of period pictures all entertainingly compiled by the ex-C&SC editor. **£9.99** ISBN 978 0 7509 6100 4. See [www.thehistorypress.co.uk](http://www.thehistorypress.co.uk)



## AROUND THE WORLD

Martin Redmond, the owner of the Alta featured on page 154, likes a challenge – as proved by his epic trip in a Morris 25 from London to New York via Russia and Mongolia (*Your classics*, Aug '12). The adventure is engagingly recorded in full in *You'll Never Get There in That*. **£5** (with all proceeds going to the Motor Neurone Disease Association). See <http://ompgroup.co.uk/martinredmond.html>







1966  
Shelby Cobra 427

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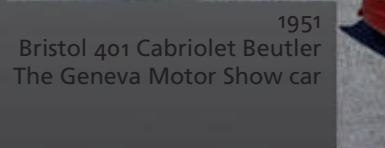
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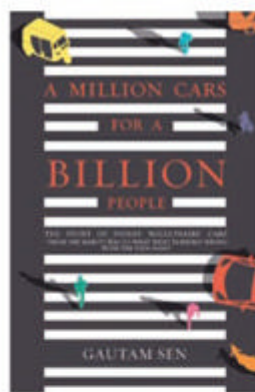
## BOOKS



### The Jaguar D-type

There have been plenty of excellent D-type histories, but none that are quite as beautiful as Palawan's latest production. Written by the late Anthony Pritchard, this magnificent effort was completed with the aid of experts Chris Keith-Lucas and Terry Lawson.

The 420 pages cover the model's development, and individual chassis histories of the 62 built are spotlighted, while the extensive appendices are packed with gems. Julian Balme's elegant design and the stunning printing make this a book to treasure – if you can stretch to the price. The main edition is limited to 250 copies, while only 50 of the £2000 leather-bound version – with trio of 1:43 Le Mans winners – will be printed. **MW £600 (standard edition)** Anthony Pritchard, Palawan Press. See [www.palawan.co.uk](http://www.palawan.co.uk)



### A Million Cars for a Billion People

Gautam Sen's new work analyses the Indian motor industry's attempts at building a people's car. The book opens with a look at the origins of motoring and a potted history of some of the world's most venerable designs, ranging from the Ford Model T and Austin Seven to the Volkswagen Beetle and Citroën 2CV. The text goes on to offer an engrossing insight into motoring and car manufacture on the subcontinent,

before examining the cars that, since the 1980s, have attempted to conquer the Indian market. Models such as the Tata Nano might be of limited appeal to most readers, but it's a fascinating read nonetheless. **MT \$20** Gautam Sen, Platinum Press. ISBN 978 93 84027 74 2

## CLASSIC MOVIE OF THE MONTH

Motoring moments from big and small screens

### The Sound of Speed

Fit a small-block Chevrolet V8 into a redundant Scarab single-seater, fabricate some movie camera rigs and get American ace Chuck Daigh to run some fast laps around the now long-lost Riverside. That's the basis of *The Sound of Speed*, a 20-minute film made in 1962 by Bruce Kessler, an aspiring director whose racing career ended with a big smash at Pomona.

Having turned his back on racing, Kessler talked buddy Lance Reventlow, the playboy founder of the Scarab team, into making a short film about a frustrated driver who's pushing close to the edge. As well as Daigh and Reventlow, the film features Scarab crew members Warren Olson and Paul Camano.

Kessler's script was sketchy, but it was the involvement of cinematographer Haskell Wexler that made the film so innovative. Wexler's experiment of filming a dance scene with a small camera mounted to a performer's shoulder inspired Kessler to try similar ideas on a racing driver, with dramatic results. The Scarab single-seaters were outdated from the off, but *The Sound of Speed* was selected to represent the USA at the Cannes Film Festival, and won the Best Short Feature category. **MW**







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On **Saturday** the fun begins! In the morning all participants will need to drive to the registration point in the old town to sign on for the weekends events, here you'll collect your rally plate, route book and joining instructions for Saturdays organised run in the local countryside with a 'packed lunch' included. Then on **Sunday** morning, all of the participating cars assemble in the old town ready for the highlight of the weekend, the 'closed street run'. As the name suggests all of the streets are closed to traffic. The route extends over 6kms and includes a hill climb with hairpin bends as you make your way to the old town centre. The whole town is amass with spectators lining the streets, who come to watch the biggest cavalcade of classic cars and sports cars in Europe.

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**MODEL  
of the  
MONTH**



**CITROËN SM  
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Matrix continues to plug model gaps with rare and fascinating subjects. Its latest is the unique Frua-bodied concept based on a Citroën SM platform that was first displayed at the 1972 Geneva Salon. After several show presentations in the early 1970s, it vanished to a private Spanish owner and only reappeared at a Bonhams Monaco auction three years ago. As with all Matrix's resin hand-built, the detailing and finish are outstanding – in particular the flush window frames, the interior and the buttresses at the back.



Resin miniature SM is exquisitely detailed



Maserati Merak-like buttresses on rear

**1:18**

**1** Minichamps' 1972 Opel GT, £134.99

**1:43**

**2** Minichamps' ex-Marathon de la Route 1970 Porsche 914, £69.99

**3** Matrix's Siata 208S Motto spider, £74.99

**4** Minichamps' 1977 Maserati Khamsin, £79.99

**5** Matrix's 1954 Chevrolet Corvette Corvair Concept, £79.99

**6** Look Smart's 1930 Bugatti Type 50T, £149.99

**7** Matrix's Rolls-Royce Silver Cloud III Flying Spur, £89.99

**8** Brooklin's 1961 Ford Galaxie Starliner two-door hardtop, £85.99

**9** Greenlight's 1974 Dodge Monaco 'Bluesmobile', £19.99

**10** Schuco's Volkswagen T1 Martini van, £35.99

**11** Neo's Ford Capri II 3.0 X-Pack, £63.99



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 'CS0715'

## Swapmeet diary

**7 June** Pavilion Gardens, Buxton, Derbyshire. 150 stalls, 10:30am, £2.50 01604 846688; [www.barrypotterfairs.com](http://www.barrypotterfairs.com)

**7 June** Springfields Exhibition Centre, Spalding, Lincs (also 12/7). 150 tables, 10am, £2.50 01522 880383; [www.j-jwebbtoyfairs.com](http://www.j-jwebbtoyfairs.com)

**14 June** Prestwood and Argyle Centres, Stafford Showground. 250 tables, 10:30am, £3.50 BP Fairs

**20 June** Brentwood Centre, Doddinghurst Road, Brentwood 200 tables, 10am, £3 J&J Webb

**21 June** Hall 18, NEC, W Mids. 600 tables, 10:30am, £6.50 BP Fairs

**5 July** Exhibition Centre, Donington Park, Leicestershire. 500 stalls, 10:30am, £5 BP Fairs

**12 July** Macron Stadium, Horwich, Lancashire. 300 tables, 10:30am, £3.50 BP Fairs



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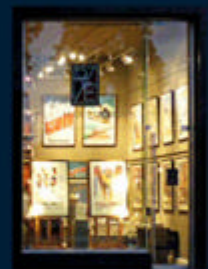


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Bravo Delta has launched its superb line of wooden models of LSR greats with a spectacular Deco-style pair:

Henry Segrave's 231.45mph Golden Arrow and Malcolm Campbell's Bluebird V, which broke the 300mph barrier at Bonneville in 1935. Both are 18cm long, hand-carved in mahogany before painting and mounted on a special display base. Each costs £199.99; for more information, call 08448 878888 or visit [www.diecastlegends.com](http://www.diecastlegends.com)



## A new twist on a classic

Piloti has introduced a new range of driving shoes inspired by the timeless British brogue. The Campione collection is available in black or brown leather or brown suede, with sizes ranging from 7½ to 10½. Features include Piloti's 'roll-control' system – with spherical heel cushions and support – while the sole tread design is inspired by vintage tyre patterns.

Prices start at £325 and the range is available from Carnoisneur: go to [www.carnoisneur.com](http://www.carnoisneur.com) or call 01582 666997.



## Classic prints in profile

Wimbledon-based Ella Freire has switched from architecture and camera compositions to classic cars for her new collection of ink-jet prints. As well as the Fiat 500, Freire has produced several Ferraris including 275GTB and 250 Testa Rossa, plus the DS, E-type fixed-head, Healey 3000, 911, Esprit Turbo and her newly released GT40. Each is limited to a run of 25 prints, at £1800 framed.

Freire is also open to one-off commissions. See her full range at <http://freireprintz.goodsie.com>



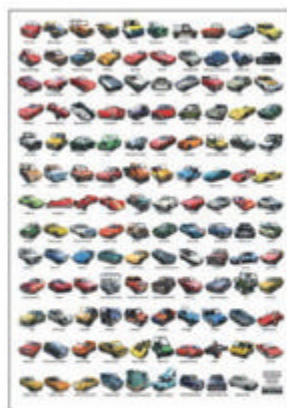
## T-shirt celebrates the Se7en



Gary Bigwood's two latest t-shirts highlight the original name of the Mini, when the Austin version of the iconic British compact was called the Se7en. The car was badged as the Se7en from 1959 to '61, eight years before Mini became a marque in its own right. Available in heather grey or charcoal, the quality garment is printed in three colours and comes in five sizes, priced £19.99.

The TT Store range also includes the Volkswagen microbus and Austin-Healey 3000. For further info, call 020 8972 9722 or see <http://thettstore.co.uk>

## Poster maximises the Mini



Jeroen Booij, the Dutch enthusiast who wrote the superb twin volumes on Mini specials, has produced a packed A1 (594 x 841mm) poster featuring every car discovered for the publications. From ABC Tricar to Zagato Mini Gatto, the full-colour array boasts 129 different models. Priced at just £5.99 (or £13.50

with postage to the UK), the signed, limited-edition collage is selling fast. Both of Booij's excellent books – *Maximum Mini* and *Maximum Mini 2* – are still available direct from the author: for details, check out <http://maximummini.blogspot.co.uk>

## BOND BOOTLID GOES MAD

A glassfibre DB5 bootlid display – with pop-up shield and rotating numbers – doubled its estimate to make £687 at Bonhams' Aston Martin auction on 9 May. Rather more amazing was a *Skyfall* PR photo signed by Daniel Craig that sold for £3125! See Auctions for more.



## MOSS AT THE HELM

An ex-Stirling Moss Mercedes-Benz racing steering wheel – as used during the 1955 season – made £9385 at Automobilia Auktion on 8-9 May. The three-spoked item was made to order for the English ace to match his ten-to-two driving style. All of the results from the massive German sale at <http://www.autotechnikauction.de>



## Automobilia diary

**7 June** Normous Newark Autojumble plus Classic Car Show, Newark & Notts Showground, junction of A1/A46. Entry £10 from 8am (with early bird ticket) or £6, 10am-4pm. All 'interesting vehicles' welcome 01507 529470; [www.newarkautojumble.co.uk](http://www.newarkautojumble.co.uk)

**7 June** Bromley Pageant of Motoring, Norman Park, Kent. Includes autojumble and trunk trader areas 01775 768661; [www.bromleypageant.co.uk](http://www.bromleypageant.co.uk)

**14 June** Garstang Autojumble, Hamilton House. Entry £3.50, open 9am-1pm 07836 331324; [www.garstangautojumbles.co.uk](http://www.garstangautojumbles.co.uk)

**4-5 July** Stars and Stripes Classic American Car Show, Tatton Park, Cheshire, with 150 trade plots from £50. Entry £7.50, open 9am-4pm 01565 723863; [www.cheshireautopromotions.co.uk](http://www.cheshireautopromotions.co.uk)

**5 July** Normous Newark.

All details as 7 June  
**25 July** Veteran Bazar, Chotusice, 80km from Prague in the Czech Republic 00420 327 399 248; [www.oldtimer.cz/veteranbazar](http://www.oldtimer.cz/veteranbazar)

**26 July** Brooklands Retrojumble and Classic Car Show, Weybridge, Surrey. Pitches from £30, or car boot £20 01932 857381, ext 226; [www.brooklandsmembers.co.uk](http://www.brooklandsmembers.co.uk)



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# TREASURE IN THE CAIRNGORMS

For most of the UK population, getting to the Grampian Transport Museum is a bit of a hike. The journey, however, is part of the fun, with the site being surrounded by superb roads that are almost deserted.

Situated just to the east of the Cairngorms National Park, the museum was established in 1983 after years of planning by local enthusiasts. It was extended in 1998, and now includes a short oval track on which the Alford Speed-Fest is held every year, the charity event attracting more than 100 cars and 4000 spectators.

It is still a relatively compact site, but every inch of it is put to good use, with some cars being displayed on lifts above others; there is a mezzanine level, too. Exhibits range from an impressive collection of veterans and Edwardians, right up to modern supercars.

Early models include a 1902 Arrol-Johnston that was the third car to be registered in Aberdeenshire, and which remains in the ownership of the same local family. In 2002, it was driven to nearby Balmoral so that it could be shown to the Queen Mother, who remembered it from her youth.

Some of the older vehicles are open for people to climb aboard, such as a vast snowplough based on an American army truck, a 1919 Foster Wellington steam tractor and a 1914 Sentinel steam wagon – the oldest in existence.



Imps get their own display. Clockwise below: Jensen Interceptor is definitely a boon; barn-find Durant contrasts with beautifully restored Stanley steamer



## The knowledge

**Address** Montgarrie Road, Alford, Aberdeenshire AB33 8AE

**Where?** 25 miles west of Aberdeen, just off the A944 in the centre of Alford

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Among the rarities and curiosities there is also more standard fare, such as a Jaguar E-type and Jensen Interceptor, plus a Series 1 Land-Rover that's believed to be the earliest surviving 107in Station Wagon. It was the subject of a lengthy restoration by museum volunteers.

Nearby is a Rover SD1 police car that featured on Channel 4's *For the Love of Cars*, plus a Riley Elf that was one of eight built for the 1961 Motor Show. Having been retained by BMC for development and publicity purposes, it was sold in 1963 to a Mr Morris, who fitted a supercharger, among other mods.

The final part of the museum is given over to Scottish manufacturers. Albion, Arrol-Johnston and Argyll are all highlighted, the latter via the bizarre 1976 Turbo GT prototype. There is also a small display on the Hillman Imp that includes the ex-Rosemary Smith works rally car and what is believed to be the first production example. The Proclaimers' hit song *Letter From America* provides a musical backdrop, including the mournful lyric 'Linwood no more...'

The café houses a remarkable collection of models that was put together by the late ABS 'Dickie' Richardson, and there's a kids' playground outside. On the day that we visited, there was a trail for youngsters to follow, making this a fine family day out. **James Page**



Clockwise: oldest-surviving 107in Land-Rover rubs shoulders with XR2 and SD1; Argyll GT was a Scottish supercar; Dickie Richardson collection





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**MB 300 S Roadster**, 1953, unique coachwork, completely restored, complete history with original first registration paper, beautiful condition.



**MB 300 S Cabriolet**, 1954, untouched vehicle in spectacular original condition, complete and fully documented history.



**Alfa Romeo 6C 2500S Touring Coupe**, 1939, famous first ownership, very fascinating history, Villa d'Este class winner and Best of Show at Salon Privé.



**Rolls-Royce Phantom VI Landaulet**, 1975, 1 of only 3 LHD and one the most expensive cars ever built, just 23.398 Km from new, restored to concours condition.



**Alfa Romeo 1900 C Sprint Series I Coupe**, 1952, Mille Miglia competitor, FIVA Identity Card, restored.



**Mercedes-Benz 300 SL Coupe**, 1955, "frame off", NSL-specification, "matching", 1 owner for 40 years.



**Aston Martin DB 2 Vantage**, 1951, beautifully restored, Mille Miglia eligible, Heritage Certificate.



**Maserati 3500 GT Touring Coupe**, 1961, carefully restored, "matching", Weber carburetors, 5-Speed.



**Bentley 3 litre Speed Red Label**, 1924, one of the most original existing examples, first bodywork by Vanden Plas.



**Facel Vega HK 500**, 1960, rare RHD, manual shift, fully restored with documentation.

**Alvis Silver Eagle C&S Tourer**, 1936, fully restored.  
**Aston Martin DB 4 Serie II**, 1960, LHD, "matching".  
**Auburn 851/52 Sport Phaeton**, 1953, over 100 mph.  
**BMW 328 Sportroadster**, 1937, very original.

**BMW 503 Cabriolet Series II**, 1958, only 58 made.  
**Ferrari 330 GT 2+2 Coupe Series I**, 1965, certified.  
**Hispano-Suiza H6B / H6C Open Tourer 8 I**, 1925.  
**Jaguar E-Type 3,8 I Series I Roadster**, 1964, restored.

**Jaguar SS 100 2,5 I OTS**, 1937, rest., old Log Book.  
**MB 300 SL Roadster**, 1960, "matching", restored.  
**Mercedes-Benz 300 Cabriolet D**, 1952, like new.  
**Mercedes 16/40 "Knight" Tourer**, 1912, restored.

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ADVERTISEMENT FEATURE



# VAUXHALL'S HIGH ACHIEVERS





THE 30-98 WAS THE FIRST SUPERCAR OF THE VINTAGE ERA. TODAY'S VXR VAUXHALLS ADD A NEW ELEMENT TO PERFORMANCE: VALUE.

The official title of Vauxhall's 1913 30-98 was the '30-98hp Vauxhall-Velox sporting car'. It was billed as a fast tourer, but the 30-98 was considerably more than that. It was one of the first supercars, and the progenitor of a line of high performance Vauxhalls that's lasted for over a century.

Opinions vary on how the 30-98 name came about. Some say it refers to the car's horsepower at 1000 and 3000rpm. Others point to the 98mm cylinder bore. What isn't in doubt is the performance.

Even today, a 30-98 feels fast. Restored examples command serious money.

Nor is there any doubt about the origin of the Velox name. In ancient Rome, *velox* meant swift. It was perfect for the 30-98, and for many more Vauxhalls to follow.

Now, the *velox* philosophy lives on in a range of ultra-sporting cars that are not just great by any objective measure, but great value too.

Velox. VXR. Sporting greats linked by history and focused engineering.



# BOUNDARY PUSHERS

From its earliest days as a motor manufacturer, Vauxhall has made performance a priority, and employed the finest contemporary engineering in order to achieve it. Its Edwardian and vintage models stood comparison with those from its most prestigious rivals, and gave the company an enviable reputation for sporting excellence. The process began with the landmark 30-98, but was still firmly in evidence almost 80 years later with the barnstorming Lotus Carlton. Pushing boundaries is still key to the Vauxhall philosophy. In the VXR8 GTS, it's all about redefining the performance capabilities of a five-seater saloon.



## JOHN CLELAND



In the heights of the fearsomely competitive British Touring Car Championship, John Cleland was one of the most aggressive racers. He took two Drivers' championships in an

exclusively Vauxhall racing career spanning ten years, the first was in 1989 in the Vauxhall Motorsport Astra GTE, the second in the Vauxhall Sport Cavalier 16v in 1995, its last year of competition. That might have been his third had it not been for a controversial racing incident with Steve Soper at Silverstone that denied the Scotsman his chance of the 1992 title.



## VXR8 GTS

2015

Autocar describes the VXR8 GTS as 'the UK's cheapest way into the exclusive 500bhp-plus club'. A booming 576bhp and 546lb ft of torque from its supercharged 6.2-litre V8 engine, plus launch control on the six-speed manual 'box and big grip from 20-inch tyres brings 62mph up from zero in a supercar-shaming 4.2 seconds. Massive ventilated disc brakes haul you back to zero in even less time. But the VXR8 GTS is unlike most supercars in one critical aspect: it's a full five-seater, with a proper boot.

## LOTUS CARLTON

1990



This was a saloon like no other. Yes, it could carry four adults and their luggage in leather-lined comfort, but it could also do 177mph and get from 0-60mph in only 5.2 seconds – supercar performance. The engine was an extreme version of Vauxhall's 24-valve straight-six, enlarged to 3615cc and benefitting from twin turbochargers to give a monstrous 377bhp. Lotus tweaked the renowned suspension from the standard car, and added a six-speed gearbox. The result was quite simply mind-blowing, and, with fewer than 500 Carltons built, this rarity is deservedly remembered as being the king of roadgoing super saloons.

## 30-98

1913



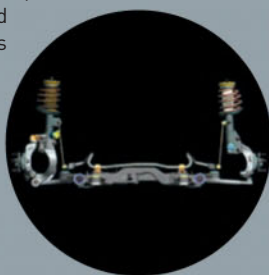
The remarkable 30-98 – an evolution of the Vauxhall C10 'Prince Henry', recognised as the first true sports car – stakes a genuine claim to being Britain's first 'ton-up' production car. Introduced shortly before WW1, the 4525cc model smashed the course record on its debut at Shelsley Walsh hillclimb and built an enviable sporting pedigree. But it was a true road car, first and foremost, and was capable of 80mph in its original form. In overhead-valve, 4224cc OE-type spec, the 30-98 could reach 100mph – astonishing performance for its day, and a figure that fully vindicates the car's reputation for pushing boundaries in the vintage era.





## HiPerStrut

Hard drivers getting behind the wheel of an Astra VXR or Insignia VXR Supersport may wonder why they handle so well. A lowered ride height, stiffer spring rates and bespoke suspension bushes help: the Astra VXR also has the mechanical limited-slip diff, while the Insignia has a tied-down 4x4 chassis. But one big bonus factor on both cars is Vauxhall's HiPerStrut front suspension. Standard on both the Astra and Insignia VXR, this clever technology keeps the front tyres 'squarer' to the road during hard cornering, boosting grip and power transference and reducing understeer.



## CAVALIER SRi

1987



If the Mk2 Cavalier was a good all-rounder, then the SRi version was a great one. A runaway hit throughout the 1980s thanks to its clever engineering and appealing looks, the Mk2 lent itself well to a power hike. The first hot Cavalier came with a fuel-injected 114bhp 1.8-litre engine but it developed into the 2-litre, 128bhp SRi 130 which could top 120mph with handling dynamics to match, thanks to a faster steering rack and lower suspension. Desirable in any body style, it was the hatchback SRi that really captured the imagination. It still commands a loyal enthusiast following today.

## FB VX4/90

1961



The Victor was a huge international sales success for Vauxhall. Following the introduction of the FB variant in 1961, a hotter model was added to the range. Featuring a 71bhp twin-carburettor 1595cc engine, the VX4/90 laid the foundation for all performance Vauxhalls. Not only could it top 90mph (spawning a brilliant Bill Blydenstein touring car, which C&SC is now co-sponsoring with Vauxhall in this year's HRDC Touring Greats series), it had a full-synchro gearbox, front disc brakes and bucket seats. Family practicality with competition-inspired upgrades: it was a winning formula.

# FAMILY EXPRESSES

Vauxhall tuned into the concept of the sporting saloon early on. Its twin-carb, disc-braked Victor FB VX4/90 preempted other manufacturers' higher-profile offerings by two years and is now highly sought after in classic car circles. The Mk 2 Cavalier SRi 130 of the early 1980s added five-door practicality to the performance mix, putting this handsome 120mph hatchback at the top of most company car users' wishlists. Today's Insignia VXR Supersport underlines Vauxhall's continuing belief that having a family and having fun needn't be mutually exclusive.

## VXR SUPERSPORT

2015

Add 320bhp and 321lb ft from a 2.8 turbo V6 engine to four-wheel drive, a Haldex clutch to control front-to-rear torque split and a clever vectoring differential to distribute rear-wheel torque. Now put that into an award-winning car. The result is the Insignia VXR Supersport, a barnstorming blend of performance and refinement in hatch or Sports Tourer guise. An adjustable FlexRide chassis, Recaro seats and a 5.6-second 0-60 time are proof, says Autocar, 'that VXRs can be usable and comfortable without diluting the endearing lunacy that characterises cars wearing Vauxhall's hottest badge'.





## VIVA GT

1968



There was no mistaking the sporting intent of the Viva GT when it was launched in 1968. A successful saloon car racer, the GT took the compact, attractive, family-friendly HB Viva and turned it into an object of desire for enthusiasts and boy racers everywhere. With its matt-black bonnet, air scoops and quad tail pipes, it undoubtedly had the style to go with its strong, 104bhp, overhead-camshaft 1975cc four-cylinder engine. A close-ratio gearbox boosted acceleration and the suspension was uprated too. Only small numbers now survive, making this little Vauxhall a desirable classic choice.

## CHEVETTE HS

1978

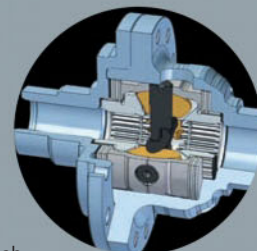


Having achieved so much success on race circuits, Vauxhall decided to tackle rallies with its Chevette. No ordinary Chevette, though. The HS of 1978 was a homologation special designed to give the likes of Russell Brookes victories on major rallies. With its air dams and chunky alloy wheels, the HS was as far removed from the standard Chevette as you could imagine. The rear-wheel drive hatchback had a 2.3-litre, 16-valve, 135bhp engine, plus a Getrag five-speed gearbox. It made for an exhilarating road car, one that did for the Chevette what the HP had done for the Firenza.



## CORSA PERFORMANCE PACK

Even the Corsa VXR won't be hardcore enough for some. To cater for the most demanding drivers, Vauxhall's optional Performance Pack ramps up the VXR experience another notch by adding a Drexler limited-slip differential, larger-diameter Brembo front brake discs, 18-inch alloy wheels and more focused settings for the Koni Frequency Selective Damping system.



# POCKET DYNAMOS

Who can't remember their first 'proper' car? The one that was more than just a means of getting from A to B, that added a spark to the daily grind and made weekends something to look forward to? Vauxhall's 1968 2-litre Viva GT and 1978 twin-cam 2.3-litre Chevette HS epitomised the discreet delights of small cars with not so small performance. Fast Corsas are an intrinsic part of the Vauxhall legend. Today's VXR moves the story on by blending the hottest Corsa's trademark raw speed and electric handling with a new-found maturity.

## CORSA VXR

2015

Corsa VXR owners are true enthusiasts. Why would they not be, with 202bhp, 207lb ft of overboost torque, 0 to 60 in 6.5sec and an autobahn top speed of 143mph to play with? But there's more to this titchy titan than mere numbers: the chassis is nailed-on too. 'A pleasing mix of agile steering response, mid-corner balance, handling adjustability and high-speed stability and precision,' said Autocar. 'It would take some beating by anything else in the class.' You could try looking for something that offers better all-round performance at £17,995, or you could save time and accept that the Corsa VXR is one of 2015's best hot supermini bargains.



Range of official fuel consumption figures for the Vauxhall VXR range: Urban 27.7-12.7mpg (10.2-22.3l/100km); Extra Urban 46.3-23.9mpg (6.1-11.8l/100km); Combined 37.2-18.0mpg (7.3-15.7l/100km). CO2 emissions 178-373g/km. Fuel consumption and CO2 figures based on standard EU tests for comparative purposes and may not reflect real driving results.





# STATEMENT MAKERS

Every car manufacturer needs a model within its range that stands out, one that shows what it's capable of. The distinctive 'Droopsnoot' Firenza is as much of a head-turner now as it was forty years ago, backing up its style with impressive performance. The Astra GTE stood out even among the fierce hot-hatch competition of the day. It's a tradition that's maintained in the current market by the Astra VXR, which, like its forebears, uses cutting-edge technology to make a mark.

## ASTRA VXR

2015

The Astra VXR's dynamic visual promise is more than met by 276bhp from its hyper-efficient 2.0 turbo, a limited-slip diff, adaptive-damping shocks and torque steer-reducing HiPerStrut front suspension system. Big ducts vent air to cross-drilled Brembo brakes behind some of the industry's most striking alloys. Autocar likes the cabin's 'superbly supportive seats', and the Astra VXR in general. 'There are very few cars that would keep up with it down a given road.'

## FIRENZA HP

1973



In the early 1970s, Dealer Team Vauxhall enjoyed huge success in saloon car racing. When enthusiasts now picture a Firenza HP, it will most likely be sideways with ace Gerry Marshall at the wheel. But the 'Droopsnoot', as it became known for obvious reasons, gained a passionate following off the track as well as on it. Based on the standard Firenza and launched in 1973, the roadgoing HP received that distinctive aerodynamic nose plus an uprated 2279cc engine, a five-speed ZF gearbox and modified suspension. Made in very small numbers, the HP is now among the most collectable of all Vauxhall's classics.

## ASTRA GTE

1985



The hot hatch revolution might have started in the previous decade, but it really took hold during the 1980s. Vauxhall joined the party early with the Mk1 Astra GTE, and followed that with the potent Mk2 – a model good enough to be crowned European Car of the Year in 1985. Fully embracing the design fashions of the time, the Mk2 GTE featured an innovative digital dashboard but also won plaudits for its sheer ability as well as its style. In 1988, the ultimate version was revealed: boasting a 156bhp twin-cam engine, the Mk2 16-valve GTE remains a high-water mark in the history of hot hatches.



## GERRY MARSHALL

The most successful saloon car racer ever, one of the best 'tintop' drivers of all time, and certainly one of the most entertaining with his flamboyant sideways style, Gerry Marshall chalked up over 600 wins. Many of them were in Dealer Team Vauxhall Firenzas like 'Baby Bertha' and the 'Old Nail', a car you can still see at the Donington Museum. Larger than life, Marshall was also an old school gent who was always willing to pass on the benefit of his experience to new young drivers.



To find out more about the VXR range visit [vauxhall.co.uk](http://vauxhall.co.uk)





# MAXTED - PAGE

FINE HISTORIC PORSCHE



## 1972 Porsche 911 2.5 S-R (M491) | Chassis # 911 230 1195

*'The 1972 & 1974 European Hill Climb Championship-winning / ex- Anton Fischhaber'*

For 1972, the Porsche racing department homologated the 911S into a lightweight, 2.5 litre Group 4 GT racing car and built just twenty-one 911 2.5 S-R - more commonly known today as the 911 2.5 ST.

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Chassis # 911 230 1195 was a lightweight (M491) chassis featuring extended front and rear wheel arches, aluminium engine lid and rear panel, fibreglass hood and lightweight doors. The car was lightened further by the deletion of all sound deadening and interior trim. Specification included: roll-hoop and Recaro racing seats; long-range, 110L plastic fuel tank; twin oil coolers; uprated suspension and brakes with aluminium 908 quick-release front callipers. Power output was 270 bhp with 193 ft/lbs torque from the new 2492cc Type 911/70 race engine with twin-ignition, Bosch racing mechanical injection and high-butterfly intake.

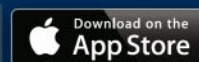
Supplied new to Bavarian driver Anton Fischhaber who competed successfully in motorsport between 1959-1987, taking at least 200 victories in hill climbs and at race-tracks. As a Porsche works driver he was team-mates with Gerhard Mitter and at Abarth, with Hans Hermann. Fischhaber competed with this car for three seasons, winning both the 1972 and 1974 European Hill Climb Championship and in 1972, 1973 and 1974 partnering Prince Leopold Von Bayern for the Nurburgring 1000kms.

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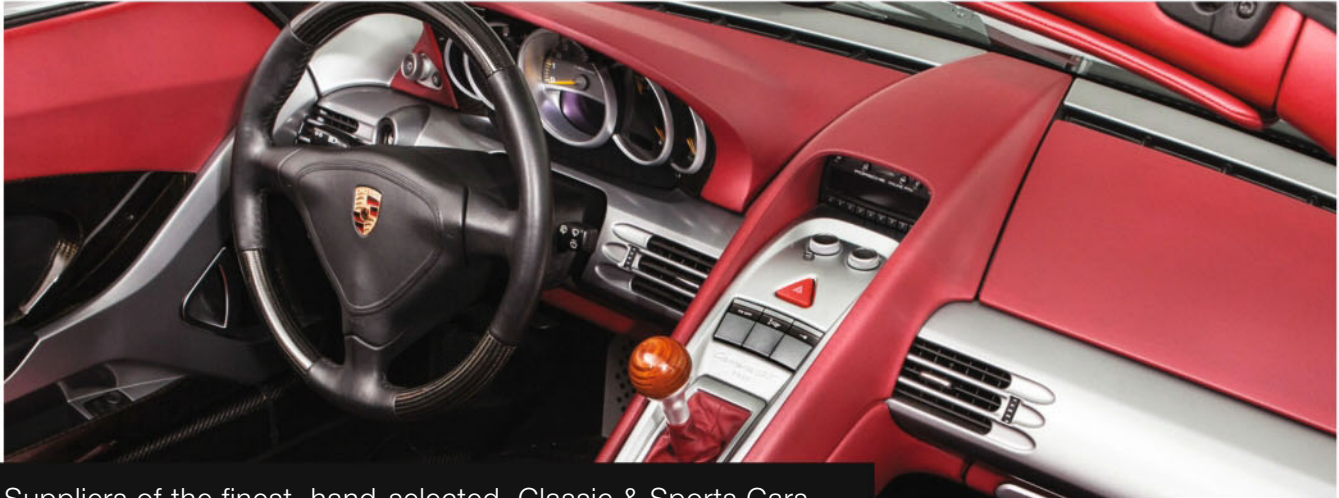
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## Maserati 3500 GT Vignale Spyder

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This German supplied Gullwing is presented in its original colour combination of Silver with Red Leather. Matching Numbers and presented in restored show condition.



#### Ferrari 365 GTB/4 Daytona

This remarkable two owner "Daytona" was first registered in Italy on July 10th 1971, therefore making this example one of the very first "Pop-Up" light examples produced. The car, now UK registered, features factory-fitted air conditioning, electric windows and has recently received a full service. This sensational motorcar has covered just 24,000 kms and is in the process of being Classiche Certified.



#### Ferrari Dino 246 GT

An excellent "M series" example which was completed in August 1971. It is presented in its original colour combination of Argento Auteuil Metallizzato with Nero. The car has spent its recent life in Japan, but prior to being shipped it was totally restored to a high standard. This Dino has also received a major check over and service.

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## Ferrari 250 GT "Zagato"

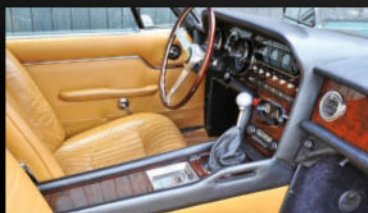


Arguably one of the prettiest Berlinetta Ferraris ever created, this 250 GT Zagato is one of just six Ferrari 250 GT LWB motorcars to have been bodied by the famous Italian coachbuilder Zagato. Converted in the 1990's by Zagato under the direction of Elio Zagato himself, the car's design is full of stunning details including, of course, the fabled 'double bubble' roof. Maintained by DK Engineering for the last decade, this stunning example has been enjoyed greatly by its current owner on tours and rallies as well as at some of the world's most exclusive Concours D'Elegance. £POA



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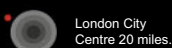
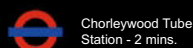


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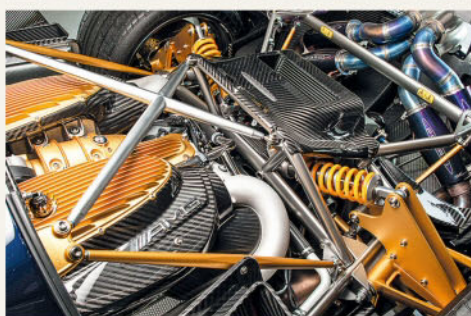
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**13 458 ITALIA** Black/Cream E/D/Seat, Sat Nav, Carbon Steering Wheel & LEDs, 20" Sports Alloys, Red Calipers, Shields, Good Spec, 7,000m FSH, As New ..... **£162,950**  
**03 575 F1 MARANELLO LHD** Argento/Black, Handling Pk, Shields, Red Calipers, Modula Alloys, 25,000m, Great Condition ..... **£72,950**

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- 15 CONTINENTAL GT3-R** Glacier White/Beluga Stitched Green, Sat Nav, Full Carbon Fibre Interior, R'Camera, Carbon Ceramic Brakes, 21" Gloss Black Alloys, Red Calipers 3,700m ..... **£219,950**  
**14 CONTINENTAL GT V8 'S'** Monaco Yellow/Beluga Stitched Yellow, Massage & Ventilated Seats, Piano Black Veneer, Power Boot, 20" Black Alloys, Massive Spec, 8,000m, As New ..... **£116,950**  
**63 CONTINENTAL GT V8** Glacier White/Black Hide Stitched White, Sat Nav, Bluetooth, DAB, 21", Black Grille, Propeller Alloys, 7,000m, As New ..... **£96,950**  
**62 CONTINENTAL GT MULLINER** Breeze Silver Metallic/Breeze Hide, Ventilated & Massage Seats, Sat Nav, Naim Stereo, iPod, R'Camera, Massive Spec, 11,000m, As New ..... **£89,950**  
**11 CONTINENTAL GTC MULLINER** Moonbeam Silver/Black M/Seats, Sat Nav, Aluminium Fascia, R'Camera, 20" Split Rim Alloys, Big Spec, 8,000m FSH, As New ..... **£79,950**  
**56 PHANTOM 'BLACK EDITION'** Black/Black, Sat Nav, Sunroof, Black Ash Wood Veneer, Massive Spec, 1 Of Only 25, 20,000m, As New ..... **£119,950**  
**62 MULSANNE** Thunder Grey/Linen Stitched Black, Sat Nav, Premier Specification, Sunroof, Picnic Tables, R' Camera, Massive Spec, 20,000m FSH, As New ..... **£129,950**

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- 05 CARRERA GT** GT Silver/Terracotta, Sat Nav, Full Fitted Luggage, UK Supplied, 500m, Absolutely Perfect ..... **£650,000**  
**12 997 TURBO 'S' CAB PDK** Carrera White/Black H/Seats, PCM, BOSE, Sport Chrono, Black Spyder Alloys, Ceramics, Yellow Calipers, 10,000m FSH, As New ..... **£89,950**  
**15 CAYMAN 'S' PDK** White/Black E/H/Seats, PCM, Sound Pk, Cruise Control, Carbon Trim, 20" Turbo Alloys, Sports Suspension, Park Assist, 3,500m, As New ..... **£56,950**  
**14 CAYENNE DIESEL PLATINUM EDT** Jet Black Metallic/Black Leather, PCM, Panoramic Roof, BOSE, Active Susp, 21" Turbo II Alloys, Massive Spec 25,000m ..... **£49,950**

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- 62 ALFA ROMEO 8C SPIDER** Rosso 8C/Red, Full Carbon Kit, Sat Nav, BOSE, iPod, Leather & Carbon Hoops, Upgrade Alloys, Clover Leaf Badges, 4,000m, As New ..... **£154,950**  
**14 RANGE ROVER 5.0 AUTOBIOGRAPHY** Santorini Black/Tan, Panoramic Roof, Locking Differential, Solar Glass, Privacy, Good Spec, 2,500m ..... **£89,950**  
**13 AUDI RS6 4.0T AVANT** White/Black, Adaptive Cruise, R'Camera, BOSE, Double Glazing, 21" Twin Spoke Alloys, Massive Spec 9,000m, As New ..... **£61,950**  
**04 MERCEDES-BENZ SL65 AMG** Obsidian Black/Light Grey, Sat Nav, Comfort Seats, Keyless Go, Panoramic Glass Roof, Big Spec, 21,000m FSH, Perfect ..... **£39,950**  
**15 BMW i8** Crystal White/Ivory White Leather, Pure Impulse Design Pk, BMW LaserLights, 20" Alloys, Massive Spec, Cost £122,000, Vat Q, 2,500m, As New ..... **£109,950**

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## 1955 Jaguar Mk VII Saloon

One of the most original 50s Jaguars in existence, this extraordinary Mk VII Saloon has only 8,784 miles from new. This example has been treasured throughout its life by both of its long term owners so that it survives to this day in excellent order with an indisputable originality, even down to its undisturbed tool kits in the door pockets. Accompanied by a wonderful history file including the original order form and buff logbook, this time-warp Mk VII would greatly compliment any serious Jaguar collection.

Price On Application  
+44 (0) 1424 870600 / [ckldevelopments.co.uk](http://ckldevelopments.co.uk)



car has benefitted from a complete repaint (3 years ago), which has



**1973 / Jaguar 'E-Type' V12 Auto**

Fine and Classic is proud to offer for sale this iconic 1973 Jaguar 'E-Type' V12 Automatic. On its release in 1961 Enzo Ferrari called it 'The most beautiful car ever made'.

This particular car has stunning yellow coachwork, with contrasting dark blue leather interior, matching Wilton carpets and dark blue soft top/hood cover.

With the series 3 (1971 to 1974), the all-new 5.3 litre V12 engine was introduced, as was up rated brakes and power steering provided as standard. The V12 was available only as a convertible and 2 plus 2 coupe. The convertible used the longer wheelbase 2 plus 2 floor pan, which was the last iteration of the marque.

The silky smooth V12 engine gives effortless performance, coupled to a seamless automatic gearbox, making this an excellent long distance tourer and a real practical investment asset.

With only 3 previous owners (the last owner purchased the car in 1980), this stunning car has been maintained to a very high standard. The history file contains all previous MOT certificates and receipts for work to verify the low mileage of 33,558 from new.

This car is truly stunning.

**Guide Price: £90,000**



**1986 / Mercedes SL420**

Fine and Classic is proud to present for sale this immaculate Mercedes SL420 Automatic.

This is a very well maintained example, where no expense has been spared.

The car has recently benefited from cavity wax injection, minor paint rectification and mechanical upgrades, ensuring it remains a superb example of the marque.

A very comprehensive history file accompanies this Mercedes, including a fully stamped up service history, previous MoT certificates and detailed receipts, confirming the genuine low mileage of 61,300, with just four former owners. Documentation also includes pictures of all recent works.

**Guide Price: £28,000**





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*Garage*



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2001 Lamborghini Diablo 6.0 VT



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**1970 Aston Martin DB6 MkII  
Volante (ZF 5 Speed) Vantage**  
Correct Matching Numbers: 1 of Only 17 cars produced



**1972 Ferrari 365 GTC/4 Coupé**  
Right Hand Drive: Classiche: 1 off only 31 UK cars produced

## CLASSIC CARS FROM OUR CURRENT STOCK AVAILABILITY

1962 AC Aceca FHC: Right Hand Drive  
1955 Aston Martin DB2/4 Mk I Vantage (3Ltre) Coupe:  
1958 Aston Martin DB Mk3 DHC: Right Hand Drive  
1967 Aston Martin DB6 Coupé: RHD. Only 14,676 miles from new  
1986/1988 Aston Martin V8 Volante: LHD. (Choice of 2)

1954 Bentley R Type Continental Fastback:  
1962 Bentley S2 Continental Drophead Coupé: by Park Ward  
1973 Ferrari 246 GTS: Classiche: Left Hand Drive  
Jaguar Beacham E-Type Convertible: Automatic  
1966 Maserati Mistral 4.0 Coupé: Classiche: Left Hand Drive

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1967 Aston Martin DB6 Coupé: RHD. Only 14,676 miles from new  
1967 Aston Martin DB6 Volante: (5 Speed ZF Manual+ Vantage Upgrade)

1970 Aston Martin DB6 Mk2 Coupé: (5 Speed ZF Manual+ Vantage Upgrade)  
1970 Aston Martin DBS Vantage: Right Hand Drive  
1992 Porsche 964RS 3.6 Lightweight: Right Hand Drive





## Aston Martin cars available

DBMKIII  
DB4 Series III  
DB4GT  
DB5

Vantage Supercharged  
DB7 GT  
DB7 Zagato  
DB9 manual  
DB9



Thank you to all who visited our stand at Techno-Classica Essen. It was lovely to see long established clients from mainland Europe again and to meet many new ones while spending five days discussing my favourite cars, Aston Martin.

I would also like to thank TEAM BYRON, my colleagues Tim Foster, Steve Walker, Andrew Shipp and my daughter Sarah. Their support, effort and dedication not only made the event possible but also highly enjoyable.

*Philip Jones*



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**Third Row:** 1937 Delahaye 135 Cabriolet, 1939 Lincoln Zephyr, 1941 Chrysler Town & Country Barrel Back, 1934 MG NA Roadster.

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 (1725 Holbay engine) Alpine white black trim. Mohair Hood, Minilite wheels. Recently restored to concours standards. Matching numbers uk RHD example. Superb **£18,950**



**2008 PORSCHE 997 TURBO COUP.**  
 Basalt black with Red leather. Sports exhaust, sports chrono, Aircond, sports seats, plus mega spec. 18,700 miles with FFSH. This car is as new. **£54,950.**



**1987 PORSCHE 930 TURBO COUPE**  
 Finished in Jet Black with Black and linen full leather trim. Air cond, ESR, Factory Fuchs Alloys, Complete and fully documented Porsche Service History. All Books, Tools, etc a stunning, original, mint example, with sensible mileage, near concours. **£74,950**



**1994 FERRARI 348 SPIDER**  
 Rosso Corsa with Nero Leather and Nero Mohair hood. One of 75 RHD examples ever made, 19000 Miles from new 2 former keepers, all Books, and Tools as New. **£89950.**



**2001 MERCEDES E550 AMG**  
 One owner the famous "Nick Mason" from new !! Finished in silver with full black leather, AMG alloys, air-cond, cruise, electric seats, self-close, heated seats, parking sensors etc etc. 116,000 miles with FMBSH. Recently fully recommissioned cosmetically at vast expense, also to include cherished registration number 1CVN. **£16,950**



**1965 CORVETTE STINGRAY C2 327 COUPE**  
 Tuxedo Black with original green trim, and original wheels with three eared spinners. Correct Matching numbers car, 35000 genuine miles, recently restored to concours standards. They don't come available like this very often. Stunning. **£65,000**



**1979 PORSCHE (930) 3.3 TURBO**  
 Pewter with tan/pasha leather. 66,000 miles only, over 50k spent by last owner to recommission after 12 years dry storage. **£59,950**



**1969 JAGUAR E TYPE S2 FHC**  
 RHD example in special order Ecosse blue with Red leather and CWW. Stainless Exhaust and uprated brakes. Ground up restoration in 2004 sold by us to its last owner, stunning example **£69,950**



**2009 COBRA 427 BY MAGNUM**  
 Jaguar turquoise with black leather trim. 7.1 Ltr V8 Chevrolet engine by Rick Wood, 431 Ci producing 571 BHP. **£44,950**



**2000 FERRARI 550 MARANELLO LHD.**  
 Greggio titanium with Bordeaux leather. One previous owner, 8750 miles only, with FFSH. As new, unmarked original concours car. **£89,950**



**1979 MERCEDES 450 SL SPORTS**  
 Alpine white with original blue leather, 80,000 miles, full service history hard and soft tops. **£18,950**



**1989 MERCEDES 300SL (W107) ROADSTER**  
 Diamond Blue with Blue Leather. Rear Seat, blue hood, Air Cond, Flat face Alloys. 44000 Miles Only, Stunning Original Mint Example with FULL documented Mercedes History. This is as good as it gets **£32,950**



**1939 BSA SCOUT SPORTS TOURER**  
 Pine green with black leather trim. Last owner 16 years, restored in 200 to high Concours standards and still superb. **£24,950**



**1995 FERRARI 355 GTS (LHD)**  
 Ferrari yellow with nero trim. Aircond, Star alloys, 26750 miles only, with Full and perfect service history, 2 previous owners, all Books, Tools, and documentation, mint example, just had full belt service 300 miles ago. **£54,950**



**1989 MERCEDES 300SL SPORTS, AUTO.**  
 Alpine white with black trim and grey inserts, black hard top. flat face alloys, 2 owners 60000 miles, and full history, a genuine concours example, (as New) **£29,950.**



**1954 MERCEDES 300 W186 ADENAUER**  
 Very rare manual floor change, RHD example prepped for classic rallying. FIVA papers past and present. black with grey leather. **£49,950**



**1934 ALVIS FIREBIRD,**  
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**1957 ROLLS ROYCE SILVER CLOUD 1**  
 Two-tone sage green with beige leather, PAS, original RHD example, with all books, tools, etc. 72,000 miles only. **£44,950**



**1990 MERCEDES 500SL W129**  
 Silver with blue leather, blue power hood and silver hard top. Flat face alloys, aircond, cruise, ASR, ABS, sports box, etc. FMBSH, 2 previous owners, in our Chairman's collection for the last 7 years, Concours winning example and the best we have ever seen. **£14,950**



**1967 LOTUS ELAN S3 DHC**  
 Red with Black Trim. 2 owners, original RHD. New Spyder chassis, uprated electrics, suspension, brakes. Full Engine Rebuild, etc. the most stunning we have seen in recent years. Due late August/Sept. **£38,950**



**1976 (one of the last built) FIAT 500**  
 With sunroof. Matching numbers, LHD, Rust free, unrestored, low mileage, mint original example. The best you will ever see !! **£12,950**



**1988 PORSCHE 911 (930 TURBO RUF SPORT) CABRIOLET**  
 Trim and blue Mohair Hood. Fuchs alloys, aircond, power hood, Sports seats, 30,500 miles only with full documented history. Stored in a private collection for many years, was recently re-commissioned by a leading Porsche specialist at a cost of over £26,000. A stunning and unmarked mint example. **£79,950**



**1963 ALFA ROMEO 2600S BERTONE COUPE**  
 Rosso Corsa with Tan leather trim. Original factory RHD, 58,000 miles only, matching numbers, all books, tools, etc. **£49,950**



**MORRIS COOPER S**  
 This is as good as it gets, Genuine matching numbers RHD Morris Cooper S. Superb rust free, original body, rebuilt original engine. Last owner many years, the best we have seen in the flesh. **£39,950**



**1971 PORSCHE 911 2.2S TARGA**  
 Matching Numbers, original car, dealer converted RHD. Yellow with black trim. New alloys, exhaust. Still Sharp. Books, Tools, & restoration history. Very rare & in lovely condition. **£89,950**



**1986 MERCEDES 300SL, AUTO.** Silver with Nautic blue hard top, blue hood, and blue leather trim. Flat Face Alloys, last famous owner many years, a stunning, mint, and original example, all books, tools, and documented service history. Superb. **£24,950**



**1983 JAGUAR XJ6 4.2** Masons Black with light tan leather. One Family Owner from new, and 24,000 Genuine miles from new (repeat 24,000 miles only) 2012 Norwich Union "champion of Champions", described as the "BEST XJ6 in BRITAIN". All books, Tools, MOTS, Service History with Jaguar. A MINT and totally original XJ6. Serious enquiries only. **£90A**



**2004 MERCEDES BENZ SL 55 AMG. LHD.** silver with full red leather trim. Massive factory spec. Two previous owners 18000 miles only with FMBSH Recent service and new tyres. This car is as new. **40000 EUROS**



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## READ THIS:

1963, September, Frankfurt International Automotive Show (IAA), **Porsche introduces the all new Typ 911.**

*"Considered the quintessential sports car, the benchmark for all others. The 911 is also the central point of reference for all other Porsche series."*

1983, September, Frankfurt Motor Show, the **Typ 959** introduced by Porsche. *Only 259 examples built.*

1987, September, Frankfurt Motor Show, prototype **"Speedster"** shown. Production began in 1988.  
*Only 2014 examples built to 1989.*

1992, Porsche produces a new **"Speedster"** (964).  
*Only 936 examples made.*

2003, September, Frankfurt Motor Show, Porsche **Carrera GT** introduced. *1,270 produced from 2004-2007.*

2009, September, Frankfurt Motor Show, Porsche introduces the **Sport Classic 911.**

*"Porsche distilled the DNA of the classic 911 into a select expression of class and style. Built in strictly limited numbers, the 911 Sport Classic marks Porsche's return to the tradition of occasionally issuing ultra-exclusive production cars."*

*All 250 slots for year 2010 build are snapped up immediately.*

2010, Porsche showcases the new, limited edition **911 "Speedster"** at the Paris Salon.

*All 356 examples to be built for the 2011 year are spoken for before the end of the show.*

\* More than 820,000 Porsche 911s produced [in the seven model 'generations'] during 50+ years, but...

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JAGUAR E-TYPE SERIES 1 4.2 CONVERTIBLE 1967



TIGER SUPER 6 ONE OF BY NIGEL MANSELL 2010



FERRARI 308 GTB VETRORESINA DRY SUMP 1976



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ALFA ROMEO 2600 TOURING SPIDER 1964

Ferrari 308 GTB .....	1979	Alfa Romeo RZ .....	1995
Ferrari 348 TS .....	1991	Aston Martin V8 .....	1978
Ferrari F355 GTS .....	1995	Aston Martin V8 Volante .....	1980
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This stunning recreation of a Tipo 61 2.9 Maserati Birdcage was bespoke-built for the late Rodney Smith, a renowned collector of competition cars, by the highly respected firm of Crosthwaite & Gardiner. With access to an original Birdcage the company was able to authentically replicate this superb example with meticulous attention to detail, recreating the highly complex and beautifully constructed triangulated, lightweight space frame chassis which gave the 'Birdcage' its nickname in period.

Since completion it has been a regular participant in historic racing and is maintained in top race-ready condition by a leading marque specialist. As such this fine example is eligible for historic events at the highest level like Goodwood Revival ; Classic Le Mans, VSCC Sports Car Series and Motor Racing Legends' Stirling Moss Trophy.

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# PORSCHE'S MIRACLE

The sublime 356 defied post-war privations and family incarceration to reach production.

**Ross Alkureishi** samples the full set

PHOTOGRAPHY **TONY BAKER**











**D**on't you envy talented families? Professor Ferdinand Porsche had already designed the Volkswagen during the 1930s but – like father, like son – it was his equally gifted offspring 'Ferry' who would produce the first road car to bear the clan's surname. With the post-war Porsche team located in Gmünd, Austria, it embarked upon building a vehicle based on Volkswagen components. Into the mixing pot went Beetle design principles, as well as those of the Type 64 racers that were built for the 1939 Berlin-Rome race – which was cancelled due to the outbreak of WW2 – and the stillborn 1.5-litre, mid-engined Type 116.

Given the designation Type 356, the prototype featured a spaceframe chassis with a modified 1131cc Volkswagen overhead-valve powerplant – up to 40bhp from the standard 25 – mounted amidships. Even though this engine position endowed the car with first-class handling, it took up too much space and caused problems locating the rear suspension.

Prototype 2 reverted to the traditional VW layout with the transaxle in front of the engine, creating a genuine 2+2. It also had a steel platform 'chassis' that was easier and cheaper to produce. Underneath the metal lay the familiar Wolfsburg-sourced brakes, worm-and-nut steering and independent suspension.

On its release in 1948, the 356 came with a 1086cc engine and a choice of either Coupé form or a drophead by Beutler of Switzerland, which built the prototype Cabriolet and the first six production cars. These Gmünd models, with their hand-beaten aluminium bodies, were



bespoke vehicles, with production averaging around five per month. Post-war difficulties in sourcing supplies – plus a lack of both skilled labour and metal in the provincial backwater – meant that a return to Stuttgart was inevitable.

With demand soaring, production for 1950 switched to cheaper pressed-steel panels. The Reutter-made body was subtly wider and higher than that of its predecessor, and had fewer adornments. The following year heralded the arrival of the 44bhp 1.3-litre engine, with its pioneering chrome-dot lined aluminium cylinder bores. Then there was the roller-bearing, 55bhp 1.5-litre pushrod engine (later to become





Left: gorgeous Pre-A features the purest styling – note 'bent window' rather than two-piece windscreen. Below: Porsche dash centrepiece; the earliest examples boasted solid wheels



the 60bhp and then 70bhp Super thanks to a special camshaft and revised carburetion), plus uprated Porsche brakes.

The featured Pre-A Coupé is a 1953 car, and as such it has the one-piece – but still V-shaped – windscreen that was introduced the previous year, instead of the earlier two-piece affair. Presented in *Adriablau*, it has a haunting, ethereal quality. These early 356s are achingly pretty, and sport the purest aesthetics.

The driving position is comfortable, with the large ivory-coloured steering wheel and floor-mounted gearlever both being well sited. There is oodles of headroom, while in the rear you've the choice of using the seats for tiny passengers or flipping them forward to form a parcel shelf.

The 1.5-litre flat-four, here in non-Super guise, starts on the button and has an energetic, torquey nature. It's worth bearing in mind that Porsche always quoted power in DIN bhp, so its 60bhp is more realistic than some. With just over 800kg to propel, it whisks you along with a pleasantly metronomic air-cooled thrum.

It also has the improved Type 519 'box with synchromesh on all four forward gears – carried from the competition cars and introduced in 1952. Due to its long lever and similar throws, it has you wondering whether or not it'll ever find the ratio, but slots home perfectly every time.

With their tail-heavy nature and swing-axle rear suspension, 356s have a reputation for catching out the unwary. It's worth tempering your enthusiasm – especially on the Pre-A's skinny rubber – until you learn the model's unique *wischen*, or 'wiping', technique for fast cornering. The car oversteers initially, but this



Clockwise: non-Super 60bhp engine; front panel straps; coachbuilder's badge; 1500 was biggest Pre-A; stylish interior with 1953-on two-spoke wheel



## 356 PRE-A

**Sold/number built** 1948-'55/7627

**Construction** pressed steel platform with pressed steel panels

**Engine** all-alloy, air-cooled, overhead-valve 1086/1286/1290/1488cc flat-four, twin Solex carburettors

**Max power** 40bhp @ 4200rpm-70bhp @ 5000rpm

**Max torque** 52lb ft @ 2800rpm-108lb ft @ 3600rpm

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

**Suspension** independent, at front by double trailing arms, laminated transverse torsion bars, anti-roll bar rear swing axles, laminated torsion bars; telescopic dampers f/r (lever-arms rear to April '51)

**Steering** worm and roller

**Brakes** drums all round

**Length** 12ft 11in (3937mm)

**Width** 5ft 5<sup>3</sup>/<sub>16</sub>in (1661mm)

**Height** 4ft 3<sup>1</sup>/<sub>4</sub>in (1302mm)

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

**Weight** 1697-1782lb (770-808kg)

**0-60mph** 17 secs (1500 Coupé)

**Top speed** 99mph (1500 Coupé) **Mpg** 29

**Price new** £1971 (1500 Coupé, 1953)

**Price now** £130,000-£260,000+

## 356A (where different)

**Sold/number built** 1955-'59/21,045

**Engine** 1290/1582cc ohv or 1498cc dohc, twin Solex/Zenith/Weber carburettors

**Max power** 44bhp @ 4200rpm-115bhp @ 6500rpm

**Max torque** 60lb ft @ 2800rpm-91lb ft @ 5200rpm

**Weight** 1675-2094lb (760-950kg)

**0-60mph** 16.5 secs (1600 Coupé)

**Top speed** 99mph (1600 Coupé)

**Price new** £1958 (1600 Coupé, 1957)

**Price now** £50-£300,000+ (exc Carrera)

## 356B (where different)

**Sold/number built** 1959-'63/30,963

**Engine** 1582/1588cc ohv or 1966 dohc, twin Solex/Zenith/Weber carburettors

**Max power** 60bhp @ 4500rpm-130bhp @ 6200rpm

**Max torque** 81lb ft @ 2800rpm-119lb ft @ 4600rpm

**Weight** 1918-2226lb (870-1010kg)

**0-60mph** 15 secs (1600 Super)

**Top speed** 108mph (1600 Super)

**Price new** £2098 (Coupé, 1960)

**Price now** £30-£160,000 (exc Carrera)

## 356C (where different)

**Sold/number built** 1963-'66/16,678

**Engine** 1582cc ohv or 1966 dohc, twin Solex/Zenith carburettors

**Max power** 75bhp @ 5200rpm-130bhp @ 6200rpm

**Max torque** 90lb ft @ 3600rpm-119lb ft @ 4600rpm

**Brakes** discs all round

**Weight** 2061-2226lb (935-1010kg)

**0-60mph** 14 secs (1600 Coupé)

**Top speed** 108mph (1600 Coupé)

**Price new** £2277 (1600 Coupé, 1964)

**Price now** £35-£180,000 (exc Carrera)





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can be countered via a delicate combination of steering input and throttle. Getting the balance right on these early cars requires practice and nerve – especially with current values – but once mastered you can safely savour just what a poised and precise little car it is.

Prior to the 1955 arrival of the 356A, the Pre-A variants housed 12 engine types – testament to the Porsche ethos of race-bred continual development – in four styles: Coupé, Cabriolet, America Roadster and Speedster. The updated car had a modified T-1 (Technische Program 1) body with a smoother roofline to house a new curved windscreen, one that was designed to come out in a head-on crash. Yet the biggest changes occurred out of sight, with comprehensive steering and suspension revisions. The geometry of both was altered, and there was a thicker anti-roll bar, improved dampers – now vertically located, rather than inclined – and smaller, wider wheels. That all helped to provide friendlier cornering characteristics, but one side effect was increased kickback through the steering wheel, so a hydraulic damper was fitted to counter that.

Our 356A is thought to be one of only 56 right-hand-drive Cabriolets made. An open-top version had been available right from the very start of production – indeed, Prototype 1 had been made in that style, as were a total of eight Gmünd examples. The body frame was comprehensively reinforced in the sill and floor areas to counteract the tintop's removal.

## 'LOWERING THE ROOF LIBERATES A HIDDEN MELLIFLUOUS NOTE TO THE SOUNDTRACK'

This car has a Type 616/1 1600 engine producing 60bhp (the 75bhp 616/2 Super was also available), while in the lovely red leather-lined cabin there are supportive reclining seats by Reutter of Stuttgart, which would later market products under its Recaro brand. The roof is beautifully made and thickly padded, providing an excellent watertight seal – handy on a typical British day during which the weather is veering from the sublime to the ridiculous.

Lowering it is a one-handed manoeuvre and the result on the car's character is distinct, both liberating a previously hidden mellifluous note to the flat-four's soundtrack while eliminating the closed car's light transmission-differential whine. There's some scuttle shake but not to a disconcerting level, and it'd put a number of cars from later decades to shame.

There's a clear improvement in terms of roadholding. The Pre-A's aged origins never feel far from the surface, but the A doesn't seem as rear-heavy or tail-happy. The *wischen* technique required here is more intuitive, but you still require an element of care when the road camber suddenly changes. One minor grumble is that the switch to right-hand drive means that there's a tendency to trap your leg between the canted gearlever and the steering wheel when you cross the vast ocean between second and third ratios.

The 356 is sometimes derided as being a VW with a pretty face, but *The Motor* observed of the new model: 'Of actual Volkswagen components



From top: rare right-hooker; Type 616/1 engine; revised dash with central tachometer; A features front vents; handling is more benign than Pre-A







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Large overriders dominate B's front end, but it's still an alluring shape. Below: neat three-spoke wheel; unstressed *damen* powerplant; neat detailing

there are now virtually none.' As before, further development continued throughout the life of the A, including the introduction of the Carrera engine (see page 123), teardrop tail-lights in 1957, an improved Type 644 transmission and a new T-2 body with the exhausts now neatly exiting via bumper overriders. As production numbers ramped up, however, the changes, while still regular, didn't come quite as often.

In 1959, the T-5 bodied 356B arrived (Ts 3 and 4 never left the drawing board), with higher headlights, stronger bumpers and a handle on the bonnet. The 616/1 and 616/2 engines were carried over, with a new 90bhp Super unit available – Supers were now discernible by body script and Porsche emblems on the centre of their hubcaps. The line-up was Coupé, Cabriolet and the new-sounding Roadster.

In reality, the last of those was the latest in a line of stripped-out and sometimes hotted-up drop-tops that dated back to 1952. Unhappy with the 356's looks, US importer Max Hoffman had approached artist Coby Whitmore and the result was the Type 540 America Roadster. Featuring alloy panels and a spartan cockpit, plus a 70bhp engine, most immediately went racing. Just 15 aluminium America Roadsters and one steel-bodied example were built, so they are among the rarest of all 356s.

The now iconic Speedster followed two years later in '54. In effect a stripped-out lightweight special based on the Cabriolet, it had minimal equipment including a cut-down windscreen, a flimsy hood and detachable sidescreens.

As the budget model in the range – \$2995 against a 1500 Coupé's \$3445 and a 1500S at \$4284 – it offered serious performance at a vastly

## THE SPECIALIST Andy Prill



"Mechanically they're not that complicated unless you get into a Carrera, so most of the risk is in making sure the body is good. There's a lot of shape in a 356, and on badly

restored cars that's what lets them down. If you get that wrong it can become very costly. A body restoration, including paint, starts at £30,000 and can rise to £100,000.

"Open cars lose a lot of rigidity despite having reinforced sills and floors, so it's even more important that the overall body structure is strong.

"Other than that, it's all the normal checks. It's basically VW suspension that was redesigned by Porsche. Engines can be expensive to rebuild, and range from £6500 to £10,000 for an 'as new' unit.

"There are very few Gmünd cars around and they change hands for exorbitant sums. Speedsters are the most desirable body shape, and Cabriolets are more sought after than Coupés. No matter what model it is, look at provenance, history and bills. If you're in any doubt, have it inspected by someone who knows these cars."







reduced cost, but to the detriment of comfort.

By '58, it was clear that the Speedster needed replacing because sales had stalled. It was superseded by the Speedster D – quickly renamed the Convertible D – with body production switching from Reutter to Drauz of Heilbronn. This new model had an improved hood, taller windscreen, padded seats, wind-up windows and, most importantly for Porsche, a higher profit margin.

All of which leads us to its 356B successor, in this case David Foster's 1960 Aetna Blue Roadster. In the metal – with its larger bumpers and slightly more bulbous bodywork – it's lost a little of the earlier cars' subtlety, but its rakish roofline still endows it with most of that Speedster-derived sense of cool. Crucially, thanks to those bumpers, it's the heaviest car here.

The cabin is strictly for two and has the B's black detailing, albeit with the optional wood-rimmed steering wheel, which is a little plain compared to the white 1950's glam of the previous two cars. Unlike the Speedster's convertible top, which was a sop to keeping your hair dry and of no real use over 60mph, the Roadster's is much improved, while the windscreen is detachable should you wish to go on-track.

Like the previous two cars, this has the less powerful *damen* unit, which doesn't need to be worked as hard as the more peaky Super engines.

"It would seem to be a poor choice," says Foster, "but after driving several early 356s, what you find is that these 60bhp engines are very torquey. Also, due to the cast-iron barrels for the pistons, as opposed to aluminium, they are very quiet. It's a perfect relaxed touring vehicle."

On the road, it offers a similar experience to the Cabriolet, but the body feels more rigid and





Left: the C carried over the T6 body that was used on the run-out B. Below: late engine performs better through entire rev range; disc brakes dictated a new design for the wheels

## The Carrera

In 1953, a 550 Coupé and a 356 achieved a one-two class finish on the Carrera Panamericana. This prompted the design of the Type 547 engine and the adoption of the Carrera name for its most powerful 356. Dr Ernst Fuhrmann's 1.5-litre unit had twin-overhead camshafts per bank, two plugs per cylinder and dry-sump lubrication. The race version was good for 112bhp and the production 1500GS Carrera had 100bhp.

In 1957, two versions became available: a deluxe GS and race-orientated GT – the latter in only Speedster or Coupé forms. Capacity was increased to 1587cc in 1958, with a plain-bearing crank, and road car power was upped to 115bhp.

The 1962 Carrera 2 had a 130bhp 1966cc engine fed by twin Solex carbs. In the States, twin Webers were used, the GS giving 140bhp and the GT 155bhp. The ultimate development is the B Carrera 2 GT with a slightly detuned 904 engine and 180bhp. Today, the GS starts at £450,000 with Speedster GTs north of £1million.



it would remain the same when the 356C iteration appeared two years later. Once again, and despite the looming presence of the 911, Porsche pressed on with development. In came new engines formulated by Hans Mezger – the 75bhp 616/15 for the 1600C, and the 95bhp 616/16 for the 1600SC – plus disc brakes and modified suspension.

*The Motor* wrote of the new model: 'The layout is the same, but the development has refined it to a peak which has made it a car for the selective.'

*The Sporting Motorist* concurred, stating: 'During its decade and a half of steady refinement, the Porsche has changed from a crude but effective roadgoing competition car to a well-behaved docile grand tourer in the real sense of the word.' With John Liles' 1600C Coupé still basking in the afterglow of those words, it's time to take this last-of-the-line 356 for a spin.

It's immediately clear that, as it should be, the

## 'IT STILL REQUIRES A HIGH LEVEL OF SKILL, BUT THE C FEELS FAR MORE SURE-FOOTED'

C is the most sophisticated car here. As with the others, the engine is the entry-level unit but, at 75bhp, it's also the most powerful in our group. The disc brakes are strong and negate some of the need for the pre-planning necessary in the other cars, while the handling characteristics of those early models have been almost completely tamed. It still requires a high degree of skill on the limit, but it seems far more sure-footed. It may feel softer and not quite as raw, but it remains a stunning driver's car.

Ultimately, the 911 would become the defining Porsche but it's the delectable 356 that cemented the company's reputation for precision engineering. Despite the underlying design remaining pretty much unchanged throughout production, its constant development and the range of body styles ensure that there's a real depth of variety within its world.

From beautiful Pre-A, chic Cabriolet and über-cool Speedsters, through to wild Carreras and smooth Cs, the choice is yours.

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Clockwise: the 75bhp unit was tuned for torque; unmistakable profile; badges adorn grille; door-mounted mirror; shorter gearlever in tweaked cabin







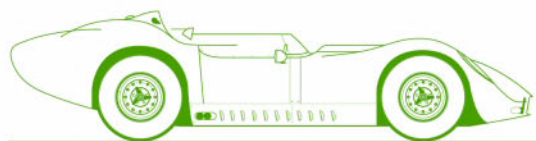
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# BUILDING THE BRAND

Long before making its own cars, says **James Page**, Porsche enjoyed huge success offering its expertise on everything from a family car to a Grand Prix titan

PHOTOGRAPHY LAT

**W**hile many people consider the 1948 356 to mark the beginning of the Porsche company, 'Ferry' himself looked instead to 1931, when his father formed Dr Inghof Porsche KG. Born in 1875, Ferdinand Snr was a gifted engineer who designed his first car – which used electric power – for the Austrian Jacob Lohner in 1900. He went on to enjoy a long association with Austro-Daimler, leaving in 1922 to join Daimler in Stuttgart. When that firm merged with Benz, Porsche designed the straight-six engines for the glorious Mercedes SS and SSK.

After a brief stint with Steyr, Ferdinand decided to set up his own consultancy at Kronenstrasse 24 in the centre of Stuttgart. The first Porsche design was the Wanderer Type 7, but he also developed small cars – both of which were cancelled before production could begin – for Zündapp and NSU. Germany was at the dawn of a motoring revolution, however. Road-building was booming and there was a desperate need for an affordable model, something quickly seized upon by the government.

Porsche therefore pressed on, and in January 1934 published his initial thoughts on a compact

four-seater with a flat-four engine. Mutual acquaintance Jakob Werlin arranged a meeting between Ferdinand Porsche and Adolf Hitler, and shortly after that the *Reichsverband der Automobilindustrie* signed a contract with Porsche to design and develop the car that would become the Volkswagen.

Getting it into production was not the work of a moment. Porsche tried various body and engine designs, and also struggled to produce anything that could be built for the low price required by the RdA. An extensive testing programme took place through 1937, and a new factory was prepared at Fallersleben (later known as Wolfsburg) – Hitler laying the foundation stone on 26 May 1938. The car was finally launched at the 1939 Berlin Motor Show.

Throughout the decade, German teams also dominated Grand Prix racing. Auto Union adopted Porsche's P Wagen design for the 750kg formula, and its rear-engined V16 contender battled for honours with the more conventional designs from Mercedes. Some of the early testing on the P Wagen was done by Ferry,

From top right: company founder Ferdinand Porsche; Auto Union's V16-engined C-type Grand Prix car; Volkswagens being tested by the press during the '39 Berlin show



something on which the founder wasn't keen.

"He used to say that he had many drivers," recalled Ferry to journalist Steve Crompton in 1985, "but only one son."

During WW2, the company relocated to Gmünd in Austria to avoid the Allied bombing of Stuttgart. It somehow survived the post-war period during which Ferdinand and Ferry were incarcerated by the French, and began to prosper after the 1948 agreement with Volkswagen that it would receive a royalty on each car made. More than that, the deal stated that VW would supply parts to Porsche to help with the manufacture of its own models.

"During the war," Ferry told Crompton, "I drove a supercharged VW convertible with 50bhp, a lot of power then. It occurred to me that if we made a car that was lighter still but with 50bhp, then it would really be something." Porsche was on its way.





# ‘IT SEEMS AS IF THE SCENERY IS PROJECTED AND I’M ABOUT TO HAVE A PUNCH-UP WITH JASON KING’

**Martin Buckley** feels like a baddie in an ITC thriller as he storms through the Alps from Monte-Carlo to Geneva in a Vauxhall Ventora

PHOTOGRAPHY **JAMES MANN**











Lewis Hamilton is nowhere to be seen as Buckley tackles Monaco's famous Fairmont Hotel hairpin. Below right: lusty big 'six' provides effortless torque

**P**arked in Casino Square at the beginning of Vauxhall's annual 'Griffin Greats' road trip from Monte-Carlo to Geneva, the dark blue Ventora is getting some admiring attention. Amid the florid shapes and colours that are the trademark of most of today's cars, it cuts a distinguished figure and I'm pleased to be getting exclusive use of it for the next two days.

It is warmed up, fuelled and ready to go, but, as we motor out of town with smooth six-cylinder dignity towards the 10:30am coffee stop at Entrevaux, I still feel slightly chastened by Vauxhall PR manager Simon Hucknall's comment the evening before. When I suggested that a Ventora felt out of context on the French Riviera, he said: "Yes, but hasn't it got just as much right to drive on these roads as anything else?"

I had to agree, but somehow it still feels as if the scenery is being back-projected and I'm some mute ITC henchman who will shortly have a punch-up with Jason King behind some potted palms. In fact, the Ventora was a favourite in *Department S*, usually driven by King's sidekick Stewart Sullivan. The 'RXD' numberplate prefix shows it was a press car; Vauxhall was never shy of the publicity generated by product placement.

Born (like *Department S*) in the spring of '68, this union of Victor FD body and Cresta 3.3-litre 'six' was created by Vauxhall to tempt middle-class buyers out of their Rover and Triumph 2000s, while trouncing such jumped-up four-cylinder pretenders as the Ford Corsair 2000E and Humber Sceptre. In a world where buyers were much less snobbish about brands, this was a Vauxhall that could even look a Jaguar 240 square in the headlamps – combining better acceleration with a list price £265 lower.

Certainly to own a Ventora was very 'lifestyle' circa 1968/'69. It said that you were not just another pleb, but a man on the way up: married, with two children plus an Ekco Hostess Trolley, central heating and probably a Goblin Teasmade. It was a car to impress the neighbours, not only for its dual coachlines, reversing lights and twin exhausts, but also because the Ventora was by far the largest-engined saloon that you could buy for £1100. It had an effortless kind of performance that was way beyond the expectations of its class: a family car that could reach its 100mph-plus top speed in under a mile from rest.

With its reclining semi-bucket seats, rev counter and rack-and-pinion steering, the Ventora was never a straightforward high-cholesterol barge (the Viscount/Cresta amply

catered for that market), but a proper 'junior executive' car with 'sporty' overtones.

It was a neat showcase for the nifty marketing footwork that Vauxhall was capable of, not least the name, which was coined by none other than Murray Walker during his days as PR man on the Vauxhall account. It seems to speak of exotic southern European holiday destinations or the glossy, aspirational world of the full-colour Sunday supplements with their adverts for hi-fi, whisky and Terylene shirts. In fact, the Ventora badge was pure invention – it didn't mean anything – which makes it the perfect moniker, in a way, for a car that, if only on the surface, seems such a wonderful bit of glossy '60s nonsense.

Actually, that's not fair. Vauxhall's aim was not to build a pointless executive hot rod but a refined six-cylinder version of the handsome FD Victor for the increasingly profitable 'compact luxury' market. At launch, the firm was keen to point out that the FD had been designed from the start with the straight-six in mind rather than as an after-thought. Thus, with its recalibrated spring rates, beefed-up brakes and radial tyres, the Ventora was certainly not a hasty lash-up.

Buyers agreed and it proved a qualified success, with 25,000 sold through to '71. That was sufficient to encourage Vauxhall to build a Ventora in





'THE NAME WAS COINED BY MURRAY WALKER IN HIS DAYS AS PR ON THE VAUXHALL ACCOUNT'



Clockwise: full set of dials in sporty dashboard, with rev counter directly ahead; international jet-setter, Casino Square; new badges and hubcaps from 1970



## VAUXHALL VENTORA 2

**Sold/number built** 1968-'71/25,185

**Construction** steel monocoque

**Engine** all-iron, pushrod 3294cc straight-six, with single Zenith carburettor; 123bhp @ 4500rpm; 176lb ft @ 2400rpm

**Transmission** three-speed automatic/four-speed manual with optional overdrive, RWD

**Suspension:** front double wishbones, anti-roll bar rear live axle, Panhard rod, trailing links; coil springs f/r

**Steering** power-assisted rack and pinion

**Brakes** discs front, drums rear, with servo

**Length** 14ft 8½in (4483mm) **Width** 5ft 7¼in (1708mm) **Height** 4ft 6½in (1384mm)

**Wheelbase** 8ft 6in (2591mm)

**Weight** 2598lb (1178kg) **Mpg** 20

**0-60mph** 10.5 secs (man) **Top speed** 105mph

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From top: neat 'harmonica' grille and twin lamps of Ventora, on D955 by Lac de Castillon, France; first stop was at Entrevaux; imposing arch over N202

the FE body, including the rare 3300 estate, which was badged Victor rather than Ventora.

This example is now a worthy highlight of the Heritage Collection and a rare survivor from the tail end of Luton's 'rust bucket' period. The MoT man probably administered the last rites to most of them. Revealingly, though, the brochure (which I just happen to have) is keen to point out – on almost the first page – that, as well as the 13 'magic mirror' finishes, the underside of your Ventora is 'totally sealed' in bituminous plastic.

'Our' post-1969 Ventora 2 has the preferred three-speed GM Strasbourg auto (earlier cars had the two-speed PowerGlide) with raised final-drive gearing. It also sports the improved dash in a sombre Ambla-trimmed cabin that shows early concern for safety with recessed doorhandles, energy-absorbing steering wheel (on a collapsible column) and banks of warning lights to back up the impressive battery of minor gauges.

It was ordered in a solid blue – rather than one of the five glossy Starmist metallics that Vauxhall was so proud of at the time – and is an undeniably well-proportioned saloon with wafer-thin front 'screen pillars, stylishly narrow bumpers and toy-like 13in wheels with special 'Ventora' covers.

Maybe it would have been nicer with a manual 'box – particularly with the optional overdrive – but, even as an auto, the Ventora is stable and

brisk on the *péage* where it sits happily at 85mph. Any faster and you get too near the redline of the four-bearing 'six', which was never designed for sustained high-rev thrashing. Having dropped a valve some years ago in Vauxhall's Viscount, it seemed prudent not to push my luck.

Visually, it is a pudding of an engine with an ugly rocker box, an unambitious-looking exhaust manifold and a family tree traceable back to at least the early 1950s, but probably with roots much earlier and deeper. This 3294cc version – updated from 2.6 – appeared first in the PB Cresta in '64. Only minor modifications were required for insertion into the modern, progressively deformable FD body to fit it around the heater matrix and the steering rack. It had modern touches such as an alternator and a pre-engaged starter, but it was made almost entirely of cast iron and weighed 1351lb more than the overhead-cam Victor slant-four. That had a commensurately negative influence on the weight distribution compared to the FD Victor.

The trade-off, of course, was smoothness and torque: 176lb ft at just 2400rpm tells you that it is in acceleration from rest, and in the mid-range, that the car will still be relatively impressive. And so it proves. It pulls lustily to 80mph then gets increasingly out of breath, indicating that the 105mph Ventora was built to be unobtrusively





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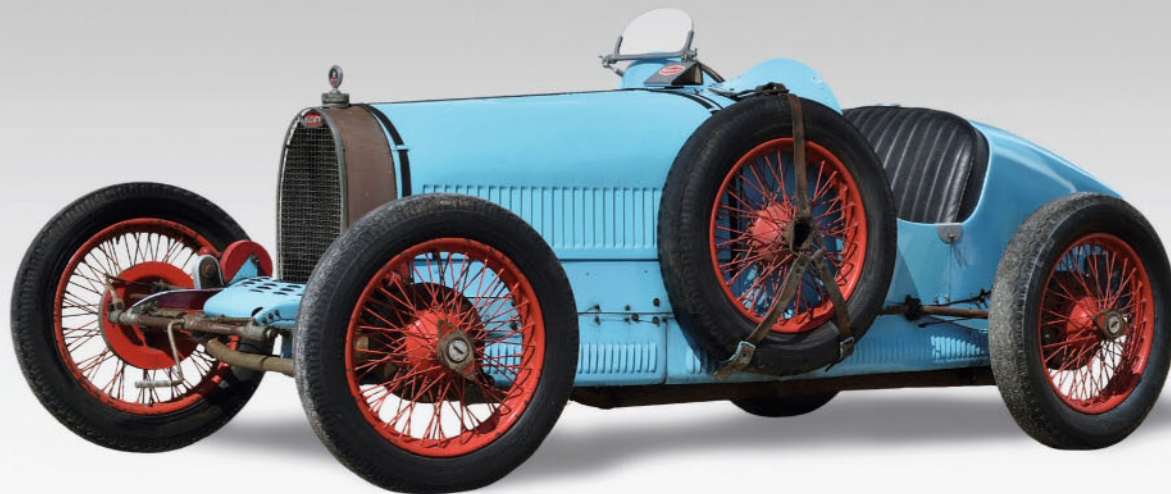


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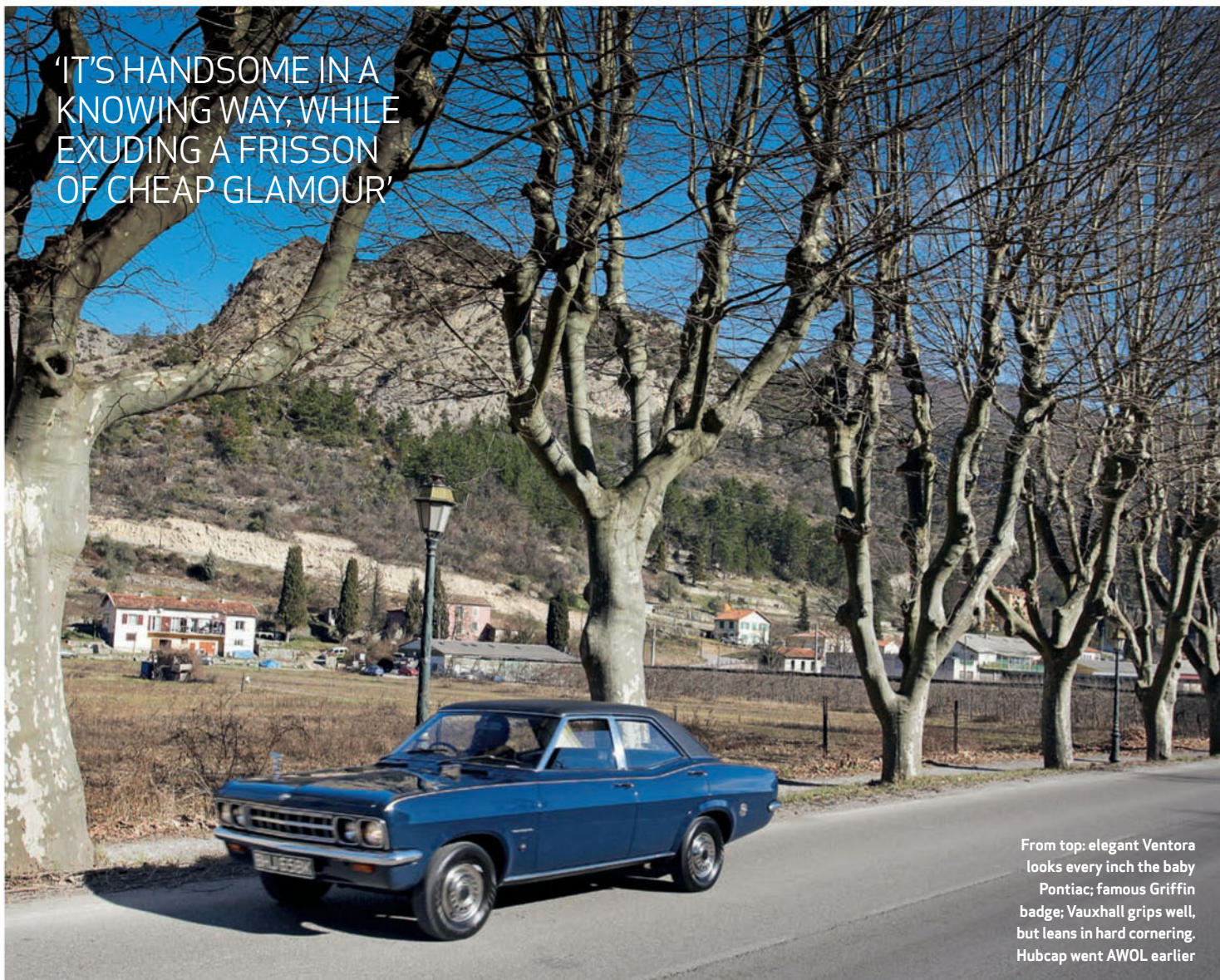
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'IT'S HANDSOME IN A KNOWING WAY, WHILE EXUDING A FRISSON OF CHEAP GLAMOUR'



From top: elegant Ventora looks every inch the baby Pontiac; famous Griffin badge; Vauxhall grips well, but leans in hard cornering. Hubcap went AWOL earlier

quicker than most late-'60s 'tin box' saloons while demanding almost nothing of its driver. Today, you can mix it with moderns – and even overtake a few – but high-speed passing manoeuvres need careful planning because the power tails off in a diesel-like way above 4000rpm.

It should be sweaty inside, with all this black plastic, but the comprehensive ventilation maintains a nice temperature through eyeball vents. That's a neat reminder that many cheaper mass-produced cars of the '60s were a lot more sorted in these boring but important practicalities than their more exotic contemporaries. If the dash is not a pretty sight, then it is cheered up by a pleasantly thin leather-rimmed wheel that was a feature of the Ventora 2. That said, it feels strange to be working lights and wipers off switches on the centre console behind the gear selector.

Pressing on towards lunch at Digne-les-Bains confirms that the Ventora is thoroughly capable. The slick automatic transmission tends to set the boundaries on the amount of laughs available, although the Vauxhall doesn't wallow, float or squeal in these unfamiliar conditions. It's almost disappointingly competent, with light (but not vague or sloppy) power-assisted steering that effectively disguises the understeer. That trait must be considerable because the live rear axle – located on trailing links and controlled by a

Panhard rod – proved near-impossible to unstick.

What we did manage to dislocate after lunch was the throttle cable, but the boys from Vauxhall had that fixed in half an hour. Sadly this left us with a high tickover and, for the rest of the day, there were problems with the brakes, be it straightforward fade or boiling fluid. Mostly it didn't matter, as long as there was cold air flowing over the calipers, and we continued to enjoy frisking through the valleys, gorges and twisty passes in this brisk, amiable saloon.

Then, on one long mountain descent on the approach to our stopover at the Château de la Commanderie, the stoppers pretty much disappeared and needed 20 minutes to recover. Earlier, in the Alps, we almost lost a wheeltrim in the undergrowth and should have cable-tied it to the wheel because it disappeared altogether later on.

Sorry Vauxhall. If it's any consolation, we honestly liked your Ventora, which behaved perfectly the next day on the leg into Geneva. It is one of those wonderful slices of late-'60s/early-'70s automotive ephemera that seems, to me at least, a perfect encapsulation of a particular time and place. It is really very handsome in a knowing way – all harmonica grille, Coke-bottle hips and vinyl roof – while exuding a frisson of cheap glamour that is strangely seductive. And there's nothing wrong with that.





# DOWN A DARK HALL AT **185MPH**

In an exclusive extract from his new book, American ace **Sam Posey** evocatively captures the unique atmosphere – and danger – of racing at Le Mans during the night

PHOTOGRAPHY LAT





**T**he 24-hour race at Le Mans is a monument to the idea that life goes on. It is a French national institution, with a quarter of a million devotees turning out every June for a scene that perhaps can be compared only to the Woodstock rock festival. But to the driver, speeding through the night portion of the race in a vehicle that is about as sturdy as an eggshell, with lights as useful at 200mph as miner's lamps, the idea that life will go on – or that the night will ever end – doesn't seem the least bit assured.

At any time, day or night, Le Mans is an imposing circuit. Its many fast turns permit laps of an extremely high average speed but, because the track is narrow and lined with guardrails, the sensation is of aiming your car down a twisting hallway. A lap is 8.36 miles long and most of the circuit consists of main roads ordinarily open for public use, and as you rip past fields and farmhouses and occasionally plunge through dense pine forests you are in fact rushing from one small Le Mans suburb to another. Mulsanne is one of these towns. Arnage is another. At racing speeds, however, you rarely notice the scenery.

At night there's almost nothing to see except the road. Cars are no longer recognisable by their shapes or colours; they are just twin dots of light. The few illuminated landmarks that do exist surge at you out of the dark in an endless repetitive sequence. The pits. The carnival at the Esses. The cafe that's one-third of the way along the straight leading from Le Mans out to Mulsanne. The rest of the lap becomes abstract; rows of bright reflectors along both sides of the road outline the route clearly but make it look more like a lighted diagram than a race circuit. In this way, the night conceals many of the specific hazards of the course, replacing a sense of coming and going from particular danger points with a pervasive uneasiness.

Half of a Le Mans driver's night is spent on the track, the other half trying to get some sleep while his co-driver is out with the car. The more organised teams rent trailers behind the pits as dormitories, and in the eight years I have done the race I have always gone to my trailer knowing I must sleep to keep my reflexes working. But sleep has never been easy to come by.

In the darkness of the trailer I see images of the road rushing at me, as if all those laps have

been stamped on my mind, a tape loop that cannot be shut off. If I close my eyes, a second later I'm grabbing for the edge of the cot, convinced I'm falling; hours of violent motion in a car have upset my balance.

Every year the trailer walls seem thinner, or else the cars are louder, and the roaring is a reminder that mine is out there somewhere. When I am particularly tired I get the idea that the car is still going not so much because the nuts and bolts are right but because the whole team is willing it to run – sheer mind over matter. For me to sleep is to reduce by one the force that keeps the car going.

One year, 1970, I spent my hours in the trailer half-convinced I would not live through the night. That was the year it rained for 20 of the 24 hours. Rain is frightening even on a slow track in broad daylight. At night, driving through Le Mans' fast turns and down the long Mulsanne Straight, it is terrifying. On the water-soaked track the tyres of my Ferrari aquaplaned uncontrollably, the steering wheel sometimes being wrenched back and forth in my hands and sometimes going dead. Seen from the cockpit, the rain didn't fall; it came at me horizontally.







'AS I LAY IN THE TRAILER, I THOUGHT BACK TO THE START... WE ALL HAD ENERGY TO SPARE THEN'

Drivers usually remain at the wheel for three hours or more during the night, allowing their co-drivers a chance to rest, but in the rain that year the concentration required was so great that no one could stay on the track for more than 90 minutes at a stretch. I made so many trips back to the trailer I lost count. Each time I took with me fresh memories of disaster, of fires burning around the track, wrecked cars crammed against guard-rails, shiny slickers of rescue workers visible in the headlights, a flag marshal dead at the chicane.

In 1976, the Le Mans night was different. It was humid, the air hanging heavy and close, promising another day as hot as the one we had just had. But it was clear – no chance of rain. I was driving for BMW, and at 1am I was between stints at the wheel. I was lying on a cot in one of our trailers. It was too hot to close the windows, and the sound of the cars penetrated the trailer at irregular intervals, unusually loud. An hour before, having just completed a long period in the car, I had enjoyed a compulsive, overwhelming need to replace lost liquids and had overdone it, gulping three quarts of water. I felt bloated, and my thick fireproof underwear was hot and sweaty, but I was too tired to pull it off.

As I lay in the trailer I thought back to the start of the race, which seemed a very long time ago. I remembered being on the grid, in all the colour and sunlight, posing for pictures in front of the car, clowning with my co-driver to relieve the tension. And I remembered the first lap, racing down the Mulsanne Straight, the cars weaving in and out. We all had energy to spare, then.

I got up carefully and crossed the compound to the team camper. It was empty, its lights on. I poured myself some coffee. In the distance I could hear robust German drinking songs coming from a dance hall on the carnival midway beyond the pits. It was almost time for my next turn at the wheel. You could be back home in California, I told myself, lying on the lawn, listening to the Pacific Ocean.

The paddock was crowded with the shadowy forms of the transporters. Here and there an oil-streaked car, out of the race, sat lifeless under a tarpaulin. At the concrete steps marking the back entry to the pits, a guard moved out of my way and nodded deferentially. I returned his nod with gravity, caught for a moment by a sense of mission. There was duty still to be done. A race to finish. As I walked up the narrow corridor immediately behind the pits there was a strong smell of racing oil in the air. I was feeling fine.

In the pit the team manager greeted my arrival with indifference, as if I weren't anything other than a mechanism that had come to replace the mechanism currently behind the wheel. I ducked under the refuelling hoses that hung from the low ceiling and pulled out my equipment bag. A minute later I was ready, aware of my breathing inside my helmet. Across the track from the pits the grandstand was nearly empty, and in the quiet between the passing of the race cars tinny music played over the public-address system, sounding lonely and vacant. There are very few witnesses to a driver's night stint at Le Mans.

The car came in, suddenly displacing the dark





in front of the pits with lights and a cloud of steam. My co-driver emerged, shouting something to me that I couldn't hear, and then I was in the cockpit struggling with the harnesses. I saw the signal to start the car and in a moment I was moving up the pitlane. Then the lights of the grandstand were gone and there was only the pool of my own lights ahead of me on the track.

The first lap was awkward and disjointed as the new tyres, cold and slippery to begin with, began to heat up with the friction of the track. Then they were hot and sticky, and the car was gripping surely and predictably. I drove in a groove that I had developed during my earlier shifts behind the wheel, guiding the car with an economy of physical movement.

The tense effort of the daylight hours soon gave way to reflexive motions and intuitive thoughts. The miles spun off in an endless journey. The lighted Ferris wheel beside the track seemed to turn as if it were geared mysteriously to the cars revolving on the track. And after six or seven laps, I felt the re-establishment of a strange sense of being in a giant orbit around a central point.

On my trips down the three-mile Mulsanne Straight, I could feel the power releasing itself

through the car as it picked up speed second by second. By a quarter of the way along, the car was established in a snug envelope of air that tugged at its sides, making it dart from side to side like an express train on a rough roadbed. The café went by on the left, a sustained flash of warm light seen out of the corner of my eye.

When there were other cars on the straight I would duck into the vacuum behind them for a few seconds before passing. In those moments the view up the straight would be cut off. Full speed, and all I could see was six feet, into the back of the car ahead. The Porsches had turbochargers: their exhausts glowed red, and from under their wheels the passing lines painted on the road came spitting out like tracer bullets.

At other tracks you are still accelerating when it comes time to brake at the end of the straight, but the Mulsanne is so long the car comes to a stage where its power simply cannot push any more air out of its way, and the speed levels off. Terminal velocity. Alone on the straight, that was 185mph in my BMW, but it became higher, more than 190, when I could tuck into another car's slipstream. The speed produces neither giddiness nor fear, but a sense of a transfer of

power, the car's power into my hands and arms.

The instruments glowed green in the dark. The guardrail reflectors streamed by like twin strings of bright pearls. The engine droned, straining against the night air. I shifted a little in the seat, aware of my sweat-soaked suit. I felt warm, mellow. Consciousness was a dark hollow of convexity, and the car was alive.

Three reflecting signs mark the approach of the Mulsanne kink. It isn't as much a turn as a swerve; it can be taken flat out, but only with perfect timing. Just after the signs the road rises under the car as if the Macadam has drawn a deep breath. This points the nose of the car up, and at that moment you must initiate the turn while your lights are elevated into the trees beyond. You turn into the darkness, every lap requiring the faith that you will do it at the right instant, and that there will be no oil on the track.

The signs came up, then were gone behind me in the dark. I felt the road lift under the car and saw the lights point into the trees. A camber change in the road started the steering wheel to the right. For one beat, my hands resisted the turning, then followed it through with a wrist movement of great gentleness, almost a caress.



Clockwise, from above: the BMW that Posey shared with Harald Grohs and Hughes de Fierlandt in '76; Mulsanne corner offered return to reality; passing Café des Hunaudières; fairground was a standout feature; flashing through the Esses; Posey aboard 512 in 1970; the '76 start







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'TO SURVIVE THE NIGHT AND THEN NOT LAST THE RACE WOULD BE A BEWILDERING INJUSTICE'



Heading on to the Mulsanne and 'terminal velocity'. Below: rain added another danger in 1970

At such speed the car reacted as if it had glanced off an invisible wall. With no sense of duration, and with no awareness of having been in the turn, I was rushing down the ensuing straight on a new heading.

After almost a minute at full speed, braking for the hairpin at the end of the Mulsanne comes like a period of re-entry into a real world. All during the time the car lost speed, I sat there, oddly weightless, foot hard on the brake pedal, my eyes watching as the edges of the road came back into focus. The smell was of the brake pads, acrid and burning. My foot, which has some broken bones in it from a crash of another time, ached from the effort. Then, as if the energy had been torn out of it by the braking, the car rounded the hairpin and weakly began to gather speed toward Arnage.

So it went, the night and the fatigue combining so that the usual frames of reference gradually slipped away or became meaningless, leaving me with bright pinpoint vision in an existence that occupied only the single dimension of speed. Until, with no warning, a lap came where I swung the car onto the Mulsanne and knew something wasn't the same.

Slowly I turned my head to the left, peering through the window. There on the horizon, a long crayoned line of deep red signalled the dawn. Within two laps I could see faint particles of light through the trees. Soon after that I could see the other drivers in their cars, shadows in rival cockpits, concentrated forces that, as I had done, had made it through the night. Of course

each was a threat now to my success in the race, but there was still that moment of kinship, the cheery wave as I went by.

In the pits when my stint was over there were smiles all around. Want some breakfast? How's it going? I thought of walking up to the trailer, but sleep could wait. It was good to talk to the reporters, who looked fresh after sleeping at their hotels. The stands were filling with people.

Ten hours still stretched ahead before the finish. Repeatedly we fought our way into top positions only to be delayed by nagging mechanical problems. My laps around the nearly empty, trash-strewn track had a dreamlike quality, shaded always by the fear that even at the last moment something might go wrong and our whole effort would be for nothing. To survive the night and then not last the race would be a bewildering injustice. The car just had to finish.

And in the last laps, when the crowd was emptying over the guardrails onto the track, exuberant, waving, and the marshals were waving their flags like semaphores, and the car felt strong under me, I knew we had it made. We had finished. In 24 hours we had gone 2565 miles, 306 times around the same eight miles. And we had come in 10th. Suddenly I realised I couldn't remember what the night had been like, couldn't remember at all.

*Adapted from an article that originally appeared in Road & Track on 15 November 1976. Extracted from The Writer Meets The Road (David Bull, www.bullpublishing.com, ISBN 978 1 9350 0727 2)*



## Sam Posey

American racing driver Posey enjoyed a varied career that included a win at the 1975 Sebring 12 Hours, plus a third position at Le Mans in 1971. He also competed in the Trans-Am series for Roger Penske and raced in the 1972 Indianapolis 500. He first contributed to *Road & Track* in '68, and continued to write after retiring from racing in '82, also going on to become a television commentator.







# GENETIC ENGINEERING

Closely related beneath the skin, the Swallow Doretti and TR2 were both full of promise, yet today most people only remember the Triumph, says **Malcolm Thorne**. But which does he prefer?

PHOTOGRAPHY **TONY BAKER**







**R**arity. What an influence it can have on how a vehicle is perceived. In the upper echelons of the classic car world, it is often rejoiced, adding exclusivity and reverence. Yet at the lower end of the scale, among the ranks of the mass-market motor car, that exclusivity is often overwritten by excuses in a world of ifs and buts. Success stories are churned out by the thousand, anything less makes you an also-ran. But should scarcity of numbers necessarily indicate failure? If it does, the Swallow Doretti might be viewed as such, and to do so would be a cruel injustice.

Triumph's venerable TR2 is by far the better known of this early-'50s pairing today, its shape as instantly recognisable as the Doretti's is mystifyingly alien to all but the well-read *cognoscenti*. Yet its success and resultant ubiquity were by no means assured from birth. As Triumph struggled to unlock the recipe for post-war sports car success that MG and Jaguar had so successfully tapped into, the firm's ideas and experiments seemed awkward and misguided.

The 1946 Roadster was overweight, antiquated and a bit too roly-poly to hit the mark, while the TRX that made its debut at the '51 Earls Court show was a bold statement of intent, but ultimately a blind alley. With its heavy double-skinned body, pop-up headlamps and hydraulically operated hood, it was altogether more modern than the Roadster, but still far from being the skimpy sportster that America wanted or the firm needed. The project was canned after just three experimental cars had been built.

Third time lucky, goes the old adage, and the Standard-Triumph engineers almost hit the mark with their next attempt. Sticking ruthlessly to the brief of a cheap, simple design – borrowing heavily from the company's parts bin – the 20TS featured a chassis based on that of the pre-war Standard Flying Nine mated to Triumph Mayflower front suspension and rear axle. A lightly modified Standard Vanguard engine and gearbox completed the mechanical specification. The whole was clothed in a Walter Belgrove-designed body, which, from the front, featured the hallmark bug-eyed shape of the sidescreen TRs to come, but had a Noddycar-like curved tail with an exposed spare wheel set into it. Sleek and sporting are not words you would use to describe the rump. Alongside that other famous British debutante of the 1952 show – the Gerry Coker-designed Austin-Healey 100 – the Triumph was an oddly proportioned wallflower.

The firm persevered, nevertheless, and invited BRM engineer Ken Richardson to put the hastily assembled prototype through its paces. His reaction was far from positive. Deeply unimpressed, he is reported to have described the car as a death trap. Yet rather than walking away from it, Richardson accepted an offer to join the development team and the design was fully re-engineered over the next six months.

The original car's bend-me-shake-me chassis was ditched, the asthmatic 2-litre twin-carb engine was uprated from 70 to 90bhp and, most noticeably, the tail was completely restyled. The result, launched as the TR2 at the Geneva Salon in '53, was a far more coherent shape. The strict counting of company beans meant that it still lacked the flowing grace of Jaguar's XK120, but it was at least purposeful and a lot more practical than the prototype. It was a whole lot faster, too,



Clockwise, from top right: eager twin-carb 'four'; TR2 is great fun on back roads; cutaway doors enhance the impression of speed; neat stowage for spare; cabin tight but dash packs a full set of instruments



as Richardson proved with a 125mph run in a low-drag version at Jabbeke in May of that year.

The ensuing commercial and competition successes of the TR range are well documented today (see box on page 147) but, had fate taken a slightly unexpected twist, the TR could have turned out quite differently. Another car – the Swallow Doretti – might have become the model that's remembered today.

The Doretti story begins with a transatlantic triumvirate of enterprising minds: Ernest Sanders of Walsall-based engineering firm Helliwells (a division of the Tube Investments conglomerate), Arthur Andersen of the Rome Cable company in California, and Standard-Triumph's own managing director Sir John Black.

Andersen and Sanders were both involved in the manufacture of steel tube, and had initially met when Andersen devised an improved manufacturing method employing the same American-built machines that Sanders used in England. The two had gone on to become





## TRIUMPH TR2

**Sold/number built** 1953-'55/8628

**Construction** steel cruciform chassis, pressed-steel body with bolt-on panels

**Engine** all-iron, ohv 1991cc 'four', twin SU carburetors

**Max power** 90bhp @ 4800rpm

**Max torque** 117lb ft @ 3000rpm

**Transmission** four-speed manual with optional overdrive, driving rear wheels

**Suspension: front** double wishbones, coil springs, telescopic dampers **rear** semi-elliptic leaf springs, lever-arm dampers

**Steering** Bishop cam and lever

**Brakes** drums **Length** 12ft 7in (3840mm)

**Width** 4ft 7½in (1410mm)

**Height** 1270mm (4ft 2in) **Wheelbase** 7ft 4in (2240mm)

**Weight** 2100lb

(953kg) **Mpg** 32

**0-60mph** 11.9 secs

**Top speed** 105mph

**Price new** £886

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friends and, during one of their meetings, Andersen had expressed an interest in marketing sports cars in the United States. Sanders promised to keep an ear to the ground and, in December 1952, had contacted Andersen to tell him of a potential deal. At Sanders' behest, the American arrived in the UK a few days later.

As an old friend of Sir John Black and an employee of Tube Investments, Sanders was well placed to assist Andersen in his ambition, and the three men thrashed out a plan for a new sports car aimed primarily at the West Coast of the United States. Black would supply the running gear, the TI-owned Swallow Coachbuilding Company (1935) would build it, and Andersen would sell it. The task of designing the car fell to another TI staffer, Frank Rainbow. For TI, the rationale behind the project was that it would use up spare capacity at Swallow as well as creating excellent publicity for the group's various other activities. And for Standard-Triumph it offered the chance to steal sales from Austin-Healey in return for almost zero investment.

Richardson was full of praise for Rainbow, a gifted engineer who learnt his trade at Bristol





Clockwise: there's a touch of Healey to the Swallow; better-quality cabin than TR2, with comfier seats; stiffer chassis gives less skittish handling; unusual fins; badge adapted from Deen's firm; hot TR engine



and had penned the Gadabout scooter, but was a complete novice when it came to car design. Nevertheless, Rainbow met with Andersen and the lines were sketched out. The shape he came up with was a vision of early-'50s elegance and far removed from the homespun styling of the Triumph, although maybe somewhat derivative when viewed objectively. Critics will point out that there's more than a hint of Austin-Healey to the rear three-quarters, as well as a strong Ferrari *barchetta* flavour to the front. Unadventurous or not, though, it was a very pretty car.

Given that both Andersen and Sanders had a background in steel tubing, it comes as no surprise to learn that the Doretti's chassis was constructed from Reynolds 50-ton chrome-molybdenum tube, produced by Helliwells in Walsall. The body, in contrast to the cheap-toppress Triumph, was expensively curvaceous 16-gauge aluminium over a 22-gauge mild steel inner shell. Oddly, given the maker's coachbuilding pedigree, it was fabricated by Panelcraft in Birmingham – Swallow not being considered up to the task. The end result was heavier than the TR but, thanks to those alloy panels, by less than

## SWALLOW DORETTI

**Sold/number built** 1954-'55/276

**Construction** tubular steel chassis,

steel body with aluminium panels

**Engine** all-iron, ohv 1991cc 'four',

twin SU carburettors

**Max power** 90bhp @ 4800rpm

**Max torque** 117lb ft @ 3000rpm

**Transmission** four-speed manual with

optional overdrive, driving rear wheels

**Suspension: front** double wishbones, coil

springs, telescopics **rear** semi-elliptic leaf

springs, top radius arms, lever-arms

**Steering** Bishop cam and lever

**Brakes** drums **Length** 13ft (3962mm)

**Width** 4ft 4½in (1334mm)

**Height** 5ft 1in (1549mm)

**Wheelbase**

7ft 11in (2413mm)

**Weight** 2156lb

(978kg) **Mpg** 30

**0-60mph** 12.8 secs

**Top speed** 101mph

**Price new** £1107

**Price now** £35-75k+







## Dorothy Deen

One name that is inextricably linked to the Swallow Doretti is that of Dorothy Deen. The glamorous daughter of Arthur Andersen, this vivacious blonde was the driving force behind both the Swallow and the TR2 in the western half of the United States. Her company – Cal Sales Inc – marketed both cars there.

Before moving into the import business, Deen had been involved with another company – Cal Specialties – which had sold a range of accessories under the Doretti brand, a go-faster Italianised version of her name.

When the Swallow project got under way, the British firm bought the trademark for \$1. Deen's stunning looks meant that, besides being a talented business woman, she was also an enigmatic figure in the male-dominated 1950s American motor industry. Rumours abounded in the US that she had designed the car herself, but there was no truth to them.



you might imagine; just 56lb separated the two. So, contrary to popular belief, the Doretti was far from overweight. It was remarkably strong, though, as Sir John Black would later discover.

Work began on the project in January 1953. Rainbow's team – three draughtsmen and a secretary – was allowed just nine months to complete it. Given such constraints there was no time for mock-ups, so the prototype was built directly from the team's drawings.

In the autumn of '53, the completed Doretti was loaded onto the *Queen Mary* and shipped to New York, from where it was transported to Los Angeles. The car was well received, although feedback from American dealers suggested the fitment of wind-up windows in place of the Perspex sidescreens, plus the need for a bigger boot. Rainbow later recounted that to do so would have been easy enough at that stage of the project, but Sanders – probably bowing to pressure from his TI bosses – insisted that the car was pressed into production straight away. In spite of those flaws, the Swallow proved to be a hit.

Slip behind the wheel and the Doretti feels the louche sophisticate – a car for the Riviera set, capable of mixing it with the big names. That's not to say that it's a soft *boulevardier*, because it's every bit as sporting as the Triumph, but with a wider – albeit cramped – cockpit and higher sides than the TR. With its thickly upholstered seats, it feels more of a tourer than an out-and-out sportster. Until you fire up the engine, that is. Much like with that other TR-based remake, the Triumph Italia, the gruff, deep-throated soundtrack comes as a shock to the system. The swoopy and exotic shape, not to mention the Italianate name, project a level of sophistication that's somewhat at odds with the Triumph's tractor-derived engine. A creamy 'six' or free-revving V12 wouldn't feel out of place here, such is the chic demure of the Doretti's fancy clothes.

Squeeze yourself into the narrow cabin of the Triumph, in contrast, and you feel every inch the '50s rally hero, battling the weather on the RAC or storming an Alpine col. The simple, rugged design of the cockpit is purposeful rather than graceful, with cutaway doors and close-set wheel that feel very vintage, as do the thinly padded bucket seats. You want to grab it by the scruff and hurl it up a mountain pass, or hunch down low as you blast along a *route nationale*, with that lovely sprung wheel shimmying like a drunken sailor as the car finds its own way down the road. It's not a precision tool, but it feels wonderfully evocative.

As you spend longer with the two cars you come to appreciate their individual characters, and have time to ponder how different they feel, in spite of sharing so many parts. Although both feature identical instruments and switchgear, the dashboard of the Doretti feels much classier and less workmanlike – even if the rev-counter is all but useless, being positioned over to the left well beyond the driver's natural line of sight.

The impression of being in a sports tourer is heightened by the Swallow's practical and easy to erect hood, which is a far cry from the Triumph's draughty lift-the-dot tarpaulin on sticks. The Doretti's effective weatherproofing does highlight the incongruous lack of proper windows, though, while any pretence at being a tourer is quashed the instant you open the boot. It really is tiny, as are the footwells. 'Our' car has a modified TR2 gearbox cover, but the Walsall original was inexplicably wide. The Swallow is a bigger



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Same dials, but tacho way to left in Swallow. Below: cheeky TR2 contrasts with Italianate lines of Doretti

car in every direction, but the additional bulk doesn't translate into extra passenger space. TR2 owners will rejoice in the lack of that car's side-screen mounts, because the evil chromed wedges are ideally positioned to kneecap the unsuspecting. The Swallow's handbrake is also more usefully placed on top of the transmission tunnel rather than rubbing up against your left shin.

With a noticeably stiffer chassis, a longer wheelbase (the engine is mounted 7in further back in the frame) and radius arms at the rear, the Doretti does without the Triumph's shake, rattle and roll. The result was not only more civilised but, according to Don Truman, who, as well as being a TR2 owner, briefly raced a works Doretti in period, it was also a superior car in terms of usable performance. It was safer, too.

Sir John Black was a staunch supporter of the Swallow and keen to adopt it as a Triumph product. As such, the first production car, finished in metallic silver with red interior trim to match his Bentley, was delivered to him in November '53. Keen to explore the car's performance, Black had Richardson take him for a high-speed run in it, but the experiment ended abruptly when a lorry turned across their path. Black was seriously injured in the accident and was forced into retirement as a result, although he had the strength of the Doretti to thank for his survival.

A few miles behind the wheel of the Doretti is enough to confirm that it is a good design, and that it was full of potential. So what went wrong? Alas, it was just a bit *too* good. Tube Investments' primary business was as a components supplier, and when it became clear that the Doretti was capable of stealing its rivals' thunder the manufacturers, among them Jaguar, began to grumble. Drop the Doretti, or we'll take our business



elsewhere, was the message. Given that the car was little more than an indulgence for TI, it's not surprising that it was quietly withdrawn from production in February '55 after only 276 had been built. Ironically, Rainbow was just readying an improved MkII version. It's easy to speculate, but had Sir John still been running Standard-Triumph by then, perhaps the Swallow might have been considered as the TR2's replacement.

Which is the better car? Objectively, it has to be the Doretti. It feels more modern, more accomplished and has far more elegant styling. Alongside the Swallow, the TR2 looks and feels like a dated lash-up, a decade or so older. Yet sports cars are an emotive subject and it's rarely possible to be objective. It may lack the Doretti's added level of sophistication, but the Triumph is a car that I have long coveted and, of the two, irrational though it may be, the masochist within can't get enough of its vintage charm. The Swallow's life may have been unfairly cut short, but the Triumph's success was fully justified.

**Thanks to** owners Phil Collins and Nigel Wilcox and the TR Register: [www.tr-register.co.uk](http://www.tr-register.co.uk)



## Competitive edge

Of the two cars, the Triumph garnered the more impressive competition record. Its first major success came on the 1954 RAC Rally, when TR2s finished first and second, as well as clinching the ladies' prize. The Triumph gained an enviable reputation in rallying, but also did well at Le Mans: a near-standard car came a creditable 15th in '54, averaging 75mph and an astonishing 34mpg. In the same year, another mostly stock TR2 took 27th place out of a field of about 500 cars on the gruelling Mille Miglia, while a works entry in the '54 Tourist Trophy landed the team prize for Triumph.

On this side of the Atlantic, the Doretti was largely absent from racing – an exception being at the car's UK launch in July '54 where eight journalists took to the track at Silverstone. Competition was actively encouraged in the US, with tuning kits widely available. For owners craving a serious power boost, Max Balchowsky built a handful of V8 monsters boasting 300bhp. Four had Buick motors, one was Cadillac-powered and the other sported a Chevy lump.



# UNCOVERING BATH'S HIDDEN TREASURE

Horstman has a long and varied history, says **Chris Randall** as he tries out a rare survivor from its time as a motor manufacturer

PHOTOGRAPHY **TONY BAKER**







**E**ither unknown or forgotten, the story of Bath's only car maker deserves wider recognition. If you've not come across Horstmann before, then don't worry – it is perhaps to be expected given that production of these little-known cars ended almost 90 years ago. And with just eight complete examples in the UK – plus another, and a collection of parts, in New Zealand – they're not exactly a common sight, even at the most exclusive of gatherings.

The company's story began in 1854, when Gustav Horstmann, a German *émigré* and watchmaker, arrived in Bath. He would go on to have eight children with wife Louisa, and of the five sons, four went into the watchmaking business. The fifth and youngest – Sidney – would follow the path of mechanical engineering.

The spelling of Gustav's surname isn't a mistake, incidentally – the automotive business dropped the final 'n' in the face of post-WWI anti-German sentiment (although the family retained the original spelling).

Sidney would turn out to be a talented engineer and, as managing director of the Horstmann Gear Company, began producing and selling gears for both motorcycles and cars. His 1902 design for an automatic transmission, however, was less of a success.

That first company was to endure a difficult beginning and the business soon moved on to developing a clockwork mechanism for switching gas lamps on and off. Yet it was motor cars that really occupied Sidney's mind, and in 1906 he began his own venture, first as Horstmann Garage and then as the Horstmann Car Company. His first successful design would arrive in the form of a patented gearbox fitted to a four-cylinder Belgian FN motorcycle, but, while that had worked well, the seed of car design and production had been planted.

Sidney had already been working on the layout for a suitable chassis – a pressed-steel, channel-section unit that would underpin the majority of future models – and in 1913 his first car was made at the Monmouth Street works. An 8.9hp open two-seater fitted with a separate dicky seat, it was displayed at the 1913 Motor Show with a price tag of £145 and was well received by customers and the motoring press.

It would be powered by a 995cc engine of Sidney's own design and, while in essence a traditional model, Horstmann's first car did offer some unique features. These included a kick-starter in the cabin (a simple unit working on the principle of Archimedes' screw, with one press of the pedal producing three revolutions of the engine), a gearbox that was in unit with the differential, and a front end that did away with traditional chassis rails, using instead an aluminium structure that formed the sump as well as a mounting point for the radiator.

This latter innovation would prove to be an Achilles' heel, but Sidney was spurred on by the reception the car had received and moved production to a new factory in James Street West. The site had previously been a roller-skating rink and dance hall, and offered the space for expansion that he was sure would be necessary once the public had come to appreciate the innovation and engineering on offer.

Further progress was halted in 1914 with the advent of WWI, the company focusing instead



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TIM LAYZELL





Aluminium dashboard is a recent addition. Below: note distinctive radiator surround on clean design; maker's plate; toolbox mounted under running boards; tiny Anzani unit

on the production of thread gauges, work for which Sidney would be recognised with an MBE for his services to the war effort.

Car production wouldn't restart in earnest until 1919, and the following year a new four-seater model was launched, this time utilising a sidevalve 10hp Coventry-Simplex powerplant that helped to lower production costs. Not quite enough, as it would turn out, the company beginning to suffer the financial difficulties that would dog it until the end. It would enter receivership in December 1921, the problems no doubt exacerbated by a modestly successful foray into motorsport that had begun at the Coupe des Voiturettes at Le Mans. Driven by Douglas Hawkes, the Anzani-engined car failed to finish the event but Sidney was encouraged enough to prepare three further examples of the streamlined, aluminium-bodied 'Super Sports' for the forthcoming 200 Miles race at Brooklands.

By then, a 1498cc Coventry-Simplex engine had replaced the Anzani unit and, while Sidney had planned to drive one of the cars himself, come the event there was only a single entry. Douglas Hawkes finished a creditable fifth behind three Talbot-Darracqs and a Bugatti. It might not have been the success that Sidney had hoped for, but Horstman continued to run in the 200 Miles until 1923 and would go on to enjoy success in hillclimbing and sand racing. The depth of engineering that the firm employed would also help the cars to perform admirably on reliability trials, including the challenging London to Exeter and Scottish Six Days events.

Not that motorsport had entirely distracted the company from producing road cars and, despite continuing to battle a precarious



financial position, it took a fresh approach for 1923. In partnership with Captain Jack Rooke, who'd joined Sidney a year earlier, the new strategy involved marketing the cars at lower prices while still offering the features and refinements of much more expensive competitors.

Period advertising showcased three models – a four-seater tourer priced at £357, a two-seater Super Sports at £500, and a two-seat coupé with dicky at £399. By way of comparison, an Austin Seven would have set you back just £165, while the larger Crossley 12/14 was a more substantial £560. All Horstmans would sport 11.9hp Anzani engines, and copywriters extolled their virtues with such lines as 'Looks, Pulls, and Feels like an £800 Car' plus the rather more esoteric 'Looks like a Picture, Runs like a Poem, Started by a Worm' – the latter referencing the screw-type starter that continued to be a feature of the cars.

By 1924, though, receivership was beckoning once again, and only the injection of fresh funds in March '25 allowed the firm to continue. Ever hopeful, Sidney Horstmann continued to offer a variety of innovations, including being among the first to adopt cellulose spraying for the paintwork, and four-wheel hydraulic brakes.

Despite that, it was becoming clear that the writing was on the wall for this gifted engineer, evidenced by a confused marketing strategy. In 1926, prices were increased to attract wealthier and more discerning clients, while the following year Horstman reverted to offering cheaper models, with a four-seater costing just £195, along with a change to 9hp Hayes engines.

Fewer and fewer cars were rolling out of the Bath factory. Despite a last-gasp attempt to garner interest at the 1929 London Motor Show,





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Turpin reports that 40mph is possible on the flat. Below: interior has been retrimmed in leathercloth; Sidney and former Horstman workers with the car in 1949



with a saloon featuring an ingenious new 'Slow Motion' suspension system (which would go on to find success in military applications), production drew to a close that year. Final numbers are hard to establish, but it's thought that the total was in the region of 1500-2000 cars. The Horstman name lives on, however, most interestingly as Horstman Defence Systems, the engineering of which would feature in ships bound for the Falklands conflict as well as in the suspension systems of modern tanks.

As one of the few survivors of Horstman's motoring adventure, PD 5555 is somewhat special in its own right, but the 1923 four-seater tourer also has links to Sidney himself.

"Back in 2008, I was involved in organising the 30th-anniversary celebrations of the Museum of Bath at Work," says Trevor Turpin, the car's owner and a marque authority. "The event would involve a gathering of Horstmans and I was offered the car by the then owner. It had been bought in 1923 by Leonard Currie, who worked for Surrey County Council, on the advice of his neighbours – Frederick and Kathleen Horstmann.

"After his death in 1937, the car passed back to Frederick. When he died in 1949, Sidney himself took over ownership, using the car on a regular basis around Bath. It was then loaned to the Montagu Motor Museum until Kathleen Horstmann recovered it, and it passed through various owners until ending up with me."

In the early 1980s, the car was the subject of a major restoration in which the colour was changed to dark blue and some (not exactly period) pine was added to the dashboard and other areas, as well as a retrim in vinyl. Turpin



returned it to a more original specification, with a respray in beige – "We studied

period photographs to establish the closest colour," he says – and an aluminium instrument panel plus original leathercloth upholstery.

The engine was rebuilt and the electrics overhauled by Jeff Steadman of Classic Cars of Bath, and Turpin has attempted to get the kick-starter working again, although this is still a work in progress. The innovative radiator design has been fettled "to reduce leaks to the occasional trickle" and a rebuild of the hub-mounted speedometer drive is planned. Fortunately, Turpin was able to borrow the last surviving unit

from fellow Horstman owner Geoffrey Plaister to have a copy made – although he wants to find a better way of installing it "so that the drive gear doesn't drop out again".

Despite its rarity, PD 5555 is no show car, Turpin having competed at various events in the past few years, including VSCC meetings at Shelsley Walsh and Brooklands.

This delightful tourer has plenty of charm, even if it is a little lacking in outright pace. Apparently, around 40mph is possible – maybe more when the engine is fully run-in, reckons Turpin. The water-cooled Anzani motor, with its three-bearing crank and Solex carburettor, drives through a three-speed crash gearbox, although its transaxle nature does make the gear linkage somewhat tortuous.

What it does possess is that indomitable spirit that's a feature of many vintage cars – even if progress up hills is best described as solid, there's never a feeling that it won't make it to the top. It also means that there's plenty of time to appreciate the remarkably fine ride across rough West Country tarmac, courtesy of the all-round cantilever spring suspension. The draught coming from the foot-long gap in the floor that was necessary to incorporate the kick-starter mechanism was a little less welcome.

Ultimately, though, this is a wonderful and clever car, and thanks to people such as Turpin the Horstman name will continue to get the recognition it deserves. And fortunately, both the Museum of Bath at Work and the Haynes Motor Museum not far away at Sparkford feature examples among their collections, so there is plenty of opportunity to view these intriguing cars for yourself.



# “IT PRODUCES A HARD BARK ON FULL BOOST IN TOP GEAR”



Alfa's single-seaters are rare and quirky, but there is no doubting their speed.

**Mick Walsh** enjoys an exclusive test of an ex-Hugh Hunter ERA-beater

PHOTOGRAPHY JAMES MANN/LAT/BROOKLANDS MUSEUM









Clockwise, from above:  
tight cockpit with legs  
akimbo; Morgan-style  
suspension; 'Alta' was  
inspired by mother's name

Everyone loves an underdog and, during the 1930s, the handmade Altas of designer/builder Geoffrey Taylor regularly gave the more established names a tough time. From his first car, built in his father's stable on Kingston Hill in 1927, his machines have always been innovative and fast, but often fragile.

After the success of his giant-killing, low underslung sports cars, Taylor focused on single-seaters in 1934 with the first in a series of 'offset' designs before finally taking on ERA with a *monoposto* for the 1937 season. The design, build and development of a new model was always a drawn-out affair for the small Tolworth concern because Taylor went for the cheapest route with the minimum of work contracted out.

"He made everything, including the supercharger," says Alta specialist and racer Paul Jaye. "Rumour has it that he even stopped engineering work so that the staff could help mix concrete for a new workshop. Taylor had some great ideas, no doubt with the influence of Harry Weslake, who rented part of the site."

The most distinctive feature of the latest single-seater was the all-round independent suspension with coil springs on vertical sliders (single at the front, and double at the rear) supported by twin tubular crossmembers. Taylor had clearly taken a look at continental

designs, but the neat layout with no dampers closely resembled that of Morgan and Lancia.

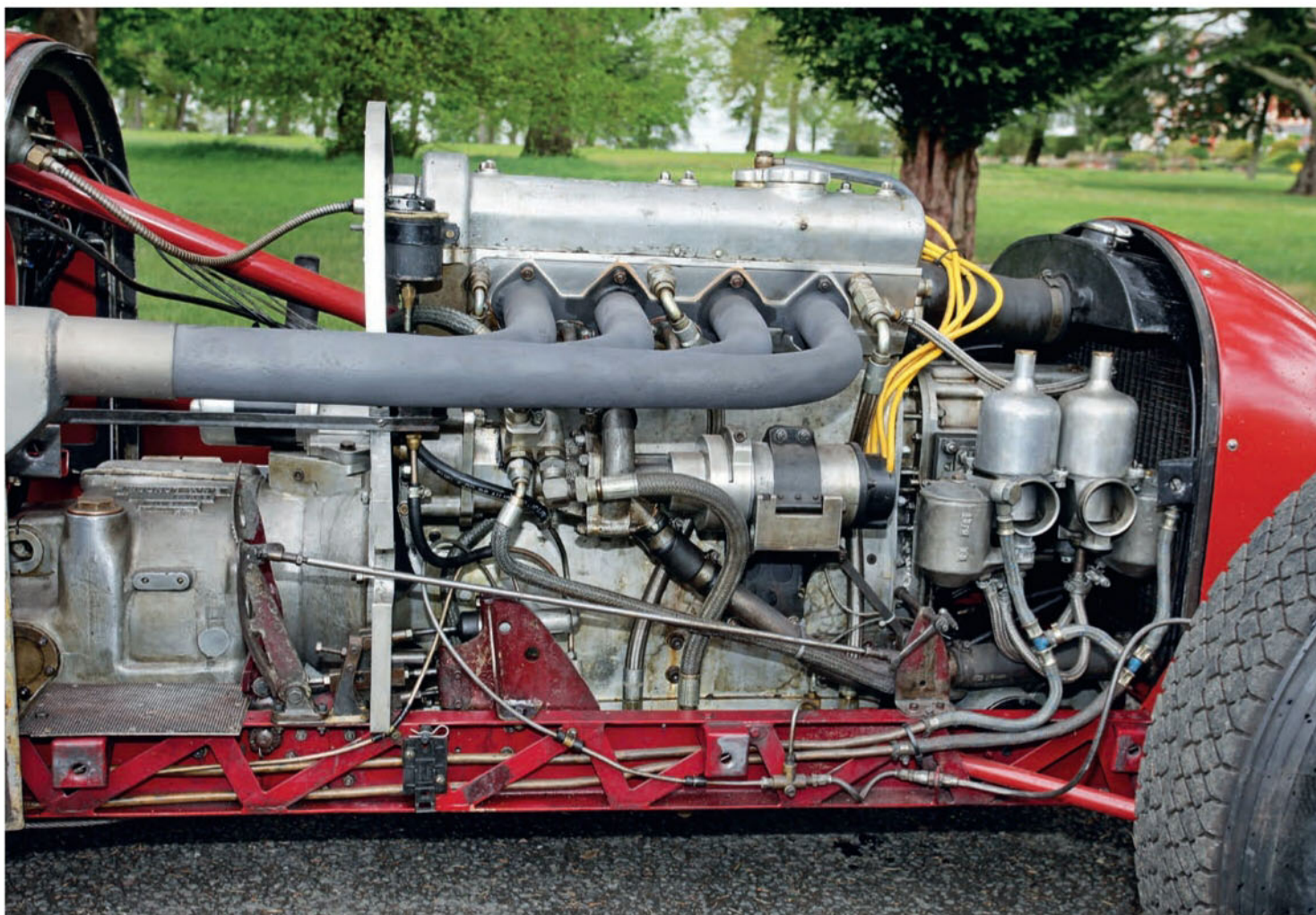
The supercharged twin-cam engine proved to be powerful but unreliable due to a habit of mixing oil and water. "The head studs went right through the block, and assembly was very floppy until everything was tightened up," says Jaye.

Just four single-seaters were built before WW2 interrupted development. The first (61IS – for independent and supercharged) was sold to Philip Jucker, who'd previously raced an Alta sports car. His debut event, the RAC International Light Car Race in June 1939 on the Isle of Man, proved tragic. Jucker spun during practice when entering Marine Drive in Onchan, and broadsided an electric railway pole. George Abecassis had no qualms about buying the wreck for a knockdown price, and did a deal for Taylor to carry out the rebuild. Through 1938, Abecassis regularly gave the fastest ERAs a hard time, particularly in shorter races at Crystal Palace and on the Brooklands Mountain course.

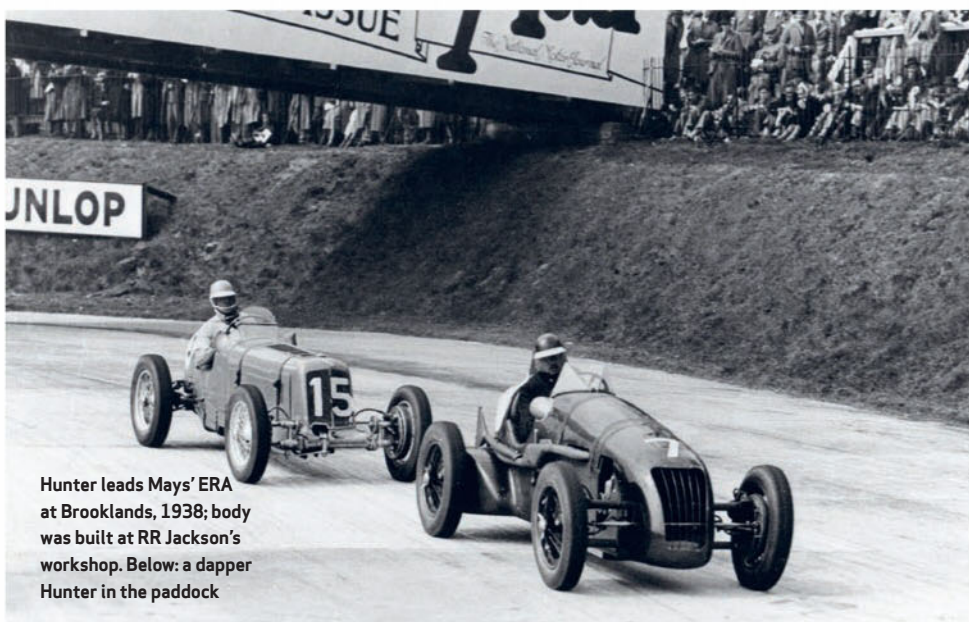
The second chassis (62IS) is featured here and was ordered by Hugh Hunter, a wealthy enthusiast who'd also previously owned an Alta sports car. Hunter sent the bare chassis to RR Jackson's workshop at Brooklands, where a special, more streamlined body was built. Ace engineer Zillwood 'Sinbad' Milledge did much of the work, including sorting the suspension. Milledge was later involved with such Brooklands titans as the







Above: wet-sump all-alloy engine with larger Zoller blower. Note the neat way fuel and brake lines run through latticed chassis



Hunter leads Mays' ERA at Brooklands, 1938; body was built at RR Jackson's workshop. Below: a dapper Hunter in the paddock



Multi-Union and the Bentley Jackson, as well as the Freikaiserwagen. With its wedge nose, streamlined mirrors, aviation-style windscreen and high tail, the finished car looked like a scaled-down Outer Circuit special.

Painted in Hunter's team maroon, the Alta competed at Brooklands, Crystal Palace, Shelsley Walsh and the Brighton Speed Trials. But its owner was no match for Abecassis, and eventually part-exchanged it to fund the purchase of the Mille Miglia-winning Alfa Romeo 8C-2900 Spider. The Alta was quick, though, and helped Hunter to earn a 120mph Brooklands badge.

During WW2, 62IS changed hands several times, and for a period was stored in a china shop. Come peacetime, the Jackson body was removed and a more contemporary streamlined design fitted by the Alta factory. The *monoposto* continued to compete in British club events, including at Goodwood and Silverstone. Later owners included Frank Lockhart, Hugh Clifford and Bob Jones before Martin Redmond took it on in 1990. "For me, historic racing has always been an outing for family and mates," says Redmond, who also campaigns a supercharged SS100. Jaye and Duncan Ricketts (who made the body) helped to transform the project.

After 25 years, Redmond's team is well practised with starting the Alta, which is clearly not a one-man job. Running exclusively on methanol is more of a challenge on a cool morning, so the only option is to tow-start it.

Before Redmond climbs aboard, the float bowls of the huge 2½in SUs are primed with pump fuel for the initial firing. Unlike on an ERA, the pre-selector quadrant is positioned down on the inside-left of the seat, and the short lever in the sequential pattern is slotted into second for starting. After a 100-yard tow, Redmond presses the clutch pedal and the engine roars into life. With the Brooklands-style fishtail exhaust, the big 'four' has a soft note – the sound is more raucous when it's unsilenced.

"It has a really hard bark when accelerating



## *In Loving Memory*



**Nicklas E. Hamann**

March 1992 - April 2015

Thank you for sharing all of  
your Love with us and giving  
so much Joy to the world.

Please visit the website of our son's foundation  
benefiting homeless children and families.  
[www.NicklasHamannFoundation.com](http://www.NicklasHamannFoundation.com)

The world seemed to stand still during the days and weeks following the totally unexpected death of our beloved son Nicklas "Nick" Hamann.

He inherited his passion for fast, special and classic motorcars from me, as I did inherit it from my father. Nicklas shared that passion with the many people he met, young and old, which made him many friends.

Nicklas would've wanted me to continue doing what I love and what he enjoyed himself so much. He would've encouraged me to go on and so we will with his youthful spirit guiding us from above. He learned early enough what it means to

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'THE GEAR RATIOS ARE CLOSELY STACKED, AND THE ACCELERATION IS PHENOMENAL'



Above: Alta is steady at high speed – Redmond has been clocked at 140mph.  
Right: Brooklands-style fishtail exhaust

on full boost in top,” says Redmond, who has achieved 140mph down the Lavant Straight at Goodwood. Once started, the Alta is reversed back and the rear axle is jacked up to fully warm the engine and pre-selector. With wooden guards around the fast spinning wheels to protect spectators, and escaping rich aromas as everything gets up to temperature, this busy group could have been a period paddock scene from Brooklands, Brighton or Crystal Palace.

Just to get me more in the mood, Redmond gives me a whiff of toluene and ushers me into the cockpit. Stepping up into the seat, and contorting beneath the broad, four-spoke Blue-mels wheel, the fit is tight. The upright metal dashboard is set well under the cowl with a minimum of instruments. To the right is a large rev counter, while the gauges for oil pressure, water temperature and boost are in a cluster to the left. Your legs are split by the bulky Type 110 pre-selector casing – the same as fitted to ERAs – with brake and throttle paired to the right.

Once you’re ensconced, the cockpit feels comfortable with a good view down to the suspension turrets and Dunlop 5.50x18in tyres. “You need a good memory for the pre-selector because you have to remember where you’ve been,” advises Redmond. “I find myself driving one-handed at times, with the other resting on the gearlever. She takes off like a rocket, so make sure you give it a proper go.”



As its trusting owner notes, your initial focus is looking down at the pre-selector quadrant, which has very short movement through the gears. The ratios are closely stacked and, with such dramatic low-down torque, the acceleration is phenomenal. The tight confines of Chateau Impney provide little chance to get out of second gear other than on the bottom straight, but the eager motor rapidly guns the Alta up to the house, and I discover the impressive drum brakes into the left-handed ‘Raven’s Crest’. The pedal is long but the stopping power at full travel is great, with bags of feel and no hint of pulling. The steering lightens once you’re up to speed, and is perfectly responsive for the course’s quick-fire sequence of later turns.

After a few runs around the unfamiliar, narrow 1000-yard course, the Alta begins to seem better suited to it. The instant power and responsive chassis soon find the limit of tyre grip. Through the faster bends, the all-independent layout feels really balanced, although the stiff suspension makes it a challenge to keep your right foot

## Hugh Hunter

Despite owning more than 80 high-performance cars during his 79 years, Hugh Curling Hunter is best associated with Clemente Biondetti’s 1938 Mille Miglia-winning Alfa Romeo 8C-2900, which he bought off the Motor Show stand at Olympia after unremitting persuasion. The fabulous Touring-bodied Spider was a regular sight on the old A3 before WW2 as the bespectacled Hunter, almost lost behind the wheel, showed off its spectacular performance. After winning several times at Brooklands, the Alfa was a favourite to top the BARC’s Fastest Road Car Challenge in 1939, but a gearbox problem forced retirement.

Hunter had a weakness for fast road cars, from a Frazer Nash-BMW 328 in his early 20s right up to a Jaguar E-type registered ‘150 MPH’ that he drove in later years. Hunter also had an association with Derby Bentleys, regularly rallying them – including on the 1937 Monte – while in 1950 he co-drove the Embiricos Coupé at Le Mans with Soltan Hay. During the ‘50s, he raced a Healey Silverstone and a Tojeiro.

Hunter died in 1991, and a special room in the Brooklands Museum honours this popular, generous enthusiast.



Touring Cornwall in 1941 with his Fiat Topolino



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From above: clean style has hints of Grand Prix Alfa; well-braced chassis; master designer and fabricator Geoffrey Taylor

steady over bumps. But blasting along the smoother new sections, the acceleration is mighty as you snick the gearlever and pump the pedal for instant changes.

The power delivery is urgent and progressive from low revs, but Redmond reports that the blower gives an extra shove at 3500rpm: "On the back straight at Donington, you can physically feel it lift the car. It'll rev to 6500rpm in anger but there's no point because power has flattened out. At 140mph it feels very stable, but stopping then becomes a problem. At the Colerne sprint, David Baldock was clocked at 148mph."

With its earlier C-section chassis and open outer sides, the second *monoposto* built was more flexible than the later fully tubular design, which made the handling more progressive.

"There's little tramp, but you can feel the twist in the frame when the suspension reaches its limit," says Redmond. "I've always found the handling to be very neutral, even in the wet. Under power, the rear will sit down, but generally the suspension is pretty stiff. The steering was a challenge. The original design featured a heavy oscillating weight but with a Volkswagen damper it's much more controllable."

Redmond is typical of a dedicated group of enthusiasts who continue to fly the flag for Taylor's *équipe*. Built on a tight budget, the car's durability was always a problem but in recent years both sports cars and single-seaters have

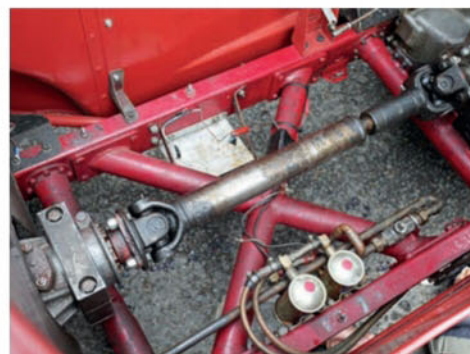
been running at the sharp end, winning against more powerful and more developed machines.

"It's been 50% agony and 50% ecstasy," says Redmond with a laugh. "The engine was the most challenging part. The original block was poorly fabricated, and over the years it had been skimmed so much that it had lost height top and bottom. With new cylinder heads and revised studs, the oil and water don't mix. The single-row chains have been replaced by gear-driven camshafts, and power is around 250bhp."

Over the past 25 years, Redmond has enjoyed memorable trips to Spa, Zandvoort and the Nürburgring with the HGPCA: "The rarity was the original appeal because I've always been a resuscitator. The idea that Taylor put these cars together by himself also attracted me."

Redmond has decided to retire from racing single-seaters, so the Alfa is being sold by H&H at the Chateau Impney Hill Climb on 11 July. Estimated at £150,000, it looks a bargain against escalating ERA values, and is the ticket to a very exclusive owners' group. Also, now that the cars are back in the limelight (Duncan Ricketts won the VSCC's Patrick Lindsay Trophy in April), it's time that a blue plaque for Geoffrey Taylor was mounted on Kingston Hill.

**Thanks to** Martin Redmond, Paul Jaye and Duncan Ricketts. See [www.classic-auctions.com](http://www.classic-auctions.com) and [www.chateauimpneyhillclimb.com](http://www.chateauimpneyhillclimb.com)





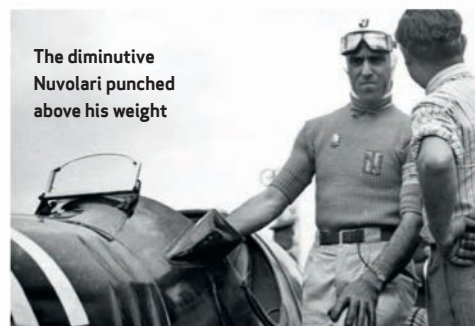
# NUVOLARI MIRACLES

The Flying Mantuan didn't understand the concept of giving up, as **Paul Fearnley** explains

PHOTOGRAPHY LAT/SIMON MOORE

**H**ow he won – more than 100 times during a 29-year career that spanned a global conflict – was even more important than what he won: five Coppa Cianos; three Italian Grands Prix; two Mille Miglias, Targa Florio and RAC Tourist Trophies; the Le Mans 24 Hours, Vanderbilt Cup, Coppa Acerbo and Eifelrennen, plus the Belgian, Donington Park, French, German, Hungarian and Monaco Grands Prix. Animated at the wheel, energised by seemingly impossible situations and able to compete when he should have been nursing personal injury or a wounded car, no other racer has caught the imagination like the wiry Italian Tazio Nuvolari.

Yet he was neither a prodigy nor monied. His family was comfortable rather than rich and its wealth ran to cheaper motorbikes rather than cars. He would be 34 by the time he scored his first major victory on four wheels: the 1927 Rome GP. Achieved against the odds – his Bugatti was unsupercharged, unlike those of his main rivals – it set the trend that we celebrate here.



The diminutive Nuvolari punched above his weight



## 1 1930 MILLE MIGLIA

The saga of the headlights – Nuvolari is said to have extinguished his in order to catch and pass unaware team-mate Achille Varzi – overshadows a great drive. Making his full works debut for Alfa, he became the first to average 100kph for the 1000 miles. Yet he reckoned he could have gone faster still, highlighting team boss Vittorio Jano's insistence that he spend five minutes feeding and freshening at the return Bologna control.

It was riding mechanic Giovanbattista Guidotti

who gilded the lily – and claimed credit for the ruse. It's likely that Nuvolari did switch off his headlights, and certainly he overtook his arch rival, who had started 10 minutes before him, but Varzi was decidedly not in the dark. Turning to riding mechanic Carlo Canavesi, he said calmly: "It's him." Certain knowledge rather than blackout magic was what made his defeat harder to bear.

**Anorak fact** Rudolf Caracciola and co-driver Christian Werner were the first non-Italians home, finishing sixth in a Mercedes-Benz SSK

## 2 1931 ITALIAN GRAND PRIX

The roadholding of the new Alfa Romeo Bimotore *monoposto* was thought to be precarious even before Luigi Arcangeli crashed his in practice at Monza. The death of this popular racer cast a pall and Alfa Corse considered withdrawal until a telegram from Benito Mussolini insisted otherwise. Nuvolari was understandably cautious in the remaining 12-cylinder Tipo A and was in third place when it ground to a halt after two hours. He walked back to the pits, at which point management saw sense and placed him in the faster 8C-2300 that Giuseppe Campari was scheduled to share with racer/mechanic Attilio Marinoni.

Campari, second at the time and the setter of the race's fastest lap – of the 6.2-mile circuit that combined the road course with the shallow-banked speed bowl – was said to be hardly enamoured by a decision that made abundantly clear who was now deemed to be the number-one driver. The 10-hour race soon became a procession following the retirement of the lead works Bugatti Type 51 of Varzi/Louis Chiron yet Nuvolari's win (by two laps) was deemed an 'impossible victory' by a gushing press. His legend was growing. The Alfa Romeo Monza was born. And a disaffected Campari, wearing his civilian clothes and a frown, was an unwilling participant in the post-race celebrations.

**Anorak fact** Nuvolari was not awarded the point allocated for a victory in the inaugural European Automobile Championship (for drivers) because he was not aboard his designated car at the finish







### 3 1931 CIRCUITO DELLE TRE PROVINCE

The mutual respect between Nuvolari and Enzo Ferrari was often well hidden. The former would tease the latter mercilessly about his (relative) lack of driving skill, whereupon the (relative) failure of Nuvolari's disbanded eponymous team would be thrown gleefully into the heated mix. When Ferrari decided to go pot-hunting in this minor 80-mile time trial, Nuvolari filed a mischievous late entry. After frightening – and enlightening – his team boss on a recce lap, he made great show of a slow getaway.

That confidence almost got the better of him when he struck a 'forgotten' level crossing at speed. Thereafter, riding mechanic Decimo Compagnoni would control their Alfa Romeo 6C's broken throttle using his belt as Nuvolari gave chase to Ferrari's 8C. They were faster by 73 seconds over the final 22 miles to take victory. Nuvolari admitted that he had never worked so hard; Ferrari never raced again.

**Anorak fact** The circuit's 'Three Provinces' were Bologna, Pistoia and Modena

### 4 1933 BELGIAN GRAND PRIX

When Ferrari was unable to persuade Alfa Romeo to release its stored Tipo B *monoposti* – which had been so dominant in Grand Prix racing the year before – Nuvolari's subsequent negotiation with Maserati was made metal at Spa in July, when he arrived with one of the Bolognan brothers' 3-litre 8CM single-seaters.

His win from the back of the grid after having completed very few practice laps was the result of a feverish early pace – he had no firm idea of the car's fuel and tyre usage and so planned to make a pitstop – and the helpful retirement from the lead of Louis Chiron's privateer Alfa Romeo.

But the revelation had been Nuvolari's studious reworking of the Maserati. In just 24 hours at the Imperia works in Liège, he had ordered and overseen Compagnoni's (with assistance from Luigi Parenti) stiffening of the car's notoriously whippy chassis and an alteration to its steering mechanism. No longer would Nuvolari's public reputation be based entirely on presumed on-track recklessness.

**Anorak fact** Though Nuvolari's Maserati was entered under Scuderia Ferrari's banner, it did not wear its famous Prancing Horse emblem



### 5 1935 GERMAN GRAND PRIX

Again aboard a Ferrari-run Alfa Romeo – Mussolini could be very persuasive – Nuvolari scored his greatest upset. Ranged against his Tipo B were five Mercedes-Benzes and four Auto Unions. Nuvolari attacked from the off – and spun from second to seventh early on. In drying conditions, he took the lead on lap 10 and held it until his pitstop two laps later. Six places were lost when his mechanics broke the pump and had to refuel using churns.

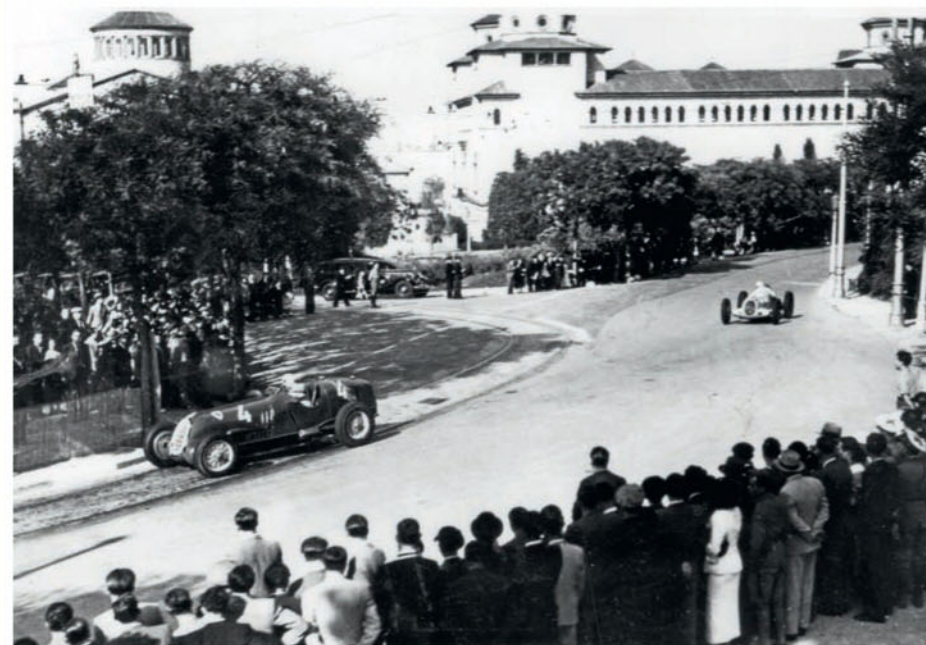
Once again, he clawed through the pack. Second with seven laps remaining, he began to chew into Manfred von Brauchitsch's lead. The Mercedes driver should have pitted for tyres, but the presence of Nuvolari caused panic. He felt compelled to continue, and paid a heavy price. With six miles to go, and the Alfa 200 yards behind, a tyre exploded. Not long after his rival rumbled in on a ragged rim, Nuvolari was fumbling for the recording of the Italian national anthem that he carried with him. Just in case.

**Anorak fact** The Alfa was fitted with a 3.2-litre engine, rather than the 3.8 cited in many reports

### 6 1936 PENYA RHIN GRAND PRIX

One month after a bruising practice crash at Tripoli, Nuvolari gave Alfa's 12C-36 a maiden victory on its second outing, defeating four Silver Arrows in the process. His Barcelona battle with Rudolf Caracciola went the distance and hinged on his ability to match the Mercedes' lap times despite running on full tanks after a mid-race refuelling. The German pushed too hard, too long prior to his stop and lost crucial seconds to the eventual puncture. This enabled Nuvolari to make a precautionary change of front tyre and still control the gap, crossing the line on canvas and fumes – but 3.4 seconds to the good.

**Anorak fact** The Montjuïc Park circuit encompasses the sites of the 1929 World Exhibition and 1992 Olympic Games. It last hosted the Spanish Grand Prix in 1975



### 7 1936 HUNGARIAN GRAND PRIX

There were six Silver Arrows – three of each – to beat on this occasion. The twisting nature of another parkland circuit gave Nuvolari a sniff of a chance, even though he and his Scuderia Ferrari team-mate Mario Tadini were driving older Alfa Romeo 8C-35s that conceded more than 100bhp to the opposition.

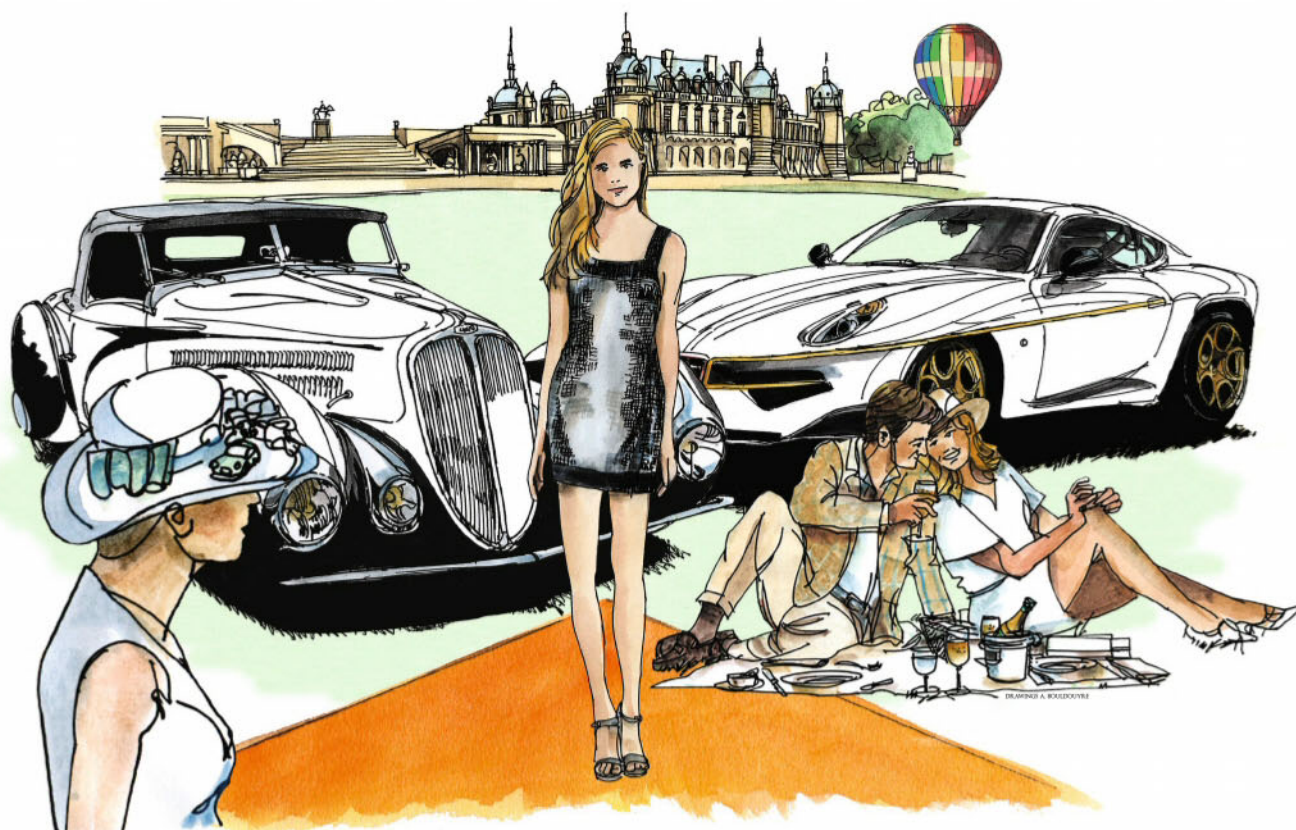
Having qualified fourth, two seconds slower than the Auto Union of Rosemeyer, Nuvolari maintained a watching brief as the German cars hit trouble in turn. Eventually, only Rosemeyer's remained. That season's undoubted star had defeated Nuvolari at the Eifelrennen the previous weekend, thanks to a bravura performance in thick Nürburgring fog. On this occasion, however, he was powerless to resist and shipped a 37-second lead in three laps. A chipper Nuvolari accepted the laurels at the conclusion of two-and-a-quarter hours of unremitting effort, while Rosemeyer, 17 years the teak-tough Italian's junior, was whisked to hospital for a check-up on his liver.

**Anorak fact** Hungary would not host another Grand Prix until 1986. Held at the Hungaroring, it was won by Nelson Piquet in a Williams-Honda



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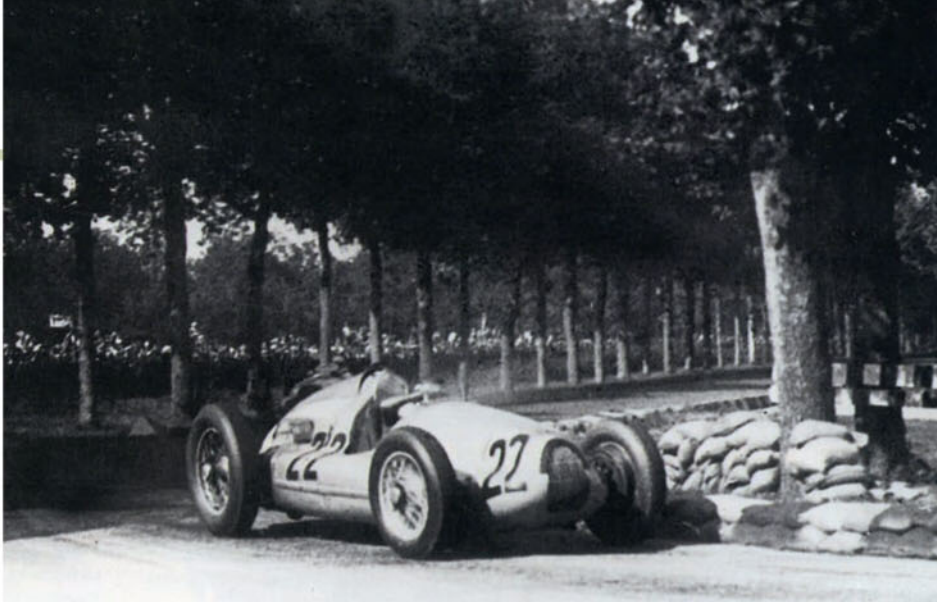


## 8 1936 COPPA CIANO

When Mercedes-Benz, the failings of its design exposed by Rosemeyer and Nuvolari, skipped this race, the expectation of the Livorno crowd doubled. Although the Montenero circuit had been more than halved via the shedding of the mountain section that Nuvolari had made his own, the national hero split the Auto Unions of Rosemeyer and Varzi on the front row.

Imagine, then, the disappointment when the Alfa lunched its transmission at the start. Nuvolari was furious and sprinted to his pit to demand another car. To Scuderia Ferrari's mounting embarrassment, its star wanted Carlo Pintacuda's 8C-35 rather than another 12C-36. His demand met, Nuvolari was third by half-distance and took the lead from Varzi three laps later. Roundly upstaged, the latter immediately pitted to complain about his brakes. They weren't the only things fading; the painful truth was that Varzi's morphine addiction was taking hold.

**Anorak fact** The race was named in honour of naval commander and local politician Costanzo Ciano



## 9 1938 ITALIAN GRAND PRIX

Nuvolari had finally bowed to the inevitable and signed for Auto Union. Although its new car was less outlandish than its predecessor, the great man – by then in his mid-40s – had to adapt his style to the rear-engined machine, a task that required many testing miles at the Nürburgring.

After disappointing performances in the German and Swiss GPs, he arrived at Monza fearing the worst: his shunning of Alfa Romeo had not been well received. But although teammate Hermann Paul Müller had been quicker in practice, it soon became clear that Nuvolari was far from a spent force. Having claimed the lead early, he took command while the Mercedes-Benz threat crumbled. The crowd, reassured and reconciled, carried its unbreakable champion shoulder-high in triumph.

**Anorak fact** This 4.3-mile version of Monza used three-quarters of its road course before joining the southern section of the oval track

## 10 1946 ALBI GRAND PRIX

Nuvolari remained the big draw upon the sport's post-WW2 return, but neither he nor his cars were what they had been. The fire still burned, however. After a protracted argument with Scuderia Milan – including that familiar threat to drive something else for somebody else – he lined up for the first 16-lap heat on this fast French road course. He prevailed after a dice with the Maseratis of Raymond Sommer and Reg Parnell, then had to give best to Luigi Villorosi's Maserati in the second heat.

This unusually passive performance resulted in his last international victory and marked the beginning of Nuvolari's physical and sporting decline. Despite heroic failures in the Mille Miglia of 1947 and '48, smoking had poisoned his lungs. He died, aged 60, of a stroke on 11 August 1953. He had given it his all.

**Anorak fact** Albi's road circuit was replaced in 1962 by a French rarity: an airfield track







# COMING *of* AGE

After a day spent touring middle England in a pair of XJ-Ss, **Richard Heseltine** falls for the charms of Jaguar's oft-maligned bargain GT

PHOTOGRAPHY TONY BAKER







**W**e came to mock and stayed to marvel. Sucked into Coventry's urban sprawl and exhaled onto the road to Damascus (strictly speaking, somewhere in the Cotswolds), the heart counters the head and a long-nurtured aversion to the Jaguar XJ-S melts away. The sullen months of winter have made way for a crisp spring morning and, as sunlight glints off the golden-hued acreage of bonnet, suddenly it all makes sense. This 40-year-old coupé is a good car. Maybe not a great one, but it's infinitely better than preconceptions and prejudices might have you believe. It recalibrates how you feel, and for the better. But, as one of our party breathlessly enthuses at our first stop: "You should drive the other one. It's brilliant."

We realise that this may not be news to some of you. It's just that the XJ-S has historically suffered in comparison with the car that preceded it – the immortal E-type. As such, it was always on to a loser even if it was envisioned as a mile-eating GT rather than an out-and-out sports car. And let's not forget the styling, which in period was slated by some amateur design critics. Professional ones, too. Throw in so-so build quality, worse reliability and hellacious thirst, and it's no great surprise that the model's credibility was dented.

The thing is, the XJ-S outlived its natural lifespan several times over. That, and its pariah status. It became popular with age. It's just that some of us didn't notice, or chose not to. Whatever, it was quite a journey for a car that was conceived before Jaguar lost its independence, emerged blinking into the light as British Leyland threatened to implode and was reborn after being freed from the shackles of state ownership. It went on to thrive under Ford's protective cloak and remained in production for two decades. That's a fine innings, not least for a car that appeared to be heading for the embalming table in the early '80s, when production scarcely reached four figures in a single year.

Replacing the E-type was always going to be a tough gig, but aerodynamicist-cum-chief stylist Malcolm Sayer began working on a concept as far back as 1966. Shortly thereafter, however, there was talk of Jaguar producing as many as four different 'sporting' cars, one of which would have featured a 3½-litre V8. At one point, there was even a proposal for a mid-engined car, complete with ultra-long rear buttresses, but none of these schemes amounted to much. Instead, Sayer and his team headed in a different direction entirely.

Sadly, Sayer died in 1970, two years after Jaguar's absorption into what became BLMC (later British Leyland), the definitive outline being completed in his absence. With the suits squabbling with each other, and increasing interference from the new paymaster, it is little wonder that what emerged as the XJ-S at the '75 Frankfurt Motor Show was compromised.

Borrowing much of its foundations from the XJ-series saloon, powering this brave new world was a 285bhp fuel-injected V12 that was initially offered with manual or automatic transmission. The four-speed 'box was disadvantaged by its lack of an overdrive at a time when most of its contemporaries had five-speed units, and this option was quietly dropped in 1979. Just 352



'AS SUNLIGHT GLINTS  
OFF THE GOLDEN  
BONNET, SUDDENLY  
IT ALL MAKES SENSE'





## JAGUAR XJ-S V12

**Sold/no built** 1975-'81/61,209 (all V12s)

**Construction** steel monocoque

**Engine** all-alloy, sohc-per-bank 5343cc  
60° V12 with Lucas-Bosch fuel injection

**Max power** 285bhp @ 5800rpm

**Max torque** 294lb ft @ 3500rpm

**Transmission** BW three-speed automatic  
or Jaguar four-speed manual, driving rear  
wheels via a Powr-Lok limited-slip diff

**Suspension** independent all round, at **front**  
by semi-trailing wishbones, coil springs,  
anti-roll bar **rear** lower wishbones,  
driveshafts as upper links, radius arms and  
twin coilover dampers

**Steering** Adwest rack and pinion, with  
hydraulic assistance

**Brakes** vented discs, inboard rear, with servo

**Length** 15ft 11 $\frac{3}{4}$ in (4870mm)

**Width** 5ft 10 $\frac{1}{2}$ in (1790mm)

**Height** 4ft 1 $\frac{3}{4}$ in (1260mm)

**Wheelbase** 8ft 6in (2591mm)

**Weight** 3718lb (1686kg)

**0-60mph** 6.7/7.5 secs (manual/auto)

**Top speed** 153/145mph **Mpg** 11-14

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## XJS 6-LITRE (where different)

**Sold/number built** 1993-'96/772

**Engine** 5994cc

**Max power** 301bhp @ 5350rpm

**Max torque** 355lb ft @ 2850rpm

**Transmission** GM three-speed automatic

**Brakes** outboard rear discs

**0-60mph** 6.6 secs **Top speed** 161mph














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XJ-Ss were so equipped, although the British motoring media for the most part evaluated manual cars during the initial flurry of road tests. *Autocar* recorded a top speed of 153mph and a 0-60mph time of 6.9 secs.

Not that the all-important Stateside market was ready to take the XJ-S to its bosom just yet. For starters, the federalised V12 produced 41 fewer horses, which, according to *Road & Track*, meant that 0-60mph took 8.6 secs. That was at best average for the period. The real issues, however, were poor build quality and worse reliability. For starters, the V12 powerplant had a narrow operating window. It really didn't like heat, which was a problem if you lived in, say, Arizona. In time, it wasn't uncommon to see Chevrolet V8 conversions being advertised in America's specialist press.

Amid crippling industrial unrest and upheaval at the top, Michael Edwardes was parachuted in to try to right the ship. And then salvation: Edwardes' appointee John Egan persuaded all parties – including suppliers – to raise their game. It was make or break time.

What really helped turn around the XJ-S' flagging fortunes, though, was the new Michael May-designed, freer-flowing cylinder head, which lent the V12 greater refinement. The XJ-S HE (High Efficiency) also featured a higher rear-axle ratio, suspension tweaks and wider wheels. The interior was given a make-over, with all-leather trim and timber where previously there had been none. Launched in May 1981, this new strain won over the press and public alike to the point that, in 1982, production was double that of the previous year.

Jaguar had rediscovered its mojo, a 3.6-litre

From above: early car is softly sprung and leans during enthusiastic cornering; Heseltine gets comfortable in the cabin, which is a symphony in brown and black; beneath the intimidating pipework lies a 5.3-litre V12; period silver GKN Kent alloy wheels; funky 'roller' dials





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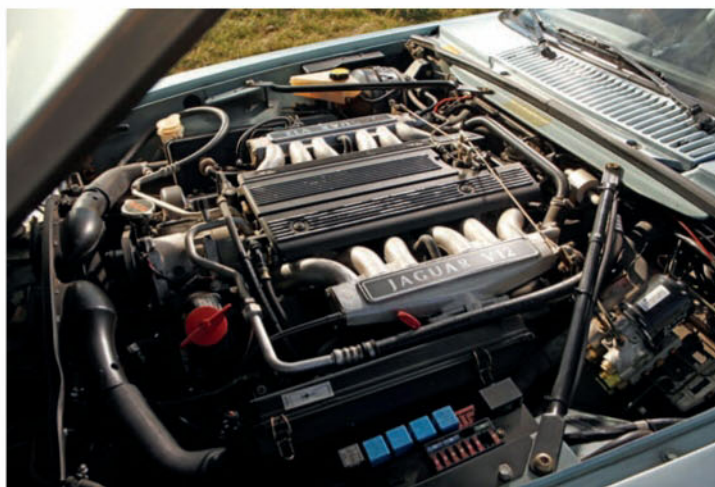
six-cylinder engine being added to the line-up in 1983 with the arrival of the new roll-hooped Cabriolet. This was in turn replaced by a full convertible in 1988 (seven years after Lynx Motors first sliced the roof off an XJ-S). There was even a race programme, Tom Walkinshaw fielding Jaguars in the European Touring Car Championship from 1982, the Scot claiming the drivers' title two years later.

Jaguar was privatised in 1984 and five years after that, more than a decade after the XJ-S first broke cover, the model enjoyed its best-ever year with sales of 11,207 cars. In November '89, Ford acquired Jaguar and the Blue Oval went on to invest millions in improving the XJ-S, with the Geoff Lawson-masterminded restyle emerging in May '91. And when the curtain finally descended in April '96, production of all types amounted to a remarkable 115,413 units.

The blue car pictured here was the final XJS (no hyphen from 1990) to roll off the Browns Lane assembly line. While ostensibly an evolution of the '75 Earls Court Motor Show car alongside, it looks infinitely more youthful. Indeed, at one point during our photoshoot, an onlooker identified the gold car from 10 paces away but didn't realise its sibling was a Jaguar despite them sharing the same basic outline. Maybe he didn't have his lenses in. Who knows? What is clear is that the XJ-S has aged well.

For all the brickbats levelled at the car when it was revealed in Germany 40 years ago, the styling doesn't appear controversial now. Sure, the chunky buttresses, long overhangs and plastic bumpers don't do it any favours, but it instantly conjures images of 1970s glamour as viewed through a soft-focus lens. It's hard not to

From right: later car's interior feels lighter and has better ergonomics, while the build quality also improved under Ford's ownership; final 6-litre V12 gives 301bhp; multi-spoke alloys; clear dials; full-width tail-lights were part of the car's successful 1991 facelift





## THE SPECIALIST

# Chris Knowles



"The XJS is coming out of the E-type's shadow," says Knowles, from KWE Jaguars ([www.kwecars.com](http://www.kwecars.com)), "with late convertibles fetching the highest prices. The 6-litre cars can make more than £30k, but the

pre-facelift soft-tops are rising the fastest, doubling in price over the past 12 months. It's hard to find one under £10,000, and we expect this to have doubled again within two years.

"From a driving point of view, the coupés trump the convertibles every time, with much better handling and comfort. The 1991-'93 4-litre straight-six coupés are still the best bet. Affordable, good to look at, fairly economical (30mpg or more on a run) and, with the four-speed automatic gearbox, reasonably fast.

"Check for rust at the jacking points, rear wheelarches and the front wings near the sill. On facelift cars, the scuttles notoriously rust under the 'screen trim, which is expensive to fix.

"The V12 and six-cylinder engines are strong and reliable, but the pre-'79 V12 used rather crude fuel and ignition control systems, parts for which are no longer available. For the typical low mileages that owners cover, you will need to budget £1000-£2000 per year to service and maintain the V12 and about half that for the six-cylinder cars."







Clockwise, from left: 'grand tour' of the Cotswolds included a spell on country lanes – the cars coped with it all, but were happiest when they could stretch their legs; sweeping profile with flying buttresses has aged well; bumpers dominate the early XJ-S' rear end



envisage Ian Ogilvy see-sawing at the wheel of his white XJ-S (in a straight line) as he rights wrongs in *Return of the Saint*, or Gareth Hunt fishtailing his red example in pursuit of assassins in *The New Avengers*. The later car, in contrast, looks more cohesive, the rear end being particularly accomplished. That said, it doesn't so much evoke images of international men of mystery as Pringle-clad golfing types.

Stoop to enter the '75 car and you are rewarded with leather and vinyl upholstery, rocker switches, groovy vertically calibrated instruments and no fewer than 19 warning lights. Those, and an ugly steering wheel with a huge central 'impact face'. It is clearly a car of its time, and not a particularly spacious one at that. The younger version, in comparison, couldn't be more diametrically opposed in both looks and feel. Sure, it has the same lack of headroom, and the same blind spots for that matter, but the extensive use of burr walnut and leather lends it the 'Ye Olde Gentleman's Express' reference points once expected of a Jaguar.

The two cars could not be more different to drive, either. The gold XJ-S is barely audible at idle. You wouldn't expect it to be otherwise. As is so often the way when a photographer is on point, our 'grand tour' of the Cotswolds entailed driving on motorways, B-roads, rutted country roads and gnarly farm tracks. It wasn't fazed, the all-round independent suspension offering a reasonable compromise because it cushions most dips, bumps and ruts while displaying excellent stability at high(ish) speeds. That, surely, is what you want from a proper GT car. It also handles better than you might imagine. It rolls, as cars once did, but proves utterly faithful once you learn to trust it. Sure, it lollaps a bit, yet the power-assisted rack-and-pinion steering is light and responsive. It also boasts a short turning radius, which comes as a welcome surprise.

On the flipside, it doesn't feel as though it's packing 285bhp. Things start to happen at around 3500rpm, and it pulls cleanly towards 6000rpm, by which time the V12 takes a turn for the choral. It's only under kickdown that you feel as if you're really moving, though. The issue, if you can call it that, is the transmission. The three-speed Borg-Warner Model 12 auto 'box changes up long before the engine gets into its stride, which is frustrating. The all-round disc brakes, meanwhile, scrub off speed well but it's hard to effectively modulate pedal pressure.

The run-out edition is revelatory, however. There is no lag to be found; no messages are deferred. This car responds instantly to driver input, not least when accelerating hard. Power output over the XJ-S's lifespan varied depending on what year it was. Here, it's packing 301bhp at 5400rpm, but the important bit is the torque figure: 355lb ft at 2850rpm. Unlike the older car, the unhyphenated XJS doesn't make like a speedboat when pressed: the tail doesn't squat, nor does the nose point to the stars. It merely propels you faster than seems probable from A to B, but with only a modicum of fanfare. It's almost eerie, not least because there is little wind noise or tyre roar, unlike in the older car. You feel cocooned but never detached from the action.

While the early car will stick to its line, there is always the nagging suspicion that, once the tail steps out, it will likely take out a small cottage before you're able to gather it back up again. The later car corners flat, while the steering is light yet more communicative. The brakes – four-piston front calipers as before, but with floating calipers at the rear – also stop the car four-square without it ever threatening to spill. It feels stiffer (early examples suffered scuttle shake that was alleviated by cross-bracing), but without compromising the ride quality.

Time spent with both Jaguars on all kinds of roads, and in all weathers, leads you to conclude that the XJ-S has been poorly served by history. It was clearly a good car to begin with, but it matured over time to become the machine it always should have been: a devastatingly capable GT that still stacks up. The barometer at *C&SC*, however, is would you want to own one? Tellingly, more than one member of this parish admitted to scouring the classifieds and online auction sites following our photoshoot. That should speak volumes.

**Thanks to** Tony O'Keeffe and Jaguar Heritage: [www.jaguarheritage.com](http://www.jaguarheritage.com)



**H**ow should one judge the Hotchkiss-Grégoire? As a monumental folly that finished off Hotchkiss as a maker of passenger vehicles? Or as the most advanced and exciting French car of its time, one that anticipated and bettered the DS and was viciously and needlessly killed before it could establish itself in the market?

The H-G came about as a logical follow-up to the pre-war Amilcar Compound (*C&SC*, Sept '14) and the Aluminium Français Grégoire small car. As with those two, it was a front-wheel-drive design built around an innovative cast-aluminium hull. It also had Grégoire's variable-rate all-independent suspension, using horizontal coil springs under tension. But the Type R, as the prototype was called, moved the game on even further, with a water-cooled all-aluminium flat-four and an aerodynamically smooth body that in model form recorded a 0.20 drag coefficient.

Grégoire hawked the prototype around the French motor industry, but found no takers. Nobody wanted to risk building a design unrelated to their existing cars and using a form of construction that had proved problematic in the Hotchkiss-built Compound. Plus, it didn't take a genius to realise that the bolted-together punt would cost substantially more than a pressed-steel structure, and would leave any maker dependent on France's monopoly aluminium supplier.

There was also a dislike of Grégoire. He loved latterly to present himself as a brave free-thinking individualist-designer, but at the time he was regarded as a smooth-talking insider, a puppet of his paymaster Aluminium Français, and as someone adept at manipulating the sycophantic press.

Having been supported by the collaborationist Vichy administration during WW2, in late '44 Grégoire had contrived to be parachuted into management of Simca by the provisional government of liberated France. This brief episode was part of his bid to have the Franco-Italian firm build the AFG, but it was swiftly ended by the return of Simca boss Henri Théodore Pigozzi.

Yet despite all this, Hotchkiss accepted in 1948 to build the Type R, and Grégoire joined the board of the company, later becoming a minority shareholder. Having suffered difficulties making the Amilcar Compound, it seems astonishing that the Saint Denis firm should take up another Grégoire design in the same vein. Without a substantial investment in tooling, the only way such a sophisticated new car would be viable was to assemble bought-in components. So the company would be at the mercy of subcontractors when it came to quality, delivery and price.

Having been courted by Grégoire, one of Hotchkiss' major shareholders, Electrobél in Belgium, urged it to take on the Type R. Peugeot, another key backer, saw the benefits of having Aluminium Français on side – as well as keeping Grégoire's friends in government happy – by having Hotchkiss make the car in small numbers.

Senior engineers and management, however, were livid. Chief engineer Vincenzo Bertarione delivered a blistering assessment of the Type R's design, saying that none of its features made economic or technical sense. Not only that, but by the time the deal was inked-in during June '49, Hotchkiss was putting the finishing touches to a new range of cars of its own design. Henry Mann Ainsworth, the MD, resigned in disgust. Meanwhile, the 'New Look' Hotchkisses were canned







# Fooled. again

After the catastrophe of constructing the Amilcar Compound, Hotchkiss made the same mistake with Grégoire's follow-up. It all went horribly wrong, says **Jon Pressnell**, but was the car as good as its designer claimed?

PHOTOGRAPHY **TONY BAKER**



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**CLASSIC CARS  
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Clockwise: pronounced overhang – H-G has fine stability; costly 'spider' alloys are difficult to balance; front seats three; bizarre crash fourth gear has 'sugar tong' detent; crossed-cannons badge



in favour of the Anjou series, a less radical rebod-  
ying of the existing cars, intended as a stopgap  
until the Grégoire became the sole product.

Against this backdrop of ill-will, production of  
a 'pre-series' of 200 Hotchkiss-Grégoires was  
planned to start in December 1950; this was a  
ludicrously tight schedule for an all-new model.  
By autumn of that year, the car had twice been  
restyled and now carried four-light coachwork.  
Proposed to sell at 1,200,000FF (c£1250), when  
a Ford Vedette cost 850,000FF, the price was  
already being judged too high by the press.

There was talk of making 1200 cars in the first  
year, but in the end the first customer H-G only  
emerged in June 1951 – by which time the price  
had risen to 1,490,000FF. By the '51 Paris Salon,  
this had been bumped up to 1,800,000FF: triple  
the cost of an 11BL Traction Avant Citroën and  
twice that of the new Renault Frégate.

At that money, people didn't want the car,  
whatever its virtues. In a way the question was  
academic: Hotchkiss was barely able to make the  
thing. Just 50 had been built by the end of 1951.

The alloy castings, in particular the massive  
and complex one-piece scuttle, were not being  
made to tolerances, and had to be extensively  
fettled; large numbers of castings were rejected.  
It took eight men just to make the doors fit.

**'THE CASTINGS WEREN'T  
MADE TO TOLERANCES.  
IT TOOK EIGHT MEN TO  
MAKE THE DOORS FIT'**

There were major teething problems, too.  
The flywheels came adrift, among sundry engine  
maladies; the gearboxes broke; the bodies leaked;  
the doors sprang open; the front suspension  
wore out within 6000 miles; the finish was poor.  
Three-quarters of the cars came back for costly  
under-guarantee rectification.

On top of this, Hotchkiss was running out of  
money – because it hadn't costed the job. Had it  
done so, it might have found out that aluminium  
wings were more than twice as expensive as steel  
ones. When it finally did the sums, in October  
'51, it calculated that each car cost 2,510,000FF,  
prompting the panic price hike during the show.

Farming-out construction was not a viable  
option, either. Facel did quote, but the sum was  
beyond the means of Hotchkiss and would only  
be amortised over a run of at least 3000 cars.

Hotchkiss had boxed itself into a *Catch-22*  
bind. Having not been able to invest in the new

facilities to make the car cost-effectively, it had  
mortgaged itself to hand-build an over-priced  
and under-developed design that was dying a  
death in the market. As a result, there was no  
solid commercial basis on which to justify  
re-tooling for the large-scale manufacture that  
would bring costs down and quality up – even  
presupposing that such funds were available.

In '52 – the year in which Chapron-bodied  
coupé and drophead models joined the range –  
Peugeot pushed through a change in senior  
management. New boss Paul Richard decided to  
pull the plug on the Hotchkiss-Grégoire the  
moment he was clear of contractual obligations  
towards Jean-Albert. With sales of the Anjou  
having evaporated, car production would cease,  
and henceforth Hotchkiss would concentrate on  
defence contracts, its lorries, and on licensed-  
assembly of the Ferguson tractor plus the Jeep.

For a while Grégoire explored the possibility  
of fitting the entire H-G front end into a Frégate  
unitary shell, but this was never a realistic notion.  
The last saloon was delivered in March '54, and  
the final Chapron cabriolet in November. Just  
247 Hotchkiss-Grégoires had been made. That  
same year Hotchkiss merged with Delahaye, and  
in '56 it would join forces with defence and elec-  
tronics firm Brandt, before ultimately being  
folded into the giant conglomerate Thomson.

Thanks to their aluminium construction and  
their intriguing engineering, a sizeable 70 or so  
Hotchkiss-Grégoires have survived.

Jacques Paquereau's example has an unusual  
history: it was a government car used in 1954 and  
'55 by future French president François Mitter-  
and, when he was Minister of the Interior.

"Sixty years on, it's extraordinary," enthuses  
Paquereau. "It goes like a modern car – it's  
comfortable, silent, doesn't use much petrol, is  
agreeable to drive, and has good roadholding.  
Sure, there are areas where it needed to be



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Clockwise: spats help with aerodynamics; cream-on-brown Jaeger dials; this was 50th car made; lots of legroom in back, and three armrests; flat-four has 32mm Solex, note high-set Houdaille dampers



improved, but it was basically a prototype. In its day, it must have been quite something."

How does it compare to the 15-Six Traction Avant he once owned? "The Citroën is not easy to drive. It's unwieldy. On the open road it's fine, but in town *ob là là!* The Hotchkiss is much better – it's a bicycle in comparison. On winding roads, the 15-Six is a pain. Do 100km and you're exhausted. Do 500km in this and you're fine."

Paquereau is not blind to the car's failings, though: "Its biggest faults are its suicide doors – still wood-framed in '52! – and the complex front end. There are brass bushes, threaded trunnions and grease nipples everywhere. It's a horror if maintenance is neglected. Nothing is simple – not even the heater. Every aspect was carefully thought-out, but it was just too complicated."

As you step over the deep sill into the flat-floored interior, you discover a cabin of surprising simplicity. With seating for three up front and two in the back, thanks to the car's tapering form, the rear passengers have a vista of what looks like acres of front cabin. The driver, meanwhile, sits quite high, with thighs close to the wheel, on a bench seat that surprisingly has no fore-and-aft adjustment. There is unpatterned brown fabric trim with contrasting piping, headlining to match, plain-grain door cappings, and a brown-painted dash that looks anything but upmarket – despite the attractive radio grille with its Hotchkiss-Grégoire gazelle motif.

It's pleasant to drive. Pulling away, the 70bhp 2188cc pushrod flat-four sounds like an enlarged Jowett Javelin unit, with a burbly uneven tone at low speed. On a small throttle opening in top, you hear little more than a discreet 'ron-ron' from the engine. At higher speeds it remains impressively smooth, but is drowned out by wind noise whistling around the doors. There's a certain gruffness under load, so overall it feels coarser and less refined than a DS. But where might the



**'IT IS DIFFICULT NOT TO LIKE IT FOR ITS LOPE-ALONG ABILITIES AND SHEER TECHNOLOGY'**

design have been after five years' development?

Top gear is definitely an overdrive, and third is quite high, so all the acceleration is in second. The Grégoire motors along at 50-60mph, totally at ease, and with an impressive feeling of security. The column change is good, but demands full depression of the clutch. A separate lever operates a detent for the unsynchronised fourth, set in the same plane as second. You can muff shifts, but get it right and the action through the 'box is sweet. With a firm but not brutal hand, you let the lever find its own place. Indeed, once you have the knack, it only needs your fingers.

The positive rack steering is not heavy and, with its front-biased weight, the car has exemplary straight-line stability without excessive understeer – even if it keels over and squeals its tyres when thrown into a bend. The turning circle is also good, a benefit of the Tracta outer CV joints the Grégoire uses. There's a gentle



bobbing from the suspension, even on good roads, and this is amplified by the seat springs. It's relaxing and rather endearing. As for the hydraulic brakes, they need a lean but work well.

With its soft ride, wide cockpit and vee 'screen, the Grégoire is a friendly old cruiser. The trouble is that, away from the mechanicals, and rest of the car comes across as old-fashioned, the not up to such a high price. The cabin barely has more ambience than that of a Traction Avant or a 203, but it is difficult not to like the car for its easy lope-along abilities and its sheer technology.

In isolation, then, the Hotchkiss-Grégoire is an agreeable and accomplished vehicle. But the car cannot be considered in isolation. It was madness for under-capitalised Hotchkiss, with its creaky facilities, to make an all-new model that had nothing in common with its existing range.

If you look beyond the hype, it was not sound engineering to construct a car in such a way that it could not technically be made by the means then available. Nor at a price that no one would pay.

The Hotchkiss-Grégoire is a fascinating and in many ways advanced vehicle. But it is a monument to the vanity of Jean-Albert Grégoire. If you are to pose as an avant-garde innovator, your designs need to work, to be manufacturable, and to be financially viable.



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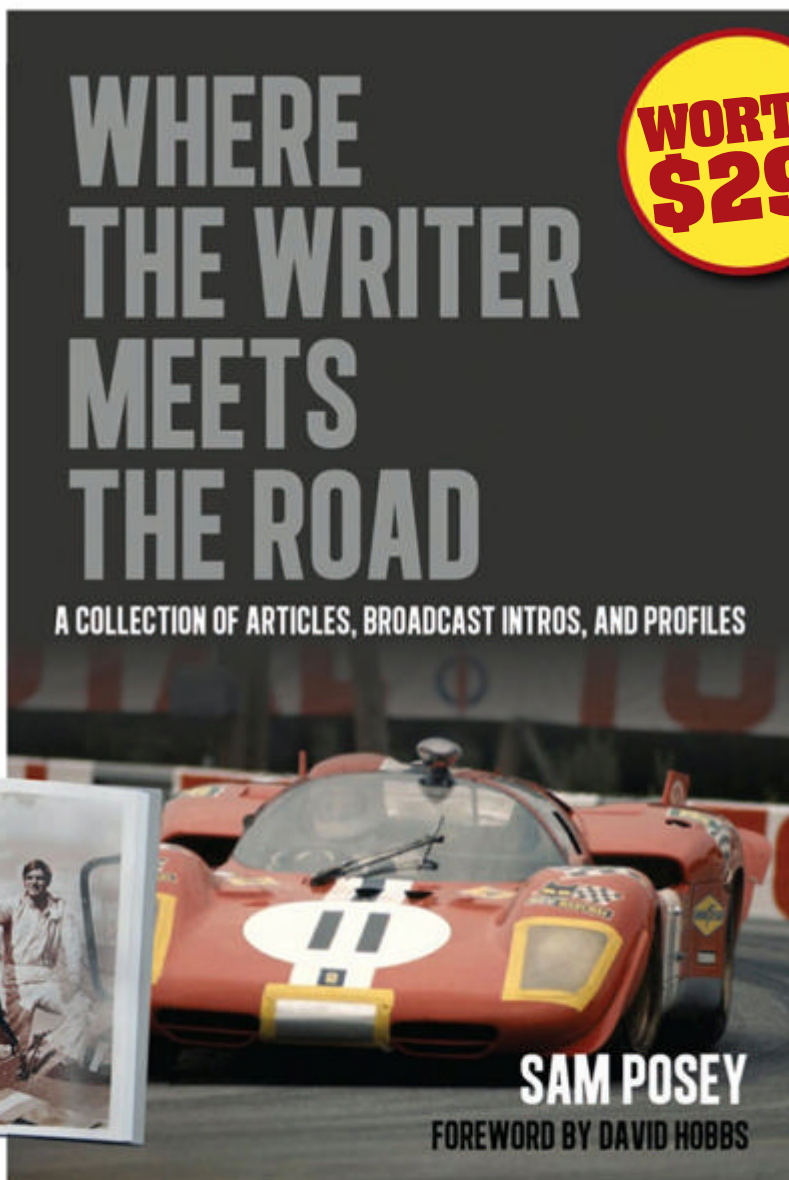


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Clockwise: Buckley goes 'off road'; V8 torque put to good use, pulling Bentley out of barn; latch needs fettling, but the dogs might disagree; RR a great cruiser



## Range Rover

**Run by** Martin Buckley  
**Owned since** March 2012  
**Total mileage** 56,837  
**Miles since acquisition** 9463  
**Latest costs** approx £250

## SOLIHULL'S BLUE RAY BOXY SET

I have been running this Range Rover since the beginning of 2012 and I love it. I've never shown any particular inclination towards four-wheel-drive vehicles, and on the whole I detest the modern ones, but there was always something about these two-doors. That can probably be traced back to being given a Corgi motorway police gift set and watching the *Callan* film too often.

Further inspired by a DVD of the 1970 Range Rover launch film and the fact that prices were getting talked up, I decided it was time to move before it was too late. So when reader Andrew Clark offered me his Tuscan Blue 1981 example – complete with power steering, overdrive and 'teddy bear' seats – it ticked all the boxes, as they say.

I have put nearly 10,000 miles on it since then, and it has proven to be the most useful and reliable classic

I own – although I have a file bulging with invoices for various bits and pieces. It never actually stops moving altogether, but odds and ends do tend to drop off or malfunction in true British Leyland fashion.

There wasn't much history when I bought it, but what there is seems to indicate that the mileage is correct – in spite of having had seven owners. A sticker on the windscreen in the form of an official-looking coat of arms made me suspect that it had been a police vehicle at one time, but copies of the previous keepers' registration details suggest a life of private ownership, mostly in Leicestershire and Cambridgeshire.

The engine is very sweet and hardly seems to use any oil, but the water temperature and oil pressure gauges have never worked. These items, along with the increasingly noisy gearbox, sagging driver's seat and a power-steering leak are on a long-standing 'to do' list. Another continual problem is getting the upper rear door to stay latched, and I am probably going to have to look at replacing the slightly frayed driver's seatbelt before the next MoT.

A problem with the light switch almost had me stranded in the West End the Christmas before last, and I ended up replacing both the switch and the headlights themselves, which were looking a little sad. Electrics are not a Range Rover strong point, and it gives me regular annoyances with things such as indicators and washer pumps.

One of the joys of these cars is that you can pick up a phone and order almost anything at prices that

are by no means unreasonable. You can sometimes struggle a bit with parts that are special to the two-doors, though, such as the rear numberplate lights, which I replaced recently.

I have had various bits of paintwork tidied up, including the bumpers and grille, but the only corrosion that has needed sorting was a hole in the offside sill, which Cotswold Classic Car Restorations did last year. The most recent work has been getting the bonnet to sit right and release more easily, as well as fitting a new rear wash-wipe, the original having packed up quite early on in my ownership.

Local trimmer Skinners did me a pair of front carpets, and one of the first visual improvements I made was to get a proper set of period numberplates. Perspex ones on old cars are a pet hate, as are modern radios. I managed to buy a late-'70s Sharp stereo cassette at a boot sale, which looks just right.

I have kept up with oil changes and noted that the V8 appears to go through points quite regularly. It does allow the boxy Range Rover to cruise at 90mph if necessary, though. If you use the overdrive the



New paint has improved grille and bumper



car might nudge 20mpg, which is obviously rubbish, but because I don't commute it doesn't worry me.

Jobs for the future include finding a better rubber load-area cover, sorting out the various oil leaks, the noisy gearbox (that could be pricey) and getting the engine bay looking smarter. But in the meantime I am happy just using it, and will hopefully avoid the temptation to sell it. I am currently running at one offer a week, so I am doing well.

And before you ask, apart from one brief foray on to Rodborough Common I have never taken it over much more than a high kerb.

### THANKS TO

● Famous Four: 01507 609444;  
 www.famousfour.co.uk



3.5-litre engine is sweet and trouble-free



Spartan interior now sports period stereo





Elliott finally gets to grips with the problem that put the Jensen out of action



## Jensen Interceptor

Run by James Elliott  
Owned since Dec 2006  
Total mileage 93,865  
Miles since March 2015 report c400  
Latest costs £282.18

## GETTING TO THE CORE OF THINGS

The pool of water gathering under the Jensen looked pretty innocuous at first. Naturally, I assumed that I just needed to reposition and tighten the bottom hose on the block, because that is a regular tweak.

The pipe was dry, however, so a more thorough inspection was required, Martin Port eventually tracking it down to a core plug. The reason for such a diagnosis being less straightforward than usual was that the culprit was hidden behind the nearside engine mount.

Oh well, still a fairly straightforward job and not that big a deal, except that the Jensen had other ideas. I should have guessed which way it was going when even taking the wheel off to get at the engine mount resulted in a snapped stud. Yes, taking it off.

Then we realised that the down-pipe would need to come off for access, and the manifold, too. That was almost fortuitous because it would give me a chance to fit the



New core plugs (below) a manifold-off job



Front hub ready to go back onto the car

new gasket that had been in the boot for a year, and stop the ticking on one bank of the V8 at least. With the benefit of hindsight, I suppose I should be grateful that only one of the studs decided to snap...

I tackled the wheel studs first and was at least relieved that the hub came off easily (though the nearside front has been apart so many times in the past few years that it shouldn't have been a surprise). If you read my previous report, you'll know that this is now the second new set of studs and nuts that I have fitted this year. Each corner has its issues, so I am working my way around the car until they are all fresh and shiny.

Next I removed the engine mount and replaced not only the most obviously leaking core plug, but also the next one along, because telltale marks on the block showed that it too was clearly weeping. Job done, I picked up the engine mount to start serious reassembly and it literally fell in two. Better to happen before refitting I guess, but it added to the sense of frustration that such a simple job was forever growing in complexity and

might never be finished.

While I waited for a new mount from Andy Brooks at Richard Appleyard Motors (0115 932 5320), I set about tackling the snapped manifold stud. No amount of penetrating oil and magic extractor tools would draw it out so I bought a rather handy right-angled drive and, with guidance, moral support and occa-



At least engine mount failed before fitting



Winding the new manifold studs into head



Broken stud was a sign of things to come



Port checks accuracy of Elliott's tapping

'I should have guessed which way it was going when just taking the wheel off resulted in a snapped stud'

sional sharp intakes of breath from Port and Rob Pittaway, took the more traditional route of drilling and tapping it. Fingers crossed, it did the job. Only time will tell.

While the bills were racking up – nearly £300 in total, of which the core plugs that I originally set out to replace accounted for just £3! – I decided not to ignore the shocking state of the plugs and HT leads, and treated the car to a new set.

So, following several agonising weeks of the Jensen being off the road and tilted on axle stands, after some sucking on the fuel lines (yuk) it fired up, ticked over nicely and showed no signs of anything too untoward. The big question is how much driving I will get out of it before the mount and core plugs go on the other side, because logic and a visual inspection dictate that they can't be far behind.

Oh, and how long before I drum up enough courage to carry out a compression test, which is what I was about to do when I distracted myself by spotting a small puddle of water under the car.





## MG 1300

**Run by** James Page  
**Owned since** June 2014  
**Total miles** 94,364  
**Miles since February report** 50  
**Latest costs** £175

## REPAIRS REFUEL ENTHUSIASM

You will notice from the figures above that the MG hasn't moved that far in the past few months. The reason is that, until very recently, it was off the road thanks to various mechanical and cosmetic maladies. Plus, there's no other way of saying this, a certain amount of temporary disillusionment on my part.

The cosmetic issue was discovered one evening when I popped out to the garage. I have a set of flow metal shelves on which I keep stacks of old magazines, and one had toppled over onto the MG's bootlid. Fearing all sorts of damage, from a dented bumper to a smashed tail light, I started carefully lifting everything off. To my considerable relief, nothing was marked apart from the bootlid, although that had received a deep gouge in the paintwork from the sharp corner of a shelf.

Having got off relatively lightly, I removed the panel and went to see

Terry Payne at Cromhall Refinishing in Thornbury. A few days later, it was returned looking like new, the blend being completely invisible.

I'd carefully marked the position of the panel on its brackets before removing it, but refitting proved not to be the work of a moment. Whenever the panel gaps looked correct, it would refuse to shut, but we got there eventually.

The next problem was that the car wouldn't start. The choke cable felt very stiff, and finally snapped when I was trying to determine whether or not it was operating as it should. I ordered another from Earlpark, but when it turned up it was distinctly 1980s in appearance.

To their credit, the correct one was swiftly dispatched and fitted, but it still doesn't feel quite right. The locking mechanism won't hold it out any more, a problem that afflicted my first car, a Mini, and which was solved with the age-old application of a clothes peg.

Even with the choke cable renewed and doing what it was supposed to, the car still wouldn't fire. It soon became clear that the fuel pump had taken the opportunity to give up the ghost. Even though replacing it wouldn't be the toughest job in the world, this is the stage at which my enthusiasm took a bit of a nose-dive. I was heading towards the Basil Fawlty moment depicted above.

Fortunately, my dad is infinitely more patient than I am, so he offered to come round and get stuck in. I sourced a new pump from Burlen Fuel Systems, taking its advice to ditch the trouble-



Paintwork gouged when shelves fell onto the MG, although luckily no other damage was sustained



Solid-state fuel pump should aid reliability



MG takes to the air while new pump goes on



New choke cable: clothes peg not included

**'Confusion reigned until I noticed that the throttle spindle had pulled out of the carburettor body'**

I coasted to a halt, pulled into a layby, and ascertained that the cable was indeed opening and closing the throttle. More confusion reigned until I noticed that the right-hand end of the throttle spindle between the two SUs had pulled out of the locating arm on the carburettor body. Fortunately, there was enough lateral movement in it for me to be able to click the spindle back into place, start the engine again, and get the MG home.

Fingers crossed, all that remains to be done is to fit the rear seatbelts that have been in the garage all winter. Once those are in, it should be ready to act as the family classic that I always intended it to be.

### THANKS TO

- Burlen Fuel Systems: 01722 412500; [www.burlen.co.uk](http://www.burlen.co.uk)
- Cromhall Refinishing: 01454 419090
- Earlpark: 01773 719504; [www.earlpark.co.uk](http://www.earlpark.co.uk)



Back on the road: after several months of inactivity, Page's 1300 is finally running again





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## Citroën GSA Spécial

**Run by** David Evans  
**Owned since** March 2007  
**Total mileage** 88,891  
**Miles since April report** c690 (see text)  
**Latest costs** £1755

## FANNING FLAMES OF RESTORATION

You should never tempt fate by mentioning such things as the burning GSA on the back of The Verve's *This is Music*. Mine tried to emulate that tableau when it was having its sills replaced at Chevronics after comprehensively failing its MoT test. Ian Brundle had expertly repaired the front floors and was tackling the adjoining sill – both sides were mostly corrosion – when a dollop of Waxoyl caught light. Klaus Vidyokovich was rapidly on the case and put it out, but by then it had consumed the dashboard and the (admittedly already somewhat deformed) steering wheel.

Luckily, the new seats were out of the car and, looking on the bright side, I've ended up with a better dash. It also means that it now has another different mileage, but only 1500 on top of the 87,113 reading at the time of the Ministry inspection.

Getting back to the new metal, Ian has done an excellent job of the assorted rust. A chunk of offside rear wing dropped out while he was working nearby. When I say 'wing', it was mostly multi-layered gaffer tape sprayed Lagoon Blue. Ian fabricated a new section there and let in a repair on both sides of the scuttle – another common rot spot on a GSA. Not that they're famously solid anywhere, apart from when Mr Brundle has attended to them.

That's about as far as funds have stretched for now, so the scabby old doors and lightweight front wings (more tape filler) went back on. But we're in discussions about the next stage, prompted by a lovely Spécial that had just been done. Guv'nor Rob Moss paid mine a generous compliment, though: "I know it looks rough, but I'd forgotten how well it drives. It's much better than my Pallas, and that's immaculate."

I had a brilliant, strangely traffic-free run back down the A1, round the M25 and through the Blackwall Tunnel – amused by the novelty of the rotating-drum rev counter.

All was not right, however. On what I thought would be the last trip to clear stuff from Dad's place, I stopped to fill up c10 miles from Nantwich, only to find that the GSA had cooked its battery. So I had to be recovered all the way back to London and went up again the following morning in the BMW.

### THANKS TO

● The Chevronic Centre: 01462 455280; [www.chevronics.co.uk](http://www.chevronics.co.uk)



Neatly repaired sill, before colander-like old doors went back on – nice Pallas dash, too



No chance of Ant Hill Mob-style boost now



Outer sills were shot, but inners were solid



Malcolm and Jan Smith once again sitting in the car they bought in 1970 (below) and started to restore but had to sell before it was finished



## Austin-Healey 100/6

**Run by** Graeme Hurst  
**Owned since** 1979  
**Total mileage** (1)66,275  
**Miles since May report** 118  
**Latest costs** nil



## A WONDERFUL LINK TO THE PAST

When my late dad bought our Healey it didn't come with much history, which was a pity because knowing who owned a car and how they enjoyed it – plus any jobs they did – adds a fourth dimension to the experience. The Healey had clearly been worked on (with evidence of at least two colour changes and various repairs) and had upgrades, but who did what and when has always been a mystery. Until recently, when a coincidental link made just after we got it came full circle.

When Dad had trailered the car home back in 1979, his mate Gavin remarked that his cousin Malcolm Smith once owned a 100/6 that had originally been light green. Dad mentioned that ours had left the factory painted Pacific Green but thought no more of it, until a year or two later when he uncovered the

name M Smith cut into the sealant inside the driver's door. Small world.

Fast-forward 35 years and I was at the funeral of Gavin's father Eric (a WW2 fighter pilot) and noticed 'M Smith' listed as a pallbearer. To say that Malcolm was astonished when I introduced myself, and told him that we still owned the car, is an understatement. His shock turned into enthusiasm as he filled in a big piece of the puzzle: "I'd dreamed of owning a Healey and found a 3000 in around 1970, but it was 1400 Rand – about R1000 more than I had."

Malcolm spotted ours outside a house in Boksburg, but it was rough despite being only 13 years old. As he explained: "The exhaust was hanging out of the window, the dash had been removed and it had been brush-painted orange." He shelled out the princely sum of R450: circa £25 at today's exchange rate, but quite a lot more at the time.

He and his fiancée (now wife) Jan spent weekends restoring the car on a budget. Jan recalled how she rewired it and Malcolm rebuilt the gearbox. The Healey went to fund a house purchase and it wasn't drivable at that stage, so Malcolm sadly never got to fulfil his dream...

Until the day after the funeral, when I took them for a drive and handed Malcolm the keys so that he could finally experience it, 45 years later. Like a kid in a sweet shop!



A chuffed Smith finally drives the Healey



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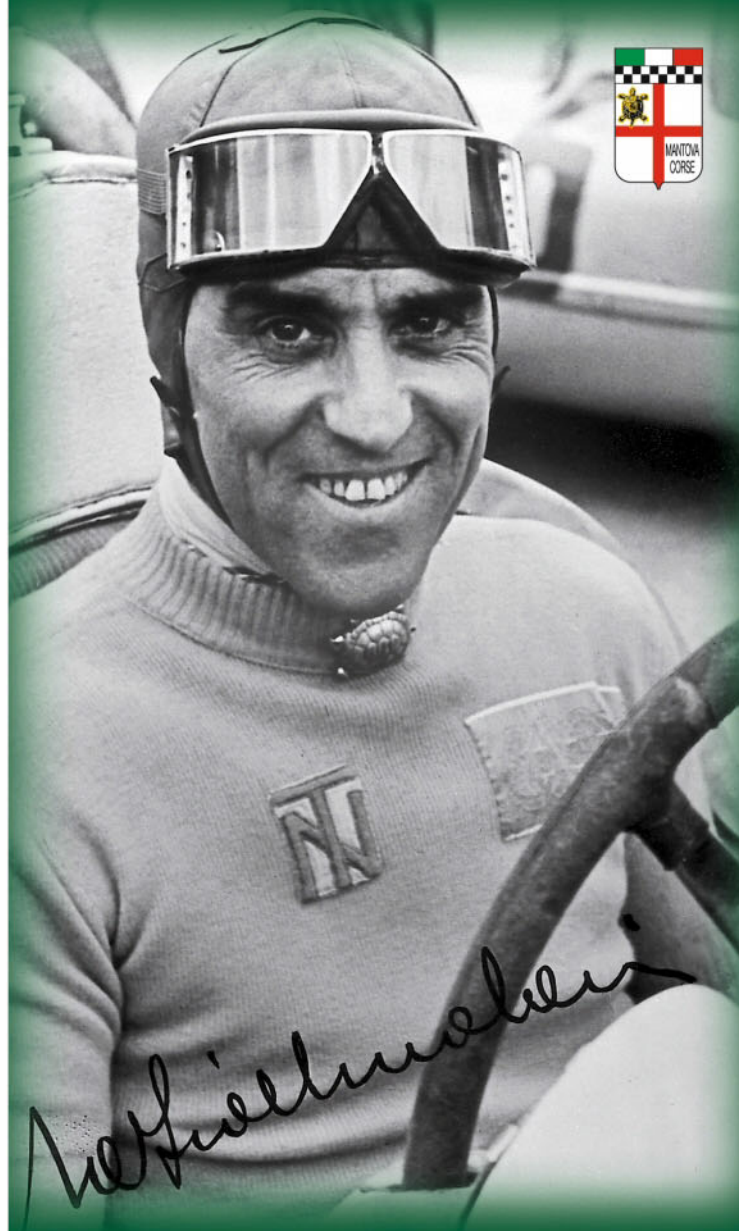
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Posing at the top of the 'tank ramps' at Longcross Proving Ground – formerly an MoD testing facility



## Land-Rover Series IIA

**Run by** Martin Port  
**Owned since** May 2013  
**Total mileage** 34,250  
**Miles since June report** 1535  
**Latest costs** nil

## BRAKES SPRING INTO ACTION

April was even more about Land-Rovers than normal for me – not that I'm complaining. It all started when I followed up a lead on a Series III that was for sale. It wasn't because I particularly wanted one, but rather that it had a decent overdrive fitted. Mad plans were quickly hatched with maintenance manager Rob Pittaway: he wanted a project, and I wanted an overdrive. Buy it together, split the two 'parts' and we'd both be happy.

Unfortunately that plan fell through, but Rob had clearly travelled too far down the Landie path and a week or so later (spurred on by yours truly), found himself the winning bidder on an unseen eBay Series III project.

Of course, he didn't need my help getting it ready for an MoT, but I stuck my nose in anyway,

wilfully ignoring my own for a while. I'm always keen to potter around on someone else's classic rather than attend to pressing matters – such as the brakes – on the Series II.

I'll admit to having skirted around this particular issue for some time. The problem was that the brakes always required a preliminary 'stroke' before the pedal would be firm enough for confident stopping.

There were a number of theories as to why this could be: air in the system, worn linings or a knackered master cylinder. Oddly, the brakes always felt better after adjusting the rears, but would inevitably revert to the 'two pump' method over the next 100 miles or so. That led me to start looking at the back assembly.

Naturally, I could have done this in the C&SC workshop or outside my own garage, but instead I opted to make the most of some spare time before the June issue cover shoot. By the time that David Evans turned up at the Chobham test track car park in his '02, the Land-Rover was sitting with the wheels off and I had a big grin on my face.

Why the grin? Well, as soon as I removed one of the rear drums I spotted a classic mistake. In my defence, it wasn't my doing and it was something that I hadn't known about until recently. Unlike some brake set-ups, on a Series II Land-Rover the tops of the leading and trailing shoes aren't supposed to be connected with a spring. Instead, the leading unit has one that runs to a post on the backplate,



See that big spring? It shouldn't be there



Brake pedal height adjusted at pushrod



Rear grab-handles make very handy steps



Sun's out and tilt comes off for commute



Anniversary gift Mersey Tunnel Series I

while the trailing shoe is connected only at the bottom.

Staring me in the face was a bloomin' great spring joining the two shoes together, but, interestingly, beneath that I could spy the original (correct) spring! So, off with the erroneous item, drum back on, adjust brakes and repeat on the other side. Then it was time to test the theory that the extra spring had been holding the shoes too far in. Bingo! I nearly put myself through the windscreen with the first touch of the pedal.

After a good run, I realised that the nearside was getting a little warm so I think it has a lazy wheel cylinder, but for now a bit of extra adjustment has sorted that while retaining the brake feel. For good measure, I also altered the pedal height back to the regulation 6¼in – done by adjusting the locking nut on the master cylinder pushrod. The result of all this effort is that the SII has the most effective brakes since I bought it two years ago.

With spring in full swing, it was time for the first tilt-off commute of the year. The job of removing it was made slightly easier with the addition of some rear grab-handles, which were gifted by Rob as thanks for helping with a number of jobs on the SIII. There has always been some deliberation about exactly what the intended purpose of the handles was, but I find them rather useful for standing on while untying various bits of canvas.

Another new arrival was thanks to Mrs P – this time a lovely model of a Series I in Mersey Tunnel Police livery. A very cool anniversary present that has done nothing to quench the thirst for my own Series I.

For the record, Rob's Series III made it to the MoT station and back under its own modest diesel cloud and got a pass first time. This means he ended up with a road-legal, soon to be tax-exempt Landie for under £1500. Classic motoring can still be had for bargain money!



Port's SIIA alongside the eBay bargain SIII



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**En route to the UK:** MG was in good company next to 356, Multipla and Shadow



to check out the MG. When he got back to me a few days later it was a pleasant surprise to discover that the car still had its original British registration, and that it seemed to be in the same good condition that I remembered. I contacted the dealer, City Motors of Turin, whose Mr Manzone was a really nice gentleman and was genuinely interested in my story. After a bit of negotiation, the MGB finally belonged to me again!

My next issue was how to get the car back to the UK. I would have really liked to drive it home – what a road trip that would have been! – but that wasn't practical. Nor legal, unfortunately. After many expensive quotes, I turned to Mr Manzone who referred me to Coffele Transport near Verona,



## MGB

**Name** Richard Lang

**Age** 54

**Occupation** Sales director

**Location** Somerset

**First classic** 1972 MG Midget

**Dream classic**

Aston Martin DB5

**Best drive** A track day at Goodwood in a Ferrari 308GTS

**Best trip** Driving through Vermont, New England



**Clockwise, from above:** the B when owned by Lang the first time round; reunited with the car after a decade apart; transporter in Italy, loaded up and ready to go

## YEAR-LONG HUNT YIELDS RESULTS

The quest for my '74 MGB roadster started approximately 12 months ago, when I decided to buy a classic as a project to share with my car-mad 12-year-old son Joseph.

Wouldn't it be great, I thought, to buy back my old MGB, which I'd sold 11 years ago to a chap in Birmingham? We'd made a gentleman's agreement at the time that if he ever decided to sell the MG, he would give me first refusal, so I picked up the phone and gave him a call. It turned out that he had sold the B to someone from Solihull, but the chap said he would contact the new owner of the car and get back to me. A week later, the call came confirming that the MG had been sold on again, but to whom and where? The trail went cold.

On the DVLA website, the car appeared with an export marker against it, which came as a big surprise. That could have been the end of my crusade, but I carried on

'It all became a bit of an obsession – I was determined to find the beloved MG that I'd owned for 23 years'

and it all became a bit of an obsession – I was determined to find the beloved MG that I had owned for 23 years prior to selling it.

Many nights were spent trawling the internet and contacting various car clubs, including the MGOC and MGCC. I took the hunt far and wide, sending e-mails to clubs from the Channel Islands to Australia.

I had some lovely replies from some really understanding people, many wishing me good luck in my search and saying that they would spread the news, even mentioning it in their monthly magazines and on their websites. Particularly nice was a lady called Carrie Claxton, from the Maidstone MG Owners' Club. The car was known to have

been owned by someone in that area before being exported, and I would like to thank Carrie for her time and gratefully received e-mails.

A big thank-you, though, goes to *Classic & Sports Car*, which carried an item about the B in February's *Lost & found*. This led to me being contacted by Al McNaughton Gisby, a classic car project consultant from Italy whose De Tomaso Pantera recently featured in the *Your classics* section of the magazine (*C&SC*, April). A massive thank-you to Al for spotting the article in the first place, and for all his professional help since.

He remembered seeing a car for sale in Turin that resembled the B, and so contacted the dealer for the engine and chassis numbers. It was a match! I didn't know any of this until I received an e-mail from him, so I couldn't believe it when word came through. I was taken aback and excited, and took up Al's offer

which runs a regular collection and delivery service to and from the UK. It did a great and efficient job getting the MG to West Country Garage in Somerset, where it's now having a few immediate jobs carried out, including an MoT. I hope to be driving it very soon – especially because since 1 April this year it's been tax exempt.

There was, of course, one final twist. When I recently visited the garage for an update a chap came up behind me and said: "Hello Richard, I thought I recognised the MG." It was only Ron, the mechanic who used to work on the B for me in the early 1980s. I couldn't believe it, because I hadn't seen him since then. Now, some 30 years later, he is working on the car again. Spooky!

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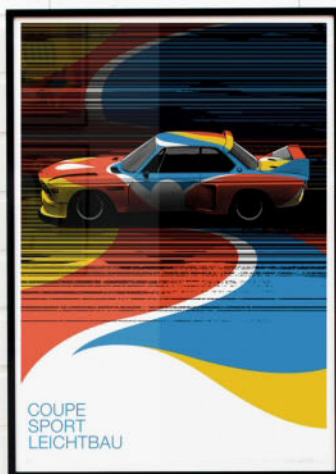
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*Guy Allen*



# TOEING THE LINE

## B-G RACING STRING LINES £323.99

01268 764411; [www.bg-racing.co.uk](http://www.bg-racing.co.uk)

In the world of automotive products, new technologies are constantly being employed to get jobs done more quickly, cheaply and efficiently. Sometimes, though, the old school approach is still best. Forget about laser geometry and high-tech gadgets, these string lines from B-G Racing are claimed to offer an easy way to properly align your classic's wheels.

The frame is fully adjustable to allow fitment to a wide range of vehicles, and attaches to the car via rubber-coated hooking arms. It is constructed from high-grade mild steel and zinc-plated tubes, so should last well. A handy carrying bag is available at extra cost.



Simple solution: B-G Racing's string lines allow effective wheel alignment



## VAUXHALL C20XE THROTTLE BODIES £1710

01480 474402; [www.titan.uk.net](http://www.titan.uk.net)

The C20XE engine was fitted to a number of peppy youngtimers, including the Cavalier GSi/SRi, Astra GTE and Calibra 16v. This new throttle-body kit from Titan is constructed predominantly from carbonfibre, so is much lighter than billet alternatives. It is reckoned to be among the most efficient on the market and, to make mounting easier, is sold fully assembled and ready to fit.



## MINI WINDSCREEN WASHER JETS

£4.20 01707 607700;

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

Minispares has just released these affordable reproduction washer jets for Mk1 and Mk2 models.

The new units are designed for use with the original 1/8-inch washer hose and are made to the Rover Parts Sales specification. They have a UNC nut on a loose thread, which means that they can easily be tightened from the engine bay. This latest design – GWW807 – is a direct replacement for the original, part number 14A7379.

## DREMEL MICRO 8050-35 £105.97

01332 755799; [www.dremel-direct.com](http://www.dremel-direct.com)

Some of us at C&SC are big fans of occasional brute force, but even we realise that there are times when greater finesse is required. The Dremel Micro offers that and much more, thanks to a 35-piece accessory set for drilling, sanding, deburring, cutting and polishing. The 7.2V lithium-ion battery charges in just 3 hours 45 minutes and is said to last well – even when using the handy LED lamp that illuminates the tool and work area.



Refinishing of mating surfaces is just one of the jobs the Dremel can tackle

## FUEL INERTIA SWITCH £63.46

01746 765432;

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

If you have an accident in your modern car, power to the fuel pump is automatically shut off. This switch from SNG Barratt accords the same protection to classics – providing they are fitted with an electric pump – and, by preventing fuel spilling from damaged lines, reduces the risk of fire.

It can be mounted anywhere with access to the fuel pump's wiring, but must be attached securely to the structure. Helpfully, it's compatible with both positive- and negative-earthed classics.



## WEBER 48IDA REBUILD KIT £83.46

01932 787100; [www.webcon.co.uk](http://www.webcon.co.uk)

Anyone familiar with tuning air-cooled Volkswagens will be well acquainted with Weber 48s, and equally aware that they're tricky to get hold of in ready-to-fit condition. It's therefore comforting to

know that, should you find a forgotten set knocking around at an autojumble, you can refurbish them yourself.

Everything needed is in this kit, including float, needle valve and gauze cover, plus all the springs, gaskets and tabs to allow you to rebuild the carbs to factory specification.



## SONAX XTREME WHEEL COATING £7.99

01488 689400;

[www.saxon-brands.com](http://www.saxon-brands.com)

Cleaning wheels can be a real chore, especially multi-spoked chrome wires that tend to trap grime and require a lot of attention. This new wheel coating from Sonax is claimed to keep rims looking good for longer. The product is applied after cleaning and should protect against further soiling, causing salt, water and dirt to simply bead and run off the surface. It is easy to apply and safe to use on steel, alloy and chrome.



## MICROFIBRE SHAMPOO MITT £10.74

01892 784732;

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

With its super-soft construction, this new shampoo mitt from Paragon Microfibre is said to hold an impressive amount of water and to get into all the nooks and crannies that sponges can miss.

The manufacturer also claims that the mitt can be tumble dried up to 500 times before it will suffer any drop in performance.



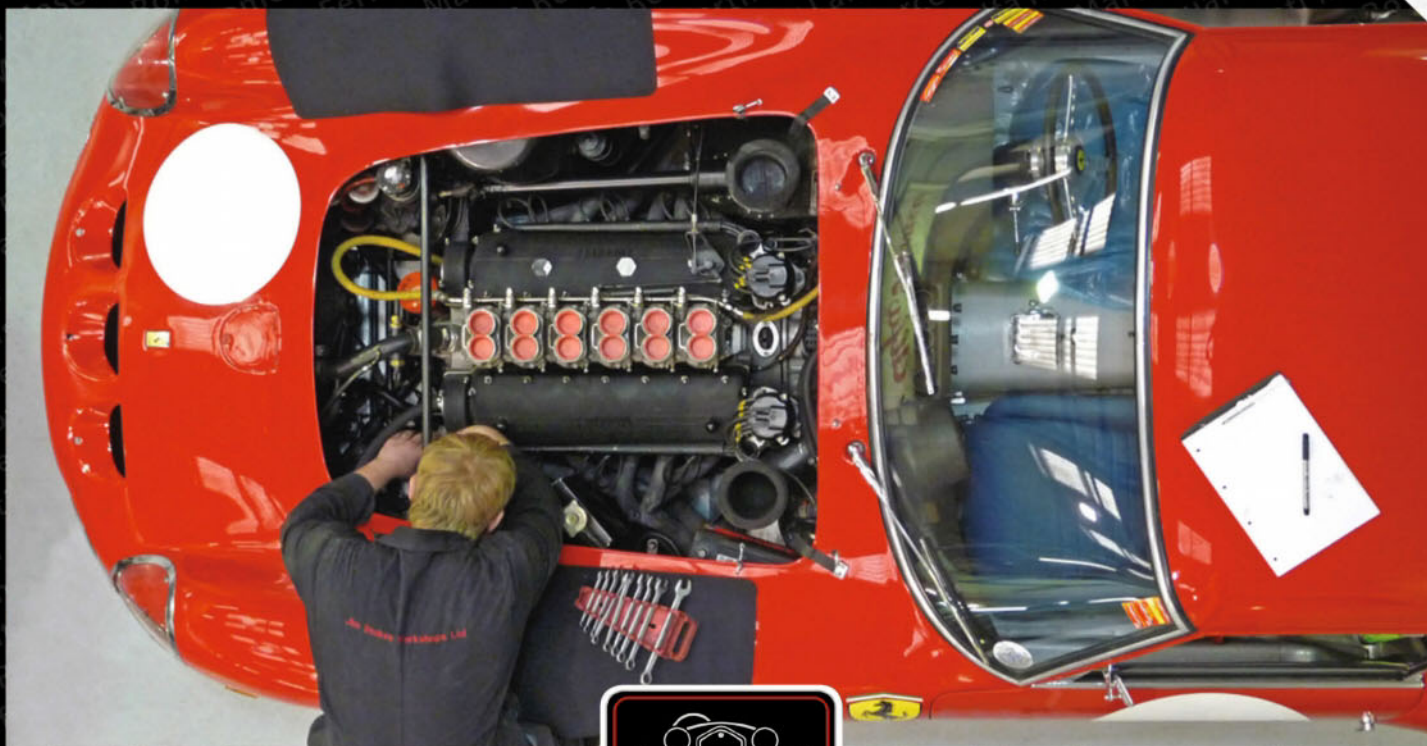




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Busy workshop, with Stag in for its gear-selection and/or clutch problem to be investigated. GT LE was restored from a wreck – E-type and GT V8 are next

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**Web** [www.leacyclassics.com](http://www.leacyclassics.com)

You could be forgiven for not having heard of Leacy Classics, despite the parts supplier being in operation for more than 35 years. That's because a great deal of its trade is conducted directly with other classic car businesses – not to mention more than 50% of its stock heading overseas. Yet, despite its low profile, the Perry Barr-based company has been instrumental in keeping thousands of British classics on the road.

"We've got more than 50,000 parts lines in our warehouse, and supply items for hundreds of different MG, Triumph, Jaguar, Morgan, Lotus and Aston Martin models," says MD David Keene. "Our two-acre, 54,000sq ft facility was built in 1999 and houses everything from

nuts, bolts and trim right through to panels and engine components."

If the company has escaped your attention thus far, that's likely to change as it embarks on an aggressive expansion strategy. "If you've got it, you can sell it, and if you haven't got it, you can't sell it," says Keene. "That's why we're aiming to double our staffing levels by next year, and increase our range."

Refreshingly, the firm's ambition also extends to sourcing previously unavailable items: "We're fortunate to have strong financial backing, so we can invest in tooling for things that have been out of production for years. We're also committed to having these produced in the UK."

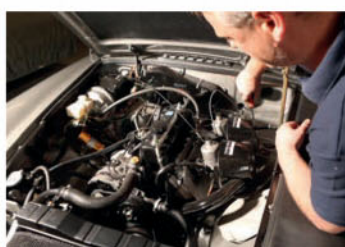
The most recent component to be brought back from the history

books is a series of E-type gauges that was last being built in the '80s. Until now, restorers – including Jaguar Heritage with its run of Lightweight E-types – have relied upon rebuilt second-hand units. Now, brand-new fuel gauges and ammeters are being made in the UK and will be available soon.

Maybe the most exciting change



Finishing touches to LE's retrimmed cabin



Anning tunes the twin SUs on rebuilt MGB



Huge stores with 50,000-plus parts lines

over the past 12 months has been the opening of the firm's own workshop, in which everything from routine servicing to complete rebuilds can be undertaken.

"The business actually began as a workshop, before expanding into the parts market," explains Keene. "We've gone full circle and once again flipped the business. With several lifts, a new waiting room and even MoT testing equipment, we're able to take on any work – no matter how big or how small."

Resident mechanic Jason Anning has been restoring several classics, ranging from an MGB GT LE that was rotting in a scrapyard and reunited with its first owner post-renovation, through to a customer's C GT. The trim and upholstery is tackled by a related company, and paintwork is one of few tasks that are subcontracted by Leacy.

The place was bustling during our visit, with a ropery B GT V8 and an E-type next in line for the treatment, but don't let that put you off.

"We encourage people to come here just to see what we're doing," says Keene. "Not every job is a complete restoration!" **GM**





Clockwise, from main: impressive sale hall; Ferrari Superamerica, £4.8m; competition Cobra, £1.2m; stunning Packard Twelve, £2.9m

## ANDREWS COLLECTION SETS RECORD

RM Sotheby's did the Andrews family proud at Fort Worth on 2 May, with an auction world record for a private collection of more than £34million. The diverse 78 vehicles were gathered over 15 years by Paul Andrews and son Chris, and the seven-hour sale was a sell-out. Top price went to the catalogue cover car, a 1962 covered-headlight Ferrari 400 Superamerica SWB cabriolet at £4,878,982.

There's a belief that the market for pre-war American coachbuilt cars is declining, but there were no signs of it in Texas. Six Pebble

Beach-standard beauties made the top 10 prices, headed by a magnificent '34 Packard Twelve Individual Custom Stationary Coupé for £2,665,051. The Dietrich design is one of just five survivors, and was sold new to the Eken family, which was one of the contractors for the Empire State Building.

Two Duesenbergs made the top five, led by a fabulous 1935 Model SJ Town Car. Designed for Mae West with coachwork by Bohman & Schwartz, this unique example was once part of the Harrah collection and made £2,359,500.

**'There's a belief that the market for pre-war American cars is declining, but there was no sign of it in Texas'**

Special-bodied Aston Martins usually do well in America, but the Bertone 1953 DB2/4 drophead didn't quite match its low estimate at £858,000. Making identical money was the 1955 Lincoln Indianapolis that was the sensation of that year's Turin Show and was once owned by Henry Ford II.

Historic race cars featured strongly, topped by the first competition 289 Cobra sold to the public. After 40 years in single ownership, and superbly preserved as raced in the 1964 Daytona Continental 2000, CSX 2011 made £1,262,392.

The ex-Freddy van Buren '65 Shelby Mustang made £490k, while a 1955 Kurtis 500 Coupe with a body moulded from a Cisitalia 202 took £140k. Built for the 1955 Carrera Panamericana, it didn't get to Mexico until 1990 when Jeffrey Pattinson competed in the retrospective – mostly without doors.



Above: rare special-edition TVR 3000M sold for £13,700. Right: £25,500 '66 Mustang

## Top variety at Brightwells

From a vintage Delage rolling chassis to a Daewoo concept, there was something for all tastes at Brightwells' packed sale on 13 May. Having sold for £253k last year, the 1927 Frazer Nash TT Rep with Meadows power was back, its replacement chassis not hindering its resale at £215,500.

A superb MGC roadster being sold to fund a daughter's university fees made a well-deserved £22,000. Suspension tweaks included Koni dampers, new springs and polyurethane bushes, while cosmetic upgrades included a walnut dash, mohair hood and leather interior.

Triumph TR3As don't come better value than a white older restoration at £17,200, while stylish coupés included a rebuilt '66 Ford Mustang plus a Martin Edition TVR 3000M for £13,700.

For more basic fun, a restored 1971 Lotus Seven S4 looked to be a cracking buy at £9250.







Ultra-rare Bentley topped Surrey fixture

## Continental boosts Barons

A highly desirable 1954 Bentley R-type Continental was the talk of Barons' sale on 18 May. Presented as-found after 33 years in storage, chassis BC52C made £739,212 and pushed the sale total over £1million for the first time at Sandown Park. Ordered new by the little-known Welsh racer RD Weatherall, it was originally painted purple.



### HISTORIC PRE-WAR BRIT

The only surviving ex-police 1937 Wolseley 14/56 made £42,560 at H&H's Duxford sale on 15 April. The superbly restored car is believed to have been used by Sir Winston Churchill as transport and a speaking platform. It has also appeared in films and TV series, including *Poirot*.



### OSCAR WINNER'S ASTON

A rare 1962 Aston Martin DB4 Series IV Vantage convertible that was ordered new by actor Sir Peter Ustinov was the star of Bonhams' marque sale at Newport Pagnell on 9 May. Originally white and delivered new to the Montreux Palace Hotel in Switzerland, it blitzed its estimate to reach £1,513,500.

### NEW LOCATION FOR CCA

After two fixtures at Silverstone, Classic Car Auctions will hold future sales at the Warwickshire Exhibition Centre near Royal Leamington Spa. Its upcoming dates are 6 June, 29 August, 31 October and 12 December. See [www.classiccarauctions.co.uk](http://www.classiccarauctions.co.uk)

## Coming soon to auction



The ex-Bob Holbert RS61 still boasts its original bodywork

### MOSS TO SELL HISTORIC PORSCHE AT BONHAMS' GOODWOOD FIXTURE

After five years' ownership, Sir Stirling Moss has consigned his ex-Bob Holbert 1962 Porsche RS61 for Bonhams' Festival of Speed auction on 26 June. Bought by proxy at Gooding & Co's 2010 Amelia Island sale for \$1,705,000 (£1.1million) just a week after his fall down the lift shaft at his Mayfair house, the RS61 is set to make a tidy profit for Moss with its upper estimate of £2million. One of few RS60/61s still with its original bodywork, chassis 718-070 was campaigned successfully by Holbert, Tom Payne and Millard Ripley. Moss practised the car for the Le Mans Classic in 2010 but announced his retirement prior to the race.

Other highlights include a 1999 Mercedes-Benz CLK GTR Roadster (one of six, est £1.4million), the ex-Bill Wyman Citroën SM (£35k) and a 1964 Gordon-Keeble (£60k). See [www.bonhams.com](http://www.bonhams.com) for details.



### SORRELL-MANNING SPECIAL FOR AUCTIONS AMERICA'S NEW VENUE

A fascinating glassfibre-bodied special designed and built by Bob Sorrell is being offered by Auctions America at its new California venue, the historic Barker Hangar in Santa Monica on 17-18 July. With an innovative one-piece 'envelope' body that hinges up from the rear of the chassis, the Sorrell-Manning (est £120k) is powered by a Chrysler Hemi with quad Zeniths on a Cunningham intake manifold. See [www.auctionsamerica.com](http://www.auctionsamerica.com)



Smooth one-piece body is all glassfibre

### GLAMOROUS MASERATI DISCOVERY EMERGES FOR ACA

A 1962 Maserati 3500GT that's seen little daylight since 1987 will be the star of Anglia Car Auctions' sale on 13 June. Bought that year by a retired engineer as a restoration project, the exotic was drained of coolant and had its brake pads removed. It has minor corrosion and a reserve of just £25k. Other highlights include a barn-find Triumph TR5, a Fiat 130 with just 12,000 miles and a Zündapp Janus 250: [www.angliacarauctions.co.uk](http://www.angliacarauctions.co.uk)



The coupé has been laid up since 1987

### STONDON MUSEUM MOVES TO HEREFORDSHIRE FOR AUCTION

Brightwells has the daunting task of moving 140 vehicles from the Stondon Museum in Henlow to its base at Leominster for 10 June. The diverse selection is being offered at no reserve, and ranges from Bond Bug to Zil 131 with SA-2 missile cargo. A fine set of Austin A40s includes a pick-up, while a Ford Pilot woodie, Aston Martin Lagonda S2, De Tomaso Deauville and BMW 2000CS are also listed. See [www.brightwells.com](http://www.brightwells.com)



Vast Aston-Martin Lagonda will be sold

## The Auction diary

### JUNE

**5-6 Mecum** Seattle, USA 001 262 275 5050; [www.mecum.com](http://www.mecum.com)

**5-7 Leake** Tulsa, USA 001 800 722 9942; [www.leakecar.com](http://www.leakecar.com)

**5-7 Russo & Steele** Newport Dunes Waterfront, Newport Beach, USA 001 888 608 0763; [www.russoandsteele.com](http://www.russoandsteele.com)

**6 CCA** Warwickshire Exhibition Centre, Royal Leamington Spa 01926 640888; [www.classiccarauctions.co.uk](http://www.classiccarauctions.co.uk)

**6 Historics at Brooklands** Brooklands Museum, Surrey 01753 639170; [www.historics.co.uk](http://www.historics.co.uk)

**10 Brightwells** Leominster, Herefordshire 01568 611122; [www.brightwells.com](http://www.brightwells.com)

**12 Motostalgia** Indianapolis Brickyard Auction, Indianapolis Motor Speedway, USA 001 512 813 0636; [www.motostalgia.com](http://www.motostalgia.com)

**13 ACA** The Cattlemarket, Beveridge Way, King's Lynn, Norfolk 01553 771881; [www.angliacarauctions.com](http://www.angliacarauctions.com)

**13 Dorotheum** Vienna, Austria 0043 1 515 60 428; [www.dorotheum.com](http://www.dorotheum.com)

**14 Artcurial** Automobiles Sur Theatre du Rond Point, Paris 0033 01 42 99 20 56; [www.artcurial.com](http://www.artcurial.com)

**15 Barons** Sandown Park, Surrey 08454 306060; [www.barons-auctions.com](http://www.barons-auctions.com)

**20 H&H R-REC Weekend**, Burghley House, Stamford, Lincs 01925 210035; [www.handh.co.uk](http://www.handh.co.uk)

**26 Bonhams** Goodwood Festival of Speed, West Sussex 020 7468 5801; [www.bonhams.com](http://www.bonhams.com)

**26-27 Mecum** Denver, Colorado, USA 001 262 275 5050; [www.mecum.com](http://www.mecum.com)

### JULY

**9 DVCA** Athelhampton House, Dorset 01963 363353; [www.dvca.co.uk](http://www.dvca.co.uk)

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 6C-2500S Freccia d'Oro	1949	exc/restd	Coys	£159,250
Alfa Romeo 2600 Spider lhd	1963	vg/refurb (o)	Coys	£48,871
Alfa Romeo Duetto	1967	g/restd (o)	H&H	£22,400
Alfa Romeo Giulia 105 1300 lhd	n/a	vg/restd	SWVA	£7579
Alfa Romeo Spider 2.0	1989	g/v.orig/gh	Barons	£6490
Alfa Romeo Spider 2.0 Twin Spark 16v Lusso	1996	vg/refurb/sh	Barons	£7700
Alfa Romeo Spider 2.0 Twin Spark 16v Lusso	2000	g/sh	SWVA	£2756
Alfa Romeo Spider S4	1991	g/lm/orig	Brightwells	£10,780
Alvis Silver Eagle/Speed 25 special	1935	vg/restd (o)	H&H	£27,300
Armstrong Siddeley Sapphire 346 auto	1956	f/restd (o)	CCA	£4664
Aston Martin DB MkIII	1958	p/restn (s)	Bonhams	£10,540
Aston Martin DB MkIII Tick	1959	f/restn (s)	Bonhams	£115,740
Aston Martin DB2 3-litre dhc	1952	exc/restd (o)/hi	Bonhams	£225,500
Aston Martin DB2/4 Vantage Mull	1954	f/restn (s)/fo	Bonhams	£96,700
Aston Martin DB2/4 MkII Tick	1956	exc/restd	Bonhams	£139,900
Aston Martin DB2/4 MkII Tick	1956	p/restn (s)	Bonhams	£91,100
Aston Martin DB4 S1 Tick lhd	1960	supb/restd	Bonhams	£494,300
Aston Martin DB4 S1 GT replica	1959	exc/restd/gh/4.2 engine	Bonhams	£404,700
Aston Martin DB4 S2	1961	supb/restd	Bonhams	£494,300
Aston Martin DB4 S3	1962	f/p.restd/restn (s)	Bonhams	£303,900
Aston Martin DB4 S4 Vantage convertible lhd	1962	vg/refurb (o)/hi	Bonhams	£1,513,500
Aston Martin DB5	1964	vg/restd (o)/4.2 engine	Bonhams	£595,100
Aston Martin DB5 lhd	1964	vg/restd (o)/fo	Bonhams	£483,100
Aston Martin DB5 Vantage convertible lhd	1966	supb/restd	Bonhams	£1,524,700
Aston Martin DB6	1967	vg/restd (o)/gh	Bonhams	£259,100
Aston Martin DB6 Vantage	1969	vg/restd (o)/lm	Bonhams	£373,340
Aston Martin DB6 MkII auto	1969	exc/repaint/rebuilt engine	H&H	£280,000
Aston Martin DB6 MkII auto	1969	vg/restd (o)/orig int	Bonhams	£281,500
Aston Martin DB6 Volante lhd	1968	exc/restd (o)/repaint	Bonhams	£561,500
Aston Martin DB7 V12 GTS	2001	vg/refurb/fsh	Barons	£25,300
Aston Martin DB7 V12 Vantage prototype	c1999	vg/part-built/hi	Bonhams	£23,000
Aston Martin DB7 Vantage Volante	1999	exc/v.orig/fsh	H&H	£31,640
Aston Martin DBS	1968	vg/restd	Bonhams	£63,100
Aston Martin DBS	1971	vg/restd (o)/recom	Bonhams	£68,700
Aston Martin DBS auto	1971	supb/restd	Bonhams	£74,300
Aston Martin DBSV8 auto	1971	f/restn (s)	Bonhams	£47,150
Aston Martin Lagonda	1984	vg/refurb/gh/fo	Bonhams	£50,600
Aston Martin Lagonda lhd	1984	exc/v.orig/vlm	Bonhams	£98,990
Aston Martin V8 S2	1972	g/restd (o)/stored/fo	Bonhams	£50,600
Aston Martin V8 S2 auto	1973	exc/restd (o)	Bonhams	£47,150
Aston Martin V8 S3 auto lhd	1978	exc/repaint/lm	Bonhams	£130,200
Aston Martin V8 Vantage S2 X-pack	1980	exc/restd/ex-lhd	Bonhams	£149,340
Aston Martin Virage auto	1990	exc/repaint/vlm	Bonhams	£74,300
Aston Martin Virage auto	1990	vg/repaint	Bonhams	£23,000
Aston Martin Virage Volante auto	1994	exc/fsh/lm/hi	Bonhams	£54,050
Aston Martin Virage Volante auto lhd	1994	exc/repaint/lm	Bonhams	£44,850
Aston Martin Virage Volante lhd	1994	vg/fsh/fo	Coys	£50,483
Austin 12/4 Heavy	1928	vg/restd	H&H	£15,680
Austin 12/4 Windsor	1929	p/restn (m)	Charterhouse	£2860
Austin A35	1957	g/refurb	Brightwells	£5555
Austin A40	1952	vg/restd (o)	Charterhouse	£6050
Austin A40 pick-up	1955	vg/restd	Brightwells	£10,340
Austin A40 van	1954	f/stored/restn (s)	Charterhouse	£4840
Austin A40 Sports	1952	vg/restd (o)/retrim/1.5 eng	H&H	£11,200
Austin Allegro 1100 DL	1978	f/lm/fo	SWVA	£500
Austin Eight	1946	f/restd (o)	SWVA	£2438
Austin Mini 850	1960	vg/restd	SWVA	£8215
Austin Montego L	1985	f/sh/fo	SWVA	£250
Austin Seven APD/E military tourer	1935	f/restd (o)/gh	Barons	£9900
Austin Seven Chummy	1930	g/restd (o)	Brightwells	£9900
Austin Seven special	1930	g/restd/n.orig	Brightwells	£9350
Austin Seven tourer	1934	f/restd (o)	H&H	£6048
Austin-Healey 100 lhd	1955	g/rebuilt engine/FIVA	Brightwells	£36,000
Austin-Healey 100/6	1957	g/ex-South Africa	Brightwells	£34,650
Austin-Healey 100/6 lhd	1958	exc/restd	Coys	£32,400
Austin-Healey 3000 MkIII Ph2	1964	g/restd (o)/ex-lhd	SWVA	£31,270
Austin-Healey Sprite MkI	1959	p/restn (m)	Brightwells	£3960
Austin-Healey Sprite MkI	1959	f/restd (o)	Charterhouse	£9680
Austin-Healey Sprite MkIV	1967	g/Mk1 conv/1340cc	Brightwells	£4510
Banham Superbug	1990	g/recom	Brightwells	£935
Bedford RL 'Green Goddess'	1956	g/restd	Brightwells	£4400
Bentley Eight	1986	g/v.orig/fsh/fo	Barons	£6050
Bentley Eight	1989	vg/refurb/sh/lm	Barons	£7840
Bentley R-type Continental HJM	1954	f/repaint (o)/restn (s)	Barons	£726,000
Bertone X1/9 VS	1985	vg/repaint/Uno Turbo engine	CCA	£2120
BMW 1502	1976	f/restn (s)	Brightwells	£2200
BMW 2000 CS	1968	g/restd (o)	H&H	£8680
BMW 2002	1974	vg/restd (o)	Charterhouse	£6600
BMW 2002 Top-Cabriolet	1973	f/v.orig/stored	H&H	£5880
BMW 3.0 CSL	1973	vg/restd (o)/3.2 eng	H&H	£19,600
BMW 328 lhd	1938	supb/restd	Coys	£400,442
BMW 628CSI auto	1986	f/repaint	SWVA	£2120
BMW 635CSI auto	1985	vg/recom	CCA	£5300
BMW 635CSI auto	1985	vg/refurb/fsh/fo	H&H	£10,920
BMW 635CSI Highline auto	1989	g/refurb/gh	CCA	£7208
BMW 635CSI Highline auto	1989	vg/v.orig/sh	CCA	£6572
BMW M1	1980	supb/vlm/fo	Coys	£332,471
Bristol 407	1962	g/gh/replacement engine	Brightwells	£29,150
Cadillac Eldorado lhd	1956	vg/restd (o)	Coys	£33,941
Chevrolet Styleline Custom auto lhd	1951	vg/restd	Barons	£18,700
Citroën 2CV Spécial	1987	vg/restd (o)	H&H	£5376
Citroën CX2500 GTI auto	1989	vg/fo	Barons	£5500
Daimler 2½-litre auto	1965	g/refurb	Brightwells	£14,080
Daimler V8-250	1968	g/manual	Brightwells	£12,000
Daimler V8-250 auto	1968	g/restd (o)/gh	SWVA	£6890
Daimler Ferret Mk2/3 4.5-litre scout car	1959	g/restd (o)	H&H	£9520
Daimler Sovereign S1 4.2 LWB	1973	g/fo/gh	Brightwells	£5940
Datsun 120Y	1978	g/lm	Brightwells	£3080



Elegant Alfa 6C-2500S Freccia d'Oro sports saloon made £159,250 at Coys' Essen sale



H&amp;H achieved £22,400 for rebuilt Duetto



Bonhams' ex-Prince of Sweden DB2, £225k



Gorgeous DB4 Vantage convertible, £1.5m



Tempting DB7 Vantage prototype, £23,000



Brightwells' charming Seven special, £9350



Coys' mint low-mileage BMW M1, £332,471



Well-restored left-hand-drive '74 Datsun 260Z auto reached £13,250 at CCA, Silverstone





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## EUROPEAN RESULTS

CAR	YEAR	COND	SALE	PRICE
Datsun 260Z auto lhd	1974	exc/restd	CCA	£13,250
De Tomaso Pantera lhd	1972	exc/v.orig/lm/fo	Coys	£66,596
De Tomaso Pantera lhd	1974	vg/orig int/repaint	Coys	£54,000
Delage DM	c1928	p/rolling chassis	Brightwells	£22,500
Delahaye 235 L&M Coach	1953	vg/v.orig	Coys	£74,653
DKW Meisterklasse Luxe cabriolet lhd	1936	vg/restd (o)	Coys	£22,062
Ferrari 250GTE lhd	1961	vg/repaint/fo	Coys	£25,599
Ferrari 308GT5	1980	exc/refurb	H&H	£44,800
Ferrari 348tb	1992	exc/mech refurb	H&H	£40,320
Ferrari 348tb	1993	exc/refurb/fo	Coys	£29,808
Ferrari Dino 246GT lhd	1972	exc/restd/lm/fo	Coys	£255,931
Ferrari Mondial t	1990	g/gh/lm	Brightwells	£27,500
Fiat 500A Topolino	1938	vg/restd (o)/gh	H&H	£12,040
Fiat 500F	1968	vg/restd/lm/not reg	Brightwells	£5060
Fiat 500F	1970	vg/restd/not reg	Brightwells	£4620
Fiat 500L lhd	1972	g/restd (o)/mech refurb	Barons	£4510
Fiat 500L lhd	1972	vg/restd	SWVA	£5618
Fiat 850 Coupé	1965	vg/refurb	Brightwells	£4739
Fiat Barchetta lhd	1997	g/refurb	CCA	£1166
Fiat OSCA 1600S cabriolet lhd	1963	vg/restd	Coys	£30,240
Ford Anglia 1200 Super	1967	p/restn	Brightwells	£1980
Ford Cortina 2000 Ghia estate	1978	g/fo	SWVA	£2173
Ford Escort 1100DL 2dr	1968	vg/restd (o)/fo	Barons	£9570
Ford Escort 1300L estate	1974	g/lm/oo/gh	Brightwells	£7480
Ford Escort 1300GL	1978	g/orig/fo/lm	Brightwells	£7150
Ford Escort 1300XL 4dr	1971	g/v.orig/fo	SWVA	£3180
Ford Escort RS2000	1980	g/restd (o)/mods	Brightwells	£13,200
Ford Model T Surrey 6str tourer	1914	vg/restd (o)/12v	H&H	£17,640
Ford Mustang 289 lhd	n/a	vg/restd	SWVA	£16,960
Ford Mustang 289 Convertible auto lhd	1965	exc/restd	CCA	£24,380
Ford Mustang 289 fastback auto lhd	1966	g/restd (o)	Brightwells	£28,050
Ford Popular 100E	n/a	vg/restd/gh	SWVA	£5300
Ford V8 special	1941	f/n.orig	Brightwells	£5720
Ford Zodiac Mk3	1963	g/restd (o)/later 3.0 V6	Charterhouse	£4400
Frazer Nash TT Replica	1937	vg/gh/hi	Brightwells	£236,500
Jaguar 240	1969	g/engine overhauled	Brightwells	£8250
Jaguar 420G	1968	f/refurb (o)/gh	CCA	£3180
Jaguar Mk2 3.8	1961	vg/refurb	Brightwells	£14,300
Jaguar Mk2 3.8	1966	vg/restd (o)	CCA	£22,260
Jaguar E-type S1 3.8 fhc	1964	vg/restd (o)	SWVA	£64,660
Jaguar E-type S1 3.8 fhc lhd	1962	exc/restd	Coys	£100,435
Jaguar E-type S1 4.2 fhc	1965	exc/restd	H&H	£63,840
Jaguar E-type S1 4.2 fhc	1966	vg/mods/fo	Brightwells	£53,900
Jaguar E-type S1 4.2 roadster lhd	1966	exc/restd	Coys	£102,852
Jaguar E-type S3 fhc auto	1971	p/restn	Brightwells	£15,180
Jaguar E-type S3 fhc auto	1973	exc/restd	SWVA	£34,980
Jaguar S-type 3.8	1967	exc/restd/rebuilt engine	SWVA	£20,670
Jaguar XJ6 4.2 auto	1973	exc/refurb/lm/fo	H&H	£7268
Jaguar XJS 4.0 convertible auto	1994	vg/sh/fo	SWVA	£7738
Jaguar XJS-C 3.6	1985	vg/oo	SWVA	£7526
Jaguar XJS-C 3.6 automatic	1987	g/fo/lm	Brightwells	£13,200
Jaguar XJ-S 3.6 auto	1990	f/gh	Brightwells	£3300
Jaguar XJ-S 5.3 HE auto	1989	f/refurb	SWVA	£3286
Jaguar XJ-S 5.3 convertible auto	1989	vg/refurb	H&H	£6160
Jaguar XJ-S 5.3 convertible auto	1990	vg/v.orig/fsh/gh	SWVA	£11,000
Jaguar XK150 3.4 fhc	1960	exc/restd/ex-lhd	H&H	£44,070
Jaguar XK150 3.4 fhc lhd	1959	exc/restd (o)	Coys	£62,568
Jaguar XK150SE 3.4 fhc lhd	1958	vg/restd	H&H	£42,000
Jowett Jupiter	1952	exc/restd (o)/gh	Charterhouse	£24,200
Lancia Aurelia GT B20 GT SelV lhd	1954	exc/restd (o)	Coys	£90,767
Lancia Delta HF Integrale 8v lhd	1990	vg/restd/hm	CCA	£11,660
Lancia Fulvia 1.6HF lhd	1971	g/restd	Coys	£19,387
Land-Rover 110 V8+hdtp	1986	f/orig	Brightwells	£3850
Land-Rover SI 80in	1953	f/refurb	Brightwells	£10,560
Land-Rover SI 86in	1955	vg/restd/SII 2.2 engine	SWVA	£13,886
Land-Rover SI 86in	1957	exc/restd	H&H	£29,120
Land-Rover SIII 88in Safari-top	1979	vg/restd (o)	CCA	£5724
Land-Rover SIII+hardtop	1976	g/gh	Brightwells	£3520
Lea-Francis 14hp saloon	1947	g/refurb/sh/fo	H&H	£4746
Lotus Seven S4	1971	vg/restd/Twin Cam	Brightwells	£10,175
Lotus Elan S2 lhd	1965	g/v.orig/fo	Coys	£18,667
Lotus Elan +2S 130/5	1973	f/restn (s)/lm/fo	H&H	£7840
Lotus Elan SE Turbo	1990	g/mech rblt	SWVA	£3604
Marcos 1600GT	1969	exc/restd/Oselli Ford 1600	CCA	£12,720
Maserati Ghibli auto	1993	g/hi	Brightwells	£6600
Maserati Ghibli Spyder 4.95S lhd	1971	vg/refurb/rebuilt engine	Coys	£230,149
Maserati Sebring S1 lhd	1963	exc/restd	Coys	£118,966
Mazda RX-7	1983	vg/repaint/gh	Brightwells	£3850
Mercedes-Benz 180 Ponton auto	1961	f/v.orig/restn (s)	Barons	£4180
Mercedes-Benz 190SL+hdtp lhd	1960	exc/restd	Coys	£94,795
Mercedes-Benz 190SL lhd	1961	exc/restd	Coys	£100,800
Mercedes-Benz 190SL	1963	g/restd (o)/restn (s)	Charterhouse	£67,100
Mercedes-Benz 200	1977	vg/v.orig/lm	Barons	£4620
Mercedes-Benz 220	1974	g/v.orig/gh	SWVA	£7526
Mercedes-Benz 250CE auto	1972	f/v.orig/restn (s)/gh	SWVA	£4028
Mercedes-Benz 280SL	1985	g/gh/fo	Brightwells	£12,400
Mercedes-Benz 280SL	1985	g/fo	Brightwells	£6050
Mercedes-Benz 280SL+hdtp auto	1969	exc/restd	H&H	£61,600
Mercedes-Benz 280SL auto	1981	g/v.orig/gh	Charterhouse	£9350
Mercedes-Benz 300SL auto	1987	g/refurb/sh	Barons	£10,670
Mercedes-Benz 300SL auto	1987	g/recom/sh	SWVA	£6930
Mercedes-Benz 300SL coupé lhd	1955	exc/restd	Coys	£783,652
Mercedes-Benz 420SL	1986	vg/refurb/sh/fo	H&H	£17,920
Mercedes-Benz 500SL	1982	g/restd (o)	CCA	£8480
Mercedes-Benz 500SL	1985	vg/refurb	H&H	£8400
MG 14/40 MkIV 4str tourer	1929	vg/restd (o)	H&H	£33,333
MGA 1500	1958	exc/restd (o)/ex-lhd	Charterhouse	£23,650
MGA Twin-Cam	1959	f/p.restd/stored	H&H	£19,600



Lovely two-owner, 34,000-mile 1972 Dino 246GT made £255,931 at Coys' Essen fixture



Tidy Mustang notchback, £16,960, SWVA



CCA took £3180 for fair '68 Jaguar 420G



SWVA's superb XJ-S convertible, £11,000



Modified Lancia Integrale, £11,660 at CCA



Brightwells' tempting Seven S4, £10,175



Maserati Sebring, £118,966 at Coys Essen



Dusty 'as found' but solid '61 Mercedes-Benz 180 Ponton went for just £4180 at Barons



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911 2L 1965 Painted by Peter Klassen

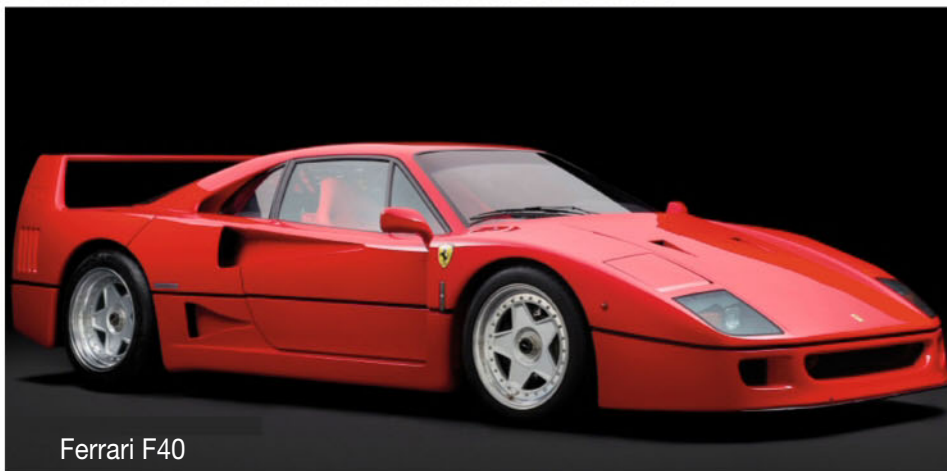


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## EUROPEAN RESULTS

CAR	YEAR	COND	SALE	PRICE
MGB	1965	vg/restd	Brightwells	£10,230
MGB	1967	f/restn(s)	SWVA	£1150
MGB	1967	f/restd(o)	Brightwells	£4400
MGB	1968	g/restd/unleaded	Brightwells	£10,230
MGB	1972	g/unleaded/retrim	Brightwells	£5830
MGB	1973	g/restd(o)	Brightwells	£6380
MGB	1975	vg/restd	CCA	£5512
MGB	1975	g/new hood/retrim	Brightwells	£4290
MGB	1978	g/repaint/alloys	CCA	£3922
MGB	1981	vg/v.orig/gh/fo	Charterhouse	£5610
MGB+hdtp	1973	g/restd(o)/Oselli 1950	Charterhouse	£5940
MGB rally	1965	g/mods/FIVA	Brightwells	£8800
MGB LE	1981	exc/restd	H&H	£7168
MGB GT	1972	vg/repl eng/repaint	SWVA	£4108
MGB GT	1972	p/restn	Brightwells	£990
MGB GT	1979	exc/restd	CCA	£5088
MGB GT LE	1981	vg/restd	CCA	£4876
MGB GT V8	1975	vg/restd	Charterhouse	£15,950
MGC	1968	vg/restd(o)	CCA	£13,992
MGC	1968	vg/gh	Brightwells	£24,200
MGF	2001	g/v.orig	CCA	£1060
MG M-type	1931	vg/restd(o)	H&H	£16,800
MG Magnette ZA	1955	vg/restd(o)	H&H	£7910
MG Midget 1275+hdtp rally	1967	g/p.restd/mods	H&H	£2912
MG Midget 1275	1972	f/Cat C ins claim/restn(s)	SWVA	£1908
MG Midget 1275	1972	g/restd(o)	SWVA	£3392
MG Midget 1275	1972	g/restd	Brightwells	£8580
MG Midget 1500	1980	g/lm/gh	Brightwells	£3300
MG Midget 1500	1980	g/renov	Brightwells	£3520
MG Midget 1500	1978	vg/v.orig/lm	SWVA	£4982
MG TC	1946	g/restd(o)/fo	Brightwells	£17,600
MG TF-1250	1954	g/restd	Brightwells	£22,000
MG TF-1250	1954	vg/restd(o)	H&H	£18,760
MG TF-1250	1954	exc/restd(o)	H&H	£22,400
Mini 35	1994	g/lm	Brightwells	£2860
Mini Cooper	1964	g/restd	Brightwells	£11,000
Mini Cooper	1968	f/mods	Brightwells	£5500
Mini Cooper 'S'	1966	g/gh/mods	Brightwells	£17,600
Mitsubishi 3000 GTO auto	1990	g/repaint/fo	SWVA	£2310
Morris 10/4 Special cpe	1934	vg/restd	H&H	£14,690
Morris Cowley	1930	vg/restd(o)	H&H	£10,640
Morris Eight 4-seater tourer	1935	g/gh	Brightwells	£12,100
Morris Mini 850	1959	g/v.orig	CCA	£11,236
Morris Mini 1000	1968	vg/restd/1293cc	SWVA	£11,024
Morris Minor	1957	g/mods	Brightwells	£1980
Morris Minor	1968	g/refurb/lm	Brightwells	£3080
Morris Minor convertible	1964	exc/restd/n.orig	Charterhouse	£10,780
Morris Minor convertible	1965	g/restd/n.orig	Brightwells	£5610
Morris Minor Traveller	1968	g/restd	Charterhouse	£2420
Morris Minor Traveller	1971	vg/restd(o)/ex-RAF	H&H	£5824
Morris Oxford S2	1935	g/restd	Brightwells	£14,080
Morris Oxford S3 ex-police	1957	g/restd(o)/orig int/gh	CCA	£1908
Naylor TF	1985	g/lm/1700cc	Brightwells	£11,400
NG TC 3.5	1993	vg/refurb	H&H	£10,080
NG TF 3.5	1971	g/built 18yrs ago	CCA	£4664
Pontiac Fiero SE	1984	p/restn(m)	Brightwells	£330
Porsche 356 1600S Cabriolet+hdtp lhd	1960	exc/restd	Coys	£94,795
Porsche 356B Super 90 Roadster lhd	1960	exc/restd	Coys	£106,800
Porsche 356B T-5 1500S Reutt Cabriolet lhd	1960	exc/restd(o)	Coys	£86,738
Porsche 356C lhd	1965	vg/restd(o)	Coys	£39,880
Porsche 356SC lhd	1964	g/restd/gh	Coys	£50,540
Porsche 911 2.0 lhd	1968	exc/restd	Coys	£46,800
Porsche 911 2.2S lhd	1970	exc/refurb/fo	Coys	£76,320
Porsche 911 2.2S targa	1969	vg/p.restd/orig int	Coys	£86,544
Porsche 911 Carrera 2	1990	vg/sh/mods	SWVA	£30,475
Porsche 911 993 RS lhd	1995	exc/sh/lm	Coys	£239,818
Porsche 911SC targa	1983	exc/restd/gh	H&H	£21,750
Porsche 911 turbo 2 lhd	1992	exc/v.orig/mods	H&H	£67,800
Porsche 912 Kar lhd	1968	exc/restd	H&H	£26,320
Porsche 928 S4 auto	1987	g/refurb/gh	H&H	£5040
Porsche 924	1982	vg/v.orig/fsh	SWVA	£5194
Porsche 944	1987	f/ex-auto/recom	Charterhouse	£1210
Porsche 959	1988	exc/v.orig/sh	Coys	£651,240
Porsche 968 Sport	1994	g/repaint(s)/sh	CCA	£8480
Range Rover Classic 3.5 EFI	1988	vg/lm/orig	Brightwells	£11,550
Range Rover Vogue SE auto	1989	g/v.orig	Barons	£6300
Reliant Scimitar GTE SESa auto	1973	p/restn	Brightwells	£1540
Reliant Scimitar GTE SESa auto	1974	f/restd(o)	Barons	£2860
Renault Clio Williams	1994	exc/v.orig/sh	CCA	£6360
Riley Nine Gamecock 2str	1932	exc/restd(o)/refurb	H&H	£31,640
Riley RMF	1953	vg/restd(o)	Brightwells	£20,900
Rolls-Royce 20hp PW landaulette	1928	f/gh	Brightwells	£27,500
Rolls-Royce 20/25hp Barker Sedan de Ville	1933	vg/restd(o)	H&H	£49,720
Rolls-Royce 20/25hp	1934	exc/restd/gh	Barons	£40,150
Rolls-Royce Corniche Convertible	1976	exc/refurb	H&H	£26,880
Rolls-Royce Silver Cloud III auto	1965	vg/restd/fo	SWVA	£23,100
Rolls-Royce Silver Cloud II HJM dhc auto lhd	1960	exc/restd	Coys	£205,173
Rolls-Royce Silver Shadow	1973	g/repaint/gh	SWVA	£6600
Rolls-Royce Silver Shadow	1973	p/recom	Brightwells	£2310
Rolls-Royce Silver Spirit	1990	f/lm/gh	Brightwells	£6160
Rolls-Royce Silver Spur	1984	exc/refurb/gh	H&H	£19,040
Rover 14hp Sportsman	1936	exc/restd	H&H	£14,560
Rover 16hp sports saloon	1937	g/restd(o)	H&H	£17,920
Rover 80	1961	vg/lm	Brightwells	£11,550
Rover 80	1961	vg/v.orig/fo	SWVA	£6360
Rover 3 Litre Mk2	1965	g/restd(o)	SWVA	£3498
Rover 3.5 Litre Coupé	1969	g/restd(o)	CCA	£3286
Rover 3.5 Litre Coupé	1973	vg/restd(o)	H&H	£12,320



MG 14/40 MkIV, one of just 11 and featured in marque histories, made £33,333 with H&amp;H



Tidy TF-1250 for £22,000 at Brightwells



Modified 1293cc Mini, £11,024 at SWVA



Coys raised £50,540 for Porsche 356SC...



...and £239,818 for low-mileage 993 RS



Riley Nine Gamecock sports, £31,640, H&amp;H

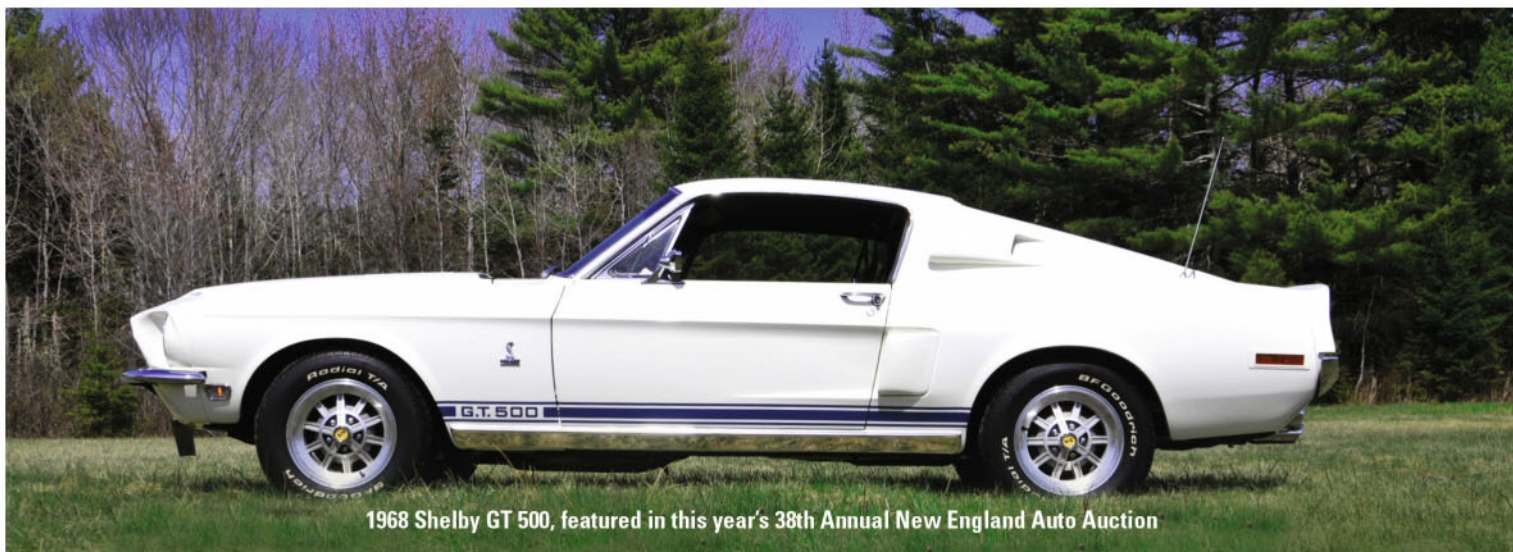


CCA's smart Renault Clio Williams, £6360



US-restored R-R 20/25hp with new clutch and fresh whitewalls was £40,150 at Barons





1968 Shelby GT 500, featured in this year's 38th Annual New England Auto Auction

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## AUCTION RESULTS

## EUROPEAN RESULTS

CAR	YEAR	COND	SALE	PRICE
Rover 3.5 Litre Coupé	1968	f/restn(s)	CCA	£2332
Rover 2000TC	1972	f/gh	Brightwells	£2420
Rover 3500S	1972	vg/restd/lm	H&H	£7728
Rover 3500S	1975	vg/lm/fo	Brightwells	£9900
Saab 99L 4dr	1974	f/restn(s)	SWVA	£500
Studebaker M15 pick-up lhd	1948	vg/restd(o)/gh	CCA	£2200
Sunbeam 16hp 4str tourer	1920	g/restd(o)	H&H	£30,240
Sunbeam 20/60 3.2 4str tourer	1925	vg/restd(o)/fo	H&H	£54,880
Sunbeam Alpine Series V	1967	f/restn(s)	SWVA	£2809
Sunbeam Twenty-Five	1934	vg/restd/orig int	H&H	£22,250
Tatra Tatraplan T600	1951	f/restn(s)	Brightwells	£13,200
Tatra Tatraplan T600	1952	vg/restd(o)	SWVA	£24,168
Triumph 14/65 Dolomite	1938	vg/restd	Brightwells	£29,700
Triumph Dolomite 1500 auto	1980	f/refurb	SWVA	£600
Triumph Herald 13/60 convertible	1970	f/restd(o)/unleaded	Brightwells	£2200
Triumph Spitfire 1300	1973	g/lm	Brightwells	£5720
Triumph Spitfire 1500	1978	vg/oo/lm	Brightwells	£5500
Triumph Spitfire 1500	1981	g/restd	Brightwells	£4400
Triumph Stag	1972	vg/restd(o)	SWVA	£8374
Triumph Stag	1973	g/p/restd	Charterhouse	£6600
Triumph Stag	1974	exc/restd/gh	Barons	£14,025
Triumph Stag	1974	vg/restd/lm/fo	Brightwells	£11,220
Triumph Stag	1975	g/restd(o)	Brightwells	£7480
Triumph Stag	1976	p/restn	Brightwells	£1100
Triumph TR3A	1960	g/gh/restd(o)	Brightwells	£18,920
Triumph TR6	1969	vg/restd(o)	Brightwells	£14,080
Triumph TR6	1970	g/mech rblt	Brightwells	£11,550
Triumph TR6	1972	p/restn	Brightwells	£2090
Triumph TR6	1972	vg/restd(o)	Brightwells	£14,080
TVR 3000M Martin	1976	vg/restd/fo	Brightwells	£15,070
TVR Chimaera 4.0	1997	g/lm/gh	Brightwells	£7920
Vinot et Deguinand AM4 4str tour	1914	vg/restd(o)	H&H	£28,650
Volkswagen Beetle 1303	1973	g/gh	Brightwells	£11,220
Volkswagen Karmann Ghia	1972	vg/restd(o)	CCA	£6413
Volvo 123GT rally	1967	g/FIVA/spares	Brightwells	£6820
Wolseley 14/56 4str tourer ex-police	1937	exc/restd/18hp engine	H&H	£42,560
Wolseley Hornet Crayford Heinz 57	1966	f/repaint(o)	Barons	£7425
Zil Series 114 lhd	1977	f/refurb(o)/orig int	Coys	£29,698

## USA HIGHLIGHTS

CAR	YEAR	SALE	PRICE
Amphicar 770	1962	Leake	£29,440
Aston Martin DB2/4 2.6 Btn drophead	1953	RM Sotheby's	£858,000
Austin-Healey 100M 'Le Mans'	1956	RM Sotheby's	£110,825
Bentley R-type Continental	1955	RM Sotheby's	£732,875
Buick Series 60 Phaeton Convertible	1939	Leake	£24,320
Cadillac Coupe de Ville	1975	Silver	£11,200
Cadillac Fleetwood	1976	Leake	£4864
Cadillac Series 62 Convertible	1955	Branson	£29,600
Cadillac V16 Convertible Sedan	1930	RM Sotheby's	£1,251,250
Chevrolet Bel Air	1955	Silver	£26,240
Chevrolet Camaro	1970	Branson	£38,016
Chevrolet Corvette Convertible	1957	Mecum	£51,200
Chevrolet Corvette Gulf Oil racer	1962	RM Sotheby's	£1,072,500
Chevrolet Corvette Sting Ray Coupe	1963	RM Sotheby's	£164,450
Chevrolet Corvette Stingray	1968	Silver	£14,400
Chevrolet Nomad custom	1956	Mecum	£47,360
Cunningham C3 Coupe	1953	RM Sotheby's	£564,850
Dual-Ghia Convertible	1957	RM Sotheby's	£278,850
Duesenberg J Mur 'disappearing top' Convertible	1931	RM Sotheby's	£2,288,000
Duesenberg SJ B&S Town Car	1935	RM Sotheby's	£2,359,500
Ferrari 308GTBi	1982	Auctions America	£37,895
Ferrari 328GTS	1989	RM Sotheby's	£60,775
Ferrari 400 Superamerica LWB Coupé Aerodinamico	1963	RM Sotheby's	£1,859,000
Ferrari 400 Superamerica SWB Spider	1962	RM Sotheby's	£4,878,982
Ferrari Testarossa	1990	Leake	£40,960
Fiat 500 Jolly beach car	1960	RM Sotheby's	£50,050
Ford Fairlane	1955	Silver	£11,360
Ford Mustang Boss 302	1970	Mecum	£51,840
Ford Mustang GT	1965	Auctions America	£44,688
Ford Mustang Mach 1	1970	Mecum	£144,000
Kurtis 500 Swallow coupe	1955	RM Sotheby's	£143,000
Lamborghini Countach 25th Anniversary	1990	RM Sotheby's	£295,150
Lincoln Indianapolis Exclusive Study	1955	RM Sotheby's	£858,000
Lister-Chevrolet	1959	RM Sotheby's	£268,125
Marmon Sixteen Convertible Coupe	1931	RM Sotheby's	£858,000
Maserati Merak SS	1977	Auctions America	£27,885
Mercedes-Benz 280SE 3.5 Convertible	1971	Auctions America	£194,838
Mercedes-Benz 300SL	1959	RM Sotheby's	£1,197,625
MGA	1959	Auctions America	£20,378
MGB lightweight	1962	RM Sotheby's	£57,200
MG TF-1500	1954	Auctions America	£20,020
Morgan Plus 4	1952	Auctions America	£12,513
Packard Caribbean Convertible	1953	Branson	£48,000
Packard Eight Cabriolet	1938	RM Sotheby's	£1,144,000
Packard Twelve Individual Custom Convertible	1934	RM Sotheby's	£679,250
Packard Twelve Individual Custom Stationary Coupe	1934	RM Sotheby's	£2,665,051
Packard Twelve Sports Coupe	1934	RM Sotheby's	£1,430,000
Pierce-Arrow 48-SS demi-tonneau	1910	RM Sotheby's	£554,125
Plymouth Road Runner	1970	Mecum	£37,120
Porsche 911 turbo	1989	RM Sotheby's	£82,225
Shelby 289 Cobra racer	1962	RM Sotheby's	£1,262,392
Shelby GT350R	1965	RM Sotheby's	£490,000
Triumph TR3A	1966	Auctions America	£12,870

Only cars believed sold are listed. Prices include buyer's premium, but not the VAT payable on it





Star of SWVA's Poole sale was a stunningly rebuilt 1952 Tatra T600 that reached £24,168



CCA's restored VW Karmann Ghia, £6413



Barons' Crayford Wolseley Hornet, £7425



Bertone DB2/4, £858,000, RM Sotheby's



Superb 1960 Fiat Jolly Beach car, £50,050



Andrews Collection Lister made £268,125



Auctions America's Merak SS hit £27,885

#### SALE RATES AND STATISTICS

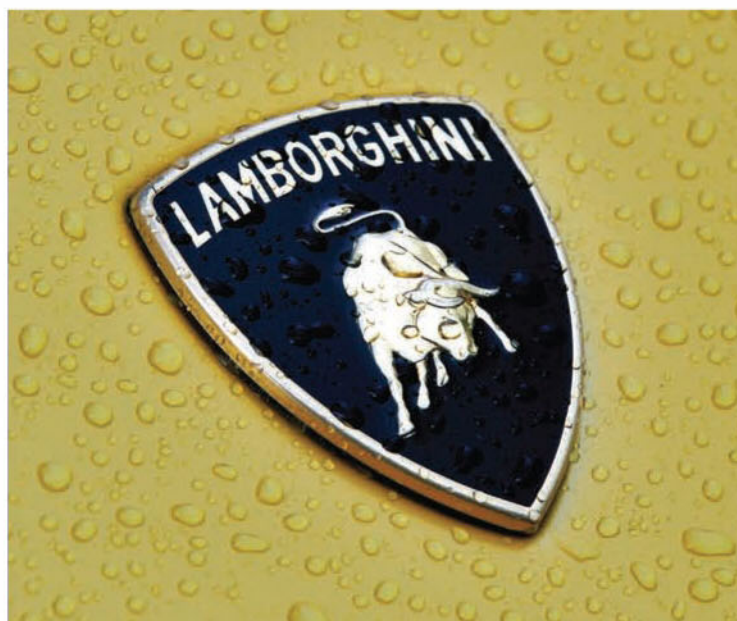
Charterhouse, Shepton Mallet, Somerset, 15 April: 10% buyer's premium, 24 cars sold out of 34 offered – 71% sale rate, £249,030 gross sale total; H&H, Imperial War Museum, Duxford, Cambridgeshire, 15 April: 12%, 59/87 – 68%, £1.14m; Leake, Dallas, USA, 17 April: sale stats not available; Coys, Techno Classica Essen, Germany, 18 April: 15%, 38/66 – 58%, £5.76m; Branson, Missouri, USA, 17-18 April: sale stats not available; CCA, Silverstone, 21 April: 6%, 44/62 – 71%, £324,996; Barons, Sandown Park, Esher, Surrey, 21 April: 10%, 37/60 – 62%, £1.01m; Silver, Portland, USA, 24 April: sale stats not available; Mecum, Kansas City, USA, 23-25 April: sale stats not available; SWVA, Parkstone, Poole, Dorset, 24 April: 6%, 52/55 – 95%, £413,262; RM Sotheby's, Andrews Collection, Fort Worth, Texas, USA, 2 May: 10%, 78/78 – 100%, £33.5m; Auctions America, Auburn, Indiana, USA, 8-9 May: 10%, 199/299 – 67%, £3.23m; Bonhams, Aston Martin Sale, Newport Pagnell, Bucks, 9 May: 15%, 38/53 – 72%, £10.15m; Brightwells, Leominster, 13 May: 10%, 128/160 – 80%, £1.6m

#### CONDITION GUIDE KEY

f – fair; g – good; vg – very good; exc – excellent; supb – superb; conc – concours;  
sh – service history; fsh – full service history; ghst – good history file; hi – historically interesting;  
orig – original; vorig – very original; norig – not original; lm – low mileage; vlm – very low mileage;  
oo – one owner; fo – few owners; p – poor; refurb – refurbished; restd – restored; (o) – older; (s) – straightforward; (m) – major; prestd – partially restored; compl – complete; inc – incomplete;  
not reg – not UK registered; recom – requires recommissioning; repl eng – replacement engine;  
mech rblt – mechanically rebuilt

#### COACHBUILDERS' KEY

B&S – Bohman & Schwartz; Btn – Bertone; HJM – H J Mulliner; Kar – Karmann; L&M – Letourner & Marchand; Mull – Mulliner; Mur – Murphy; PW – Park Ward; Reutt – Reutter; Tick – Tickford



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Values of the Ferrari F40 have more than doubled over the past couple of years, with some owners' policies not keeping up

# RISKING AN INSURANCE SHORTFALL

A leading insurance broker has warned that, thanks to the rapid pace of the classic car market, thousands of enthusiasts are putting themselves at financial risk by having their cars hugely underinsured. In just one example, an owner until recently had his Ferrari F40 covered for 'just' £375,000 when its true value had jumped to £850,000. If the car had been stolen and not recovered, or irreparably burned out, the owner could have been out of pocket to the tune of half a million pounds.

And, according to James Wasdell of specialist broker Quantum Underwriting Solutions ([www.quantumplc.com/cars](http://www.quantumplc.com/cars)), the problem is widespread and affects all types of classic, not just those at the top end of the market.

Another typical case to come to light, for example, was a 1988 Porsche 911 Carrera 3.2 that was insured for £38k, but in the current climate the car is worth £65,000.

"The problem is exactly the same whatever sector you look at," explained Wasdell. "It doesn't matter if it is a £30,000 classic or one that is worth £3million:

## The top 10 'rapid risers'

If you have owned one of the following models for more than a couple of years without adjusting the Agreed Value, you should check your insurance immediately. Even if you don't, a similar check is recommended for all classic cars, because few, if any, have remained static (let alone decreased in value) over the past few years.

- 1 Land-Rover S1
- 2 BMW E30 M3
- 3 Austin-Healey
- 4 Porsche 356
- 5 Jaguar E-type
- 6 All Ferraris
- 7 Lotus Cortina
- 8 All Lamborghinis
- 9 All Aston Martins
- 10 AC Cobra



'The problem is widespread and affects all classic cars, not just those at the very top end of the market'

if it is underinsured then you could lose a lot of money proportionally... even though the higher end naturally throws up much more dramatic numbers."

The issue arises because there are two types of classic policy and they are both capped. With an Agreed Value policy, you know exactly what you will get in the case of a catastrophe. When prices are moving as quickly as they are at the moment, however, it is vital that the value is updated every renewal, or even in between.

Some owners think that they are protecting themselves by taking out

a Market Value policy, but often don't realise that these are also capped. In fact, a Market Value payout could be even less than the maximum value the car is insured for, whereas an Agreed Value policy should always pay out the top rate.

The issues don't just arise with write-offs. Wasdell, who has 25 years' experience in the insurance industry and set up Quantum more than a decade ago, said: "Part of the problem is that people are so used to their documents just coming through once a year and renewing out of habit, as if nothing has changed. Or because they don't think they have the time to address the issue, or they are worried their premiums will go up.

"One client insured a 246 Dino for £120,000 four years ago and, until recently, that was still its Agreed Value. With the current repair costs for such a car, though, even a big accident could have ended up costing him a lot of his own money or meant parting with the car. It was the same deal with a Jaguar E-type we came across that was insured for £80k, but was easily worth £120-150,000."



## Top firm set to move HQ

Buoyed by massive demand for repair and restoration services, Ferrari specialist GTO Engineering has created a temporary workshop as it embarks on a £6million move to new headquarters over the next three years.

Mark Lyon, the Berkshire firm's founder and managing director, said: "We were bursting at the seams at our old site, so the move into new premises is a natural progression.

"We needed an interim solution quickly and the temporary workshop is ideal. It will immediately give us more space and keep us operational while the proposed building work is carried out."

The temporary Spaciotempo workshop is a mile down the road from the original HQ, where the 40-strong team had become well established.



Derek Bell opened each store, bringing along his own 924 GTs

## Specialists for Stuttgart

The first two UK Porsche Classic Partner Centres have opened in Leeds and Hatfield. The new facilities can provide Porsche Classic parts and service, repairs or a full restoration. Each opening was celebrated with a visit from former factory racer Derek Bell, and both centres have a Classic Corner displaying iconic past models.

Porsche Classic cares for all models for which standard production was generally discontinued at least 10 years ago. In other words, the 356, 914, 959 and 911 up to and including types 964 and 993, as well as the 924, 928, 944 and 968. The latest additions are the type 986 Boxster and the 996 911.

With an astonishing 70%-plus of all Porsches built still on the road, there is plenty of demand for the 52,000 parts in stock and 200 previously discontinued components that are annually added to the range. See [www.porsche.com/uk/accessoriesandservice/classic](http://www.porsche.com/uk/accessoriesandservice/classic) for more information.



Past models celebrated in 'Classic Corner'



### TOPLESS ROVER ON OFFER

The Percival Motor Company (01622 851841) is selling what is thought to be the sole FLM Panelcraft two-door convertible Rover P5. This slice of history is priced at just under £30,000.

### COVER FOR THE BIG DAY

Owners who ferry bridal parties around will be interested to know that Footman James has added a selection of wedding hire options to its policies, as well as having a dedicated wedding hire policy. See [www.footmanjames.co.uk](http://www.footmanjames.co.uk)



### PRICY POCKET ROCKET

A genuine Downton Mini 1275GT doesn't come cheap nowadays. Even a 1973 automatic, albeit a timewarp 20,000-miler, is marked up for £20,000 with Hartford Classics: 01252 845845; [www.hartfordautomotive.co.uk](http://www.hartfordautomotive.co.uk)

## Price watch Triumph TR2-3B

Considering how capable and adaptable they are, sidescreen TRs still look like great value. Neil Revington of Revington TR ([www.revingtontr.com](http://www.revingtontr.com); 01823 698437) says that there are a couple of contributory factors: "Because the cars were plentiful and from a mainstream manufacturer, they will always lag behind more specialised competitors such as the Austin-Healey. Also, there is a whole generation to which the name means nothing. No other car maker that was the size of Triumph and offered such a colossal range so recently has completely disappeared."

The number of cars still in existence also means that modification is not a dirty word and can actually enhance values. Revington adds: "Some buyers want purity and will pay more for a standard long-door [early] TR2, but why pay more for a car with serious deficiencies? The vast majority just want to get in their cars and use them, so upgrades to the seats and brakes, plus an alternator, a rack conversion and engine developments are common."

Just about all variants fall in the £20-40,000 bracket. Basket-cases start from only a few thousand pounds, but should be steered clear of. Revington explains: "The quandary for the sidescreen TRs has always been whether they are the bottom end of the high-level sports cars or the top end of the low-level sports cars. As a result, a full restoration will cost £70-80,000, but you will never see your money back, just as it could cost you £120,000 to build the nicest track racer in the world and it will still be worth £35k."



Whether standard or modified, a sidescreen TR still offers impressive value for money

### 1961 TR3A £25,000

Road-legal and ready to go, this left-hooker has been converted to run on unleaded, features matching numbers and has only 42,000 miles on the clock 07021 512560 (p)



### 1955 TR2 £29,850

This overdrive-equipped car had a body-off 'refresh' a few years ago, has had only two owners from new and, until last year, lived in the 'dry' Greek climate 01296 770966 (t)





# VW GOLF GTI Mk2

The original hot hatch matured into a superb all-rounder that now has deserved classic status.

**Malcolm McKay** tells you how to find a nice one

PHOTOGRAPHY **TONY BAKER**



**T**he Golf GTI came of age in Mk2 form: fast, powerful and latterly developed with dual overhead cams, 16 valves plus, ultimately, four-wheel drive and supercharging. When production ended in '92, it marked the end of an era: the Mk3 couldn't hold a candle to it, so the Mk2 was guaranteed future collectable status. Now that most qualify for classic insurance, prices of the best examples are rising.

The wheelbase grew 3in, track 1-2in, width 2in and length almost 7in from the Mk1, greatly increasing cabin space. Weight rose 10%, but aerodynamics improved dramatically – drag coefficient dropping from 0.42 to 0.34 thanks to integrated gutters, flush glass and more rounded styling. Disc brakes all round were a step up, too, while four headlamps and red bumper inserts set the GTI apart from lesser models. At the new robot-intensive production plant, heated bodyshells were dipped in liquid wax to enhance durability. Heating and ventilation were better, and longer suspension travel refined the ride.

After 2½ years, the opposition had outstripped the standard GTI and VW responded with the twin-cam 16-valve, which had the same engine

size but was 24% more powerful. With lower, stiffer suspension and bigger front brakes, the 16V was king, but the 8V retains a keen following thanks to a broader torque spread that makes it feel as quick without needing to rev it hard.

In 1987, quarterlights were deleted, wipers on right-hand-drive cars parked on the left and VW dumped the mechanical K-Jetronic injection (on the 8V only) in favour of an electronic Digifant set-up. Some today feel less responsive, but a good service, curing vacuum leaks and fitting a new genuine Volkswagen blue temperature sender should restore them to sparking health.

The final 16-valve big-bumper models are currently the most sought-after, but prices are hardening throughout the range and the market for really good, unspoilt original cars is keen.

Mechanical parts are plentiful and many cars are still being broken, which means that rot is usually the biggest enemy. So check all the areas listed carefully, especially the scuttle/bulkhead, floors and front subframe; wet carpets are a bad sign. Rust often starts around holes (for numberplates and wipers etc) and behind plastic trims. Look also for signs of accident damage, especially panel gaps and front chassis legs, and check the V5 against the VIN plate and engine number.



16V of Franz Wittman/Matthias Feltz: 10th on '86 Monte



Über-rare G60 and G60 Rallye are now highly collectable





## Rot spots

- 1 Front wheelarches
- 2 Suspension subframe
- 3 Bottom of front bulkhead
- 4 Bulkhead top, scuttle and around windscreen
- 5 Door bottoms, especially back ones on five-doors
- 6 Sills and adjacent floorpan
- 7 Top around sunroof
- 8 Rear wheelarches and around filler cap
- 9 Hatchback
- 10 Rear valance



It's rare to find **seats** as pristine as this. Inspect for wear, burns and marks, and see that three-door fronts tip and lock in place correctly because cables can fail



Test all the **electronics**: trip computer, rev counter, heater blower, rear wiper etc. Age and damp play havoc with solder joints on circuit boards, including the ECU



**Engines**, both 8V and 16V, are well engineered and durable, with no weaknesses: problems will come from neglect, abuse, wear and age. Hydraulic tappets (fitted from late 1985) may rattle on start-up, but should quickly go quiet. Check service history for most recent cambelt change; inspect condition of oil and coolant, too



**Injection** (this is Digifant) is basically reliable, but senders and vacuum hoses can fail and, on K-Jet, the metering head can clog and the airbox flap can stick



The **cooling system** is effective, but any 25-year-old rad will be silted up. Check running temperature and signs of past overheating that may have warped head



**Gearbox** is robust, but the change goes sloppy as linkages wear (easily sorted). Feel for worn synchro on second, and ensure fifth doesn't jump out on overrun



Look for split **gaeters**, worn **bushes**, broken **springs**, soggy **dampers** and odd **tyre wear**. Aftermarket parts may make set-up overly hard; only quality items last



Golf grips brilliantly, and can cock an inside rear wheel in the air like a Mk1. Optional power steering is a bonus; it was standard across the range from '90



## On the road

Expect lively performance and sharp, safe handling; if it delivers less, negotiate the price. The trick is to secure one with only minor faults that are easily rectified. Both engines should pull well, with the 8V giving a wide spread of power but tailing off above 5000rpm, at which point the 16V is coming alive. Blue smoke on start-up is likely to be tired valve stem seals. If it smokes on the overrun, it may well have worn valve guides, too, and if it smokes under acceleration, the bores are probably beyond tolerance – engine rebuild/swap time. It's best to replace the oil pump on 8V engines after 100,000 miles.

Regular changes is vital, so be happy to pay more for a car with a sheaf of bills that show it has been cherished. A well-kept 8V will do 200,000-plus miles before it needs major work, a 16V 150,000-plus. Hydraulic tappets that don't stop rattling are a sure sign of neglected oil changes and will need renewing (and may signify other wear). Cambelts should be swapped every 40,000 miles (or 5-6 years on cars doing low mileages) and the idler should be replaced at the same time. Check the engine starts readily when hot.

A noisy fuel pump (just ahead of the right rear wheel) isn't a worry, provided it's not loose or leaking, but a full fuel tank on test may indicate that the lift pump in the tank is on its last legs.

A clicking when cornering is probably a worn CV joint, a front-end knock suggests tired top strut mounts and rumbling indicates a worn wheel bearing. Brakes should be sharp, but rear calipers can seize (as can the compensator valve); check the handbrake, which can be a weak point.



Build quality was superb and the best still shouldn't rattle

## OWNER'S VIEW Sean Stokes



"I bought my first Mk2 when I was 20," recalls Stokes. "It was Diamond Silver with 60,000 miles and full history. The first time I'd noticed one was the TV ad with the woman in a fur coat and the slogan: 'If only everything in life was as reliable as a Volkswagen.' I drove that car for 10 years, only selling it to finance a TSR 2-litre for the Tornado Red one I'd bought from my brother. It only let me down once, when the ECU failed.

"A few years ago, I decided to strip it and give it a good tidy up, but the shell was rough. I found a solid but incomplete project at a bargain price; another big-bumper in Metallic Grey. I'm building the best bits from the red one into that car, and having it finished to a high standard. Ultimately, I may get the Mk1 in Lhasa Green that I covet!"

## The knowledge

### WHAT TO PAY

Very good/show	£6000/£10,000
Average	£2500
Restoration	£750
(for G60 add 50%; for G60 Rallye add 100%)	

### PARTS PRICES

Front wing	£37
Rebuilt engine	£1500-3000
Cambelt kit 8V/16V	£20/69
Water pump	£48
Radiator	£62
Brake master cylinder	£50
Rear caliper	£149

### CLUBS

**Mk2 Golf Owners' Club** [www.vwgolffmk2.co.uk](http://www.vwgolffmk2.co.uk)  
**Club GTI** [www.clubgti.com](http://www.clubgti.com)

### BOOKS

**Volkswagen Golf GTI** Richardson, Crowood  
**VW Golf Five Generations of Fun** Copping, Veloce  
**Volkswagen Golf GTI The Enthusiast's Companion** Hutton, Motor Racing Publications

### SPECIALISTS

**VW Heritage** 01273 444000 **ECP** 020 3474 0500 **GSF** 0121 626 7981 **Old Forge Garage** 020 8303 9353 **Wilson VW** 01745 590272  
**Midland VW** 01543 495700 **AD Autotechnik** 01342 837083 **John Mitchell** 01903 718684  
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## TIMELINE

**1984 Feb** Mk2 Golf launched, including GTI  
**1985 Feb** Five-door added, alloys (3dr now steels)  
**1985 Sep** Hydraulic tappets, indicator repeaters added to front wings, deeper front spoiler  
**1986 Sep** Height-adjustable seats, new alloys; 16V 3dr launched: lower, stiffer, bigger front discs  
**1987 Aug** RHD wipers park on left, quarterlights deleted, five-slot grille, trim changes, digital instrument pack optional on 16V  
**1989** LHD 4x4 Rallye G60 3dr: 5000 made with square lamps, supercharger; 160bhp, 166lb ft  
**1989 Aug** Big bumpers with integral spoilers, logo in side strips, front foglamps, smoked rear lights  
**1990 Jan** Five-door 16V introduced  
**1990** G60 launched with blown 8V engine, FWD, 134mph, 3/5dr, lower stiffer suspension, LHD only; Golf Limited with supercharged 16V engine, 210bhp, 4WD, 5dr, leather: 70 built  
**1990 Oct** Power steering standard  
**1991 Oct** 8V gets 16V trim, suspension and 15in BBS alloys, electric front windows, metallic paint  
**1992 Feb** Mk2 GTI production ends

## FACTFILE

**Sold/number built** 1984-'92/c600,000  
**Construction** steel monocoque  
**Engine** iron-block, alloy-head sohc 1781cc 'four,' with Bosch K-Jetronic/Digifant fuel injection, or dohc 16-valve with KA-Jetronic injection; 112bhp @ 5400rpm-139bhp @ 6100rpm; 117lb ft @ 4000rpm-124lb ft @ 4600rpm  
**Transmission** five-speed manual, FWD  
**Suspension:** front MacPherson struts rear coil springs, torsion beam, trailing arms, telescopic dampers; anti-roll bar f/r  
**Steering** rack and pinion, 3.7 turns lock-lock; 3.2 turns with optional power assistance  
**Brakes** discs all round, vented 9.4in front (10.4in on 16V), rear 8.9in, with servo  
**Length** 13ft 1in (3988mm) **Width** 5ft 6in (1676mm) **Height** 4ft 7in (1400mm)  
**Wheelbase** 8ft 1½in (2476mm)  
**Weight** 2026-2158lb (920-980kg) **Mpg** 27-40  
**0-60mph** 8.3-7.5 secs **Top speed** 115-134mph  
**Price new** £11,429-14,449 (8V 3dr-16V 5dr, '90)

## INSURANCE

£128.26, for a Londoner, 30, full no-claims and a clean licence on an '87 16V as a garaged 2nd car, value £7500, 5k limited miles. RH: 01277 206911.

## THE ALTERNATIVES



### PEUGEOT 205 GTI

Cheaper and more fun, the little Peugeot packed serious punch, but it felt fragile

compared to the planted Golf. Many were rodded or rotted away, but there's a strong following.

**Sold/no built** 1984-'94/332,942 **Mpg** 23-36  
**0-60mph** 8.7-7.8 secs **Top speed** 116-122mph  
**Price new** £10,290 (1.6, '90) **Price now** £4-10,000



### VAUXHALL ASTRA

**SRI/GTE** Vauxhall's GTE 1.8, then 2.0, then 16V were consistently the fastest in the class,

and the cheaper-to-insure SRI was still quick. But it lacked the VW's poise and build quality. Now rare.

**Sold/no built** 1984-'91/NA **Mpg** 26-38  
**0-60mph** 9-7.6 secs **Top speed** 120-132mph  
**Price new** £11,135 (SRI, '90) **Price now** £2-8000+

# One to buy £4300

**Year of manufacture** 1991 **Recorded mileage** 144,818 **Vendor** Charlie Huntingford, Oxfordshire; tel: 07021 510964 **For** Solid; unspoilt; lots spent; drives well; top value **Against** Needs new tyres

This lovely big-bumper 16V was in storage for a while, but the service book is up to date with the latest stamp 250 miles ago. It's had lots of new parts including rear suspension beam and brakes plus front lower arms, springs and dampers. It's just had a cambelt and a heater matrix, which might explain the slightly home-made looking plumbing from the bulkhead. The motor is tidy, the chassis legs are fine and there are a couple of rust flecks on the strut towers. Its coolant is nice and blue, the oil golden; both to the right levels.

The body is straight and uncorroded. The left half of the scuttle has been replaced and it has a new 'screen. There's a tiny touched-in mark on the right of the tailgate and a small scratch on the right flank. All the trim is good, and has recently been off to inspect the sills and arch lips, which the owner says are sound. The alloys are tidy bar the slightly dinged right rear. It has a mixture of premium tyres, but they're all c10 years old and worn, so a new set would improve it immensely.

Inside, the velour and dash are mint, plus the wheel is a correct replacement. The only fault is a 'bleed' on the LCD clock/trip computer, which functions. It starts readily, with no rattles or smoke, changes gear easily with strong synchros, plus it tracks and brakes straight with no clonks. It fairly fizzes along, then you get a reminder of the GTI 'dead' brake pedal (ie lost motion), but this one is quite good. The MoT runs to 22 June.



Paintwork generally smart bar tiny blister on driver's door



Interior excellent; all electrics work; left window a bit slow



Some surface corrosion on the 16v 'four', but it's leak-free



Thanks to Fast Classics  
 for the featured '89 8V:  
 call 01483 338903 or go  
 to [www.fast-classics.com](http://www.fast-classics.com)

## Our verdict

The Mk2 GTI built on the superb foundation of the Mk1 and was a motoring icon of the 1980s, so is now deservedly appreciating. You may have to hunt far and wide to find a really good, highly original example, but it will be worth it for the rewarding drive and widespread kudos that it will provide. Just don't buy a bodged, neglected or rusty one.

### FOR

- Hugely practical, reliable everyday classic
- Performance still more than enough to excite
- Parts readily available and inexpensive
- Great online and specialist support

### AGAINST

- Hidden body rot can spoil the fun
- Many have been modified and/or abused
- Damp and lack of use can lead to various problems with the electrics

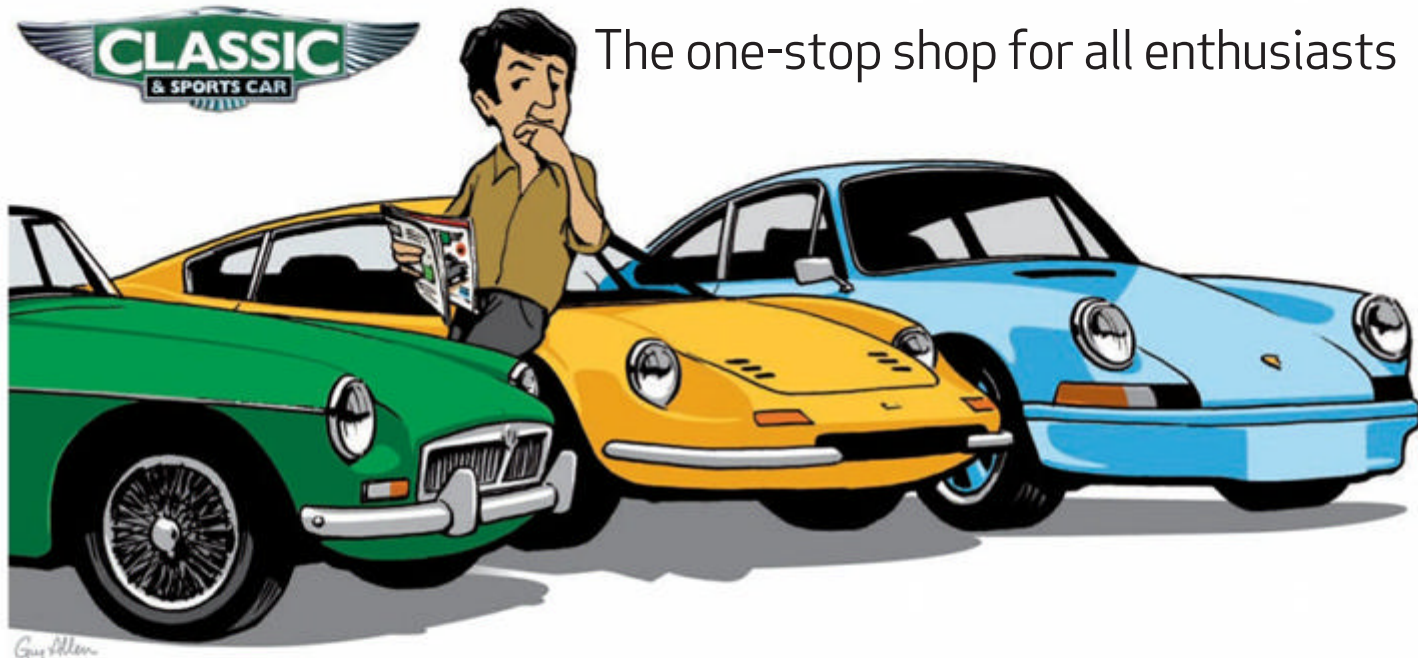


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**What would you never part with?** We have several cars in our private collection that I would never sell because of personal reasons. For instance, there is a Ferrari Dino 246GT that we have owned since 1978. I know the car from my childhood and practically learned to drive in it.

**How's business?** It is going very well. Everybody knows that the market is healthy and strong, and it is harder to find good-quality cars than it is to sell them.

## CASE HISTORIES Cars for sale we've tested this month



1989 Alpina C2 2.7 p225



1962 Lotus Elite p239



1928 Sunbeam 16.9hp p255

Tests are carried out by experts and are a fair reflection of the cars on the day they were viewed. They should not be taken as a full inspection, and buyers must satisfy themselves of a car's condition before purchase. Cars are sold without tax unless stated

## PICK OF THE CLASSIFIEDS Great classics you can buy

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1961, auto, all original, 34k. Slight damage to front-left corner, otherwise excellent. All books and documents. Valued at £15k. Call 01604

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### FIAT 600D £12,500

1964, Powder Blue (Porte Centro Vento), rear-hinged doors, beautiful condition. The car can be viewed in Wyboston, MK44. Call 01471 820236 or e-mail jajharvey1@btinternet.com



## IN THE WORKSHOP Essential products & services guide

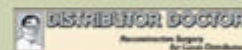
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### 1949 Bentley Mark VI

Drophead coupe coachwork by Park Ward fresh from a full five year restoration. A strong contender for concours events this summer and ready for any exciting Bentley Drivers Club UK or European tours. A rare opportunity that must be seriously considered by the discerning collector of convertible coach built post war Bentleys



### 1937 Maserati 6CM

Single seater grand prix racing car. Believed to be one of 27 built. Was seriously competitive when last raced and has been part of a private collection for approximately 40 years. Would either sell outright or exchange for interesting collector's car/cars. Cash either way.



### 1966 Jaguar S Type 3.8

Manual with overdrive benefiting from an LPG conversion. Finished in Sherwood Green with red leather interior. Fully restored by Jaguar enthusiast and has had little use since due to ill health



### 1958 Bentley SI

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. Please call for information.



### 1934 Rolls-Royce 20/25 3 Position 'Owen Sedan' by Gurney Nutting

This ultimate of all ultimate pre-war Gurney Nutting coachwork Rolls-Royce has had a full mechanical rebuild and was prepared for and successfully completed a demanding South East Asian Rally showing no signs of faltering on the most gruelling of high altitude mountains. Having a charming patination throughout its coachwork and interior it represents genuine ready to go anywhere Rolls-Royce motoring at the smoothest and highest level. Priced at £125,000.



### 1954 Bentley R Type Sports Saloon

Three owners from new, always located in the Highlands of Scotland. This elegant and iconic post-war Bentley was the subject of a full restoration 15 years ago and is showing pleasant patination.



### 1929 Bentley 4.5 Litre Sports Coachwork by Corsica

This highly competitive and historic 4.5 affectionately known as Bluebell has racing history going back to the 30's and produces well in excess of 300 bhp. It was built by the famous Bentley aficionado Lewis 'Mac' McKenzie and has numerous wins and trophies to its credit. A massive comprehensive history file accompanies this extremely desirable road race 4.5. A rare opportunity indeed. Please call for information.



### 1952 Bentley Mk VI 4.5

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**1962 ALFA ROMEO  
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### 1933 Lagonda M45 Tourer

Two owners since 1961. Original car in really beautiful condition throughout. BRG with matching leather trim.



### 1925 Vauxhall 30/98

OE Wensum. Ex. Meeson/Munday/John Rowley, Brooklands Gold Star winner. Meticulously rebuilt by well known connoisseur. Concours condition, superb driver.



### 1980 Maserati Merak SS. LHD

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Red with Red Interior

Quote Ref: NFCC 59 CAS

### 1962 Jaguar E-Type Series I 3.8 FHC LHD

Opalescent Silver Grey with Red Interior

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### 1962 Jaguar E-Type Series I 3.8 FHC RHD

Opalescent Dark Blue with Light Blue Interior

Quote Ref: NFCC 95 CAS

### 1964 Jaguar E-Type Series I 3.8 FHC RHD

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Quote Ref: NFCC 2 CAS

### 1964 Jaguar E-Type Series I 3.8 Roadster LHD

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Bmw 3.0 csi 1973  
BMW M3 1989 67.000 km  
Dino 246 GT 1971

Ferrari 250 gte 1962  
Ferrari 365 GTB/4 Daytona 1971  
Ferrari 208 gtb Turbo 1987 28'km  
Ferrari Mondial T 1989 70'km  
Ferrari 550 Maranello 2002 9'km

Ferrari F430 Spyder 2006  
Healey 3000 Mk2 A 1962  
Lotus Elite 1960  
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## CASE HISTORIES

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### ALPINA C2 2.7

**Year of manufacture** 1989 **Recorded mileage** 94,242

**Asking price** £21,750 **Vendor** Classic Heroes, Buxted, East Sussex; tel: 01825 732817; [www.classicheroes.co.uk](http://www.classicheroes.co.uk)

#### WHEN IT WAS NEW

**Price** c£30,000 **Max power** 207bhp **Max torque** 197lb ft  
**0-60mph** 6.5 secs **Top speed** 143mph **Mpg** 23

This Alpina was converted when new by Sytner of Nottingham. Classic Heroes has known the car for some years, sold it before and has carried out a fair bit of work, including wear items such as the steering column UJ.

The structure is good with no rot except in the left scuttle corner that will be fixed before sale. Its front 'jacking pads' (which aren't) are as per factory and it's solid around the rear panel seams, back numberplate lights and sunroof. The front strut towers and inner wings are excellent, and the minor bubbling at the bottoms of the front wings will be rectified. The bodykit was removed to check for corrosion a couple of years ago, then refitted after all was found to be well, and the shell Waxoyled.

The alloy wheels are unscuffed and wear decently treaded Falkens. The exhaust is in good shape, too, with a little surface rust on the back box. In the boot, the toolkit is only half full but the original warning triangle remains, as does the first-aid kit, which is still in its wrapping.

Inside, the seat leather is mildly creased and the hide on the Alpina wheel is lightly worn, but the plastics and dash top are excellent. The carpets, headlining and door cards are pristine, plus the sunroof and windows work. Unusually, so do the headlight wash-wipes – the owner had the motors changed – but CH's Barney Halse says that probably they won't for long.

The engine is tidy, with various bits of fresh trunking and a newish-looking airflow meter, which CH changed a couple of years ago. The transmission fluid is pink and clear; the oil and coolant clean.

It starts instantly and drives sweetly, the 'six' silky smooth and the switchable four-speed auto 'box so responsive that you don't really need the sport setting. It tracks straight and brakes smoothly – and, of course, there's plenty of prod. With its fine handling, this is an easy car to hustle. There's no oil-pressure gauge, but the temperature is steady at a third of the way up the scale. It will be serviced at sale and come with a new MoT.



### SUMMARY

#### EXTERIOR

- Smart; blemishes will be repaired

#### INTERIOR

- Tidy; acceptable wear and tear

#### MECHANICALS

- All healthy and properly sorted

**VALUE** ★★★★★☆☆☆

**For** Smooth engine, great noise, and fab, friendly handling

**Against** It's an auto, but many were

#### SHOULD I BUY IT?

Must be one of the best around, with minor rot fixed and no needs, so if you like your E30 thrills more subtly than in M3 form, this is worth a look. The auto doesn't spoil it






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Vantage V12 Volante 420bhp 26000kms - LHD

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1999 Aston Martin DB7  
Alfred Dunhill Nr.99/150 Manual 41700kms  
- LHD

€49000



1989 Mercedes 500 SL  
245 bhp 87000kms - LHD

€48000



1964 Porsche 356 C Coupé 1600  
Race car. FIA papers. 1720cc engine - LHD

€80000



1989 Mercedes 190 E 2.5  
16V Evolution I - LHD

€47500



1993 Lotus Omega 3.6  
Bi turbo 377bhp Nr.614/950 66000kms - LHD

€32500



1970 Alfa Romeo GT 1300  
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1963 Morris Mini Cooper S1070 MK1 - LHD

€34000



1971 Datsun 1600 SSS  
2 registered owners from new - LHD

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#### 1994 Porsche RS America

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#### 1998 Ferrari 355 Spider

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## 1933 Rolls-Royce Phantom II Continental

Close-coupled Sports Saloon coachwork by Park Ward. Original matching number car with Burgundy over Black coachwork and Burgundy hide. This car has a lovely patina and has been the subject of considerable recent expense including a total engine overhaul and overdrive fitted. £165,000

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In 1998 the car was restored by the then owner under the supervision of a former chairman of AMOC. Ecurie Bertelli have carried out work on the car and know it well.

2001 was a busy year for this Le Mans. It was the 'star' of a UK television series on the restoration of classic cars and also featured on the Aston Martin calendar for the year. It was used by AML to publish the launch of the new Vanquish car in Geneva, where they shared the limelight. There was also time for it to become winner of the pre War class at the AMOC Hampton Court Palace concours and be featured on the BEN Christmas card for 2001.

This car boasts an impressive history file with photos, documents and many invoices. The car is capable of good FIVA and HTP papers as well as a VSCC buff form.

The current owner acquired the car in 2003 and used it on the road and in Club races. The engine was rebuilt a few years ago with steel crank and rods and gives good performance making this car a competitive for race or rally. The performance is further enhanced by a close ratio gear box. The rear axle ratio has been changed to 5.00 : 1 as a good compromise between track and road use.

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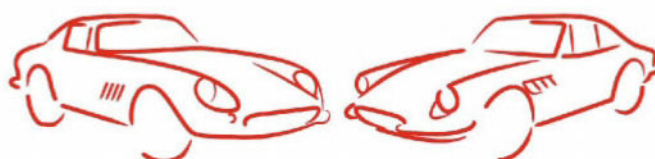
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The four Talbots above were built and prepared by **I.S. POLSON** and all had trouble free runs. We congratulate David Thomson who has now finished third in this competitive event four times!

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**1972(K) Chevrolet Corvette Stingray Convertible.** Targa Blue. 350 cu.in 5.7 litre V8. Matching numbers. Rare hard top, auto, factory A/C, PAS, power brakes. **£34,995**



**1966(D) Ford Mustang 289 Convertible.** Candy Apple Red. White power hood. Automatic, original C code 289 V8 with 4 barrel carburettor, front disc brakes. **£26,995**



**2003 'R' Dax Tojeiro V12 Cobra.** Dark Metallic Green. Rare V12 model fitted with manual O/D plus PAS. Only 2,400 miles, 1 private owner. Halibrand wheels. **£27,995**



**2003(03) Bentley Arnage T.** Top of the range 450 bhp Mulliner model. Meteor Blue with Cotswold quilted leather. Auto with sport mode, heated electric front memory seats, electric r-seats, dual zone climate control, PAS, ABS, parking sensors, cruise control, Alpine sat nav and CD stereo, tracker, 19" split rim alloys. Only 73500 miles with FSH. Magnificent condition throughout. **£25,995**



**1968(F) Rolls Royce Silver Shadow 1.** One family from new until 2009 and 1 further owner. Dawn Blue, Tan leather. Only 32,400 miles recorded confirmed correct. **£19,995**



**2008(57) BMW 330D M Sport Convertible.** Metallic Silver with Black leather. 6 speed manual, ABS, PAS, electric fold away hard roof, 1 owner from new, only 54000 miles, climate control etc. Fast and economical. Beautiful car **£13,995**



**2007(07) Audi TT Coupe 2.0T FSI Auto S Tronic 197 BHP.** Mauritius Blue with Grey leather. 2 owners with only 64000 miles and full Audi service history. **£10,295**



**1999(T) Mercedes SL320 Convertible.** Metallic Black Opal with Java Nappa leather. Only 72,000 miles and FSH. Superb example. **£9,995**



**1993(K) BMW 318i E30 Lux Convertible.** One of the very last. Laguna Green with Grey leather. 5-speed, PAS, electric hood, only 58000 miles with FSH. **£8,995**



**1995(M) Bentley Turbo R.** Black with Magnolia leather piped Dark Green. Usual Bentley options inc. switchable auto, PAS, ABS, climate control, cruise control, heated and electric seats, e-w, alloys, c-locking, Alpine face-off remote control stereo with CD multi-changer etc. 117,000 miles with FSH. Really immaculate and a lot of car for the money. **£9,995**



**1992(J) Mitsubishi 3000 GTO 3.0 V6 24v Coupe with 4wd.** Metallic Silver with Grey upholstery. Auto, PAS, A/C etc. Only 55000 miles recorded with history. **£6,795**



**1967 Plymouth 426 Hemi Satellite.** Genuine original Hemi car from new. Original colour of Citron Gold Metallic with correct interior. Power steering, power disc brakes. Extremely rare and a show winner. Expensive. **£P.O.A**

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### FORD THUNDERBIRD

**Year of manufacture** 1964 **Recorded mileage** 131,680

**Asking price** £32,950 **Vendor** St Andrews Autos, Chelmsford, Essex;  
tel: 01245 248888; [www.standrewsautos.co.uk](http://www.standrewsautos.co.uk)

#### WHEN IT WAS NEW

**Price** \$4953 **Max power** 300bhp **Max torque** 427lb ft  
**0-60mph** 9.5 sec **Top speed** 120mph **Mpg** 12.1

This 1964 Convertible represents the first of the fourth-generation model – commonly referred to as the ‘Jet Bird’ – and has been the subject of enormous expenditure in recent years. The bodywork is exceptionally straight and corrosion free, there have been repairs to the boot floor, the underside has been rust-proofed and there’s a new twin exhaust system.

The Raven Black paintwork has been refurbished where necessary and remains in blemish-free condition. All the brightwork is in excellent order, as are the replica Kelsey-Hayes chrome-wire wheels. They are shod with Bridgestone 215/70-R15 whitewall tyres that look fairly recent. The car comes with a new black German mohair soft-top, plus a glassfibre sports deck (an expensive period option) that’s been repainted and trimmed in Light Silver Blue metallic to match the interior trim.

The cabin is well preserved, showing just a light patina. The seat trim is in fine condition, and the carpet looks new. This Thunderbird is loaded with every power option, such as brakes, steering, electric windows and seats, as well as a top-tinted windscreen and tinted glass, plus a swing-away steering column. The automatic soft-top works perfectly – much of the mechanism has been replaced at a cost of more than £1500.

The 390cu in (6.4-litre) V8 runs sweetly, with smooth gearchanges from the three-speed Cruise-O-Matic. The engine oil looks to be fresh and is to the ‘full’ mark, with power steering and transmission fluid both topped up and clean. The engine and bay have been detailed to a decent standard, including a replacement period-style battery that cost £380.

Out on the road, the power steering is super light, as you would expect, but the car feels stable: flooring the accelerator unleashes an abundance of power. The temperatures and pressures were correct.

Press on, and there is the expected wallof from the soft suspension, but the brakes are ultra-sharp. There are lots of bills and receipts for restoration work and the MoT expires in August.



#### SUMMARY

##### EXTERIOR

- Straight structure; excellent paint and brightwork

##### INTERIOR

- Nicely preserved; minor patina

##### MECHANICALS

- Engine pulls willingly; good transmission; lots of new parts

**VALUE** ★★★★★★☆☆

**For** A cherished, sorted example  
**Against** Will it fit in your garage?

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#### 1959 LHD Silver Cloud I with PAS in Lovely Condition; Due In.



#### 1954 R Type Hooper ‘Empress’

Very Stylish & Smart with Automatic Gearbox & much work carried out in recent years including full engine rebuild;

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**‘53 R-Type Mulliner, Manual.**

**‘47 MKVI, Very Smart/Sound.**

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## 1970 Morgan +8



This beauty has 3,900 original miles from new. Three owner car, lovingly cared for by enthusiasts who appreciate originality. This timepiece of Morgan history is totally original. No exceptions. New tires and brake booster. Barely worn original tires and brake booster included. Magnificent in dark green and black leather. POA.

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### LOTUS ELITE

**Year of manufacture** 1962 **Recorded mileage** 74,540

**Asking price** £69,995 **Vendor** Godin Sporting Cars and Motorcycles, Mereworth, Kent; tel: 01622 814140; <http://anthonygodin.co.uk>

**WHEN IT WAS NEW**

**Price** £1948 **Max power** 83bhp **Max torque** 75lb ft  
**0-60mph** 11 secs **Top speed** 118mph **Mpg** 40

This S2 Elite has had only three keepers. In 1994, the previous one took it over from his uncle, who'd parked it in '74 after a minor bump, having bought the car when it was a few months old. In this later ownership it went straight into a rebuild with Rawson (now defunct), and it is holding up well. Judging by faint sink marks as you look down the wings, it may have had front corners (fairly normal), but the shell is excellent and uncrazed with close door fit. The GRP is unstarred, and the paint even with a tiny bubble over the left door.

The brightwork is all fine – the front bumpers were new at resto, the door trims are doing well and there are two small dings in the rear bumper. The wheels have a few spots of surface rust and the tyres are a decent set of Vredestein Sprints, with an older Firestone F-560 on the spare.

The structure looks solid, with no 'blown' glassfibre around the internal steel strengthening parts – a hoop over the 'screen' that runs down the A-pillars to the jacking points, plus a moulded-in subframe that supports the engine, steering rack and front suspension. The underside is a bit oily and the exhaust looks sound. The jack mounting has been reinforced by an aluminium strip, probably wise, and in the boot, still with its original Hardura trim, are a wheel mallet and fuel-tank dipstick.

The interior is highly original, with all the factory mouldings, slightly grubby carpets, an older but still decent leather retrim that's baggier on the driver's side, plus a tidy dash and instruments. Both door-pulls have splits in the vinyl, worse on the left, but it's all in keeping.

The motor was rebuilt by Barnard Engineering about 7000 miles ago and is clean, tidy and leak free. It's still on SUs, although they have modern foam filters. Its oil is darkish, the coolant of good colour and level.

On with the Willans harnesses and it starts easily on choke, warms quickly and settles at 75-80°C, with oil pressure 50psi warm over 3000rpm. The ZF 'box, which is the one to have, shifts well, performance is healthy, plus it tracks and brakes straight. It will come with a new MoT.



### SUMMARY

#### EXTERIOR

- Smart; no serious GRP issues

#### INTERIOR

- Original; a bit dirty but doing well

#### MECHANICALS

- Rebuilt and drives nicely

**VALUE** ★★★★★★☆☆

For Very original and good history

Against Splits in door-pulls

#### SHOULD I BUY IT?

This Elite is about at market value, delightfully unmolested and the nice registration number – 5 EXR – comes with the car. But for us, that lovely few-owner history would probably clinch the deal





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Alloy body by Shapecraft. 4.2 Ltr Triple SU engine. 4-speed manual with Overdrive. Exceptional build quality. BRG with Green trim. Adapted for Taller Drivers!

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### 1952 Jaguar XK120 Roadster Chassis No.: 671111

BRG with Suede Green trim. Maintained and improved by WinSpeed. Originally supplied to Hoffmans of New York. Body-off renovation in 1989. Delightful early example in great condition with original engine and 5-speed Getrag gearbox, for long-distance touring. Full weather equipment. Driving beautifully. £79,995



### Jaguar XK120 Roadster Broadspout No.: F1080

Broadspout No.: F1080 by Guy Broad. Aluminium body by Leaping Cats, Disc Brakes all-round, Turrimo wire wheels, 5-speed gearbox

If you want a fast, elegant & dramatic XK120 Roadster you can't find much better than this!

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NOTE: The Registration No.: 120 XK is NOT included in the sale price and is available by separate negotiation



### 1967 Jaguar Mk2 3.4

Finished in Golden Sand with Red interior trim, this is a remarkably genuine and well cared for example. Its 3.4 Litre engine is remarkably smooth and brisk and runs through the all synchromesh 4-speed/Overdrive gearbox introduced in 1964.

It also possesses original Jaguar Power Assisted Steering. Instantly usable and known to and maintained by WinSpeed for very many years this is a truly pleasing example. £24,995



### 1963 Jaguar E-Type Series 1 3.8 Roadster

Genuine, matching numbers, UK, RHD example in exceptional condition and driving beautifully. Very long-term recent ownership with original Buff Logbook. An important car for both collector and enthusiast. POA

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**One owner Dax Cobra (De dion chassis)** Metallic grey/twin black Le mans stripes (Shelby colours) matching h/top. Twin S/S 4 into 1 side-pipes, 18" Halibrands. Hi spec 350ci 5700cc Chevy V8 (Real steel) Massive BHP/engine spec. Edelbrock E-street alloy heads, performance inlet manifold etc. Tremec TKO 500 box, Stunning! **£49,995**



**Dax Toller 427 Cobra.** (The Daddy) 2012 IVA registered. Awesome spec. 454ci big block, 500BHP, 6 speed. Fully detailed engine bay! 4 into 1 chrome side exhausts. Unmarked metallic midnight blue. 17" Halibrand replicas, immobiliser, harnesses. Private registration included "COBRA E". Ridiculously fast & breathtaking **£44,995**



**Sensational Aston Martin DB3S.** Aston Martin Sage Green. 1 owner. Luxury green leather seats. Motolita. Williams 3 point harness. Triple-Weber. BMW 3.5 Ltr. BMW 5 speed gearbox. Correct style Aston martin wire wheels & Avon tyres. Tonneau. One of the finest recreations of the Aston martin DB3S on the market. **£59,995**



**Stunning Lola T70 Spider replica.** Metallic Orange/Black Race stripe. Lightweight bucket seats, Williams harnesses. Stainless cockpit, aluminium panelled tubular space frame. GRP composite panels. Bespoke double wishbone, rocker arms fully adjustable + much more! GM LS Series V8 circa 700 BHP! Astonishing car! **£59,995**



**Stunning Super-charged AK 427 Cobra replica.** Gleaming metallic blue/white stripe. Beautifully detailed interior. 5.7 Ltr V8 with Weiland high performance super-charger (very fast) Edelbrock detailed engine bay. Riveted bonnet. Huge Halibrands alloy wheels. Stainless steel detailing throughout. Looks incredible! **£44,995**



**Beautiful Southern Roadcraft** in deep blue metallic, full luxury leather. harness belts, motolita wood-rim wheel. 5700cc Chevy with a beautifully detailed engine bay. Special 4 into 1 chrome side exhaust. Halibrand replica alloys, tonneau. Fantastic to drive. Old-timer 1972 registered so ideal for export! Stunning! **£27,500**



**Stunning Dax Cobra replica.** Gleaming metallic dark blue/twin Wimbledon white stripes. Full luxury leather. Williams Harnesses. 5700cc 350 Chevy V8 (Edelbrock heads) Supplied by Engine factory. Detailed & dressed engine bay. Only 970 miles! Full wet weather. Just undergone inspection/ service. Simply beautiful! **£39,995**



**Beautiful Sebring MX** in Bordeaux coachwork. 15" minilite alloys. Mohair. 2753 cc Datsun straight six fuel injection. Jag running gear. Front double wishbone, adjustable coil over shock suspension. Rear independent jag axle, in board disc brakes & adjustable suspension. Old timer registered 1980 so perfect for export. **£23,500**

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**Mini 1275 GT Downton Engineering 1973 Automatic**, 1 owner 20,000 miles from new, all documentation including bill of purchase and conversion quotes and invoices from Downton Engineering when car was new, time warp vehicle, totally original and immaculate, much more info on website **£19,950**



**Rover 3500 Coupe P5B Automatic 1972**, 65,000 miles 4 previous owners, full supporting documentation, recent bare metal respray with pictures, no rust, original leather, good carpets and drives superbly, modern immobiliser, 12 months MOT **£12,950**



**MGB GT 1971 manual/overdrive** virtually one owner until 2013 (Father & Daughter) exceptional condition, had a bare metal respray (including under bonnet) in 2013 with supporting photographs, confirming no new panels or welding during its life. Now looking very smart with its original trim with new carpets and a Motolita wheel (original with car). Unusually this car is fitted with the chrome Rostyle wheels which were an extra in period. This must be one of the best B's on the market, full details on website 9 months MOT **£10,950**



**Riley Elf Mk II 1968**, blue with a white roof and blue leather, very solid little car with only 4 owners and 65000 miles, lots of history, 9 months MOT, getting rare in this condition **£3,950**



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### MERCEDES-BENZ 220SE CABRIOLET

**Year of manufacture** 1960 **Recorded mileage** 81,804

**Asking price** £180,000 **Vendor** Thornley Kelham, South Cerney;  
tel: 01285 869791; www.thornleykelham.com

#### WHEN IT WAS NEW

**Price** Not listed in UK (Coupé was £4134) **Max power** 130bhp  
**Max torque** 152lb ft **0-60mph** 11.8 secs **Top speed** 103mph **Mpg** 27

This Ponton has been extensively restored by TK, so it's like a new car. But what makes it even more interesting (it's one of only 26 right-hand-drive cabrios made) is that it incorporates a number of upgrades. Most obvious is the modern six-speed 'box (from a BMW), but this has been disguised with a period-looking Mercedes gearknob inscribed with a seven-gated legend. There's air-conditioning, as well as a remote-controlled stereo hidden behind the original Blaupunkt speaker grille. And electric power steering too, but you have to clamber into the footwell to spot the motor. A long-range fuel tank and extensive soundproofing completes the spec, because the car was destined for a new home in South Africa.

There's no rot, of course, the paint is even and the hood looks new. There are a couple of small scratches on the back bumper, and the tyres are newish MXVs on 14in rims (13in are standard) with lots of tread. The unused spare sits in a reprofiled well. The leather, some of which is original with matching new panels let in and then all recoloured, is lightly creased. The carpets are like new, plus the veneers are deep and lustrous.

Under the bonnet, the rebuilt fuel-injected 'six' is clean and leak free, wearing a small modern alternator, plus radiators and plumbing for the air-con. Coolant is to level; oil clear and between the marks. It starts easily and, with the power steering switched on, it's quite surreal to drive – guidable with one finger and the close-ratio 'box shifting with little more persuasion. Ponton steering is normally heavy, with a 'springy' fluidity, and you make very deliberate shifts on the column. It's much nicer above parking speeds with the assistance switched out, when it reverts to type and sets sail like the heavyweight that it is. All the while the oil pressure is the usual Merc full-scale deflection 45psi, with coolant temperature steady at 180°F.

You'd never find the air-con controls unless we told you: they're built into the now-redundant radio, with the on/off switch controlling volume and the tuning knob temperature. Brilliant. The car will come with a new MoT.



#### SUMMARY

##### EXTERIOR

- Straight body with spot-on panel fit and lustrous paintwork

##### INTERIOR

- Some new leather (though it all looks it); excellent veneers, too

##### MECHANICALS

- Completely rebuilt and upgraded

**VALUE** ★★★★★☆☆☆

**For** A fascinating exercise, done sympathetically, in super nick  
**Against** Maybe the colour?

#### SHOULD I BUY IT?

As a conversation point or as a superb cruiser, it's hard to see how it could be repeated for the money



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**Alvis FWD 1928 RHD ex-Factory Le Mans winner**

WK 5492 is the most important Alvis in the world! Won in the 1928 with Bentley Le Mans hero Sammy Davis at the wheel the 24h Le Mans race together with sistercar WK 5491 (now disappeared) its class (1500 cc) and ended 6-th and 9-th OA. For its time rolling laboratory of technology: front wheel drive, 4 independent wheels, robust and modern overhead cam 4 cyl 1500 cc engine, inboard brakes, etc... Well restored by Alvis connoisseur respecting originality and famous racing history more than 15 years ago. Now again with some nice patina and 100% ready for more historic racing fun. A famous time piece in automobile technology!

**Price:** ASK



**Fiat 508 C barchetta LHD - 1938**

Pre-war Fiat 508 C rebodied immediately after the II-nd WW into alloy barchetta by presumably Belgian coachbuilder.

Found back in Belgian scrapyard in 1978 and now being totally restored by Italian specialist. Closely followed up by Italian FVA inspectors.

Charming photographic documentation about discovery and successive restoration.

Will be ready this summer. Ideal and 100% sure eligible Mille Miglia participant!

**Price:** ASK



**Nardi-Danese 750 barchetta "Boby" LHD - 1947**

First ever Nardi-Danese constructed! One-off model. Very impressive ancient racing history in Italy and USA: Coppa D'Oro delle Dolomiti, San Bernardo hill climb, Coppa Montenero, Watkins Glen, etc...

Completely restored by leading specialist in Italy approx. 10 years ago.

Extremely well documented. Features also with much attention in important books and magazines.

A unique piece of Italian sportscar history!

**Price:** 175.000 Euro



**Stanguellini 1100 mono-albero Vignale Cabriolet LHD - 1951**

One-off Stanguellini, being the only Vignale Cabriolet built on tubular chassis. Sold new to Belgian race enthusiast who participated at the Liège-Rome-Liège and Tour de Belgique Automobile in 1951.

Later in life transformed into barchetta exactly as 1951 Mille Miglia Stanguellini barchetta participant. Participated in 2007 at Historic Mille Miglia. In excellent condition immediately ready for more historic competition fun. Well described in Stanguellini book by Orsini/Zagari.

**Price:** 225.000 Euro



**Parloto 750 Sport 1952 LHD ex-1952 Mille Miglia**

One of the six cars built for the Scuderia Patavium of Padova. Tubular chassis designed by Pasqualin and fitted with Fiat 750 engine upgraded with Siatia Type B cylinderhead.

The team Gino D'Angeli/A. Gasparini participated at the 1952 Mille Miglia (foto at departure) with starting number 2400.

Remained last 40 years in the hands of a Fiat mechanic and is today in good working order.

**Price:** ASK



**Marino Brandoli Spider Fiat 1100 S 1955 LHD ex-1955 & 1956 Mille Miglia )**

One-off Spider conceived by Marino Brandoli, designed by Michelotti and constructed in full aluminium by Motto – Torino. Race prepared Fiat 1100 S mechanics.

Authentic Mille Miglia participant in 1955 and 1956 (photo) + several hillclimbs. Very well documented.

Still amazingly beautiful original condition and in excellent mechanical condition.

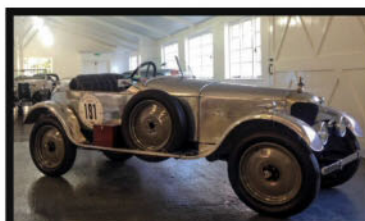
Very well known in Italian historic sportscar & competition literature.

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1927 AC Royale Six (due in from South Africa). POA



1928 AC six cylinder, nice history. POA



1929 AC Six Cylinder. VSCC buff log book. POA



1930 AC Magna Six Boat Tailed Sports. POA



1961 Rolls Royce Silver Cloud II. POA



1964 AC MKII Alloy Continuation Cobra. POA



1964 AC MKII Shelby FIA Continuation Cobra. POA



1966 AC 427 Continuation Cobra. FIA papers. POA



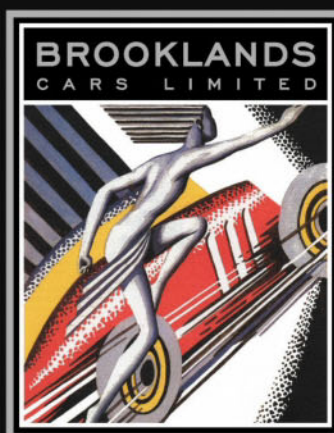
1963 Porsche 356 B RHD. POA



1981 Mercedes 380 SL convertible. POA



1990 Aston Martin Lagonda Series 4. POA



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**4/4 (1998) £22,995**



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finance available

**PLUS 4 (UNREG) £44,995**



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1950 MG-TD Roadster  
1952 MG-TD/C Mark II Roadster  
1953 Bentley R-Type Saloon - manual transmission  
1958 Austin Healey 100/6 BN-6 2-seater roadster  
1960 Jaguar MK II Saloon - **SOLD**  
1961 Rolls-Royce James Young SCT-100  
1962 Bentley SII Saloon  
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### AMERICAN:

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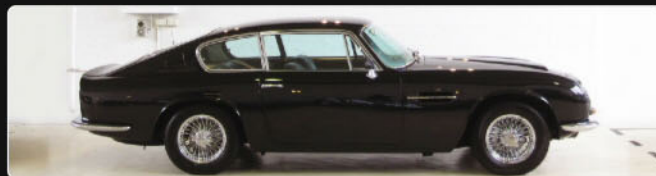
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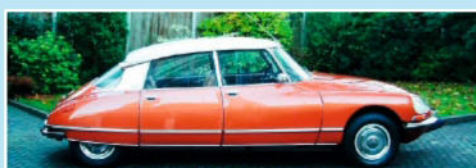
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**1978 Bentley T2** finished in dark Green with tan hide interior. Covered just 56900 miles with an extremely compressive history file and many invoices. This is a perfect example of a scarce car with only 558 T2 ever having been built. **£29,950**



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**Price** £425 (chassis) **Max power** 44bhp **Max torque** n/a  
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This charming Sunbeam was once the property of WB 'Bill' Boddy and after that passed to his daughter. Since then it's had about £20,000 spent on an engine rebuild, general fettling, body renovations and basically making everything work properly, but the aged paint has been left alone. The engine work was by Mike Collis of Holcombe Engineering and the structural work by James Pearce, both noted experts in their fields.

The result is a super-fit vintage tourer with a pleasingly mellowed appearance. The paint, dating from the late '80s, has a few small cracks in places and microblistering to the body, while the nickel plate to headlights and radiator shell is just lovely, but with the odd small ding and wrinkle. The tyres are decently treaded Firestones, and the exhaust looks new.

All the leather is nicely patinated, worn in but not worn out; the hood and sidescreens are older but serviceable. The dash is the same, with nice instruments and one small crack in the advance/retard boss on the wheel.

The motor is almost concours in comparison, with no leaks, though the oil is emulsified following a water pump problem and will be changed. We couldn't get the radiator cap off but the coolant will be fresh, following that water pump swap. Everything is pleasingly standard, down to the Autovac – there's no electric fuel pump, though there is a discreet electric fan, and the sidelights have been made to work as indicators.

The 2035cc 'six' is so mechanically quiet that you can hear each tappet gently lifting and, once warm, is a delight to drive. The gearchange is easy and silent, the steering wanders free, and the firm brakes pull up straight. Oil pressure is 20psi at its incredibly low-revving tickover and max 43psi, presumably where the relief valve is set, temperature a steady 60°C.

It comes with photocopies of contemporary *Autocar* articles, an original owner's handbook and a useful set of notes from WB himself.

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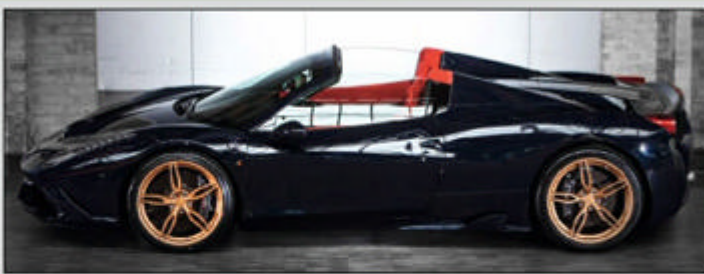
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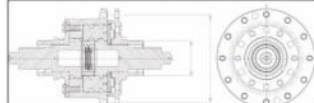
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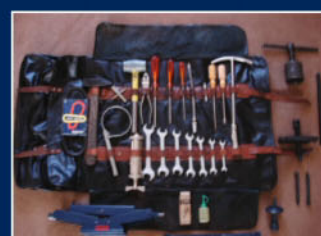


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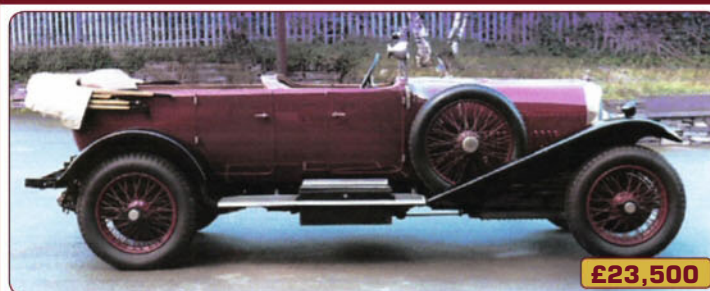
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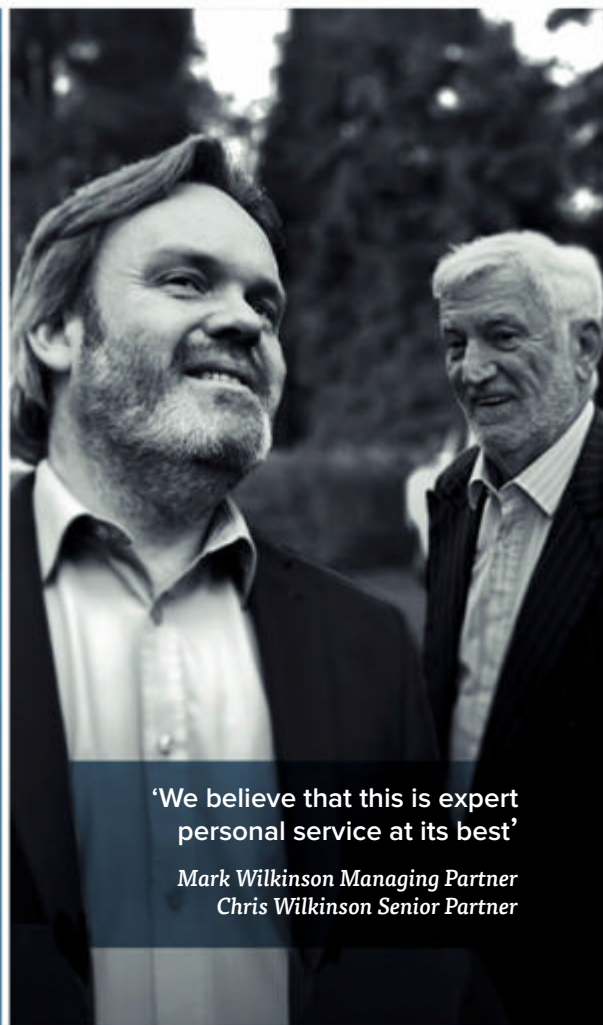
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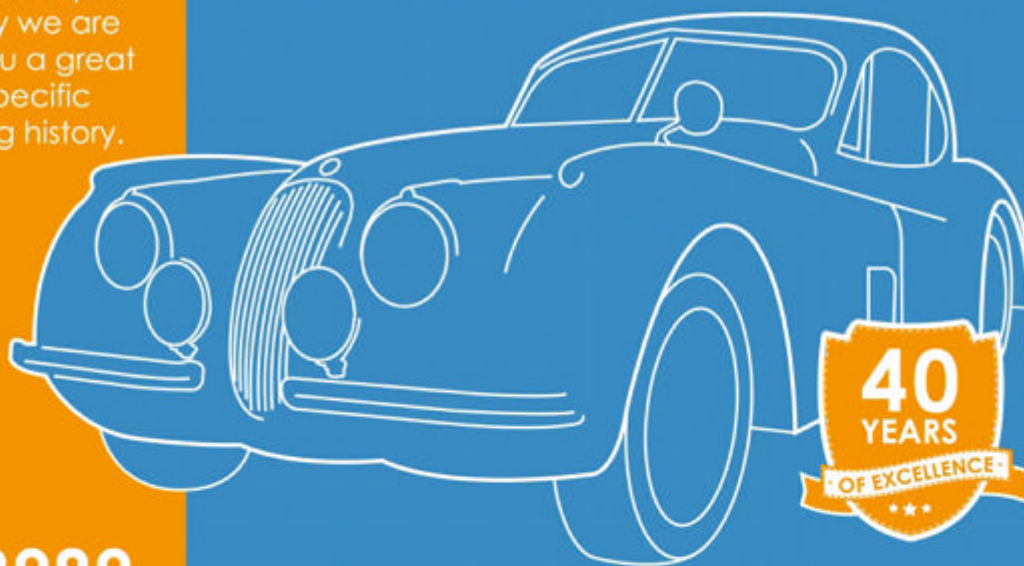
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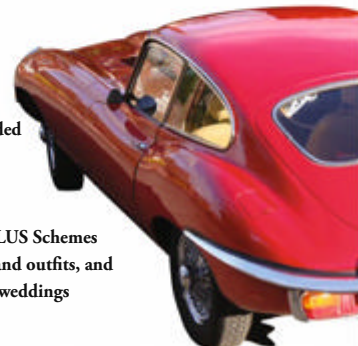


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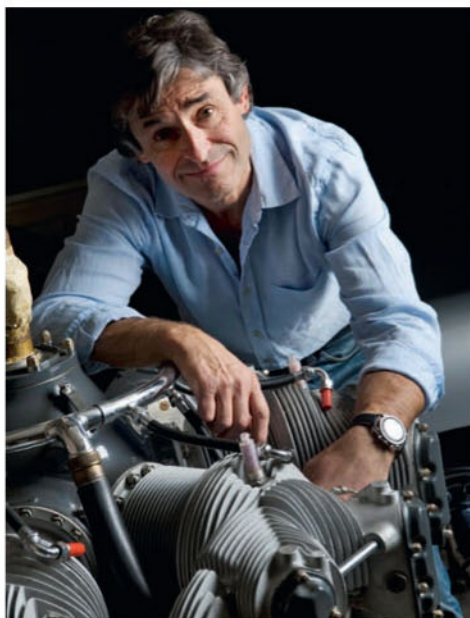
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Welton  
Womble  
Worton  
Yates

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1976 S 1995 RR 1978 PF  
1980 CK 1996 KS 1985 CF  
1992 BR 1972 DS 1974 BS







# de Cad's heroes

Far more than a mechanic, Willie Griffiths was a spanner-wielding virtuoso whose skills would prove invaluable to some of the greatest names in racing

**B**ecause we all believe everything we read concerning serious motor racing, it must be true that any self-respecting Grand Prix team will employ at least several hundred able beings to run a two-car team. With management, race personnel, test teams, designers, aerodynamicists, machinists, PR, cleaners, caterers, truck drivers *et al*, the figures are hardly surprising.

But let's hark back to the more casual days of racing in the 1950s and '60s. Management was usually just the boss, who often as not was the driver. Somebody had to help him out with simple preparation and track duties, though, and the difference between success and failure usually lay with the individual you chose to put your machinery together. This self-same person likely built your engine for you. Probably did the gearbox, too, and the back axle, then put the lot on the trailer and towed it to the venue. Not necessarily an angel in overalls, but indispensable nonetheless.

The late Willie Griffiths was just such a man. He spent WW2 working as a mechanic in the military, and by 1957 he'd graduated to no less a team than Colin Chapman's Hornsey concern. This put him at the hub of Graham Hill's early days as a single-seater driver, and carried with it considerable responsibility trying to keep the cars safe and reliable. What a time to have been doing that job. Mike Costin was the chief engineer and, together with Chapman, decided upon the specification of all the early Lotus racers.

Willie was a demon tuner of carburettors and ignition systems, but he could also look at any disassembled collection of parts and dream up a way of making it work. Just what was needed in the days of grafting fresh engines into new frames and attaching suspension in whatever way Chapman wanted.

The first time I met Willie was in Queens Gate Place Mews around 1980. He was working there for Dan Margulies, one of our local vintage car dealers. I'd started up a DFV engine to ensure that it was plumbed in properly, and Willie stood by for a minute or two listening. When we switched off, he said – from the exhaust sound – that there was a grubby plug. And he was



Griffiths (on left, leaning into engine bay) at Le Mans in '57

## WILLIE GRIFFITHS

**Born** 1922

**Died** 1997

**Career highlights** Mechanic for Team Lotus, Roger Nathan and Paul Emery before setting up on his own. In later years prepared historics for Dan Margulies




right! No wonder Lotus found him invaluable.

Next, Willie went to work with Roger Nathan on his racing Imp project. His Climax knowledge was crucial because the engines were similar – Nathan used a Climax in 1964 and an Imp unit for '65. Willie later went to Paul Emery and then set up on his own. He even wrote a book about tuning carbs that included the importance of tipping in Redex to clean them out. I still do that.

On the occasions when I had the odd drive for Dan in one of his Grand Prix cars, Willie would have prepared it faultlessly. He just knew exactly

what was needed and did it – getting the alcohol brew right, a solid brake pedal, smooth gearchange, jet juggling in the early Weber, the blower giving plenty of puff and silent tappets. Then there was loading it onto the trailer and towing it to Silverstone or Donington. Willie did the lot, always getting it through scrutineering and ready for practice on time. He would be standing there with a smile on his face and a fag in his mouth by the side of a warmed-up car.

I got a boost from knowing that I had Willie looking after me, with all that history and experience behind him and on my side. At full-bore down the Craner Curves at Donington in a 1939 Maserati 4CL, it was nice to know that you'd get the lower gear instantly and slow down for the right-hander at the bottom, lap after lap.

I loved old Willie, as did almost everyone who came into contact with him. And having him on board was definitely worth at least a couple of seconds a lap. 



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