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Opposite page

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Chassis XKC 052 racing to a 4th place finish at the 1953 24 Hours of Le Mans.



- 1953 JAGUAR C-TYPE LIGHTWEIGHT Chassis no. XKC 052
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 1961 ASTON MARTIN DB4 Chassis no. DB4/580/L
 1937 SS 100 JAGUAR 2½-LITRE ROADSTER Chassis no. 18107
 1958 ASTON MARTIN DB2/4 MK III DROPHEAD COUPE Chassis no. AM300/3/1451
 1963 FERRARI 250 GT/L BERLINETTA 'LUSSO' Coachwork by Scaglietti; Chassis no. 4393GT
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SNAKE CHARMING

104

James Page takes on the brutal Cobra



140

Sleeping beauty: Bentley disinterred after 50 years



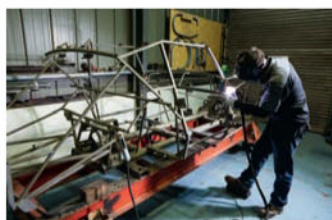
132 Julian Balme samples a pair of Lotus streamliners at the Hethel test track



126 Enigma machine: few will recognise Subaru's wonderfully capable SVX



200 Buyer's guide to Sunbeam-Talbot's superb post-war rally-winner



187

Specialist: FH Ellis builds bodies that are beautiful

181

Your classics: a fascination for Jaguars

NEWS

Editorial	8
The gallery	10
News & events	12
Your events	18
Sport	23
Lost & found	30

COMMENT

Mick Walsh <i>From the cockpit</i>	35
James Elliott <i>Misfire</i>	37
Simon Taylor <i>Full throttle</i>	39
Martin Buckley <i>Backfire</i>	41
Letters	43

REVIEWS

Motoring art	48
Books	51
Models	55
Automobilia	57
Classic shrines	59
Next month	61
Subscribe! 08448 488835	62

FEATURES

Only for the brave	104
<i>The Cobra 289 is an awe-inspiring machine, but not for the faint-hearted</i>	
Monthéry Vintage Revival	112
<i>Mick Walsh meets the enthusiasts who make it a special weekend</i>	
Sixties sunshine set	118
<i>Triumph's Herald takes on the Renault Caravelle and VW Beetle</i>	
Subaru SVX Coupé	126
<i>A slow seller but a great drive</i>	
Lotus MkVIII and MkIX	132
<i>Chapman's stunning sports-racers</i>	
Upper-class recluse	140
<i>This amazing Derby Bentley spent five decades in a London garage</i>	
The roadster reborn	148
<i>Mazda's MX-5 reinvented the market for sports cars, and is a bargain today</i>	
Mirage on the Mulsanne	156
<i>Derek Bell and John Horsman on taking the Cosworth DFV to Le Mans</i>	
Life's a beach... car	162
<i>Nothing comes close to the Fiat 600 Jolly for summertime fun</i>	

LIVING WITH CLASSICS

Our classics	170
Your classics Jaguar XJ12C	181
Garage gear	185
Specialist	187

BUYING AND SELLING

Auctions	188
Market place	198
Buyer's guide S-T 80/90	200
Case histories	start on 213
de Cadenet's heroes	274



Editorial

Owners of genuine Cobras must become tired of the inevitable question. It happened more than once during the photoshoot for this month's cover, and is usually the opening gambit: "Is it a real one?"

Or perhaps they don't become tired of saying that, yes, it is. However good the various replicas can be, and some are *very* good, it's not the same as having the real thing. Conversation in the C&SC office turned towards facsimiles after the shoot, and I concluded that I could see myself in a copy – but only one that's been done properly. The fundamental building block, of course, is a V8 of some sort. I see no point in a 'Cobra' with anything else.

In period, much was made of the 'Cobra vs Ferrari' battle. The latter always prevailed at Le Mans but, in 1964, a Daytona Coupe came fourth overall (and first in the GT class). At the time of writing, F1 star Nico Hulkenberg has just won this year's 24 Hours for Porsche. There is little doubt that sports-car racing is looking very strong at present, and much was made of Hulkenberg's presence as a current Grand Prix driver. But consider the entry for that '64 race: competing at La Sarthe were the likes of Graham Hill, Chris Amon, Phil Hill, John Surtees, Lorenzo Bandini, Jochen Rindt, Pedro Rodríguez and Richie Ginther.

And in the Cobra? None other than 'Handsome Dan' Gurney alongside Bob Bondurant. Quite a roll call. **JAMES PAGE**

Supersonic superstar



Many years ago, I went to a military bash at Shrivenham. On arrival, we went to somebody's quarters for pre-drinks drinks (if you see what I mean) and, while we were there, I noticed that the certificate for Thrust SSC's World Land Speed Record was on the wall. When I questioned it, I was introduced to the lady whose room we were in – Jayne Millington, who was Andy Green's partner when he set the supersonic record. If you haven't seen it, I urge you to look up the onboard footage from one of Green's runs and marvel at his calm, level commentary – "700mph, on the wrong line, don't worry about it..." As Alain de Cadenet says on page 274, a true hero.

Online offerings



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CELEBRATING THE GREATEST DESIGN HOUSE

Top prize at the inaugural Concorso d'Eleganza Pininfarina at the spectacular Valentino Castle, Turin, from 11-14 June went to Corrado Lopresto's (turquoise and black) 1955 Lancia Florida I – the car that the judges felt 'most expresses the timeless beauty that is Pininfarina's signature'. Most Elegant Car was the '47 Cisitalia 202 owned by Gino Coen *Pininfarina*



BLAZING AROUND THE ARDENNES

Kriton Lendoudis and Rui Aguas came third in their Mercedes C11 at the Spa-Classic from 22-24 May (see *Sport* p26). Group C maestro Bob Berridge, usually in one of the stunning Silver Arrows, this time vanquished the field in his new weapon of choice – an evocative FromA-liveried Nissan RC93 *Eric Sawyer*

'GENTLEMAN JACK' BACK ON TRACK

Touring car legend Jack Sears, 85, who won the British Saloon Car Championship in 1958 and '63, gave a spirited demonstration of Leo Voyazides' Shelby American Daytona Coupe continuation during the HSCC's Autosport Three Hours meeting at Snetterton (also *Sport* p26) *Richard Styles*





AIRSCREW-POWERED WONDER

Vintage Montlhéry (see p112) always attracts an amazing range of pre-WW2 vehicles – spanning spindly cyclecars to aero-engined leviathans – but the biggest cheer was for Alberto Bonizzoli's 1913 Leyat Hélica. The prop-driven two-seater, conceived by Marcel Leyat, completed several laps of the famous banked circuit. The final, ultra-streamlined Leyat was tested there back in 1927 *Eric Sawyer*

ANYTHING THE BLOKES CAN DO...

The rugged Sunbeam-Talbot 90 was phenomenally successful in rallying (*Buyer's guide* p200). Here the Duchess of Newcastle (at her Church House Farm home near Warminster), trials ace Lorna Snow and air-charter company boss Reine Whittelle discuss tactics for the 1954 Rallye Monte-Carlo LAT

The wild Pegaso 'Cupola' caused a sensation as it burbled up towards the presentation. Owner Evert Louwman had the vision to return it to yellow



TIM SCOTT

SPANISH SUPERCAR THRILLS ITALY

The sensational Pegaso 'Cupola' made its post-restoration debut at the Concorso d'Eleganza Villa d'Este from 22-24 May. Now back in its distinctive yellow paint as first shown at the 1953 New York Motor Show after a fastidious rebuild by the Louwman Museum, the one-off Touring-bodied Z102 BS show car will not be shown again until a special unveiling in The Hague this September.

"As a boy I remember this amazing car on the cover of *Popular Science*, but never imagined that in 60 years I'd own it," said Evert Louwman. "I love motoring icons with a great wow factor, and when we acquired the Rosso Bianco collection, the 'Cupola' was one of the cars we had to keep. We discovered the original yellow under the later silver and, being a purist, it had to be repainted. The most challenging part was remaking the rear window." Features included red-wall tyres and a jewel case in the cockpit. The Pegaso won the Trofeo BMW Group Ragazzi, voted for by children under the age of 16.

The judges and public were split over the top awards, with American

David Sydorick's Amelia Island-winning Alfa Romeo 8C-2300 the choice of the judges for the Best of Show, while the public on both days were smitten by Briton Clive Beecham's Ferrari 166 Touring. Finished in two-tone metallic blue and green, this gorgeous ex-Gianni Agnelli *barchetta* claimed both the Coppa d'Oro Villa d'Este and the Trofeo BMW Group Italia.

"I've only been to Villa d'Este

once for the most expensive cup of coffee," said Beecham. "It's great to win two out of three major awards, but it's not really a concours car – I drove it on the Mille Miglia two years ago. We've finally got the grille and windscreen correct after a great job by Touring."

Other surprises included Albert Fellner's 8.2-litre Panther Six roadster – inspired by the Tyrrell P34/6 – and the McLaren-Elva

M1-A that Elvis drove in the musical *Spin Out*. Highlight of the How Fast Is Fast Enough class was Jürgen Wilms' super-rare AMX/3.

The event moved to Villa Erba on Sunday for the public day where sponsor BMW offered a special themed display celebrating the 40th anniversary of its Art Cars. Centre stage on a huge artist's palette was the M1 Group 4 racer painted by Andy Warhol.



Stunning Lake Como-fronted Villa Erba grounds host an impressive Rolls-Royce line-up



Clive Beecham with ex-Agnelli Ferrari 166



Panther Six roadster stunned all-comers



Ferrari 330GT shooting brake was one of many classics parked in Lord Pembroke's garden



Bugattis marked Veyron's 10th anniversary



Prost and Senna's rivalry remembered



SPEED KINGS REMEMBERED

The Atkinson Development Trust celebrates the Campbell family and Sir Henry Seagrave on 23 July. The evening will feature talks from Gina Campbell, Peter Cowley and Keith Hick. Tickets cost £25, including refreshments and a print. See <http://theatkinson.co.uk>



JAGUAR RALLY DATES SET

Classic Rally Press has announced details of the Mycenaean-Minoan Rally from 25 September-12 October 2016. The run is for Jaguar XKs and E-types, and is set to travel from Igoumenitsa to Athens, via the islands of Kephallonia and Crete. See www.classicrallypress.co.uk

Classics swarm to Wilton festival

There was a change of format for this year's Wilton Classic & Supercar as the event became a two-day fixture for the first time. Day one (6 June) was dedicated to classics, while the following day was all about modern supercars.

Over the weekend 15,000 visitors were treated to an impressive collection of vehicles gracing the lawns of Wilton House, with one of the highlights being a mouth-

watering selection of Bugattis gathered to celebrate the 10th anniversary of the Veyron, and featuring cars as diverse as the chain-driven Type 18 of 1913, Type 73C and Type 54 GP car.

Oldest car present was a 1902 Panhard, while more recent offerings on the Saturday included a Ferrari 250 California, wacky 1965 330GT Vignale shooting brake, Frazer Nash BMW 327, Andrew

Yaras' Iso Grifo, a brace of Alfa 8Cs old and new, plus an eye-catchingly derelict 1961 Alfa Giulietta SZ Coda Tronca prototype.

Senna's McLaren MP4/5B and Prost's Ferrari 641/2 came together for the first time since the end of the 1990 season, in which the Brazilian became World Champion.

Sunday's modern greats included Koenigsegg One:1, Porsche 918, Ferrari LaFerrari and Pagani Huayra.



Contenders on display at Blenheim

Salon classes announced

Salon Privé has revealed the 10 classes for this year's Chubb Insurance Concours d'Élégance, which will take place at Blenheim Palace from 3-5 September. They include 90 Years of the Alfa Romeo 6C, Pre-war Luxury & Touring, Competition Cars, and Post-war Rare Coachwork. Pininfarina's work for Ferrari will also be marked with a special class.

The line-up is completed by Gentlemen GT Drivers, Fixed-Head Coupés from the 1950s and '60s, and Wind in your Hair. For more information and tickets, visit the website at www.salonpriveconcours.com

Vote and win show tickets!

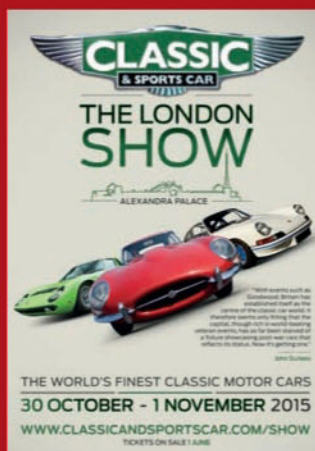
Tickets are now on sale for Classic & Sports Car – the London Show. The 300-plus car indoor spectacular takes place at the historic Alexandra Palace from 30 October to 1 November and will boast wonderful dealer displays, an art village and much more.

Adult tickets cost £25 and can be booked on the hotline 08445 811275 or on the event's dedicated website at www.classicandsportscarshow.com

One of the central displays at the show will be the unveiling of the top 10 British cars as voted for by the public. Thousands of votes have already been cast on the shortlist that was selected by a jury of 100 experts and enthusiasts and includes Mini Cooper, Jaguar E-type and XKSS, Lotus Seven, Austin Seven, Bentley Speed Six, Ford GT40, McLaren F1, Range Rover and Rolls-Royce Silver Ghost.



Jaguar XKSS is on the 10-strong shortlist



The deadline for voting is 1 August so be sure to pick your favourite before then at www.classicandsportscarshow.com/Content/Best-of-British-1-2

All voters will be entered into a draw to win free show tickets.



SCOTTISH INDEPENDENTS

This year's Concours of Elegance at Holyrood, Edinburgh showcases homegrown heroes in the shape of Ecurie Ecosse, Sir Jackie Stewart and Dario Franchitti. Cars from each of Stewart's title-winning years are set to be on display. Jim Clark will also be remembered. See concursofelegance.co.uk



ROUND THE (SURREY) RING

From 18 July a new meet for pre-1990 classics will take place from 8-10am every third Saturday at Botley Hill Farmhouse, Limpsfield Road, Warlingham, Surrey, with breakfast from 9am. It includes an optional 12-mile drive on the 'Wöldinghamring'. E-mail Ian Dixon Potter at xkeidp@gmail.com

Tony Worswick gets the ex-Barrichello, Irvine and de Cesaris Jordan 194 F1 car airborne at the bridge



Smith was most rapid pre-1966 in Cooper



Mustang one of hundreds of owner cars



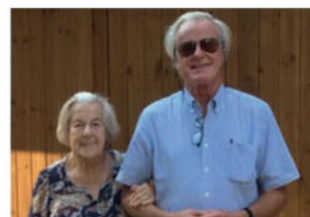
KEENELAND THINKS SMALL

This year's Keeneland Concours d'Elegance (18 July) will feature a selection of microcars from the Lane Motor Museum in Nashville. A '50 Martin Stationette (above) is already confirmed for the Kentucky fixture. For more, see www.keenelandconcours.com



LANCASHIRE HOT SHOTS

Pendle Powerfest hosted a diverse range of machinery in Lancashire on 24 May. More than 200 vehicles packed into Nelson & Colne College, including competition cars such as an MG Metro 6R4 (above).



WORLD'S OLDEST CO-DRIVER

Dorothy Caldwell was on the maps for former McLaren team manager son Alastair on the Trans-America Challenge in June... at the age of 97. They took his '63 Rolls-Royce Silver Cloud because "it's comfortable and has air-con". See www.endurorally.com



LANDIE HEAVEN NOW OPEN

The Land Rover Heritage Driving Experience is now fully open at Fen End in the West Midlands. Packages start at £40 for a passenger ride, but for £250 The Collection enables you to drive each of the firm's key models. See www.heritagedriving.co.uk

Cholmondeley pulls record crowds

A vast number of enthusiasts attended this year's Cholmondeley Pageant of Power from 12-14 June. Just over 65,000 people visited the Cheshire estate for its diverse programme of events.

There were three concours over the weekend, dedicated to Lotus, 'American muscle' and 1980s supercars. The Historic Lotus Register attracted a huge variety of models to take part in the concours

and a parade on the sprint course. From the 1949 Lotus 2, a MkVI and a MkIX to Excels, Esprits and a Lotus Carlton, the collection spanned the marque's history.

The award for the best overall concours entrant, however, went to Adrian Marshall with his 1983 Lamborghini Countach LP500S, which was displayed on the Sunday.

Gary Thomas set the weekend's fastest time, posting 58.34 secs in

his Force PC. Andrew Smith claimed pre-1966 honours in his Cooper T43, setting 65.80 secs. The Bentley Coupe d'Honneur for to the most consistent performer, went to Damon Milnes (Chevron B48) on four wheels and Tony Haywood (Norton Rotary) on two.

Dougie Lampkin demonstrated his trials-riding skills, while the Vulcan bomber, RAF Typhoon and Red Bull Matadors also performed.



Rarities abound at French meet

The 30th Lac de Madine meeting attracted classic owners from across Europe on 13-14 June. Rarities included a Facel-built 1954 Simca Aronde 1300 Weekend, a 1967 Sabra ST4878, a 1938 Rosengart LR 539 SuperTraction and a '51 Panhard Dyna X86 cabriolet (above). There was also a Wankel-engined Citroën M35, one of only 267 built between 1969 and '71.

Owners had travelled from the UK, Belgium, Germany and even Italy – as well as across France – to the informal event that was open to any pre-1990 car. An on-site auto-jumble was packed with spares, while the overnight campfires and barbecues added to the atmosphere.

Chantilly ready to roll

The second Chantilly Arts & Elegance is on 6 September in the regal surroundings of the Château de Chantilly, near Paris. There will be 10 new classes for concours entrants, with competition cars featuring heavily. Categories include ACF Grand Prix Cars, Homage to Bugatti, F1 Cars 1966-'72 and Grand Touring – Racing and City Cars. Roadgoing classics will be well represented in Unrestored Cars From The Inter-War Period, Iconoclastic Interiors, Les Voitures des Grandes Dames and European Chassis with American Engines. There will be classes for DS and SM Citroëns with Special Bodywork, plus Mercedes from 1924-'42.

Last year, 100 cars came from as far afield as North America and Hong Kong. Peter Mullin secured Best of Show for his 1938 Fioni et Falaschi-bodied Delahaye 135M. See www.chantillyartsetelegance.com



Chic Peter Auto event enters its second year at the historic venue of Chantilly, north of Paris

Porsche Classics At The Castle

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Coventry celebrates in high style

The City of Coventry took unprecedented steps in paying homage to its unique contribution to the British motor industry. The city's Ringway was closed for demonstrations and pedestrian zones opened up as 100,000 visitors feasted on Coventry MotoFest from 29-31 May.

Jaguar celebrated its 80th anniversary by showing vehicles worth over £40m, as well as opening the event with the Ringway procession

led by the 1988 Le Mans-winning XJR-9LM driven by Andy Wallace. Coventry Transport Museum and the Heritage Motor Centre brought out many of their treasured assets, to which the visiting public had full access.

The city's Ringway was closed to traffic throughout the weekend, hosting cavalcades and motorsport demos, viewed by crowds of keen onlookers from the sidelines and

overhead bridges. Hordes of classic and vintage cars took part in a huge parade that concluded proceedings on each day of the festival.

What impressed many was the political desire for the event to succeed, with the recently elected Mayor, local MP and Deputy Chairman of the City of Coventry Freeman's Guild prominent throughout the event, chatting, socialising and reminiscing.



An estimated £40million worth of Jaguars opened the event with a star-studded parade



Triumph 1300 came from Paris for the 50th



Le Mans Rover gas turbine on the Ringway

Events diary

Shows, festivals and tours

JULY

4-5 Classic American Car Show

1000 entries plus 150 trade stands, in Tatton Park, Cheshire. 9am-4pm 01565 723863; www.cheshireautopromotions.co.uk

11 Coventry Transport Museum

Breakfast Club 9-11am (also 15/8). Register online www.transport-museum.com

12 Shelsley Breakfast Club

9am-12pm (also on 9/8). Register online 01886 812211; www.shelsley-walsh.co.uk

18-19 Classic Nostalgia

Various hillclimb championships, Standard-Triumph Marque Day (18), plus C&SC concours for the first 100 pre-1982 road cars (driven) through the gate on Sunday. Shelsley Walsh 01886 812211; www.shelsley-walsh.co.uk

19 Classics at the Castle

Dorset show in the fabulous setting of Sherborne Castle, with Lotus as the featured marque 01935 862714; www.classicsatthecastle.co.uk

22 Classics on the Common

Massive mid-week gathering in Harpenden, from 2pm 'til dusk. Capped at 1200 cars; pre-booking essential www.classicsonthecommon.com

24-26 Silverstone Classic

Celebrating the 25th birthday of the historic racing festival at Silverstone. 08712 310849; www.silverstoneclassic.com

25-26 Rally of the Giants

Britain's biggest American car festival (based at Blenheim Palace) turns 50 this year www.pre50aac.com

31-2/8 Gloucestershire Steam & Vintage Extravaganza

Draws 15,000 visitors to South Cerney Airfield, Cirencester 01453 890891; www.glosvintageextravaganza.co.uk

31-2/8 CarFest North

Popular festival at Oulton Park, Cheshire, in aid of Children in Need www.carfest.org

AUGUST

2 Goodwood Breakfast Club

'Thoroughbred Sunday' for pre-1966 cars and 'bikes; 8am-midday <https://grrc.goodwood.com>

For more events or to add your own, go to www.classicandsportscar.com/diary

OBITUARY

ERIK CARLSSON b.1929

Rallying ace Carlsson's career began on two wheels courtesy of a 500cc Norton, but it was in vehicles from his native Sweden that he really made his name. His first car, in fact, was a Saab 92, in which he made his rally debut and won his class. In 1954, Carlsson won a Swedish regional title aboard an ex-works 92 and, as one of the first to adopt the technique, he started to perfect his left-foot braking.

Carlsson joined the Saab factory team in 1955, his first major victory coming on the '57 1000 Lakes. It was by no means the last, the Big Swede going on to secure two wins on the Rallye Monte-Carlo and three on the RAC. His '62 success on the latter was gained after he 'borrowed' a suspension component from a spectator's Saab 96 to replace the broken one on his competition car.

In 1963, he married fellow rally star Pat Moss and moved to England. In latter years, he was a hugely popular figure at historic events and carried on his long association with Saab via his presence at new-car launches.



Erik 'on the roof' Carlsson (aka Mr Saab) en route to Monte victory in a 96 in 1963



Prescott has the Bleus

Thousands flocked to Prescott from 23-25 May for La Vie en Bleu, the annual French-themed weekend. On the Sunday, the VSCC thrilled crowds in cars ranging from the 1911 950cc De Dion-Bouton of John Harrison, to Mark Walker's thundering 200bhp 1905 Darracq. This time Walker had to be content with second in class, with a best of 57.65 secs.

Pete Sparrow's 2CV (above) caused a stir, hurtling up the hill in 56.03 secs, for third in pre-'72 saloons. Built as a stunt car for the film RED2, it packs a 100bhp 1100cc BMW GS 'bike engine.



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TRADING PLACES AT TATTON



Dressed crabs: Chivers' police rep Morris 1800S with club chairman Clive Serrell's much-travelled beige Austin behind it



Classy saloons: 1935 Rover and '48 Singer



Booth's magnificent '34 McLaughlin Buick



Wilson's perfect Granadart metallic 2002

The Classic & Performance Car Spectacular in Tatton Park is always over-subscribed, so organiser Stuart Holmes encourages exhibitors to show different cars each day while others take over some of the plots. About 2000 vehicles from 87 clubs crammed into the Cheshire venue on 30-31 May, plus 29,000 visitors.

Pride of place with a fantastic set of 11 Landcrabs from the Owners' Club International went to Mark

Chivers' 1970 Morris 1800S. "It's not an original police vehicle," he explained, "but it was bought by Durham Constabulary's PR department in 1993 and restored with the experimental livery as a replica of a car that it had used in period."

A diverse Manchester Historic Vehicle Club group included the 1934 McLaughlin Buick Model 58 that Ian Booth bought with a mate for £200 in 1971. "We soon realised

that the frame was knackered," he recalled, "so that was rebuilt to the original spec and it was repainted from the scuttle back. I wish I had more photos, but I sold my camera gear to put towards the overhaul."

Lots more superb restorations featured among the 250 or so individual entries, such as Paul Wilson's '75 BMW 2002. "I got it in '93," he said, "but didn't start seriously until 2011 and I took it back to show the

previous owners 20 years after I'd bought it off them. They were over the moon and then fetched the chap who'd purchased the car new."

Tony Davies' 1935 Rover 14hp Sports had been a farm vehicle for 30 years when he spotted it in 1968: "It took me five years to rebuild it, but it's been on the road ever since."

Alongside was John Dowding's Singer Super 10, one of only five known to the Singer Owners' Club.

Aussies get on the road

Members of the Australian Historic Motoring Federation converged on the Australian Motorlife Museum at Kembla Grange, NSW, on 17 May, for one of many events supporting National Motoring Heritage Day. The antipodean equivalent of Drive It Day has the same aim – to encourage owners to get out in their old vehicles to showcase their country's history.

AHMF members and individuals took a mixture of homegrown and imported vehicles to Kembla Grange, such as the R&S Valiant Club of NSW with several Australian-built Chryslers. Locals Dave Matthew and Allan Mills were in their 1928 Austin Six and '29 Chevrolet sedans, while the biggest car present was probably the '59 DeSoto Firesweep driven down from Lugarno in southern Sydney by Mick and Joan Wasson. There was even a Fxible Clipper bus built in the 1950s by Ansair of Melbourne.



'Mr Fins', the Wassons' vast '59 DeSoto



1950s Holden FJ van and Chevrolet ute



Clubbing together to mark Lotus

A plaque was unveiled at the old Team Lotus factory in Cheshunt, Herts, on 31 May – 50 years to the day since Jim Clark's win at Indianapolis – thanks to the efforts of the 750 Motor Club and the Historic Lotus Register. It was revealed by Colin Chapman's widow Hazel, ably assisted by their son Clive who runs Classic Team Lotus.

The event was also attended by former Lotus employees, including Mike Costin, Dick Scammell, Bob Dance and Bob Sparshott. As HLR chairman Malcolm Ricketts pointed out: "Maureen McRae, a secretary of Ron Hickman at the time, travelled from South Africa, while Nick Fennel, who owns Jim Clark's 1967 Indycar, brought it for display."



SAOC precision parking, fronted by Andrew Lake's Series IV and Gerry Tilney's Series V



Chapman's beautiful Austin Landaulette



Factory four-door Mexico: one of just six



HUMBER FLIES THE COOP

Russell Doherty brought his 1940 Humber Super Snipe Heavy Utility over from Guernsey for Stockton Park's Vintage Nostalgia Show from 29-31 May. It's the only one remaining out of 250 built for the Air Ministry and was found in a barn on a game farm in the '70s.



WHITTLE DOWN THE WIND

The Staplefield show, organised by John Stevenson, drew a mixture of Jags from the Enthusiasts' and Drivers' Clubs. Ian Newman has owned his 3.8 manual S-type for 24 years, but it was bought new by Bristol Siddeley Engines for Sir Frank Whittle on 1 January 1965.



JOC TAKES UP RESIDENCE

The South Downs Area of the Jensen Owners' Club kicked off its season on 17 May with a drive via the lanes to Stansted, a Grade II-listed Edwardian country house on the Sussex/Hants border. The five cars were met at the venue by another six, including two GTs.



ESSEX CLUB CELEBRATES

Clacton Classic Car Club began its 10th-anniversary year with a show that drew 450 entries on 17 May. Kieron Young took his highly original 1960 Austin Mini Se7en. The next show is on 30 August: www.clactonclassiccarclub.com

Crowd blossoms at Kent show

The organiser of Bromley Pageant of Motoring reported an increase in attendance for the second year running, up 1750 to 18,107. Older cars were thinner on the ground on 7 June, but there were still lots of excellent displays around Norman Park, including a remarkable Stag Owners Club turnout of 55 cars.

The 45-vehicle Régie centre-piece – co-ordinated by the Renault Alpine Owners' Club – spanned early-'60s models to the Vel Satis and Avantage. Seven cars convoyed over from France, organised by Jean-Rémi Albert of the Association Sportive des Alpine du Nord.

A dazzling Sunbeam Alpine OC line-up featured Andrew Lake's Mediterranean Blue 1965 Series IV,

the colour inspired by the Series II that Sean Connery drove in *Dr No*.

"I've had it only three years," he said, "but the Alpine was the classic that I always wanted when I started to drive in the early 1980s."

Highlights from the one make parking area included the mint 1950 Austin Sheerline State Landaulette that Ken Chapman acquired as a project: "It wasn't the rust that was the problem when I stripped it, but the woodworm in the timber frame."

Across the aisle was a four-door 1971 Ford Escort Mexico – one of

six built, four of which were used by Jersey police – that Harry Sterling purchased in 1975. He took it back, rebuilt, to the '91 AVO show on the island, where he met a sergeant who drove the cars when they were new.



Christine Vanhaesebrouck's A110 with A108 Coupé 2+2



Imposing 1937 Mercedes 230 Pullman



Freeth's gorgeous Singer Kaye Don Coupé



Cole's wonderful Austin/Eccles equipe

Pre-war rarities make a beeline for Enfield

Enfield Pageant of Motoring drew a fascinating range of machinery to the Playing Fields on Great Cambridge Road from 23-25 May. David Freeth of the Singer Owners' Club brought one of the rarest cars on display: his 1933 Kaye Don Coupé, believed to be the sole survivor from five built. It was sold new by Singer main agent Westwood Garage of Clacton-on-Sea, Essex, and was rescued from a breaker's yard in the town in poor condition in '76. It was stored until the mid-'90s and then rebuilt by Freeth, with lots of help from David Allen, and put back on the road in July 2000.

Vintage and classic caravans are also a regular feature at Enfield, including the charming 1924 Eccles that Ted Cole tows behind a '34 Austin 18hp Carlton seven-seater limousine. The Austin spent its past life in the Lake District, first as a private car and later doing taxi and wedding duty. Cole bought it as a wreck, after it had been standing for 25 years.

A large autojumble is one of the main attractions of the Pageant, which is organised by Enfield & District Veteran Vehicle Trust, with proceeds to Whitewebbs Museum of Transport. Everything from sparkplugs to barnfind projects was up for grabs, such as a tempting 1956 Alamo Beige MGA, stored since '66, looking for a new home at £10,750.



JON PRESSNELL

Clockwise: DSs swarmed into the French capital; six-wheeled transporter lugging estate; Chapron Le Dandy and Concorde



Faithful worship Goddess in Paris

Seven hundred DS Citroëns descended on Paris on 24 May, the culmination of a weekend celebrating the 60th anniversary of France's most emblematic car. In the morning, they had convoyed down the Champs Élysées under motorcycle escort and gathered at the Place de la Concorde. In the adjoining Jardin des Tuileries, Citroën had installed a no-expense-spared exhibition to launch its programme to establish

DS as a high-end marque in its own right. The crowds around the older Citroëns and the queues to get into the exhibition were ample testimony to the pull the DS still exerts.

The fantastic event was organised by Le Monde de la DS, a group bringing together DS Club Révolution 55, Idéale-DS France and the DS/ID Club de France.

Saturday was spent at the Montlhéry circuit, where there were track

sessions (including the DS party trick of running on three wheels), a concours and a display of Chapron cars. Many of these were at the Paris gathering – including a 1959 La Croisette that's thought to have been the second Chapron cabriolet to be built. Less exotic were early IDs with the now rarely seen flock-sprayed lining for their translucent roof, and a 1957 DS freshly recommissioned after a 20-year lay-up.



GM CROP THRIVES AT BILLING

The VBOA (Vauxhall Bedford Opel Association) makes its annual pilgrimage to Billing Aquadrome for its National Rally on 11-12 July, with more than 30 clubs and 2500 vehicles expected at the Northants venue. There's a massive autojumble, too. See more at www.vboa.org.uk

HMC HOSTS RAPIER JUBILEE

The SROC is hoping to gather a record number of Series I Sunbeam Rapier for the Diamond Jubilee at the HMC, Gaydon on 25-26 July. All owners of Series Is are welcome, not just club

members – plus later versions and other members of the ARCC. Call Derek Athey on 01404 891086 (days/early eves) or e-mail chairman@sunbeamrapier.co.uk for info.



Federation update

After the General Election, it seems appropriate to consider the relationship of the historic vehicle movement with our Parliamentarians.

Our position remains positive because all of the key MPs who are members of the All-Party Parliamentary Historic Vehicles Group were returned with the significant support of their constituents. An APPG consists of members of both Houses, who join together to pursue a particular topic or interest. These groups must include at least 20 Members (each of whom must sit in either House), comprising at least 10 members who are from the same party as the government, and at least 10 who are not. Many APPGs also involve organisations from outside Parliament, too.

Key focus areas for the Federation in the coming months will be with the Department for Transport relative to the adoption of the EU Roadworthiness Directive and continuing to work closely with the DVLA and DVSA on matters relating to historic vehicles. All of this is enabled by dialogue with the appropriate Parliamentary Under Secretary of State for Transport, who the Federation met recently.

Cabinet members of the new government have been supportive of extending the exemption of Vehicle Excise Duty for historic vehicles and so we are confident this concession will also be maintained.



Members of Parliament and peers own a diverse selection of historic vehicles



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

JULY

5 BMC & Leyland Show For any vehicle made by BMC, BL and Rover, at the HMC, Gaydon 01926 641188; www.heritage-motor-centre.co.uk

5 Darling Buds Classic Car Show More than 900 vehicles are expected at Buss Farm, Bethersden, Kent 01233 226110; www.darlingbudsfarm.co.uk

5 Maldon Motor Show 'Classics on the promenade' in the Essex town 01245 268157; www.maldonmotorshow.co.uk

5 Car Show at The Donkey Sanctuary In Sidmouth, Devon, with competitions for various classes 01395 578222; www.thedonkeysanctuary.org.uk

5 Leighton Hall Classic Show Near Carnforth, Lancs 01697 451882; www.markwoodwardclassicevents.com

5 Austin Seven National Rally 'Austin Sevens and their Cousins' at Beaulieu www.750mc.co.uk/austin7

6 Aquae Sulis Tour Around Somerset and Dorset www.bathmotorclub.co.uk

12 Lakeland Historic Vehicle Show At Hutton-in-the-Forest, near Penrith, Cumbria; 10am-4pm Mark Woodward

12 Arundel Castle Classic Car Show In West Sussex, club groups welcome E-mail geoffwgoodson@gmail.com

19 Old Ford Rally For all pre-'86 Blue Oval cars and derivatives, at the HMC

19 Lavender Run Via Warwickshire and Worcestershire www.rdcc.org.uk

19 Walsall Classic Show In the Arboretum Extension 01922 643385; www.transtarpromotions.co.uk

19 Classics at the Castle Bodelwyddan Castle, Rhyl. Andrew Greenwood 01484 667776; www.classicshows.org

26 Beaumanor Hall Classic Show In Woodhouse, Leics 01922 643385; www.transtarpromotions.co.uk

26 Cheshire Classic Show Inc NW Ford Day, at Capesthorpe Hall A Greenwood

AUGUST

2 Hooe's Car Show and Concours In the East Sussex village, with classes for veteran to pre-'70 cars 01323 840346; www.hooeoldmotorclub.org.uk

For more events or to add your own, go to www.classicandsportscar.com/diary



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Polesitters O'Connell and Kirkaldy soon came under pressure from Cobra pack – Erwin and Pierre-Alain France were victorious

GT EPIC CUTS MUSTARD AT DIJON

A stunning 60-car grid for the Sixties Endurance field was among the highlights of the Grand Prix de l'Age d'Or, from 5-7 June. A total of 11 Cobras and 14 E-types took the start, with the Jaguar of Martin O'Connell and Andrew Kirkaldy leading from pole. The Cobras soon established themselves at the front, however, with Philipp Oettli, Erwin France and Dominique Guénat filling the top three places.

The first half of the race featured numerous changes to the lead and, following the driver swaps, Pierre-Alain France hit the front having taken over from his son Erwin. He survived a late safety car period and the challenge of a charging David Hart – who was forced to retire his Cobra near the end – to take victory ahead of Jean-Pierre Lajournade/Vincent Aubry (E-type) and Grant Tromans/Richard Meaden in their giant-killing Lotus Elan 26R.

Nine grids tackled the famous Dijon-Prenois circuit, including the two Classic Endurance Racing fields. In CER 1, the glorious Ligier JS3 of 'Mr John of B' and David Ferrer benefited from the retirement of the O'Connell/

Kirkaldy Chevron to claim victory, while Dominique Guénat won the CER 2 contest in his Lola T286.

The all-British team of Richard Shaw and Jackie Oliver took an entertaining U2TC encounter after Shaw had enjoyed an early battle with Meaden's Lotus Cortina. Ross Hyett came through to finish second in another Lotus Cortina, 0.1 secs ahead of Dominik Roschmann's Alfa Giulia GTA.

Double winners included Julian Bronson (Scarab) and Peter Horsman (Lotus 18-21), plus Michael O'Shea (Cooper-Maserati) in the Trofeo Nastro Rosso races.

Off-track, spectators assembled 800 cars during the weekend, with Club Lotus celebrating 20 years of the Elise with an 84-strong display.



ERIC SAWYER

Blue Oval battle lasted 24 laps until Ferrer's Capri failed and Boissy/Sechaud Escort won



O'Connell's rapid CER Chevron expired...



...handing lead to 'Mr John of B' in Ligier



Horsman won twice, from Sid Hoole in R2

ERA triumphs on return to Cadwell



Gillies makes a swift getaway at Lincolnshire's Cadwell Park, ahead of Harper and Wilson

With Mark Gillies at the wheel, Dick Skipworth's ex-works/Charlie Martin R3A dominated 7 June's Shuttleworth & Nuffield Trophies at VSCC Cadwell Park. The ERA had not visited the circuit since 1979 – with Hamish Moffatt.

Behind runner-up Fred Harper's Kurtis Indy roadster and Clive Wilson's ex-Jack Brabham Cooper T43, Nick Topliss (ERA R4A) and Ben Fidler (ERA AJM1) dived furiously, fifth-placed Fidler landing the

Nuffield Trophy for 1500cc cars.

Tom Walker tamed 12 litres of Hispano aero engine to bring the 1918 Amilcar special home sixth, earning the John Holland Trophy for Pre-1931 cars. Eddie Gibbs (Frazer Nash Monoposto) won the Len Thompson Memorial Trophy.

Nick Hayward-Cook's Riley Nine Monoposto won the first marque handicap remembering Garry Whyte, while Nick Lees' Cognac Special engaged Robert



Dougal Cawley wrestles GN/Ford Piglet



Greenhill's Wolseley leads Carr's AC/GN

Carr's similar steed in combat in the Frazer Nash/GN race, behind Charles Gillett's FN Super Sports.

Jo Blakeney-Edwards scooped the Geoghegan Trophy with another Nash as the top Vintage finisher in the O-D-M Pre-War Sports-Car event, won by William Mahany who added a 10th Spero Trophy to his HRG Le Mans' haul.

Hamish Bibby climbed to the top of the Morgan three-wheeler tree in Bill Tuer's JAP 8/80 racer.

Hill capitalises on rivals' woes

Richard Hill and Iwan Jones were the winners of the Severn Valley Historic Stages on 30 May. The Escort Mk2 duo took round four of the Mintex MSA British Historic Rally Championship when both Nick Elliot and Matthew Robinson retired on the final stage.

Elliot and co-driver Dave Price set the early pace in their Mk2, with Robinson and Sam Collis giving chase. The top two stayed the same heading into the second half of the rally when Elliot crashed out and then Robinson's engine let go three miles from the end. Hill came through unscathed, but was unaware of his triumph when he arrived at the finish.



Hill inherited win on final stage of rally



Thrilling Masters racing

Greg Thornton swept to two wins at Brands Hatch during the Masters Festival from 23-25 May. The Lotus 91 driver led Steve Hartley's Arrows A4 in the first encounter, the reigning series champion appearing for the first time this year, but had to work harder in the rain-affected rematch. Thornton recovered from a spin to chase down Hartley and win.

Sunday's first Super Touring race was stopped after a crash between Dave Jarman's Nissan and Paul Smith's Audi, but Stewart Whyte (Honda) and Patrick Watts (Peugeot) took a win apiece on Monday. Leo Voyatzides and Simon Hadfield (Lola T70) won the sports car races, while Mike Whitaker (Mustang) took a clean sweep in the Pre-1966 Touring Cars.

Other winners included Frederic Wakeman/Patrick Blakeney-Edwards (Cooper T38), Bobby Verdon-Roe (Ferrari 246S) and Daniel Brown (Escort).



FORD'S CARLISLE VICTORY

Phil Burton and Mal Capstick won the RAC Rally Championship's Carlisle Stages on 13 June. They set such a fierce pace through the final 14-mile stage in Kershope in their Mk2 Ford Escort that they had to back off after catching up with a Ford Focus WRC!



GT40 WINS AT LA SARTHE

Bernard Thuner dominated the Le Mans Legends race on 13 June in Claude Nahum's Ford GT40. The GT40 of Andrew Smith and James Cottingham was second in the 24 Hours' support race despite Smith spinning at Indianapolis.



BRC BACK AT GOODWOOD

The Benjafield's Racing Club held its first sprint for seven years at Goodwood on 23 May. Entrants included a 1907 Itala, Lister 'Knobbly' Jaguar and the Pacey Hassan. Standouts were Martin Hunt's Jaguar E-type and Julian Grimwade's Norris Special.



MANN BRANCHES OUT

As well as competing with its own cars in historic motorsport, Alan Mann Racing is set to offer race-prep services to customers, with original team members acting as consultants. The famous company is now run by the late Alan's two sons, Henry and Tom.

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O'Connell wins Norfolk thriller



E-type leads Daytona out of sodden Brundle corner during Snetterton enduro

WORDS: MARCUS PYLE/PICTURES: RICHARD STYLES



Newall/Garside Elan having fun in the rain



Voyazides/Hadfield came a distant second

Going solo in treacherously slippery conditions, Martin O'Connell won the ninth HSCC Autosport 3 Hours retrospective at Snetterton on 13 June at the wheel of Sandy Watson's Jaguar E-type.

The Midlander, who had only reinstated his entry the previous evening when heavy rain was forecast, vanquished Leo Voyazides and double race winner Simon Hadfield (in the Greek hotshoe's Daytona Cobra) by a lap. Event debutants

Julian Thomas and Nigel Greensall took a strong third in the former's E-type low-drag coupé.

Quickest of the small-capacity GTs was John Davison's Lotus Elan (built to Ian Walker 'Gold Bug' spec) in which youngster Ed Morris drove bookend stints. They came a GT3 class-winning fourth, chased by Tony Wood/Alasdair McCaig in a Lister-Jaguar Knobbly.

Historic Formula Ford provided sensational support action, Robert

Wainwright (Elden Mk8) twice shading Callum Grant (Merlyn Mk20) with a combined margin of 0.010 secs! Julian Majzub (Sadler Mk3) bested the Lister-Chevrolets of Roberto Giordanelli and Mark Lewis as the track dried in the Archie Scott Brown Trophy feature.

The FiSCar race brought Lister joy, though, when Steve Boulton Brooks' Aston Martin DB3S broke on the last lap, benefiting Stephen Bond's Bristol-engined car.

Classics enjoy Palace park life

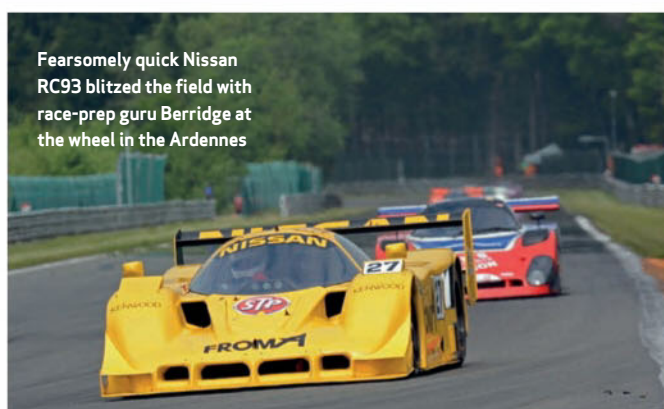
More than 9000 enthusiasts packed Crystal Palace Park for Motorsport at the Palace on 24-25 May. 'Bikes made their debut, with ex-racers Colin Seeley, Joe Dunphy and Bill Hodgkins joining the 40-strong parade. More than 300 exhibitors fielded static displays, while the historic karting fraternity was out in force and Gerald Philbrick brought his Aston-Butterworth F2 car.

Classic competitors included Barrie Strong's entertaining Escort Mk2 and Gillian Goldsmith's Cooper-Daimler. FTD on Sunday was set by Kevin Creaver's OMS at 34.92 secs, and David Seaton's Pilbeam (33.95 secs) on Monday.

The meeting raised more than £3700 for St Christopher's Hospice.



Strong stuff: Barrie going for it in his Ford



Fearsomely quick Nissan RC93 blitzed the field with race-prep guru Berridge at the wheel in the Ardennes

Berridge shines at Spa

Bob Berridge drove single-handed to top the Group C field in his Nissan RC93 at the Spa Classic from 22-24 May, while Clive Ward and Andrew Smith (Capri) claimed both of the evocative Historic Touring Cup races. They led the second, in the dark on Saturday evening, from start to finish.

Le Mans ace Emanuele Pirro was among the other stars competing over the weekend. The Italian shot into an early lead in the first Classic Endurance Racing encounter aboard his Alfa 33/3, only to drop back and eventually finish sixth having handed over to co-driver Gianluca Rattazzi. Eric Jamar took over in front in his Chevron B19, but was penalised for making his pitstop too late, which left Toni Seiler to win with his Lola T70 MkIII. Patrice Lafargue won the second race in his Lola T298.

Vincent Gaye (Ferrari 275GTB) was another to claim a double, this time in the Trofeo Nastro Rosso races, while Jackie Oliver and Richard Shaw took both U2TC battles aboard the latter's BMW 1800TiSA.

Sporting diary

Races, rallies, trials and more

JULY

4-5 Masters Historic Festival

All-new Donington event featuring a four-hour enduro, plus other one-hour races 01908 587545; www.themastersseries.com

5 VSCC Shelsley Walsh Hill Climb

Vintageants on rise, near Worcester 01608 644777; www.vsc.co.uk

10-12 Monza Historic

Including Classic and Sixties Endurance, Heritage Touring Cup and U2TC, in Italy 0033 1 42 59 73 40; www.peterauto.peter.fr

11-12 HSCC Historic Super Prix

Pre-80 Endurance Series, Jaguar Heritage Challenge, Historic F2 and more, on Brands Hatch GP circuit 01327 858400; www.hsc.co.uk

13-18 1000 Mile Trial

Pre-war car challenge inspired by the VCC re-enactment in 2000 01656 740275; www.heroevents.eu

15-18 Ennstal-Classic

Austrian event based in Gröbming plus the second Chopard Racecar-Trophy for pre-'84 machinery 0043 3685 23270; www.ennstal-classic.at

16-19 The HAWK with Brian

Redman 400-plus cars competing in various groups, the highlight being Historic Can-Am, at Road America, Wisconsin, USA 001 920 892 4576; www.roadamerica.com

23-25 Eifel Rallye Festival

Four-times Monte winner Sandro Munari reunited with the Lancia Stratos in which he won the '77 event, plus Walter Röhrl, Hannu Mikkola and Slowly Sideways demonstrations www.eifel-rallye-festival.de

24-26 Silverstone Classic

See supplement for info 08712 310849; www.silverstoneclassic.com

AUGUST

7-9 AvD Oldtimer-Grand-Prix

Huge historic meeting at the 'Ring, with Blue Riband Marathon around the Nordschleife, plus 12 other grids – most of which race twice. Tickets £28-58 0049 69 6606 0; www.avd-oldtimer-grand-prix.de

8-9 HSCC Croft Nostalgia Weekend

Revamped Yorkshire classic festival 01327 858400; www.hsc.co.uk

For more events or to add your own, go to www.classicandsportscar.com/diary



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1955 LANCIA AURELIA B24S SPIDER AMERICA

Formerly Part of the Pininfarina Museum Collection
Coachwork by Pinin Farina | Chassis B24S 1115



1965 ASTON MARTIN DB5 CONVERTIBLE

Formerly the Property of Screenwriter Bill Manhoff
Highly Original, Low-Mileage Example
Coachwork by Touring | Chassis DB5C/2112/R



1961 FERRARI 250 GTE SERIES I

Ferrari Classiche Certified | Coachwork by Pinin Farina
Chassis 2651 GT



The Commander Ian Fleming, Ivar Bryce

1953 BENTLEY R-TYPE CONTINENTAL FASTBACK

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Coachwork by H.J. Mulliner | Chassis BC10LB



1939 LAGONDA V-12 RAPIDE

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AN ANTIPODEAN TREASURE TROVE



Dauphine rubs shoulders with Austin and Nimbus roadster. Below: Alvis and 105E convertible; Honda S800 hidden under parts



'50s British designs are well represented



Nimbus Le Mans coupé and 53 Alfa Spider



Seven lookalike Nimbus is one of three

Our Australian correspondent, Garrie Hisco, has come up with a gem: a collection of around 200 cars.

He told me: "It is fantastic in that it is so eclectic. The owner has collected from far and wide, with a keen eye for the unusual as well as classics from the '50s and '60s. The collection is spread over three floors of undercover space, with more outside in the open. The hoard of parts is exhaustive, with headlamps, bumpers, gearboxes, motors, chassis and wheels – including many from the vintage and veteran eras – stacked to the ceiling."

It is interesting to note that there is a selection of racing and track cars, including a Ralt built by Ron Tauranac after he parted from Brabham, as well as an Elfin and other Australian formula cars. There are also at least three Nimbus, which were originally built at Whitchurch, Hampshire, plus the moulds for their bodies.

The cars originate from many countries, although British models dominate – including a number with Australian coachwork, such as an ultra-rare Ford 105E convertible. There are a few Edwardians, including the remains of the unique c1912 Dodson that I reported on last month, plus a c1910 De Dion-Bouton, which has at some time been rebodied and restored.

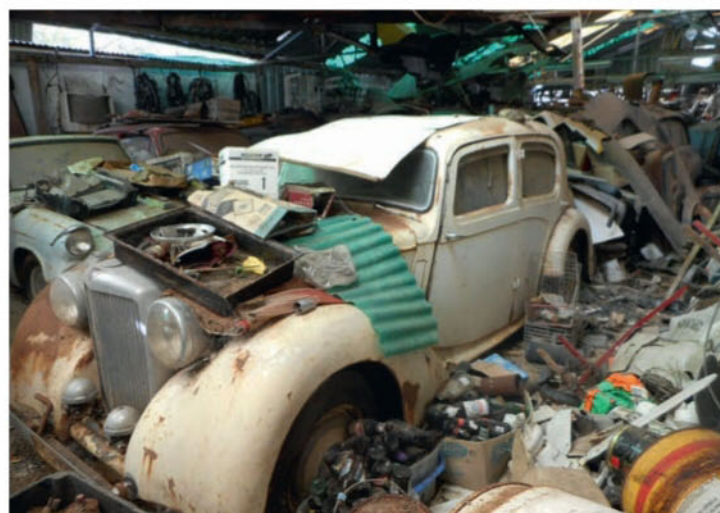
There is also an assortment of vintage models, including the body

from a Model T Ford Speedster that once circumnavigated Australia and which has been signed by the great pioneer racer Barney Oldfield. The main part of the collection, though, comes from the early classic period and includes examples of many bread-and-butter cars.

Old age means that the owner will not be able to restore the vehicles as he had intended. Having been kept mainly under cover, however, most are still entirely salvageable.

Our correspondent got very dirty clambering over the cars to get photographs – in most cases there was no room between them!

All are now for sale. E-mail bookings@ryokan-maandini.com



Can you identify this mystery roadster?



Pre-war Singer special and Morris chassis



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 and you could win £100!



This 1956 Volkswagen Karmann Ghia should be returned to the road for the first time in 45 years, thanks to a lucky discovery.

The story begins when Thomas Ekelund placed an advert in a southern Swedish newspaper in a bid to source a steering wheel for an older Volkswagen. He received a few replies but one in particular piqued his interest. So, despite it being a 200-mile round trip, he set off to meet the seller and inspect the steering wheel for suitability.

All was good, so a price was agreed and the deal concluded. By way of a parting shot, Ekelund asked the vendor if he had any other parts for sale. The man replied: "I have a Karmann Ghia, but it's in miserable shape."

It transpired that he'd owned the car since 1969 but had never got around to renovating it. The years in storage hadn't helped the situation much, the VW being encrusted in dirt. That didn't discourage Ekelund, however and, after some haggling, he managed to secure the car.

He explains: "I saw the potential of the wreck and so we started to negotiate a price. I became the owner of the car and returned some time later to fetch it." Since then he has overhauled the engine and the brakes and, the car having been favourably examined by the authorities, he says that it is now possible to put it back on the road after 45 years of inactivity.



Beauty isn't skin deep: Karmann Ghia as found, caked in decades of filth



Search for steering wheel led to the Ghia

Goggomobil is up for grabs

A microcar enthusiast visited Germany on a rally in 1986 and, quite by chance, found a 1960 T-250 Goggomobil that was for sale. The car had covered some 50,982km, the engine had been partly dismantled and the cylinder head had been lost. Even so, he did a straight swap for the Heinkel Trojan he was driving.

The Goggomobil was possibly the most successful of microcars, selling some 280,000 units between 1955 and '69, and was available as a saloon, coupé and van. All had an air-cooled, two-stroke, two-cylinder engine behind the rear wheels.

He took the car back to south London where it joined another Heinkel Trojan in his garage but, after seven years, was persuaded by Dean Weir to part with both cars.

The vehicle had never been registered in this country and it

came to Weir without any paperwork. Fortunately, Germany's 'Mr Goggomobil', Uwe Staufenberg, was able to provide a letter giving the date on which the car was originally manufactured.

Dean already had 25 other classic cars, including a Rolls-Royce and a Bristol, and eventually found that he did not have time to work on the T-250 so, after 30 years of disuse, the car is now up for sale. E-mail Weir at deanweir32@hotmail.com



Room for four in the car's diminutive cabin



Although rare today, T-250 was a hit new



Goggomobil has been laid up for 30 years



Going to the dogs in Staffs

Tony Wood has stumbled across a couple of projects near Stafford that C&SC readers may be interested in saving.

The first is a De Tomaso Autobianchi, which was running until 10 years ago. It was then laid up beside a barn, but has deteriorated a huge amount and now might only be good for parts.

In a nearby field there is a 1979 Mercedes-Benz S-class that has also been dormant for years. The Benz shows 100,000 miles and apparently has had just one owner from new.

If anyone is interested in saving either car, contact Bill Baker on 07711 055785.

Look familiar?

Want to track down a lost love or looking for history on your current classic? Send details and pictures to the p8 address or e-mail your requests to james.elliott@haymarket.com



FALCON WAS A RARE BREED

This Aussie Ford was brought to the UK by Singapore-based Richard Sorensen's father in '74, only to be sold a few years later. The Falcon XA 'GTHO Phase 4' was officially cancelled by Ford, but homologation parts did make their way onto road cars as option RPO 83. The Sorensens' example was one of those rare beasts, with 'option 52' sports wheels. Contact richardsorensen29@gmail.com

TURBO 2: THE EARLY YEARS

Olly Melliard wants to unravel the history of his 1984 Renault Turbo 2. Chassis number 997, it was originally registered to Morg Joël of Chatelguyon and had the numberplate 8948 SH 63. In 1989, it was imported by Mr M Nevin of Wigan. Its post-'92 history is known, but if anyone knows anything of its early life, e-mail tub2@hotmail.co.uk



COVENTRY CONUNDRUM

John Kinder is trying to fill in the history of his E-type from 1967-'90. The Heritage Certificate says it was originally silver-blue and sold by Byatts of Stoke-on-Trent. The VIN number is 1E21489, but it may have had a change of registration in 1990. E-mail john@jkinder.orangehome.co.uk



MICHAEL WARE

Former curator of the National Motor Museum, Beaulieu. Send submissions to meware@oakenbrow.demon.co.uk



Dodge was used as a funeral car, but bespoke hearse bodywork has since been removed



Elan (top) has now vanished; dormant Fiat

Forgotten beauties hiding in Spain

Francisco Carrion has been travelling around his native Spain with a camera at the ready, and has shared some of his finds with us.

The first is a 1964 Jaguar MkX that a Spanish family bought new and used for some 10 years. It then suffered a fire in the dashboard area and was not repaired. The car has been standing uncared-for in a garage for just over 40 years, and is covered in many layers of dust.

The Lotus Elan +2 featured here also went new to Spain. Carrion



Jag has lain unused since a fire in the '70s

found the car abandoned close to the beach in Valencia, on the east coast. It had obviously been there for several years, but recently it has

disappeared. Did the scrapman get it, or has it gone for restoration?

A friend of Carrion, meanwhile, has found a 1933 Dodge 6 in the basement of an abandoned house in the north of the country. The car was converted into a hearse many years ago and, although its wooden bodywork has since been removed, signs of the vehicle's baroque decoration still survive on a door. It was accompanied by a second-series 1934 Fiat Balilla. Both have been hibernating there for five decades.

Aussie will be reborn

David Oldham from Queanbeyan, Australia, has taken on a project after finding a 1960 Holden FB panelvan. It was originally used by a local heating business, but hasn't moved for many years.

Oldham said: "It will be my first full restoration and I intend to return it to its factory finish. There's a strong following for these Holdens in Australia, so finding parts isn't too difficult."

He continued: "They are quite simple with a 2260cc 75bhp 'six', drum brakes and a three-speed crash gearbox. Suspension is by wishbones and coils at the front, with a leaf spring rear."

Oldham adds that he may try something more challenging next, and could use the finished van to collect parts for other projects.



Traces of original paint still visible

Much ADO on the Inca Trail

It may not be the most exotic find, but coming across a modified Morris close to mountainous Machu Picchu in Peru certainly ranks as one of the most unexpected. Stewart Howson made the discovery in a field near the salt pans at Ollantaytambo, but sadly no one was around to give him any details about the car or how it got there.

He joked: "The fields of the sacred valley of the Incas are full of ancient objects. How people carried them over thousands of kilometres is shrouded in mystery, as indeed is the reason why they were made in the first place. It is possible that they were built by artisans with long-forgotten skills, fuelled by an ancient potion called 'Brew 11'. These artefacts may then have been worshipped by so-called primitive people."



Mystery Car Competition

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As ever when we get a low response (see below), we try to make the next challenge a little easier. Hence, can you identify this Italian concept from 1988? Entries by 1 September to Mystery Car Competition (August 2015) at the address on p8, or e-mail james.elliott@haymarket.com with 'Mystery Car - August 2015' in the subject line. Please be sure to include your postal address.



MAY'S WINNER

Just three of you correctly identified May's image of the Ghia Singer, as shown at the Paris Salon in 1952. Often credited to Swiss company Ghia-Aigle, it was styled by Italian Giovanni Michelotti and actually marketed as a Ghia.

None of the cars, of which a maximum of three were built, are known to survive today. Congratulations to Augustin Calvo Ingelmo and Jim Sitz, who both correctly identified it, but by far the most comprehensive answer came from Chris Martin, so he is the winner.



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

Until November 15th 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



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Mick Walsh

FROM THE COCKPIT



I've long had a fascination for Grand Prix cars reconfigured for road use. Such a makeover was easy with early two-seaters, especially the pre-Great War titans. The sight of a GP Bugatti from any era being used on the road, particularly stripped of wings and lights, always stirs my imagination.

But *monoposto* racers transformed into sports cars are a smaller group, due to the more ambitious conversion.

One of the most exotic of that rare breed was created by the wealthy American amateur racer Whitney Straight. When his pair of Maserati 8CMs failed to sell quickly in late 1934, he instructed Gurney Nutting to build an elegant two-seater sports-car body on chassis 3012.

Clearly great expense went into the modifications, with the handsome styling featuring a heart-shaped grille cowl, full flowing wings, and a neat tail – all painted in the American's signature black racing team colour. The cockpit featured an impressive spread of gauges, plus the distinctive Maserati three-spoke steering wheel and pre-selector gearchange that Straight had fitted to his single-seaters.

Just a few photos survive of the finished beauty sitting in a London mews, but sadly the English-bodied 8CM didn't last long in road-going trim, despite the investment and extensive work by the Gurney Nutting craftsmen. When Prince Bira crashed his ex-Straight 8CM '3011' in the Cork Handicap, the Siamese ace needed spares for the rebuild. The American had clearly found his Maserati sports car impractical for road use and had sold it to George Eyston, who had already started turning it back into a single-seater. Bira quickly did a deal and, under the direction of chief mechanic 'Lofty' England, the best bits were transferred to the now repaired frame of '3011' in the White Mouse Garage near Hammersmith Broadway.

The only photos I've seen of the 8CM sports car feature in Denis Jenkinson's excellent book, *The Story of a Racing Car*, while the fabulous '3011' is now back in Bira colours and campaigned by Rob Newall for owner Chris Jacques.

Rival Alfa Romeo's Grand Prix machines have been converted for road use on several occasions,

Right: Derrington sitting in the ex-Shuttleworth two-seater Alfa Tipo B. Note the exposed high driving position. Below: steering was relocated to the right, while new dash was cut for gearchange



'Converting an outdated racing car for road use was an easy option for spectacular performance'

no doubt inspired by the factory-entered Tipo B that won the 1935 Mille Miglia with Carlo Pintacuda and Della Syuffa squeezed into the widened body. That car was later discovered in Argentina, dismantled, by Alain de Cadenet and smuggled back to the UK in the Brabham team's transporter. Owned by American Greg Whitten, chassis 5001 has been reverted to two-seater form and regularly driven on road events with his wife alongside. What better way to explore the finest roads in the Rockies than in this sensational two-seater GP great?

Converting an outdated racing car for road use was an easy option for spectacular performance. After Richard Shuttleworth was killed flying a Fairey Battle in 1940, his mother eventually sold his 1935 Donington GP-winning Alfa Tipo B to Geoffrey Barnard, who, with the help of Charles Brackenbury, had the 10-year-old but still very potent *monoposto* converted into a two-seater by Vic Derrington.

The transformation took place inside his garage on Clifton Road, Kingston-upon-Thames,

including moving the steering column and pedals to the right, fitting two new four-branch manifolds, 24-volt electrics and a weighty dynostarter from a Talbot 105. The Tipo B's distinctive centre gearchange required no modification, but the divided propshafts meant that the seating position was high. While the bonnet and cowl remained unchanged, a new fuller tail and flowing wings were designed.

Registered MPH 374 and painted black, this fabulous creation was regularly heard speeding down the old A3. Journalists from *The Autocar* and *Motor Sport* were taken for wild rides, and enthused about its breathtaking performance. 'When the foot goes down, you are instantly boring an Alfa-sized hole in the landscape,' said DM of *The Autocar* after his memorable winter ride. 'Before you can say *Signor* Jano it is time to toe the mechanical brakes, and no less instantly, the howling gale of impetus is quelled; the wolf is back into all-wool clothing. Wonderful.'

The Alfa conversion lasted longer than the Maserati, and was later owned by American *Alfisti* Henry Wessells, who kept it in a basement car park in Paris. Chassis 5007 is now restored to single-seater form and raced by Tony Smith.

But just imagine back in the late '40s, Barnard's GP Alfa meeting Rodney Clark's famous road-equipped Bugatti Type 59, and the subsequent race down the A3 to the old Continental Garage at Send. What a glorious pair.



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James Elliott

MISFIRE



There was outright fury in the office last month when an 88-year-old speed record was reportedly 'shattered' by a whopping six miles per hour, by an actor. Idris Elba, who seems ever-present in the news at the moment, manfully drove a brand-new Bentley Continental GT Speed along Pendine Sands in Wales in 'challenging tidal conditions' (no, I don't get it either) at 180.361mph to allegedly set a new UK Flying Mile benchmark.

Now I have nothing whatsoever against Mr Elba and applaud his new 'record', but I do have plenty against the way the whole story was marketed and then sold and reported. Driving a modern Bentley capable of 206mph using just your fingertips and one foot while Siri dials a pizza for you isn't in any way comparable to putting your life on the line in Bluebird, where you're sitting on an unprotected bedstead behind a Napier Lion W12 aero engine.

Yes, records are made to be broken. But wouldn't it be gracious to acknowledge that while what you did could probably be done by anyone with a few quid, a modern supercar and a degree of nerve, the record you were beating was a genuinely heroic achievement?

No doubt the inevitable TV programme (*Idris Elba: No Limits*) that the whole escapade was staged for will spare a few positive words for Campbell, but so far the record bid has been presented as almost like for like, a fair fight. In reality it is like pitting Ali against Gary Mason.

In fairness, Bentley doffed its cap properly to the apparently little-known Campbell, who CNN called a 'motor racing journalist' (if only he had done something else worth mentioning, but what?). Yet once the 'news' had been through the tumble driers of the nationals it was all jingoistic triumphalism.

The *LA Times* even implied that Elba's record was more impressive than the despicable cheat Campbell in his confounded modified racing car. It wrote: 'The actor averaged 180.36mph over the course of a mile, busting automotive journalist Malcolm Campbell's 174.8mph record set in

1927. And Campbell was in a race car at the time, not a two-door, 626bhp coupé without modifications.'

That and thousands of similar paragraphs of crass stupidity traipsed across the media by people I can only describe as lazy, celebrity lickspittle dimwits have got the *C&SC* team fulminating.

The most delicious irony, of course, is that had anyone bothered to do their research, they would know that Elba hasn't achieved anything of the sort. All of their crowing comparisons were entirely irrelevant in the context of UK National Speed Records.

With the MSA the guardian of such things, its records show the overall UK flying mile record to be held by Richard Noble and Thrust at 248.87mph. Even if you narrow it down to wheel-driven vehicles, then Lord Drayson in his electric Lola holds the crown at 205mph. Okay, petrol-engined cars then. That would be Robert Horne at RAF Fairford in an ex-Scuderia Montjuich Ferrari 512M, who set 191.64mph in 1977. More than 10mph higher than Elba. Oops.


Somewhat at a loss as to what record Elba is supposed to have broken, I decided to look into it for him, and here's what I came up with. He can rightfully claim the UK National Speed Record in Class B for 5 to 8 litre cars (bettering not Campbell, who was in the over 8-litre class, but M Brain's 157mph in a Cooper Chrysler in 1969). Or simply that he set a course record at Pendine (which is not a UK National Speed Record of any description). Or maybe there's a benchmark for unmodified road cars, but that would render the comparison with

180mph on sand is mightily impressive, but to do it in a modern Bentley cannot be compared to Campbell's 1927 achievement (below)



Campbell equally worthless. Either way, while impressive, the truth turns out to be far less sexy than the sensationalism surrounding the feat.

Before this rant starts to sound too hate-filled, I should stress that it's not the person who angers me. Hell, I'd feel pretty pleased with myself if I'd driven at 180mph on a beach. Rather, it's this age in which we live, where facts and history (and in this case, apparently even respect) are conveniently swept aside for the sake of publicising yet another celebrity vehicle TV programme.

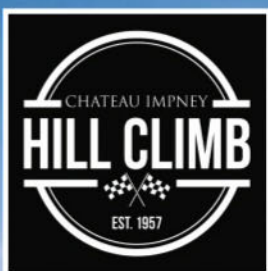
Give me a lunatic like Guy Martin, prepared to break real records and take stupid risks in the process. Of course, Martin managed only 113mph at Pendine... but he was on a pushbike. 



For the Classic Collector

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Simon Taylor

FULL THROTTLE

Have you noticed how silly modern car names have become? It seems that some junior in a back room of the marketing department is given the task of making up a meaningless word to be emblazoned on the tailgate of yet another Suburban Utility Vehicle or Chelsea jeep. Then, no doubt, the directors have a lengthy board meeting, consuming expensive coffee and Lucifer's biscuits, to approve it. That's how we get Picanto and Venga, Note and Juke, Savvy and Satria Neo. And who can comprehend the etymology of cee'd (note lower case) or its inevitable sibling, pro_cee'd (note underscore)?

The philosophy seems to be that, if you have a name that means nothing, then you are safe: there is no danger of the 'Brand', as the marketing people insist on calling it, being tainted by any image attached to a real word – although Twingo does sound like a chocolate bar.

They're not all meaningless, of course. Some are optimistic. Imagine calling your cars Superb and Rapid, when clearly they aren't. Celerio (a type of Suzuki, in case you didn't know) is presumably meant to produce an echo for the better-educated among us who know that *celer* is the Latin for fast. But even if your Celerio has the Dual Jet option, which implies Mach 1 performance, it still boasts only three cylinders. The manufacturer's website says its top speed is 155mph, but unfortunately they've got their miles and kilometres muddled.

Oh for the days when car names meant something: proud monikers such as Vanguard and Renown, Herald and Cavalier, Conquest and Consul, Javelin and Princess. Or when they followed a theme, like the Austin 'Counties' – Devon and Somerset, Hampshire and Hereford. Others echoed competition successes: Frazer Nash with its Targa Florio and Sebring, Sunbeam with the original Alpine. A place name might indicate a car's town of birth (Oxford, Cowley). Or it might bring glamour (Ford's Capri), or dignity (Austin's Westminster and, pre-war, Whitehall), or a whiff of high society (Ascot, used in the 1930s by both Austin and Riley).

Riley also liked birds: Kestrel, Gamecock, Falcon. So did Humber with Hawk and Snipe, and don't forget Reliant's Robin. Animals were popular, too: Greyhound, Stag, Tiger and, for both Riley and abortively Lea-Francis, Lynx. Jaguar, of course, was originally a model name, but calling a car an SS after WW2 was no longer acceptable for obvious reasons, so Jaguar became the make – sorry, the brand. The F-type may struggle to reach the mould-breaking status of the E-type, but at least it shows that Jaguar, by continuing the series begun with the C-type and D-type, has a sense of race history.

In the same way Rolls-Royce once again has its Ghost, Wraith and Phantom, and Bentley its Continental. Aston Martin seems to have decided for the time being that the great name Lagonda should no longer serve as a brand, even though it will be happy to relieve you of £150,000 in exchange for a new Rapide.

Sensible German motor manufacturers tend to stick to logical numbers, denoting range ranking, body type and/or engine size: E250, A4, 535. Porsche, in the case of the 911, has laudably stuck with a model number that it initiated half a century ago; but regrettably it has also been diverted into the likes of Cayenne (the capital of French Guyana or a type of pepper – take your pick) and Macan, which means tiger but only in Indonesian. Even for a car that has horizontally opposed cylinders, Boxster means nothing. In any case the letter S in the middle is redundant, because without it the word still sounds the same.



Vanguard, Standard's name for its first post-war model, evoked optimism and modernity



Sunbeam chose an excellent name, Tiger, for its V8 Alpine

While I'm in Victor Meldrew mode, let me bemoan the use of the name Mini to describe the ugly bloated thing that has just been bought by a misguided neighbour. It's called a Countryman JCW, which apparently stands for John Cooper Works. The sales slogan that ensnared him says: 'Turn the world into your rally track.' I don't think so: it's nearly 14ft long, nearly 6ft wide, and – get this – it weighs one and a half tons. It also cost him over £30,000.

He's delighted with it, but I can't see dear old John Cooper fielding a pair as works entries in Touring Car racing, or Paddy Hopkirk using one to make the world his rally track. Sir Alec Issigonis, father of the real Mini – a car that was 10ft long and made brilliant use of its road space – must be turning in his grave.

'The letter S in the middle of Boxster is redundant, because without it the word still sounds the same'



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Illustrated **1991 FERRARI F40** (ex-Otis Chandler, 4,923 miles)

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1949 Maserati A6 1500 Pinin Farina Berlinetta

1962 Ferrari 400 Superamerica (ex-Geneva Motor Show)

1965 Ford GT40 production racing coupé (ex-Neil Corner/Noel Edmonds)

1989 Porsche 911 Speedster

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



Martin Buckley

BACKFIRE

Having sworn that I would never again do Beaulieu as a stall-holder, by this spring I had acquired enough car-related rubbish to mean that it was an opportune time to have another crack at it. The trick here is to get yourself organised – transport, accommodation and a partner to share the burden of manning the stall when you want to go off to look at more interesting stuff.

My father-in-law John Stewart came over with his monster six-wheeled Fiat motorhome, so digs were sorted. It might not do burn-outs like a GMC or a big-block Winnebago, but it did mean that there would be no more kipping in tents and weeing out of the flaps at 4:30am. At the age of 48, I really am too old for that sort of thing.

As for moving your 'goods', if you don't have access to a van just hire one – or, in my case, blag one from the Vauxhall press office. The day before we were due to head off, a red Vivaro turned up. Not only was it implausibly fast and quiet for a van, but it also looked too shiny to risk putting anything inside it. I overcame such qualms in about 30 seconds and soon rammed it mercilessly two-thirds to the roof with books, magazines, various body panels and sets of wheels rescued from skips (it's amazing what people throw away), plus a few model cars.

My 'Beaulieu buddy' was Nick Kisch. He got to sleep in the van and brought his usual selection of well-groomed Mercedes and BMW components, which at least made my stuff look cheap.

I made a point of only bringing items that people might actually want or at least recognise, thus ruling out my excess Fiat 130/NSU Ro80 stock.

We landed ourselves a sensible spot inside the marquee opposite an automobilia dealer called Spencer Elton, who is one of those characters I almost always bump into. He regaled us with tales from the hard edge of the autojumble scene, and offered factoids such as the one about Lord Lucan's Iso Rivolta – which I think Spencer

'The van looked too shiny to risk putting anything inside it, but I overcame such qualms in 30 seconds'



Our man without a van blagged a Vivaro from Vauxhall, filled it with stuff, flogged most of it, but then bought some signs and a Bush radio

owned at one point – as well as an unrepeatable anecdote about Rob Walker and Ginger Rogers.

With help from Giles Chapman and my wife Mia, Nick and I shared the manning of the stall beautifully. I also felt that I somehow got to see more of the event than usual, even the 'car corral' where I fancied the white Austin Atlantic saloon and a very original MkVIII Jag, which, for once these days, didn't seem all the money.

My own buying activities got off to a slow start. All I had on my wishlist was a Bentley keyring, an easily achieved ambition. That didn't last long though and, before I knew it, I had splashed out on a giant 'Leycare' garage sign that I never knew I wanted, plus £40 on an old blue 'Vehicle Testing Station' plate, which I sort of did. At £20, I suspect that the Regent petrol tin sign I bought was too cheap to be an original, but I'm not that fussed.

Then came the usual slew of interesting old numberplates, books, brochures and a second failed attempt to get the correct plastic-ended ignition key for my Range Rover. Once again, I bought the wrong blank.

I also had an exact repeat of the conversation I had last year with a man selling rally plates from a tatty old cardboard box. As before, the casual presentation led me to believe that the plates might be a couple of quid each – maybe a fiver – but when he told me that they were £150 or even £200 apiece then, as last year, I had to engineer a strategy of retreat that didn't make me look silly.

All in all, it was a success. Sales funded my purchases; I didn't go to the cashpoint once. Plus, I reflected on the idea that a certain percentage of the stuff that gets sold in these fields every May and September must have been here before, continually oiling the wheels of autojumble commerce as it gets more valuable each time.

The social side of the weekend, as ever, is the best part. Catching up with old friends in the beer tent after the punters have gone home, the likes of 'Hillman Minx man' and occasional *Classic & Sports Car* contributor Gary Axon, who inevitably ends up sleeping in his car.

And people tell you things: I was given the number of a Fiat 130 guru, which led to me find another interior for my Coupé (see *Our classics* p172) – and then a casual conversation with book dealer Chris Bailey earned me a Series 1 Jaguar XJ12. Not a showpiece, but the northerner in me can't ever turn down a freebie.



1972 Ferrari Dino 246 GT
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1963 Mercedes-Benz 230 SL Pagoda
Estimate (£): 90,000 - 110,000



1979 Ford Capri Grp 1 Ex Gordon Spice
Estimate (£): 75,000 - 90,000

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Letter of the month

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Minx modifier, but not a boy-racer

Apropos Jon Pressnell's article about the Morris Oxford, Hillman Minx and Austin Somerset (*C&SC*, May), my second car was a 1955 Phase V Minx. I remember it as a 'Mark' V and I thought it had an 1185cc engine, not 1265cc.

I bought it in 1959 and it seemed sophisticated after my first car, which was a 1938 Morris Eight. I felt it was inferior to a friend's Oxford and about on a par with another chum's Somerset. I was particularly interested to see the numbers produced, because I would have assumed that there were more Austins and Morrisises built than Minxes. I think Hillmans were always black, but the other marques did employ different colours.

A previous owner had fitted an oil filter as an accessory, which was a novelty. Another unusual feature was a radio; you had to pay for a

licence to have one in your car back then. Although it had a long aerial, reception was not very good.

The Hillman did not have a heater when I bought it, so I fitted one – not a fresh-air unit but a fug-stirrer. Its performance was limited because the engine didn't have a water pump, though you could buy a kit to fit one. Part of the engine's water jacket was a metal plate bolted to the block casting. On mine, the plate rusted through and the car lost all of its coolant when I was driving around Trafalgar Square in London.

I made a walnut veneer dash for it, with the instruments and switches regrouped. Windscreen washers were just coming in at the time, usually operated by a manual plunger, so I was particularly proud of the ones that I fitted, which employed an electric SU fuel pump.

I fitted a straight-through silencer



Berrecloth cut his teeth rallying in a Minx, which was loud if not very fast

that made more noise, and I skimmed and polished the cylinder head, but I didn't detect any real improvement in the performance of the sidevalve engine. I didn't think of myself as a

boy-racer, though, because I engaged in proper motorsport: I started rallying in my Minx.

David Berrecloth
Uckfield, East Sussex

It's a load of old bull

Your article on the Lamborghini Miura (*C&SC*, June) brought back memories of the first drive in my own freshly restored car in 2008: huge expectation, followed by even bigger disappointment.

'So you soon ignore the ergonomics'. Really? This isn't a trivial glovebox-capacity issue, but something more serious: seeing (not much), hearing (the tiring noise), sitting (a horrible driving position by any standards) and feeling (hot). So the Miura is definitely not a *gran turismo*. Recently, I drove the entire Mille Miglia route in my Maserati Ghibli. What a horror that would be in the Lamborghini.

So maybe it's a great sports car? Like a GT40, and indeed it might be possible to ignore all this (along with the weak lights, ineffective wipers, cooked luggage and non-existent bumpers). Unfortunately things get even worse in this department. The anchors are worthy of a Morris Marina (compare the braking system with that of a

Daytona – it looks as if 10 years separate them) and suspension travel is marginal (said test driver Valentino Balboni himself). The chassis flexes, one cannot steer at speed due to the flawed aerodynamics, the rear suspension geometry is poor, the list goes on. The Miura was never a sports car, and was humiliated by the Ferrari, which proved itself on the track time and again. But still, what a great car...

What am I missing? Performance? We're told that it's good for 171mph, but who has ever actually done that in one? Journalists maybe topped 120mph and then wrote (after having messed themselves) that it'll get up to 171mph. Power then? It develops 350bhp. No, sir, it doesn't. The fabulous 327cu in V8 in my Iso Grifo has way more power and torque than the Miura.

No wonder, then, that those who just had to have one new – film stars, musicians and the like – could not get rid of them fast enough once they'd discovered that the thing was good for nothing. People who knew cars bought the Ghibli, Iso Grifo or the Ferrari 330GTC instead.

The Lamborghini Miura – or how a fantastically beautiful shape with an excellent engine can still yield a horrible car. When will a journalist finally have the courage to write that sentence?

With kind regards from a reader who always enjoys the magazine.

Tom Mertens
Belgium



The Miura is a dreadful car, says Mertens

Posey the polymath

What a joy to read the excellent article by Sam Posey (*C&SC*, July). I know his name from years of following motorsport but also because, as a world-class anorak, I have long admired his American model railroading ability.

He has been published in *Model Railroader* and, to cap it all, he took his own photos to illustrate the article. The man can do anything! I trust that he'll defeat Parkinsons, and I wish him all the very best.

On another sad note, the passing of Denise McCluggage is a great shame – what an effervescent character she was. McCluggage was an eminently readable chronicler, and no slouch with a camera either. The old adage is true, they don't make them like that any more.

Patrick Smith
Tadmorden, West Yorkshire

This is all your fault

I would like the world to know that I am holding *C&SC* responsible for my latest acquisition.

Having survived a business that swallowed cash as if there were no tomorrow (including the proceeds from selling my MkV Jaguar, S1 Bentley and S3 XJ6), plus a lengthy battle with cancer that forced me to sell said business (thankfully, I seem to have won that fight), I decided that I needed a new toy.

So there I was, sitting in an



Jay's Jag: *C&SC* feature led to the purchase

airport, having travelled 1000km to view what had looked (in the online advert) like a nice Ford Fairlane street machine, but which had turned out to be a dog. While I waited for my flight, I bought the January issue of the magazine and there inside was your summary of the XJs – including the X308 XJR!

It's a slightly convoluted story from there, but I ended up buying a magnificent 2000 XJR, complete with an untouched toolkit and the original Jaguar phone in the console. Finished in Carnival Red, with the beautiful walnut trim and Asteroid wheels, she really is a gorgeous looking car.

So I've ended up with my fifth Jaguar and am very, very happy – and so, importantly, is She Who Must Be Obeyed. I didn't get that street machine, but I am definitely happier with this. And the country cruising that we have been enjoying has proven that, thanks to *C&SC*, I made the right choice.

Lyndon Jay
Camden, NSW, Australia

F1's Ricardo-designed 'box didn't shift as sweetly as Weismann unit, but was longer lived, says Oldridge



Transmission truth

I very much enjoyed your supercar supplement (*C&SC*, June) but have to correct you on a couple of points.

Weismann produced the gearbox for prototype McLaren F1s, but Ricardo redesigned the transmission and manufactured it for production. Gordon Murray always felt the gearchange of the Ricardo 'box was not as good as the Weismann, but at least it would last for more than a few hundred miles!

I was lucky enough to be heavily involved with the transmission and have happy memories of out-posing the Ferrari Owners' Club *en route* to the Millbrook Proving Ground, as well as 200mph-plus at Bruntingthorpe in prototype XP4.

To call Ricardo 'race car specialist' doesn't do the 100-year-old firm justice: it's not inaccurate to say that if you drive, your car will include something developed by it.

Dave Oldridge

Via e-mail

More V8 Imperials

I've been reading with interest the correspondence about V8-powered Humbers, and would like to contribute a little more to the story.

Towards the end of production of the large Humbers, I was working for Rootes at Ladbroke Hall. My job was to order cars from the factory and distribute them to dealerships around the London area.

One day I received a pro forma sheet for 12 vehicles that I had not ordered, plus a note saying that nothing was to be done other than deliver them to the recipients on the list. The cars were all V8 Imperials, the majority for members of the Rootes family while the rest, I think, were for favoured dealers.

I have no idea of the number built, but on a dealer's forecourt in north-west London less than a year later I saw a green Super Snipe V8 that hadn't come through my office.

Peter Whale

Barnsley, South Yorkshire



Remember this man? Then contact Barlow

Looking for Lance

I'm currently working on a biography of British racing driver Lance Macklin, who drove for HWM, Aston Martin and Austin-Healey, and was a key figure of the British and European motor racing scene from the late-'40s to the mid-'50s.

An affable character who was exceptionally quick, sadly he's now best remembered for his role in the '55 Le Mans tragedy. After retiring from racing in '56, he went to work for Facel Vega, and led an adventurous life until his death in 2002.

I'd like to speak with anyone who came into contact with him at any point in his lifetime, and can be reached at jackshbarlow@gmail.com

Jack Barlow

Via e-mail

Over the Rainbow

With regard to your feature including the Swallow Doretti (July), is it accurate to say that Frank Rainbow had no previous car experience?

I always assumed that he had worked at Squire, because his son (who I knew well in my teens) showed me a full set of Squire works photos depicting all of the cars built. It may be that Frank had simply 'inherited' the photos from Adrian Squire, because they both worked at the engine division of the Bristol Aircraft Company (my father knew Frank because he worked there too).

Frank later ran his own engineering company in Downend and sold up in the early '70s. I think there's an old folks' home on the site now.

John Page

Thornbury, South Gloucestershire



Burke remembers diesel Vanguard from '94

Drop-tops and derv

I read your Crayford feature in the April issue with interest, because I used to work for Mumford.

The firm had a long association with David McMullan of Crayford, and its first effort was the five-door version of the Morris 1800 'Land-crab', which Crayford already made. We also bought the design of the Marina convertible, a model that sold quite well. Our best-seller was Crayford's five-door Princess, which BL didn't have the funds to produce until the Ambassador came out. We also made the Vauxhall Cavalier Centaur for Garth Magraw of KJ Motors in Bromley.

While looking for a picture of the Princess, I came across a photo of the first British diesel car, the Standard Vanguard. It was displayed at Diesel Drive in 1994, which was an event for fleet owners. Many dealers at that time were reluctant to operate diesels as demonstrators, so the manufacturers took their diesel cars to Gaydon for the event.

David Burke

Gloucester

Facing the Sorcerer

In the May issue, James Page relates Alessandro de Tomaso's life story. The main photograph shows de Tomaso, but the other person is not mentioned – in spite of being a lot more famous. He is, of course, Amédée Gordini, The Sorcerer.

As hardworking as de Tomaso, he achieved greater success with his technical genius. It's good to see those two personalities side by side, but Gordini deserves to be named.

Siegfried Strasser

Salzburg, Austria

Ed – we're not entirely convinced (it's the nose). Can anyone say for sure?



Don't forget about Gordini, says Strasser

Pedant of the month

Pedant of the month wins an exclusive *C&SC* baseball cap. Send your observations to james.elliott@haymarket.com



It's unlikely that the Citroën DS (*C&SC*, June) would have gone along the A20 *autoroute* at 115mph. The Citroën was manufactured until '75, and the first sections of the A20 were opened in '87 with a 130kph speed limit. Great article though!

Paul Tyler



Comments and clarifications

I hope that the person who bought Paul Smith's painting of Moss and his Mercedes-Benz at Aintree in 1955 is aware that the car actually carried the racing number 12 painted in black (on a white roundel), not red as depicted.

Keith Heywood

In the June issue of *C&SC* a pedant suggested that, based on the formula for a displacement hull, an Amphicar would struggle to reach 5 knots. The car actually has a semi-planing hull, and a top speed of a little over 7 knots. I've checked this with GPS in my own Amphicar.

David Chapman



You published a letter in the June issue concerning the Metro 1100. The picture shows an Austin Metro, which used the A-series engine in 998 and 1275cc guises. The later Rover Metro acquired the K-series engine in 1100 or 1400cc sizes, but I believe that Austin Metros were never fitted with 1100 units.

John Mitchell

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Clockwise, from top:
Andretti's night-time
charge in the Ferrari
512 netted him a win
at Sebring in 1970;
Brian Redman gunning
the Ferrari 312PB
around Spa in 1972;
Wakefield at work;
Porsche 936 piece was
inspired by Ickx's record
pace during the night
at Le Mans in 1977

Alex Wakefield

US artist embraces *chiaroscuro* technique

Extremes of light and dark are a special feature of American Alex Wakefield's art. Be it an Indycar flashing under a bridge, or a sports prototype's headlights scything through the darkness, his compositions have a unique drama.

Wakefield's indoctrination to motorsport came through his father, who worked as a crew-member with a Super Modified team. "When I was a youngster we lived a few miles from the 34 Raceway, and on race nights I could hear the cars from our garden," he says. "My mother and cousin were both artistic, and encouraged my drawing from an early age. Naturally cars featured extensively. I'd often trace the shape of models, then fill in the logos."

Grand Prix motorcycling really excited a young Wakefield, and rapidly the likes of Wayne Gardner and Eddie Lawson became his heroes, but at the age of seven he learnt about Le Mans through TV coverage. "I loved the idea of racing through the night," he says. "Cars such as the Porsche 962 and Nissans were really cool."

Frustrated with local events, at the age of 15 Wakefield finally made it to the Indy 500: "It really lived up to my expectations, it was a true cathedral of power."

"The way the sound rattled up was just how I imagined Monza. I loved the turbo era, and the speeds were out of this world. Best of all, I managed to get Jacques Villeneuve to autograph one of my drawings."

The next challenge was to develop a style that captured that drama on canvas: "I do a lot of sketching before I start painting, and discovered oils were the best

medium. I like the way you can work on the image long after it looks dry, and reactivate details with thinners. Oils also have a special vibrancy of colour. I'm not just interested in painting a beautiful race car. For me, it has to look like it's moving very fast."

Wakefield's interest in sports car racing eventually took him to Le Mans in 2006: "There's nothing like the excitement of the 24 Hours. The switch from light to dark with blinding headlights is a special time. The highlight was a visit to Mulsanne at two in the morning. Be it the throaty howl of the Corvette or the hum of the Audi, you could hear the contrasting engine notes through the trees. One day I hope to take my son to share the experience."

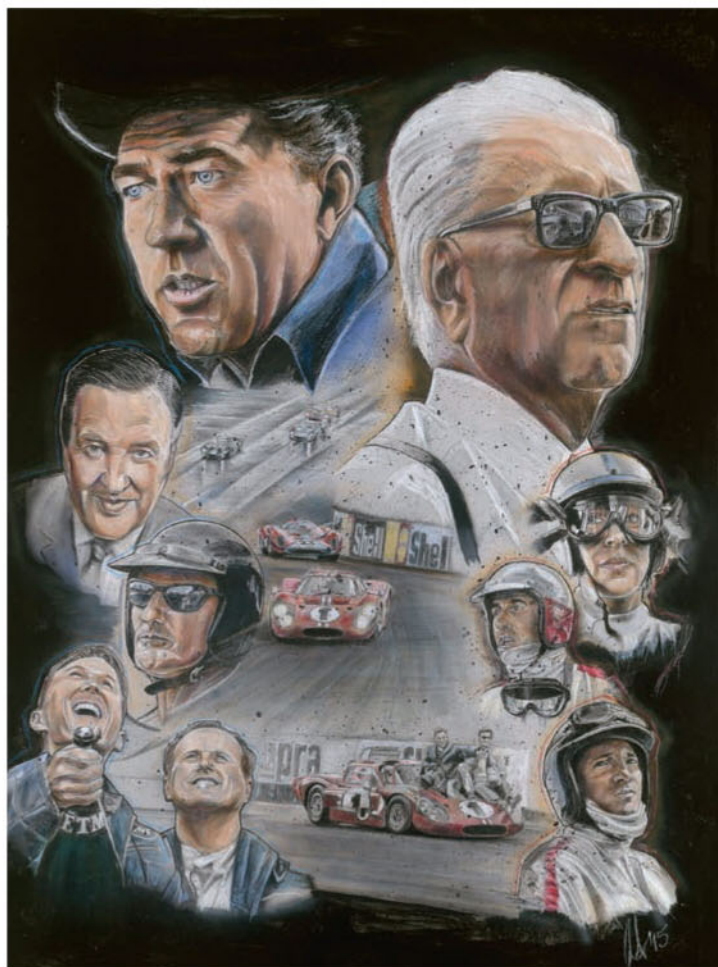
In recent years Wakefield's art has been helping to raise funds for the 'Safe is Fast' scholarship that supports young American race drivers: "I've been lucky to meet my heroes through the scheme, including Brian Redman and Mario Andretti."

As with many enthusiasts, Wakefield has found himself looking further back for inspiration: "The '70s have a special appeal, but the '55 Mille Miglia really captivates me. Stunning landscape, great characters and that amazing Mercedes, the race has everything." **MW**

Prints start at \$175 with originals from \$3000. See www.motorart27.com



Clockwise, from above: overhead view of Siffert's Porsche 908/3 on the Targa Florio in 1970; Andretti's Lotus 79 roars through Monza's Lesmo curves; Go Fever celebrates the Ford-Ferrari wars at Le Mans during the '60s; dramatic rendition of Andretti's Newman/Haas Lola flashing to victory at Long Beach in 1987



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CLASSIC & SPORTS CAR BOOK OF THE MONTH

MILLE MIGLIA

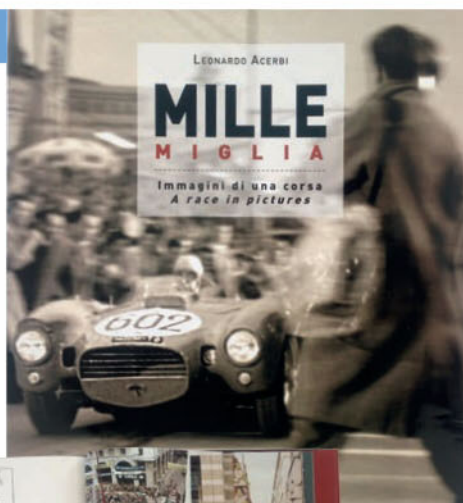
The subtitle, *A Race in Pictures*, sums up this large-format, 340-page book. Foremost Italian publisher Giorgio Nada has produced several Mille Miglia titles since he acquired the extensive Novafoto-Sorlini archives in 1989, but this stunning work offers many previously unseen images.

Leonardo Acerbi provides a concise review (in Italian and English) of the 24 races, from Ferdinando Minoi's OM victory in 1927 to the tragic final race won by Piero Taruffi's Ferrari 315S. There's a map and official poster for each year, but it's the striking photographs that bring this retrospective alive.

As well as the spectacular action, there are pre-race shots that really capture the feel of the event – particularly those around the scrutineering in Brescia. A vivid treat is rare colour film dating from 1956 and 1957.

The book offers a fascinating insight into the road conditions of the pre-war years, including a rare photo from 1933 of the Mercedes S-type of Manfred von Brauchitsch but, frustratingly, few locations are identified. Other highlights include the Michelin promotional vehicles from 1952, the huge public race chart in Piazza della Vittoria, and some wonderful roadside spectator groups.

If you've ever witnessed or driven on the glamorous retrospective, this work is a must. **MW £60** Leonardo Acerbi, Giorgio Nada Editore. ISBN 978 88 791 1618 3



MARANELLO LINE-UP

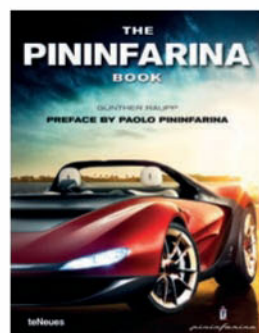
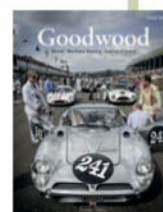
First published in '04, and now in its fourth edition, *Ferrari - All The Cars* by Leonardo Acerbi is a handy guide that has been updated to include the latest racers and road cars (up to the SF15-T and 488GTB). With specs, profile art and photos of 220 models, it's great value. **£20** Giorgio Nada Editore. ISBN 978 88 791 1608 4



GOODWOOD EXPOSURE

Lord March's events seem to inspire photographers, as confirmed in *Goodwood* by Knut Gielen. With designer Christophe Engle, Gielen highlights the 72nd Members' Meeting, the Festival of Speed and the 2014 Revival.

There's a superb mix of pictures, but are these events suffering from over-exposure? **€49.90** ISBN 978 3 6671 0127 3



Pininfarina

This weighty tome is a pictorial homage to perhaps the world's most celebrated styling house. The text (in English, German, Italian and Chinese) is light but fans of design will appreciate the images, which include photos, sketches and

CAD renderings. Besides automotive subjects, the book also covers the firm's forays into architecture and industrial design: as well as Ferraris and Alfas, you'll find vending machines, skyscrapers and watches. **MT £80** Günther Raupp, Rolf Sachsse and Klaus Rosshuber, teNeues. ISBN 9 78 3 8327 3234 9



Bugatti Type 57 Grand Prix

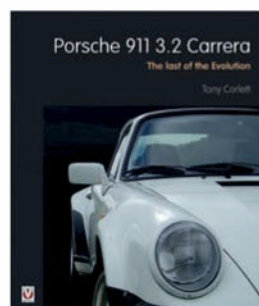
The title is a little deceptive because this book is primarily about the sensational streamlined Type 57G sports racers. From the

victorious debut in the 1936 French GP to Jean Bugatti's fatal testing crash, Neil Max Tomlinson's research is impressive – particularly the in-depth technical analysis and detailed examination of chassis identity. Also dealt with are the Type 59 GP racers that were transformed into sports cars, as well as a section covering the author's superb model collection. Only the quality of the photos lets it down. **MW £50** Neil Max Tomlinson, Veloce. ISBN 978 1 8458 4789 0

356 CAPTURED ON CAMERA

Stuttgart-born photographer René Staud has been involved with Porsches since covering a club meeting in the '60s, but it's the 356 that inspired this sumptuous book. From moody shots of the Berlin-Rome Type 64 to a toy cabriolet by Schuco, the pictures range from studio to winter action.

€68 René Staud, Delius-Klasing. ISBN 978 3 6671 0124 2



Porsche 911 3.2 Carrera

Tony Corlett, PCGB's register secretary, has probably forgotten more about the 3.2 than the rest of us will ever know. This meticulous study of what for many is the

last proper 911 is truly encyclopaedic, with extensive spec developments of all the variations, plus how to get the best out of driving them – on road and track – and all the mods. There's even a lap of the Manx TT course, but no buying guide – that's because Veloce does a companion booklet for £12.99. **DE £37.50** Tony Corlett, Veloce. ISBN 978 1 9047 8865 2



Stars & Sportscars

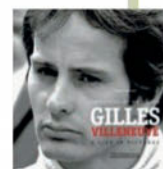
This evocative collection of pictures was taken by German Princess Marianne, and blends motorsport with the occasional aristocratic family snap. It's a

fabulous set of images, covering the 1950s, '60s and '70s, from twilight at Le Mans to the sunshine of Monaco and the rain of Berne. The portraits are particularly striking, including the likes of Graham Hill both on- and off-duty. The captions (in English and German) are brief, but the quality of the photos speaks for itself. **JP €39.90** Marianne Fürstin zu Sayn-Wittgenstein, Delius-Klasing. ISBN 978 3 7688 3871 9

VILLENEUVE IN FOCUS

The latest in Giorgio Nada Editore's photo series is *Gilles Villeneuve* by Mario Donnini. The large-format 192-page book mostly highlights the Canadian's six years at Ferrari, from the struggle with the 312T2 to son Jacques' tribute test of the 312T4 at Fiorano in 2012.

An emotive photo selection that's spoilt at times by over-stretched inferior images. **£40** ISBN 978 88 791 1610 7



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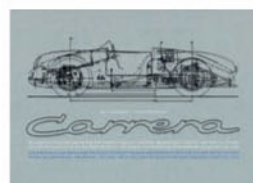


Peugeot 205

The latest in Crowood's *Autoclassics* series focuses on Peugeot's enduring hatchback. This is Adam Sloman's first book, and he's done a thorough and entertaining job.

Beginning with the development of the model, he charts its production run in all its forms – commercial variants are included as well as the obvious GTI – and goes into detail on the car's rallying record. The latter includes an in-depth interview with former factory driver Ari Vatanen, who provided the foreword. There's also buying advice, views from owners and a look at Peugeot's attempts to recreate the car's success.

The only slight criticism is an over-reliance on static images for everything bar the rallying chapter, which is odd for such a renowned driver's car. **JP £25** Adam Sloman, Crowood. ISBN 978 1 8479 7867 7



Porsche Carrera

Produced in association with the Porsche Museum, this mighty study of the four-cam motor and the cars it powered is a joint effort between factory engineer Rolf Sprenger and American historian Steve Heinrichs – both lifelong 356 fans.

With German and English text, this beautifully presented 840-page landscape-format book must be the definitive reference on the subject. If you love fine engineering, this meticulous work with factory drawings and detailed photography is a joy, even if you're not a Porsche fan.

Sections include a spotlight on designer Ernst Fuhrmann, studies of every development of the four-cam motor, interviews with key designers and mechanics, a colourful gallery of race posters and a comprehensive record of each chassis. The final 300 pages cover every race result, from the debut of the 550-01 in '53 to the Elva Porsche MkVII in American hillclimb events in '73. **MW £85** Rolf Sprenger and Steve Heinrichs, Delius-Klasing. ISBN 978 3 7688 3750 7

CLASSIC MOVIE OF THE MONTH

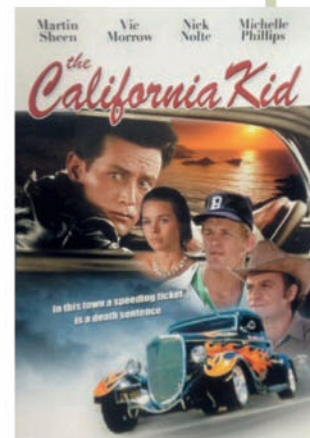
Motoring moments from big and small screens

The California Kid

Following the success of *American Graffiti*, director Richard Haffron was signed up to direct this 'made for TV movie' that was rushed through to capitalise on the early-'70s trend for 1950s nostalgia. Two elements were key to the film's following: Martin Sheen and a '34 Ford Coupe.

The drama focuses on a sheriff (Vic Morrow), who, after the deaths of his wife and daughter in a car crash, has turned mean. With push-bars fitted to his '57 Plymouth Belvedere patrol car, he hounds speeders on the mountain road where he lost his family. But when two sailors are killed, a young hot-rodder, Michael McCord (played by 23-year-old Sheen), turns up in search of the truth about his brother's fate. The climactic scene features the Sheriff chasing the hot rod on the limit until they reach a corner that McCord has practised. The Belvedere launches off the road down the ravine, while our hero spins safely in the dust.

An obvious error is that the '34 Coupe was powered by a Ford 'small-block' but when McCord shows the sheriff its engine, the shot features the Chevy unit from the '32 Coupe in *American Graffiti*. The sound effects also suggest a manual shift but the car had a Mustang auto 'box.





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- ☐ Go out to the garage, pull off your car's cover, snap several photographs. Email photos but hear back that "the photos are too dark" or "we need six and you only sent five".
- ☐ Cough up a £15-50 "certification" fee, on top of your policy premium.
- ☐ Wait on hold half an hour while their staff reviews the information. Lose the connection. Ring back, get transferred to three wrong departments. Get put on hold again.
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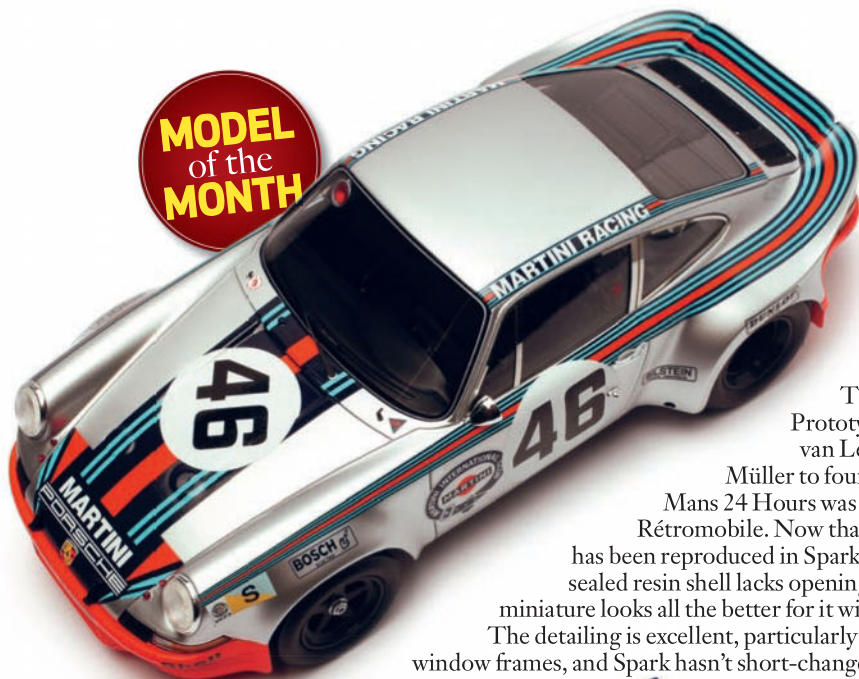
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**MODEL
of the
MONTH**



**PORSCHE
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The timewarp RSR Prototype driven by Gijs van Lennep and Herbie Müller to fourth in the 1973 Le Mans 24 Hours was one of the stars of Rétromobile. Now that rarely seen racer has been reproduced in Spark's 1:18 series. The sealed resin shell lacks opening features, but the miniature looks all the better for it with crisp shutlines. The detailing is excellent, particularly the photo-etched window frames, and Spark hasn't short-changed on the interior.



RSR has exacting photo-etched details



Iconic Martini livery perfectly replicated

1:18

- 1** Spark's 1982 Le Mans-winning Jacky Ickx/Derek Bell Porsche 956, £134.99
- 2** GMP's Beverly Hills Cop 1972 Chevrolet Nova, £114.99

1:43

- 3** Norev's Citroën DS21 Pallas with boat, £61.99
- 4** Matrix's ex-Bernie Ecclestone 1966 Ferrari 275GTB/C, £239.99
- 5** Matrix's 1970 Frua BMW 2002 coupé, £79.99
- 6** Brumm's '62 Graham Hill Ferrari 250GT0, £34.99
- 7** Neo's 1975 Jörg Obermoser Warsteiner BMW 2002 DRM, £70.99
- 8** Matrix's 1949 Bristol 402 drophead, £74.99
- 9** Matrix's Aston Martin DB4 Bertone Jet, £74.99
- 10** GLM's '33 Duesenberg SJ Rollston Arlington Torpedo, £112.99



Unless stated, all items are available from St Martins Models (08448 878888; www.diecastlegends.com); 10% discount for orders from C&SC readers quoting 'CS0815'

Swapmeet diary

- 5 July** Exhibition Centre, Donington Park, Leics. 500 stalls, 10:30am, £5 01604 846688; www.barrypotterfairs.com
- 12 July** Springfields Exhibition Centre, Spalding, Lincs. 150 tables, 10am, £2.50 01522 880383; www.j-jwebbtoyfairs.com
- 12 July** Macron Stadium, Horwich, Lancashire. 300 tables, 10:30am, £3.50 BP Fairs
- 26 July** Doncaster Exhibition Centre, Leger Way, Yorkshire. 350 stalls, 10:30am, £4 BP Fairs
- 2 August** Connexion Leisure Club, Ryton-on-Dunsmore, Coventry. 150 tables, 10:30am, £2.50 BP Fairs
- 9 August** Prestwood and Argyle Centres, Stafford Showground. 250 tables, 10:30am, £3.50 BP Fairs
- 22 August** Brentwood Centre, Essex. 200 tables, 10am, £3 J&J



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A WINNING TIMEPIECE

Lancashire ace Brian Redman's famous 1969 win with Jo Siffert in the Nürburgring 1000km has inspired the latest watch design from Autodromo. The new Prototipo design features the same red-and-white Austrian paint scheme as the victorious Porsche 908/2, while the centre-stop hand references the distinctive green details on the car's body that made it easily recognisable for the pit crew.

The back incorporates a map of the Nordschleife, and each special-edition package includes a 42-page booklet signed by Redman. Just 500 watches will be produced – 100 in 18-carat gold plate, and 400 in a stainless finish, while the stylish design is powered by the latest Seiko hybrid quartz chronograph movement.

The standard price is £620, while the gold version costs £950. See the full range at www.autodromo.com; to order in the UK go to www.pageandcooper.com



Boots are made for racing

German footwear specialist Vitallo has expanded its classic Monoposto design with a new FIA-approved R range for racing. The first step to ordering is the dispatch of a foam former plus a selection of leather options. Once the customer's foot impression is returned to the factory, the boots are made to measure, thus ensuring supreme comfort. Each order takes six weeks and costs €1950. Visit

www.vitallo.com, or call 0049 9174 9766951.



Mercedes Mille Miglia jacket



Mercedes-Benz Classic has teamed up with Hugo Boss to create a limited-edition leather jacket celebrating the 1955 Mille Miglia. As worn by the team drivers, including Sir Stirling Moss, on the recent retrospective celebration, just 1000 will be produced.

Features include soft brown lamb's leather, detachable fur collar, padded elbows, and '722' printed on the quilted lining.

Available in five sizes, the jacket costs €899 from www.mercedes-benz-classic-store.com

Festival T-shirts are flat-out

A new range of clothing celebrating this year's Festival of Speed has been produced by Goodwood.

Printed on a grey t-shirt, the *Never Lift* design includes a rev-counter graphic with the needle registering 8000rpm.

Five sizes are available, priced at £24.

A new line of black zipped sweatshirts with 'Goodwood Motor Sport Est 1936' logo on the front has also been released, and is offered at £40 each. For the full range and to order, see <http://shop.goodwood.com> or call 01243 755098.



A Jolly nice place, the Riviera



Fans of the Fiat Jolly, the exclusive 1950s beach car converted by Ghia (see p162 or *Motoring art*, July '13), will love Charles Avalon's artwork for Pullman Editions' *Autour du Monde* poster collection. Depicting the famous Italian coastal village of Portofino, with different coloured Fiats complementing the pastel painted houses, this limited-edition design is

printed on 100% cotton paper and measures 97 x 63.5cm. The prints are priced at £395 each. Call 020 7730 0547, or see www.pullmaneditions.com

MOTORSPORT COASTERS

Canadian artist Paul Chenard continues to dream up inspired ways to use his work. The latest is this coaster set, featuring a Ferrari 512, Lancia D50, low-drag Jaguar E-type and Grand Prix Matra. The set costs

just \$6CDN plus postage. E-mail paul.chenard@hotmail.com, or visit <http://automobiliart.blogspot.co.uk>



BRONZE BUGATTI

A full-sized Bugatti sculpture created strong interest at RM Sotheby's Villa Erba auction on 23 May. The impressive work, inspired by the iconic Grand Prix Type 35, was cast in a foundry near Verona, and prompted keen bidding past its estimate to reach a price of £47,031.



Automobilia diary

5 July Newark Autojumble plus Classic Car Show, Newark & Notts Showground, junction of A1/A46. 10am-4pm, entry £10 from 8am (early bird) or £6 01507 529470; www.newarkautojumble.co.uk

12 July Garstang Autojumble, Hamilton House. Pitches £15, entry £3.50, open 9am-1pm 07836 331324; www.garstangautojumbles.co.uk

25 July Veteran Bazar, Chotusice, 80km from Prague in the Czech Republic 00420 327 399 248; www.oldtimer.cz/veteranbazar

26 July Brooklands Retrojumble and Classic Car Show. Pitches from £20 01932 857381, ext 226; www.brooklandsmembers.co.uk

9 August Garstang Autojumble. All details as 12 July

11-12 August Automobilia Monterey, Embassy Suites, CA, USA. 10am-6pm, entry \$15 www.automobiliamonterey.com

13-15 August Pebble Beach RetroAuto, The Inn at Spanish Bay, CA, USA. 10am-5:30pm, entry free www.pebblebeachconcours.net

5-6 September Beaulieu International Autojumble. 2000+ stalls. Entry from £12.50. 10am-5pm (Sat), 9:30am-4:30pm (Sun) 01590 612345; www.beaulieu.co.uk



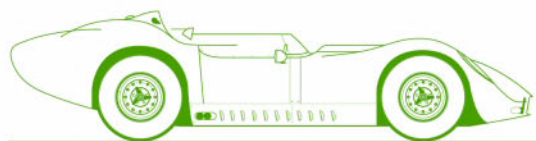
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MORE THAN MOTORS IN DEPOT

This is one of the UK's newest attractions for motoring enthusiasts (having opened on 29 June 2013), and it has breathed life back into a former Devon General bus depot, built in the early '30s and closed since the '70s. The proprietor and curator is classic car enthusiast Frank Loft, who, after a career in teaching, knew exactly what he wanted to do in his retirement – run a motor museum.

The majority of the vehicles (there are more than 70 of them) are Loft's own cars, collected over a good many years along with motorcycles, scooters, petrol pumps, garage signs and other motoring artefacts. Exhibits range from Victorian horse-drawn carts to pre-1920 cars and commercials, going right up to modern classics from the '90s.

It took a year to convert the building, with work including a new roof and the construction of a mezzanine floor that currently houses motorcycles, scooters and microcars. Plans are under way to increase the size of the mezzanine, and hopefully expand the number



British metal well represented, with rarities including Riley 2.6; motorcycles and microcars are housed on the recently built mezzanine



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How much? Adult £5, Child £2.50, Concession £4, Family £12.50

Contact 01647 440636; www.moretonmotormuseum.com

of exhibits on display to over 100.

One of the rarest cars is the 1905 Wolseley Baby X-type, thought to be one of only two survivors from 52 built. Once owned by Richard Shuttleworth, it competed in the last veteran race at Brooklands prior to the circuit's closure. Another rare car is the 1926 AC Anzani 12hp Tourer. Exported to India when new, it returned to the UK to be owned by the sister of its original keeper at St Audrey's Garage in west Somerset.

Among Loft's favourites are the Jaguar XK150 and Wolseley Hornet Special, while perhaps the strangest former residence is that of the Messerschmitt KR200

Clockwise, from above: Dormobile is a recent addition; '05 Wolseley; pretty Sunbeam-Talbot; Lambretta three-wheeler; De Dion-Bouton dwarfs MGB

Cabriolet, which came from Qatar.

Among the more recent acquisitions is a 1957 Bedford CA Dormobile. Purchased at the 1957 London Motor Show and owned from new by the same family, it was used until the late-'70s when it was put away in a heated garage with just 56,000 miles on the clock.

A most interesting vehicle is the De Dion-Bouton Model HD 15CV 2.9 litre with 10-seater charabanc bodywork, thought to have been built c1918. After being imported



into the UK it was used by a restaurateur as a courtesy bus for patrons, and later by a consortium of friends for jollies to pubs. Alongside is another imposing car, a 1926 Armstrong Siddeley Landaulette. Cars from the 1950s include a Riley 2.6 – a later version of the Pathfinder, it's one of only 17 left from the 2000 built between 1957 and '59.

Loft runs the museum pretty much single-handed but welcomes volunteers – especially those experienced with vintage and older classics – to drive some of the cars to events during the summer months. The museum is out in the sticks, but with its fine variety of exhibits is well worth a visit. **Paul Bussey**

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MB 300 Sc Roadster, 1956, only 53 examples produced, restored some years ago, full service documentation.



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Aston Martin DB 4 Series II Coupe, 1960, LHD, extensively restored by Aston Martin Workshop, well documented, original registration book.



BMW 503 Cabriolet Serie II, 1958, only 58 examples ever built, extensively restored, original delivered to Belgium.



Bentley 3 litre Blue Label Tourer by "Gurney Nutting", 1925, restored, original coachwork, full owner history.



RR- Silver Cloud III Mulliner Convertible, 1963, only 38 built, wedding car of Danish Crown Prince.



Maserati Mistral 3.7 litre Frua Coupe, 1967, bare metal restoration, "matching-numbers".



Porsche 356A 1600 Speedster, 1958, rudge wheels, completely restored to concours condition.



Ferrari 225 S Tuboscocca Vignale, 1952, one of only seven produced 225 S ever, "matching".



Alfa Romeo 6C 2500S Touring Coupe, 1939, famous first ownership, very fascinating history.

Alfa Romeo 1900 C Sprint Series I Coupe, 1952.
AM DB 2 Vantage, 1951, Mille Miglia eligible.
Ferrari 330 GT 2+2 Coupe Series I, 1965, certified.
Jaguar E-Type 3,8 litre Series I Roadster, 1964.

Jaguar SS 100 2,5 litre OTS, 1937, old Log Book.
Maserati 3500 GT Touring Coupe, 1961, "matching".
Mercedes 22/40 HP, 1909, ex Mount Batten.
MB 300 S Cabriolet, 1954, original condition.

MB 300 S Roadster, 1953, unique coachwork.
MB 300 SL Roadster, 1960, "matching", restored.
Mercedes 16/40 "Knight" Tourer, 1912, restored.
RR-Phantom VI Landulet, 1975, 1 of only 3 LHD.

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

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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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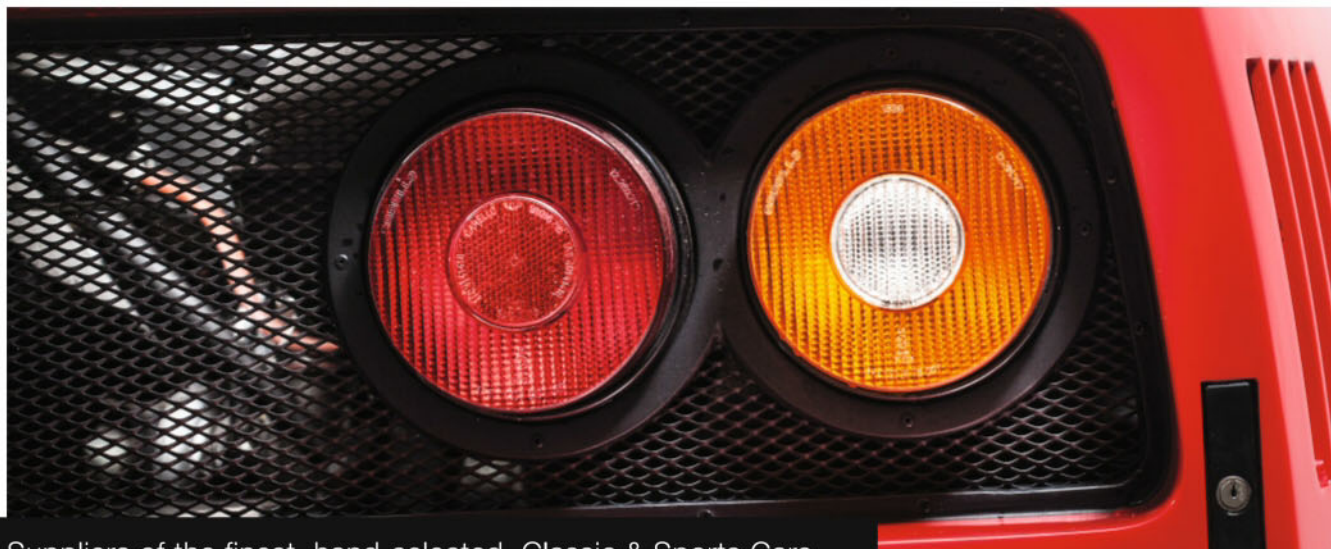
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1996 CATERHAM 7 1.6 SUPERSPORT

Red with Black trim, Full Caterham service history, A 2 owner example which as covered just 34,000 miles from new...£13,995



1990 BMW 325i SPORTE30

(Just 33,000 miles from new) Dolphin Grey Metallic with Anthracite trim, Full BMW service history, A 2 owner example which has covered just 33,000 miles from new...£SOLD



2000 ROVER MINI COOPER SE S WORKS

(Just 9,000 miles from new) Solar Red with Black ½ leather, Rare 'S Works' Classic Mini Cooper Full Mini service history, A 2 owner example which as covered just 9,000 miles from new !...£SOLD



1981 MGB GT LE

(Nut & bolt Heritage shell restoration) Pewter Metallic, 1 of just 580 GT LE's produced, Original UK RHD example, Documented history from day one, Just 54,000 miles from new & just 300 miles since total nut & bolt Heritage shell photographic restoration...£SOLD



2001 BMW Z3 1.9i ROADSTER

(Just 28,000 miles from new) Atlanta Blue Metallic with Schwarz Oregon leather, Full BMW service history, A 2 owner example which has covered just 28,000 miles from new...£9,995



2002 BMW 530i M-SPORT E39

(Just 12,500 miles from new) Titan Silver Metallic with Black leather, Full BMW service history, A 2 owner example which has covered just 12,500 miles from new...£19,995



2001 WESTFIELD SEIW 1800 SPEEDSPORT

(1 owner & just 12,000 miles from new) Navy Blue with Grey trim, SEIW Wide body model, Full service history, A 1 owner example which has covered just 12,000 miles from new....£SOLD



1974 MGB GT V8

(Just 10,300 miles from new) Harvest Gold with Black trim, 1 of just 2,591 examples produced, Original UK RHD example, Fascinating provenance, A 2 owner example which as covered a incredible 10,300 miles from new....£39,995



1966 JAGUAR E-TYPE S1½ COUPE

Carmen Red with Black leather, Rare series 1.5 model, Original UK RHD example, Comprehensive history file, Last owner 26 years....£79,995



1984 FIAT BERTONE X19 1500 VS

(Just 19,000 miles from new) Rosso Red over Grigio Scuro Charcoal Metallic with Black leather, BertoneVS-Versione Special, Documented history from day one, Just 19,000 miles from new...£14,995



2006 BMW 330i SE

(Just 30,000 miles from new) Sparkling Graphite Metallic with Dakota Beige leather, Full BMW service history, A 2 owner example which as covered just 30,000 miles from new...£9,995



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1996 Ferrari 456 GT

One of only 141 UK right hand drive manual cars. Just one famous private owner. Fitted with a bespoke high-end sound system. Finished in Blu Swaters with Beige leather interior and just 5,867 miles.

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1973 Porsche 911 2.4 S

Fantastic late 'E-series' example finished in Black with Black leather/brown interior. Covering just 54,680 miles throughout its 42 year life, it really is in exceptional condition throughout.

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1996 Ferrari F355 GTB

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1988 Aston Martin V8 Volante

Left Hand Drive: Vantage Features



1970 Aston Martin DBS Vantage Coupé ZF 5 Speed

1 of 71 Produced

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1954 Bentley R Type Continental Fastback: Concours Restoration
1962 Bentley S2 Continental Drophead Coupé: by Park Ward: Left Hand Drive
1972 Ferrari 365GTC/4 Coupé: Classiche: 1 of 31 Produced
1973 Ferrari 246 GTS: Classiche: Left Hand Drive: Concours
1966 Maserati Mistral 4.0 Coupé: Classiche: Left Hand Drive
New/Unregistered Lotus Evora S Sports Coupé: Left Hand Drive: Vat Qualifying

1958 Porsche 356 Speedster 1.6: Left Hand Drive: Correct Matching no's.
1992 Porsche 964 Carrera RS 3.6 Lightweight: Right Hand Drive: 1 of 72 Produced

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1956 Bentley Continental S1 Fastback Coupé: Right Hand Drive
1959 Ferrari 250 GT Coupe Pininfarina: Classiche: Left Hand Drive
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Jaguar E Type S1 3.8 FHC 1962

Opalescent Silver-Grey / Red Leather, May 1962.

All production numbers correct as per Jaguar Heritage
With history file to include original Buff Registration Book,
service invoices and Personal Plate.

POA



Jaguar 220 1993

SPA Silver / Grey Leather Unregistered as New,
Delivery miles of only 155 from New

POA



Jaguar XKR-S GT3

#04 Competitive package with over 510 BHP on offer from the supercharged V8 4.2 engine, 6 speed Hewland flat shift sequential gearbox, 3 way In-Trax bespoke dampers, AP 6 pot front callipers on 375mm discs and 4 pot rear calliper's on 330mm discs, long range (108 ltr) quick fill ATL tank with refuelling, Motec dash and data-logging and a T45 structural roll cage all in a solid, strong but yet lightweight shell, (total car weighs 1240Kg) complete with inboard air jacks. Chassis no.4 which, in the past, has been raced by Mike Jordan, Neil Cunningham and Bradley Ellis. Infact, Phil Quaife and Stuart Hall qualified this car 2nd at the Silverstone round of the 2008 European GT championship, going on to finish 5th in the race.



1987 Nissan R87E Group C Sports Prototype

Chassis no. 87G3 Engine no. VE45

Includes spare parts POA (EU Tax paid privately owned)

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1966 FERRARI 275 GTS ROSSO CORSA WITH BEIGE

The Ferrari 275 GTS made its debut alongside the Ferrari 275 GTB in October 1964 at the Paris Auto Show with production ending in 1968. This particular car was ordered new through legendary Ferrari dealer Luigi Chinetti by Mrs Clara Drefs in St. Louis, USA in 1966. Having hardly driven the car, it was sent back to Chinetti who kept it for many years. Passing through minimal hands & covering to the best of our knowledge under 14,000 miles. It is accompanied by its original tool kit, hand books & Ferrari Classiche Certification signed by Piero Ferrari. The car is presented with a well documented history. The Pininfarina design was a development over the car's predecessor, the mighty 250. Motor Trend Classic named the 275 GTB/GTS as number three in their list of the ten "Greatest Ferrari's of all time".

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2015 Range Rover Sport SVR • 1960 Aston Martin DB4 Series I LHD • 2014 Rolls Royce Phantom • 1990 Rolls Royce Corniche Series III



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.

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PAGODA 1968**
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4-Sp Manual; PAS
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**MERCEDES 280SL
PAGODA 1970**
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Navy/Beige; H/S
Tops; Upgrade
Stereo
£109,995

1958 MGA Mk1

£38,500



One of only 5,869 RHD cars sold originally to the home market. This car has undergone a complete 'body off' chassis and mechanical restoration to a very high and exacting standard and includes the fitting of later mk2 rear light cluster and front side lights to improve on the road communications. A comprehensive history file accompanies the vehicle. This is a lovely period British sports car, ready to be used and enjoyed.

2002 Mercedes SL55 AMG Auto

£23,995



A superb Mercedes SL55 AMG, with only 51,000 miles and three owners from new. This SL55 AMG Supercharged benefits from the classic colour combination of silver metallic coachwork and wine red full leather interior and comes with a full service history, original handbooks and tool kit. This luxury Grand Tourer provides effortless open top motoring and a highly rewarding driving experience and cost over £100,000 when new!

1986 Mercedes SL420 Auto

£28,000



An immaculate and very well maintained example of the marque, with no expense spared. The car has benefited from cavity wax injection and mechanical upgrades. A comprehensive history file accompanies this car, including fully stamped up service book and previous MoT certificates, confirming its genuine 61,300 mileage.

1988 Mercedes SL500 Auto

£36,500



A stunning concours standard Mercedes SL500 Auto. This car has previously undergone significant restoration using only genuine Mercedes parts. A comprehensive history file accompanies the vehicle, including fully stamped up service booklet, all previous MoT certificates and records of the vehicle restoration. With flawless coachwork, interior, engine bay and underside, this is one of the very best available – if not the best!

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2003 BENTLEY ARNAGE T (500BHP).
 Finished in Coral Silver with Black stitched with Logo Leather trim, and polished Stainless dash and door cappings. With Walnut centre console. 42,000 Miles Only with FBSH. Mega Spec, incs, Aircond, Cruise, full electric pack, dark green privacy glass. This car cost £190K, now, is in mint and unmarked condition. Price includes very special, and unique registration number, (but will separate if required) Truly Stunning Value for this modern classic Bentley at £96,950.



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
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2003 BENTLEY ARNAGE T.
 Oxford blue with parchment quilted leather. Burr walnut, and blue leather dash and steering wheel. Plus massive factory spec. 13,000 miles only with FBSH. Stunning original example, maintained to a very high standard. Price: **£36,950**



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)
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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
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1934 ALVIS FIREBIRD,
 Special body, 2 seater sports tourer. Stunning Original example, fantastic History, and Very Rare. **£69,950**



1957 ROLLS ROYCE SILVER CLOUD 1
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1990 MERCEDES 500SL W129
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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
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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**



1948 MG TC.
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1971 PORSCHE 911 2.2S TARGA
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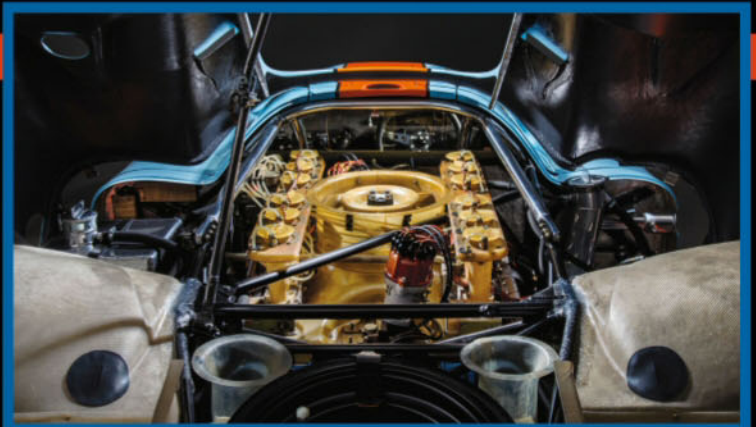
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1958 Bentley S1

1958 Bentley S1 Continental with elegant 4 door coach work by James Young. Finished in Shell Grey with Blue/Grey hide interior. This extremely rare James Young Continental not only sports 4 door Flying Spur delicate coach lines but also benefits from a sunroof. The Continental history is supported by a comprehensive history file. Please call for information.



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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.



Packard Super Eight Limousine 1937

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1929 Bentley 4.5 Litre Sports Coachwork by Corsica

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£POA

Lotus XI S2 Le Mans 1500



Maserati 3500 GTi



Library photo

Healey 100S FIA HTP



1962 250 GTO LHD



GTO Series I RHD



Jaguar XK140 Roadster



Aston Martin DBR 2/4 MK III



Maserati Birdcage FIA HTP



1963 E-Type Low Drag



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FERRARI 412i RHD WITH SUNROOF 1989



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LAMBORGHINI ESPADA 400GTE SERIES 2 1973



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MERCEDES-BENZ 190SL 1956



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Ferrari 348 TS	1991	Aston Martin V8	1978
Ferrari F355 GTS	1995	Aston Martin V8 Volante	1980
Maserati 3500 GT Vignale Spyder	1963	De Tomaso Pantera	1972
Alfa Romeo 1900 CSS	1954	Lamborghini Jarama S	1976

Maserati Bora	1973
Mercedes Benz 230 B Convertible	1938

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1990 AC COBRA 'LIGHTWEIGHT' - R.H. DRIVE

Ch. No. AKL 1351 is the last of 6 genuine, original 'Lightweights' (flat dash, no heater or screen vents, no headrests etc.) that I personally ordered from the AutoKraft/AC Cars Ltd. Factory in 1990. Many special features incl. up-rated suspension with front and rear anti-roll-bars, 1965-type Mk III dash with Smiths instruments, satin finish stone-guards, large capacity fuel tanks, Avon CR6ZZ 15" tyres, driver and passenger harnesses etc. The Factory hand-built and blue-printed 302 cu.in. engine has alloy heads, roller cam and solid lifters etc. giving 345 bhp and 0-100 mph in 10.1 secs. Porsche Zinc metallic with burgundy trim; full (black) weather equipment in tailored bags. With just 6,620 miles from new this is certainly one of the best of the c. 26 'Lightweights', which are now established as the most desirable of all the latter-day AC Cobras built at the Brooklands Factory.



1984 AC COBRA 427 Mk IV - L.H. DRIVE

One of only 2 L.H. Drive 427 (7 Litre) Mk IV AC Cobras built in their entirety by AC Cars Ltd. at Brooklands, Surrey and exported to the USA. Reimported to the UK in 2012 and registered with the cherished number 12 ACC. Totally rebuilt Peter Knight all aluminum period engine giving 511 bhp and 553 lbs.ft. (dyno-reading print-out); 4 speed 'top-loader' g/box and high axle-ratio (2.88:1) for improved touring performance; 15" Halibrand wheels with new Avon tires; uprated suspension with anti-roll bars etc. All work carried out by Thunder Road in Working. 8,000 miles from new with fully documented history including original USA titles and correspondence/photographic records of the Cobra's manufacture at the AC Factory in 1984. Superb condition throughout and complete with full weather equipment. Absolutely mind-bending performance but totally tractable for all road conditions and Club events for AC's etc. An exceptional opportunity!



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1929



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1960



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1939



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1982



Chevrolet CA Master Eagle
Two Door Saloon 1933



Studebaker Avanti R3
1964



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1967



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1985



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993 S | 1997 - 69 500 km - Blue and black leather - Very rare original state

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ORIGINAL AND BEST

Often replicated, never bettered, the 289 Cobra offers an intoxicating blend of style and speed. **James Page** holds on tight

PHOTOGRAPHY JULIAN MACKIE





'AS AN ASSAULT ON THE SENSES,
FEW ROAD CARS COME CLOSE. YOU
ARE IN NO DOUBT WHAT IT CAN DO'



Where do you want to start? The epic noise, perhaps, all thunder and venom. Or the styling, part British gent, part Bronx street-fighter. Or the searing and seemingly endless performance. Or the sheer effort required when doing anything other than pottering. Truth is, *everything* about driving a Cobra stands out.

As an assault on the senses, very few road cars come close. The clutch is heavy, the steering is heavy, and the ride is brutally firm. This is not a car that leaves you in any doubt as to what it can do. Sure, it can mooch around with the best of them. Such is the phenomenal amount of torque on offer that it matters not a jot if you change up from first gear into fourth – the engine will simply pull without complaint.

Venture further up the rev range and you'd really better have your wits about you. On cambered B-roads, the Cobra skips from slope to bump, and I start to wonder what exactly I'd do if it got away from me. I'm left to conclude that

it would be through a hedge and disintegrating around me before I'd summoned the strength to apply even the smallest amount of corrective lock. Matters are not helped by the fact that the low steering wheel means that your hands soon come into contact with your thighs.

Stay between 3000rpm and 4500rpm and progress will be eye-opening. Beyond that, you're into the expletive-filled period that lasts only as long as your nerve holds out. Two things come to mind: firstly, the Cobra must have felt truly life-changing in period. Secondly, anyone who raced one of these things deserves unstinting praise. You can almost imagine piloting one around Goodwood for a quick five-lapper, but the Targa Florio or the Nürburgring 1000km would have been a real test of skill and stamina.

Carroll Shelby instigated this motoring force of nature, but its story involves key contributions from many other fascinating characters and relies upon a degree of luck – mostly in the form of fortuitous timing. In the beginning, there was John Tojeiro, who built a short run of light tubular chassis with all-independent suspension.

These were bought and raced by various folk, including Cliff Davis and Vin Davison, who gave their cars pretty *barchetta*-style bodywork.

To make ends meet, Tojeiro used Davison's premises to spray AC bodies for Ernie Bailey of Buckland. Via Bailey, AC bosses Charles and Derek Hurlock became familiar with Davison's Tojeiro, which was registered LER 371 and became the basis for the new Ace. Tojeiro took a small lump sum plus a royalty of £5 on the first 100 cars, and helped to turn the chassis into a production reality. Davison came on board, too, and the new model was hurriedly prepared for its debut at the 1953 Earls Court Motor Show.

Originally launched with the aged AC 'six', the Ace gained the silky-smooth Bristol 1971cc unit in 1956. That engine was no spring chicken, either, but it was reliable and powerful. From 1958, it was offered in 128bhp D2 specification, which endowed the Ace with a top speed of 117mph. That same year, thousands of miles across the Atlantic, Ford started the development of its new small-block V8, which would become known as the Windsor.



Clockwise, from left:
famous stylised badge;
Auto Carriers build plate,
with COB signifying a
British-market example;
engine-turned dashboard
was fitted for the car's
owner during the '80s



By 1961, the supply of Bristol engines was under threat because of the Filton company's change to Chrysler V8s for its road cars. AC switched to Ken Rudd's uprated Ford Zephyr 2.6-litre straight-sixes for a short run of 37 Aces, but the model was almost a decade old and due for retirement when Charles Hurlock took up Shelby's offer to create an exciting 'hybrid' road car with American muscle beneath the bonnet.

Everything came together with astonishing speed. Shelby sent his letter on 8 September 1961, and the prototype Cobra ran at Silverstone in January '62. This is where circumstance lent a hand. Shelby didn't have a great deal of financial backing for his plan – almost none, in fact. What he did have was a network of contacts built up during his successful racing career, and that gave him access to Ford's recently launched V8.

Dave Evans, an engineer with the Blue Oval, sent Shelby a couple of 221cu in versions, one of which was fitted when the prototype – chassis CSX 2000 – first ran in the UK. It was not much heavier than the Bristol 'six' and dropped into the engine bay with little trouble, but the extra

power dictated that the Tojeiro-based Ace frame needed to be beefed-up to cope.

Ford's motivation for the project to succeed came from its desire to overhaul its image via a motorsport programme that became known as 'Total Performance'. Taking on board the maxim 'Win on Sunday, Sell on Monday', Dearborn's ambition spanned everything from Le Mans, Indianapolis and Daytona to Grand Prix racing. Shelby was therefore pushing on an open door in terms of engine supply.

By February 1962, CSX 2000 had been shipped, minus its 221cu in powerplant, to Shelby's premises in Sante Fe Springs. There it was fitted with an upgraded 260cu in engine, again courtesy of Evans, and tested at Riverside by one of the young instructors at Shelby's School of High Performance Driving. Pete Brock would also go on to design the famous Cobra motif and, later, the Daytona Coupe variants.

That first car made its public debut at the New York Auto Show in April 1962, less than eight months after Shelby had contacted AC. The initial batch of three production Cobras was built

COBRA 289

Sold/number built 1963-'68/580 (453 roadgoing models, 127 competition cars)
Construction steel chassis, aluminium body
Engine all-iron, overhead-valve 289cu in (4727cc) V8, Holley four-barrel carburettor
Max power 271bhp @ 6000rpm
Max torque 314lb ft @ 3400rpm
Transmission four-speed manual, driving rear wheels
Suspension independent all round via lower wishbones, transverse leaf springs, tubular dampers
Steering rack and pinion
Brakes discs all round
Length 12ft 7½in (3848mm)
Width 5ft 1in (1549mm)
Height 3ft 9in (1143mm)
Weight 2170lb (984kg)
0-60mph 5.7 secs
Top speed 138mph
Mpg 15
Price new £2454 (1965)
Price now £500,000-plus

Clockwise, from below:
neat bumper; chromed
wires were a period option;
289 corners well but can
be a handful over bumps;
Ford V8 weighs little more
than Bristol straight-six
yet has twice the power



in July. Chassis were prepared at AC, where the suspension, steering and brakes were fitted. The electrics – originally Lucas, later Ford – were also put in place, while the aluminium bodies were made by hand and riveted to the structure.

AC could build 10-15 per week, and shipped the rolling chassis to the States. Once an engine arrived from Ford, Shelby added the ancillaries and mated it to a modified Borg-Warner gearbox. The assembly was then added to the car, which was painted – to begin with, in only red or white – and finally trimmed.

Shelby soon needed to move to bigger premises in Venice – into the old Scarab works, in fact, from where he inherited the brilliant expat Brit Ken Miles as a development driver. Modifications came thick and fast, and sales were steady if not earth-shattering. Story has it that it was a struggle to find salesmen who could demonstrate the Cobra without crashing it. Certainly, its blend of 260bhp and 916kg kerb weight gave it a level of acceleration well beyond the imagination of most drivers at the time.

Roughly 75 cars were completed with the 260

engine before it was replaced with the 271bhp, 289cu in variant – CSX 2073 is thought to be the first factory 289, and was finished in January 1963. In March of that year came rack-and-pinion steering and, from CSX 2160 onwards, 6in wheels (painted silver as standard, chromed as an option) plus vents in the front wings.

The featured 289 began life in December 1964 as COB 6034, one of just 48 right-hand-drive examples that were built at AC's Thames Ditton works between 1963 and '65. The factory was initially busy producing US-spec chassis for Shelby, all of which were given the 'CSX' prefix, but eventually came to an agreement whereby it could produce European models in their entirety. 'COB' chassis numbers denoted UK cars, 'COX' non-USA left-hookers.

It is thought that, only a year or so after being completed, COB 6034 was rebuilt around chassis 6056 – the bonnet latch and door brackets are stamped '056' – and the second owner acquired it in 1966. He kept the car for 45 years, using it very little but having various cosmetic alterations carried out during the 1980s that included

Cobra specials

WILLMENT COBRA

Race-team boss John Willment created this car from a Ghia body that was said to date from the 1950s and a '65 427 competition chassis, CSX 3055, that he happened to have lying around. He didn't keep it long, selling it in '67 as a 'Fiat Cobra'.



'COB 1'

Based on COB 6131, one of five post-production chassis ordered by Paramount Pictures for filming purposes, this beast was created by Rod Leach in the 1980s. At its heart was a twin-turbo version of the 427, giving more than 700bhp. Because a stock 427 clearly isn't fast enough.



DRAGONSNAKE

Leonard Parson, head of Shelby's production department, oversaw the creation of five 289 drag-racers, the first being CSX 2019. Originally a 260 car, it received a full-race 289, and Tony Stoer drove it to a best of 11.73 secs for the quarter-mile. One factory 427 Dragonsnake was later built, CSX 3198.



BORDINAT COBRA AND COUGAR II

Ford designer Eugene Bordinat created two styling exercises based around Cobra chassis, a coupé and a roadster. The former (below) was based on CSX 2008, an early 260cu in model, and both cars were displayed at the '64 New York Worlds Fair. Kept in storage for decades, they reappeared in 2004.



the engine-turned dashboard and the faired-in panels above the transmission tunnel.

It looks spectacular in Princess Blue, one of 70 289s to be so finished. At this stage in the Cobra's life, enough of the Ace had been retained to give the car a surprising amount of delicacy. The wheelarches feature boxy but subtle flares, while the sill line sweeps up at either end to meet them. The small doors and lack of extraneous detailing mean that the profile is remarkably clean.

The combination of those doors and the big steering wheel means that getting in is a slightly ungainly movement for the uninitiated, involving the occasional grabbing of ankles to physically wrench your feet inside. Ahead, the speedo and rev counter take pride of place, with a central 'upturned pyramid' of gauges that includes amps, oil temperature, fuel and oil pressures, plus a clock. Some you will watch like a hawk; others you will ignore because, once on the move, there's quite enough going on without, for example, having to check the time.

The car now belongs to Cobra authority Rod Leach, and has been shown at Salon Privé and in



the Goodwood Revival Earls Court Motorshow, where it won the Peoples' Choice award. Leach has an encyclopaedic knowledge of these cars. At the age of 21, he inherited a little bit of money and bought himself an MGA Twin-Cam. He was motoring across Salisbury Plain in it when he got overtaken by a Cobra.

Not surprisingly, the vivid experience stayed with him, and in 1973 he bought his first Cobra – a Mk2 289 – from an American serviceman who was stationed in Germany. The asking price was £2600, and Leach had to his name approximately £100, which he promptly used for the deposit. A friend, who initially thought that he was going 50:50 with Leach, stumped up the rest on the promise that they could sell the car for a profit.

The specialist has since had almost 400 Cobras through his hands, and they have come in all shapes and sizes. After the flurry of development early in the model's life, the next step-change came with the adoption of Ford's 427cu in big-block powerplant, which had been developed for the NASCAR series.

The intention was that the 427 would give the

Cobra the edge in competition, but if the 289 had required a merely strengthened Ace chassis, the monstrous 427 needed a complete redesign. Shelby engineer Jim Benavides came up with a frame that used thicker tubes that were set further apart, while the transverse-leaf suspension was finally replaced with a fully adjustable coil-spring set-up using double wishbones.

Only the doors, bonnet and bootlid were carried over. In every other respect, the 427 was bigger, heavier and meaner than the 289. It set performance benchmarks that for years could be recited by schoolchildren the world over – 0-100mph-0 in 13.2 secs – but didn't achieve FIA homologation for 1965 and was never the sporting breakthrough for which Shelby had hoped. Instead, it was left to the 289, in Daytona Coupe form, to finally vanquish Ferrari in that year's World Manufacturers' Championship.

Production of leaf-sprung cars came to an end in March 1965 and, despite the 427 coming on-stream, AC continued to build coil-sprung 289s for European consumption. Shelby received his final 427, CSX 3360, in December 1966, but

AC carried on. COB 6127 was, in chassis-number terms at least, the final Cobra to leave Thames Ditton. It was sold, part-finished, in July '68, but cars were still being registered into '69.

"The market for them has always been strong," says Leach, "with the exception of the crash in the early 1990s. The 289 used to be the underdog, but because of its FIA eligibility it's coming into its own and is almost more desirable."

Leach says that owners tend to be a diverse bunch, from those who have saved for years to buy a MkIV to well-known names that go straight to the top of the Cobra tree. Lewis Hamilton, for example, owns a pair of 427s. In period, they were bought by the likes of musician Herbie Hancock and Lance Reventlow. Perhaps inevitably, Steve McQueen had one, but CSX 2174 was only loaned to him by Shelby for a few months in late 1963 and early '64.

"I've covered a lot of miles in them," Leach remembers. "I've even gone across Europe in a 427 because I used to deliver cars to Switzerland. For me, the 427 is just different. That's not to say that it's any better or worse, but the 289 was my

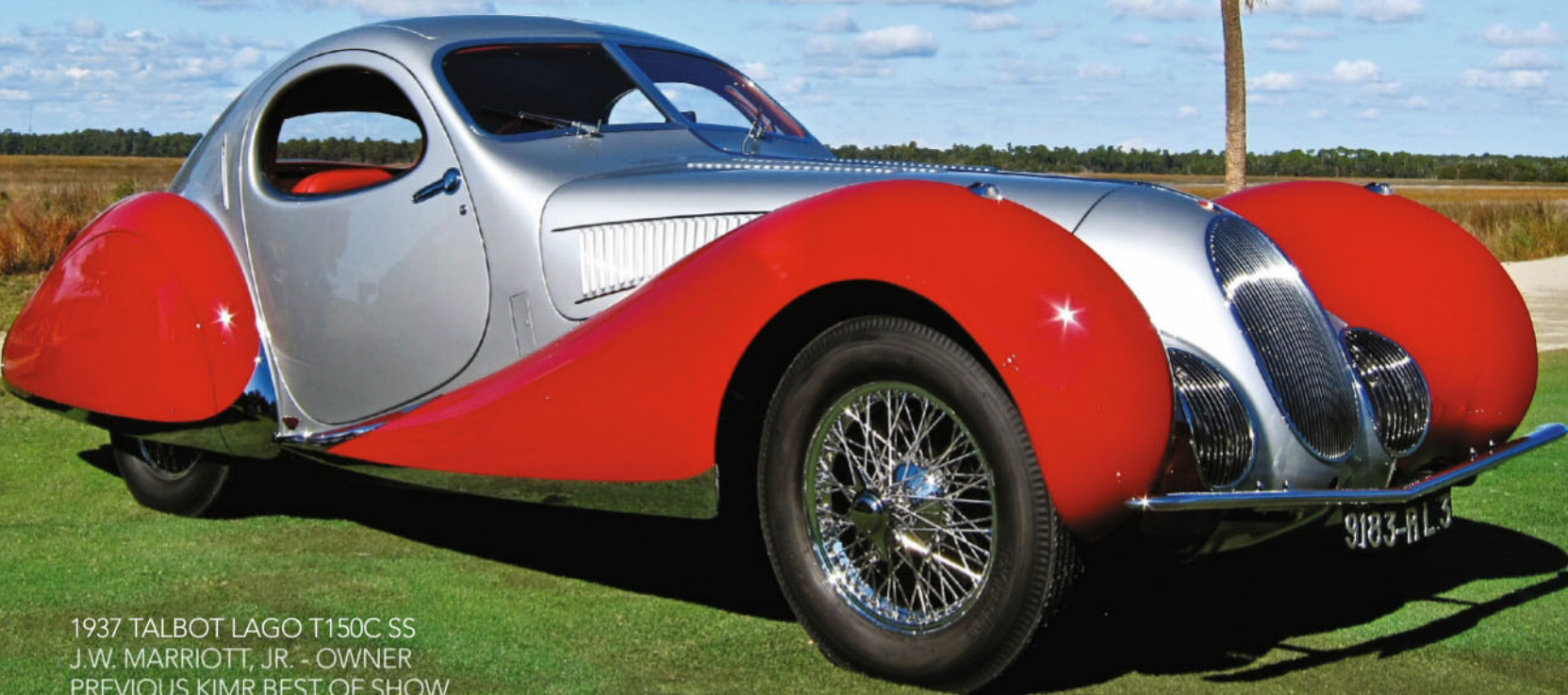
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Sublime 289 retains most of the Ace 2.6's lines, with cropped arches and only subtle clues to its bigger engine – 'Powered by Ford' badge and wing vent; Page doing his best Ken Miles with short back and sides



'THE ORIGINAL IS A CAR IN WHICH TO FEEL GOOSEBUMPS VIA THE SIMPLE ACT OF FIRING IT UP'



first love. I remember reading John Bolster's original road-test in *Autosport* – the acceleration graph went almost straight up!"

The excesses of the 427 now form the wider public's image of a Cobra, but it was the 289 that best embodied Shelby's original concept, and which provided the lion's share of its competition success. It was not a revolutionary idea: in America, Roger Wing had long since put a Chevrolet V8 into his Ace-Bristol; Jerry Scherries put an Oldsmobile unit in his. And it wasn't as if others didn't have the opportunity to do the same – Shelby had contacted GM, Aston Martin, Jensen and Healey with his proposal.

But with AC, everything fell into place to create a model that, thanks mostly to the replica market, remains instantly recognisable. The original is a car in which to blow away any cobwebs, to be exhilarated, to feel goosebumps via the simple act of firing it up. It is not a sophisticated piece of kit, but it is thumpingly effective and completely addictive.

Thanks to Rod Leach: www.rodleach.com

Post-Shelby models

Brian Angliss was a Cobra restorer who got around the lack of available body panels in the mid-1970s by building his own. Cobra Parts, later Autokraft, grew until it was able to supply complete cars – the logical step being to do just that and sell them in America. Legislation briefly got in the way before Angliss decided to take the plunge and bring the new 'Cobra' into line with the latest regulations. As with Shelby 20 years earlier, he found willing partners in Ford and AC, the latter granting him the right to use the AC logo.

The AC MkIV was introduced in 1983 and sold reasonably well but, in 1990, Ford, which had bought a controlling stake in AC, announced that it would wind-up the company. Angliss gave up in the mid-1990s, and ownership of the AC name passed to Alan Lubinski. The Superblower and carbonfibre-bodied CRS were introduced and production limped on until 2006, when a factory was opened in Malta. A handful of MkV models was made there before that, too, was closed. The German-built MkVI is still on offer while, in the UK, AC Heritage has a licence to produce 289 and 427 continuation cars.



The latest MkVI features Corvette engine



Brian Angliss was the first to relauch the car with his MkIV



Bowled over by nostalgia

The superb Vintage Revival offers a rare chance to drive around the Montlhéry banking in the tracks of past heroes. **Mick Walsh** meets the fans of the biennial French event

PHOTOGRAPHY **MICK WALSH**



Racing may have stopped at the historic Montlhéry circuit, but a series of demonstration meetings during the year vividly celebrates its long history. For fans of pre-war car and 'bikes, the Vintage Revival held on alternate years is a must. The third event, on 9-10 May, attracted the best ever turnout with 400-plus machines ranging from a pair of Bedelia cyclecars to a remarkable recreation of a lost Brooklands titan.

Run by a group of enthusiastic volunteers, the Vintage Revival gets better each time. Smoother organisation, a larger autojumble and a greater range of amazing vehicles made this year really special. The weekend also retains the friendly ambience of the older festivals that were master-minded by the late Jacques Potherat.

"It's the finest vintage motoring event on the calendar," believes specialist Oliver Way, who brought down 24 litres of machinery for the weekend – including his self-built aero-engined Mors and Austin specials. "We normally drive down, but this year stayed 20 miles away from the track in a fortified farmhouse. The trip into the circuit each morning was wonderful on scenic back roads. The relaxed atmosphere at the event is special and allows you to take out friends and terrify them. Roll on 2017."



1928 AMILCAR C6 Pierre Lamoureux

The luckiest man at Montlhéry was restorer Pierre Lamoureux, who was entrusted with demonstrating the fabulous-sounding Amilcar C6 MCO-001 for its owner Jacques Iuri. "This is the ultimate C6, and is a special racing car in France's history," Lamoureux enthuses. "The supercharged engine is a jewel and gives about 110bhp in a lightened chassis. Many of the bolts and studs were hollowed to reduce weight. The steering is superb and it feels quick, but I'm very respectful. Back in 1928 works driver André Morel set an 1100cc world record at Arpajon at 128mph. It's a real honour to drive it."

The monoposto C6 was first tested at Montlhéry on 7 February 1928 where, on a windy day, it set a remarkable average of 121mph around the banked circuit. When Amilcar closed its racing department, the streamlined single-seater was acquired by José Scaron and, thanks to tuning wizard Maurice Mestivier, it continued to compete until '64. It took its final win at Montlhéry in 1953. For many years, it was preserved by the great French historian Serge Pozzoli and has finally returned to France.

Clockwise, from main:
Austin Seven passes
Salmson AL2 Sport; Hall-
Scott-powered Austin;
bizarre Trabant-engined
homage to Voisin



1913 GRAFTON Tim Gunn

Founder of The Old Bicycle Company, Gunn was indoctrinated into vintage machinery from an early age: "My father was a friend of Jacques Potherat, and he regularly stayed with us. He was a crazy extrovert, who was always doing amazing things such as trips to Afghanistan to photograph the Mujahideen, or entering the Paris-Dakar. He was part of our family and even twinned our village, Aythorpe Roding, with his home in France."

Gunn has been coming to Monthéry since Potherat started his events, first with a Motobécane 'bike and his father's MG, but in recent years with a self-built special: "It's a combination of a half-sized GN made by a factory employee, and the book *How to Build a Cyclecar*. Its wooden chassis has 1919 300cc JAP power via a Sturmey-Archer three-speed 'box. We had engine problems on the first three visits, but I managed 14 laps in 2013. It's happy up to 35mph and will climb quite high on the banking, but anything faster and it really starts to shake."

The Vintage Revival has a special resonance, given Gunn's close connections to Potherat: "It's an unpretentious antidote to the exclusive new events that attracts like-minded enthusiasts, and you feel as if you're at a party. Best of all, you also see so many interesting cars that you never see anywhere else."

1922 LEYLAND-THOMAS David Haywood

Few are more dedicated to recreating a lost racer than David Haywood. Parry-Thomas' spectacular 1922 Leyland Eight has strong connections with Montlhéry because the Welsh ace competed at the first meeting in 1924 where he came second to Ernest Eldridge's Fiat Mephistopheles. "Thomas then unplugged two cylinders and ran in the under 6-litre race, which he won at 111mph but had problems with threading tyres," says Haywood. "I've been fascinated by Leylands since seeing the sports car at Gaydon. After learning that Thomas' famous 1922 number one racer had been destroyed during an air raid, I've had an ambition to recreate it. Then, by chance, an original 7.2-litre Leyland engine and chassis turned up at a steam auction in 1991, which started the project."

He uncovered more parts after years of searching, including a rear axle and brakes: "It's taken 15 years so far and, in '07, the body went on. We've used a Rolls-Royce 'box and an Itala front axle, but the rest is authentic, down to Leyland wiring. Running clockwise, we've had problems with oil pressure on the banking because the pump is on the left side. So we've had to be cautious because I don't want to wreck the engine, but it's been fantastic to bring it here as a tribute to Thomas. The interest has been amazing."

Themes for 2015 included a tribute to Salmson, with a superb display of these pretty Gallic sports cars including Detlef Kayser's 1927 CGC with Duval coupé bodywork. A rare appearance of the dual-overhead cam 1100cc straight-eight racer attracted major interest all weekend. With Alfa-style bi-block and advanced desmodromic valvegear, this 1928 Émile Petit design was never fully developed before the firm's comps department was closed. With twin Cozette blowers, it developed 150bhp and became a winner through the '30s in private hands. Mixing with the Salmsons were rival Amilcars including several fabulous C6s. If you're a fan of Lombards and BNCs, the Vintage Revival paddock is heaven.

The cars and motorcycles are split into 10 groups, matched by speed and age, that each runs four times. This allows even the most bizarre machines a chance to circle the hallowed concrete banking, including Alberto Bonizzoli's propeller-driven 1913 Leyat Hélica, which was cheered home as it ran with the earliest 'bikes.

The key characters who make the event happen are president Vincent Chamon and Jean-Frederic Frot, who helps to manage the strong English entry. "Jacques Potherat was an old friend, who I got to know through running my Darmont *monoplace* at his early low-key fixtures," recalls Frot. "It was used for record breaking at Arpajon, but it's now in bits needing a rebuild because I've worn it out around the banking. When UTAC decided to stop public meetings, we all thought it was the end – particularly with redevelopment rumours. Thankfully, in 2008, a new director decided it was a great shame that the events had stopped and invested in a team to improve and manage the track with



Above, centre: Les Bayliss' electric 1925 Briggs & Stratton Buckboard: "It's good for 8mph, with direct steering, but I've had tyre trouble." Above: inspired Merc transporter design

the provision of eight events a year. When Vincent heard about the plans, he applied for a vintage weekend, and the first was held in 2011."

Pre-war motorsport is becoming more and more restricted via officialdom, increasing expense and tougher safety rules, so the formula of the Vintage Revival has increased in appeal and the 400-vehicle limit sells out long before the deadline. "We've found a formula that works," says Frot. "It's not competitive, so you don't need medicals or FIA overalls. Enthusiasts really appreciate the opportunity to run on this famous track and, with the event every two years, it keeps the interest high and keeps things fresh."

The organisers are keen to encourage youngsters and, for 2013, they introduced *Pilotes en*

1909 TORPEDO V4 Pavel Malanik

Talk of the wonderful motorcycle paddock were two fascinating machines that were recreated by the Czech family team of Pavel Malanik and his son Pavel.

"We've worked all hours to get them finished for this weekend," explains Malanik senior, who had a scare on the first day riding his 2.7-litre JAP vee-twin-powered NLG (North London Garage) record breaker. "WE Cook achieved 90mph at Brooklands in 1909. When I tested the power here on the first run, the torque sheared the rear inner tube valve and the tyre came off at speed. Riding on just the rim was a little scary, but I managed to keep it upright."

With the NLG limited to popular static demonstrations in the paddock, Malanik junior was having more success with their fantastic 1909 Torpedo V4 recreation: "Our reference was limited because just one poor photo existed of the prototype. With a few drawings of Torpedo's vee-twin, we calculated all the dimensions and made the four-cylinder motor from scratch including machining the crankcase out of solid aluminium. The capacity is 1640cc, and it is very smooth. The banking really tests the frame, but it feels good to ride."



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VINTAGE TYRES



1925 MORGAN AERO Ruth Ross

The Vintage Revival is always popular with Morgan three-wheeler enthusiasts. When mixed with rival Sandfords and Darmonts, they packed a 40-car grid at Montlhéry.

Ruth Ross and Steve Lister brought their much-campaigned 1925 Aero Super Sport, straight from competing at Zandvoort.

"We've been coming to Montlhéry since the GP de l'Age d'Or race meetings," says Ross, who drives and passengers with Lister.

"Steve overturned at the first corner on my first visit, but it didn't put me off. They were great events, and staying overnight inside the circuit was fantastic. With a single wheel for power, the Morgan is slower off the line but it's quick when you've got it going. If you get the front wheels through the corner, you don't have to worry. The fast boys said that the back end really flicks about over the bumps at the top of the banking."

Lister concurs: "It's rough in places so, if you hit a bump, the tail slides down and it all gets a bit crab-like if you don't have enough power. On Saturday we heard the sad news that our club president Alan Lazenbury had died, so for Sunday we planned a formation run as a tribute. It's a fantastic meeting and the organisation gets better with each visit."

Ross and Lister have a passion for chain-driven vehicles including Coopers. This year's challenge is to finish the Freikaizerwagen.



Herbe (Budding Drivers) with a track for vintage-style pedal and electric toy cars. Another novelty was *Les Torpilles*, to celebrate streamlined bicycles. Frot adds: "I've recently acquired a Bébé Peugeot, which is perfect for my children. It's an Edwardian with just 10hp and three speeds, but they managed four laps per session while the faster cars did eight, which we were delighted with. With no racing, we can enjoy such fun."

His highlight was seeing the Leyland-Thomas running again at Montlhéry: "David Haywood has done an amazing job recreating Parry-Thomas' racer. Brooklands brought over the Napier-Railton the first year, which was special."

The meeting has remained independent of full sponsorship, but in 2013 Honda's former CEO and legendary F1 race engineer Nabuhiko Kawamoto brought his Amilcar C6 and provided generous funding. "We'd love to see Mercedes-Benz bring the W25 Silver Arrow one year," says Frot, "but would worry about them taking over."

Planning has already begun for 2017. As Frot points out: "We're always trying to attract new cars to the event. With Delage as the celebrated marque we're hoping to see some of the 1500cc Grand Prix machines to celebrate the 90th anniversary of Benoist's French GP win, and it would be great to get the 1924 Land Speed Record holder to the event. Cyclecars have a special place with us and GN will be featured with as many specials as possible. David Leigh has already promised to bring the fantastic Spider. For motorbikes, we will honour ABC."

The next Vintage Revival Montlhéry will be on 6-7 May 2017: see www.vintage-revival.fr



Above, centre: specialist Way drove his fearsome 8-litre aero-engined Edwardian Mors to the circuit from a nearby farmhouse and terrified friends giving them rides all weekend; period dress is encouraged, but the atmosphere is informal

1933 MASERATI 8CM Kurt Hasler

"This is my third visit and I'd never miss it," says Swiss Hasler. "There's something really special about taking an old racing car back to a historic circuit. The track is uneven, and the steering kickback is alarming, but I love the challenge of getting as high up as I can."

Chassis 3015 was sold new in 1934 to Écurie Braillard and raced through the '30s including at Montlhéry several times, starting with a tragic debut for Indy 500 winner Peter de Paolo. A group of children wandered onto the track at the end of practice and, in his prompt avoiding action, de Paolo mounted a kerb and was thrown out. The American's impact with a lighting pole resulted in a lengthy coma and his eventual retirement. Later, with Italian Benoit Falchetto at the wheel, the Maserati returned to win a 90km Formule Libre race in September '34.

This highly original 8CM was acquired in '07 by Hasler, who carried out a meticulous rebuild that included reinstating the tri-colour paint scheme: "I'd owned Bugattis and was looking for a Grand Prix car. An ERA was top of the list but then I discovered 3015 in Hungary. I loved researching all its stories, and the beautiful engineering is great to work on. The highlight this year was the reunion for the two Écurie Braillard 8CMs at the Goodwood Members' Meeting: the first time they'd been together for 80 years."





HIGH DAYS & HOLIDAYS

The market for 1960s family soft-tops offers plenty of variety. **Malcolm Thorne** chooses between Renault, Triumph and Volkswagen

PHOTOGRAPHY **TONY BAKER**



Familiar profile is somewhat compromised by the vast hood, although it does an impressive job when raised. Below: the 1295cc engine was offered in the soft-top for only the 1966 model year



After the dark days of the 1940s and '50s, there must have been a palpable feeling of optimism as the 1960s got into full swing. A newer, brighter age was dawning. An age of freedom, of unhindered fun. And what better expression is there of such a mood than basking in the sun behind the wheel of an open car?

Our featured triumvirate takes the concept of a small, moderately powered drop-top for four closely coupled friends, and moulds it in three distinct ways. We have the solid but stolid Volkswagen, the stylish and eager Triumph, and the deliciously svelte Renault. Three cars, then, that set out to achieve a broadly similar goal, but which do so in quite disparate ways.

By dint of its ubiquity, the most instantly recognisable today is, of course, the Volkswagen. By the time 'our' car left the Karmann works in 1966, the shape may have already been past its prime, the roly-poly styling a relic from a bygone era when viewed alongside its sharply styled rivals from Britain and France, but it wasn't ready for retirement just yet.

The concept had been previewed before WW2 – open-topped versions of the KdF Wagen had been seen as early as 1936 – but not until 1949 did this officially sanctioned drop-head conversion get the green light.

Willhelm Karmann's coachbuilding concern had been keen to develop an open variant of the Beetle ever since the model had entered production, but purchasing restrictions in post-war Germany had made obtaining a car from which to build a prototype impossible. Eventually, and at the behest of Major Ivan Hirst, the British

military overseer who had put the Wolfsburg factory back on its feet, a car was presented to Karmann in 1946. The 10,000th Beetle to have been produced since the end of hostilities, the VW was duly converted by the Osnabrück firm, with a second being built shortly afterwards.

While a neat design, however, the project stalled and it wouldn't be until three years later, under the guidance of Volkswagen's newly appointed managing director, Heinz Nordhoff, that it finally took off again.

In 1949, a third prototype was built, followed by a batch of 25 pre-production cars. The latter were subjected to an extensive testing regime, each covering 20,000km in the hands of the development engineers before the convertible was signed-off on 5 August. With the model officially designated Type 15, Karmann was given an order for 2000 units and series production began.

Complete cars were dispatched from the Volkswagen factory to the coachbuilder's workshops (Nordhoff believed that Wolfsburg should concentrate on the mass production of standard cars), where they would be stripped to a rolling shell and have their tops lopped off before being painted, trimmed and screwed back together. In compliance with Nordhoff's wishes, they incorporated as few modifications as possible, but substantial bracing was required to ensure that structural integrity was maintained.

The combination of simple, dependable running gear and high-quality construction meant that the car proved to be a hit. By the end of 1950, some 2695 had been built, volumes increasing rapidly to peak in 1971 at 24,317 units. Ongoing development of the model enabled production to continue until 1980



VOLKSWAGEN BEETLE 1300

Sold/number built 1949-'71/331,847 (all convertibles)

Construction steel platform chassis, pressed-steel body

Engine rear-mounted, air-cooled, overhead-valve 1295cc flat-four, Solex carburettor

Max power 40bhp @ 4000rpm

Max torque 65lb ft @ 2000rpm

Transmission four-speed manual, driving rear wheels

Suspension independent, at **front** by trailing arms, anti-roll bar **rear** swing axles; torsion bars, telescopic dampers f/r

Steering worm and nut

Brakes drums all round

Length 13ft 4in (4070mm)

Width 5ft 7/8in (1540mm)

Height 4ft 11in (1498mm, saloon)

Wheelbase 7ft 10 1/2in (2400mm)

Weight 2557lb (1160kg)

0-60mph 23 secs **Top speed** 75mph **Mpg** 28

Price new £1003 (1967) **Now** £7-20,000



Clockwise: swing axles and crossplies need respect; lovely 1960s radio; deco-style details; simple painted dash

'THE COMBINATION OF DURABLE RUNNING GEAR AND QUALITY BUILD MADE IT A HIT'

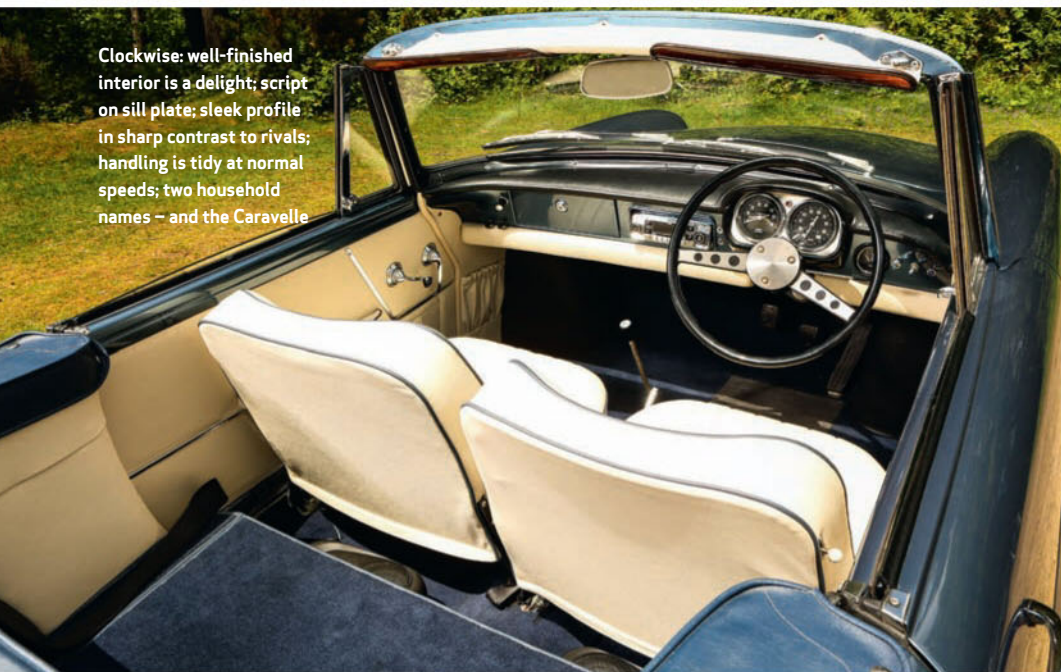
(outliving German-built versions of the saloon by two years), by which time 331,847 had been produced – the lion's share heading for the US.

Buoyed by Volkswagen's success in North America, by the mid-'50s Renault's Pierre Dreyfus and Fernand Picard (respectively the president and head of the design department) were keenly eyeing up that most lucrative of markets. The firm had begun selling its rear-engined Dauphine saloon there, albeit with mitigated success compared to the Beetle, but during the course of an extended tour of American dealers it soon became clear to the pair that what was required was a stylish model aimed squarely at local tastes. A plan for a sleek Dauphine-based cabriolet was hatched, the car being dubbed internally as Project 1092.

Aware of the importance that the new car's aesthetics would have on its success, Renault turned to Italian styling house Ghia (which had been involved in the development of the Dauphine) to pen the outline. There remains much contention over who was responsible for the end result: the consensus suggests that it was largely the work of Ghia's Luigi Segre with input from Virgil Exner Jr, but other sources have credited Pietro Frua with the design.

Whoever the stylist may have been, the project was quickly given the go-ahead by Renault bosses and Ghia was instructed to come up with a prototype. That task was subcontracted to Frua, but when the car was complete and he heard nothing more from Ghia or Renault, the out-of-pocket *carrossier* decided to unveil it himself. Thus, the Dauphine GT, as he chose to name it, first saw the light of day at the Geneva Salon in March 1958 – much to the

Clockwise: well-finished interior is a delight; script on sill plate; sleek profile in sharp contrast to rivals; handling is tidy at normal speeds; two household names – and the Caravelle



'THE LITTLE RENAULT EXUDES CHIC IN AN EFFORTLESSLY SOPHISTICATED WAY'

consternation of Dreyfus. In October, with the tension between the *Régie*, Ghia and Frua apparently resolved, the car reappeared at the Paris Salon – this time badged as the Renault Floride.

Setting aside the mystery surrounding the designer, what cannot be denied is that the Renault is an unashamedly pretty car. Alongside the dumpy Volkswagen, the little seductress exudes chic in an effortlessly sophisticated way. If the devil is in the detail, the Renault will whisk you straight to the gates of damnation.

Marketed from 1959 in coupé and cabriolet forms, interest in the new model was considerable. With Renault's own facilities already running at full capacity, the pressing of Floride bodies was outsourced to coachbuilder Chausson, while final assembly was subcontracted to Brissonneau et Lotz of Creil.

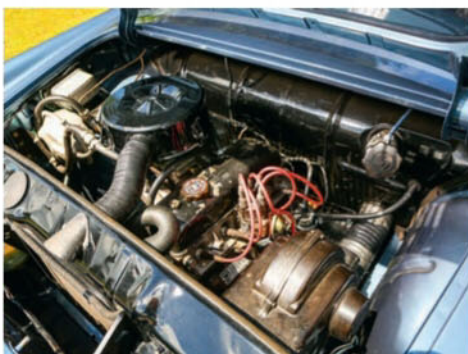
Over the course of a decade, the Renault received numerous upgrades and modifications, as well as a confusing duality of names; it was variously badged as a Floride or Caravelle, depending upon where and when it was being sold, as well as to what specification. By the time the Caravelle featured here left the factory in 1968, the Dauphine had morphed into the R8 and the latter car's underpinnings (including a torquier 1108cc 'four' and all-wheel disc brakes) had replaced those found in the earlier Floride. When production ceased that year, in excess of 117,000 'Floravelles' had found buyers, but of the three cars featured it is by far the least likely to be recognised today.

The Triumph, on the other hand, remains as familiar as the Volkswagen. But where the Beetle trades on curves and the Renault on a feast of subtle detailing, the angular Herald relies on





With only 746kg to propel, the modest rear-mounted engine (below) offers a decent turn of speed. Renault was initially sold with an 845cc unit, but it was enlarged to 956cc and finally 1108cc



RENAULT CARAVELLE

Sold/number built 1959-'68/c117,000 (including Florida)

Construction steel monocoque

Engine rear-mounted, iron-block, alloy-head, ohv, 1108cc 'four', Solex carburettor

Max power 55bhp @ 5100rpm

Max torque 65lb ft @ 2500rpm

Transmission four-speed manual, driving rear wheels

Suspension independent, at **front** by double wishbones, anti-roll bar **rear** swing axles, radius arms; coils, telescopic f/r

Steering rack and pinion

Brakes discs all round

Length 14ft (4260mm)

Width 5ft 2in (1570mm)

Height 4ft 3½in (1308mm)

Wheelbase 7ft 5¼in (2267mm)

Weight 1644lb (746kg)

0-60mph 17.6 secs (956cc)

Top speed 89mph (956cc) **Mpg** 45 (956cc)

Price new £965 (1967) **Now** £7000-12,500

creases as sharp as those in a freshly pressed suit.

Penned by Michelotti, those fancy Italian lines were quite possibly the car's (and Triumph's) saviour. Standard-Triumph's chief body designer Walter Belgrove had walked out on the firm following a row in 1955, and without his input the company had been struggling to style its replacement for the ageing Standard Eight/Ten, work on which had begun in 1956.

Codenamed 'Zobo', the new car was once described by the firm's engineering director Harry Webster as looking like "a mechanical bathtub", which was clearly not a recipe for success. Fortunately, the Coventry firm had already flirted with Turin-based Giovanni Michelotti, and it was agreed in a board meeting on 12 August 1957 that, given the difficulties thus far encountered, the Italian would be commissioned to style the new car.

Starting again from scratch, his creation was a masterpiece and made the transition from styling sketch to production reality almost unaltered. Envisaged from the outset as a saloon, coupé and estate as well as a convertible, its separate chassis construction (a compromise forced upon the company when BMC's Leonard Lord refused to supply Fisher and Ludlow-built monocoque shells for the project) made it the ideal basis for a drophead version. Slicing the roof off Canley's latest model was little more complicated than taking a tin opener to it.

Launched in 1959, the Triumph would form the backbone of the company's small-car line throughout the 1960s and would endure in facelifted 13/60 form (as here) until 1971. By that time, approximately half a million Heralds of all types had left the works.

Climb behind the thin-rimmed steering wheel of the Triumph today and the first thing to hit you is that the company must have employed some very oddly shaped development engineers. Not only are the pedals heavily offset to the right, leaving your left foot wondering where the clutch pedal has gone, but the wheel is canted over towards the centre line. It's an odd driving position – and not a patch on the Beetle or the Caravelle – but in fairness you soon grow used to it, focusing instead on what a wonderfully eager companion the Herald makes.

Of the three, the Triumph is without doubt the most rorty. With 61bhp on tap from its 1296cc 'four', that should hardly come as a surprise: the Renault gives away 6bhp to the British car, and the Beetle's flat-four can muster only 40bhp. The Volkswagen busily chatters away without ever encouraging spirited driving. It's a pleasant place to be, but has a more relaxed, lazier feel. It is a car that feels as though it will always get you to your destination, but that it might take some time. The Caravelle lies somewhere between the two. Its pushrod 'four' is a willing unit and, with less weight to haul around than its rivals, the car zips along very nicely without making a fuss.

In a world of leaf springs and jarring rides, all three cars boasted the novelty of independent rear suspension. But with their cheap-to-build swing-arm set-ups, they could also have given rise to the term 'Spinning Sixties'. I have no intention of replicating the lift-off oversteer with which all three gained a certain notoriety in period, and at sensible speeds they feel utterly benign, but you can't help thinking that these are cars whose handling limits are to be respected.

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Clockwise: odd driving position initially counts against Herald, but you soon get used to it; with 61bhp, it feels like the sportiest car of the trio; delicate window winders



Facelifted 13/60 received a Vitesse-style 'slanted' front end. Below right: superb engine-bay access

'THE HERALD IS A CAR THAT WEARS ITS HEART ON ITS SLEEVE – IT'S HARD NOT TO LOVE IT'



Some might argue, then, that our trio offers style over substance, but in the case of the Triumph the chorus of rattles and creaks – a corollary of its separate chassis – leaves you wondering whether perhaps there shouldn't be a bit more substance holding it all together. The Beetle feels far more rigid, yet neither comes close to the Renault. Forget all preconceptions of French cars being tinny – the Caravelle is beautifully built, as well as a lovely place to be.

The dashboard, for instance, though minimalist, is a visual delight. Where the Beetle is a stark exercise in painted-metal austerity and the Triumph's simple plank a homage to the G Plan sideboard, the Caravelle is like a junior-level exotic. From the lovely two-spoke steering wheel to the switchgear, the detailing feels remarkably well executed and belies the car's humble origins. In the front at least, it also feels wonderfully spacious. The Volkswagen's cabin seems narrower, while the tall sides engender a feeling of being cocooned – a sensation heightened by the bulk of the car's folded hood.

That bulk was, of course, dictated by the soundness of the hood's design. Ignore the flimsy tent of the Triumph, this was a properly insulated roof to keep the worst of German winters at bay. And that perhaps sums up the cars, because they really do exude certain national characteristics. The Beetle feels dependably reliable, a car for climbing into the cool, clear air of the Eifel mountains, whereas the Renault is a Riviera starlet, keen to bask in admiring glances as it bobs along the Croisette. And the Triumph? A blast across the South Downs followed by an ice cream on the Brighton seafront.

All three are endearing, but it's the indefatigably gruff Herald that snares my affection. It's a car that wears its heart on its sleeve, and which it's impossible not to love – warts and all.

Thanks to Fred Parker and the Renault Classic Car Club (www.renaultclassiccarrclub.com); Paolo Dorsa; Beetlelink (www.beetlelink.co.uk); Milestone Classics (www.milestoneclassics.co.uk), where the Triumph is currently for sale

TRIUMPH HERALD 13/60

Sold/number built 1959-'71/63,329 (all convertibles)

Construction separate steel chassis, pressed-steel body with bolt-on panels

Engine front-mounted, all-iron, overhead-valve 1296cc 'four', Stromberg carburettor

Max power 61bhp @ 5300rpm

Max torque 73lb ft @ 3000rpm

Transmission four-speed manual, driving rear wheels

Suspension independent, at **front** by wishbones, coil springs, anti-roll bar
rear transverse leaf spring, radius arms; telescopic dampers f/r

Steering rack and pinion

Brakes discs/drums

Length 12ft 9in (3886mm) **Width** 5ft (1524mm) **Height** 4ft 5½in (1359mm)

Wheelbase 7ft 7½in (2320mm)

Weight 1818lb (825kg) **0-60mph** 17.7 secs

Top speed 84mph **Mpg** 30

Price new £691 (1967) **Now** £3000-7000



JAPAN'S XJS BEATER

With a blend of distinctive styling and advanced engineering, the SVX attempted to slug it out with the likes of Audi and Jaguar.

James Page samples this unheralded coupé

PHOTOGRAPHY **TONY BAKER**



Beautifully put together and dripping with high technology, the SVX was Subaru's ambitious attempt to crack the 1990s luxury coupé market. For a long time, the company was known only for producing Kei-class oddities and rugged if uninspiring saloons and utilities. Its early adoption of four-wheel drive (the Leone had it from 1972) and adherence to horizontally opposed engines (first seen in the '65 1000) made it stand out from the crowd, but it took a long time for the company to realise that more could be done with these basic ingredients.

The first inkling of change came in 1985, with the launch of the XT. This angular machine looked like an uncomfortable blend of Toyota MR2 Mk1 and the contemporary Honda Prelude, but it featured a naturally aspirated or turbocharged flat-four, or, latterly, a flat-six.

Then came the turbocharged, quad-cam Legacy, a model that managed to get its foot in the door of the World Rally Championship before the Impreza smashed straight through it. If performance-orientated enthusiasts didn't know much about Subaru during the 1980s, they certainly did by the end of the next decade. The make claimed three consecutive WRC constructors' titles from 1995, the year in which Colin McRae landed the drivers' title for good measure.

Subaru had even dipped a toe into the water of Formula One, via an ill-fated investment in the Coloni team. Having shored-up the finances, Subaru put its name to a Motori Moderni flat-12. The engine was underpowered, the chassis overweight, and Bertrand Gachot failed to even pre-qualify for the first eight races in 1990. Subaru quickly withdrew and the team carried on with Cosworth powerplants.

Memories of that were swept away by the rallying campaign, though, and when you also consider the Nissan Skyline's rise to prominence, there was an embarrassment of riches when it came to Japanese performance saloons.

Taking on the likes of Lancia and Ford on the rally stages was one thing, but going toe-to-toe with Audi and Jaguar in the prestige coupé market was something else entirely. It was a sign of Subaru's ambition at this time that it was willing to give it a shot with the SVX, a car that built upon the foundations laid by the XT while adding all of the technological expertise that would be proven so emphatically in the WRC.

First displayed as a concept at the 1989 Tokyo Show, the production SVX shared its ethos with the XT, but it was a new model from the ground up and based on a design by Giugiaro. During its first full year on sale in the UK, it was offered via a select network of just 20 dealers, and import quotas kept numbers down. Subaru expected only 100 to reach these shores throughout 1992.

Autocar was somewhat cautious about the original, captioning a picture of it thus: 'Better in the metal?' It was less reserved three years later when it came to the finished product: 'One of the most different new cars of 1992 is also one of the best. Subaru... has taken the coupé market by storm with a car that looks to have rolled straight out of a design show and comes with the specification and price to make its peers blush.'

Those peers formed a mixed bunch. There was an old-school Brit in the ageing shape of the Jaguar XJS, a barnstorming German – Audi's Coupé S2 – and a host of technocrats from the



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Far East. The Mitsubishi 3000GT, for example, featured a 281bhp twin-turbo V6, four-wheel steering (a Japan-only option on the SVX L) and adaptive damping. In terms of acceleration, the S2, 3000GT and Nissan 300ZX trounced the SVX, XJS and Honda Legend Coupé, getting from 0-60mph in c6 secs compared to 8 or so.

The Subaru came in cheapest of all, though. At a whisker under £28,000, it undercut the Jaguar by more than £5000. For that, you got leather trim, electric everything, cruise control and air-conditioning – plus, of course, a car that genuinely stood out from the crowd.

The SVX is far more imposing in the metal than it appears in photographs, even if Giugiaro had this to say when the car was first introduced: “[It] is an interesting product. It is not aggressive, but a quiet, real four-seater coupé which will be able to capture a broader market, including middle-aged people and women, who generally don’t go for muscular coupés.”

The XT had a broadly similar ‘wedge’ profile, but the SVX is softer and more curvaceous, thankfully retaining a pleasing air of eccentricity that gets more pronounced the further back you go. The front end features shallow lights reminiscent of those on the Vauxhall Calibra, and wheelarches that are subtly flared. Keep going past the huge doors and you get to rear arches that are somewhat more extravagant, plus wrap-around rear lights and twin tailpipes.

The glasshouse is the most obvious departure from the norm, however. The black bootlid (which is composite, as are the bumpers, lower doors and rear quarter panels) blends into the rear screen and pillars, and then there are the ‘windows within windows’. Just the lower sections move, and only so far at the back; drop the front and rear panes and you are left with an ‘archway’ of glass over the top.

Those leather seats are incredibly comfortable, the dials are clear and visibility all round is surprisingly good. A sweep of alcantara helps to lift an otherwise staid but well-organised interior. It doesn’t have the ambience of the XJS, but that car was out of its time by the ’90s. It’s a slightly skewed comparison – the S2 was hardly a gentleman’s club inside, after all, and neither were the other Japanese contenders. The Subaru offers more rear-seat space than the Jaguar, too.

With a power-to-weight ratio that is broadly comparable to that of the XJS 4.0, the SVX is swift if not searing. It was offered only with a four-speed automatic gearbox, third gear in which is good for 126mph. Top is reasonably long-legged, giving 28mph per 1000rpm.

For most of the time, you’d struggle to recognise the engine as a flat-six, such is the way in which noise is effectively suppressed. The EG33 is a clever powerplant and much changed from the variant that appeared in the XT, boasting a variable intake set-up (known as the Inertia Resonance Induction System) to improve its response across the rev range. A single toothed belt drives both exhaust camshafts, which in turn feature gears to drive the intake cams.

Only when you really start to extend it does the configuration make itself known via a harder bark from the exhausts. This is where the SVX’s strength lies – its relatively high kerb weight prevents it from jumping forward from rest or low speeds, but it will effortlessly surge from average speeds to very high ones.

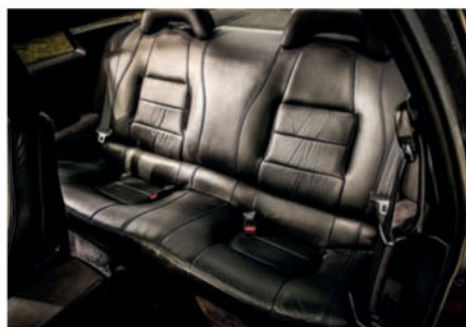
As you’d expect, it feels well planted in



‘IT SURGES FROM AVERAGE SPEEDS TO VERY HIGH ONES WHEN YOU START TO EXTEND THE FLAT-SIX’



Big Subaru corners well with outstanding grip but no drama thanks to clever Active Torque Split set-up, permanent four-wheel drive and firm damping



Clockwise, from right: four-speed auto was the only option; understated, supremely comfortable cabin; chunky wheel and rally-style alcantara dash top to reduce reflections; distinctive alloy wheels



SUBARU SVX

Sold/number built 1991-'96/24,379

Construction steel monocoque, with some composite panels

Engine all-alloy, qohc 24V 3319cc flat-six, sequential electronic fuel injection

Max power 226bhp @ 5600rpm

Max torque 228lb ft @ 4800rpm

Transmission four-speed automatic, driving all four wheels

Suspension independent all round, at front by MacPherson struts rear multi-link, tubular dampers; anti-roll bar f/r

Steering power-assisted rack and pinion

Brakes ventilated discs, with servo and four-channel ABS

Length 15ft 10in (4825mm)

Width 5ft 9in (1770mm)

Height 4ft 3in (1300mm)

Weight 3558lb (1614kg) **Mpg** 21.2

0-60mph 8.7 secs **Top speed** 144mph

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corners, too. The full-time four-wheel-drive set-up features Subaru's Active Torque Split System, which operates via a centre diff to send 35% of power to the front and 65% to the rear under normal conditions. Add the firm suspension to the mix, plus superbly weighted steering, and you have the recipe for effortless and unspectacular handling – a frustrating blend for a photographer trying to get a little drama into the cornering shots. “Well,” says Baker, looking at the back of his camera after I’ve done a few passes, “I suppose it’s got a *bit* of body roll...”

Chris Drewett bought the featured example two years ago, having first seen one in period while he was skiing in Austria: “It purred up through thick snow to disgorge four prosperous Germans in their obligatory fur coats.”

Motorsport commentator Drewett eventually found his car on eBay. It had been owned from new by an electronics entrepreneur, who ran it for 48,000 miles before putting it into storage, retrieving it only for an annual MoT and service. He secured it for just over £2000, and his wife soon christened it Boris – “don’t ask me why...”

“We’re lucky enough to have a Subaru specialist in our village,” says Drewett, “so pretty soon after getting it home it was treated to a cambelt change and all the fluids were renewed. The only MoT advisory concerned mismatched brake pipes, and new braided ones will be fitted soon.

“Apparently, the automatic gearbox is the car’s Achilles’ heel, with a tendency to overheat and stop selecting gears. By pure chance, a spare ‘box in reportedly good condition came up on eBay, so that was snapped up for £100 as insurance.

“Part of the fun is its rarity. Very few people, even Subaru enthusiasts, have ever seen one. Even at the Goodwood Revival cricket match, where the car park is an exotic classic show, it attracts quite a bit of attention.”

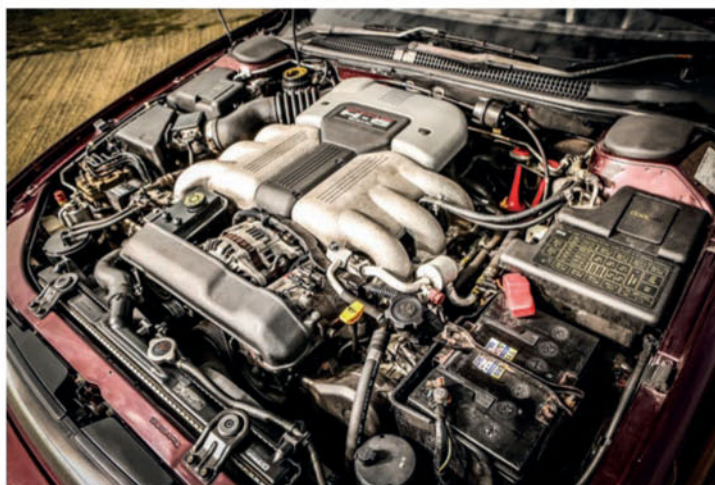
“SVXs must be at the bottom of their depreciation curve right now,” he concludes, “and may never be worth much. Perhaps it’s the fear of finding spare parts – there are some still available from Subaru, though, and there is a flourishing SVX scene in the States, so it’s not really a worry.”

The SVX is clearly a cut above the likes of the (much cheaper) Vauxhall Calibra and Ford Probe. There are faster options out there, and more luxurious ones, too, but perhaps its most attractive aspect was summed up by *Autocar* when the SVX was new: ‘Subaru has created a car from a blank sheet of paper that makes the big names of the coupé world look like sticks in the mud.’

So why did it sell in nothing like the figures that the Japanese firm envisaged? It reputedly lost money on each car and, in any case, the early-to mid-1990s were a difficult time for the home economy. In the European market, there is little doubt that it would have benefited from a manual gearbox – retro-fitting the Legacy’s five-speed unit is not unknown – and another 30-40bhp.

Most importantly, the SVX failed to persuade people who were happy to spend £30,000 on a Jaguar or an Audi that they should do the same on a Subaru. The marque’s North American arm was apparently unsure how best to market it, so far was the model from its usual utilitarian fare.

Shame, but the result is that, 20 years later, values remain low, and UK survivors number dozens rather than hundreds. With the S2 and XJS also available for less than £10,000, the SVX is still a leftfield choice, but it’s an intriguing, beguiling and highly capable one.



Clockwise, from above: dramatic rear haunches; Drewett fancied an SVX after seeing one waft through snow in Austria; complex 3.3-litre flat-six



Clockwise, from above: SVX has hints of Vauxhall Calibra about it, but with a quirkier shape; unusual glass over glass; clear dials; badge symbolises star cluster Pleiades in the Taurus constellation





Racing certainties

Julian Balme puts a pair of sensational early Lotus sports-racers through their paces at Hethel and talks to one of the engineers who developed them

PHOTOGRAPHY **TONY BAKER**



Kelsey recalls building remnants of the MkVIII into the MkIX in his back room. Below: exquisitely engineered de Dion axle; folding lamps; radical design was developed using a wind-tunnel model and reprofiled with taller, shorter fins for the MkIX



These days, with the values of 1950s sports-racers having gone stratospheric, their histories are often shrouded in mystery and the truth behind them sometimes economic. It doesn't help that business practices back in the day – particularly among the British *garagistes* – were dubious at best, with their financial stability often on a knife-edge. Chassis records were hardly meticulous, so it's not surprising that less scrupulous folk may have taken advantage of vagaries in certain racers' pedigrees today. How refreshing, then, to come across two cars that almost rejoice in their dubious backgrounds.

Both of them, a Lotus MkVIII and a MkIX, were owned by Richard Steed – better known as Dick – whose father Wickham had edited *The Times*. Dick was a reasonably affluent amateur racing driver, who went on to become a teacher before losing his life in a road-traffic accident in the mid-'60s. He'd started his competitive career with a Ford Special in September '52, but by the summer of '54 had upgraded to a new MkVIII. The car, registered HUD 139, was ordered from Lotus in July and made its debut, unpainted, at Castle Combe the following month.

Steed's MkVIII was unique in that, of the seven produced, it was powered by the converted Coventry Climax 1098cc FWA firepump engine (the usual option being the 1466cc MG XPEG unit). That made it the first Lotus and only the third car, after two Kiefts, to be so equipped. Rather than contest the 1.5-litre class, Steed was keen to take on the international 1100cc category, hence the choice of motor.

Given the role that the Climax engine would play in the company's future, it's strange that Lotus boss Colin Chapman should endorse its fitment in a non-works car, although it wouldn't be the first or last time that a customer was unwittingly employed in the development of a new model. Steed was obviously respected because he was also loaned a young mechanic by the factory, one Graham Hill. An outing in the TT at Dundrod partnered by Peter Scott-Russell followed, but the duo failed to finish.

Futuristic in its looks, the MkVIII announced the arrival of one of motorsport's most revolutionary marques. The svelte, all-enveloping body, the first Lotus to wear such clothing, was the work of De Havilland aerodynamicist Frank Costin, brother of Chapman's number two Mike. The company, known as Lotus Engineering, was still being run out of hours while Colin and Mike tried to retain their day jobs at British Aluminium and De Havilland respectively.

Up until the MkVIII, the fledgling firm had built various trials cars, the styling of which owed more to house bricks than jet fighters. Their lineage developed into the first customer car, the MkVI, and continued to the Seven, which, under the Caterham name, still exists today.

The MkVIII, on the other hand, was pure *Dan*

'THE RESPECTED STEED WAS LOANED A YOUNG FACTORY MECHANIC, ONE GRAHAM HILL'



Dare. The works racer, registered SAR 5 and finished in bare aluminium, would have looked right at home alongside a Comet jet liner – only the exposed Austin Chummy bolt-on front wire wheels giving a clue to its humble componentry. In profile, the front end was reminiscent of the leading edge of an aeroplane wing, whereas the rear looked like two tailfins extending beyond the back axle. Crafted in 18swg alloy by Lotus' north London neighbour Williams & Pritchard, the body, weighing just 35lb, covered a development of the MkVI spaceframe using a pair of triangulated sections either side of the central bulkhead. The rear of the chassis held a de Dion axle aided by radius arms and a Panhard rod, plus the differential, which was flanked by inboard drum brakes. Up front was Chapman's preferred swing-axle suspension with coil/damper units.

Space under the alloy skin was always at a premium and, irritatingly for anyone who would end up working on the cars, the proximity of the chassis tubes around the engine led to its removal allegedly taking 12 hours! It's not documented as to whether the Climax unit made things any easier but, for 1955, the smaller-capacity motor would become the primary powerplant for the MkVIII's replacement, the MkIX.

The cars' frames were constructed by another Hornsey firm, Progress Chassis, run by John Teychenne and former stockbroker Dave Kelsey. Like everyone else connected with Lotus, Kelsey's interests lay elsewhere and, outside of work hours, he could be found either making models or building the real thing. Living in Lightfoot Road, Hornsey – just yards away from Chapman's father's pub, The Railway Hotel – he

was at the epicentre of its automotive creativity. At Chapman's request, it was Kelsey who made an eighth-scale model of the MkVIII for Frank Costin to test in the wind tunnel at De Havilland.

"John and I were welding up MkVI chassis for Colin," Kelsey recalls. "He and I would often have our business meetings in his Austin Ten – it was the perfect place to find a bit of peace and quiet. It was inevitable that I'd end up doing it full-time. I raced a bit, but it was a fairly pointless exercise because I was running a Goggomobil. Somewhere like Silverstone – on the old triangular club circuit – it was flat out all the way. We had another triangular circuit in Hornsey incorporating Tottenham Lane and Ribblesdale Road. A lot of testing went on around there late at night!"

Kelsey was introduced to Steed when the latter decided that he wanted to upgrade to a MkIX for 1955. Both Chapman and (Mike) Costin had quit their day jobs in the January and announced the new model, a shorter, more practical version of its predecessor. The pair's obsession with weight continued unabated and, with attention given to the MkVIII's marginal brakes and overheating differential, the new model looked even more competitive. To get his latest racer built, Steed cut a deal with Kelsey, whereby the fabricator could retain the older chassis if he transferred everything that could be fitted to a MkIX frame. The Climax engine was certainly installed, along with the registration plate from the MkVIII: HUD 139.

Presumably in an attempt to avoid Purchase

Making a marque

The MkVIII and MkIX owed much of their design principles to the MkVI – the first real Lotus landmark following a series of one-off specials. Although the MkVI came in component form, it was always intended to be a serious production venture. Originally built by Chapman and then-partner Michael Allen in spring '52, the car had an aluminium body over a multi-tube spaceframe.

Its front suspension was by swing-axle, located by radius rods with inclined coil/damper units. A rigid Ford axle was used at the rear, positioned by a torque tube and Panhard rod and again suspended by coil-overs.

Power came from a de-stroked Consul unit, mated to a Ford three-speed 'box, and the first car raced at Silverstone on 5 July. A road crash the next month wrecked the car and nearly took the firm with it, but, after a re-evaluation at the end of the year, Chapman, by himself, laid the foundations for a production run. By its demise at the end of '55, just over 100 had been built.

Engines spanned 1098cc sidevalve to 1466cc XPEG, plus the odd Climax, but, no matter which motor, the MkVI's success was unprecedented. It dominated the 750MC's 1172 formula for two years, gave John Lawry the 1200cc class in Autosport's production sports car championship and proved a giant-killer with 1500cc MG power in the hands of Peter Gammon.



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TIM LAZZELL

Tax, Steed simply used the logbook for the new car and didn't (even if it were possible) bother to formally transfer the titles. They seemed fairly similar so only the most hardened and well-read enthusiast would know the difference. The new Lotus was in fact shorter, with thicker and taller rear fins, and came with a more substantial Perspex screen – as well as centre-lock wire wheels and the option of disc brakes.

"I took what remained of the MkVIII and started building it in the back room at my house in Lightfoot Road," Kelsey remembers. "Colin gave me some suspension parts and wheels. I used a sidevalve Ford engine that Jabby Crombac had discarded when he bought Costin's MkVI, registered 1611 H. I also had the gearbox and axle from that car, too. To get it out into the street, I had to take the fancy Victorian light switches off the wall in the hallway. It took six of us to carry it out onto the road, where I put the steering wheel back on it."

Not only did he race the car, now registered 918 EMK, but he also used it as his daily driver, taking his children Andrew and Janet to school in it: "They could duck underneath the metal tonneau cover if the weather turned nasty. I did the same thing when I had an 'off' with it at Silverstone. I reckon folk must have thought I'd been decapitated, but I popped my head up from under the tonneau when they righted it."

Both cars were campaigned simultaneously but, by September '55, after a fairly unsuccessful summer, Kelsey had sold the MkVIII to Performance Cars for £400. Steed, meanwhile, was faring better with the MkIX – winning at Silverstone and Goodwood, along with scoring a

creditable 15th in the TT at Dundrod, again co-driving with Peter Scott-Russell. His last outing with it was in July on the Coppa d'Oro dell Dolomiti, where he finished 20th.

The MkVIII passed through a number of hands, including Innes Ireland, until it was acquired by Martin Yarnold in the mid-'70s. By all accounts, he lived in Africa and so the car was sent for restoration to MkVIII authority Bill Vincent of the Historic Lotus Register. It would appear that some work was carried out, but, for whatever reason, the car was put into storage before a new owner, Paul May, was eventually found in 2010. He in turn employed Dave Abbott to finish the job that had been started nearly three decades earlier.

"Sadly, the car had been kept in a damp garage, so we more or less had to start from scratch," Abbott recalls. "It was pretty much complete but some of the bodywork had to be reconstructed in places due to the corrosion. This was done by Alan Pointer at Bodyline in Olney. We found a Climax engine, so it's pretty much as Dick Steed ran it in late 1954."

The MkIX also lost its engine after Steed had finished with it and appeared on the market, with Ford sidevalve power, in October '62. During a sojourn in the United States, HUD was fitted with a Triumph Herald engine and steering rack, both of which were discarded during a thorough rebuild by Mike Brotherhood once it was back in England during the late '80s. After being sold at auction in 2002, the MkIX joined the collection of French enthusiast Pierre Pinelli before Malcolm Ricketts bought it five years later.

When we brought the cars together at the



From top: bolt-on Seven wires are the only hint of MkVIII's humble running gear; slippery shape most obvious in profile; Climax engine sports Lady Godiva emblem on its cam cover; access is tricky with big wheel, but Kelsey took his two kids to school in it!



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Lotus factory in Hethel, Norfolk, the MkVIII hadn't long been finished and was still very much 'running in', but they made for a fascinating comparison sitting alongside each other. Although noticeably longer, the older car, fitted with its original 'banjo' steering wheel, appears to have a smaller cockpit with neither myself nor Dave Kelsey finding it easy to hop on board.

"I can't believe that I did a Le Mans start in it without the gearlever disappearing up my trouser leg," he exclaims. "I must have fitted a smaller steering wheel!" The younger car definitely provides more room, due to its later, red-rimmed signature Lotus wheel, the 2in-smaller diameter making the cabin far more accessible.

Standing on the seat squab with one hand on the transmission tunnel, and the other on the rear wing, it is possible to lower yourself into the cockpit. Chapman was not a tall man and, for anyone over 5ft 10in, these early cars are snug to say the least. With minimal silencing, the 1098cc Climax cackles into life and, although the clutch is fierce, once this car is on the move it's hard to believe that it was built in the mid-'50s and powered by an engine of just over 1 litre.

With 0-60mph in 7.8 secs and a 127mph top speed, the MkIX had performance to match its wild appearance. Yet the real revelation is on

**'FOR A GENERATION
RAISED ON "SIT UP AND
BEG" FORD POPS, THEY
WERE A REVELATION'**

approaching a corner. For a generation raised on 'sit up and beg' Ford Pops, these Lotus streamliners were a revelation. Nobody was more impressed than *Autosport's* John Bolster: "The whole cornering process is so effortless, with no rolling, bouncing or tyre scream to give an air of urgency to the proceedings, that only experience gives warning that one is going from the improbable to the impossible. I know a particular corner which I habitually negotiate at just on 100mph in the better class of sports car. The Lotus Climax took it first try at better than 110mph."

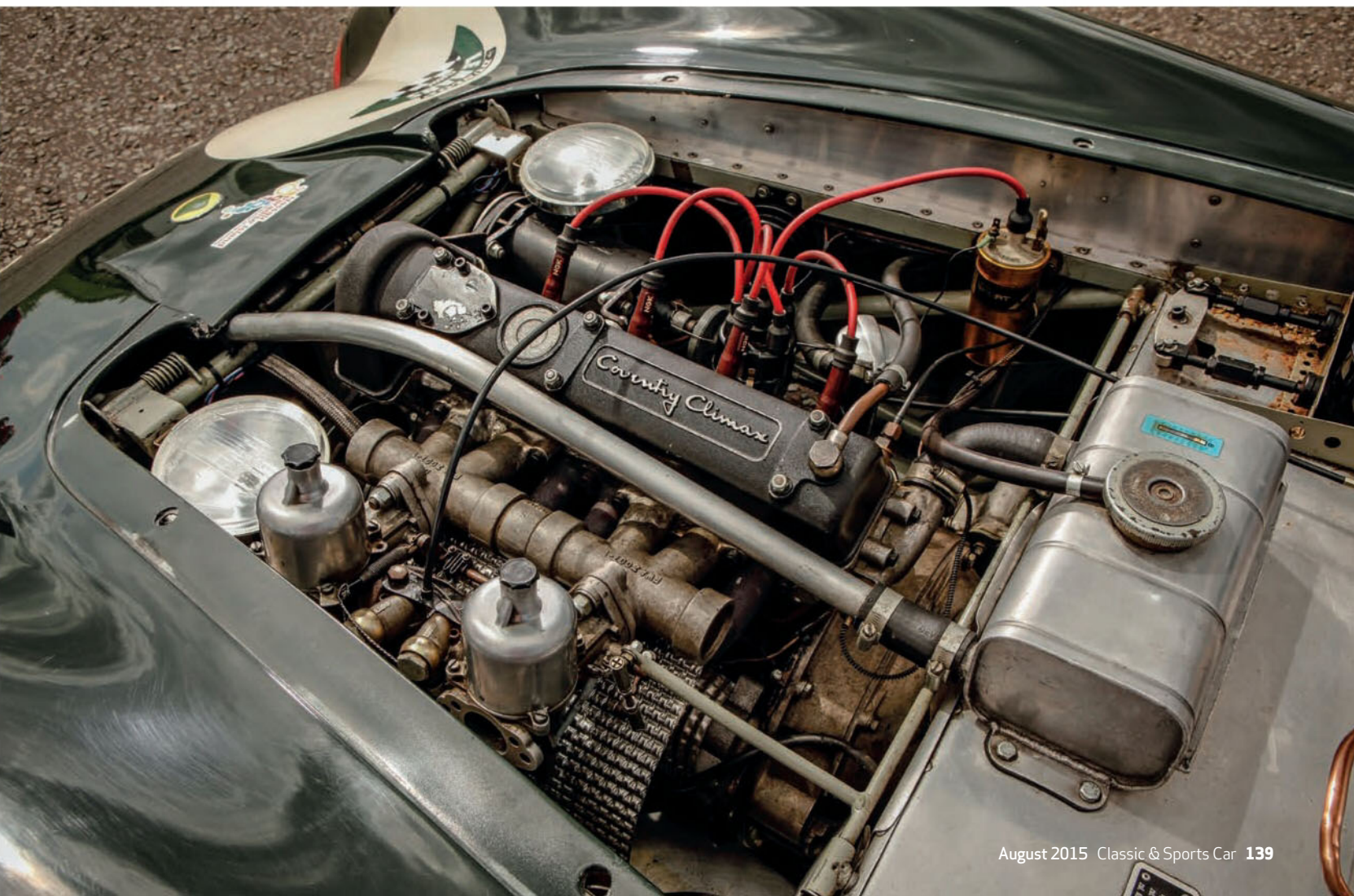
Maintaining momentum was the secret to extracting the maximum pace out of these space-age rollerskates: perfect for a 20-minute clubbie, but exhausting over 24 hours. The MkIX was the firm's first entry at Le Mans and, although that particular chassis was made of stronger-gauge tubing, had it gone the distance (it was disqualified after six hours for rejoining the circuit without the marshals' permission), I suspect that Chapman and co-driver Ron Flockhart would have been shattered. As for the school run, Kelsey recalls: "It was surprisingly easy, but I did seem to come back soaked more often than not."

The current owners of both cars are more than happy with their respective histories, but a potential problem has since arisen. Seven years ago, historian Mike Marsden discovered a Coventry Climax engine that had been missing since the mid-'60s – crucially, the actual unit as fitted to both cars. The conundrum now is to which ex-Dick Steed Lotus should it be fitted?

Thanks to Lotus, Malcolm Ricketts, Paul May, Dave Abbott, Barry Davison and David Kelsey



From top: quick-change knock-on wires; sublime handling instantly obvious at Hethel, light weight also gives fine turn of speed on just 1098cc; 2in-smaller wheel makes it feel much roomier – sparse dash has Jaeger tacho-cum-speedo; lamps fold into engine bay



ARISTOCRAT THAT WENT INTO HIDING

Bought new by a press magnate, this Bentley has spent half a century in the back of a London Renault dealership.

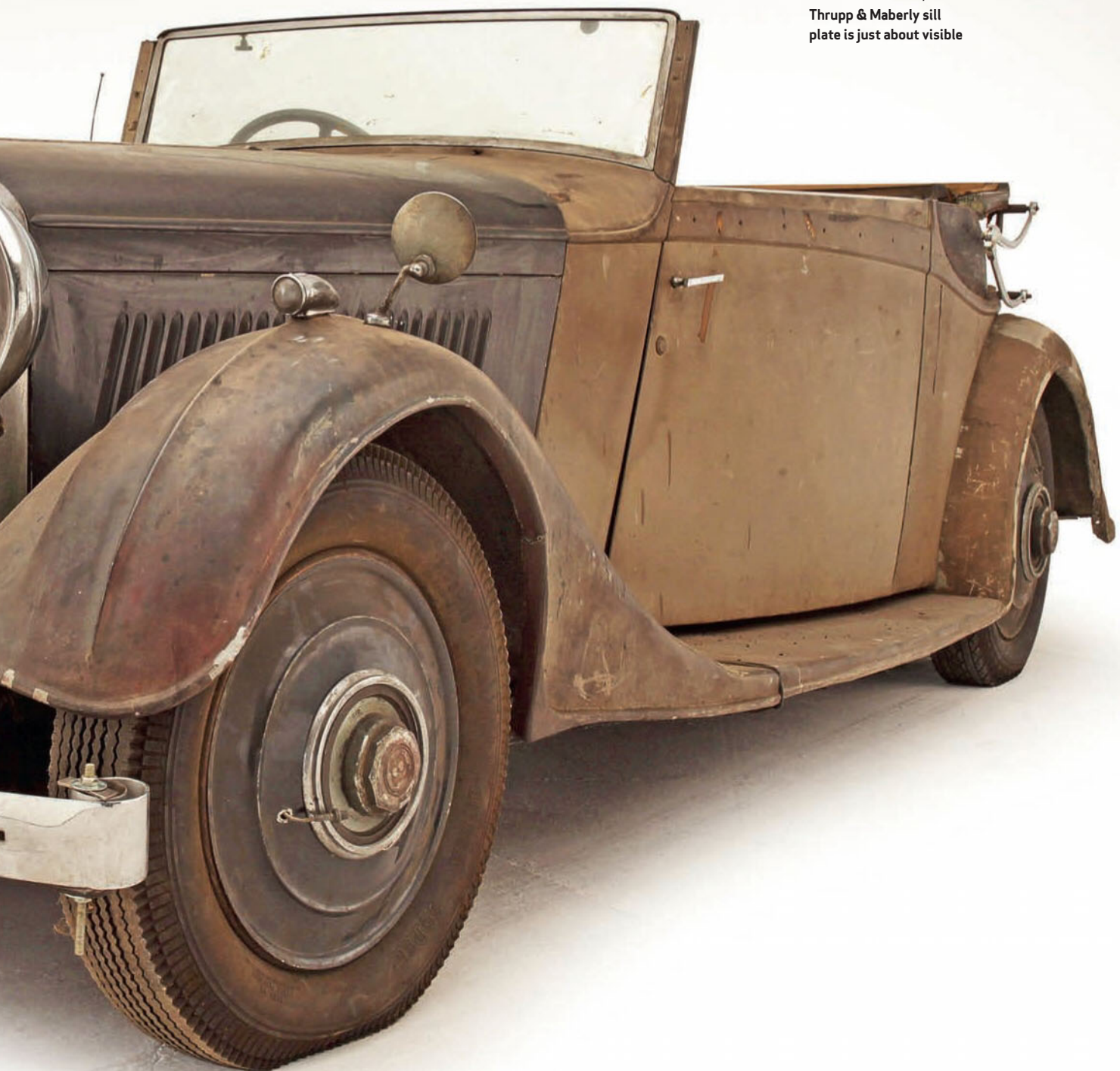
Martin Buckley traces its history

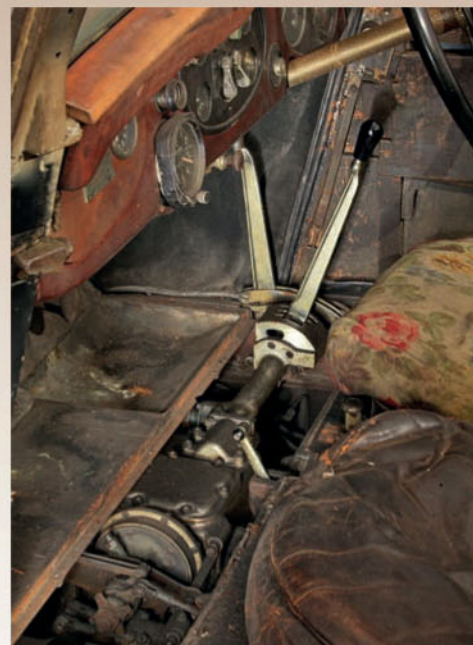
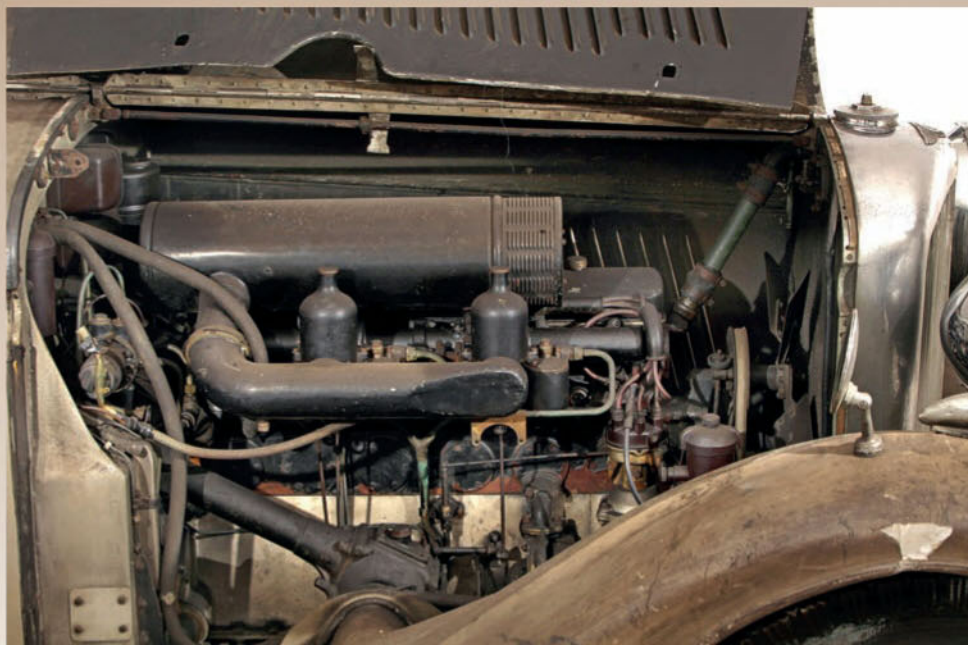
PHOTOGRAPHY **JAMES MANN**





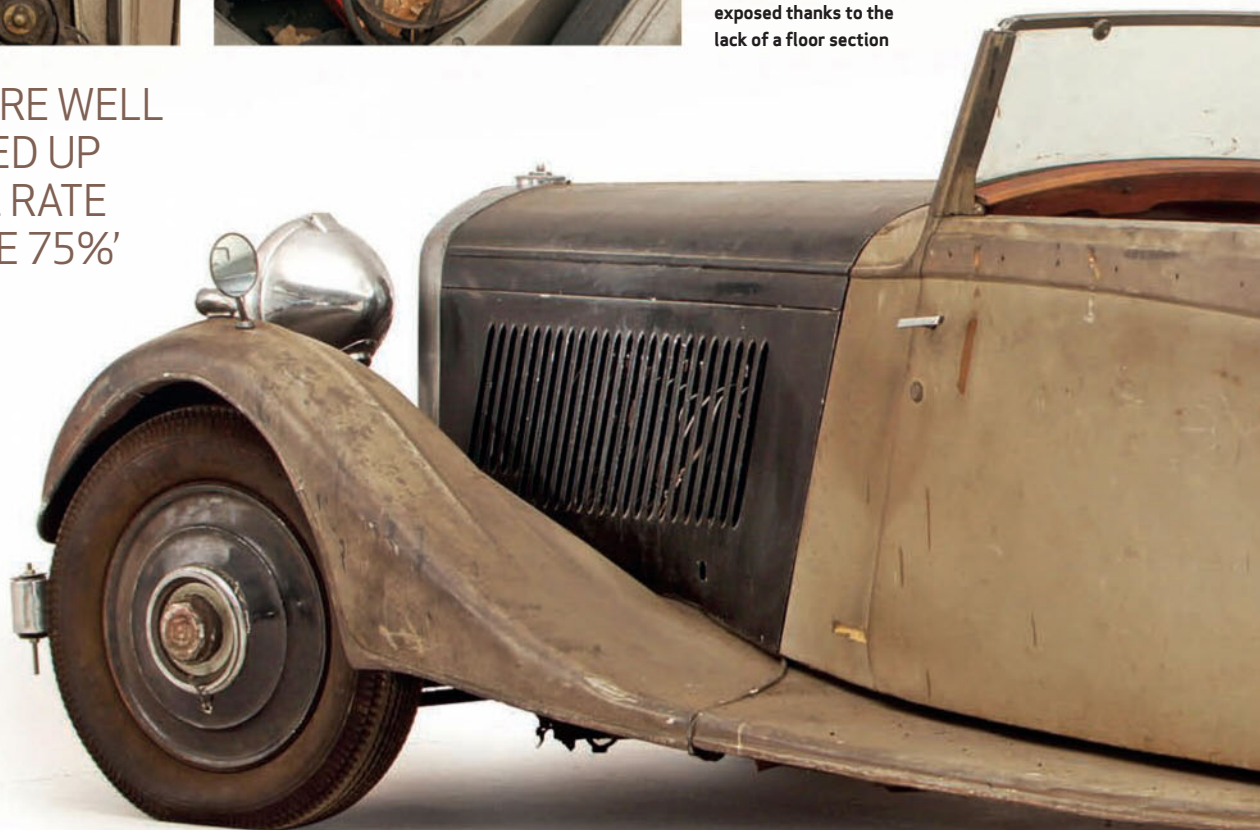
From top left: patinated Bentley radiator badge; well-preserved dashboard features altimeter; the Thrupp & Maberly sill plate is just about visible





Clockwise, from left: the boot is crammed with random spares and period trinkets; Bentley chassis plate on the bulkhead; straight-six was fired up only once during its many years in storage; the fabulous gearchange mechanism has been exposed thanks to the lack of a floor section

'THAT THEY WERE WELL
MADE IS BACKED UP
BY A SURVIVAL RATE
THOUGHT TO BE 75%'



This 3½-litre Derby Bentley has been sitting respected but not exactly revered for 50 years. Its last MoT shows April 1965, since when it has lived in the corner of a Renault dealership's workshop in north London; warm, dry and safe, but not much more than a talking point or a place to put coffee mugs.

In a world where most of these now 80-year-old cars have been restored once (or maybe even twice), to find one resting not in some country barn but at the back of a busy garage in fashionable Belsize Park is a surprise to say the least.

Although its paint and some of its trim had been removed in the 1960s (before a stalled repaint), the Bentley is in largely the sort of condition in which you might have found a model such as this in the '50s. True, the three-position hood has disintegrated and the alloy body has acquired lots of small dents and decades' worth of workshop dust, but the doors – ash framed with twin catches – have not dropped. Similarly, the windows still wind smoothly up and down and most of the factory tools are fitted neatly into the underside of the bootlid. It retains its original leather and carpets, too, although the cushion of the driver's seat has gone missing along with the door cards.

Yet the woodwork is very presentable and the dash is complete, with the post-war addition (presumably) of a Kollsman altimeter, ex-RAF war surplus. There is a 1950s-type Smiths heater under the dashboard while the instrumentation and switchgear are all present and correct, with the usual advance/retard and choke controls on the steering-

wheel boss plus a mechanical linkage to dip the headlamps. When you open the bonnet, the engine bay is true timewarp stuff, all black enamelled elegance with the original jack still attached to the bulkhead and a warning plate on the engine block advising owners not to tamper with the tappet adjustment.

Like most interesting cars, it has an interesting past, with three interesting owners. Although it has never had this one 'on the books', the Bentley Drivers Club can confirm from factory records that AYK 789 was sold new to Esmond Harmsworth (1898-1978). Esmond was the third son of Viscount Rothermere, who had founded the *Daily Mail*. Towards the end of his life, however, he was perhaps as well known for his flirtations with Nazi politics as he was for his newspaper proprietorship.

Esmond, who was definitely not a Nazi sympathiser and by all accounts a decent man, took delivery of the Bentley in April 1934. He assumed the title in 1940 when his father died. In 1944, the second Viscount Rothermere married Ann Chateris, but they divorced and Chateris went on to marry Ian Fleming in '52. She was having an affair with the future creator of James Bond throughout her marriage to Rothermere.

With 2422 built between 1933 and '40, the first Bentley to be produced under Rolls-Royce ownership was an undoubted success. That they were beautifully and robustly made is evidenced by the fact that the survival rate is thought to be around 75%. More than 40 different coach-builders supplied bodies for this compact new chassis, but almost half the cars built were 'standard' Park Ward saloons.

Chassis B185 AE is the 93rd Derby to leave

the factory and the third to feature a Thrupp & Maberly body, in this case a three-position – closed, fully folded or 'De Ville' – drophead coupé in black with matching leather. As well as the usual Lucas P100 headlamps (with dipper control and 'Pass lamp'), one-shot lubrication and thermostatic radiator vanes, the additional equipment included 'heavy duty' bumpers (with harmonic stabilisers) and factory wheel discs.


This handsome, restrained body has long, flowing beaded-edge wings plus a typical Thrupp & Maberly boot treatment and a rear-mounted spare wheel. With a longer hood and smaller boot than its Gurney Nutting equivalent, this body would have cost Rothermere an additional £500 on top of the £1100 for the bare chassis as delivered from Derby to Thrupp & Maberly's works at Cricklewood.

The firm was part of a London coachbuilding tradition going back 200 years, but had been owned by the Rootes brothers since 1928 and was already well on the way to becoming an exclusively in-house Rootes body-maker. It was a popular choice on the Derby chassis, however, producing several attractive 'Airflow' and semi-razoredge saloons as well as variations on the drophead coupé theme.

Harmsworth would no doubt have been pleased to be one of the first owners of this new 'silent sports car', with its low-slung looks and quiet gears – only first and second were non-synchromesh in the right-hand-change 'box. It was just the thing for this well-dressed establishment figure, who hadn't yet reached 40 and kept houses in London and the south of France.

This example's history between 1934 and '52 is unknown (the DVLA doesn't have the pre-war





1952
CA67

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1964
CN72



1969
CN36

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cars from the
fifties to the eighties.*



1971
CN12

logbook history on it) but, as a press baron, Viscount Rothermere would have had sufficient access to enough rationed fuel to keep using the Bentley throughout the hostilities.

What we do know is that at some point it found its way to Mascot Motors, the Rolls-Royce and Bentley specialist on London's Kensal Road. In November 1952, it was sold to Alfred Guy Lever Mason of Southgate for £800. If that sounds like big money for an 18-year-old Bentley (a new Jaguar was only £1000) its value was probably a reflection of the shortage of new cars at the time. You can still see 'Supplied by Mascot Motors' plates on the glovebox lid and inside the door openings.

Mr Mason was the works director of Standard Telephones and Cables and a very particular man who generated a large amount of correspondence on the car, although he apparently did most of the routine maintenance himself. The history file kicks off with a long letter from Mason to Commander Kellner (retired) of Mascot Motors, stipulating that before delivery to Southgate he wanted all rattles sorted, a new windscreen, the electrics repaired and a three-month engine warranty.

The mileage was 37,000 at that stage; Mason put another 30,000 miles on the Bentley as a weekend car between 1952 and his death in '65. During that time, AYK 789 was looked after by LG Motors of 177 Archway Road, Highgate. On average, they saw the car three times a year for routine repairs and adjustments.

There are multiple invoices detailing engine, brake and suspension work of typical period character (adjust tappets, drain and refill rear axle, balance brakes, re-line clutch, etc) often

with hand-written notes of instructions or whinges from Mr Mason, who seems to have been a particularly demanding customer.

There is a beautiful owner's manual that looks like a chapel prayer book and which, under the heading 'The secret of successful running', features the classic line: 'An owner would do well to instruct his driver as follows...'

In 1960, the original handbook was pinched while LG Motors was working on the car, resulting in some terse exchanges between LG's proprietor Arthur Gold and his pernicky customer. Mr Mason's spidery handwriting and commanding, pompous tone give you a mental image of a permanently annoyed, middle-aged quasi-military type with lavishly Brilliantine hair and demob-style suit, spending his evenings writing quietly seething letters of complaint on blue notepaper in his mock-Tudor semi-detached house in Southgate. In comparison, Arthur Gold was laidback and avuncular and looked a bit like Denis Norden.

The invoices are beautifully detailed in their wording and, in some instances, surprisingly substantial in the size of the bottom line. For example, £119 for an exhaust and some hours spent on the brakes was more money than most people had seen in 1958, making the point that this aristocratic banger was no car for the impecunious enthusiast even then. The paperwork is altogether a step back into a lost world of gentlemanly motor dealing of the 1950s and '60s.

LG Motors was a family business headed by Arthur Gold, who later became Sir Arthur Gold, having been knighted in 1984 for his services to national and international sports administration. As well as leading British teams to the Mexico,



From top: bodywork is remarkably solid; toolkit sadly has some pieces missing; interior has survived well – the seat leather is original

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Munich and Montreal Olympics, Gold became known as a vehement anti-drugs campaigner.

The Golds of Whetstone had a long history in motoring. Arthur's father had swapped his Hansom cab for one of the first Unic taxis and started LG Motors in the 1930s when Arthur was pursuing athletics at international level. It was only out of illness that he failed to represent Britain in the high jump at the Berlin Olympics.

After demob, Arthur Gold gravitated towards motorsport and was a marshal at the 'Cockfosters Rally' in July 1945. This sprint, held in the unlikely surroundings of a new housing estate and featuring any racing cars that could be found still alive, wasn't sanctioned by the RAC but has an unofficial claim to be Britain's first post-VE Day motorsport event. Alec Issigonis even turned up with his famous Lightweight Special.

Arthur already had a taste for sports cars and was able to indulge himself in various exotica, a 2-litre Aston, Alfa 1750 and Alvis Speed 25 being the highlights. He even had an SSK for a while, but sold it to his long-time friend and Mercedes collector Bud Cohn of Los Angeles.

So, in a sense, when Arthur Gold bought the Bentley from Mr Mason's widow in 1965 for £180 (the car proved difficult to sell – Derbys didn't become fashionable until the late 1960s), he probably didn't see it as particularly exciting.

With 110bhp, or 25 RAC-rated horsepower, and a potential 90mph, it probably didn't go as

well, for instance, as his favourite Charlesworth-bodied Alvis Speed 25. He used the latter as an everyday car, complete with roof-rack.


It was certainly worth having at that money, though! An engineer's report that he wrote on AYK 789 at the time shows that it was still in very sound condition and fully usable. His son Jonathan recalls that the family used the car for the summer before embarking on a 'light restoration', which got only as far as removing half the paint and sending the bumpers and all of the other brightwork to the chromers. The replated parts were returned and some are still wrapped in 1967 newspaper in the boot.

LG Motors, meanwhile, had changed its name to AA Gold, and became an early British Renault franchise. When the business moved to premises in Belsize Park in the 1970s, the Bentley went with it, always with the intention that it would be put back together someday.

Arthur, however, was becoming increasingly distracted by his work in athletics administration – many of his surviving notes are written

on the back of British Amateur Athletic Board paper – and his successful Renault sales and servicing business. Perhaps inevitably, the Bentley was not a priority, although the file shows that he made various attempts to find parts and get the project under way again as Derby values began to harden in the 1970s.

Ownership had passed to Jonathan in the late '70s (at about the same time that they moved to the garage in Belsize Park), but apart from firing up the engine for 10 minutes and driving it around the workshop, he couldn't summon the enthusiasm for something that had simply been part of the fixtures and fittings since almost before he could remember.

What we have been left with, therefore, is an intriguing relic that truly reflects the times it lived through as well as the highs and lows in its fortunes: from a car of the social elite in the 1930s and '40s – who knows what stories it could tell? – to an upmarket used motor of the '50s and then a curiosity of the '60s before finally going into deep hibernation. We can only hope that its next owner has the sensitivity to bring it back to life while preserving the most fascinating elements of its originality. 

The Bentley will be offered by Silverstone Auctions at The Salon Privé Sale on 4 September. For more information, call 01926 691141 or go to www.silverstoneauctions.com

'THE RECHROMED PARTS ARE IN THE BOOT, STILL WRAPPED IN 1967 NEWSPAPER'



A photograph of two Mazda MX-5 convertibles driving on a winding asphalt road. The white car is in the center, with a driver visible. The yellow car is partially visible on the right. The background features green hills and trees under a cloudy sky.

DRIVING A HARD BARGAIN

Now more than 25 years old, Mazda's MX-5 is as relevant today as it was in 1989, but a lot cheaper. **Greg MacLeman** makes the case for this summer's best budget buy

PHOTOGRAPHY **TONY BAKER**



Many of our best-loved classics weren't always adored. In fact, many were slated when they first went on sale and, like lumps of coal turning slowly into diamonds, have only turned derision into appreciation through the passing of the years. Others – a much smaller and more select group – are such blinding white-light expressions of design perfection that they become legends in their own lifetime. It didn't take the death of the original Mini in 2001 for journalists and social commentators to eulogise about it, and the same is true of the Mazda MX-5.

From the moment the Japanese roadster first appeared in 1989, the public has been in love with it. The MX-5's popularity has rarely waned throughout its 26 years in production, making it one of the most numerous soft-tops ever to be created – nearly one million examples have been built to date, 431,506 of which were the Mk1 NA models. And that's great news for those of us looking for a soft-top summer bargain.

It's easy to assume that the all-things-to-all-men MX-5 was always destined to be the success it became, but for Mazda the car was a gamble – albeit a calculated one. Successful roadsters were overwhelmingly British during the height of the

convertible's reign, from Healeys and Jaguar's XK series in the 1950s through to the Spitfires, MGBs and Elans of the '60s and '70s. By the early '80s, however, the industry was in turmoil and the death knell for the B at the beginning of the decade seemed to herald the end of the affordable convertible era. Yet even as Britain's most successful roadsters were being dragged down with British Leyland – burdened by the weight of their 1950s-based technology – wheels were in motion more than 5000 miles away that would result in the rebirth of the genre.

When motoring journalist (and later Mazda employee) Bob Hall first suggested a cheap and accessible lightweight sports car in 1979, he had no idea that a similar thought was harboured by the head of Mazda's North American Product Planning & Research arm, Shigenori Fukuda, until the pair met at Pebble Beach in 1983. The seed was planted, and before long a document was sent back to Japan that would form the genesis of the MX-5 project.

Though it would in many ways be the antithesis of most classic British roadsters, being reliable and boasting consistent and precise build quality, the MX-5 owes much to the predecessors whose success it hoped to emulate – not least its design. In the course of Mazda's fact-finding missions, a Lotus Elan – which was

MAZDA MX-5 Mk1 1.6

Sold/no built 1989-'97/431,506 (all Mk1s)

Construction galvanised steel monocoque with central Powerplant frame

Engine iron-block, alloy-head, dohc 1598cc 'four', Bosch L-Jetronic injection

Max power 114bhp @ 6500rpm

Max torque 100lb ft @ 5500rpm

Transmission five-speed manual or

four-speed automatic, driving rear wheels

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

Steering rack and pinion, optional power assistance

Brakes discs, with servo

Length 12ft 11in (3950mm) **Width** 5ft 6in (1675mm) **Height** 4ft 1in (1225mm)

Weight 2193lb (995kg) **0-60mph** 9.1 secs

Top speed 114mph **Mpg** 29

Price new £14,249 **Price now** £1500-£5000

Mk1 1.8 (where different)

Engine 1840cc

Max power 128bhp @ 6500rpm

Max torque 110lb ft @ 5000rpm

Weight 2248lb (1020kg)

0-60mph 8.2 secs

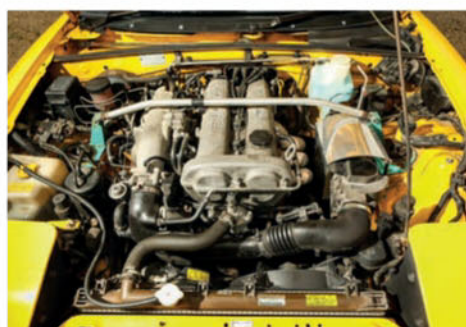
Top speed 122mph **Mpg** 27

Price new £17,500





Clockwise, from left:
Mazda handles supremely
well; distinctive pop-up
lights disappeared on Mk2;
air-con was optional extra;
sweet twin-cam – brace
bar is a later addition



THE OWNER Chris Monger



"When I first bought my Eunos 1.6, it had been sitting under a tarpaulin for more than seven years. The dampers had collapsed, but incredibly the car

fired up straight away after I fitted a new battery. Even the air-con worked!

"Since then I've carried out a few jobs, most of which have been preventative maintenance, such as replacing the water pump. Sadly, the original wooden wheel, gearlever and handbrake fittings were beyond saving. The factory wheels had also been replaced with horrible 17in alloys, so I changed them for 15in wheels. The roof also needed to be replaced, and I stumped up for a mohair version that is much nicer than the vinyl original.

"You won't find a better-looking, more reliable or engaging car any cheaper. Good ones are getting rarer, though."

From top: aftermarket multi-spoke alloys; MX-5 was sold under the Eunos name in Japan; recessed doorhandles; interior is a symphony in plastic, but driving position is superb

purchased by Hall on the company ticket – was spirited away to the land of the rising sun. There, it was tested at the firm's Miyoshi Proving Ground in an attempt to discover, capture and recreate the magic that made it one of the best-handling sports cars of all time.

Even those with thick spectacles could see the similarities between the two designs, with the MX-5's rear lights and pop-up headlamps echoing the earlier car, not to mention the sweeping body shape and overall proportions. The original eight-spoke wheels screamed 'Minilite', too.

And the likeness was more than skin deep: one of the biggest factors contributing to the Elan's impressive performance was its twin-overhead-cam engine, which was capable of propelling the lightweight roadster from 0-60mph in just 7.6 secs, and on to a top speed of 118mph.

The same route was chosen by managing director Takashi Kuroda at the earliest stages of the MX-5, with the 1.6-litre fuel-injected unit from the Familia GT used as the base. It was quickly found to be wanting, however, due to being tuned for low-down torque, which was needed in the saloon. In the end, the new engine retained the same bore and stroke, giving a capacity of 1597cc, while the timing, crankshaft and flywheel were modified to allow higher revs.

The unit was mounted longitudinally and the cam covers were altered, bearing more than a passing resemblance (no, it wasn't a coincidence)

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‘DESPITE ITS EXTRA WEIGHT, THE LATER CAR RETAINS A LABRADOR-LIKE ENTHUSIASM FOR B-ROADS’

Pretty, compact shape was a clear tribute to the original Lotus Elan. The design came from Mazda's new California studio

to the twin-cam engines used by Alfa Romeo, Fiat and, of course, Lotus.

The peppy 1.6-litre powerplant would surely have remained the top-spec engine of choice for longer than five years, were it not for a change in regulations that meant the 1994 model-year cars put on a bit of weight. The easiest way to retain the performance for which the MX-5 had become renowned was to increase the capacity, and Mazda once again turned to the Familia GT, this time borrowing its ‘BP’ lump, which produced a handy 128bhp.

In addition to the beefed-up engine, the body was also strengthened with ‘performance rods’ fore and aft to improve torsional rigidity, while a brace bar connecting the upper seatbelt anchor points further reduced flex. Brake discs increased in size by 20mm at both the front and rear, and an improved Torsen limited-slip differential replaced the viscous unit used on the earlier models. Wider wheels – 6J instead of 5.5J – were fitted, which were actually lighter than the outgoing rims. Despite the extra weight, the car still maintained its labrador-like enthusiasm for chasing shadows down B-roads.

But is it the one to choose? If the full-fat 1.8i is Scooby Doo, then the 1.6 is surely Scrappy. The smaller engine fitted to the earlier car may be 16bhp less powerful, but it more than makes up for its *Top Trumps* deficiencies with its peaky, rev-happy performance. The (relatively) heavy-

weight 1.8 is lively enough in isolation, but it's the 1.6 that delivers the most immediate thrills thanks to near-instant throttle response – complemented on our feature car by the addition of a performance air filter and free-flowing stainless-steel exhaust, which was upgraded once the original pipe had rusted through.

That's not to say that the bigger engine is in any way inferior – it's a brilliant piece of engineering, but has a more mature, less aggressive delivery. On the same test route the 1.8i feels more docile and, to a degree, less eager to please. It needs a good shake before it wakes up, a cause aided by more judicious use of the accelerator. The tachometer may take longer to climb around the dial, but when it passes 12 o'clock the sweet four-pot sings just as beautifully as the smaller engine – and it's noticeably longer-legged as you begin flirting with the national speed limit.

The MX-5's true strength doesn't lie in power figures and sprints off the line, but in its sublime handling – and that quality is a trait shared with both iterations of the Mk1 we have here. Great care was taken to ensure that the car was perfectly balanced – regardless of engine option – and it shows on the twisting roads above Hungerford. Body roll is minimal, even when pressing on, while the advanced double-wishbone suspension ensures that all four tyres remain in close company with the road.

Again, the earlier model has the advantage

The Le Mans

Perhaps the most sought-after of the Mk1 limited editions is the Le Mans. Built to celebrate Mazda's victory in the 1991 24 Hours, only 24 were made. They cost £5000 more than the standard car and used the BBR turbo kit, which boosted power to 150bhp and top speed to 130mph, while the 0-60mph time was cut to 6.8 secs.

There were also OZ wheels, uprated springs and dampers plus myriad trim upgrades. Each car came with a certificate signed by Johnny Herbert, who drove the winning 787B at La Sarthe.

According to the club, 17 Le Mans survive, and values are approaching their new list price. Not everyone was a fan of the colour scheme, though. At least two were resprayed blue and another one black.



Clockwise, from bottom:
handling is still just as
impressive on later car;
aftermarket sill plate; the
1.8 lacks some of the 1.6's
sweetness but is stronger
throughout the rev range



over its more powerful rival, the dice loaded in its favour by the generous options list that accompanied the J-Limited specification back in 1991 – the very first limited-edition variant of the Eunos. On the road, the most notable difference is the inclusion of power steering. Some cars are dulled by assisted racks and can make you feel removed from the tarmac, but the MX-5's system is fluid and eager. Turn-in is sharper than on 'our' base-spec 1.8i, which, though still agile and nimble, feels heavier as a result – yet the reality is that only around 20kg separates the two cars.

The now-legendary driving dynamics also made the transition to the NB model, which first appeared in 1998 and shared a number of key components with the Mk1, including its well-sorted chassis and perfect weight distribution. Much of the cheeky styling from the first generation was lost, though, including the charming pop-up headlamps. Despite the changes, it was clearly a hit with many buyers – if not MX-5 purists – and sales figures received a boost as interest in the revised car grew.

By 2005, the NB had given way to the NC, which strayed further from the ideals that shaped the original concept by adding weight and creature comforts, not least a hefty automated folding roof, which arrived in 2006. Practically no parts were carried over from the outgoing NB, while new 2-litre and 1.8-litre MZR I4

THE OWNER Robin Gregory



"I've always been a fan of British sports cars and own an MGC GT, but when the chance came to purchase a 1.8 MX-5 I was smitten from the moment I turned the key.

That was more than 17 years ago now!

"It's a car that I've kept going back to week after week, whether for a Sunday-morning run or the commute. The hood is easy to use and adds a dose of practicality that means it's just as at home doing the weekly shop as it is on a blast down to the south of France. It's tremendous fun no matter how quickly you're going.

"It's also very affordable to own. Apart from a couple of batteries and sets of HT leads, plus a small patch on one sill and a replacement brake caliper, it's been almost trouble-free. Not bad for 66,000 miles! It's still on its original exhaust and hood, though I do keep it garaged over winter."



From top: it's quite rare to find an MX-5 that is still wearing the original size of wheel – most 14s have been replaced with larger options; 'eternal flame' badge; neat repeater

engines, plus improved front wishbone and rear multi-link suspension topped the spec sheet. A raft of special editions followed, as did two facelifts – the first in 2008 and the second in 2013 – but sales dipped during the financial crisis amid expectation of the forthcoming ND model, which goes on sale later this year. It comes as no surprise that the latest iteration has promised a return to the lightweight, no-frills fun of the company's most successful model – the Mk1.

One of the reasons for the MX-5's resounding popularity throughout the 1990s – aside from the sheer enjoyment derived from driving it – was that it was tremendously affordable at a time when other sports cars were certainly not. And that is more true today than it was when the car first hit British shores in 1990. Huge production figures have resulted in a buoyant second-hand market, and with a presentable runner still to be had for less than £1000, there's plenty of choice.

In terms of value, there's little to choose between 1.6-litre cars and later 1.8-litre models – though post-1995 1.6-litre versions only put out an asthmatic 88bhp. The premium attached to UK-market cars has waned as insurance companies show less concern for their origin: no matter how many times you say "Eunos Roadster", most will simply eye you with an uneasy gaze while they write down 'MX-5'.


There's also not much to choose between standard cars and special editions, despite the rarity of some versions. The majority of these models – such as the Gleneagles – simply featured different interior trim, including leather seats and a wood-effect console. Some, however, are worth the extra outlay and were modified more extensively. The VR-Limited, for example, featured uprated Bilstein suspension, a lightened flywheel and a front strut brace, while the RS-Limited sported lightweight Recaro carbonfibre bucket seats that regularly change hands today for more than £1000.

Limited-edition anomalies aside, you'll find that most MX-5s fall into the £1500-£5000 bracket, with the higher prices reserved for examples with the lowest mileage. But, if your aim is simply to find a tidy, usable car, a budget of around £2000 should be more than enough: your money will go even further if you don't mind opting for an automatic transmission, which is in less demand than the slick manual.

If you're thinking of making a purchase at the bottom end of the market, there are a number of common problems you'll need to be aware of. The main issue affecting second-hand MX-5s is tinworm. This is especially true of imported Eunos Roadsters, which, coming from the salt-free roads of Japan, will not have undergone the

same degree of rustproofing as British cars. Brilliant if you've just imported it yourself, but not so great if it's been exposed to UK roads for any length of time. The first places to go are usually the sills and rear arches, which are the main weak point on an otherwise sound body-shell. Repair panels are available, but rot there will likely be worse than it initially seems.

Buy a peach, though, and you're sure to be hooked. That the MX-5 went for so long without being facelifted is proof that the designers at MOMA got it right first time. Even a slight weight gain in 1994 didn't affect its beautiful handling and pliable nature. The two-seater roadster genre wasn't just revived by the MX-5, in many ways it was reinvented. Other manufacturers attempted to emulate Mazda's success, such as MG with its F, but none came close to achieving the same enthusiastic, and international, following that the MX-5 enjoys.

It might seem a touch modern for many, but no ECU, ABS, or other electronically assisted abbreviation can detract from what makes this little Mazda a true classic: timeless styling, dynamic handling, and an almost anthropomorphic willingness to hit the open road. 

Thanks to Iain Fleming at the MX-5 Owners' Club: www.mx5oc.co.uk





Bell and Jacky Ickx prepare to coax the car home during the later stages of Le Mans '75. The great Belgian asked to have Derek as his co-driver when he joined the Mirage programme

“IF YOU WEREN’T COMFORTABLE IN YOUR SEAT, THE VIBRATION DROVE YOU CRAZY”

Making Formula One’s greatest engine, the Cosworth DFV, last 24 hours at Le Mans was a mammoth task, as Derek Bell and John Horsman relate to **Paul Fearnley**

PHOTOGRAPHY LAT

Success for Derek Bell in Formula One and for Cosworth in sports-car racing seemed assured by the end of 1970. The former had finished runner-up to Clay Regazzoni in the European Trophy for Formula Two and also scored a point for Team Surtees in October’s United States Grand Prix – only his fifth start since a stalled F1 debut with Ferrari in 1968. The potency and spreading availability of the Cosworth DFV V8, meanwhile, was a catalyst for the governing body’s final push for 3-litre prototypes that were basically two-seater F1 cars.

By 1975, however, both scenarios had proved to be mirages. Thank God, then, for Mirage.

“I’d gone to Ferrari at totally the wrong time – though I’ll never regret my decision,” says Bell. “I was on a high and should have shone, because I’d been pretty useful in Formula Three and Formula Two. The Surtees situation could have been brilliant, too – that chassis [TS7] was outstanding – but Rolf Stommelen came along and bought the drive for 1971. That was a big loss for me. So I knew by ’74 [four DNQs in five attempts in a TS16] that I wasn’t going far in F1.

“But I had by then achieved quite a bit in sports cars; and if I was good enough for Porsche, I guessed that I was good enough for anybody. That boosted my morale at a time when I could have shot myself – in F1 terms.”

Bell had been selected – ahead of Ronnie Peterson, no less – by John Wyer’s JW Automotive Engineering to partner Jo Siffert during the

‘FROM THE FIRST TEST, BELL WAS A SKILFUL AND ENTHUSIASTIC PRESENCE IN THE TEAM’

final fling with its iconic Gulf Porsche 917s in 1971. He then toughed-out the fallout – both Siffert and long-time sparring partner Pedro Rodríguez had suffered fatal accidents – to remain with the Slough team for its clean-sheet Mirage prototype project. From its first test at Silverstone in March 1972 to its climactic Le Mans 24 Hours victory three years later, Bell was a skilful and enthusiastic reassuring presence for a programme boasting good people with good intentions but beset by a ‘bad vibe’.

“It was a great team,” he says. “Wyer – I called him ‘The Headmaster’ – was its kingpin. I think he realised what a heavy imprint he made on my life with the fastidious way he ran the team. He was a Churchillian character who made outrageous statements that you realised were right once you’d analysed them. And John Horsman was phenomenal as an engineer.”

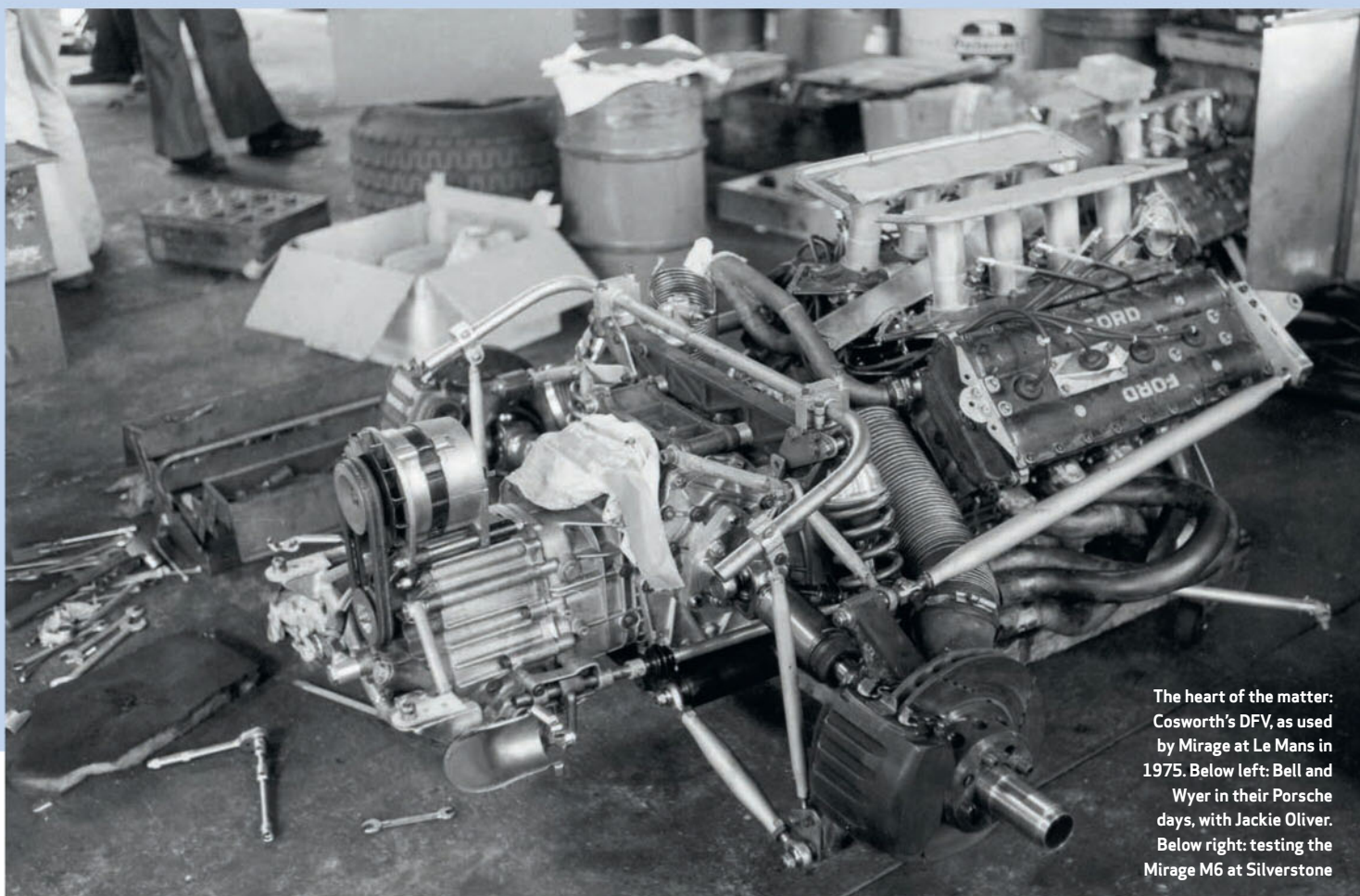
A Cambridge graduate, the latter had joined Wyer’s Ford Advanced Vehicles (FAV) in 1964 after impressing him during his five-year spell at Aston Martin. Hardworking and loyal, he was by 1972 managing director, chief engineer – and team manager following the departure of David Yorke to Martini-Tecno in F1.



“I enjoyed it, actually,” says Horsman of his triple stint. “To have run three cars like David did would have been difficult, but two was within my compass. It would have been very hard to employ somebody without any knowledge of how we worked; we’d have all been biting our nails. It was easier for me to do it.”

Among the other leavers were top mechanics Peter Davies (to McLaren), Jo Ramírez (to Tyrrell) and Ermanno Cuoghi (to Ferrari). Thus Mirage’s reincarnation, under the auspices of Gulf Racing Research Company (GRRC), began on the back foot – much more so than at its 1967 birth in the aftermath of FoMoCo’s closure of FAV. The resilience of Wyer (approaching retirement) and Horsman, and of lieutenants Alan Hearn, Ray Jones, John Green and Brian Holland, would be severely tested by the overpowering budgets of Ferrari and Matra – and an underwhelmed Cosworth.

DFV design genius Keith Duckworth was a bluff Lancastrian who called an F1 engine an F1 engine. Had Ford asked him for an endurance unit, he would have designed one. So when Wyer informed him of his intention to contest Le Mans using his masterwork, Duckworth



The heart of the matter: Cosworth's DFV, as used by Mirage at Le Mans in 1975. Below left: Bell and Wyer in their Porsche days, with Jackie Oliver. Below right: testing the Mirage M6 at Silverstone

warned: "Don't!" GRRC would therefore be receiving no special treatment despite its special requirements.

The shock of the high-frequency torsional vibration caused by the DFV's single-plane crankshaft had waned. Its manifestations – instrument needles on the Len Terry-designed Mirage M3 of 1969 were buzzed from their spindles within four laps – had been chased and strengthened or cushion-mounted. But the problem would continue to rear and shake its ugly head over distances for which the engine was fundamentally unsuited.

No analysis was undertaken by Cosworth – the team adapted and prepped its own engines using parts supplied – but there was a strong suspicion that GRRC's self-imposed reduced rev-limit, aimed at extending reliability, exacerbated this problem. The unique demands of the four-mile Mulsanne Straight didn't help either: extended running at high revs in 1973 caused cavitation in the cast-in cross tube that delivered coolant to the left-hand pump; that bank of cylinders overheated as a result. The tube was bypassed thereafter via a second radiator outlet.

Little escaped the vibration's insidious reach: flywheel bolts, exhaust pipes and throttle linkages snapped, cracked and popped. Even that other kit-car building block of F1 success, Hewland's DG300 transaxle – man enough for 1000km races when fitted with a ZF cross-shaft – had to be replaced for Le Mans by the heavier, slower-shifting ZF 5DS25/1 unit that had been so successful in the Ford GT40. An input shaft broke after just 29 laps, so subsequent ones were made thinner in order to flex and

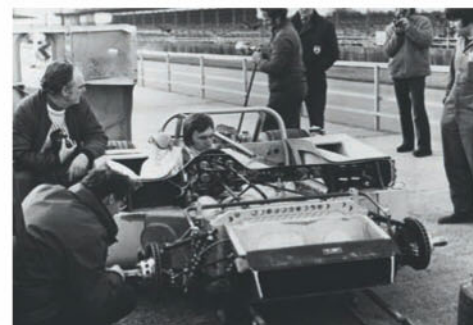


'THE FINAL GO-AHEAD FOR LE MANS WAS GIVEN ONLY SIX WEEKS BEFORE THE EVENT'

absorb the vibration. And in 1974, the team's 'Year of Titanium' – the M6, reworked and renamed GR7, was 100lb heavier than the Matra – myriad expensive new parts gradually reverted to more robust alloy steel.

"The only thing it didn't bother were the headlamps, which was surprising because they had fragile filaments," says Horsman. "It must have been sufficiently damped by the time it reached that end of the car."

Bell: "If you weren't comfortable in your seat, the vibration could send you crazy. But being a dumb racing driver, it wasn't that bad as far as I was concerned. The engineers knew better. All I knew was that there was a difficult point at



about 8200rpm. In F1, we would drive through it, wang-wang-wang through the gears. We couldn't do that at Le Mans and hope to survive.

"Otherwise the Mirage was excellent. It became very reliable, generally speaking, and you knew you weren't going to have an accident. But it was not the most technically advanced. The team never whinged about its budget, but certainly we didn't have a new chassis every season. Perhaps it was a little bit conservative. Unlike Matra – the bane of my life. They'd always been around me in F3 and F2 – and the bastards always won. Then they turned up at Le Mans and we had to beat them, which we weren't about to do. They were French, had a huge budget and a car built like an aeroplane."

The smoother-running 12-cylinders of Matra, Ferrari and Alfa Romeo held sway, while GRRC's bid to join them with a Ford-backed V12 foundered on creator Weslake's inability to build two the same – as well as the DFV's superior speed in back-to-back tests. Designer Len Bailey's car had its moments, including a



Bell and Mike Hailwood swap positions during '74 Le Mans. Below: en route to victory at Spa 1000km, 1973; Duckworth with Jim Clark at DFV's maiden F1 outing, Zandvoort '67; the studious John Horsman

memorable one-two at Spa in 1973 – the DFV's first World Sportscar Championship win – but that might have been that, had it not been for Wyer's powers of persuasion.

Ferrari had withdrawn after 1973 to concentrate on F1, and Matra followed suit in '74. Pittsburgh-based Gulf Oil, without in-house motorsport enthusiast and proponent Grady Davis, its recently retired executive vice-president, was about to pull the plug. Wyer then explained that the new GR8 would be worth much more should it win Le Mans, a far more likely occurrence in Matra's absence.

Horsman: "The green light went on and off a few times. John wrote copious letters while we continued as normal. Eventually they let us get on with it."

The final go-ahead for Le Mans was given just six weeks before the event. Fortunately, the team had been testing GR8 during 1974. Another Bailey creation built at Maurice Gomm's Old Woking metal shop, its wheelbase was 6in longer, with a view to fitting lower-drag bodywork. The latter was conceived in-house, assessed at MIRA's wind tunnel – and caused a rift with Bailey, whose services could no longer be afforded. The situation was handled clumsily and left an incensed designer convinced that his drawings had been plagiarised.

A new regulation for Le Mans, no longer a round of the world championship, demanded that 20 laps be completed before any replenishing of mandatory 120-litre tanks. This would require a 21% improvement over Mirage's 1974 mpg. The new body shape was first sampled at a snowy Goodwood in April: it reduced frontal



lift while generating more rear downforce – but increased the frontal area. The latter was due to Bell, the squad's tallest driver, being used as a template for the new rollover-bar regulation; rivals used their shortest. Still, the overall drag reduction was 21.3%.

The DFV was further detuned via milder cams, longer inlet trumpets for increased torque, smaller-bore exhausts and early-spec inlet valves (waisted for durability). Power was reduced from

440bhp at 10,000rpm to 375bhp, but the power band was widened despite a 7800rpm limit in top – still good enough for 196mph – and 8500rpm through the gears. A heavy-duty metering rod to prevent wear and a reprofiled cam with six mixture positions rather than five completed the team's bid for better mpg.

Bell and Jean-Pierre Jaussaud conducted the final Silverstone test – on Goodyears, now that Firestone had withdrawn – and were joined at Le Mans by Vern Schuppan and Jacky Ickx.

"That was the first time Jacky and I were teamed together," remembers Bell. "I was in awe: he really should have been an F1 World Champion. I saw the letter from him to Wyer asking for the drive and hoping that he could share with me. He totally respected that I had been there for four years and never threw his weight around. He was intelligent and had tremendous ability. Every time I got in the car after him I knew that it would be perfect."

Ickx put it on pole. More importantly, practice confirmed that GR8's consumption was within the prescribed limit – by a margin that was comfortable verging on overcautious. Bell did the opening stint and briefly gave best to Schuppan, but after Ickx took the lead in the second hour, they were never headed. That's not to say they were drama-free, though.

The first hiccup occurred at the opening refuelling stop. When the official gauge pinged at 120-plus, a man wielding a clipboard announced a precipitous disqualification. The confusion stemmed from the team's use of a transparent, graduated overflow tank that vented on the opposite side from the filler. Wyer had cleared



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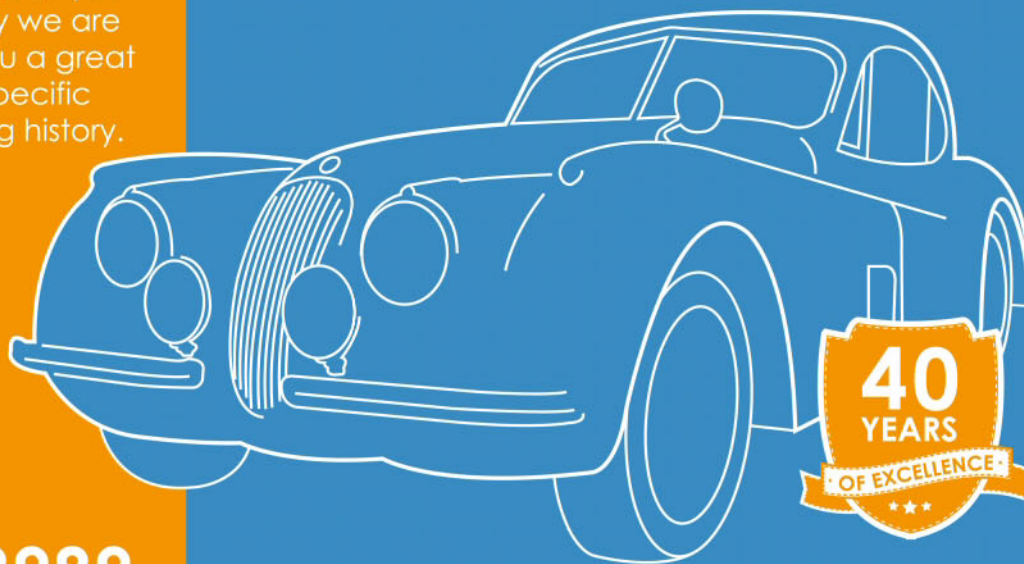
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Above: Bell and Ickx celebrate the first of their three Le Mans wins together. Right: Bell pictured early in the race

Left: Stuart Turner, Ford's director of motorsport, presents John Wyr with a commemorative painting celebrating the Mirage's momentous victory



this method with the organisers, who then neglected to brief their official.

The next occurred in the 16th hour – by which time they held an eight-lap lead – when Ickx pitted to complain of a worsening vibration. A similarly concerned Bell came in 27 laps later. Nothing untoward was found on either occasion.

“We had been nursing the car the whole way,” says Bell. “Wyer reckoned that both Jacky and I had ‘good hands’. We didn’t know what the problem was or if it would get worse, so there was no bumping over kerbs, no locking of brakes, no putting extra stress on the chassis. We drove within what we felt was mechanically correct.”

Rain, which began in the 21st hour, helped in this respect. But then, during a switch from wet tyres to intermediates, a double-plated exhaust was discovered to be broken. Twelve minutes were lost, and the closing Ligier JS2, fitted with a DFV in more powerful tune (410bhp) to compensate for the French coupé’s extra weight, moved onto the lead lap, two stints from home.

Horsman: “Jacky wanted to continue as it was,

“WHEN IT CAME TO IT, ICKX INSISTED THAT I FINISH. HE REALISED WHAT IT MEANT TO ME”

until I said that the broken pipe was pointing directly at the fuel pump. He shut up then.”

Bell: “I guess we must have felt the pressure – but I was so ready for it. The years leading up to it... We could barely do more than three laps at a time at Sebring in 1972. Then we won at Spa. Then we finished fourth at Le Mans [in ’74]. We were by degrees getting better and the car stronger. By 1975, with all the knowledge I had, plus Jacky’s ability, I knew that we had a bloody good chance. Though it was nerve-wracking, particularly after what Duckworth had said.


“There was another wonderful piece of ‘Jacky Ickx’. I felt that it was my show, in a conceited way, and had said, ‘I want to start. You can finish.’

But, when it came to it, he insisted that I finish: ‘It’s your car.’ Bloody fantastic! He’d realised what it meant to me.”

Victory was secured by a lap from the Ligier of Jean-Louis Lafosse and Guy Chasseuil. Had the net rather than gross (vented) fuel volume been factored, GR8 would have won the Index of Energy, too. And without that ‘exhaustive’ delay, Matra’s winning distance of 1974 would have been surpassed.

But that delay might have been a godsend, too. When the car was stripped down back at base, the aluminium blocks between engine and chassis fell away, each in two pieces. Only the triangulated tubular subframes, fitted at Bailey’s insistence, along either side of the DFV had prevented GR8 from snapping in half. Because the lower mounting bolts had broken before, they had again been the focus of concern – despite by then being Allen-headed high-tensile items. This assumption, plus the accumulated grime and confined inspection ‘space’, meant that the cracks elsewhere went undetected.

“We would have considered withdrawing had we known how bad it was,” says Horsman. “Not knowing meant that we soldiered on. It was a bit wobbly, but with just enough strength. We were delighted to get both cars to the finish [Schuppan and Jausaud were third].

“There was little opposition, but Alfa [the dominant force in that year’s world championship, with Bell on its staff] could have won had it accepted the challenge. Yes, it had a thirsty, powerful engine, but there’s always a way. We had overcome our problems, after all.” And therein lies motor racing’s biggest buzz. 





Having the last laugh

Nothing attracts quite as much attention as a Fiat 600 Jolly beach car, says our unwitting new YouTube sensation **Richard Heseltine**, as long as you don't fall out of the side!

PHOTOGRAPHY **LYNDON McNEIL**



'THIS WAS NOT A ONE-OFF OR A SMALL RUN OF CARS. SEGRE WAS THINKING BIG BY THINKING SMALL'



This is going to leave a mark. The debrief was clear on the matter: rein in your enthusiasm when cornering. This is a Fiat 600 Jolly. The name is appropriate: it is a hoot to drive. You will fall in love with it, but remember that there are no seatbelts, the wicker thrones offer little in the way of butt-shoring and the cutaway flanks won't stop you from falling out. Just be sure to tuck and roll before impacting with the asphalt. And you will impact with the asphalt. More than once should you be a slow learner.

And thwack. That mini-roundabout couldn't be taken flat-out after all. Fortunately, onlookers waiting at the bus stop nearby are sympathetic and don't jeer. They don't say anything because they're too busy laughing at the idiot running alongside his chariot, grimly holding onto the steering wheel as if it's a life raft. This has YouTube comedy gold written all over it.

Or at least it would, were it not for the fact that each spectator then asks for a photo. Would it be okay to sit in the car once it comes to a complete stop? This happens a lot. Some people don't even ask, they just step aboard and ask friends to

take a picture. This even occurs in traffic. No other car we can think of has this effect. Park it just about anywhere and you're soon swamped. You know you're onto a winner when even a police car stops and its occupants decamp to sit in a 1960 Fiat, all the while giggling like loons. You don't get this sort of reaction with a Ferrari.

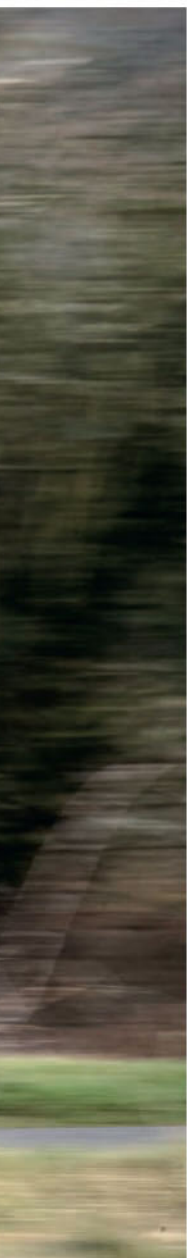
But then this is no ordinary Fiat. The precise origin of the species is mired in conjecture, but what is clear is that the Jolly in all its many flavours was once the darling of the rich and famous. Scroll back to the late '50s and early '60s, and no yacht was complete without a 'beach car' waiting on the quayside. Either that, or even onboard. This was the type of runabout owned by the beautiful people, and the brainchild of playboy industrialist Gianni Agnelli. According to legend, he wanted a car that would serve as a land tender but also fit on the back of his 82ft ketch, the *Agneta*, as he cruised the Med. Carrozzeria Ghia was commissioned to build it.

Where the Rake of the Riviera led, the style-conscious invariably followed and thus the Jolly was born. Except this story has a whiff of the apocryphal about it. The actual birth of the beach car remains unrecorded but at least one cut-down

Belvedere was made – maybe by Fiat itself – in '54. It had a top like a surrey carriage, plus wicker seats and might have been built at Agnelli's behest (but there is no evidence to support that). Two years later, Pinin Farina made a Multipla-based vehicle for use in the grounds of Villa Leopolda, the Agnelli estate on the Côte d'Azur. The 'Eden Roc' had a boat-like body and slatted wooden seats, and shuttled friends and family around the 20-acre property. A second car was reputedly made for Henry Ford II, while Carrozzeria Savio also produced its own take on the theme that same year. Alfredo Vignale's eponymous bodyshop, meanwhile, conjured something that looked like a Fiat-engined sun lounger.

But it was Ghia boss Luigi Segre who first saw the potential of producing a beach car in volume. The prototype was completed in time for the '57 Turin Salon, with Carrozzeria Frua and Francis Lombardi also displaying cars built on similar lines. The difference was that Ghia's offering was still recognisably a 500 Nuova. Whether or not Agnelli ever owned the show car, or even commissioned its construction, is open to debate. There is no proof to suggest that he did.

Nevertheless, Ghia was swamped with orders.



Clockwise, from far left: 'The ideal little car for your amusement,' says brochure; 22bhp in-line 'four' feels quite lively in Jolly; ornate badge; wicker seats and lovely sports wheel; neat 'bootlid' catch



For a firm that had been lucky to survive the '40s, eking out a meagre existence producing pots, pans, bicycle frames and roller blinds to make ends meet, this was quite a reversal of fortune. Ghia was reborn as a subcontractor to Chrysler in the 1950s, building show cars and Imperial limousines, while also shaping everything from a custom Cadillac for Yugoslavia's President Tito to a mobile observation deck based on a Greyhound bus. But this wasn't a one-off commission or small run of cars. This was a production model. Segre was thinking big by thinking small.

Not that reconfiguring the donor car wasn't without its problems. Denuding the 500 of its roof required a fair amount of fabrication work by Ghia's artisans, a latticework of steel tubing being installed to counter the lack of rigidity once the lid was removed. As was the nature of coachbuilding in period, a degree of lead-loading was used. The additional mass did nothing for the power-to-weight ratio of a car packing all of 12bhp. Not that this mattered because performance wasn't really of any importance.

Nor, strictly speaking, was it intended for use only as a yacht tender. Ghia's brochure from the time described the '*Jolly de Plage*' (which roughly

translates as the 'Joker of the Beach') as being equally at home on the golf course as on hunting expeditions! And the newly purchased via Agostino de Montefeltro factory was soon slicing and dicing baby Fiats, adding a 600-based Jolly to the line-up in 1958. Customers included Aristotle Onassis (he allegedly owned three) and US President Lyndon B Johnson, who used his on his Texas ranch, not forgetting Grace Kelly, Mae West, Yul Brynner and John Wayne.

The 600 Jolly was offered for US consumption at roughly the same cost as a new Corvette. Nevertheless, North America was a big market for Ghia. A luxury resort on Catalina Island off the coast of California accounted for 32 cars, a Multipla-based model also proving popular with taxi drivers in Newport Beach. And Ghia wasn't done, building up to 50 Renault 4CV-based beach cars that were offered exclusively in the USA. The brochure talked up the Resort Special as 'the ideal little car for Your amusement with Your friends and for Your tourist trips' (note the emphasis). This most characterful of *carrozzeria* hedged its bets even further by also offering the Lambretta Jolly, a three-wheeled take on the popular scooter aimed at the Far East market.

All manner of Fiat-based utility vehicles and beach cars hit the market throughout the 1960s, courtesy of coachbuilders such as OSI, Sibona & Basano and Michelotti, not to mention variations on the theme based on DAF, Mini (BMC and Innocenti) and even Alfa Romeo Giulia Super platforms, but none were anywhere near as successful as Ghia's offerings. As is so often the way with these things, there is a degree of uncertainty regarding how many Jollys of all kinds were made to the end in 1966. Depending on whose estimates you credit, the general consensus appears to be around 440.

That's quite a tally because these cars were, let's be honest, considered to be mere toys in period. Given that most Jollys were used only sparingly, and in temperate climates, the survival rate is reasonably high. That said, there are reckoned to be more than a few fakes out there. The one featured here isn't among their number. It recently emerged from a concours restoration by DTR Sports Cars and, at the time of writing, it was winging its way to Greece.

The Jolly was acquired in Monaco two years ago, complete with tacked-on replacement floor panels, leaking and seized brakes, fried electrics



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Clockwise, from main: check out the positive camber on the back wheels; note gearchange points on the speedo; it looks even sweeter with the parasol-like top fitted



and a porous cylinder head. "It was a relatively straightforward restoration, but the original build quality wasn't great," says DTR principal Paul de Turris. "There was factory rippling in the strengthening around the door apertures. Where the seats didn't quite fit, a hammer had clearly been the tool of choice. There was no reinforcement in the floors, either, just bars to raise the sill line with sheet steel folded over and welded. They were never going to be driven quickly, so I suppose that it wasn't considered important."

Which bodes well for our circuit of Surrey, home of the sleeping policeman. But worries evaporate the moment you set eyes on the Jolly. It is impossible not to smile on first contact because it looks so, well, cute. The styling, if you can call it that, is finely resolved, not least because it looks as though it was designed as an open car from the outset. It doesn't look like a mere chop, the sculptured flanks being particularly accomplished. The 600 Jolly outline has been retrospectively attributed to Sergio Sartorelli, the quietly spoken artist who established Ghia's OSI offshoot in the '60s before leaving to head Fiat's experimental design department.

And then the fun bit. You don't so much sit in

the Jolly as on it, the wicker seats being surprisingly comfortable when stationary. The rest of the cabin furniture, such as it is, consists of a speedo and token switchgear. There is nothing here that doesn't need to be. Fire up, and the 633cc four-pot sounds much like you remember: fizzy and eager. With 22bhp on tap, you don't approach the Jolly expecting it to be a ball of fire, but it does romp off the line. The gearchange is a little rubbery, but you soon acclimatise to it.

The little Fiat is perfectly happy mixing it in urban cityscapes, but you do feel somewhat exposed, and on so many levels. If you don't like attention, and prefer to blend into the background, this is not the car for you. It is a magnet for camera phones. That, and a running commentary. People do shout from the sidelines. Nice things, mostly, although the suggestion that the driver with tan-repelling skin really should be wearing nothing more than Speedos, sunblock and a smile is conveniently ignored. Be thankful. It may be springtime, but it feels positively arctic.

What surprises you most, given that the Jolly received little by way of reinforcement following roof removal surgery, is that it doesn't feel particularly floppy. There's no discernible flex

Wicker world

All manner of vehicles went under the knife in the beach car craze, not all of them Fiats. For starters, there were several Mini 'chops', including some by BMC. Among them was a bizarre confection (below right) devised by Dick Burzi that ran to Riley Elf/Wolseley Hornet-style rear bodywork. As many as 16 replicas were made.

Italy also built its own take on the Mini-based beach car. Luigi Innocenti commissioned Carrozzeria ORO to convert one of the family's own-brand Minis to accompany his 37m-long yacht *Anitella*. The car was christened Mini Mare (Mini Sea) and, according to Jeroen Booi's excellent *Maximum Mini 2*, at least five more were converted from '72-'74, boasting cabins lined with Lebanese cedar. Not only that, the seats, front grille and bootlid were trimmed in wicker.

In France, Sinpar made c500 Renault R4 Plein Air models (above centre) from 1968-'70, while Belgium's Apal offered its own similar take.

More recently, the revived Castagna has based beach cars on BMW's Mini and the Fiat 500, each being more ghastly than the last.

And the wildest? That would be Felber's Ferrari 365GTC/4 (above), which slackened jaws in 1976. It remained unique. Shock.



through the structure. And the regular 600 always handled much better than preconceptions might have you believe, swing axles and all, to the point that you didn't really need to slow for corners. Here you do, but only because there's nothing to stop you from falling out.

But driving impressions are pretty moot, anyway. This is a car that is all about the visuals. It looks amazing, especially with the top in place. To be honest, you will need a City & Guilds in marquee erecting to put up the roof correctly, and it's no easy task should there be even a moderate headwind, although it's worth the bloodletting because it looks fab in situ. That said, you cannot drive the Jolly with the hood fitted because the spindly hoops will buckle and you will inevitably end up wearing it.

Ultimately, this is one of the most pointless cars ever made, but it is impossible not to like the Jolly. It has more character than any supercar, and is more exclusive than most, come to think of it. Forget the Riviera, trundle down the King's Road and see what sort of reaction you get. Just check the weather forecast first.

Thanks to Paul de Turris: www.dtrsports.com



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Healey poses at Goodwood, shortly before shaming itself by blowing a clutch slave-cylinder seal



Austin-Healey 3000 Mk1

Run by James Mann
Owned since August 1994
Total mileage unknown
Miles since July 2012 report 770
Latest costs £385

GOING, GOING... NO, MAYBE NOT

The Healey performed fantastically on our visit to the WW1 battlefields late last year (*C&SC*, January) and so on my way home I celebrated with a visit to Goodwood to take a few snaps. And the car promptly burst a clutch slave-cylinder seal.

I ordered a repair kit from AH Spares and, not fancying the work myself, towed it to my local garage. The cylinder is on the side of the gearbox, so having the car on a ramp makes the job more straightforward. Speaking to one of the younger mechanics, he couldn't work out why I'd bought a repair kit rather than replacing the cylinder as you would on a modern car...

I've now owned the 3000 for over 20 years, and in that time it's nearly been traded for new windows when rebuilding our current house and a roof on the previous one. On each occasion

we've managed to find ways around the hole in the funds, though.

A more serious issue is that the kids, now aged nine and 11, won't fit in the back anymore, so we had a serious discussion about whether to swap the Healey for something more roomy. Howls of disapproval rained down from my family until I started to mention a few possible replacements for it: Citroën DS, Jaguar Mk2, notchback Mustang or even a Willys Jeep.

With the sale in mind, I started collecting all of the parts that had been removed from the car over the years. The bumpers were in pretty good shape and, with a light sanding and a polish to remove some micro-blistering, looked okay.

One of things you really don't need in a left-hand-drive Healey is a heater. With the exhaust passing below your rear end and a large lump of cast-iron radiating heat into



Mann applies elbow grease to the bumpers



Repair section carefully clamped into place



New steel being welded into the Healey's sills, replacing the former gaffer-tape bodge

the cockpit, a heater is extraneous, so I'd taken it out many years ago. Finding all the components was a nightmare. With the blower, heater matrix, air and water hoses and dash-mounted controls, it took me the best part of a month to collate it all, and even then there were parts missing. Fortunately everything is still available so another call to AH Spares completed the task. I've yet to put it all together and fit it, which I'm not looking forward to.

I've never liked the plastic steering-wheel boss, but the original Bakelite one was badly cracked with pieces missing around the edges. With no spares available, I decided to have a go at fixing it. I bought some Unibond plastic repair putty, which comes in small lozenges that you massage together to activate the hardener before moulding into place. Once I'd sanded it and touched it up with a black marker pen, the result looked all right.

In the end we've decided to keep CSK 421, but that meant spending some money on fixing the tin rot devouring the base of the A-posts and the bottoms of the doors. I'd managed to disguise the hole in the driver's-side sill with gaffer tape that would pass a cursory glance, but the time had come to get serious.

I drove over to J&R Autos in Gillingham (01747 825511), where Rob Davis ground away the rust and welded in a repair. He made it look easy but I know that body welding is an art learnt through years of experience, and Rob is a master.

He also solved the poorly shutting door issue that has plagued the car for years, re-tapping the hinge fixing holes and carefully adjusting the closing plate – something I've tried and failed to do many times.

The roundels have come off, reminding me why I stuck them on in the first place: there's a patch of paint missing on one of the doors. Rob will now touch that up using a special tool that measures the colour exactly so it can be matched.



Bakelite boss is a definite improvement



Mighty 4.7-litre Ford gets humbled by Ding Boston's improbably quick Riley 1.5



Ford Falcon

Run by Julian Balme
Owned since August 1989
Total mileage 76,780
Miles since December 2014 report c520
Latest costs c£2125

BLUE DIAMOND EDGES BLUE OVAL

Over the winter 'Frank' the Falcon was treated to a modicum of work. The blown head gasket was duly replaced by Martin Savill at RPM and, although the initial part of the journey home from his workshop near Farnham went without incident, things started to get very warm again in London traffic. The fan on the back of the radiator was clearly having no effect on keeping the small-block V8 cool. It wasn't that big, which undoubtedly didn't help, but because the distance between the motor and the rad is so tight it's hard to fit anything bigger.

Martin came up with a solution that appears to have given us just enough room. By shortening the alternator bracket, shaving the end off the water pump snout, substituting the fancy bottom pulley for the factory item and countersinking the pulley retaining bolts, he

has managed to eke out enough space to install a 15in diameter fan.

Not that cooling was a problem at our first outing of the season – a bitterly cold Silverstone that was playing host to a mix of pre-'65 sports and touring cars. Qualifying had been in difficult, greasy conditions but thankfully the race was dry. I was hoping to have a dice with Simon King's Morgan Plus 4 Super-sports but was more than a bit surprised to find myself in a tussle with Ding Boston's Riley 1.5.

The Oxford University-prepared saloon is bravely driven and blindingly quick, but that was of little consolation when my 4.7-litre muscle car struggled to get past on the Hangar Straight. Thankfully, the Riley's tyres stood out so far from the bodywork that when we did hit, while Boston was attempting an ambitious move around the outside, the glassfibre wing flexed and snapped back into shape, leaving only a black Dunlop smear. A few laps later I got the impression that the car's throttle was sticking open, but rather than pit I continued to circulate. It obviously worked, because my fastest lap time was on the last of the race.

I was back at Silverstone three weeks later, gate-crashing the media day for this summer's Classic with my mate Bob Pomeroy's Marcos 1600GT. He'd injured his shoulder and wasn't able to race, so had kindly offered to let me run his car.

With my Falcon mere roadkill in the arms race that running a V8 in historics has become, something different such as the GT appealed.

Nobody expects a Ford-engined Marcos to win (or beat a Riley 1.5), so there was little pressure on me to perform. On that basis I signed up for three Historic Road Sports races.

Although I managed only 10 or 12 laps, I did enough to discover that the car is far quicker than me and that anything I might have known about the circuit would have to be re-learned. The brakes were so good that I had to accelerate again into corners, having hit the anchors where I would in the Falcon. The handling was terrific and I don't recall ever going round Luffield quite so quickly. Space for a big lad like me was limited, though, and I ended up strapped to the plywood floor with no seat and only a small piece of foam under my backside.

Bob put the car together himself and, although it's a first-rate job, we felt it prudent that a second set of eyes checked it over before my first



Clever modifications allow a bigger fan



Pomeroy's Marcos being fettled at CCK

race. Sean Rainford from CCK knows Marcoses like the back of his hand and, after a thorough inspection, his only concern was the seating arrangement. He and Graham (head mechanic) came up with a seat the same as he's used in his own 1800, so hopefully I won't be rattling about in the plywood tub.

I also wanted to add a bit of my own style to the car by applying black roundels and a 'Rob Walker' white noseband. The latter was such a pain to stick on – the bonnet having so many curves – that I only did one side. The livery is now more D-Day landing craft...

THANKS TO

- RPM: 01252 795333
- HSCC and the Silverstone Classic: www.silverstoneclassic.com
- CCK Historic: 01825 733060
- Bob Pomeroy



Balme towers above the Marcos GT, but at least he has a proper seat in it now



Fiat 130 Coupé

Run by Martin Buckley
Owned since April 2009
Total mileage 32,619km
Miles since April report none
Latest costs £400

SUFFERING FROM VELVET BLUES

The body restoration of my Fiat 130 Coupé is now under way. Dave Wills, all-rounder at Cotswold Classic Car Restorations (01793 752195), removed the bumpers, lights and badges for me, which got some momentum into the project. I then dug out my best two bumpers – acquired from various parts cars over the years – and sent them off to S&T Plating, just down the A46 in Yate, having accepted its quote for £700 and a six-to-eight week wait for the work to be finished.

Since then, my father-in-law John Stewart has removed the seats, let in a new rear wheelarch on the driver's side and has made a start on the bottom of the front wing. He will pretty much repeat the process on the passenger side, cut the (faded) paint back all over, then send it in for priming and painting. All of that sounds okay if you say it quickly enough, but it involves a lot of graft plus several difficult decisions being made that wouldn't have mattered much if the car had been left as it was.

The biggest question was what to do with the faded and scruffy blue velour/velvet interior. In many ways this has always been a big part of the model's appeal, both when it was new and now. The problem is that the stuff doesn't last and no trimmer will accept the challenge of letting good pieces of spare velvet into what is already in the car. The stuff is just too fragile, particularly when the sun has got to it and left it brittle and prone to splitting. From what I can gather, everybody is having this problem with Fiat 130 Coupés that have had any kind of serious use.

There were multiple avenues of enquiry open to me. The first was to try to find somewhere that sells the material, or something as close to it as possible in colour and texture. Lancia friend Rijk Heuff suggested that I speak to his wife Liz, who knows about these things having once run a curtain business. I had high hopes when she gave me the details of a company called British Velvet, but sadly it returned my samples within a week saying sorry, it had nothing like it.

Andrea Brunattzi – who has links to all things 130 in Italy – said he could probably help with an orange/ginger interior. That was worth thinking about, but would obviously have required changing the door cards and carpets. I even contacted Paolo Martin, the designer of the Coupé who specified the interior, but, 45 years on, he couldn't remember where the material had come from. He kindly said that he would ask around to see if he could find out, though.

Then, when I was at the Beaulieu Autojumble someone gave me the number of a man in Cornwall called Andrew Morris, saying that he was 'obsessed' with Fiat 130 Coupés



Hide and seek: velvet gives way to leather



Trim panels will also be changed to match



and would probably be able to help. I rang him and it turned out that we had done business before. No, he didn't have an interior, but he suggested that I join his Facebook group *Fiat 130 Cars of the World* and put out a request there.

At first there was silence, but after a day or two a member called Steve Bolton said that he had a leather interior from a scrap car, and would I be interested in that?

Normally one jumps at the chance of getting hold of hide seats for anything that generally came with cloth, but in the case of the Coupé the original material is so lovely that I've always been rather disparaging of those who have gone down the leather retrim route.

But these seats were in cream – which goes with the silver body and the blue carpets – and were factory originals. This was one of the few options – along with electronic ignition, air-conditioning and the almost-mythical five-speed manual gearbox – that you could get on the otherwise very fully specified super-Fiat.

Despairing of ever tracking down a really good set of blue velvet chairs – and being wary of getting involved in an expensive retrim in something 'nearly' right and then being eternally dissatisfied with it – hide seemed the only way to go.

So I've decided to opt for those, and will be sending them to trimmer Dave Barker in Faringdon, Oxfordshire, for repairs and a clean. Meanwhile, though, Paolo Martin has come back to me with the name of a company that supposedly supplies the correct velvet...

THANKS TO

- Cotswold Classic Car Restorations
- Liz and Rijk Heuff
- John Stewart
- Dave Barker and Andrew Morris
- Fiat 130 Cars of the World



Father-in-law John Stewart gets to work on the Coupé's body woes. Above right: no going back as 130 is stripped



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MGB GT

Run by Greg MacLeman
Owned since July 2013
Total mileage 59,017
Miles since
May report 1017
Latest costs £26



SUSSEX BECKONS FOR SPRING RUN

Poor Boo has spent nearly half of its 50th-birthday year stuck on the top deck of our four-poster parking lift and only emerged from its enforced sabbatical on the May bank holiday. The complications of planning a move from London to Herefordshire – complete with 10 cars, six stationary engines, said four-poster, lathes, presses, cats and a lot more besides – has meant that the cars have been rather neglected. But an impending MoT test, coupled with an invitation to join friends at the Staplefield classic show, persuaded us to tackle the complex car shuffling required to extract the E-type.

Husband Len (we finally got married in March) put Boo's battery on overnight charge as a precaution and it started on the first press of the button. Apart from an occasional sticking throttle, it ran like clockwork all the way to Sussex.

This is one of many local car shows springing up on greens all over the country, much like the excellent Thatcham gathering. A friend with a 420G organises it and, as a result, it attracts quite a turnout of Jags, including an S-type once owned by Sir Frank Whittle (see *Your events*).

We were, of course, surrounded by gleaming cars, all of which had been dutifully polished for the occasion, while the E-type was still covered in paw prints from where Blackie the cat had taken winter refuge in the garage. A bottle of Evian and an old chamois removed the worst of it, but I fear the time is nigh for the annual car wash.

The following Friday was MoT day and Boo's visit to Longford Service Station. We always take it to Keith Glendenning because he has the correct rolling road for testing cars with a limited-slip diff and, while nothing gets past Mr G, he is sympathetic to old cars and understands their limitations. The good news is that the E-type passed yet again, although Keith did advise on some front suspension bushes that will need sorting before too long.

Boo's 50th-birthday treat will be a trip to Germany in August for the Rüdesheim Weinfest. Much of the car's long weekend will be spent locked in the yard while we join our friends over a bottle or two in the square. But, hey! Whoever heard of an E-type drinking Riesling?

THANKS TO

• Keith at Longford Service Station, Hampton: 020 8941 2622



Former kart ace Glendenning tests brakes



Rolling road is adapted for Powr-Lok diffs



Sunny weather shows up Blackie's paw prints alongside dazzling XJS

FOOT DOWN ONTO HARD SHOULDER

After a fairly dismal few months spent waiting for the clocks to go forward, it was great when the season started properly with the 73rd Goodwood Members' Meeting. Last year's event was incredible, so I decided to dust off the MG and make the trip to Chichester.

Beyond the usual checks, the only thing causing concern was the driver's-side door mirror, which has always rattled. I can't stretch to the luxury of a new one at the moment, so I decided to bodge it. I carefully took the mirror apart and stuffed the cavity with a hastily opened (unread) and scrunched-up bank statement, which cured the problem in the short term. The backing plate is badly cracked, however, and will need to be replaced before the B decides to shed its chrome at speed.

I thought the electrical gremlins had made an unwelcome return later on, but it was my fault because I'd left the stereo on and came back to a flat battery. Luckily, I'd brought a power pack that jump-started the stricken MG and charged my phone on the drive home.

A few weeks later, the car once again came into its own during a trip to the countryside for a spot of strawberry picking, while also collecting some gardening supplies.

We weren't alone, either: we passed another B, this time a red roadster, as we were heading home, and another was parked not far away.

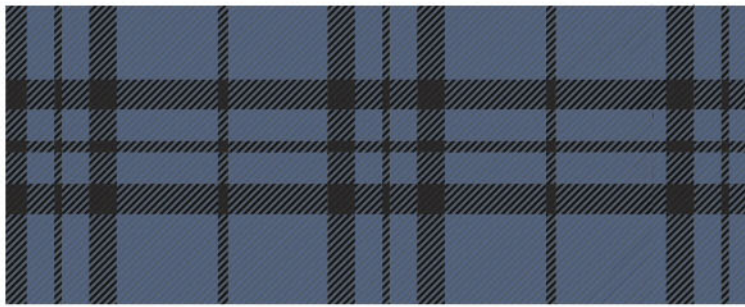
Yet the good times didn't last. A bank holiday run to the shops with my fiancée turned sour about three miles from the flat. Just where the A316 merges into the M3, I opened the taps for the speed limit change. I may or may not have shouted "Yes Bertie! Come on!" at the same time as the engine spluttered into silence, forcing me to coast onto the hard shoulder. A quick glance in the engine bay to satisfy my man credentials predictably turned up nothing, so it was time to call the AA. But things are never simple.

I naively thought that the car could be fixed at the roadside, but, because it was a motorway, we could only be recovered to a safe area – some seven miles away. Brilliant.

After the trip on the back of the lorry, a van did arrive, and the problem was diagnosed as a snapped coil wire. It was trapped between the oil filter and the steering column and had gradually worn over time. We were soon back on the road, in plenty of time to flex the plastic at the shopping centre, but I'm starting to think that the money would have been better spent on the car.



Top: M25 recovery when coil wire failed. Laura with fruits of trouble-free drive to the country



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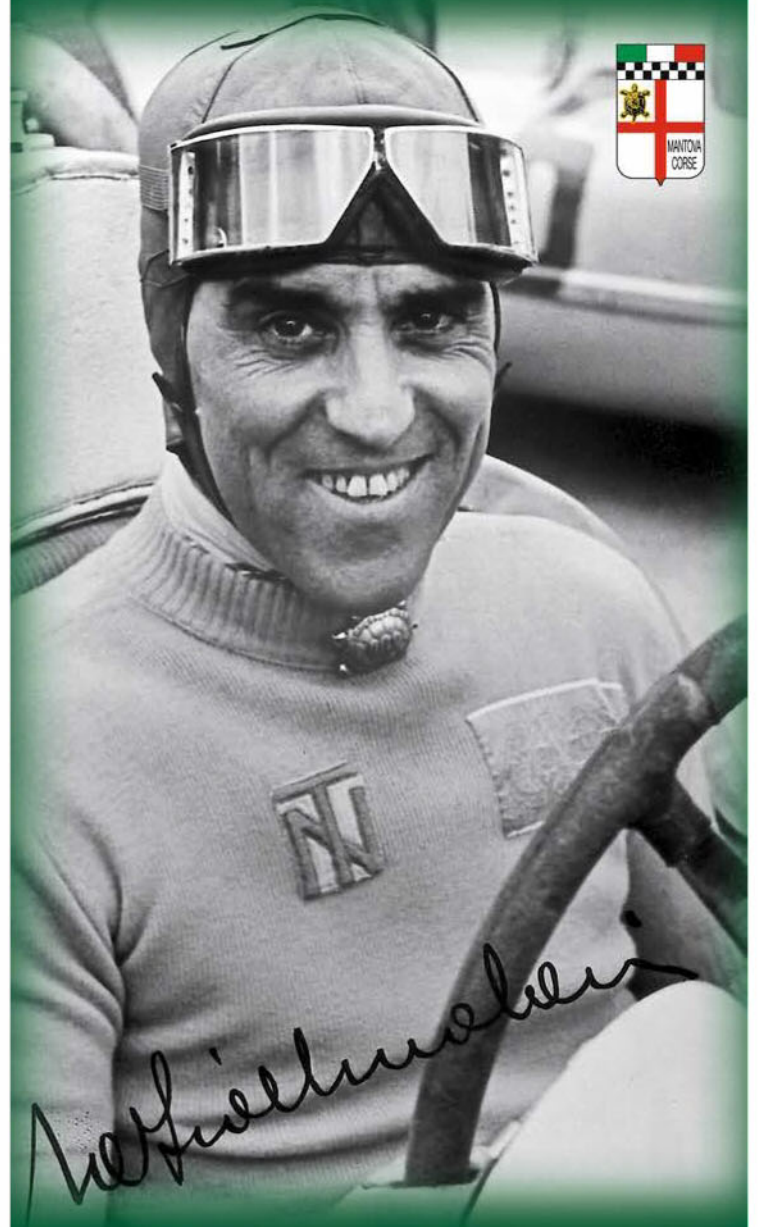
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CSF's annual trip to the MoT testing station proved uneventful for the third consecutive year!



Land-Rover Series IIA

Run by Martin Port
Owned since May 2013
Total mileage 35,703
Miles since July report 1453
Latest costs £54

ESCAPING TO AN OVERSEAS EPIC

While I do love my SWB, I will admit to hankering after a nice 109in camper conversion. A Searle Carawagon would do for touring, plus the odd night away, and it was certainly something that I wish I'd had when I stupidly decided to try kipping in the front of my IIA.

Fortunately I'm not tall, but, as I lay across the three front seats in the long-stay car park at Stansted airport, even I had to contend with wrapping my feet around the interior door handle in order to try to unfurl my legs. I woke up every 45 minutes before eventually sleeping through my 4am alarm and making a mad dash for the terminal.

Fortunately, it was all for a good reason and, although I was abandoning my IIA for five days, I was soon on a plane bound for Morocco. I'd jumped at the chance to drive another Series Landie, through the Atlas Mountains, across the Agafay Desert and generally experience something a little different to the usual M4/M25 daily commute.

Flying out and then grabbing the

keys to a vehicle that had already been driven across from the UK didn't quite qualify as overlanding, but the week that followed provided one of the best experiences that I've ever had thanks to the knowledge of our guide John Horne. Piloting a 35-year-old Land-Rover at nearly 9000ft up a mountain definitely ticks a lot of boxes for me.

The only way that it could have been better was if I'd taken my own IIA and so plans are already being made for some longer excursions – starting with the UK and one suggested by Mrs P: Scotland! There is a chance, of course, that her and the boys will regret their encouragement once they've been

sitting on slab seats for eight hours, but the prospect has given me food for thought and meant that I had a slight distraction when stuck in the first traffic jam back in the UK...

Not that I really needed a diversion. Back in the real world, I had to contend with the fact that it was MoT time once again for my Series IIA. After a relatively cheap couple of years, was this to be the test that shattered my confidence?

Fortunately not and, while I stood in the test station chatting to another customer who told me exactly how "unreliable these old Land-Rovers are", I couldn't help but feel rather smug. Another clean pass sheet was being printed, showing that I'd racked up over 13,000 miles since the previous inspection.

Even the intermittent clunking chassis bush behaved itself while under the gaze of Alan Fox at Orleans Garage, but this is not something that can be ignored for too long. I'm already in possession of all the necessary parts and have earmarked a week at the end of June to replace most – if not all – of the suspension bushes, as well as to tackle several other items.

Until then, I've satisfied myself



Window locks merely a deterrent on ragtop

with doing daft little jobs: making small blanking plates for the holes in the later door tops designed for plastic window locks before then fitting a pair of early 'twist and push' versions. It's crazy really, considering that, if someone wanted to break in, they'd just have to be capable of untying a shoelace!

The rest of my time has been spent cracking on with the replacement engine rebuild. Well, it's still more of a stripdown at this stage and, with the block now bare, it was the turn of the cylinder head. With the double valve springs shifted and collets removed, I could examine the play between the valves and guides. At first I didn't think it was too bad, but the more I waggled, the more I became convinced that both were candidates for renewal.

The rocker arms aren't too bad and an hour spent gently re-facing the arm ends – being careful not to completely eradicate the hardened surface – resulted in a perfectly usable set that will hopefully sit nicely on a new rocker shaft.

The valve seats, too, have seen better days and, although I'm sure that they could be saved, I want to replace them with hardened



Pausing for thought on another commute



Stripping down the 8:1 CR cylinder head...



...and here it is cleaned of any oil and rust



Rocker arms re-faced ready for new bushes



The Atlas Mountains of Morocco provided the perfect playground for Port's Series III adventure

versions and so will be sending the head away to have the machining work done. The later type runs an 8:1 compression ratio compared to the early 7:1 version and can be skimmed quite effectively to give a ratio of 9:1. Other than that and a bit of general tidying, the plan is to leave the rest of the head pretty much untouched so as not to compromise the all-important spread of torque. And that's going to be essential for pulling up those Scottish hills later in the year.

THANKS TO

• John Carroll and John Horne

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Spider at sunset: Walsh hopes to use the Alfa more; launch shot from PF centenary book; new gaiter; battery from CPC blends in with tidied bay



Alfa Romeo Duetto

Run by Mick Walsh
Owned since 1987
Total mileage unknown
Miles since October 2014 report 178
Latest costs £75

YEARNING FOR MORE ROAD TRIPS

Weekends spent clearing my parents' home and my cycling preference for the daily commute mean that both the Lea-Francis and Duetto have hardly been used so far this summer. But with light starting to appear at the end of this challenging tunnel, I'm now looking forward to some motoring fun later in the year – particularly a potential Poor Boys' Tour to Wales.

Now that the Duetto's suspension is sorted, the cosmetics have been a recent focus. A small inheritance from Mum will be spent on a repaint this winter (she always preferred the Alfa to my other classics), but for now I've polished out the scratches from my son's bicycles and bodged the worst wheelarch. Other jobs have included replacing the gearlever gaiter (£18 from Alfaholics), sorting the wiring and

reviving the rubber floor mats.

Modern batteries regularly spoil classic engine bays, and a faulty unit provided the chance to get something more suitable. Trips to local specialist CPC Battery Services in Surbiton are always enjoyed because they mean a chance to catch up with director Justin Smith and his colleague Steve Thompson. I'd planned to get a period-style battery but Thompson talked me out of it, saying that the older style would look wrong in a 1960s car. The latest Duracell DA60T now looks ideal because all of the sticker branding is easily peeled off.

Smith's retired father has run a Bentley R-type for years, but they are now looking for something more sporty for a budget of £30k. The visit turned into a fun discussion, with me trying to persuade them that an Alfa Spider was a better option than British iron. Historic racer Barry Sidery-Smith then turned up to buy some batteries, and joined in the conversation with a convincing argument for early MGBs. Had they seen the performance of Chris Ryan at the 73rd Goodwood Members' Meeting in Sidery-Smith's works racer, DRX 255C, I think the CPC team would be less prejudiced about the merits of the MGB.

My hood has rarely been up over the past 12 months and, although the fabric is in good shape, the frame is starting to fall apart. I've been caught out in heavy thunderstorms on a few occasions, most memorably *en route* to Prescott last year,

and more recently driving across London to the start-up party of Julian Balme's gasser, Kandee Twist.

As the heavens opened at a set of lights on the A316, I hastily tried to pull up the top but had to drive off with the catches still unlatched. The bolts on the front header rail and top bar are all worn and, combined with the shrunken cover, it's impossible to fasten the hood without a second pair of hands. With flooded roads across London forcing a diversion, I arrived looking as if I'd been hosed down.

It was great to finally see Robin Mann's Lancia 2000 Coupé looking very sharp after a long rebuild. Balme discovered the HF abandoned in a lock-up and Mann, along with his father, has transformed the rusty project. Following a recent tune-up, the car is now running well and, with luck, it'll be joining us for the Friday convoy to the Goodwood Revival in September.

Since I moved house in 2013, my trusty old Alfa 155 Sport has been on SORN, its place taken by a 156 Sportwagon. It really should have been sold ages ago, and the paint has now turned multiple shades of red, but I miss its superb sharp steering and rorty rasp so the plan is to get it back on the road. It started first time with a new battery, and hearing the engine running again was enough to remind me why I've kept it. The MoT will be the ultimate decider. I'd promised myself a 147 Q2/Ducati Corse for everyday motoring, but maybe the 155 with some suspension tweaks and cosmetic work will suffice.

THANKS TO

- CPC Battery Services: 020 8397 1813; www.cpcbatteries.co.uk
- Alfaholics: 01275 349449; www.alfaholics.com



Ideal pair? Duetto with unused 155 Sport. The red paint has suffered but the plan is to get it legal again

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Jaguar XJ12C

Name Bruce Healey

Age 53

Location Cincinnati, Ohio, USA

First classic '68 Karmann Ghia

Dream classic Jaguar MkX

Daily driver Land Rover LR4
(that's a Discovery to you!)

Best trip Being driven around the Lake District in a Jaguar E-type by a member of Sir Malcolm Campbell's family

TWIN TANKS FUEL JAGUAR PASSION

People say that the first car you truly love is the one you always remember. For me, that was a Jaguar MkX in Bahrain. It belonged to my parents' best friend, Chris Grey. Or rather, his employer, BP.

At the weekend we would sometimes visit a remote beach together and then have a race home. It was 1969, and my father had a Mercedes 230 that he fancied was fast. The Jaguar was quicker though. From the front seat I could see the speedometer effortlessly reach 100mph, while sometimes – if I was lucky – Chris would change over from one fuel tank to the other if petrol was running low. That was a trick I never tired of! It was great fun, and Jaguars became the stuff of dreams.

Fast forward to the 21st century. Living in America, there is no shortage of older Jags. I looked for



Main: coupé has been a hit at local events. Below: concours successes have led to Healey improving the car with new carpets and a rebuilt V12 (bottom)



Clockwise: elegant pillarless profile; rebuilt motor being refitted; engine bay prior to work



a MkX but, daunted by the sheer size, I opted for an XJ-S because it promised better spare parts availability and a wider knowledge-base. There was another Jaguar that was more modern and almost as rare as the MkX, though, and which had been the object of my adolescent dreams: the XJC. Here was a car that still had the trick dual tanks, but was smaller and perhaps more manageable. Yet finding a decent one proved as hard as locating a good MkX. Until 2011.

The folks who sold me my XJ-S



'Changing over from one fuel tank to the other as the petrol ran low was a trick I never tired of'

had a 1975 XJ12C. The owner was unwilling to trade, but eventually he agreed to swap it for a 2006 XKR. In the wake of Hurricane Irene, I drove from Cincinnati to Connecticut with the XKR on a trailer. After a stressful 16-hour journey, dodging floods and closed roads, I arrived in Connecticut to

find that the hotel was intact, but had no power. Exhausted, I went to sleep in a dark room with no hot water or air-conditioning. The next day, I saw the XJC and did the deal. It took a while, because there was still no electricity!

The Jaguar had been a gift to a young doctor from his parents upon finishing medical school. There was some history and it showed 68,000 miles, but the recent paint, although generally of very high quality, was bubbling.

Bodywork became the first order of business, but soon other gremlins appeared. This was truly a '70s Jaguar! Extensive work ensued on the suspension and brakes, while the exhaust turned out to be the original British Leyland item.

After a showing at the Ault Park Concours, and a win at the local Jaguar Club event, it was decided to spruce up the engine bay. This

resulted in a complete rebuild of the V12, plus new carpets and other bits. The coupé is now nearing completion at Muncie Imports & Classics in Muncie, Indiana. I am looking forward to driving the car that Sir William Lyons proclaimed as his favourite, as well as being his last.

While the MkX is still on my wishlist, the sheer complexity and cost of the XJC project means that dream will have to wait. But I think the Jaguar gods are happy that a rarity has been preserved.

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140N	40-150	£67.99	£81.99
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INC. DISC & HANDLE

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B&D CD115	115	710w	£29.98	£35.98

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MODEL	WxDxH (mm)	EXC.VAT	INC.VAT
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CWB2000B	2000x650x880	£259.98	£311.98

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This great value set includes CTC900B 9 drawer chest & CTC500B 5 drawer cabinet
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• JET8000 & 9000 include hose reel
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JS1900	2000w	195psi	£79.98	£95.98
JS8000	2400w	261psi	£134.99	£161.99
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CAT131	1 1/2" Impact Wrench	£59.98	£71.98
CAT132	13pc 1/2" Impact Wrench Kit	£74.99	£89.99
CAT133	3" Cut Off Tool & 1/4" Die Grinder	£47.99	£57.99
CAT134	1/2" Reversible Ratchet	£34.99	£41.99
CAT136	6" Dual Action Sander	£34.99	£41.99
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CBB209B	9 Dr Chest	710x315	£119.98	£143.98
CBB210B	10 Dr Chest	710x315	£139.98	£167.98
CBB203B	3 Dr Chest	710x315	£69.98	£83.98
CBB215B	5 Dr Cabinet	758x468	£199.98	£239.98
CBB212B	3 Dr Cabinet	755x470	£169.98	£203.98
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CIG1020	6.1 x 3 x 2.4m	£269.00	£322.80
CIG1220	6.1 x 3.7 x 2.5m	£299.00	£358.80
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CC12	3.7x3.7x2.1m	3.3m	£109.98	£131.98
CC15	3x4.6x2.2m	3.4m	£164.99	£197.99
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PGF14	Pro Gravity 1.4mm	£26.99	£32.39
SP14/18C	1.4mm, 1.8mm	£27.99	£33.59
AP15, 2.2mm		£27.99	£33.59

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• High quality tungsten steel • Supplied in metal storage case, except 16pce

TYPE	EX VAT	INC VAT
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28pce Metric	£23.99	£28.79
33pce Metric/UNF/BSP	£31.99	£38.39
32pce Metric	£41.99	£50.39

#28pce Best Budget Buy, 33pce Recommended.

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CDS3

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Drill not included

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• Kit Inc: Tapered spindle, Coloured mop for initial cleaning, pure cotton mop for high polish finish & polishing compound

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CBG6RZ	PRO	150mm	£37.99	£45.59
CBG6RSC	HD	150mm	£47.99	£57.59
CBG6SBH	PRO	150mm	£49.98	£59.98
CBG6RWC	HD	150mm	£49.98	£59.98
CBG6W (wet)	HD	150/200mm	£55.99	£67.19

Clarke HEAVY DUTY PETROL POWER WASHERS

FROM ONLY £179.98 EX VAT

£215.98 EX VAT

Honda & Diesel engine models available

PLS190N

MODEL	MAX ENGINE PRESSURE	HP	EX VAT	INC VAT
Tiger 1700	1595psi	2.6	£179.98	£215.98
Tiger 2500	2465psi	4	£249.98	£299.98
Tiger 2900	2900psi	6.5	£299.98	£359.98
PLS190N	2697psi	6.5	£379.98	£455.98
PLS260N	3625psi	13	£569.00	£682.80

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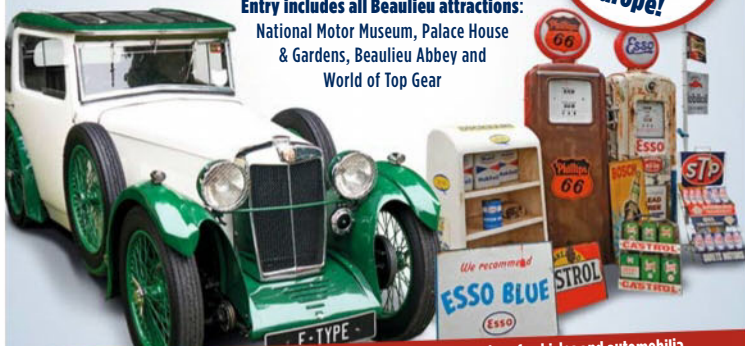
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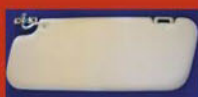


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0121 356 3003; www.leacyclassics.com

Since original E-type gauges went out of production in the 1980s, the only option for restorers has been to have second-hand units reconditioned.

Leacy Classics is now making reproduction Smiths fuel, water and oil-pressure gauges, which should mean no more waiting for parts to be rebuilt. It claims that the new parts are made to a high standard and include a good-quality sender unit, which should make them more reliable than the original items – especially if your car is left unused for some time.

Each gauge is backlit with a 2.2W bulb, and these can be coupled with silicon covers to give either blue or green illumination, matching the new units to the other instruments on your particular model.



Below: impact-driver should release even the most stubborn fasteners

MINI IDLER GEAR KIT

£119.42 01707 607700;

www.minispares.com

Repairing worn idler gear casings is now a lot easier for classic Mini fans, thanks to the release of Minispares' new idler gear and roller bearing kit.

The set is designed for use on pre-A-plus 1275cc engines, as found in the Cooper 'S' and 1275GT. Besides replacing worn items, this product is also said to be ideal for allowing you to convert to quiet drop-gears for tuned road cars.



AIR HAMMER IMPACT-DRIVER

£59.98 01926

815000; www.lasertools.co.uk

You've probably lost count of the number of jobs that have been pushed to the bottom of your 'to do' list due to the

frustration of dealing with seized fasteners – particularly if they're countersunk. Fortunately, Laser Tools has released a product that should overcome the problem, even when a conventional impact-driver isn't up to the job.

This new bi-directional tool is designed to work with an air hammer, which, according to the manufacturer, means that it should loosen even the most stubborn of fasteners. It works with both left- and right-hand threads and features a 1/2in square drive for use with impact sockets.

The kit includes a rubber-coated handle, air-hammer adaptor and four 5/16in hex shank bits: Phillips PH2 and PH4, plus flat 8mm and 10mm.



240V CAR POLISHER

£34.99 www.halfords.com

Keeping your classic looking pristine can be a labour of love at its best, and a back-breaking chore at its worst. Subscribers to the minimum-effort school of car polishing (that includes the C&SC team) will appreciate how quickly this power polisher can get panels looking good.

The kit includes both a towelling and a finishing mop, while its friction-resistant pad is said to be perfect for trim work and curved panels. The 4.5-metre power cord should be ample for reaching every corner of your pride and joy.

Retailing at just £34.99, it's also a fraction of the price of many other electric polishers.



LOTUS ESPRIT Mk3 COIL-OVER SUSPENSION

£558 01268

724585; www.gazshocks.com

The Lotus Esprit is already a low car by anyone's standards, but if you think yours could be a touch lower – and firmer – then GAZ Shocks has a solution.

Its coil-over suspension kit will reduce the maximum ride-height by 25mm, as well as providing adjustable damper rates via a knob on the body, and comes with a two-year warranty.



FOLDING WORK MAT

£46.48

01926 815000

www.lasertools.co.uk

We all enjoy working on our classics, but the fun can ebb when maintenance involves crawling underneath on a cold and dirty workshop floor.

This new mat from Laser Tools offers a comfortable alternative to concrete. It's generously padded and includes a neck rest, which should reduce aches and pains.

The 1200 x 435 x 140mm mat folds up to a much smaller size, allowing it to be stored in your car – making it ideal for carrying out unexpected roadside repairs.



DOMED-SCREEN INTAKES

£41.37 01932 787100;

www.webcon.co.uk

If your performance classic runs without air filters, these intakes offer protection against debris entering the engine, but shouldn't restrict air flow to any real degree.

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MOTOR PARTS VIBRATORY TUMBLER POLISHER

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01706 658619; www.frost.co.uk

Cleaning or refurbishing small components can take a lot of effort, so we welcome anything to make the job easier.

This parts tumbler ought to be ideal for cleaning, de-rusting and de-burring small items, and can accommodate pieces measuring up to 10in in length.

The bowl has a 10 1/2in opening and sits on rubber feet to improve stability while in operation. The unit can swallow 8kg of parts and media (which isn't included).





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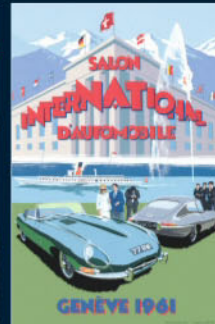
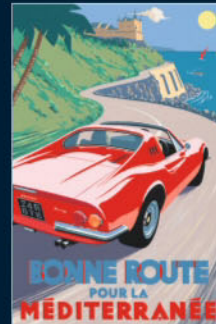
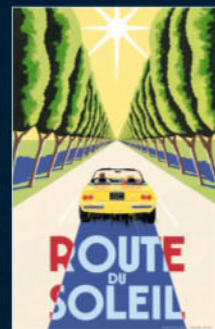
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Hot rods and classics line up in main workshop, with Ellis working on sunroof of very rusty Iso while Harmer checks fit of radiator shell on Coupe



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From a garage at the back of his parents' home to three expansive workshops and a team of six, Fintan Ellis has done well. But you're unlikely to find him sitting at a desk because he's still very much hands-on, be it working an English wheel or checking the headlamp height on a '32 Ford Coupe with long-term associate Paul Harmer.

"We're both self-taught, and have learnt from our mistakes," says Ellis. "Starting out in the early '90s, the work was a mix of classics and customs. We're still doing both but classics are the majority of our business now. Much of our work is for the trade, including Ferraris for Kevin O'Rourke and Astons from Chicane Classics, but I'd like to do

more customer projects. I miss the direct contact with enthusiasts."

Whether making a complete Wensum-style two-seater body for a vintage Vauxhall 30-98, or producing a run of Volkswagens camper body parts for a local specialist, the diversity of projects is broad.

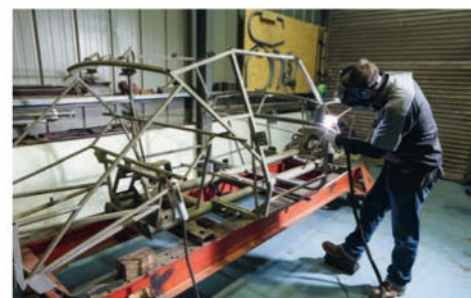
"My dad was an aircraft fitter and his perfectionism has rubbed off," he says. "We can do any type of welding, and with our Eckold machines we can shape most panels – we've even made new bumper parts for a Mercedes 300SL. Since I was a kid, I've had a soft spot for Gullwings and Roadsters. My dad always wanted one, so it's really special to work on them. Astons are another favourite. I love using aluminium, particularly because it's easier on the shoulders and hands."

Ellis' busy paintshop is much in demand and is packed with classics – DB Aston Martins, Mercedes-Benz 300s, and all types of Jaguar: "Mark Flitney started out as an apprentice with me and is now running the paintshop. Recent work has included a Ferrari 250GT Lusso. We like to strip to bare metal so there's no compromise with

previous repairs and older paint. The shell is then treated with a phosphoric-acid-based product before an epoxy primer. We use two-pack acrylic paints and all vehicles undergo an extensive rust-prevention programme."

Tucked away in a corner of the barn is Ellis' own AC Aceca project: "It's a rare Zephyr-engined car that a customer friend bailed out on after we discovered how bad the corrosion was. The skin is now off the body frame, but I've been so busy in recent years I just haven't had time to finish it. AC's build quality was good but where anything was hidden the welding was crude."

Ellis says that the most challenging project so far is an Iso Lele: "I've never seen such a rotten car, but the owner wants it done because it's been with the family since new. You can't get panels for it, so we've had to make them all. We encourage our customers to visit to see the stages of restoration." **MW**



From top: busy paintshop; Eckold machine; Aceca frame



Clockwise, from main: top sale was fabulous Ferrari 212 Export at £4.7million; Mercedes-Benz 300SL Roadster; Fiat 8V Vignale; Lamborghini Miura P400S

TOP LOTS FAIL TO SELL AT VILLA ERBA

There are few more glamorous locations than RM Sotheby's biennial Villa Erba event. With nearly half the 40-car catalogue devoted to Ferraris on 23 May, and the world's foremost collectors in town for the Villa d'Este concours, the auction looked a surefire success. So, is the non-sale of three star lots, including the 1960 Ferrari 250GT SWB Competizione '1953' cover car, a sign that the market is slowing?

Perhaps the non-matching-number but authentic Tipo 168U engine, non-original bold yellow colour, and race history only in

historic events indicate that collectors are getting more selective. Other big no-sales were a 1961 250GT SWB California and a '50 Ghia-bodied 195 Inter Berlinetta with Liège-Rome-Liège history.

Plenty of high-value cars did sell, though. A fabulous 1952 Ferrari 212 Export *barchetta* had no trouble finding bidders, for example, and the Touring-bodied beauty with Targa Florio and Mille Miglia history sold strongly at £4,771,200.

For any investor with unlimited funds and a list of the greatest sports cars, the Villa Erba sale was

'Were you looking for a Lamborghini Miura, the desirable late-series P400S offered was close to perfect'

the ideal one-stop shop. A matching-numbers M-B 300SL Roadster finished in metallic Anthracite and complete with hardtop made £675,000, while a '73 Porsche 911 Carrera RS 2.7 Lightweight with Italian ownership history from new and just 67,000km took £715,680. If you were in the market for a

Lamborghini Miura, the desirable late-series P400S offered was close to perfect. With 30,000km, all original panels and a recent service, it made top money at £723,632.

Exotic 1950s Italian coachbuilds regularly sell for big sums and a slightly quirky-looking 1953 Fiat 8V Vignale cabriolet was no exception. Even with a non-original but stronger Alfa five-speed box, the Giovanni Michelotti design still made a hefty £795,200. The one-off but rather plain '67 BMW-Glas 3000 V8 fastback failed to reach its optimistic £343k estimate.



Sorted Sierra more than doubled its estimate. Inset: Maserati set a new record for ACA



Discoveries lead epic ACA

Top prices for barnfind cars have become a speciality at Anglia Car Auctions, as proven by a 1962 Maserati 3500GT (inset) that set a new record for the Norfolk company at £117,600. With just two owners and stored since 1986, the Touring coupé created huge interest with more than 54 registered phone bidders from across the globe, but finally went to a British bidder in the room. Top 3500GTs make £200k, so the project still looked well bought.

A dusty Ford Sierra RS Cosworth (left) created similar high levels of interest. The mechanically refreshed car blitzed its £20k estimate with bidding storming up to £47,250.

The 263-vehicle sale took £2million-plus and director Rob George said: "Prices were strong even with the last lots: a '74 VW Beetle 1303 sold for £6615, while a '73 MGB made £20,000." Gallic highlights included an Alpine A110 1300 (£39k) and a '60 Simca Aronde Elysée that made £3150. Full results next month.



Stondon's Ford Pilot woodie sold for £21k

Pilot flies at museum sale

A 1950 Ford V8-Pilot woodie estate that made £23,100 topped the results at Brightwells' Stondon Museum Collection sale on 10 June. Ordered new by W&C French – which built many RAF airfields during WW2 – the woodie later spent time on the French Riviera before ending up at The Red Lion Hotel in Exeter.



DE LOREAN TIMEWARP MACHINE

A 1981 De Lorean with just 24 miles on the clock smashed its estimate of £34k at Historics at Brooklands on 6 June, with keen bidding racing up to a winning price of £56,100. Originally supplied to the USA, the DMC-12 had remained locked up in a New Jersey dealership until 2000.



HERE'S JOHNNY'S...

A Hudson Commodore Convertible driven by Jack Nicholson during the filming of the 1990 movie *The Two Jakes* sold for £35,200 at Bonhams' Greenwich Concours sale in Connecticut on 31 May. Restored by Vintage Coach, the immaculate car is a rare survivor of just 596 built.

SORTED JAPANESE COUPÉ

A stunning 1972 Datsun 240Z was well bought for £19,800 at the Richard Edmonds auction at Allington on 28 May. Imported from the US in 2011, and the subject of extensive work – including RHD conversion – the Z ran as well as it looked after tuning by an ex-works race engineer.

Coming soon to auction

MONTE-CARLO WINNER TO BE OFFERED AT BLENHEIM PALACE SALE

Walter Röhl's 1983 Rallye Monte-Carlo-winning Lancia 037 (below) heads an impressive entry list for Coys' Fine Motor Cars & The Jaguar Legend auction at Blenheim Palace on 11 July. Starting with the Monte, Röhl took three wins with the 305bhp Martini-liveried Group B sensation that led to Lancia claiming the Constructor's title.

Other lots include the first right-hand-drive Ferrari Daytona sold in the UK (left), a barnfind Aston Martin DB MkIII and a Bill Monk-built Ford Zephyr-powered AC Ace. An unrestored 1973 Porsche 911 RS 2.7 and the 1956 Turin Salon Mercedes-Benz 300SL Coupé are also offered. Call 020 8614 7888 or see www.coys.co.uk



ALLARD PALM BEACH SHOW CAR CONSIGNED FOR CHATEAU IMPNEY

The 1956 Earls Court Motor Show Allard Palm Beach (est £80-100k) is one of the stars of H&H's Chateau Impney auction on 11 July. With only six built and powered by a Ford Zodiac 'six', chassis 72/7000Z was recently restored by Alan and Lloyd Allard. Other top lots include a 1926 Frazer Nash Fast Tourer (£100k), plus two Chevrons, a B8 (£220k) and a B36 (£160k). Also on offer are the ex-Hugh Hunter 1938 Alta (£130k) and a 1957 MGA Twin-Cam roadster prototype (£45k). See www.classic-auctions.com



Rare Allard was restored by the family

SUPERB LYNX XKSS FEATURES AT SILVERSTONE CLASSIC FIXTURE

With genuine Jaguar XKSSs now over £8million, the next best thing is a Lynx-built replica, as offered by Silverstone Auctions at the Classic festival on 25-26 July. Based on a '69 E-type S2 and estimated at £280k, this example was recently finished for a German customer. The spec includes Getrag five-speed 'box, 270bhp 4.2-litre power and red leather interior modelled on Steve McQueen's XKSS XKD 569. Also offered is the ex-Gordon Spice 1979 BTCC Ford Capri. See www.silverstoneauctions.com



Lynx XKSS – ideal for a McQueen fan

BONHAMS AT THE QUAIL: COACHBUILT CURIOS AND MARANELLO ICONS

A bizarre-looking 1949 Veritas with cabriolet bodywork by Spohn and the ex-Lou Fageol 1953 Fiat 8V Supersonic with 40-year single ownership head the coachbuilt specials for Bonhams' Quail Lodge sale on 15 August. It is a Maranello great that is likely to steal the headlines, though, a superb Vignale-bodied 1951 Ferrari 212 (est £1.5million). One of four bodied by the Torinese coachbuilder, it was recently restored to the highest standard and was only beaten in class at the 2014 Pebble Beach concours by the 375MM that eventually took Best of Show. Other highlights include the ex-Bobbie Gentry Ferrari 365GT 2+2 and a '69 Lamborghini Miura with single ownership since 1978. See www.bonhams.com



Restored Spohn-bodied Veritas cabrio

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Abarth 'SE025FL' single-seater	c1977	f/stored/recom	Bonhams	£28,122
AC Cobra MkIV	2001	exc/refurb/lm	Silverstone	£45,000
Alfa Romeo 6C-2500 SS Villa d'Este	1949	exc/restd	RM	£556,640
Alfa Romeo 2000 GTV	1972	vg/restd	Coys	£17,250
Alfa Romeo 2600 Sprint	1965	vg/v.orig/recom	Bonhams	£119,873
Alfa Romeo Giulia Spider	1957	g/restd (o)/1290cc engine	Historics	£23,100
Alfa Romeo GT1300 Junior	1970	vg/restd/mods/GTA replica	Historics	£24,200
Alfa Romeo GTV6	1985	g/stored/mech rblt	Historics	£8470
Alfa Romeo Montreal	1972	g/restd (o)	Historics	£31,350
Alfa Romeo Spider 2000 Veloce	1975	g/v.orig	CCA	£11,872
Alfa Romeo Spider 2000 Veloce	1975	vg/v.orig/oo	Historics	£12,650
Alfa Romeo TZ2 replica	c1977	vg/repaint	Coys	£122,500
Alpine A310 lhd	1982	g/v.orig/fsh	Historics	£19,800
Alvis Speed 25 Charles dhc	1937	vg/restd (o)	Historics	£90,200
Alvis TG 12/50 2-seater tourer+dicky	1927	f/restd (o)	Coys	£25,875
Armstrong Siddeley Lancaster	1949	f/refurb (o)	Brightwells	£3960
Aston Martin DB MkIII Tick lhd	1958	vg/restd (o)	Bonhams	£177,772
Aston Martin Lagonda S2	1980	f/recom	Brightwells	£18,700
Aston Martin Virage	1991	exc/v.orig/vlm	Silverstone	£65,250
Aston Martin Virage	1991	vg/mech refurb/sh	Silverstone	£21,600
Austin 10 Lichfield	1934	vg/restd (o)/stored	Brightwells	£8360
Austin 10 Lichfield	1935	f/restd (o)/orig int	R Edmonds	£4180
Austin 12/4 Ascot	1938	f/restd (o)	R Edmonds	£3300
Austin 12/4 Ascot	1938	g/restd (o)	R Edmonds	£3190
Austin 12/4 Windsor	1927	g/restd (o)	R Edmonds	£8800
Austin 16	1946	vg/restd (o)/stored	Brightwells	£9020
Austin 16	1948	f/restn (s)	R Edmonds	£6600
Austin A40 Somerset	1954	vg/restd (o)/stored	Brightwells	£4840
Austin A60 Cambridge	1968	f/stored/recom	Brightwells	£1980
Austin Ambassador 1.7HL	1983	g/stored	Brightwells	£1430
Austin Metropolitan	1961	g/restd (o)/stored	Brightwells	£6380
Austin Mini Cooper	1964	exc/restd (o)	Silverstone	£23,063
Austin Mini Cooper racer	1967	supb/restd	Silverstone	£30,375
Austin Mini Moke	1969	exc/restd	Historics	£16,775
Austin Seven Chummy	1930	g/restd (o)/stored	Brightwells	£13,750
Austin-Healey 100	1955	vg/restd/ex-lhd	Historics	£44,000
Austin-Healey 3000 MkII	1960	exc/restd	Coys	£42,750
Austin-Healey 3000 MkII lhd	1962	vg/restd	Historics	£36,300
Austin-Healey 3000 MkIII	1966	vg/restd	Historics	£37,400
Austin-Healey 3000 MkIII	1967	f/restn (s)/fo	Silverstone	£32,625
Austin-Healey Sprite Mk1	1959	exc/restd	Historics	£24,750
Autobianchi Abarth	1975	f/stored/recom	Bonhams	£7028
Bedford CA 1.6 petrol pick-up	1968	g/stored	Brightwells	£5500
Bentley 4½-Litre VdP 4-seater tourer	1929	exc/restd/gh	Historics	£515,000
Bentley MKVI	1948	f/restd (o)/fo	Historics	£12,100
Bentley R-type	1953	exc/restd/mech refurb	Silverstone	£38,250
Bentley S1	1956	f/stored/restn (s)	Brightwells	£4950
Bentley S1 Continental Flying Spur	1959	exc/restd	RM	£159,040
Bentley S2 Continental Flying Spur	1961	exc/restd	Silverstone	£101,250
Bentley S3	1964	exc/restd	Historics	£95,700
Bentley S3+Webasto	1965	f/restd (o)/recom	Brightwells	£16,500
Bentley T1	1971	vg/refurb/hi	Historics	£17,875
Bentley Turbo R	1989	g/refurb	Historics	£5500
Berkeley T60 Excelsior	1960	f/stored	Brightwells	£3080
BMW 2000CS	1967	f/stored/restn (s)	Brightwells	£6380
BMW 2002	1973	g/restd	Historics	£11,220
BMW 2002 Touring	1972	f/stored	Brightwells	£3520
BMW 315 lhd	1982	g/v.orig	CCA	£3180
BMW 635CSI Highline	1989	vg/v.orig	CCA	£6360
BMW 850i	1992	g/refurb/sh	Historics	£7700
BMW M3	1987	vg/repaint/int f/sh	Silverstone	£19,688
BMW M5	1987	exc/refurb/sh/hm	CCA	£19,610
BMW M5	1991	g/restd (o)	CCA	£5406
BMW M5	1994	vg/restd/Irish registration	CCA	£6360
BMW M5 Touring	1993	vg/gh/vhm	CCA	£6148
BMW M535i	1987	f/Irish registration	CCA	£2756
BMW M635CSI	1985	vg/restd (o)	Historics	£14,300
BMW M635CSI	1986	vg/stored/recom	Silverstone	£18,900
Bond Bug 750ES	1974	f/stored	Brightwells	£4180
Bond Minicar	1964	f/stored	Brightwells	£2640
BRA Cobra replica	1967	vg/refurb	Silverstone	£18,000
BRA Cobra replica	1988	vg/v.orig	CCA	£15,688
BSA three-wheeler	1932	g/restd (o)/stored	Brightwells	£12,100
Chenard et Walcker 7CV	1927	f/refurb (o)	R Edmonds	£5610
Chevrolet Camaro SS	1967	vg/restd	Historics	£39,050
Chevrolet Corvette convertible	1954	exc/restd	Coys	£57,600
Chevrolet Corvette convertible	1959	exc/restd (o)/gh	Historics	£47,040
Chevrolet Corvette convertible	1969	vg/mods	Coys	£35,600
Chrysler G70 golfer's coupe	1926	vg/restd (o)/stored	Brightwells	£9900
Chrysler Newport	1966	g/restd (o)	Historics	£11,000
Citroën 2CV Dolly	1987	f/stored/recom	Brightwells	£1760
Citroën SM	1973	g/stored/restn (s)	Brightwells	£11,660
DAF 55	1970	f/stored	Brightwells	£990
DAF 66	1972	g/stored	Brightwells	£1430
Daimler Conquest	1954	f/stored	Brightwells	£2640
Daimler DB18	1948	f/recom	Historics	£1100
Daimler DE36 F&W limousine	1950	f/restd (o)/gh	Historics	£14,025
Daimler Sovereign LWB	1978	vg/restd	Historics	£8800
Daimler SP250	1961	exc/restd	R Edmonds	£41,250
Datsun 240Z	1972	supb/restd/orig int/ex-lhd	R Edmonds	£19,800
Datsun 240Z	1973	g/recom/mods	Historics	£8250
De Lorean DMC-12	1981	exc/orig/vlm	Historics	£56,100
De Tomaso Deauville	1978	g/stored/recom	Brightwells	£15,180
De Tomaso Mangusta	1968	vg/restd (o)	RM	£166,992
Dodge DB	1938	f/stored/recom	Brightwells	£4840
Enfield EB800	1974	f/stored	Brightwells	£3740
Ferrari 212 Export	1952	vg/restd (o)	RM	£4771,200



Back to its nameplace: RM's restored Alfa Romeo 6C-2500 SS Villa d'Este made £556,640



Coys' good-value '27 Alvis 12/50, £25,875



Bonhams' Aston DB MkIII made £177,772



Brightwells' Austin Metropolitan, £6380



Sharp Corvette convertible, £35,600, Coys



Spectacular Mangusta, £166,992 with RM



Ready for Mille? Fiat 1100S, £56,500, Coys

Ferrari 250GT Cabriolet	1960	vg/restd (o)/repaint	RM	£1,113,280
Ferrari 250GT Lusso	1963	exc/restd (o)	RM	£1,431,360
Ferrari 288GT0	1985	supb/restd	RM	£1,351,840
Ferrari 308GTB	1976	exc/refurb/glassfibre	Bonhams	£181,907
Ferrari 308GTS	1978	vg/repaint/interior poor	Silverstone	£60,750
Ferrari 308GTS	1979	exc/restd/carbs/sh	Silverstone	£79,875
Ferrari 308GTSi	1980	vg/repaint/orig int	Historics	£43,680
Ferrari 330GT 2+2	1965	vg/restd	RM	£174,660
Ferrari 365GT 2+2	1969	supb/restd	RM	£174,944
Ferrari 365GTB/4	1970	exc/restd (o)	RM	£516,880
Ferrari 365GTB/4	1970	vg/v.orig/repaint	Bonhams	£479,573
Ferrari 512BBI	1984	vg/refurb	RM	£230,608
Ferrari 512TR	1992	exc/repaint	Coys	£113,700
Ferrari 512TR	1994	exc/refurb	Silverstone	£106,875
Ferrari 575 Superamerica	2006	supb/orig	RM	£294,224
Ferrari Enzo	2002	supb/orig/vlm	RM	£894,600
Ferrari F355	1996	exc/refurb/sh	Silverstone	£56,250
Ferrari F355 F1	1999	exc/orig/fsh/lm	Silverstone	£82,125
Ferrari F355 F1 Spider	1999	vg/stored/mech refurb	Silverstone	£65,250
Ferrari F355GTS	1995	exc/refurb/fsh/oo	Silverstone	£74,750
Ferrari F40	1991	supb/restd	RM	£715,680
Ferrari F50	1996	exc/v.orig	RM	£874,720
Ferrari Mondial t	1991	vg/refurb/sh	Historics	£32,450
Ferrari Testarossa	1986	vg/repaint (o)/gh	Silverstone	£95,625
Ferrari Testarossa	1988	exc/recom/ex-Japan	Historics	£54,010
Ferrari Testarossa	1989	exc/v.orig/lm	Silverstone	£130,500
Ferrari Testarossa	1991	exc/v.orig/lm	Historics	£88,000
Fiat 1100S	1948	vg/restd	Coys	£56,500

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**1970 ALFA ROMEO
JUNIOR 1300 ZAGATO**

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INCL. PREMIUM



**1973 RENAULT
ALPINE A110 1300 V85**

SOLD FOR £38,850
INCL. PREMIUM



**1953 MERCEDES
BENZ 250SL PAGODA**

SOLD FOR £81,900
INCL. PREMIUM



ENTRIES INVITED

EUROPEAN RESULTS

CAR	YEAR	COND	SALE	PRICE
Fiat 1200 cabriolet	1962	exc/v.orig/fo	Historics	£19,800
Fiat 1500B	1938	vg/restd (o)	RM	£115,304
Fiat 2B	1916	g/restd (o)	Coys	£36,700
Fiat 500	1966	vg/restd (o)/refurb	Historics	£5720
Fiat 500F	1972	vg/v.orig/lm	Silverstone	£14,850
Fiat 500L	1969	vg/v.orig	Historics	£8250
Fiat 500L	1971	vg/restd (o)	Coys	£5175
Fiat 850 Shellette	1968	f/refurb (o)	Bonhams	£12,402
Fiat 8V	1953	exc/restd (o)	RM	£795,200
Fiat X1/9	1984	g/gh	Historics	£2420
Ford Anglia 105E	1961	f/stored/recom	Brightwells	£1100
Ford Capri 3.0S	1978	exc/v.orig/lm	Silverstone	£23,625
Ford Cortina 2000E	1976	f/refurb (s)/lm/fo	Historics	£4180
Ford Cortina II Lotus	1968	exc/restd	Historics	£18,700
Ford Escort Mk1 rally	1969	g/mech rblt/mods	Historics	£20,680
Ford Escort Mk2 1.6	1979	g/v.orig	CCA	£4240
Ford Escort Mk2 1.6 Ghia	1980	g/orig/vlm	Silverstone	£15,750
Ford Escort Mk2 rally	1978	g/refurb (o)	Historics	£23,100
Ford Escort Nimbus campervan	1973	f/stored	Brightwells	£3410
Ford Escort RS2000	1974	f/restd (o)	Silverstone	£11,813
Ford Escort RS2000	1979	exc/refurb/ex-South Africa	CCA	£12,932
Ford Fairlane 500 Skyliner Retractable	1958	g/stored	Brightwells	£9680
Ford Granada 2.8GL	1983	f/v.orig	Brightwells	£1650
Ford Model T Tudor	1927	g/restd (o)/stored	Brightwells	£7480
Ford Mustang Fastback	1965	vg/restd	Historics	£23,100
Ford Mustang GT390	1967	vg/restd (o)	Historics	£31,900
Ford Mustang notchback	1966	subp/restd	Coys	£34,500
Ford Prefect 100E	c1955	f/stored/no docs	Brightwells	£1100
Ford Prefect hot rod	1946	f/refurb (o)	R Edmonds	£4290
Ford Transit Mk1	1977	f/stored	Brightwells	£5060
Ford V8-Pilot	1950	vg/restd (o)	Brightwells	£23,100
Ford V8-Pilot	1951	vg/restd (o)	Brightwells	£11,000
Ford Zephyr	1953	f/v.orig	R Edmonds	£3520
Hillman Hunter Deluxe	1973	f/stored/recom	Brightwells	£550
Hillman Imp Super	1973	f/stored	Brightwells	£1650
Hillman Minx SIIIA convertible	1960	f/stored/recom	Brightwells	£1980
Humber 16/50 saloon	1929	g/restd (o)	R Edmonds	£17,380
Humber 9/20 saloon	1928	g/restd (o)/stored	Brightwells	£10,450
Invacar Mk12	1966	f/stored	Brightwells	£2640
Jaguar E-type S1 3.8 fhc racer lhd	1964	exc/restd/mods	Coys	£100,500
Jaguar E-type S1 3.8 roadster lhd	1962	exc/restd	Bonhams	£122,373
Jaguar E-type S1 3.8 roadster lhd	1962	exc/restd	Bonhams	£124,027
Jaguar E-type S1 3.8 roadster lhd	1963	exc/restd	Historics	£78,100
Jaguar E-type S1 3.8 roadster lhd	1963	f/restn (s)	Historics	£59,400
Jaguar E-type S1 3.8 roadster lhd	1964	vg/restd (o)	RM	£87,442
Jaguar E-type S1 3.8 roadster lhd	1961	subp/restd	Historics	£148,500
Jaguar E-type S1 4.2 roadster+hdtp lhd	1965	exc/restd (o)	Bonhams	£99,222
Jaguar E-type S2 fhc	1969	vg/restd	Coys	£41,100
Jaguar E-type S2 fhc	1970	vg/restd (o)/repaint	Silverstone	£51,188
Jaguar E-type S2 roadster lhd	1969	exc/restd	Silverstone	£86,063
Jaguar E-type S2 roadster	1969	f/restn (s)	Silverstone	£58,500
Jaguar E-type S2 roadster lhd	1970	vg/restd (o)	Coys	£49,900
Jaguar E-type S3 fhc+Webasto	1971	g/restn (s)/fo	Historics	£34,100
Jaguar E-type S3 roadster	1973	vg/restd (o)	Historics	£350,500
Jaguar E-type S3 roadster	1973	vg/stored/recom	Silverstone	£43,875
Jaguar E-type S3 roadster auto	1973	vg/restd	Coys	£45,000
Jaguar Mk2 2.4	1968	g/refurb/orig int	Historics	£9900
Jaguar Mk2 3.4	1965	g/restd (o)/stored	Brightwells	£7260
Jaguar Mk2 3.8	1962	exc/restd/mods	Silverstone	£31,500
Jaguar XJ-S HE	1983	g/refurb/sh	Historics	£6600
Jaguar XJ-S HE	1987	f/stored/recom	Brightwells	£1760
Jaguar XJS convertible	1991	vg/accident repair	Historics	£8800
Jaguar XJS HE convertible	1989	vg/gh	CCA	£13,038
Jaguar XJ12 S2	1978	g/v.orig/lm	Historics	£6875
Jaguar XJ12 S3	1986	vg/lm	Historics	£8250
Jaguar XJ6 S3	1984	subp/repaint/orig	Coys	£31,050
Jaguar XJC	1977	g/refurb/lm/ex-NZ	Silverstone	£34,875
Jaguar XJS	1992	g/lm/oo	Historics	£16,225
Jaguar XK120 roadster	1950	g/restd (o)/3.8 engine	Historics	£41,250
Jaguar XK120 roadster	1954	subp/restd	Historics	£99,000
Jaguar XK120 roadster lhd	1951	subp/restd	Bonhams	£78,550
Jaguar XK140 dhc	1955	g/v.orig/refurb (o)	Historics	£102,300
Jaguar XK140SE dhc lhd	1955	vg/restd (o)/C-type head	Bonhams	£74,416
Jaguar XK140SE roadster	1955	exc/restd (o)	R Edmonds	£55,550
Jaguar XK150 fhc	1958	g/restd (o)	Silverstone	£56,250
Jaguar XK150 fhc lhd	1959	exc/restd	Historics	£44,000
Jaguar XK150 fhc	1959	g/repaint/orig int/fo	Historics	£53,350
Jaguar XK150SE dhc	1960	vg/refurb (o)/orig int	Historics	£94,600
Jaguar XK150SE fhc	1960	subp/restd	Coys	£51,000
Jensen Interceptor III	1973	vg/stored/no docs	Brightwells	£17,600
Jensen-Healey	1973	f/restn (s)	Historics	£880
Jensen-Healey	1973	g/restd (o)	Historics	£5060
Jowett Bradford	1948	g/restd (o)/stored	Brightwells	£6160
Jowett Javelin	1952	g/restd (o)/stored	Brightwells	£6380
Jowett Long Four saloon	1935	g/restd (o)/stored	Brightwells	£3960
Lagonda M3SR	1934	f/refurb (o)	R Edmonds	£50,600
Lagonda M45 Rapide	1935	g/restd (o)	Historics	£165,000
Lagonda V12 dhc	1939	exc/restd	RM	£198,800
Lamborghini Espada	1970	vg/restd (o)	Historics	£90,200
Lamborghini Miura P400S	1971	exc/restd	RM	£723,632
Lancaster 10.8 Mull saloon	1938	g/restd (o)/stored	Brightwells	£3960
Lancia Aurelia B24S	1958	subp/restd	RM	£222,656
Lancia Delta Integrale	1990	vg/repaint/fsh/oo	Silverstone	£18,000
Lancia Delta Integrale Evo	1992	exc/mech refurb/sh	CCA	£22,790
Lancia Flaminia S 3C 2.8	1963	vg/restd (o)	RM	£198,000
Lancia Flaminia SS 2.8	1965	exc/restd (o)	Bonhams	£157,000
Lancia Flavia 1.8	1967	g/restd (o)	Historics	£9570
Lancia Flavia 2.0	1969	vg/restd	Silverstone	£12,150



Very sorted racing 1964 Jaguar E-type 3.8-litre roadster made £100,500 at Coys, Ascot



Edmonds' Jaguar XK140 roadster, £55,550



Stored Interceptor, £17,600, Brightwells



Impressive Lagonda V12, £198,800 at RM



Lancia Fulvia HF Rally, £33,487, Bonhams



Repainted Stratos HF, £306,152 with RM



Coys' Eleven had good history, £100,500

Lancia Fulvia 1.3	1974	f/restd (o)	CCA	£5512
Lancia Fulvia 1.6 HF rally	1974	exc/restd	Bonhams	£33,487
Lancia Fulvia S3 1.3	1976	g/stored/recom	Brightwells	£6050
Lancia Stratos HF	1974	exc/repaint/orig int	RM	£306,152
Land-Rover S1 80in	1952	subp/restd	Silverstone	£39,375
Le Mans Car Co D-type	1983	vg/mods	Silverstone	£23,063
Lea-Francis 14hp saloon	1951	f/stored/recom	Brightwells	£3190
Lotus Eleven	1956	g/restd (o)/gh	Coys	£100,500
Lotus Elite	1962	vg/restd	Coys	£56,500
Lotus Esprit Turbo	1984	exc/v.orig	CCA	£15,052
Maserati 3500GT	1960	vg/restd/mods	Coys	£110,000
Mercedes-Benz 190E Cosworth	1986	exc/orig/lm	Silverstone	£38,250
Mercedes-Benz 190SL+hdtp	1959	subp/restd	RM	£143,136
Mercedes-Benz 190SL+hdtp	1962	f/seized engine/restn (s)	Silverstone	£50,625
Mercedes-Benz 220SE convertible	1963	f/repaint (o)/orig int	Coys	£47,700
Mercedes-Benz 220SE lhd	1962	g/restd (o)/gh	Historics	£11,550
Mercedes-Benz 230	1979	g/restn (s)	Historics	£770
Mercedes-Benz 230SL+hdtp	1964	g/recom	Silverstone	£40,500
Mercedes-Benz 230SL+hdtp	1964	vg/restd	Coys	£25,300
Mercedes-Benz 250SL+hdtp	1967	subp/restd	Coys	£43,300
Mercedes-Benz 280CE	1972	g/v.orig/stored	Historics	£10,450
Mercedes-Benz 280SL	1984	g/restd (o)	Coys	£11,500
Mercedes-Benz 280SL+hdtp	1968	vg/restd (o)	Coys	£54,300
Mercedes-Benz 280SL+hdtp	1984	exc/refurb	CCA	£12,190
Mercedes-Benz 280SL+hdtp	1985	vg/sh	Historics	£11,825
Mercedes-Benz 280SL+hdtp	1985	vg/refurb/gh	Silverstone	£8775
Mercedes-Benz 280SLC	1981	g/refurb	Historics	£3740
Mercedes-Benz 300GD	1990	vg/v.orig/sh	Historics	£12,100

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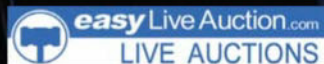


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EUROPEAN RESULTS

CAR	YEAR	COND	SALE	PRICE
Mercedes-Benz 300SEb rally	1966	f/restd(o)/mods	Coys	£3450
Mercedes-Benz 300SL	1993	vg/v.orig	CCA	£5724
Mercedes-Benz 300SL+hdtp	1958	vg/restd(o)	RM	£675,000
Mercedes-Benz 300SL+hdtp	1989	vg/sh/fo	CCA	£10,070
Mercedes-Benz 450SL	1974	g/sh/lm	Historics	£6820
Mercedes-Benz 450SLC	1975	f/restd(o)/hi	Historics	£3575
Mercedes-Benz 450SLC	1979	vg/refurb	Historics	£8800
Mercedes-Benz 500E	1992	exc/gh	CCA	£12,720
Mercedes-Benz 500SEL	1981	g/sh/fo	Historics	£880
Mercedes-Benz 500SL+hdtp	1982	g/refurb/sh	Historics	£7700
Mercedes-Benz 600 limousine	1971	f/restn(s)	Silverstone	£43,875
Messerschmitt KR200	1959	vg/restd(o)	Historics	£22,825
MG Magnette ZB	c1957	f/stored/recom	Brightwells	£1540
MG Midget	1975	g/restd(o)/repaint	R Edmonds	£2420
MG Midget	1979	g/lm/fo	Historics	£5500
MG Midget+hdtp	1972	vg/restd(o)	R Edmonds	£5335
MG TC	1948	exc/restd(o)	Historics	£26,400
MGA	1958	vg/restd(o)	Silverstone	£20,250
MGB	1975	exc/restd	Coys	£13,225
MGB	1979	g/refurb	Historics	£3850
MGB GT	1978	f/stored/recom	Brightwells	£1100
MGB GT	1979	g/p.restd/gh	Historics	£2640
MGB GT	1981	g/p.restd	Historics	£2420
MGC GT	1970	vg/restd(o)/mods	Silverstone	£12,750
MGF	1997	f/refurb	CCA	£742
MGF	1998	f/gh	Historics	£660
Mini 1000	1977	vg/lm/oo	CCA	£4240
Mini 1000 van	1978	vg/restd(o)	Historics	£8800
Mini 1000E	1984	g/v.orig/lm	R Edmonds	£2250
Mini 850	1978	g/repaint(o)/lm/fo	Historics	£2200
Mini W&P Landau	1980	exc/restd/gh	Historics	£16,500
Morgan 4/4	1985	vg/orig/vlm/fo	Historics	£20,350
Morgan 4/4	1985	vg/restd/fo	Historics	£16,720
Morris 10/4	1934	f/stored/recom	Brightwells	£4180
Morris 12/4 Cowley	1933	p/p.restd	R Edmonds	£1265
Morris Eight	1939	f/stored/recom	Brightwells	£2530
Morris Eight S1	1935	f/stored/recom	Brightwells	£3960
Morris Marina 1.3 DL	1973	g/orig/lm	Brightwells	£2640
Morris Mini 850	1963	p/restn(m)	Historics	£1650
Morris Mini Cooper 'S'	1966	exc/restd/ex-998	Silverstone	£26,438
Morris Minor 1000	1958	g/restd/1250cc	Historics	£4620
Morris Minor 1000	1966	f/restd(o)/recom	R Edmonds	£2090
Morris Minor 1000	1969	f/stored/recom	Brightwells	£1210
Morris Minor 1000	1970	g/restd(o)/1098cc engine	Edmonds	£5830
Morris Minor saloon	1932	vg/restd(o)/stored	Brightwells	£5500
Morris Oxford Six	1934	f/restd(o)/gh	Historics	£9000
Morris Ten 52	1937	f/refurb(o)/stored	Brightwells	£5280
Noble P4	1992	exc/mods	Historics	£31,350
NSU Ro80	1974	g/replacement engine	Brightwells	£2090
Oldsmobile Cutlass Supreme	1978	f/stored	Brightwells	£660
Osella PA2/BMW	1973	f/stored/no body	Bonhams	£41,342
Osella PA3-5	1974	f/stored/no engine	Bonhams	£36,381
Peugeot 201 coupé	1931	vg/restd	Brightwells	£11,220
Porsche 356 Super 90 roadster	1960	exc/restd	Coys	£133,500
Porsche 911 2.4T	1971	g/restd(o)/GRP panels	Brightwells	£21,450
Porsche 911 Carrera 2 lhd	1998	exc/full options/fo	Silverstone	£50,625
Porsche 911 Carrera 2.7	1975	f/v.orig/restn(s)	Silverstone	£146,250
Porsche 911 Carrera 2.7 RS lightweight	1973	vg/restd(o)	RM	£715,680
Porsche 911 Carrera 3.2	1984	exc/fsh/lm/ex-Japan	Silverstone	£46,688
Porsche 911 Carrera 3.2	1984	vg/v.orig	Bonhams	£45,476
Porsche 911 Carrera 3.2 Speedster	1989	supb/fsh/lm/fo	Silverstone	£144,000
Porsche 911 Carrera 3.2 targa	1986	vg/refurb	Bonhams	£86,819
Porsche 911 Carrera 4	1995	vg/refurb(o)/fsh	Coys	£28,750
Porsche 911 Carrera RS	1992	exc/v.orig	Bonhams	£161,235
Porsche 911 Carrera targa	1987	vg/recom/gh	Historics	£26,950
Porsche 911 SC targa	1983	f/restn(s)	CCA	£13,780
Porsche 911 turbo	1993	exc/repaint/original interior	Coys	£67,500
Porsche 911E 2.4	1972	exc/restd	Coys	£51,000
Porsche 911S 2.4 targa	1973	vg/restd(o)	RM	£135,184
Porsche 911T 2.2	1971	f/restn(s)	Historics	£6850
Porsche 911T 2.4	1973	exc/restd/S-spec engine	Historics	£61,600
Porsche 924 Carrera GT	1980	vg/v.orig/hi	Bonhams	£57,874
Porsche 928 S4	1989	vg/refurb/sh	Historics	£5750
Porsche 944 S2 cabriolet	1992	vg/restd	Historics	£8250
Porsche 959	1988	exc/v.orig	Bonhams	£503,300
Porsche 962C	1990/93	exc/oo/hi	Bonhams	£1,074,905
Reliant Fox	1984	f/stored	Brightwells	£1980
Reliant Regal 21E	1971	f/stored	Brightwells	£770
Reliant Scimitar GTE	1980	f/refurb(o)	R Edmonds	£1210
Reliant Supervan	1973	f/stored	Brightwells	£1430
Renault 4CV	1950	g/restd(o)	Bonhams	£24,805
Renault Sport Spider	1997	exc/vlm/fo	Silverstone	£21,150
Riley Nine Imp	1935	f/restd(o)	Coys	£74,100
Riley RMB 2½	1948	vg/restd(o)	R Edmonds	£14,300
Riley RMF 2½	1952	g/restd(o)/stored	Brightwells	£8800
Rolls-Royce Camargue	1977	vg/stored/recom	Brightwells	£22,550
Rolls-Royce Corniche	1973	exc/repaint/refurb	Silverstone	£43,313
Rolls-Royce Corniche	1985	vg/refurb/sh	Historics	£39,600
Rolls-Royce Silver Cloud	1959	vg/restd(o)/fo	Silverstone	£21,375
Rolls-Royce Silver Cloud II	1962	exc/restd(o)	RM	£266,250
Rolls-Royce Silver Cloud III	1965	vg/repaint/recon eng	Silverstone	£27,563
Rolls-Royce Silver Dawn	1955	g/restd(o)	Historics	£36,850
Rolls-Royce Silver Shadow	1979	f/stored/non-runner	Brightwells	£5280
Rolls-Royce Silver Spirit	1981	g/refurb	Historics	£4180
Rolls-Royce Silver Spirit	1984	g/refurb	Historics	£6600
Rolls-Royce Silver Wraith II	1977	g/stored	Brightwells	£4840
Rover 14hp	1939	g/restd(o)	R Edmonds	£4950
Rover 2200	1975	f/restd(o)	Coys	£2070



NSU Ro80 with replacement engine made £2090 at Brightwells' Stondon Collection fixture



Bonhams' BMW-powered Osella, £41,342



Peugeot 201 coupé, £11,200, Brightwells



Excellent Porsche 911E, £51,000 at Coys



Porsche 962C, £1,074,905, Bonhams Spa



Riley Nine Imp made £74,100, Coys, Ascot



Restored Saab 96 V4, £17,250 with Coys

Rover 3500S	1973	f/stored/recom	Brightwells	£4400
Rover 3500S	1976	exc/restd(o)	CCA	£7738
Rover 3 litre	1963	f/stored/recom	Historics	£4730
Rover 3.5 litre	1969	f/stored/recom	Brightwells	£2090
Rover 2600S	1984	g/stored	Brightwells	£4070
Rover 3500	1978	vg/v.orig/lm	Historics	£6600
Saab 96 V4	1972	supb/refurb	Coys	£17,250
Seat 600	1970	g/refurb(o)	Historics	£2475
Skoda Octavia	1961	g/restd(o)	R Edmonds	£2970
Standard 12	1934	p/restn(m)	R Edmonds	£1155
Standard Nine	1934	vg/restd(o)/stored	Brightwells	£3960
Standard Ten	c1955	g/stored/recom	Brightwells	£3300
Standard Vanguard	c1954	f/stored/recom	Brightwells	£1760
Sunbeam Alpine V	1966	f/restn(s)	Historics	£4730
Sunbeam Alpine V	1966	f/stored/recom	Brightwells	£3740
Sunbeam Rapier	1971	f/stored/recom	Brightwells	£1760
Sunbeam Rapier IIIA	1961	f/stored	Brightwells	£2200
Sunbeam Rapier IV	1964	f/stored	Brightwells	£2200
Sunbeam Tiger	1965	vg/restd(o)/gh	Historics	£35,200
Suzuki SC100 GX	1980	g/v.orig/sh	Historics	£1980
Swift P-type	1929	f/stored	Brightwells	£4400
Talbot 75	1936	f/refurb(o)	R Edmonds	£10,010
Talbot Samba cabriolet	1986	g/repaint	R Edmonds	£1980
Talbot-Lago T23	1939	supb/restd	RM	£178,920
Trabant 601	1984	f/stored	Brightwells	£880
Trabant 601 Kübel	c1970	f/stored	Brightwells	£4400
Triumph GT6	1972	f/recom	Historics	£5280
Triumph Mayflower	1951	f/stored	Brightwells	£990

Dashing.

1963 Austin-Healey 3000 MKII BJ7, featured in this year's 38th Annual New England Auto Auction.



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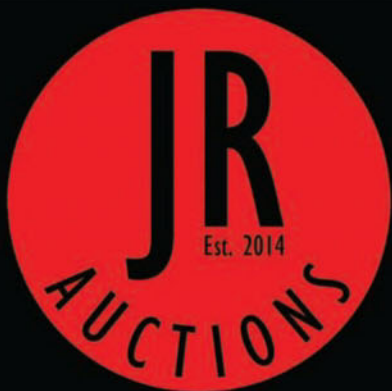
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AUCTION RESULTS

EUROPEAN RESULTS

CAR	YEAR	COND	SALE	PRICE
Triumph Spitfire	1973	f/stored/recom	Brightwells	£2200
Triumph Spitfire	1978	exc/restd	Historics	£7370
Triumph Stag	1976	vg/mods/gh	Historics	£15,400
Triumph Stag	1977	g/stored/recom	Brightwells	£4400
Triumph Stag	1978	vg/restd	CCA	£8692
Triumph TR3B lhd	1962	supb/restd	Historics	£25,300
Triumph TR4	1962	vg/restd(o)	CCA	£18,232
Triumph TR5	1968	exc/restd(o)/gh	Historics	£33,000
Triumph TR7	1980	f/stored/recom	Brightwells	£1100
TVR 280 S2	1990	exc/restd	CCA	£9572
TVR Vixen	1971	exc/restd	CCA	£14,628
Vauxhall Victor Deluxe	1960	vg/restd/stored	Brightwells	£5610
Vauxhall Viva HA	1964	f/stored	Brightwells	£2750
Velum Isetta	1956	f/p.restd	Historics	£7040
Volvo 1800ES	1972	vg/restd(o)	Historics	£15,950
Volvo Amazon estate	1966	vg/restd(o)	Historics	£9350
VW Beetle	1992	exc/restd	CCA	£14,628
VW Beetle 1200	1960	exc/restd	CCA	£9434
VW Beetle 1200	1970	g/stored/recom	Brightwells	£2310
VW Karmann Ghia 1600	1971	exc/restd	Silverstone	£18,000
Wartburg 311	c1964	f/stored/recom	Brightwells	£2970
Wolseley 1500	1958	f/stored	Brightwells	£1650
Wolseley Nine	1934	f/refurb(o)/stored	Brightwells	£5280

USA HIGHLIGHTS

CAR	YEAR	SALE	PRICE
Alfa Romeo Duetto 1.6	1967	Bonhams	£16,192
Allard K3	1954	Bonhams	£56,320
Auburn 852 phaeton	1936	Bonhams	£42,944
Austin A35	1965	Bonhams	£7744
Austin-Healey 100	1953	Bonhams	£36,608
Austin-Healey 3000 MkIII	1966	Bonhams	£36,608
Austin-Healey Sprite	1960	Bonhams	£85,120
Autobianchi Bianchina	1959	Bonhams	£11,968
Bugatti Type 57C Stelvio Gang	1938	Bonhams	£1,208,800
Buick Skylark	1954	Bonhams	£46,112
Cadillac 355-A V8	1931	Bonhams	£64,768
Cadillac De Ville	1970	Bonhams	£13,376
Chalmers-Detroit Model K 30 4/5-seater tourer	1910	Bonhams	£444,352
Chevrolet Caprice	1977	Bonhams	£9856
Chrysler 6 G70 roadster	1926	Bonhams	£22,528
Chrysler Town and Country convertible	1949	Bonhams	£41,536
De Lorean DMC12 turbo	1983	Bonhams	£14,080
Delahaye 135M Chapron convertible	1939	Bonhams	£190,080
DeSoto Fireflite Indianapolis pace car	1956	Bonhams	£35,904
Elgin Six 4/5-seater tourer	1916	Bonhams	£11,264
Falcon-Knight Model 10	1927	Bonhams	£17,920
Fiat 600D	1963	Bonhams	£16,192
Ford Model 48 coupe	1935	Bonhams	£33,440
Ford Model 68 hot rod	1936	Bonhams	£24,992
Ford Model 91A	1939	Bonhams	£49,280
Ford Model A roadster	1929	Bonhams	£12,672
Ford Thunderbird	1957	Bonhams	£28,864
Hudson Commodore	1949	Bonhams	£35,200
Jaguar MKV 3 1/2 dhc	1950	Bonhams	£49,280
Jaguar XK120 dhc	1954	Bonhams	£45,408
Jaguar XK140MC fhc	1957	Bonhams	£57,728
Jaguar XK150 3.4 roadster	1958	Bonhams	£89,344
Jaguar XK150 3.4 roadster	1958	Bonhams	£73,920
Jaguar SS90	1935	Bonhams	£137,280
Jaguar SS100 2 1/2-litre	1938	Bonhams	£135,119
Jaguar SS100 replica	c1975	Bonhams	£11,968
Jaguar XJ12	1979	Bonhams	£19,712
Jensen Interceptor III convertible	1975	Bonhams	£34,496
Lamborghini Jalpa	1988	Bonhams	£60,544
Lancia Appia Se2 cabriolet	1960	Bonhams	£33,792
Lancia Flavia convertible	1964	Bonhams	£42,240
LaSalle 40-50 convertible	1940	Bonhams	£20,416
Lincoln Model K	1931	Bonhams	£73,216
Mercedes-Benz 190SL	1960	Bonhams	£99,264
Mercedes-Benz 190SL	1961	Bonhams	£57,024
Mercedes-Benz 220SB	1964	Bonhams	£15,488
Mercedes-Benz 300SE	1967	Bonhams	£63,360
MG TC	1949	Bonhams	£17,600
MG TD	1951	Bonhams	£13,376
MG Y-type	1950	Bonhams	£13,376
MGA	1957	Bonhams	£15,840
Morgan Plus 4	1957	Bonhams	£29,568
Oldsmobile R curved dash runabout	1902	Bonhams	£31,680
Packard Eight Club	1927	Bonhams	£20,416
Packard Twelve 1708 convertible	1939	Bonhams	£102,784
Pierce-Arrow Model 80 roadster	1926	Bonhams	£33,440
Porsche 356C	1964	Bonhams	£49,280
Porsche 911 Carrera 2.7	1974	Bonhams	£54,560
Porsche 911 Carrera 3.2	1986	Bonhams	£18,656
Porsche 911 Carrera RS 2.7 replica	1969	Bonhams	£59,840
Porsche 911 Carrera RS 2.7 Touring	1973	Bonhams	£380,160
Porsche 911S	1975	Bonhams	£42,240
Porsche 911T	1971	Bonhams	£45,760
Rolls-Royce Corniche	1981	Bonhams	£87,936
SS1	1935	Bonhams	£44,352
Triumph 2000	1949	Bonhams	£11,968
Triumph GT6	1967	Bonhams	£12,370
Willys Jeepster	1949	Bonhams	£12,672

Only cars believed sold are listed. Prices include buyer's premium, but not the VAT payable on it



The star of Bonhams' Greenwich sale was the ex-Miles Coverdale Type 57C at £1,208,800



Cool Ford Model 68 rod, £24,992, Bonhams



Jaguar XK150 roadster, £89,344, Bonhams



Stylish '60 Lancia Appia cabriolet, £33,792



Supercharged MG Y-type reached £13,376



Restored 911 Carrera RS 2.7 – £380,160



SS100 Jaguar project sold for £135,119

SALE RATES AND STATISTICS

Coys, Ascot, Berkshire, 16 May: 15% buyer's premium, 37 declared sold from rostrum out of 70 cars offered – 53% sale rate, £2.7m sale total; RM Sotheby's, Villa Erba, Italy, 23 May: 12%, 34/39 – 87%, £18.97m; Bonhams, Spa-Classique, Belgium: 24 May, 15%, 29/43 – 67%, £3.5m; Silverstone Auctions, Silverstone, 23 May: 63/78 – 80%, £3.4million; Richard Edmonds, Wiltshire, 30 May: 10%, 29/43 – 67%; Bonhams, Greenwich, USA, 31 May: 10%, 81/94 – 86%, £5.12m; Historics, Brooklands Museum, Surrey, 6 June: 10%, 139/191 – 73%, £4.27m; Brightwells, Standon Museum Sale, Leominster, 10 June: 10%, 132/132 – 100%, £643,786; Classic Car Auctions, Leamington Spa, Warwickshire, 6 June: 10%, 43/75 – 57%, £419,938

CONDITION GUIDE KEY

f – fair; g – good; vg – very good; exc – excellent; supb – superb; conc – concours; sh – service history; fsh – full service history; g.hist – good history file; hi – historically interesting; orig – original; v.orig – very original; n.orig – not original; lm – low mileage; vlm – very low mileage; oo – one owner; fo – few owners; p – poor; refurb – refurbished; restd – restored; (o) – older; (s) – straightforward; (m) – major; p.restd – partially restored; compl – complete; inc – incomplete; not reg – not UK registered; recom – requires recommissioning; repl eng – replacement engine; mech rblt – mechanically rebuilt; mech refurb – mechanically refurbished; hm – high mileage; vhm – very high mileage

COACHBUILDERS KEY

F&W – Freestone & Webb; Gang – Gangloff; Charles – Charlesworth; LeB – LeBaron; Mull – Mulliner; Tick – Tickford; Trg – Touring; VdP – Vanden Plas; W&P – Wood & Pickett

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Mercedes 500SEC coupé is one of six classics that the Jardine Motor Group will sell for charity. Right, from top: ur quattro; Jag E-type



'Last year we restored and auctioned our first Whizz-Kidz heritage car, a 911, and raised over £50,000'



CHARITY REBUILDS GET UNDER WAY

Six down-at-heel classics are being meticulously restored and will be auctioned for charity later this year. The plan is being masterminded by the Jardine Motors Group, which, trading as Lancaster, has launched Lancaster Heritage Cars.

While six divisions of Jardine are involved in the scheme, the classics will be restored at six specific dealerships. The move follows the restoration in 2014 of a 1982 Porsche 911SC that was subsequently sold at a charity ball for £52,000 with all the proceeds going to Whizz-Kidz (www.whizz-kidz.org.uk). The charity, which has been going for 25 years, helps disabled children with mobility, plus developing skills and friendships.

This year the process is being repeated on a far grander scale. The six classics involved (and the locations carrying out the restorations) are Audi ur quattro (Audi Tamworth); Porsche 911 (Porsche Cambridge); Mini Cooper (Mini Milton Keynes); Jaguar E-type (Jaguar Amersham); M-B 500SEC Coupé (Mercedes-Benz Southend and Witham) and VW Campervan (VW Loughton).

Jardine Motor Group commercial director Jason Cranswick said: "We are proud to support Whizz-Kidz and aim to raise a significant amount of money for them in 2015. We have partnered with them for two years now and our whole business has developed a huge affection

for the charity and the young people whose lives it impacts so positively.

"Last year we restored and auctioned our first Whizz-Kidz heritage car, a 911, and raised over £50,000. This inspired us to go even further this year and everyone had truly committed themselves to raising enough money to change

the lives of many young people who rely on Whizz-Kidz for their mobility solutions.

"As a business we have the privilege to work with many of the leading premium automotive brands and feel that we can share our privileges to support such a worthwhile cause."



Porsche Cambridge is tackling scabby 911



Campervan revival is coming along nicely

Dieppe devotees set up in Oxon

Velocity Automobiles is a start-up with a difference: the founders have a leaning toward Dieppe-built French classics, and they're from outside the motor trade. Stephen Dell is a former primary head and school inspector who runs the Renault Alpine Owners' Club website and Jeff Sasin is a joiner. Both craved a change in their working lives and they're joined in the new venture by Liane Metcalfe. "We won't just be doing car sales, but parts supply, too," says Dell. "And we'll be opening a workshop so we can offer truly turnkey classics. We won't just be selling Renaults, because we plan to diversify into sports-focused 1970s-'90s classics that we hope will appeal to both men and women. Eighties cars are particularly hot at the moment, and now affordable to the people who lusted after them when they were younger." The guide price on the rally-prepared R8 Gordini is £30k.

Velocity is occupying the former Malcolm C Elder premises in Middle Aston, Oxfordshire, and its website (www.velocityautomobiles.co.uk) should be live by the time you are reading this. The contact telephone numbers (as they stand at the moment) are 07943 999878 for Metcalfe, 07956 495773 for Dell and 020 8207 4041 for Sasin.



Velocity plans to expand to cover all 1970s to '90s classics, not just Renaults

Affordable no more...

It wasn't so many years ago that C&SC featured the 911 Carrera 3.2 as the best affordable Porsche – and balked at what was then a ridiculously high price when we were asked to insure it for £30k. Well the market has cottoned on to the model since then and values have shot through the roof.

Even so, the £114,950 Tom Hartley Jnr (www.tomhartleyjnr.com) is asking for a 1988 example would appear to be somewhat groundbreaking.

Then again, this is a sublime, as-new car with fewer than 4000 miles on the clock and, as we all know, there is always a huge premium for the very best and lowest-mileage examples of any classic, especially in a bull market such as this.

So is it worth it? We think it is, or rather, if it isn't quite today, it very soon will be.



Hillman has been in the same family since WW2 and will come with some period pictures

Classics seek new homes

Philip Jones of Byron International has been asked to find new homes for a pair of pre-war Brits that have been in one family for generations.

The first is a '36 Lagonda Rapier, registration BPX 533. Chassis 11465 was bought by the current owner's father in the early '60s, but it has not run since the magneto was pinched soon after. Jones said: "A replacement magneto has now been found. The engine has not been started but when turned over on the starter is producing good oil pressure and it has compression, but the owner thinks that it would be wise to inspect the motor before it was started." He is looking for £20,000 for the Staines tourer.



1936 Lagonda was laid up in the early '60s

The other car has been in the family since WW2. The Hillman Minx convertible (AYP 69) will set you back just under £10k and the 1124cc car is said to run and drive.

Jones adds: "These are lovely projects manageable in their scale." If you are interested in buying either car, call 07836 555666.



AN AUSTRIAN RARITY

Stand out from the crowd with this restored 1954 Denzel, one of fewer than 75 built and with one owner from new until 1981. It is on sale with Marcel Rokhs Consultants (<http://mroks.com>).

HEAVEN IN A SEVEN

Most discussed 'bargain' at C&SC this month: the Lotus Seven S4. It may not be an S1-S3, but it's still a great driving experience and available from as little as £10k if you don't mind some wonderfully 1970s styling and a GRP body.



A Z AND LOTS OF NOUGHTS

Did you know that Alpina worked its magic on the BMW Z1? The RLE replaced the 2.5-litre 'six' with the 2.7-litre unit from the B3. Just 66 of were built and this one will set you back £70k from www.4starclassics.com

Price watch Derby Bentley

"You can still find good, original Derby Bentleys for sensible money," said Ian Johnstone (www.realcar.co.uk). "You can buy one to enjoy, safe in the knowledge that you're unlikely to lose money. It may well even appreciate."

The tag 'Derby Bentley' applies to the first new Bentley models launched following the firm's acquisition by Rolls-Royce. Launched in 1933 in 3½-litre form, the sturdy chassis gently evolved, reaching 4¼-litres in 1936. Most desirable are the MR and MX series, current for the final two years of production and featuring an 'overdrive' top gear ratio.

Saloon prices – most were bodied by Park Ward – are naturally lower than open cars. "A decrepit, running saloon will be in the £20,000s because they're still desirable to convert into specials and replicas," added Johnstone. "A good saloon, not concours but sound will be £50-60k. An MR or MX overdrive saloon generally has a £10,000 premium, but it depends on the body." Reviving a tired saloon can be costly: "A good restoration could cost £100k. It has to be a real labour of love."

Replica and special values are harder to pin down. Johnstone said: "They can range anywhere from £70,000 up to £140,000, with prices dependent on how well they have been done. Genuine open cars are heading towards £200k and beyond. They have risen considerably in the past five years." When it comes to desirability, the VdP-bodied Derby Bentleys, along with the more exotic coachbuilt cars are most sought after.



Prices have shot up in the past five years, with the best real open cars now £200k-plus

Bentley 3½ Park Ward £59,900

This graceful 1935 car comes with black interior (including recent Wilton carpets), has had a new cylinder head, spring gaiters and stainless exhaust 01732 441505 (t)



Bentley 4¼ Hooper DHC £240,000

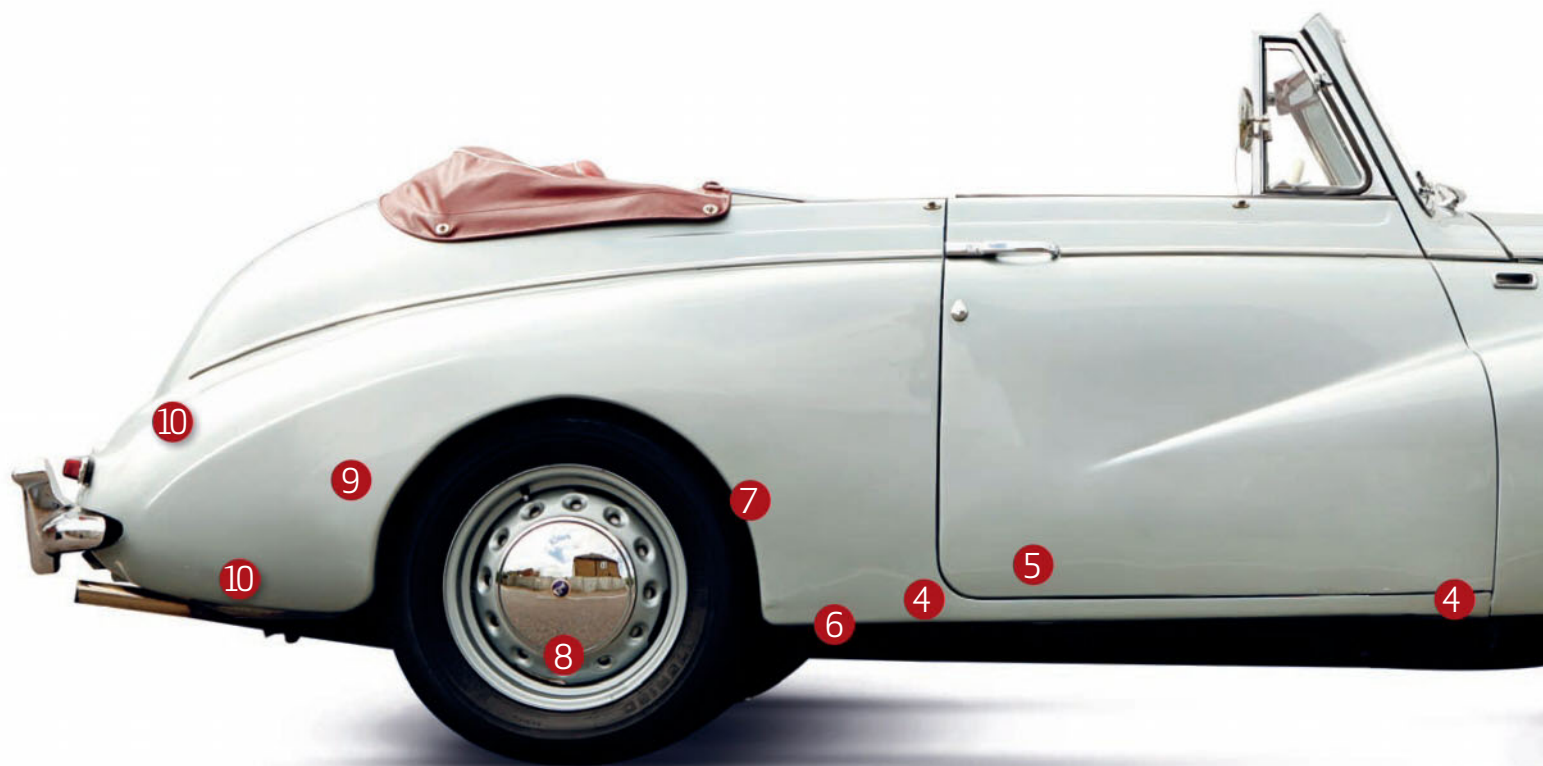
This low-mileage, cosmetically restored 1937 rhapsody in blue (including the vivid interior) has had just five owners and has well-documented history 01948 800429 (t)



SUNBEAM-TALBOT 90

Traditional and elegant yet capable of remarkable rallying results, this fine post-war thoroughbred deserves wider appreciation, says **Malcolm McKay**

PHOTOGRAPHY **TONY BAKER**



Full marks to Rootes for rushing out a modern-looking car after the war – the Sunbeam-Talbot 80/90 – that didn't slavishly follow transatlantic trends. At least, not on the outside. While its 'Streamstyle' body, complete with curved screens, was the work of an Englishman, Raymond Loewy's London studio influenced the interior design.

But styling is skin deep. Materials were in short supply and the country was crying out for cars to export – so while it had to keep pace with design, there simply wasn't time or money to change everything. Consequently, these gloriously swoopy-looking cars started with a beam axle and cart springs at the front – probably the last new car design to have them – mounted on a traditional square-tube ladder chassis that made the car narrower than it could have been.

A sign of the times was that the sunroof was standard on saloons, but a heater was optional. It was a worthwhile accessory, being unusually powerful for its time. Comprehensive toolkits were included, both in the bootlid and on the scuttle, or in a cubby hole in the front footwell.

The convertible was a proper drophead type that could be set in the coupé de ville position: its

body was made by coachbuilder Thrupp & Maberly. With its stiffened chassis and extra length, the dollar-hunting Alpine 'sports' model was actually heavier than the saloons and DHCs; despite its beauty, it did not sell well.

Advanced features included the move to overhead valves for both engines (a Rootes first) as well as a four-speed, column-change gearbox. The cars also boasted an automatic choke and door-top-button internal locks, plus a stunning range of 'Metachrome' metallic-paint finishes and instruments marked in metric and imperial.

The 80 was expensive and quite heavy for a 1200cc car at the time, which meant that it found few buyers and was soon phased out. It's sluggish by modern standards, which is fine if you want a relaxed cruiser, but a 90 is a much better bet if you want to keep up with today's traffic and maybe take part in occasional competition.

Outstanding rally success began with a Coupe des Alpes and class win in 1948. Other highlights included a second for Stirling Moss, Desmond Scannell and John Cooper on the '52 Monte, plus two team prizes and three Coupes des Alpes on the '52 Alpine, another four Coupes in '53 and Moss' Alpine Gold Cup in '54. Per Malling and Gunnar Fadum won outright on the '55 Monte.



John Fitch and Peter Miller won a Coupe des Alpes in 1953

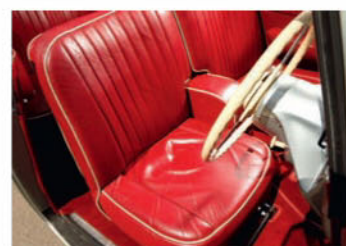


Victor Per Malling changes fanbelt on 1955 Monte-Carlo



Rot spots

- 1 Front valance to wing join
- 2 Front inner wing
- 3 Front wing rear corner
- 4 Sills and footwells
- 5 Door bottoms
- 6 Rear spring hanger front chassis mount on outrigger
- 7 Rear inner wheelarches, in particular at the front
- 8 Chassis main rails under the back axle
- 9 Petrol tank, notably at top
- 10 Boot floor and bottom of the rear wings



The luxurious **trim** isn't cheap to renovate due to the cost of leather and the labour involved, but it's usually straightforward for a professional upholsterer to recreate



The **gearbox** is the car's Achilles' heel. A column change was standard, but floor shifts were popular, via a kit offered by Castles. Overdrive was optional on MkIII



Engines are simple, sturdy and long-lived if regularly serviced, but oil leaks can become an issue. Also seven-port heads (on all cars pre-MkIII/Alpine) are liable to crack around cylinders two and three, into the exhaust valve seats; check for poor running and/or overheating or water loss. The eight-port (as here, check inlet manifold) is stronger



A Zenith **carb** was used throughout, increasing in size up to the Alpine Special, which had a twin-choke version. Spares are available and a full rebuild is c£200



The **steering** ratio was progressively tightened up during production and early models can be updated to the later spec. If worn, the box can be rebuilt for c£350



Maintenance is key to long **suspension** life – look for recent lubrication. Inspect the rear dampers for leaks; they can be reconditioned for £60 each



Crownwheel carrier is prone to crack, exacerbated by rough gearshifting; best to match revs when changing down. If it needs all new parts, rebuild can be £1500

Elegant soft-top version was coachbuilt by Thrupp & Maberly, with three-position hood. Spare lives in a neat slot behind the folding numberplate panel



On the road

Early cars with beam front axles are not particularly wieldy, but the independent front end and anti-roll bar that arrived with the MkII transformed the car into a chuckable and forgiving performer. It pulverised the opposition when driven by Stirling Moss on ice on the '52 Monte. If it feels wayward and unpredictable, new swivels, joints and bushes are probably needed.

Engines are straightforward but parts are now scarce – 80 manifold gaskets, for example, are unobtainable, plus main bearings and pistons are hard to find. Excessive oil leaks and breathing, rattles and knocks are the usual signs of a tired unit, as well as the head cracking issues. The head can be welded, at a price, if you can't find a good second-hand one. Hartwell tuning kits offered up to 84bhp with twin carbs, close-ratio gears, stiffer springs, uprated dampers and brake linings, plus trim and coachwork modifications. The factory Alpine Special was even more powerful.

The gearbox is the weak link, struggling to cope with the extra power of later models. The layshaft cluster is prone to wear and break up, the teeth getting chewed off or badly pitted. If it's noisy, budget £450 for a rebuild (£900 with overdrive) or £1850 for a full conversion kit from Sunbeam-Talbot Spares to the excellent floor-change Hillman Hunter overdrive transmission.

Some examples have been converted to power steering and front disc brakes, although the standard spec is adequate if well maintained.

The DHC hood is complex and thus costly to rebuild, especially if the wood frame is rotten, which adds £100 to the refurbishment cost.



Lively late-model MkIII handles well and is fun to drive

OWNER'S VIEW Roy Reynolds



Reynolds was looking for a four-seater convertible that would keep up with modern traffic when he came across this rare MkIII DHC: "It had a 12-year restoration by the previous owner, who rescued it from a scrapyards in 1979, but the paint wasn't right so I stripped it totally, analysed the original shade and had it resprayed. I bought three hides and re-did the leather. There was enough for the door cards so I did those, too. I try to keep it to the original style; it has the optional Castles floor change, heater, overriders, overdrive and badge bar. I've had the gearbox apart and put it back together properly. This year I fitted new springs on the rear; last year it had a clutch and windscreen. We do 3000 miles a year: it's been to France and Spain several times."

The knowledge

WHAT TO PAY

Show 90 saloon/DHC/Alpine	£10,000/25k/50k
Average	£5000/10,000/25,000
Restoration	£2000/5000/10,000

PARTS PRICES

Full sill kit	£120
Petrol tank	£575
Rebuilt engine	£3-5000
Piston set for 2267cc (+40)	£500
Water pump (recon)	£130
Brake master cylinder (genuine)	£200
Brake shoes (axle set, exchange)	£35
Floor change kit (second-hand)	£120
Re-cover drophead hood	£1500

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BOOKS

Sunbeam-Talbot & Alpine in Detail Anders Clausager, Herridge
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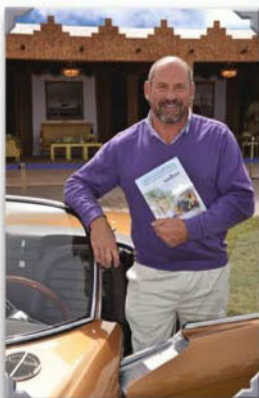
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TIMELINE

1948 Jun 80 and 90 saloon, plus DHC launched
1950 Sep 80 (3500 built) and 90 (4000) replaced by 2267cc 90 MkII: cruciform chassis bracing, IFS, anti-roll bar, higher lamps, taller diff ratio
1951 Water temp gauge, clock moves to above 'screen; Hartwell builds two-seater Sports Special
1952 Hartwell tuning kits introduced **Sep** MkIIA: wider brakes, ventilated wheels, spats deleted
1953 Mar 80bhp two-seater Alpine introduced, with stiffer chassis and suspension **Sep** Saloon and DHC get higher-compression head: 77bhp
1954 Alpine Special: twin-choke carb, 97.5bhp, 0-60mph 16.8secs, 104mph; 90 built **Oct** Sunbeam MkIII: eight-port head, bigger inlet valves, manual choke, two-speed wipers, overdrive optional
Jun DHC discontinued, then **Jul** Alpine (1582 built)
1955 Oct Two-tone paint available on saloons
1956 Dec Saloon production ends
1957 Castles offers tuned MkIIIS with floor change, o/d, heater, washers, Halda Speedpilot

FACTFILE

Sold/number built 1948-'56/29,139
Construction steel chassis, steel body
Engine all-iron, overhead-valve 1185/1944/2267cc 'four', with Zenith carburettor; 47bhp @ 4800rpm-80bhp @ 4200rpm 61lb ft @ 3000rpm-124lb ft @ 1800rpm
Transmission four-speed, three-synchromesh manual, driving rear wheels
Suspension: front MkI: beam axle; MkII on: double wishbones, coil springs **rear** live axle; MkII on: Panhard rod; semi-elliptic springs, lever-arms f/r
Steering Burman Douglas worm and nut, 3 turns lock-to-lock, 2½ from MkIIA
Brakes Lockheed hydraulic, 10in drums (9in on 80)
Length 13ft 11½in-14ft ¼in (4255-4274mm)
Width 5ft 2½in (1588mm)
Height 4ft 8in-5ft ¾in (1422-1543mm)
Wheelbase 8ft 1½in (2477mm)
Weight 2604-2968lb (1182-1347kg)
0-60mph 31.4-18.4secs
Top speed 74-96mph **Mpg** 20-36
Price new £1347/1394 (Saloon/DHC, 1952)

INSURANCE

£119.78, based on a Londoner, 30, full no-claims and clean licence on a '52 90 DHC as a garaged second car, agreed value £17,500, 5000 limited miles. Richardson Hosken: 01277 206911.

THE ALTERNATIVES



RILEY RM

First out after WW2, the trad-looking RM scored with its superb high-cam engine and

torsion-bar IFS; 1½ was livelier than 80, and 2½ than the 90. Soft-top models are highly valued.

Sold/no built 1946-'55/22,909 **Mpg** 19-30
0-60mph 25.1-15.2secs **Top speed** 78-95mph
Price new £1339/1642 (1952) **Now** £10-75,000



WOLSELEY 4/50 & 6/80

'Big Minor' styling wasn't as elegant as S-T, but unitary build and torsion-bar IFS

helped these cars to make the most of their 1.5 and 2.2 overhead-cam units. Rare but good value.

Sold/no built 1948-'54/34,206 **Mpg** 22-35
0-60mph 31.6/27.8secs **Top speed** 74-77mph
Price new £1098/1121 (1952) **Now** £5-12,000

One to buy £5000

Year of manufacture 1952 **Recorded mileage** 67,857 **Vendor** Dave Bamforth, Barnsley, S Yorks; tel: 07715 608585 **For** Mechanically excellent, drives well **Against** Slightly shabby cosmetics

This MkII has a few wrinkles in the paint, but it gets better on closer inspection; you could even think the chassis is a new replacement. STS' Dave Bamforth bought it for his wedding in '09, but the overhaul wasn't finished in time and it's for sale simply because it's not being used enough. There's little history, although the original buff logbook shows only three previous owners.

There's some welding to the outriggers, and there's plenty of grease around the wishbone nipples. The worst parts on the body are a slightly scraped left sill and a large crack in the paint on the driver's door, but the chrome is sound save for some dulling on the grille. It has decent Trident taxi radials with an ancient crossply on the spare.

The motor was rebuilt with a balanced crank and larger valves plus an adjustable oil-pressure relief valve and an alternator, while the gearbox was converted to a floor change with overdrive.

Inside, it's showing its age, although the original leather is beautifully patinated and well worth keeping. The carpets and headlining were replaced during the refurbishment, but the door seals are poor and these will be changed.

It starts readily and goes well, with plenty of torque. The chassis feels supple with no slop in the nicely weighted steering, and the short-throw shift works well. Overdrive functions unobtrusively on top and the firm brakes pull up straight. Oil pressure is 40-45psi when running, at 190°F.



Paintwork is generally smart, as is the Webasto roof vinyl



Interior lovely, just needs tear in left seat base repairing



Rebuilt 'four' feels eager; coolant and oil to correct levels



MkIII was known just as a Sunbeam: bigger front grilles, flashing indicators and vents in front wings

Our verdict

Attractive, remarkably practical for their age and luxuriously appointed, these cars now offer great value for money, especially in saloon form. Check carefully for disguised rust and for a worn or damaged engine, gearbox and axle if you want to avoid costly restoration work. Find an excellent one and cherish it, and it will give decades of driving pleasure.

FOR

- Charming curvaceous styling
- Fantastic rally history
- Comfortable and easy to drive
- Good performance from 90 models

AGAINST

- Limited parts availability
- Restoration costs outweigh value of saloons
- Sluggish acceleration of underpowered 80
- Beam front axle on MkIs

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And your dream classic?

It would definitely be a yellow 1967 Ferrari 275GTB/4.

What is the future for the classic market generally, and for your area of expertise in particular?

It looks as if it is going to maintain its strength because there is more demand every year and the number of cars on offer can't increase. Lamborghini won't ever have built more than 247 units of the 400GT.

What should readers buy before their prices go through the roof?

The value of the Ferrari 400 will probably go up over the next few years. It is a beautiful car and the prices are still reasonable.

CASE HISTORIES Cars for sale we've tested this month



Frazer Nash LM Rep rep p213



1959 Jaguar XK150 SE p220



1958 MGA 1500 p227

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

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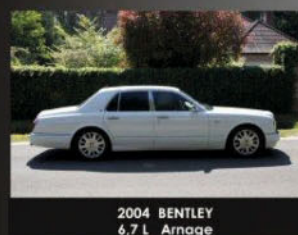
1989 JAGUAR
XJS 3.6 L



1963 ALFA ROMEO
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1987 JAGUAR
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1979 FERRARI 308 GTB FIBREGLASS – RHD



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Quote Ref: NFCC 59 CAS

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Opalescent Silver Grey with Red Interior

Quote Ref: NFCC 61 CAS

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

Red with Black Interior

Quote Ref: NFCC 2 CAS

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FRAZER NASH LE MANS REP REP

Year of manufacture 1975 **Recorded mileage** 23,539

Asking price £175,000 **Vendor** Pendine, Bicester Heritage, Oxfordshire; tel: 07770 762751; <http://pendine.co>

WHEN IT WAS NEW

Price £2723 14s 6d (for an original in 1949) **Max power** 110bhp

Max torque 121lb ft **0-60mph** 8.6 secs **Top speed** 117mph **Mpg** 23

This is a Crosthwaite & Gardiner-produced Le Mans (making it a Replica replica), an exact copy of the 34 cars F-N built from 1948 to '53, originally known as the High Speed or Competition. For a time, our own Mick Walsh ran one of the Werner Oswald reps, although the C&G cars, constructed against an original car in the '70s, are worth more. This one was made in '75, but is registered as a Frazer Nash with an appropriate chassis number, rebuilt using 'some second-hand parts', including Austin axles as found on the later original Le Mans Reps, Healey 100 brake drums and alloy diff housing. The Bristol 100D 'six' sports a steel big-nose crank, Carillo rods, Cosworth pistons and lightened flywheel plus spin-on oil filter, and gives an estimated 140bhp against the original's 110. Its oil is clean and just over the '4' (max) mark, while the coolant is blue and full in the top tank.

It was stripped and rebuilt by CKL Developments two years ago, at a cost of £75,000, so it's in effect a new car. The body is straight, the paint deep, immaculate and even, the leather just taking on a little character and the workmanship under the bonnet typically CKL-superb. The tyres are a decent set of Dunlop CR65s, unused on the spare.

The Bluemels sprung wheel has been made quickly detachable to help you in if you've had a big breakfast and the 1971cc 'six' bursts into life on the button with a deep bellow, signalling that this is going to be an exhilarating joy to drive. It is. There's plenty of prod to power the minimal weight, and it drifts easily on the Dunlop racers, handling superbly thanks to Gaz dampers and a recent set-up by Hawker. You can be a hooligan (on BH's little test track) but it'll look after you, with exquisite steering and firm brakes, plus a beautifully direct gearshift. Oil pressure is 70psi at any revs, temperature steady at 85°C and we got the oil up to only about 60°C.

The Rep rep will be sold with a new MoT and, though it currently doesn't have a Historic Technical Passport, getting one shouldn't be a problem.



SUMMARY

EXTERIOR

- Body spot-on; excellent finishes

INTERIOR

- Just a little wear at the ends and edges of the leather side bolsters

MECHANICALS

- All gone through: the motor is practically concours

VALUE ★★★★★★☆☆

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Against But there's no roof

SHOULD I BUY IT?

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2004 Ferrari 575M Manual



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1952 MG-TD/C MARK II ROADSTER. Completely #'s matching TD/C! Autumn Red with matching leather/tan top, curtains & tonneau cover. Heritage Certificate. Original tool roll, including tools, manuals of documents & photos confirming a thorough body-off-chassis restoration. Driven fewer than 500 miles since. \$43,000.



1963 CORVETTE STING RAY FACTORY FUEL-INJECTED, 2-TOP ROADSTER. Just out of 32 years on display (with occasional use) in a Pennsylvania museum, a spectacular and correct "fuelie" with just 26,334 miles. Extensively serviced upon leaving the museum with all records present. Also has ORIGINAL KELSEY HAYES WHEELS and factory power windows. Ermine White with superb original red interior. Rare, beautiful and drives fabulously well! \$95,000.



1948 JAGUAR MK IV, 3.5 LITER, 3-POS DROP-HEAD. One owner for 16,000 miles 1948-1991; second owner for 3,500 miles 1991-present. Completely documented chassis-up restoration. Heritage Certificate, full tool kit, manuals, records, etc. Black with unbelievably fine fiddle-back walnut interior trim and chrome wire wheels. Magnificent! 19,329 miles. \$175,000



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ENGLISH:

1934 MG-PA Roadster
1937 Bentley 4 1/4 Freestone & Webb Brougham
1948 Jaguar MK IV 3-position Drop-Head - 19k
1949 MG-YT Tourer
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
1963 Austin Healey 3000 MK II Roadster-3 carb.
1967 Jaguar XKE Series I Roadster - 36k. - **SOLD**
1980 Triumph Spitfire - 1 owner, 21,000 miles.
1983, 1986(2) and 1987 Jaguar XJ-6 Series III Saloons
1990 Jaguar XJS-V-12 Convertible - 28k - **SOLD**

2000 Jaguar XJ-8L

2001 Aston Martin DB-7 Vantage Volante - 18k
2001 Aston Martin DB-7 Vantage Volante - 22k - **SOLD**
2007 Aston Martin DB-9 Vantage Volante - 11k
GERMAN:
1955 & 1960 Mercedes-Benz 190 SL Coupe/Roadsters
1973 Mercedes-Benz 450 SLC - full history
1979 Mercedes-Benz "6.9" Sedan
1986 Mercedes-Benz 420SEL Sedan
1991 Mercedes-Benz 560-SEC Coupe
1992 Mercedes-Benz 500SL Coupe/Roadster
1996 Mercedes-Benz SL-500 Coupe/Roadster
1997 Mercedes-Benz SL-500 - **SOLD**
1998 Mercedes-Benz SL-500 Coupe/Roadster
1999 Mercedes-Benz SL-500 Coupe/Roadster - **SOLD**
2000 Mercedes-Benz SL500 "Sport" Coupe/Roadster - **SOLD**
2003 Porsche C/4 Cabriolet, 1 owner, special order - **SOLD**

2009 Porsche Carrera S Sunroof Coupe - 7k - **SOLD**

AMERICAN:

1939 Chrysler Royal Coupe - **SOLD**
1941 Packard LeBaron Sport Brougham - **SOLD**
1951 Ford Country Squire Woodie Wagon
1953 Chevrolet "3100" Pick-Up Truck - **SOLD**
1953 Buick Special Woodie Wagon - **SOLD**
1953 Lincoln Capri Hardtop - ground-up restoration
1959 Nash Metropolitan Convertible - **SOLD**
1959 Cadillac Series 62 Convertible - 29k
1960 Corvette 2-Top Roadster, 2x4 Barrel Carbs.
1962 Corvette 2-top Roadster, Factory Fuel Injection
1963 Lincoln Continental 4-Door Convertible - **SOLD**
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LOTUS ELAN S1. 1964.

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LOTUS ELAN FHC. 1966.

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LOTUS ELAN +2S 130/4. 1972.

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LOTUS 7 S4. 1971.

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1933 1 1/2 litre 12150 short chassis £150,000

This car left the factory as a long chassis 'Standard' 2 door tourer. It was discovered in 1967 by the present owner in terrible condition on an airfield. As found it was already in short chassis specification and had the nose cone of what was thought to be a Meteor jet bolted to the rear of the chassis acting as rear coachwork. The car was incomplete and clearly needed a total restoration, so it was completely rebuilt with the expert help of Bill Ellwell-Smith as a 'New International'. The owner (a master craftsman) had a short chassis International and copied the bodywork of this car making a complete body frame in ash and had it panelled by a local company. It is therefore to the correct specification of the rare (only fifteen made) 'New International' in all respects.



12/50 Le Mans, £175,000

This car had a major overhaul in 2003 with a complete and very thorough engine rebuild by David Taylor. This included a new cylinder block fitted with steel crank and rods and a new Le Mans specification cylinder head. The car therefore runs very well and is quite fast and should be strong and reliable for many years to come. The car has been in Scandinavia for the past 7 years and has been regularly used on rallies and very much enjoyed by the present owner.



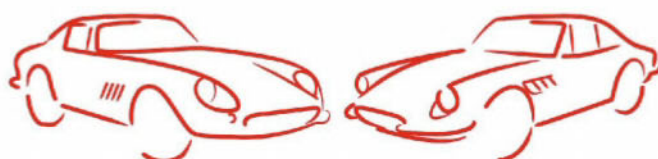
1935 Aston Martin MKII 2 litre £SOLD

This car has been hugely successful in the hands of Andy Bell, Simon Allen and Peter Dubsky on the track and with its present owner in road rallies. Andy Bell won the St. John Horsfall race with this car in 1997. Purchased in 1994 as an already shortened MKII 4 seater it was completely rebuilt, by Andy Bell at Ecurie Bertelli over a three year period, to look like a 1935 high radiator 'Ulster'. The coachwork is an accurate copy of the Ulster CMC 614 and the engine is a genuine 2 litre Speed Model unit producing around 130BHP. Weighing only 820 kilos this car is still one of the most competitive pre-war Aston Martins in the world and is a truly wonderful track racing car and/or a very exciting rally car.



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ASTON MARTIN DB SHORT CHASSIS VOLANTE, 1965, Winchester Blue/Blue/ Blue top, 1,000 miles since complete concours restoration, 5-speed ZF transmission, LHD, 1 of only 37 manufactured. **\$P.O.A.**



FERRARI 365 GTC, 1969, Blue Sera/Tan, 50k orig. km's, Restored, Factory air, Campagnolo wheels, complete books and tools, exceptional throughout with wonderful service and restoration history. **\$P.O.A.**



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ASTON MARTIN V8 VANTAGE COUPE (RARE MOLDED FLIP TAIL 1 OF 23), 1978, Royal Cherry/ Fawn, Restored, LHD, Tremec 5-speed manual transmission, 6.1 liter engine, 1 of only 11 Flip Tail Vantages imported to the USA. **\$P.O.A.**

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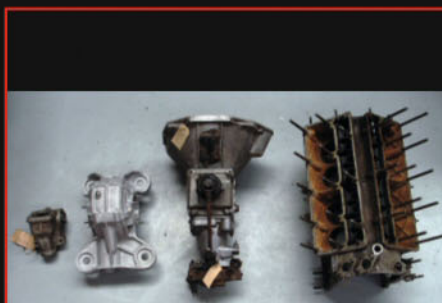
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Year of manufacture 1959 **Recorded mileage** 36,175

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WHEN IT WAS NEW

Price £1694 **Max power** 190bhp **Max torque** 203lb ft
0-60mph 9.2 secs **Top speed** 120mph **Mpg** 21

This XK – almost all 150s were SEs – was restored and repainted in the late 1990s. The body is smart, bar a small ding in the left door, but both fit fairly well by XK standards – slightly out at the base on the driver's side, but above average. It has decent older paint, some new in 2011, with a few small marks at the edges. Odd light scratches on the flanks, probably from a cover, would likely polish out, and there's no rot in the boot floor.

The chrome is good, with no pitting to the rear light plinths, so they could be repros, and there are discreet extra indicators under the rear bumper. The newish chrome wires are shod with part-worn 205-section P4000s.

The interior is tidy, with nice carpets and leather – the latter mildly worn on the outer edge of the driver's seat. The dash veneer is excellent, with the original Radiomobile slung below, and the gearshift is topped with a classy aluminium knob. The hood has decent blue cloth and a clear rear window.

The 'six' was rebuilt by John May of Trafford Competition Engines in the late '90s, using lightened and balanced whirly bits and D-type cams, though it pleasingly retains the standard air intake, and runs a dynamo. The clutch and brake fluid reservoirs are rusty but have new caps. Coolant is up to the filler neck and is adequately strong, the oil cleanish and a little over 'Max'. The car had a new exhaust system in 2005 and a clutch four years ago.

The 3.4-litre 'six' fires on the button with a lovely woofle and it's really torquey, taking the overdrive at quite low revs. The gearbox is a later XJ four-speed, so it's all synchro and has a light shift action. The brakes are firm, but the chassis pulls slightly to the left – although that could be down to the tyre pressures. The gauges read exactly what you want to see from an XK: 45psi oil pressure at over 2500rpm, and a steady 70°C.

This eminently usable and fast but not prissily concours XK comes with lots of servicing bills from Guy Broad and will be sold with a new MoT.



SUMMARY

EXTERIOR

- Straight, superior door fit for an XK; paint just settling in

INTERIOR

- Excellent veneers; decent carpets; fair leather upholstery

MECHANICALS

- Very torquey; all-synchro 'box

VALUE ★★★★★☆☆☆

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1959 Bentley S1 Saloon RHD,
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1954 Ford Comete LHD,
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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**



BMW 318 Convertible 1991, manual, red, grey trim, 2 owners full history, outstanding **£5995**



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**



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- Alvis Barson Special
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- Aston Martin DB2/4 MK3 LHD
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- Bentley Brooklands Mulliner R

- Bentley SI Silver with Grey trim RHD
- Ferrari 250 GTE Restored LHD
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Ferrari 275GTB/2 Longnose Torque Tube 1966

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Jaguar C Type 1951 Tool Room Copy



1931 Aston Martin International

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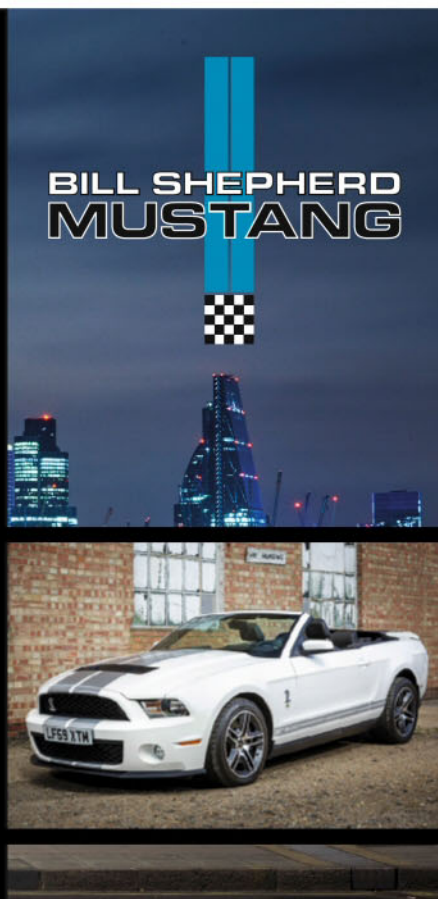
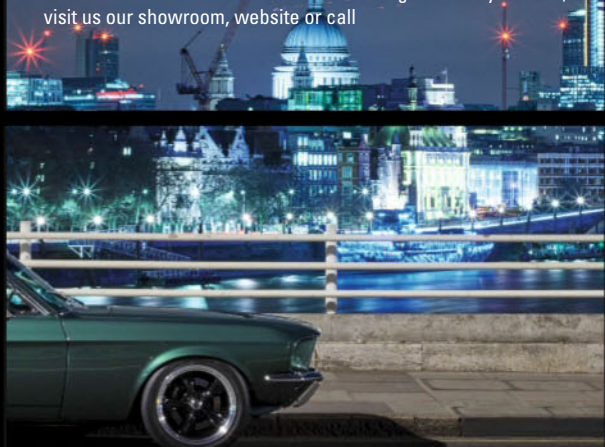


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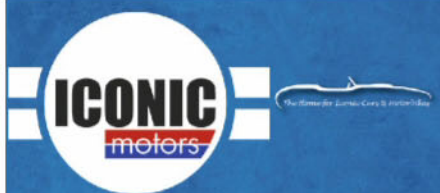
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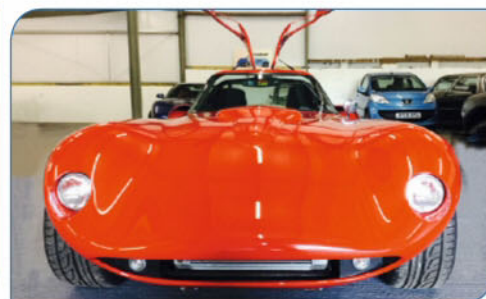
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*35 Barker DHC, lovely; £137,500
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WHEN IT WAS NEW

Price £995 17s **Max power** 72bhp **Max torque** 77lb ft
0-60mph 14.5 secs **Top speed** 97mph **Mpg** 30

This A has been converted from left-hand drive, and its age is slightly indeterminate because the V5C and the repro chassis plate record the engine number as the chassis number: maybe the original plate was missing when it arrived here. Anyway... the engine number dates it to 1957 or '58.

It was restored by Marksdales in 1987, with many parts replaced, and is holding up nicely. The body is straight and the doors line up, though the gaps are variable, as normal. The sill fit is good for an A, plus the chassis is rust-free. The bumpers were likely rechromed and are good; the rest of the brightwork is repro and shiny, bar the grille being polished through in one place. The paint is doing well, with a few small blisters in the nearside front wing top and bonnet – but they might mop out. There's a touched-in chip just above the right headlight, a tiny crack in the paint on the sill that side and the bootlid is a different shade but is to be resprayed. The tyres are decent Firestone F-560s dating from 2006, with an older ZX spare.

The interior is smart and presumably was new at resto; the leather is a little worn on the outer edge of the driver's-side seat back but that's about it. The weather gear is all serviceable, with a clear rear window, and includes the original sidescreen bags that clip behind the seats.

The engine is tidy, with an aluminium rocker box and some parts polished by the previous owner. The fluids were all OK for level and colour, but it was due to be serviced. There were a couple of oil drips on the floor under the motor, without which no British sports car would be complete.

You sit low because the seats seem to lack some padding, so you can feel the frame. It starts first pull with that raspy, typical BMC tickover and drives sweetly. It goes better than a 1500 should and there's 80psi oil pressure on start-up, falling to 60psi as the motor warms. Temperature is a steady 175°F. The brakes are firm but, being all drums, need a shove.

It comes with stacks of bills, evidence of various previous concours awards and will have a fresh MoT, although it doesn't need one.



SUMMARY

EXTERIOR

● Late-'80s paint still fine overall

INTERIOR

● Lightly worn; seat bolsters thin

MECHANICALS

● Low mileage since rebuild; strong oil pressure, too

VALUE ★★★★★☆☆☆

For Excellent rot-free condition

Against Minor paint blemishes

SHOULD I BUY IT?

No issues for this purest (small-sidelight) A, though for the price a home-market car would have been nice. It's almost Twin-Cam money, but it does drive extremely well





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36,000 miles, PCA-member owned.
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1957 Chevrolet Corvette Convrt.

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1966 Porsche 912 Coupe

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1957 Aston Martin DB2/4 MkII FHC (Notchback) finished in Gunmetal with silver roof and contrasting burgundy Connolly hide interior with Wilton Carpet throughout and veneered dashboard. This car is nearing the completion of a full restoration and will be completely finished in early June. (Restoration photos available) Please enquire for more details. **£250,000**



1950 J2 Allard (chassis No 1570 RHD) finished in British Racing Green with freshly trimmed Suede green hide interior. Completely rebuilt by R.W.Racing to the highest standard with correct Cadillac 331 cubic inch V8 OHV giving circa 280BHP coupled to completely overhauled period Moss gearbox. The car is Mille Miglia eligible and so rare that an entry will be easily achievable. Competitive against "C" types & "D" types at a fraction of the cost. **£345,000**



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1955 Austin Healey 100/4 BN2 finished in pale metallic blue with matching blue hide seats and Wilton carpet throughout. This near perfect example has been the subject of a total body off restoration and is faultless. If you require the best then look no further. **£75,000**

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1955 JAGUAR XK140 SE FHC Left Hand Drive Chassis No.: S 814978

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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 Broadport No.: F1080

Broadport No.: F1080 by Guy Broad. Aluminium body by Leaping Cats, Disc Brakes all-round, Turrino wire wheels, 5-speed gearbox

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1967 Jaguar Mk2 3.4

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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**



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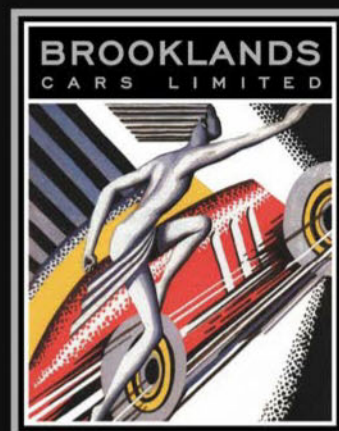
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1997 Bentley Azure Convertible. 6750cc. Auto. LPG/ petrol. RHD. Jack Barclay Wide Arch Ltd. Ed. Convertible. 1 or 10 produced. F.S.H plus all MOT's, 74,000 miles, suspension overhauled by Broughtons. Cost £230,000 in 1997. This is one of the last proper Bentley's. **£53,000**



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Serial Number 0426 MD, Engine Number 0426 MD, the 9th of 22 Series 1 500 Mondial spyders built, completed by Pinin Farina April 1954, lightweight Aurelio Lampredi built 2.0 litre engine, raced immediately following completion by regular Scuderia Ferrari driver Franco Cortese, in the 26th Mille Miglia May 1954, finishing 14th overall. (Signori Cortese known too as the driver with the most Mille Miglia finishes ever.) Raced again at the 1957 Mille Miglia by Alfredo Vaccari. 0426 is documented by noted Ferrari historian Marcel Massini. Mille Miglia Storica veteran, matching numbers and undoubtedly welcomed at any concours or rallye worldwide.

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Suffolk GT100 Jaguar. New car finished in Gunmetal Grey with red interior. Just run in. High performance Jaguar 4.2 XK engine with 6 branch exhaust manifold, 4 speed/overdrive gearbox, alloy engine, turned dashboard, Blockley high performance tyres, heater, luggage rack, mohair weather gear, windwings, aeroscreens. Cherished number and historic status. 12 month guarantee.



Suffolk SS100 Jaguar Finished in black with claret red Connolly leather interior and Rosso Alfa red wheels. Low mileage 2 owner car. Jaguar XK 4.2 litre engine with 4 speed + overdrive gearbox, Salisbury differential, disc brakes with servo, independent suspension, heater, luggage rack, aeroscreens, windwings, full weather gear. Car will be sold with works guarantee and new MOT. Cherished registration number included.



Jaguar XK150SE Coupe 3.8 litre. 1959, 4 speed Moss box with overdrive. Huge history file shows loving care over many years. Cotswold Green with suede green Connolly leather interior. Upgrades include power steering, electric fan, electronic ignition, special CMC bucket seats (originals available too) CD/radio. Walnut dashboard, usual SE features. Drives beautifully. MOT tested. Original registration number XVR 513. Ready to demonstrate.



Jaguar Mk I Saloon. Superb and totally rust free from Australia. RHD, 3.4 manual. Maroon, low miles. Jaguar fanatic maintained. This is as good as they come and the best you could find of this very rare car.



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Year of manufacture 1976 **Recorded mileage** 87,252

Asking price £14,995 **Vendor** Spinning Wheel, Sheepbridge, Chesterfield, Derbyshire; tel: 01246 451772; www.spinning-wheel.net

WHEN IT WAS NEW

Price £17,813 **Max power** c200bhp **Max torque** not quoted
0-60mph 10.8 secs **Top speed** 118mph **Mpg** 10-15

This Shadow is a cut above the average wedding fodder. It was offered but not sold at H&H's Buxton auction last July before fetching up in the good hands of Adrian Walker at Spinning Wheel. The rear arches feel excellent behind the lips and are rot-free, plus there are no ominous damp patches around the suspension, brakes or steering. Best of all is the history file. The previous owner didn't hold back from spending money to get the car right, so the brakes were rebuilt in 2008, there was more work including a carburettor overhaul in 2006 and £3400 spent on replacing differential mountings and subframe bushes in 2003; all this in the past 4000 miles.

The body is in great order, with close door fit and the older repaint is still nice: no cracks around the rear window and only a little flaking in the door shuts. The chrome is nearly all pristine, the rear bumper quarters in fine shape, with minor cracking on the left side, and the side strips are a bit mottled. There's plenty of tread on the Turbosteels and an unused spare.

Inside, the hide is lightly creased and the carpets are tidy bar some odd fraying in the rear. The timber has been refinished and is a bit rough on the dash, with a small crack in the veneer, but the door caps are much better.

The V8 is tidy and the fluid in the brake reservoir is clean. The oil is dark and to 'Max', the coolant green and full in the header tank and the automatic transmission fluid doesn't smell burnt. The gearbox and motor are damp underneath, but there were no drips where the car had been standing.

It starts readily, although, because it hadn't been run for a while, the tappets took a couple of minutes to quieten. It drives well, with plenty of effortless torque, responsive kickdown, slop-free steering when on the move and a supple chassis. The aircon works, weakly, and the ammeter shows charge. The noisy bearing when you first engage it will be fixed and the car will come with a fresh ticket. The price includes an independent report; if this shows any serious defects, the deposit will be returned.



SUMMARY

EXTERIOR

- Older respray is lasting well

INTERIOR

- Lovely hide; fair dash and carpets

MECHANICALS

- Lots of bushes and brake parts recently replaced; superb to drive

VALUE ★★★★★☆☆☆
For Sorted except for a couple of minor electrical items...

Against ...the radio and aerial don't appear to work

SHOULD I BUY IT?

It's probably one of the safest bets around, with no major needs and the back-up of an engineer's report



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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.

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Parisotto 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 Siata Type B cylinderhead.

The team Gino D'Angeli/A. Gasparini participated at the 1952 Mille Miglia (foto at departure) with starting number 2400.

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Price: 230.000 Euro



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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WHEN IT WAS NEW

Price £1864 **Max power** 121bhp **Max torque** 160lb ft
0-60mph 16.2 secs **Top speed** 95mph **Mpg** 21

This P5 was bought new by a Cornish farmer and used for Sunday best until he died in '95. It then passed to his daughter, who sold the car in '99 on the proviso that it was sympathetically restored. A rebuild by a Rover specialist, completed in 2001, included new quarter door skins, sills and front valance (there are photos of the work). A wad of MoTs confirms the mileage and there's lots of early servicing info in the factory handbook.

The bare-metal repaint in Light Navy Blue has lasted well, with the odd blemish and a few chips to the lower nearside sill. Underneath, it looks solid and the doors shut with a clunk. The bumpers have been rechromed and are still excellent. The grille vanes show light patination, the Mazak mouldings at the base of the wipers are pitted and the badge has faded.

During the renovation, the interior was treated to new carpets, while the original headlining remains mint, as do the door cards and the pull-out pockets on the back of the front seats. All the veneers are in fine fettle, too, and the full toolkit is still in its tray under the dash. The leather trim has aged nicely, the colour wearing a little thin in places on the driver's seat, which could be remedied. The boot trim is in a similarly excellent state of preservation, with the battery cover present and correct. The 185 HR15 Dunlop SP tyres have plenty of tread and the spare is new.

The engine bay isn't as smart but the oil looks cleanish and is topped up. The 3-litre 'six' starts instantly with a quiet tickover and this Rover benefits from having power steering and overdrive. The gearshift is a tad notchy (typical P5), but you soon get used to it, and there was a complete absence of rattles, squeaks or clonks on our test. Indeed, the car drives superbly, although the suspension is a little wallowy when taking corners at speed. The brakes are well up to the job, with progressive bite. The motor takes a while to warm to operating temperature, when the gauge sits at just below normal, as does the oil-pressure needle when cruising.



SUMMARY

EXTERIOR

- Top-quality rebuild; excellent respray and chromework

INTERIOR

- Mellowed hide; new carpets

MECHANICALS

- Myriad new parts; S/S exhaust

VALUE ★★★★★☆☆☆☆

For Low mileage; goes superbly
Against Engine bay not detailed

SHOULD I BUY IT?

A lovely, not over-restored P5 that retains lots of originality and could be further enhanced with minor attention to the cosmetics. On the button and ready to be enjoyed



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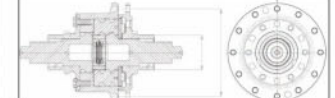
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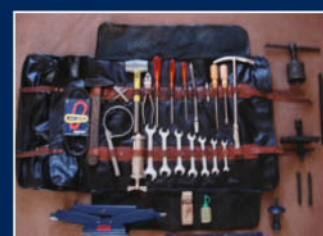


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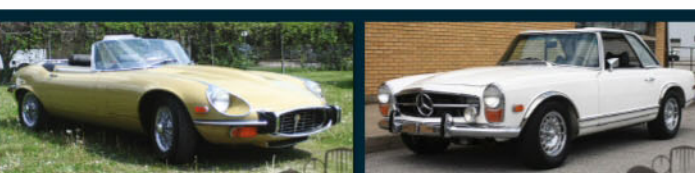
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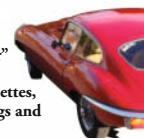
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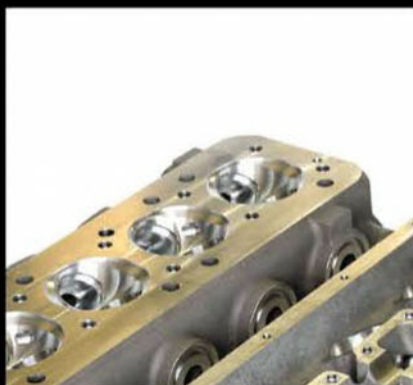
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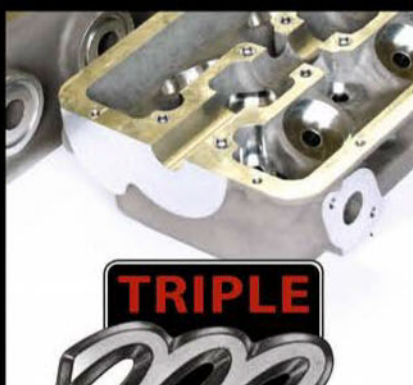
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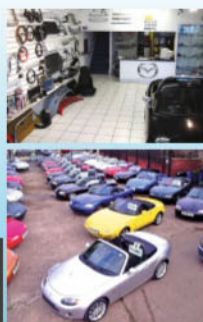
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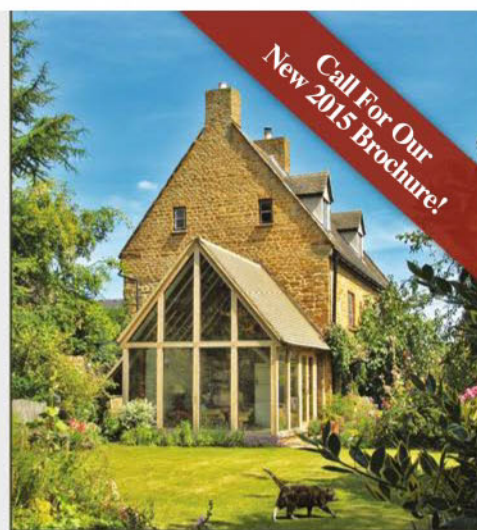
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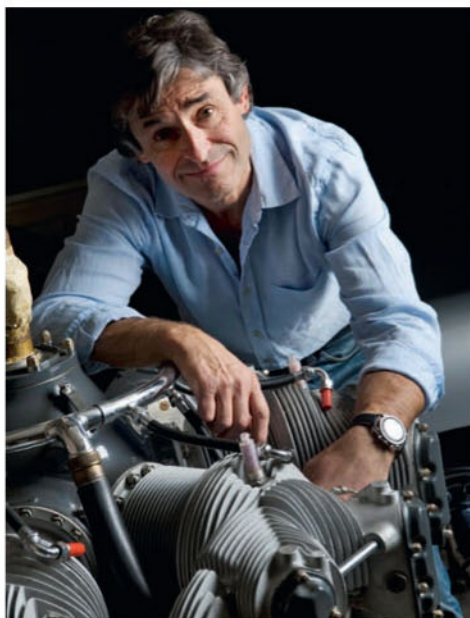
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de Cad's heroes

It requires a special set of skills to be a top-level racing driver, but in chasing the Land Speed Record Andy Green takes heroics to a whole new level

Any racer will tell you that achieving some serious top speed is an edifying experience that's important not just for lap times, but also for conquering one's personal threshold of fear. As a schoolboy, I remember wondering what it must be like to drive the then-new Jaguar E-type at 150mph. Later, I watched the slippery long-tailed Porsche 917s cranking down Les Hunaudières at 240mph before my own scrotum-clenching struggle to get a Ferrari 512 up to 220mph in the same place.

But all of this pales in comparison to mankind's attempts at achieving the Land Speed Record. A few years ago, I was wandering around the Silverstone Classic with my youngest son when he spotted a simple tent that contained a mock-up of Thrust SSC. There, standing on his own, was the most serious hero of them all: Wing Commander Andy Green OBE. Aidan got himself a one-to-one explanation of what the LSR was all about, and then a go in the hot-seat with the canopy closed. All from a man who then held (and still holds today) the record for the outright highest speed ever attained by a wheeled vehicle not attached to a rail.

Born in July 1962, Green won an RAF scholarship to Worcester College, Oxford, where he was awarded a first class honours degree in maths. His fast-jet graduation took place in F4 Phantoms and Tornado F3s. Richard Noble, who in '83 had clinched the LSR at 633.468mph, was wondering who might replace him in the new Thrust SSC (rumour has it that his wife didn't want him to drive it) when he decided that a fighter pilot would be the best person for the job.

What a brilliant choice he made. The object was to produce a car capable of going through the sound barrier on the ground – you need to have quite a fertile brain to think up endeavours such as this – and the chosen venue was the Black Rock Desert in Nevada, which meant less drag on the wheels than at Bonneville Salt Flats. Feeling his way, Andy wound up Thrust SSC to 714mph on 25 September 1997 and then, on 15 October, he averaged 763.035mph on his 'out' and 'in' runs, which equates to Mach 1.016.



In taking Thrust SSC through the sound barrier in 1997, Andy Green assured himself a place in the history books

ANDY GREEN OBE

Born 30 July 1962

From Atherstone, Warks

Career highlights RAF fighter pilot; Wing Commander since 2003; LSR holder since 1997; first person to officially break the sound barrier on land



It's difficult to contemplate what he did, but with the equivalent of some 110,000hp from two Rolls-Royce Spey engines behind him, his 0-600mph time was 16 seconds. Just repeat that statistic to take it in. I wouldn't have thought the human body could handle that much grunt off the line, but he did. If walking on the moon is the coolest thing you can do, this must run it close.

What could a man do after that? Well, just to keep his hand in, Green took the JCB Dieselmex streamliner to Wittering airfield in 2006 and drove it sufficiently hard to convince himself that

it could break the outright diesel-powered record. Later that month, on the Bonneville Salt Flats, he roared through the traps at 350.092mph, obliterating the previous record of 236mph. The twin JCB444 engines had two-stage turbochargers to produce 750bhp each from 5 litres, with one unit driving the front wheels and the other driving the rears.

What Green now has his sights on, is the new Bloodhound SSC – the objective of which is the 1000mph barrier. If that speed seems incomprehensible to you – and it does to me – Green has no doubt that it can be achieved and that they have all the skills and technology in place to do it. Plus around 130,000hp from a Rolls-Royce EJ200 turbofan and a Nammo hybrid rocket.

If the pursuit of seemingly unobtainable goals without consideration for pecuniary gain is a sign of man's search for idealism, then march on Green, Noble and their regiment of kindred spirits. Life is a race and I don't want to live mine behind a pace car. Nor does Andy Green.



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