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THE BIG PICTURE

Not wanting to overshadow its main 70th-anniversary celebrations last year, Ferrari decided to wait until 2018 to commemorate 50 years since the 'road debut' of the Dino, rather than marking five decades since its official launch in 1967. That said, it's hard to be cynical about this record gathering of more than 150 of the marque's junior supercars, when 300-plus enthusiasts flocked to Maranello on 30 June for a special party.

Examples of the original 206GT were joined by 246GT and GTS, 308GT4 and tax-break 2-litre 208 from across Europe – including a number from the UK. A visit to the museum was followed by parade laps of the Fiorano circuit and this amazing aerial shot of cars recreating the signature badge, followed by a drive through the famous Via Abetone Inferiore factory entrance. **AC**







Welcome

What is it that drives our hobby? A love of old cars is a given, but it's about much more than that.

It's about finding like-minded souls and sharing that passion – plus occasionally the pain – with them. It's about making new friends and enjoying collective experiences as part of the classic-car community.

This was brought into sharp relief once again last month, as it is every two years, by the magnificent Le Mans Classic (p14). The road trip down to La Sarthe in our own cars, along with colleagues and friends on the C&SC Reader Run (which you can read all about in *Our classics* next month), has become an unmissable pilgrimage – 2018 marked art editor Martin Port's eighth visit to his favourite event.

This year's trip wasn't without its challenges. The cars all did themselves proud, but we were missing several key members of our equipe from Le Mans missions past – those who have either moved on to pastures new or joined the choir invisible. So on Friday evening we took to the banking overlooking the Porsche Curves and raised a glass to absent friends... then proceeded to make plenty of new ones among our fellow classic campers throughout the weekend.



ALASTAIR CLEMENTS

Editor in chief, *Classic & Sports Car*

The anticipation brought about by the biennial nature of this event is key to its appeal, but for me the real joy of going there in a classic is the sense of being a tiny part of something very, very special.



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'Performance through the gears is spectacular, the long nose lifting as the Jaguar punches forward with effortless pace'



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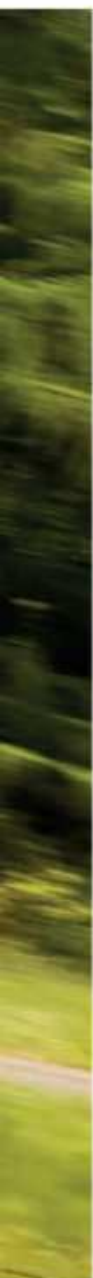
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ALL DAY, AND ALL OF THE NIGHT

The biennial Le Mans Classic returned to the French Sarthe region for another memorable weekend of competition

WORDS **ALASTAIR CLEMENTS** PHOTOGRAPHY **ERIC SAWYER/C&SC**

After two years of waiting, endurance-racing enthusiasts were given a typically brilliant spectacle from 6-8 July as the closed roads, packed campsites and grandstands of the Circuit de La Sarthe, France once again reverberated to the sound of historic racing cars for the biggest Le Mans Classic yet.

First run in 2002, the event has grown to become one of the premier historic motorsport festivals, with the 2018 running attracting a record 135,000 spectators to see more than 700 cars on track and an incredible infield display from some 200 car clubs basking beneath a blazing sun.

This unique meeting splits entries across three main grids, with each competing three times over the course of 24 hours to give drivers the opportunity of experiencing the evocative circuit in both day and night conditions.

Despite a strong entry of four supercharged Alfa Romeo 8Cs, the evergreen Talbot 105s dominated the oldest group (main image), with Gareth Burnett pulling out a huge lead in John Ruston's historic team car, G052. Burnett was clocked at 120mph on the Mulsanne *en route* to a 5 mins 50 secs fastest lap. The Georges Roesch design took the top two places, with Robert Spencer's Bugatti Type 35B holding off a fleet of BMW 328s to take third.

Highest-placed Alfa was Martin Halusa's fabulous fifth-placed Zagato Spider, co-driven by Nicola von Doenhoff, but this group is as much about dedicated enthusiasts in smaller cars; highlights included a team of Morgan 4/4s, and Belgian Singer fanatic Anthony Schrauwen's solo drive in his immaculate

Nine Le Mans to an impressive 29th ahead of many bigger guns.

After three races, just 2.9 secs separated the dramatic Jaguar D-type battle in the pre-1956 Plateau 2. In memory of Jim Clark, Carlos Monteverde teamed up with Gary Pearson in the ex-Border Reivers D-type, XKD 517, which the Scottish legend drove to his first victories. The duo were locked in a dice with Clive Joy's ex-George Constantine D-type, which won the daylight races but lost by 7 secs during the night. The Maserati 250S of Richard Wilson and Martin Stretton yowled home to a strong third, with John Clark's 'Bobtail' Cooper a strong fourth.

Cunningham machines were enthusiastically applauded all weekend, with Swiss Alain Rüede finishing a fine 11th on his debut in the 5.4-litre Hemi-powered C4R recreation. The newly finished 'Le Monstre' homage of Derek Drinkwater had a tough weekend, but the hugely popular machine was cheered all the way by fans. "We'll be back in 2020," said a determined Drinkwater.

A similar reception was given to the little Panhard Dyna X of Daniel and Sylvain Ascension. Following in the tracks of Louis Eggen's 1950 entry, the twin-cylinder 610cc saloon braved the track to finish 64th (and last) with a fastest lap of 10 mins 8 secs – exactly double Pearson's pole time.

Monteverde, Pearson and Andrew Smith were back to boss Plateau 3 qualifying in the 1959 Lister-Jaguar Costin, but the slippery sports-racer only completed one lap of the first race, with Lukas Halusa taking the spoils in the iconic Ferrari 250GT 'Breadvan'. Roger Wills and David Clark

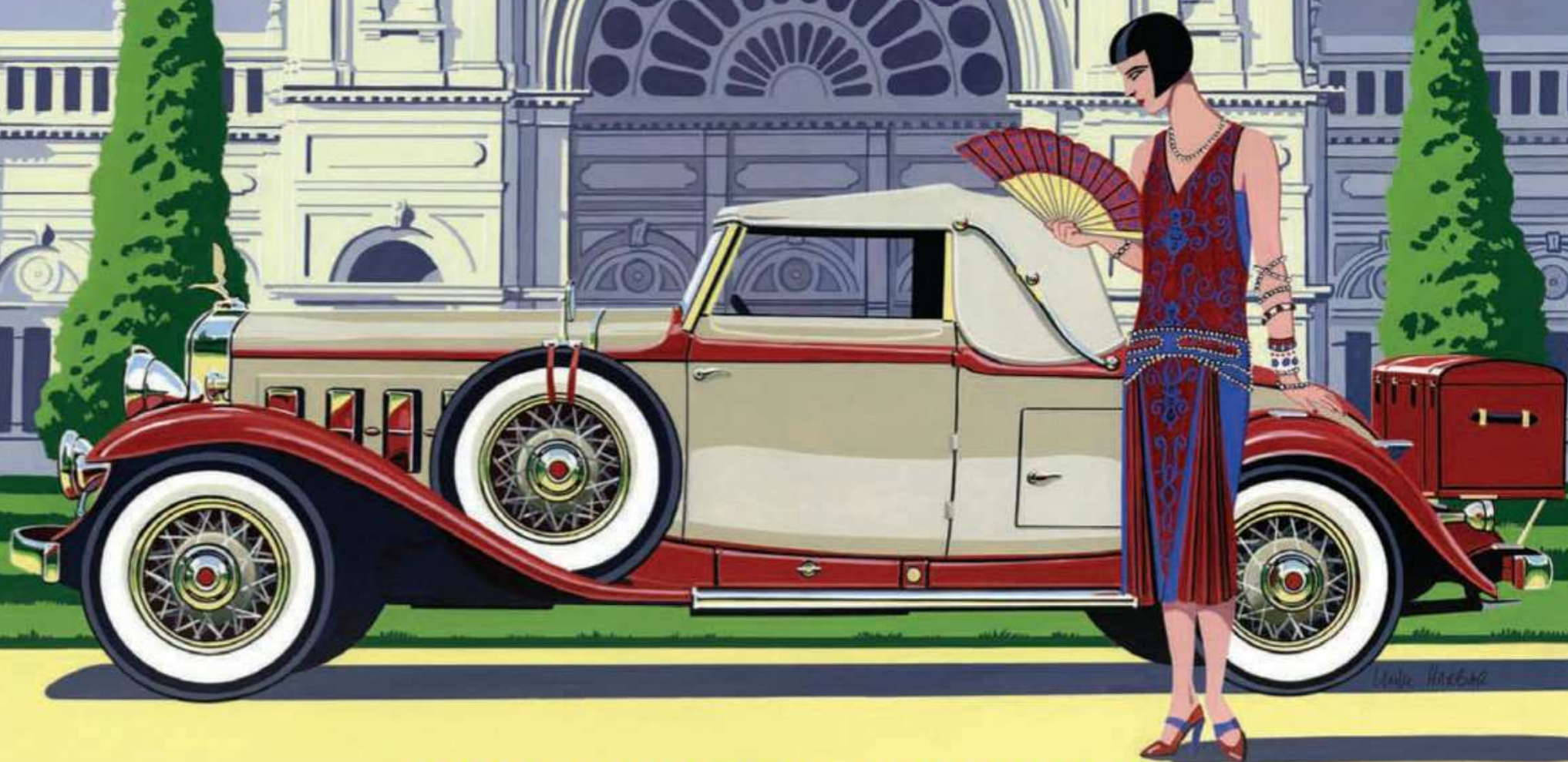






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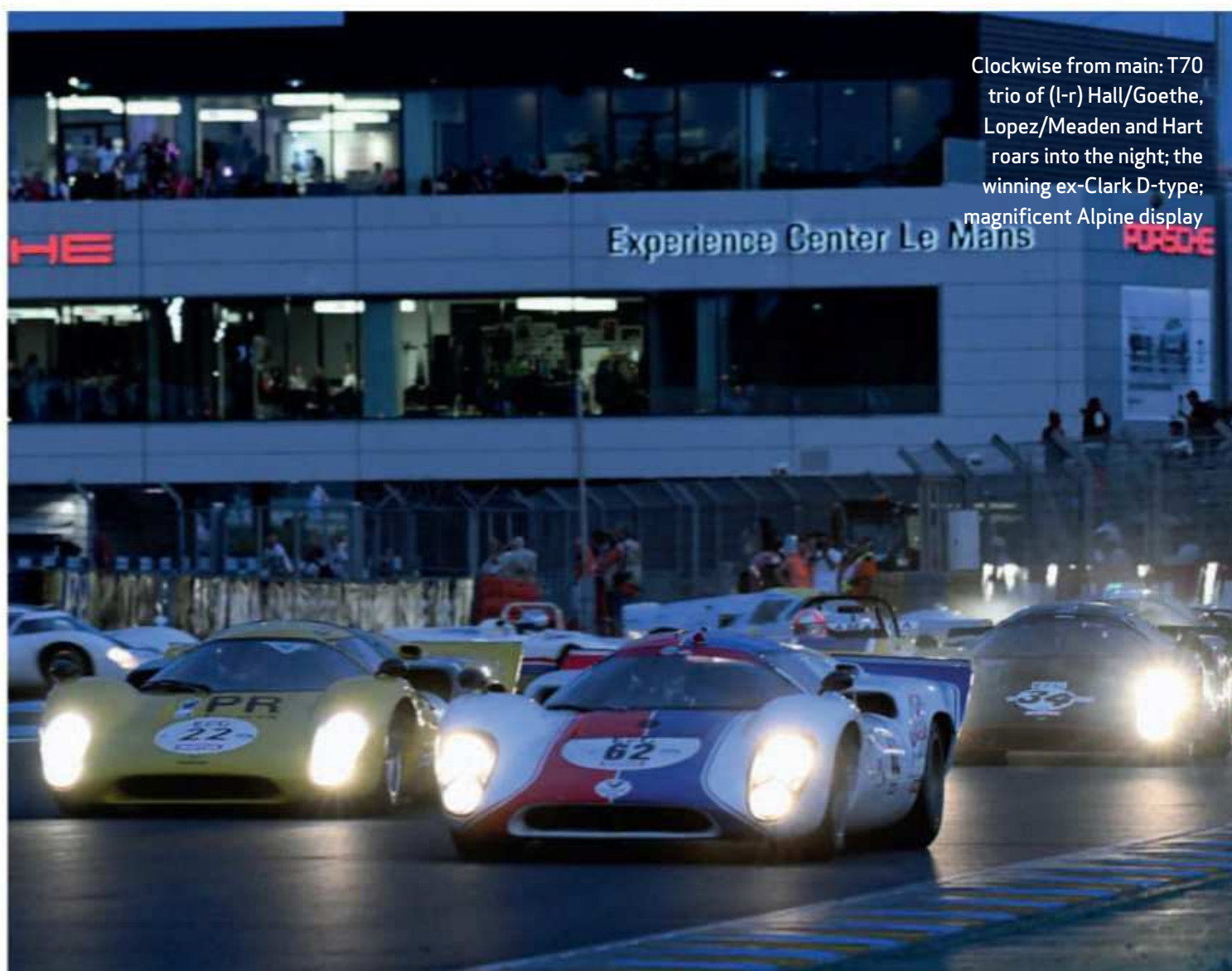


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Clockwise from main: T70 trio of (l-r) Hall/Goethe, Lopez/Meaden and Hart roars into the night; the winning ex-Clark D-type; magnificent Alpine display



improved on their second place in race one by winning the second contest in their 1958 Lotus 15, and repeated the feat in the final race to pip the 'Breadvan' by just 3 secs – and that's where things ended up in the combined results, with third going to Hans Hugenholtz in another Lister-Jaguar.

Plateau 4 played host to the big-banger Ford GT40s, Shelby Cobras and Bizzarrinis, with the former dominating qualifying via Shaun Lynn; James Cottingham and Joe Twyman; and Richard Meaden, Martin O'Connell and Grant Tromans. The 1965 GT40 MkI of Diogo Ferrão took top honours in the first race, only to be bested by David Hart in the second, with the Cottingham/Twyman

pairing taking up the rear. A masterclass in the final Plateau 4 race had the duo nearly 20 secs ahead of Ferrão, but by the time all of the results had been taken into account it was the Portuguese who came out on top, having made hay by winning the first race by 28 secs. Lynn finished second, with the Cottingham/Twyman car rounding out the podium.

After a shattering qualifying performance – more than 4 secs clear of the next fastest car – Gérard Lopez and Meaden looked set for victory in the fifth tier aboard their Lola T70, but only recorded a finish in the first race so ended up well down the order. A sixth, a second and a first were enough to secure victory for Jacques Nicolet's

Duckhams-Ford, ahead of the Lolas of Pierre-Alain France and father-and-son Toni and Mirco Seiler. Despite victory in the first two races, the Ligier of Mister John of B dropped to 35th after a catastrophic third contest.

Flame-spitting Porsche 935s and BMW M1 Procars battled for visual supremacy during the night in the final Plateau 6, but both had to give best to the more extreme prototypes in the final reckoning. Yves Scemama produced a dominant performance in his TOJ SC to take pole and two out of three race wins (after coming second in the first contest), meaning a comfortable overall victory. But the other two podium places proved the importance of consistency, with

LE MANS CLASSIC RESULTS

PLATEAU 1

1 G Burnett 1931 Talbot 105

2 M Birch 1932 Talbot 105

3 R Spencer 1928 Bugatti Type 35B

Performance index

R Spencer 1928 Bugatti Type 35B

PLATEAU 2

1 C Monteverde/G Pearson/A Smith 1955 Jaguar D-type

2 C Joy/S Trenery/P Simon 1955 Jaguar D-type

3 R Wilson/M Stretton 1957 Maserati 250S

Performance index

G Mestrot/J Da Rocha 1954 Triumph TR2

PLATEAU 3

1 R Wills/D Clark 1958 Lotus 15

2 L Halusa 1961 Ferrari 250GT 'Breadvan'

3 H Hugenholtz 1959 Lister-Jaguar Costin

Performance index

M Gordon/N Finburgh 1961 Lotus Elite S2

PLATEAU 4

1 D Ferrão 1965 Ford GT40 MkI

2 S Lynn 1965 Ford GT40 MkI

3 L Cottingham/J Twyman 1965 Ford GT40 MkI

Performance index

L Caron 1963 Shelby Cobra 289

PLATEAU 5

1 J Nicolet 1972 Duckhams-Ford

2 P France 1969 Lola T70 MkIIIB

3 T Seiler/M Seiler 1968 Lola T70 MkIII

Performance index

C Ward 1967 Ford GT40 MkII

PLATEAU 6

1 Y Scemama 1976 TOJ SC 304

2 R Büsst/D Freeman 1975 Chevron B31 BDG

3 U Beck 1980 Porsche 935 K3

Performance index

S Dance 1972 Ford Capri RS2600

JAGUAR CLASSIC CHALLENGE

1 M O'Connell 1962 Jaguar E-type

2 M von Oeynhausen 1962 Jaguar E-type

3 V Gaye/A Reid 1964 Jaguar E-type

GROUP C RACING

1 M Lyons 1991 Gebhardt C91

2 S Lynn 1987 Jaguar XJR-9

3 R Kelleners/I Vercourtere 1989 Jaguar XJR11

PORSCHE CLASSIC RACE LE MANS

1 U Bruschnik 1967 Porsche 910

2 R Narac 1974 Porsche 911 Carrera RS 3.0

3 K Le Blanc 1973 Porsche 911 Carrera RSR 2.8



PERFORMANCE MEETS ART

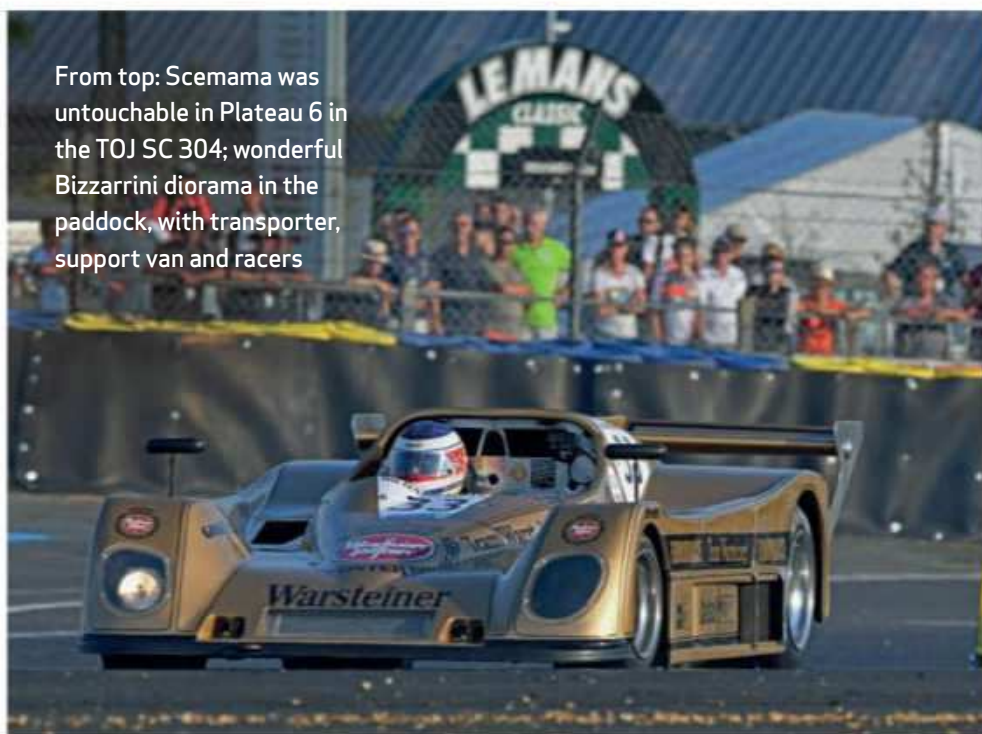

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From top: Scemama was untouchable in Plateau 6 in the TOJ SC 304; wonderful Bizzarrini diorama in the paddock, with transporter, support van and racers



neither the second-placed Chevron of Russell Büsser and David Freeman nor the Porsche 935 of Urs Beck in third having finished inside the top three in any of the trio of individual contests.

Some spectators complained of too many corporate parades of modern cars this year, but the race card was augmented by some competitive single-marque Jaguar and Porsche races, plus a fantastic Group C contest – sadly lacking star entry Jenson Button, who pulled out at the last minute. Fans of more modern machinery could also enjoy a spirited demonstration of Global Endurance Legends.

Away from the racing, there were fascinating rarities among the massed gathering of car clubs. Casually parked in the shade near the Dunlop Bridge was an unrestored and wonderfully shabby Alfa Romeo TZ1. This valuable prototype had enthusiasts guessing if it was real, but remarkably the ex-Le Mans race school TZ1, chassis

7500-76, has been owned by Jacques and Liliane Simonet since 1967 and was even used as their wedding car in 1975. As ever, Porsche owners were out in overwhelming force, but the most impressive display this year came from the combined Alpine clubs, who all came together to mark the launch of the new Renault-backed A110 sports car.

Other highlights included a celebration of the National 7, better known in France as the *Route de Vacances*, that runs from Paris to Menton on the Italian border. The impressive line of classic saloons and period caravans looked like the traffic jam from Jean-Luc Godard's film *Weekend*. Over in the paddock, star of the period transporters was a dramatic Bizzarrini display, with a Fiat transporter carrying a 5300GT and a wild P538S. Until the 7-litre GT40s arrived, Giotto Bizzarrini's 5.4-litre Chevrolet-powered GT beast held the speed record on the Mulsanne Straight at 186mph.

C&SC TEAM FAVOURITES

JAGUAR E-TYPE S1 4.2

Making swift progress on the C&SC Reader Run down to La Sarthe were John and Jacob Thornberry in their E-type Coupé. "We're here for Jacob's 18th," said architect John. "I came two years ago for my elder son Toby's 18th and it's changed his life. He decided not to go to uni and got an apprenticeship at Classic Team Lotus – he now works with Bob Dance on Clark's Lotus 25!"

The Jag was bought four years ago: "I got an endowment mortgage, then realised I wouldn't make anything so persuaded my wife that putting it into a car would be a great investment." **AC**



CADILLAC 'LE MONSTRE'

There's a famous photo from the 1950 24 Hours of the Cunningham team's 'Le Monstre' being tailed by its Cadillac sedan. For one magical second that was recreated in the early hours of Sunday morning on the approach to the Porsche Curves. Derek Drinkwater passed the Swedish-entered sedan, only to lose brakes on the roadster and take to the escape road. Aesthetically challenged but fastidiously modelled, the car was built on a manual Caddy 61 chassis with the support of the Collier Collection, home of the original car. **JB**



1969 PORSCHE 911

Alan Shaw drove his Tuthill-prepared 911 from the UK with sons Leon and Duncan – a trip to the shops compared to its previous adventures. A regular on Global Rally Organisation events, the car has racked up tens of thousands of miles, not always without incident: ahead of the 2016 Pan-American, the 911's container was dropped from 30ft, causing significant damage. "We spent four days hammering things into shape and welding tears in the body before the nine-week, 10,500-mile tour," said Shaw. "After the rally it was fully rebuilt with new sills, wings and doors." **GM**



1937 ADLER RENNLIMOUSINE

The superb Le Mans Heritage Concours gathered 24 diverse racers, from 1928 front-drive Alvis to '93 Venturi 600LM. Best of Show was the Toyota 94 CV, but talk of the display was Alrika Allameh's dramatic Trumpf. With front wheels powered by a humble 56bhp 1.6-litre 'four', this maverick streamliner styled by Reinhard von Koenig-Fachsenfeld was the first all-enveloping coupé to race at La Sarthe. One of three left from six built, the Adler survived WW2 and was taken to the US by an army officer. **MW**



CITROËN DÉPANNEUSE EQUIPE

This pairing caught my eye in a display near Dunlop Bridge: a 1935 Citroën C6 Dépanneuse with a 1924 Bignan 11hp attached to the crane fixed to the rear deck. The Bignan has significant Le Mans history, having achieved a third-place finish in 1923, the first running of the 24 Hours, in the hands of Raymond Tornaco. The 2-litre was also victorious on the 1924 Rallye Monte-Carlo, but the company closed in 1931. The C6 tow-truck is a six-cylinder version of the earlier C4 Dépanneuse and boasted wonderful patina, setting the perfect period scene at this historic event. **MP**



HISTORY

WILL BE MADE



1963 Aston Martin DP215 Grand Touring Competition Prototype
Developed by Aston Martin to compete at the 1963 24 Hours of Le Mans.
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1966 Ford GT40 Mk II
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FESTIVAL GETS IN THE PARTY SPIRIT

Sun-drenched Goodwood hosted its Silver Jubilee Festival of Speed from 12-15 July, sharing its birthday celebrations with a huge array of other anniversaries.

Chief among these was Porsche's 70th, marked by a striking, Gerry Judah-designed sculpture showcasing six iconic models 52m in the air. On the hill, everything from the very first, VW-engined 356-001, via the '73 Targa Florio-winning 911 RSR 'R6' to the Paris-Dakar 911SC and 935 'Moby Dick', documented Zuffenhausen's illustrious competition history.

Alpine marked 40 years since the A442 B won the Le Mans 24 Hours; for Land-Rover's 70th, 70 models took part in a special parade (see panel); and it was happy 70th birthday to Lotus, too, starring Jim Clark's Championship-winning 25. Of course, 70 years of Jaguar's XK was also remembered, with Le Mans-winning C- and D-types, and the Alpine Rally XK120, NUB 120, among the stars. Six decades of the British Saloon Car Championship was another theme, with

highlights including the Austin A105 that took Jack Sears to the first title and his winning '63 Ford Galaxie, plus Grant Williams' tyre-destroying antics in his Mk1 Jag.

Ford turned heads with the recently rediscovered original *Bullitt* Mustang and an autonomous '65 notchback. In addition, 60 years of Lola was celebrated with the Lola-Climax Mk1 and others, including the ex-John Surtees Honda RA301 with its Lola-designed monocoque, driven on the Sunday at Goodwood by Jenson Button.

Those who made the long, dusty trek to the forest rally stage were rewarded with the biggest-ever display of Colin McRae and Richard Burns cars, recalling when the pair went head-to-head up the hill in '99. Other delights included an Austin Landcrab, Lancia Fulvia, 037 and Integrale, Merc 190s, MG Metro 6R4s, plus a brace of Escorts for the model's half-century.

Duncan Pittaway's spectacular Fiat S76 'Beast of Turin' was another Festival favourite, while his



From top: Porsche 961 takes to the hill; unique barnfind XK140 Michelotti coupé is to be restored by Jaguar Classic; Mercedes' astonishing T80 LSR car

Clockwise, from below:
Jenson Button samples the
ex-Surtees Honda RA301;
judge Linley with Mullan's
Monteverdi 375L; it took
a mighty effort to get
rare Cheetah on track



Cheetah-Chevrolet was also a talking point. His team worked all hours to get the unique prototype ready, but the V8 blew up on the first run. Undeterred, Pittaway removed the engine from a friend's motorhome and fitted it overnight into the Cheetah. It finally roared up the hill to a huge cheer on Sunday, before the engine was then refitted in the motorhome.

Mercedes' paddock display almost upstaged Porsche's party thanks to the sensational one-off 1939 T80 Land Speed Record car. Designed by Ferdinand Porsche, this six-wheeled wonder, shown without its body, was powered by a 3000hp 44.5-litre V12 aero engine, but the outbreak of WW2 meant that it never ran. It's the first time the 11.7m-long machine has been displayed in public, and it was shown alongside the W125 'Rekordwagen' chassis.

Away from the action, the sanctuary of the Cartier Style et Luxe concours presented a fascinating and diverse display, from pioneering electric transport – such as the little-seen 1918 Milburn – to cars launched in the Festival's first year. Classes celebrated Jaguar's XK, the Ford Model T, early Porsche

Speedsters and Spyders, and the groundbreaking Citroën 2CV.

A remarkable set of coachbuilt XKs with bespoke bodies by Ghia, Pinin Farina and Michelotti was brought together for the first time. In contrast to Peter Neumark's class-winning Pinin Farina Coupé, Jaguar Classic displayed its newly acquired XK140 Michelotti coupé in barnfind condition. The dazzling Michelotti D-type coupé, based on the crashed remains of XKD 513, was another attraction.

Best of Show was a close contest between Neumark's XK120, Gavin Moule's McLaren F1 and Colin Mullan's Monteverdi 375L, with the latter winning. Home-restored and driven to Goodwood, this Fissore-styled two-door created a stir among the judges. "My favourite Dinky toy as a boy was the Monteverdi 375L," said master furniture craftsman David Linley. "I used to race it over my father's grand piano, but I'd never seen the real car." Fellow judge Dame Darcey Bussell was also smitten.

Unlike many entrants, the 375 was spotted battling Sunday traffic, heading home with a happy Mullan at the wheel. Never before has a Swiss car won a major concours.



Original Bullitt Mustang made its first appearance outside the US. Above left: seven-pronged Porsche sculpture pierced the skies

Tortoises among hares

Visitors to the opening day of the Festival of Speed were treated to a parade of some 70 Land-Rovers making their way (slowly) up the famous hill. Marking 70 years since the marque's launch, a hand-picked selection of Landies set a new record for the most vehicles to simultaneously make their way past the house and was led by Dunsfold Land Rover's Philip Bashall in their recreation of the original Centre Steer prototype.

Number 19 in the convoy was C&SC's own art editor, Martin Port, who was delighted to take part in his 1959 Series II 'Trans Africa' 88in: "I was humbled to be invited to join some very important examples for the run and it was wonderful to see the reaction from the crowd."

AMY SHORE



The winning Fiat Strada, Chrysler Alpine and Datsun Bluebird (l-r) enjoying the limelight



Jason Himpson's Cavalier was top Junior



Basic five-door VW Golf is now a rare sight

Celebration of the ordinary

Hagerty's Festival of the Unexceptional marked its fifth anniversary on 14 July, returning to Stowe School in Northamptonshire with a host of previous winners, a packed field of first-timers and a record number of visitors.

Top honours went to Guy Maylam's 1977 Chrysler Alpine, which the marque enthusiast had worked around the clock to finish, completing the restoration just hours before judging. The pre-Talbot example is one of just 13 Alpines in the UK – a remarkably low figure given the model's warm reception and European Car of

the Year title in 1976. "This example was a dreadful car, but once you start the restoration it's difficult to stop," said Maylam.

Also a rare sight on Britain's roads is the Datsun Bluebird 1.6 GL saloon. Kev Curtis' 1981 low-mileage car scooped second place, and Curtis fully embraced the spirit of the event by dressing up as a dodgy secondhand car dealer. The Best Dressed prize, however, went to 24-year-old Edward Morley and his '72 Renault 16 TS. He braved the summer heat in a period blue suit, along with flared trousers and a beige shirt and tie.

Meanwhile, Festival regular Gavin Bushby's 1982 Fiat Strada 65CL proved a hit with punters, the highly original Turin-built hatchback being awarded the People's Choice gong.

For the event's fifth anniversary, all the show's past winners and runners-up returned, joined by a special Invitation Class featuring a fascinating selection from manufacturers' heritage fleets. Toyota GB presented its 1967 Corona, Mitsubishi brought its 1974 Colt press car, Audi displayed its 1971 80 Estate and Vauxhall showed its superb 1971 Viscount PC.



Mick Lambert's C1 was one of six early generation cars in Bedfordshire for July's event

Rare Corvettes on show

Approximately 150 'Vettes from all generations gathered for the Classic Corvette Club UK Nationals in Sharnbrook, Beds on 1 July. Rick Riccardi's C4 was shipped from the USA to be there, and others came from Belgium and Ireland.

A major talking point was the unique two-rotor Wankel-engined

1973 XP897 GT concept car, while early models included Stephen Warnes' 1960 C1. Douglas Rae brought his 1965 C2 Coupe and Jeff Shadbolt displayed both a C3 and a '67 C2 Sting Ray. Another rare car was Barry Gibrail's 1978 C3, fitted with a wild Greenwood Daytona continuation bodykit.

LAND-ROVER RESTO IS GO

The new owner of the first production Land-Rover, chassis 860001 (*News*, April), is INEOS Automotive. Group company secretary Yasin Ali confirmed the acquisition, while chief restorer Julian Shoolheifer is in no doubt that the restoration will retain an impressive amount of original material; it'll be done in dialogue with Dr Andrew Nahum, Keeper Emeritus at the London Science Museum and curator of the recent high-profile exhibition *Ferrari: Under the Skin* at the Design Museum.



JULIAN SHOOLHEIFER



'BIRDS OF A FEATHER

RUF is to be celebrated at The Quail in California on 24 August. Many of its most notable models will be on show in a dedicated concours, including collector Bruce Meyer's 1989 'Yellowbird' CTR #001, a CTR Clubsport, a CTR2 and an RCT, plus a new CTR.



BIG CATS LAP THE UK

This year's E-type Round Britain Coastal Drive will be flagged off from Pendine on 17 September by Land Speed Record-breaker Don Wales. The 4000-mile tour takes in John O'Groats and Land's End, in aid of Prostate Cancer UK. E-mail info@e-typeclub.com



SHOPPING IN STYLE

The Classic Car Boot Sale returns to London's Granary Square on 18-19 August, promising a dazzling array of cars, vintage clothing and vinyl-record traders, plus street food, DJs and more: www.classiccarbootsale.co.uk



IN HONOUR OF TAMBAY

F1 race-winner Patrick Tambay – now suffering from Parkinson's disease – was the beneficiary of a fundraiser at June's Grand Prix de l'Age d'Or. More than €40,000 was raised for Tambay and his family, with messages of support from Jean Todt and Jacky Ickx.

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Mary Hooper displayed her prototype RHD De Lorean at the popular Luton Hoo car show



1952 Daimler DB18 Barker Special Sports



1932 Calshot Morris 8 is one of six built



UP, NOT OVER THE HILL

Morgan will mark 50 years of the Plus 8 by gathering more than 1000 Malvern-built classics at Prescott on 11-12 August. Among the cars expected is the first-ever Plus 8, returning from the USA for the event. See www.morgan-motor.co.uk/toth2018



HERITAGE TRUST WINDFALL

The Archive of the British Motor Industry Heritage Trust at the BMM, Gaydon has been awarded a £30k grant to fund a new project, The Art of Selling, focusing on a unique collection of British Leyland sales and press material. See britishmotormuseum.co.uk



LANDIE PARKING ONLY

Record numbers flocked to Beaulieu's Simply Land Rover on 24 June, with more than 1000 visitors and 500-plus vehicles, from 1982 Carmichael Commando six-wheeled Range Rover to 1970 Series IIA Dormobile camper.



POND-FIND CHUMMY

A 1925 Austin Seven Chummy rescued from Matching Green pond starred at Hatfield Heath Festival on 24 June. Other cars of note included a 1968 RAC Rally Mini Cooper 'S', a 1925 Sunbeam 20/60 Open Top Tourer and 1955 Mercedes 180D Ponton 'Bakkie'.

Classics return to the garden

Bedfordshire's Classics in the Walled Garden has a uniquely tranquil garden-party atmosphere. For the 2018 edition of this event on 4 July, around 500 vintage and classic cars were in attendance, and variety is definitely the spice of this meeting – with everything from Ferraris and vintage Bentleys to an Iso Grifo, a Mini Moke and a Morgan 3-Wheeler on show.

A perfect example of this diversity came from Mary Hooper's De Lorean DMC-12 prototype, since converted to right-hand drive and still wearing its original Belfast registration number.

Cars being exhibited by the nearby Vauxhall Heritage Centre included a 1926 30/98, brought along by Vauxhall's Simon Hucknall. "The 30/98 has been in the factory collection since 1948 and is an extremely original, unmodified and matching-numbers example," said Hucknall. "It was last recommissioned in 1964 and is driven on a regular basis. It has been across the Alps on several occasions and I clocked up around 300 miles just a few weekends ago."

Another interesting but rather more recent Vauxhall offering was the 'Silver Aero' Cavalier 2000

Sports Hatch design concept, which made its debut at the 1980 NEC Motor Show.

Alan McNab's 1927 Bugatti started life as a Type 38. It later fell on hard times before being restored by McNab using a Type 44 chassis found abandoned in a hedge in Oxfordshire! It wasn't the only impressive restoration at Luton Hoo, however: the 1952 Daimler DB18 Barker Special Sports on show was one of approximately 500 built and was taken off the road during the '80s for a major rebuild that continued intermittently for a quarter of a century.

RACING TO THE TOP

A diverse array of pre- and post-war machinery was on hand for the Chateau Impney Hill Climb, from 7-8 July. Fastest time of the day went to Malcolm Thorne (Lotus 35 F2) at 38.86 secs. Martin Jones (Brabham BT21B) was just over a second behind, followed by Justin Maeers in his Lola T70 Mk2.

There were class wins for Mark Riley (Creamer Special), Robin Tuluie (Menasco Pirate) and Ian Baxter (Alta 61 IS), while Dougal Cawley (GN-Ford Piglet) put on a typically committed performance to top his class.



Eight decades of competition at Prescott Hill Climb, Gloucestershire, was marked in July

Champs turn out for 80th

Some of the greatest names in hill-climbing came to Prescott on 14 July for the 80th anniversary of the venue's first competitive meeting.

Six-time champion Scott Moran and two-time champion Chris Cramer, who ran the Gould 84G-Hart in which he won his 1985 crown, were among 30 previous hill-record holders present;

Moran set FTD (a rapid 37.99 secs) in his Gould GR61XNME.

Former rivals Joy Rainey and Margaret Blankstone-Schoiber were reunited, and 49 Bugattis made the trip – Prescott being home to the Bugatti Owners' Trust. They were joined by John Keatley's Invicta S-type, which competed at the venue's very first meeting.



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Rod Stewart's girlfriend poses with his Lamborghini
Miuras outside his home in Southgate in 1970.

Courtesy of the Avalon Photoshoot Collection

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Classics of all ages took pride of place on the Grade I-listed Hall's pristine terraced lawns



Nick Mason's class-winning '62 Ferrari 250



Beautiful '53 C-type was pipped by the GTO

Glamour on show at Heveningham

The Ferrari 250GTO owned by rock legend Nick Mason was crowned champion of its class at Heveningham Hall's Aviation & Motorsport Concours d'Elegance on 30 June-1 July, beating a 1953 Jaguar C-type and 1964 Ferrari Superfast in the post-war category. The class also included Mason's 1959 Maserati T61 Birdcage, plus the one-off 1960 Aston Martin DB4GT Bertone Jet and a 1965 Bizzarrini 5300GT Corsa.

Peter Mullin's stunning 1939 Delage D8-120 Cabriolet – famed



Wild Porsche 962 took the supercar class

for its role in the Gene Kelly film *An American in Paris* – won the pre-war class ahead of a pair of Bugattis comprising a 1927 Type 37 and a '37 Type 57S, while the supercar

category was won by the 1987 Porsche 962 of Henry Pearman.

Historic aircraft play a big role in the concours and this year was no different, with stiff competition from a 1936 Percival Mew Gull and a 1937 De Havilland 90 Dragonfly. However, the Hanna Aviation Trophy was awarded to a 1952 Morane-Saulnier 315.

Other rarities taking to the concours lawn in Suffolk included a 1955 Pegaso Z-102, a 1993 Ferrari F40LM and a fire-breathing 2015 McLaren P1 XP1 LM.

Obituary

MORRIS NUNN

27 September 1938-18 July 2018



Formula One team boss and IndyCar engineer Morris 'Mo' Nunn has died, aged 79.

In a prolific career that spanned four decades, Nunn worked with many of motorsport's greats, including Jacky Ickx, Chris Amon, Mario Andretti, Clay Regazzoni, Emerson Fittipaldi, Alex Zanardi, Juan Pablo Montoya and Tony Kanaan.

He first displayed a talent for driving with solid F3 results, before establishing his Ensign F1 team, with which future triple World Champion Nelson Piquet made his series debut at Hockenheim in 1978. Marc Surer's fourth place – and fastest lap – at the 1981 Brazilian Grand Prix was the Ensign team's best result.

After a decade in F1, Nunn headed Stateside where he found success as an engineer, helping Emerson Fittipaldi to an Indy 500 win and the CART title in 1989. He then enjoyed more title-winning success as technical director at Chip Ganassi Racing with Jimmy Vasser, Zanardi and Montoya. He established Mo Nunn Racing for the 2000 season, backed by Mercedes-Benz and achieved decent results including a couple of Indy Racing League wins, before retiring in 2005.

AUSTIN CLUB WINS IN THE SOUTH-WEST

The Austin Ten Drivers' Club picked up the top award at a bumper Bristol Classic Car Show on 16-17 June for its impressive display, with second prize going to the Morris Minor Owners' Club, which paid homage to the film *Grease* (below). Local enthusiast Nick Parker's 1957 Plymouth Belvedere took the Car of the Show award.

The Volvo Enthusiasts' Club celebrated 90 years of Volvo Trucks, while the Yeovil Car Club hosted a 'firing-up' area that was headlined by a monstrous, 27-litre Meteor-engined Brooklands Special.



MORTONS MEDIA GROUP



Federation update

Skills development and the availability of an apprenticeship in Historic Vehicle Restoration has been a key area of focus since we launched the only Ofqual-accredited course in June 2014.

But time moves on and the Department for Education launched its Trailblazer initiative some time ago. It has taken more than 12 months to formulate a programme complying with the new criteria but, recognising a broader need than just the historic vehicle sector, we have created a Heritage Engineering Apprenticeship with options also covering heritage aviation, marine and steam.



Wide-ranging Heritage Apprenticeship covers cars, marine, aviation and steam

The funding band we were initially awarded was insufficient to make the course financially viable; we appealed and a higher funding band has been agreed. One major benefit is the removal of any age criteria, which makes the course suitable for older students looking for a change of career, or for former military service people.

The programme is available from September at the Federation's facility at Bicester Heritage and we are delighted to report that momentum is growing, with a significant number of applications at The Classic & Sports Car Show in association with Flywheel. Find out more at www.heritageskillsacademy.co.uk



DAVID WHALE
FBHVC CHAIRMAN

The FBHVC lobbies in Westminster and Brussels. Call Emma Balaam on 01708 223111, e-mail secretary@fbhvc.co.uk or see www.fbhvc.co.uk

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CLASSIC DIARY

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AUGUST

3-5 Gloucestershire Vintage & Country Extravaganza Steam vehicles to modern classics 01453 890891; www.glosvintageextravaganza.co.uk

4 Jaguar Breakfast Meet At the British Motor Museum, Gaydon 01926 641188; britishmotormuseum.co.uk

4 The Sound of Speed Supercars on track and on display. Marlow, Bucks www.soundofspeedfestival.co.uk

4 National Metro & Mini Show At the BMM, Gaydon 01926 641188; www.britishmotormuseum.co.uk

4-5 Prescott Speed Hill Climb 250 pre-war cars take on the hill. Gos 01608 644999; www.vsccl.co.uk

5 Goodwood Breakfast Club Classic Car Sunday, for pre-1978 vehicles 01243 755055; www.goodwood.com

5 P6 Rover Owners' Club Southern National Show Brooklands 01932 857381; brooklandsmuseum.com

7 Classic Wheels at The Old Dovecote 2018 Watch the sun set with up to 200 classics. Willington, Beds 01234 838409; www.nationaltrust.org.uk

11 Shelsley Walsh Championship Challenge Celebrating 113 years at the Worcestershire hillclimb 01886 812211; www.shelsleywalsh.com

12 AvD-Oldtimer-Grand-Prix Seven decades of motorsport at the 'Ring 0049 2691 302 630; nuerburgring.de

12 BMW Car Club GB National Festival BMM, Gaydon 01926 641188; britishmotormuseum.co.uk

12 Raby Castle: Classics in the Park Co Durham 01697 451882; markwoodwardclassicevents.com

19 Tewkesbury Classic Vehicle Festival More than 1000 cars and 'bikes. Gos <http://tewkesburycvf.org>

19 Stonham Barns Classic Car Show Family day out in Stowmarket, Suffolk 01449 711111; stonhambarns.co.uk

21 Automobilia Monterey Huge California autojumble 001 831 659 1551; automobiliamonterey.com

24-26 CarFest South Cars, music and family fun, Hants www.carfest.org

25 Concorso Italiano 800-1000 Italian classics in California 001 425 742 0632; <https://concorso.com>

25 Concours d'Leçons, Monterey Celebration of the oddball and awful. Monterey, USA 001 916 207 4645; 24hoursoflemons.com

25-27 Oulton Park Gold Cup Historic racing extravaganza, Cheshire 01829 76030; www.oultontparkgoldcup.com

26: Pebble Beach Concours d'Elegance The world's finest cars in California 011 831 622 1700; www.pebblebeachconcours.net

26 Ripon Summer Classic Car & Bike Show & Auto Jumble Yorks 01697 451882; www.markwoodwardclassicevents.com

26 Spridget 60th Celebration of all things Sprite and Midget. Wroxall, Warks midgetandspriteclub.com

30-1/9 Salon Privé Concours plus a 70 Years of Porsche feature, at Blenheim Palace 08081 002205; www.salonpriveconcours.com

31-1/9 Déjà Vu Ulster Rally Reunion Rally tour with Walter Röhr. Belfast 02892 689 258; rpm-motorsport.com

31 Dix Mille Tours du Castellet Eight grids at Paul Ricard circuit, France 0033 142 59 73 40; peterauto.peter.fr

SEPTEMBER

1 TVR Pre-80s Day Celebrating 40 years of top-down TVRs at Brooklands 01932 857381; www.brooklandsmuseum.com

1-2 International Autojumble The UK's biggest. Beaulieu, Hampshire 01590 612345; www.beaulieu.co.uk

For full event listings, visit www.classicandsportscar.com/calendar

Pick of the month August 2018



WINGS & WHEELS 25-26 AUGUST

If The C&SC Show piqued your interest in seeing vintage aircraft as well as cars, this Brooklands event ticks both boxes with a five-hour airshow and two hours of motoring demonstrations each day. The museum's VC10 ZA 150 – built at Brooklands in the '60s, and one of the last to fly with the RAF – will be open for viewing, and past displays have included the likes of the Red Arrows. The on-track action will be equally eclectic, and with club displays, a hot-rod zone and military area, there's plenty to keep you entertained. 01932 857381; www.brooklandsmuseum.com

CONCOURS OF ELEGANCE 31 AUG-2 SEPT

Why should the Americans have all the fun? While the Pebble Beach Concours the weekend before might be more famous, the Concours of Elegance at Hampton Court Palace is fast gaining an enviable reputation of its own. More than 300 of the rarest cars in the world will be on show as they compete for awards including The Jaguar Trophy and The Bentley Trophy. The elegant surroundings of Henry VIII's Thameside palace are merely the icing on the cake. 08443 380338; www.concours-of-elegance.co.uk

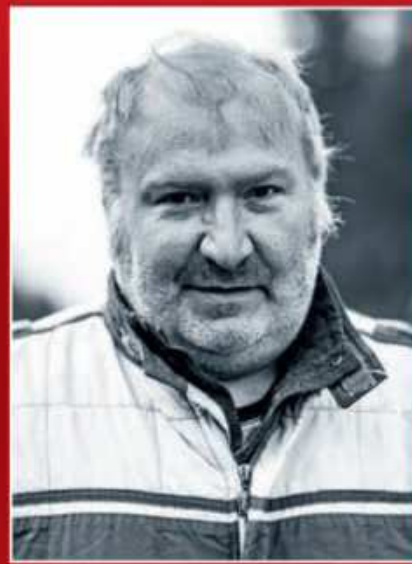


Looking
ahead



GOODWOOD REVIVAL 7-9 SEPTEMBER

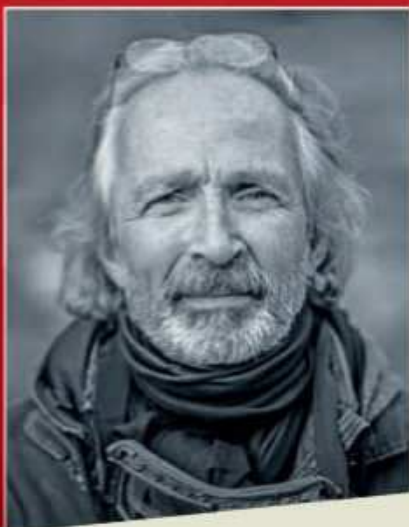
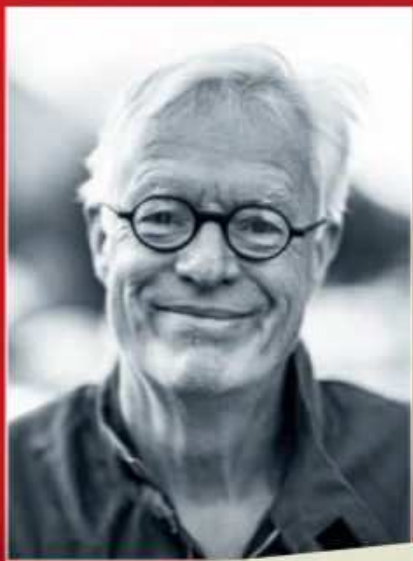
This is the big one. The FoS has the modern supercars and F1 stars, and the Members' Meeting is a bit more exclusive, but for historic racing enthusiasts nothing beats the Revival. Highlights are too many to list, but the themed pits, which will hark back to Silverstone in the '50s, will be worth checking out, as will Jenson Button on the track. But the atmosphere, replete with period dress, music and shops, is the real star here. Unmissable. 01243 755055; www.goodwood.com



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CHARLIE WOODING/ERIC SAWYER

David Shaw leads Ian Jacobs and the rest of the Classic Formula 3 pack into Westfield

FULL-TRACK TREAT FOR SUPER PRIX

The opportunity to race on the superb Grand Prix layout guaranteed a strong entry for the Historic Sports Car Club's Legends of Brands Hatch Super Prix from 30 June-1 July. The Classic Formula 3 Championship grid was bolstered by a number of Continental drivers, and David Shaw won the first race in his Ralt RT1. After an electrical problem in his Argo JM6, Tom Bradshaw started 25th for race two, coming through to win from Simon Jackson's Chevron B43.

Michael Lyons was once again a double winner in the Derek Bell Trophy, but behind his Lola T400 were entertaining scraps in both races between Neil Glover, Greg Thornton, Mark Charteris and Matt Wrigley. Glover (Chevron B37) and Thornton (Surtees TS11) took a second place apiece, while Charteris could take consolation from victory in the Classic Clubmans race in his Mallock Mk20/21.

Title rivals Ben Mitchell (Merlyn Mk20) and Cameron Jackson (Lola T200) came together on the penultimate lap of Saturday's Historic Formula Ford race, letting Richard Tarling's Jamun T2 past. Mitchell won on Sunday, as Jackson recovered to second after an early spin.



Jon Milicevic and Andrew Hibberd took a win each in Historic Formula 3 in a Brabham BT21B and BT18 respectively, while John Burton (Chevron B26) was the class of the field in the Pre '80 Endurance Challenge. Chris Goodwin claimed a maiden Formula Junior victory in his Lotus 22, plus Philip House topped the Historic Saloon race in his Lotus Cortina.

The Historic Grand Prix Cars Association provided two guest grids. Geraint Owen's Kurtis twice led home the earlier field, while Jon Fairley's Brabham BT11/19 won both the post-1961 contests.



Clockwise, from left: Lyons heads to Derek Bell Trophy win; House leads Spiers in Lotus Cortina duel; Burton (60) won twice in the Pre '80 Endurance Challenge





BLUE PASSION PHOTO



Left: Lovett/Fowle fought a malfunctioning tripmeter and rev counter to win. Above: Gresly/Whyte finished third in their MG

Nash triumphs over adversity

Peter Lovett and Matt Fowle took victory on this year's HERO 1000 Mile Trial (8-13 July). The Frazer Nash-BMW 328 crew finished ahead of Stephen Owens and Bart den Hartog (Jaguar SS100) and the MG TB of Daniel Gresly and Elise Whyte. Paul Crosby and Pete Johnson went into the penultimate day in the lead, but retired following diff failure on their MG.

The route covered approximately 900 miles, starting from the Royal Automobile Club's scenic Woodcote Park estate in Surrey.

Competitors travelled west to Reading, then to Bristol via Hampshire, Dorset, Wiltshire and Somerset. After crossing the original Severn Bridge, they spent two nights in Llandrindod Wells – making the most of the mid-Wales countryside – before heading east through the Midlands and down to Chandler's Cross. Along the way were 19 tests and 27 regularities.

Lovett/Fowle overcame problems with their tripmeter, which temporarily stopped working during the morning of day two, and

their rev counter, which they disconnected after it "packed up" on day three. Gresly/Whyte had their own problems – when they reached Wales, they had to push-start their MG due to alternator issues. Then, on the morning of day five, they were further delayed by ignition troubles.

The Spirit of the Rally Award went to Ian and Ewan Beattie in their Hotchkiss 686 GS Modane, while Richard and Noel Schneider picked up the Against All Odds Trophy in their Riley 15/6.



MICK WALKER

UK RACERS DOMINATE IN FRANCE

British entrants flocked to Bressuire in France for the Grand Prix Automobile Historique (23-24 June). Tim Lewis' 1963 E-type was the standout performer in the Sports class, and if not for Steve Graham's 1929 Peugeot 201 Spéciale, the Cyclecar class would have been a totally British affair: Kraig Mycock produced a spirited performance in his '29 Riley Nine special. The *monoplace* grid was also a crowd-pleaser: GRACs, MEPs and Boras were to the fore, but the connoisseurs' choice were the two Popots, with Jean-René Popot at the wheel of a '69 example (below).



MIKE DAVIS

VSCC races to 80th birthday

The Vintage Sports-Car Club was back at Donington Park on 24 June for the 80th anniversary of its first standalone race meet, on 23 April 1938. Thijs de Groot came from The Netherlands with his MG P-type (above) to win the first Pre-War All-Comers Handicap. He was also third in the Triple-M race, won by Mike Painter (MG Kayne).

Robin Tuluie's Riley Menasco Pirate topped the Vintage and PVT Racing Cars field, Tom Waterfield

(Frazer Nash Super Sports) won the Standard & Modified Pre-War Sports Car race, Dougal Cawley (GN-Ford Piglet) took victory in the Special Pre-War Sports Cars and Rodney Seber (Wolseley Hornet special) won the second Pre-War All-Comers Handicap. Other victors included Charlie Martin (Lotus 15) in a diverse field of '50s and '60s sports cars, plus Chris Chilcott (Frazer Nash) in the Pre-War Sports Cars Handicap.



MONDELLO PARK HITS 50

The Irish Historic Racing Festival, which will celebrate 50 years of Mondello Park on 18-19 August, is set to include a round of the HSCC's Derek Bell Trophy (above). Tony Trimmer will be driving a Lola T332. See mondellopark.ie



LEGENDS REUNITED

Twenty-five years after their victory on an icy RAC Rally, Juha Kankkunen and Nicky Grist will be reunited with their 1993 Toyota Celica GT-Four on this year's Rally GB (4-7 October). They are the event's official 'Rally Legends'. For more, see walesrallygb.com



1-2-3 FOR MK2S IN WALES

Paul Barrett and Will Rogers won the Red Kite Stages on 24 June, recovering from delays in their Escort Mk2 to pip the similar car of Steve Bennett and Osian Owen on the final stage. The Mk2 of Simon Webster and Jez Rogers was only one second further back.



MANGUZZI'S MONZA WIN

Franco Manguzzi won the Monza round of the Alfa Revival Cup on 1 July. The GTAm preparation specialist took pole ahead of Gerald Grohmann and went on to claim victory in the one-hour race from Daniele Facetti, after Grohmann was forced to retire.

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From top: the metalwork is in fine fettle, but beetles have destroyed the wooden frame; the Rolls arrives in Holland; motor is intact

ROLLS DRAWS THE WRONG CROWD

A quick look at the pictures of this barnfind Rolls-Royce may give the impression that restoration would be fairly straightforward, but that is far from the case. In the 1930s, it wasn't uncommon for bare chassis to be driven from the factory to the dealer or coachbuilder, and the chassis of this 25/30 left the Rolls-Royce works in January 1938 to be driven to HR Owen. Owen in turn sent it to J Gurney Nutting of Chelsea, which added a striking two-door fixed-head coupé body.

In May 1938, it was sold to Sir Herbert Smith of Witley Court in Worcestershire, then passed to A Harley of Southport only five months later. Harley kept it throughout the war, passing it to Clifford Martland of Rufford in 1945 – then 10 months later it was with a JW Jeary of Birmingham.

The rest of the history is a fascinating mystery. It has a Puerto Rican tax disc from 1976, but it is not known when it went to that country or when it came back.

Hans Compter of New Zealand, who is well known for sending his old-car finds to Europe and the UK, has now bought it. "The car is in very original and complete condition with the exception of the seats, which I suspect could still be in use in someone's beach house in Puerto Rico," said Compter. "What is most remarkable about the car's condition is that all of the aluminium body panels and mudguards are nearly mint, but the structural wooden frame has been almost totally gobbled up by the larvae of some voracious longhorn beetles. I have never seen anything like it in nearly 60 years."

The car is now at Compter's European facility in Eibergen, The Netherlands. Making a frame to fit existing body panels is one of the most difficult jobs for a coachbuilder or restorer, even on an open car, and is harder on a closed model. So this rebuild will be a real challenge for someone. For details, e-mail hanscompter@extra.co.nz



'The wooden frame has been almost totally gobbled up by hungry longhorn beetle larvae'





Samba fans in a whirl over new find

The Volkswagen Transporter did not initially catch on in the USA, but by June 1960 the country was Volkswagen's leading export market. A rare Samba Microbus from that year performed an unusual role in 1983, after its Oklahoma-based owner took it off the road, removed the engine and half buried it to provide a storm shelter from tornadoes. Some 25 years later, a passing hunter saw the shelter, recognised what it was and told a fellow VW enthusiast about

it. He in turn tried to buy it, but it wasn't for sale. Five years later he tried again and, the owner having died, his brother agreed to sell.

Via www.thesamba.com, a dozen other Samba enthusiasts were gathered to help dig it out of the red soil bank into which it had been built. With the aid of a digger, the cutting down of many trees and a lot of very hard spadework, they achieved its removal in around six hours. After a wash it proved to be in much better condition than expected!

The Microbus had been turned into a makeshift storm shelter by its Oklahoma owner in 1983

RILEY'S LONG RESTORATION

When the third owner of this 1952 Riley RMF, MXM 310, died suddenly in 1991, the car passed to his daughter, who hoped that a member of the family would restore it. He removed body parts, engine, interior trim, floors and exterior paint, leaving the roof, headlining and dashboard, but then he also passed away and the car returned to the daughter. In 1995 she contacted restorer Ken Niven from Dumfries. It was stored in his workshop for over 10 years before the owner sold it to him. "I continued with the bodywork, but with retirement catching up with me, no further work has been carried out," said Niven. He now needs to sell; call 01387 760662.



The Escort came to Cyprus with an RAF officer in 1968 and has covered only 10,000 miles

GT off to a flying start

John Bones moved to Cyprus some 18 years ago, where he heard of a 1968 Ford Escort 1300GT in Alpina Green that had come to the island when new with an RAF officer. It did a small mileage with him, then he left it behind when he was posted away, and a local enthusiast bought the car.

"The Escort was always garaged and kept under a car cover," said

Bones. "The owner only parted with it when he needed money for surgery. The car hadn't moved for a good while, so we fitted a battery, added fresh fuel, cleaned the points and drove it home! It had the wrong seats, so I found some early ones and had them re-covered locally. The wheels are a bit too new and the steering wheel was changed to a Mota-Lita item a long time ago."

Look familiar?

Want to track down a lost love or looking for history on your current classic? Send details and pictures to the p12 address or e-mail your requests to alastair.clements@haymarket.com



NG TA HISTORY HELP

Steven Furse is hoping to trace the NG TA kit car that his father built in the 1980s. Q250 JDV was first registered in 1985 to Brian Furse of Plymouth, who then sold it in 1988 to a Mr H Bryson of Truro, Cornwall. The number has not been taxed since, so the car may now wear a private plate. E-mail: codgerbiddy@hotmail.com



IS THIS YOUR ELAN S2?

"Reading about Jim Clark's Elan in the July issue got me looking out a pic of my S2 fixed-head," said Richard Elsey. "I wonder if it still exists?" Elsey owned FPM 1C from 1967-'72 and still has the owner's handbook, which he is happy to give to the owner. E-mail: randc.elsey@btopenworld.com



FRIENDS REUNITED?

Tony Cross would love to be reunited with his old Jaguar E-type S2 fixed-head coupé, registration number 3914 AC. "Sadly, I had to sell it in 1982 to buy a house," said Cross. "I rebuilt the body and it holds many memories for me." E-mail him via tonyferrari355@hotmail.co.uk



MICHAEL WARE

Former curator of the National Motor Museum, Beaulieu. Send submissions to waremichael29@gmail.com

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Book of the month



THE ASTON MARTIN DB4GT

Any new edition from Palawan, particularly an Aston Martin title, is an event, and this definitive history of the DB4GT has taken years to complete. For fans of the ultimate British '60s GT and lovers of beautiful automotive books, this exclusive, limited edition has been worth the wait. With more than 540 pages and 850 photographs, all handsomely designed by Stuart Bell, it's a stunning production.

Marque specialists Stephen Archer and American Richard Candee cover every aspect of the DB4GT's development, right up to the four Sanction cars built in 1991, before presenting the individual histories of all 100 chassis including the Zagatos, 'Project' racers and the Bertone Jet. The biographies of John Wyer, Tadek Marek, Ted Cutting and Harold Beach, who petitioned unsuccessfully for de Dion rear suspension, set the scene, then key figures behind the shorter (by 5in),

possible uses, perfect for road and track. I used it [DB4GT/0134] every day, even in Paris traffic. That was the great advantage of the Astons over the Ferraris, which weren't very reliable."

The individual chassis histories in part two make fascinating reading. The authors don't hold back on the dramatic stories of the tough lives these cars often led, particularly 0116, which was reborn from a donor DB4 in the 1980s after a huge crash at Riverside. Full credit to the writers for using crash pictures, which no doubt shocked some owners and dealers. During the research, one well-known DB4GT was proved to be a recreation because the original was scrapped after a fire in 1969.

The text is enhanced by a wealth of beautifully produced historic photographs, including a wonderful spread of six workers carrying a chassis/body through the factory in 1958, and a set of



'During the research, one well-known DB4GT was proved to be a recreation because the original was scrapped after a fire'

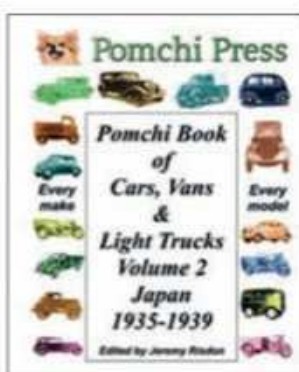
lighter and faster sister to the DB4 preview the development of the various versions. And who better to write the introduction than Peter Sutcliffe, who drove chassis 0170 as his everyday road car including long-distance touring all over Europe to race tracks? Sutcliffe also raced Project 214 at Le Mans in 1964, where "driving down the Mulsanne at close to 200mph actually felt quite cool".

For those who could afford the DB4GT, it proved a better all-round car than any Ferrari as Claude le Guézec, sales director for Mirabeau, recalls: "The GT was fantastic, mostly because of its twin

intriguing wind-tunnel shots taken at MIRA, of DP212 with a longer tail.

There's no doubt that £1000 is a lot for a book, even one as special as this. But if you do have the means, with such a limited print run, this exclusive book is a guaranteed investment – and, like the cars, it's also a joy to look at. If you're tempted, order soon because the 300 standard editions have nearly sold out. The 102 'Chassis Edition' copies are priced at £1750 each. **MW**

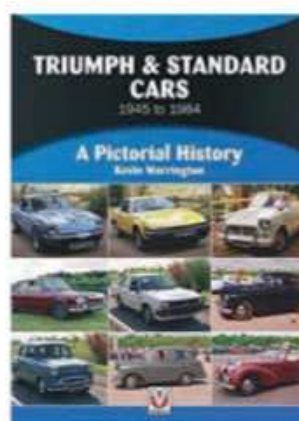
£1000 Stephen Archer and Richard Candee, Palawan Books



Pomchi Book of Cars, Vans & Light Trucks

Regular readers will recognise Jeremy Risdon's name from

his *Mystery car* entries, and this second volume of his research is typically thorough. It catalogues every make and model built in Japan from 1935-'39 (vol 1 was 1902-'34); the ambitious project plans to cover the globe. It's not light reading, but is a useful reference work. **AC** **£17.95** Edited by Jeremy Risdon, Pomchi Press. ISBN 978 1983476365

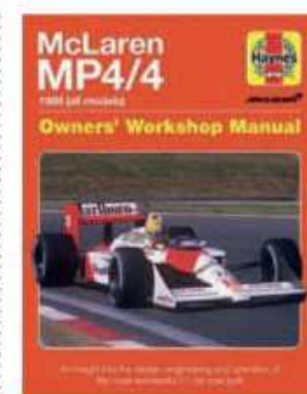


Triumph & Standard cars

Standard and Triumph united in 1945 and built cars until 1984. This book looks at each of the firm's models of that

time, from early post-war 8hp to Acclaim, via 'razor edge' Triumphs and more. Technical info, commission numbers and colour lists are nice additions to the relatively light text, as is the section on commercial vehicles. **GM**

£14.99 Kevin Warrington, Veloce. ISBN 978 1 787110 77 9



McLaren MP4/4

Get past the eyeball-scorching cover and this is another Haynes *tour de force* on F1's most successful car. Much more than just an *Owners' Workshop Manual*, it's packed

with insight and never-previously-seen drawings and photos – it's the inside story on Prost and Senna's record-breaker. Yet you still get Haynes manual staples, including a step-by-step guide to front brake-pad removal; it's a curious juxtaposition that really works. **LP**

£25 Steve Rendle, Haynes. ISBN 978 1 78521 137 9

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BOOKS



Alfa Romeo & Formula 1

While the cynics may snort that Alfa's 'long-awaited return' is more of a PR exercise, albeit enjoying a case of history-in-reverse repeating with Alfa-branded Ferrari F1 cars, the marque has an illustrious racing history. Indeed, it took Farina and Fangio to the first and second F1 drivers' championships in 1950 and 1951 respectively – as celebrated in this weighty book, that's in both English and Italian.

It certainly succeeds in providing a thorough, no-holds-barred account of Alfa's F1 history. That it's a reported review without the first-hand accounts and insights of those involved is a shame, but you can't fault the author's attention to detail. The photos are a real treat, and this glossy book is packed with page upon page of wonderful on-track and behind-the-scenes images that readers can spend hours enjoying. And stats geeks will love the comprehensive table of results.

At times perhaps a touch verbose, it's an enthusiastic and passionate look at one of motorsport's most evocative manufacturers. **LP**
€38 Enrico Mapelli, Giorgio Nada Editore. ISBN 978 88 7911 717 3



Enzo Ferrari

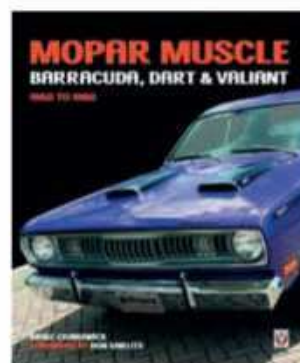
First published in 2016 in his native Italian, former Ferrari US communications director Luca Dal Monte's 968-page ode to *Il Commendatore* has now been translated into English, and the result is a compelling, fascinating and easy-to-read overview of a complex story. The author covers all aspects of Ferrari's life, from his early racing career in the 1920s and personal relationships with his wife, Laura, and mistress, Lina Lardi, through to his dealings with Communists,

Fascists and business rivals. Far from being another re-telling of the Ferrari story, Dal Monte brings new information to light thanks to unfettered access to Ferrari's personal papers and key personnel, and letters to Laura. Even those familiar with the man and the marque will find gems in every chapter, while it'll also appeal to those interested in industrial history, politics and business. The result of a decade



of painstaking research, if it's not the last word on the Ferrari story, it's as close as we're likely to get. **GM**

£35 Luca Dal Monte, David Bull Publishing. ISBN 978 1 935007 28 9



Mopar muscle Barracuda, Dart & Valiant 1960-1980

Veloce is well known for good-value books on American muscle, and the latest focuses on the Barracuda, Dart and Valiant models built from 1960 to 1980. It follows the usual format of enthusiastic text from a model expert, accompanied by plenty of colour imagery – albeit of patchy quality. What the book does cover it does so in depth, but there seem to be some odd misses – the 'Cuda's Challenger sibling is summarily dismissed, yet the author does include its Dodge cousin, the Dart. The design is pretty basic, but this is decent value for a 176-page hardback and we enjoyed the mixture of appendices, including a section on Mopar-engined exotics (Monteverdi Hai, anyone?). **AC**
£35 Marc Cranswick, Veloce. ISBN 978 1 787110 71 7



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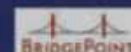


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Model of the month

1955 LANCIA D50 1:18, CMC, £305.99

Award-winning German model manufacturer CMC has a tradition of outstanding detailing in its miniatures, but it's often hidden under bodywork. In recent years, however, the firm has also produced several special-edition model cars stripped of their panels, which make superb display items. The latest 1:18 rolling chassis celebrates Vittorio Jano's innovative Lancia D50 Grand Prix challenger.

The exquisite exposed chassis highlights the tubular frame, the offset 2.5-litre V8 engine and the rear transaxle. The model was produced in co-operation with British specialist Jim Stokes Workshops, which co-built the stunning Lancia-Ferrari D50 recreation in recent years. Only the surprising addition of modern Sabelt seatbelt fittings spoils the presentation of this superb model.

1:18

- 1** Spark's ex-Ludwig/Winter/Barilla 1985 Le Mans 24 Hours-winning Porsche 956, £134.99
- 2** Sun Star's ex-Mikkola 1985 Hong Kong-Beijing Rally-winning Audi quattro A2, £94.99
- 3** Minichamps' ex-Tobiasson/Nordstrom 1972 Nürburgring 6 Hours BMW 2002, £119.99

1:43

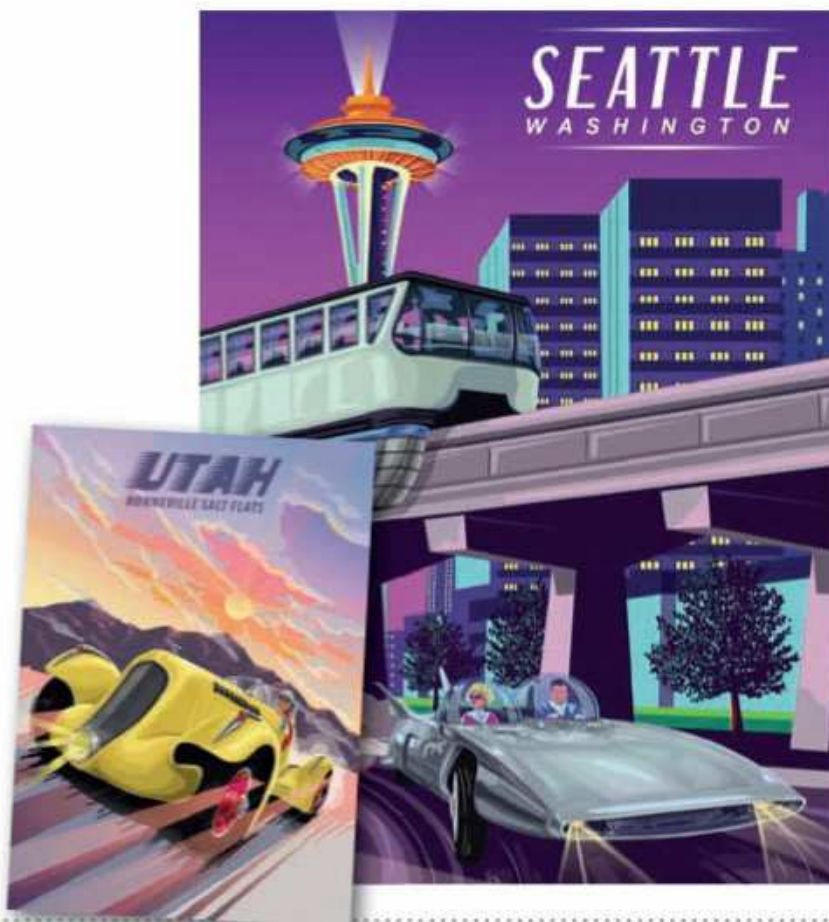
- 4** Spark's ex-Stirling Moss 1958 Dutch Grand Prix-winning Vanwall VW57, £53.99
- 5** Neo's 2010 Bentley Continental Flying Star, £79.99
- 6** Spark's 1965 Bentley T1, £53.99
- 7** AutoCult's Ginetta G15, £90.99
- 8** Oxford's Rolls-Royce Silver Dawn, £24.99
- 9** Spark's ex-James Hunt 1975 Dutch Grand Prix-winning Hesketh 308B, £53.99
- 10** Neo's 1990 Audi 200 quattro 20v, £72.99
- 11** Neo's ex-Roger Clark 1979 Ford Fiesta 1600 Group 2, £77.99
- 12** Neo's 1937 Lincoln Zephyr, £79.99



Unless stated, all items are available from St Martins Models (08448 878888; www.diecastlegends.com); 10% discount for orders from C&SC readers quoting 'CS0918'

AMERICAN FANTASY PRINTS

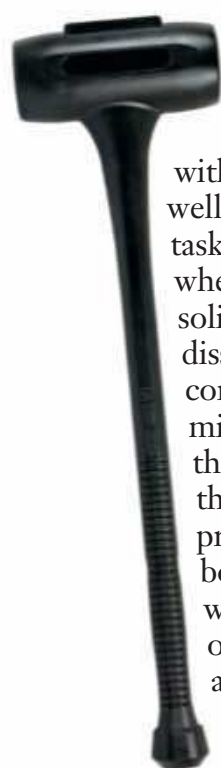
Polish artist Piotr Jedrzejuk has produced a dramatic series of posters combining dream classic cars and spectacular Stateside locations. Over the past 18 months, Jedrzejuk has completed 50 designs featuring his American road-trip fantasies, which range from a Voisin roadster cruising through Georgia Woods to an Audi quattro storming Pikes Peak. They're available in various sizes and at a range of prices (A1 \$40, A3 \$25 and A5 \$9). www.indiegogo.com/projects/the-american-dream-roadside-america-prints-cars-design#



Retro wristwear

These affordable chronographs from Roue Watches are inspired by classic cars and other vehicles. The range includes the CHR (£162.80, with Miyota movement) and the SSD (£134.19, with Seiko internals), in various finishes and with different straps. www.greycar.com (visit Stand 37 at the Goodwood Revival)

Hammer time



Laser Tools' new soft-faced dead-blow hammer weighs in at 10.5lb (4.76kg), and with a length of 762mm is well-suited to heavy-duty tasks such as removing wheels that have seized solid to a hub through dissimilar metal corrosion. As well as minimising damage to the surface of the wheel, the soft face helps prevent unpredictable bounce-back – useful where lack of space or a valuable vehicle are a consideration. It's priced at £205.75. www.lasertools.co.uk

Classic technicolour triumphs

A combined passion has inspired a series of magnificent stained-glass works revolving around classic-car parts, after evening classes in stained glass led schoolteacher Karen Jewers to transform a spare Daimler DE27 grille hanging in her business partner Ray's garage, with stunning results (right). Jewers' Art Deco-style grille has since inspired a series of works that include a classic Ferrari coffee table and several lamps based on the Daimler Lucas P100 headlight. www.classic-car-art.co.uk; karen.jewers@btinternet.com



Mini marvels

This new windscreen from Mini Sport is a faithful replica of the half-heated 'screen fitted to the works cars of the early 1960s, including Paddy Hopkirk's 1964 Rallye Monte-Carlo-winning car, 33 EJB. Please note that because only half the 'screen is heated, it's only suitable for right-hand-drive cars. It's a cool period touch for a classic Mini, priced at £392.23. Alternatively, get the slightly more practical Monte-style full heated windscreen for £253.72. 01282 778731; www.minisport.com



Tested this month

CTEK MSX 5.0

Ctek's MSX 5.0 battery charger is priced at £79.99 and suited to lead-acid batteries from 1.2-110Ah. It has automatic temperature compensation for effective charging even in chilly conditions. It also runs diagnostics to assess the condition of the battery, and has an automatic desulphation programme plus a reconditioning function for rescuing fully discharged batteries. Our test car had suffered long-term battery woes, but has been transformed – spinning over faster and apparently retaining charge more readily following a couple of months hooked up to the MSX 5.0. **AC** www.ctek.com



GORILLA TAPE

No classic-car toolbox is complete without duct tape, and Gorilla Tape (£5) is one of the toughest. It's made using double-thickness adhesive, with reinforced backing and a rugged water-resistant shell, and it sticks to everything from wood and stone to brickwork. It's easy to tear but holds fast – perfect for tough jobs around your workshop. C&SC staff members are all big fans of this tape and have found it to be one of the best out there, standing up to contaminants such as oil, and lasting for a long time as well. **GM** www.wilko.com





Looking good on the surface

Eastwood's surface-conditioning tool makes stripping paintwork and removing rust from a project car much quicker than by hand, thanks to its rotating drum and high-torque, ball-bearing-supported motor. Speed is controlled via a six-position rotary knob, with different rpm suitable for abrasive, stripping, finishing and buffing drums, each available from £7.20. A drum guard and rigidly mounted 'D' handle provide protection for the user, and a comfortable and ergonomic operating position, while the on/off trigger control ensures that it only remains in the 'on' position when it is being held firmly. The tool is priced at £218.40.

020 8867 2000; www.moss-europe.co.uk



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Costa Rica might not have great motor-racing heritage, but local firm Pacto produces a superb range of retro helmets and driving gear. The former includes the '50s-style Carrera (above), which is handmade with a glassfibre shell, a cork inner and leather straps (\$850). www.pacto-store.com; dcotocruz@hotmail.com

D-type tribute

Few shapes suit sculpture better than Jaguar's D-type. The latest offering from Robin Bark's studio celebrates the triple Le Mans winner with a new series including the 'Long Nose' racer and XKSS. Each limited-edition piece is cast in solid aluminium by an English foundry, and is hand-finished. D-type prices start at £300; a nickel-plated sculpture is £500. www.robinbark-motorart.com; robinbark@yahoo.co.uk



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Mick WALSH

Some of my most memorable drives have been in hire cars, none more so than a basic Renault Twingo when driven up the famed Mont Ventoux hillclimb. I now look at Peugeot 108s with similar affection after my recent Corsican holiday. Road testers have criticised its refinement for city driving, but I'll never forget the growl of that 1.2-litre triple over the fantastic N196 from Ajaccio to Propriano. Post-rush-hour, the route was virtually deserted and the understated little Pug thankfully didn't engage with the few determined locals chasing home.

My Kiwi chum Rob Whitehouse had previously taken his Lancia 037 over to the island for a historic rally and marvelled at the spectacular roads, but warned about the Corsican drivers – who all think they're the next Sébastien Ogier. The challenge of maintaining speed, leaning through the fast climbing bends up to Sartène during the golden hour, was great fun. Only the ping of the low-fuel warning cooled my pace on the downhill run back towards the sea.

It's taken 60 years for me to finally visit the island, which lived up to all expectations. The combination of magnificent coastlines and sinuous mountain passes, all blessed with road surfaces that put the UK to shame, make it a driver's paradise, if you're out of season and avoid rush hour. Little wonder so many 'bikers now take the ferry across the Ligurian Sea.

Back in the 1920s, a fine car must have been a real novelty around the quiet roads, as proved by a vintage postcard I discovered of the clifftop road cut through the granite Calanques de Piana. Today you need to visit early in the morning to beat the coaches and motorhomes.

Over the week I'd spotted several classics and as I coasted down to Propriano, I couldn't help thinking about dream cars to explore this beautiful island. To my partner Liz's frustration, I was regularly distracted by abandoned Renault Quatrelles spotted under olive trees in remote farmyards but we never saw a DS, so presumably most older cars have rotted away in the salty air.

The most common classics were Citroën Méharis, but most were tourist attractions, parked around the marinas as local runabouts. The exposed, gutless flat-twin would soon lose its appeal on the tortuous mountain routes.

On the road, several visiting classics were enthusiastically spotted including a Healey 3000, a Lancia Integrale and a cool early MGB. Finished in light blue and on French plates, it

'Urgent torque would be continually rewarding when accelerating out of endless mountain turns'

From top: vintage postcard of mystery pre-war tourer was discovered in Corsica; 2CV is followed by 'bikers enjoying the spectacular natural distractions



looked like a 1960s advert as it burbled down the Vallée de l'Asco in the late afternoon sun.

On our last night, a pack of modern Ferraris arrived noisily into the hotel car park. But these brazen, 'look-at-me' supercars won't come close to achieving their potential on this island.

As a fantasy destination for personal dream cars, Corsica would be awesome in a super-charged Alfa Romeo 8C Monza or an AC Cobra, where urgent torque would be continually rewarding when accelerating out of the endless mountain turns, not to mention the joy of a glorious exhaust note rebounding off the rocks. More realistically, a Caterham Seven 160 would be huge fun: cramped and impractical for two, perhaps, but its super-responsive steering, handling and brakes would be perfect.

Any number of classic rally cars with Tour de Corse heritage would fulfil all those Jean Ragnotti fantasies – from Alpine A110 to Renault 5 Turbo – but the history of Henri Toivonen and other rally deaths would deter any serious pace. Little wonder the Group B era ended on these roads with their scary drops and few barriers. The distracting vistas regularly took my eyes away from the road, with nervous protests from my ever-tolerant companion.

One day I'd love to bring my Alfa Duetto or Mazda MX-5 to Corsica, but ultimately I think I'd have more fun with another Pug 108 hire car. Closing my eyes, I can still hear the eager thrum of that triple as I relive those epic roads.



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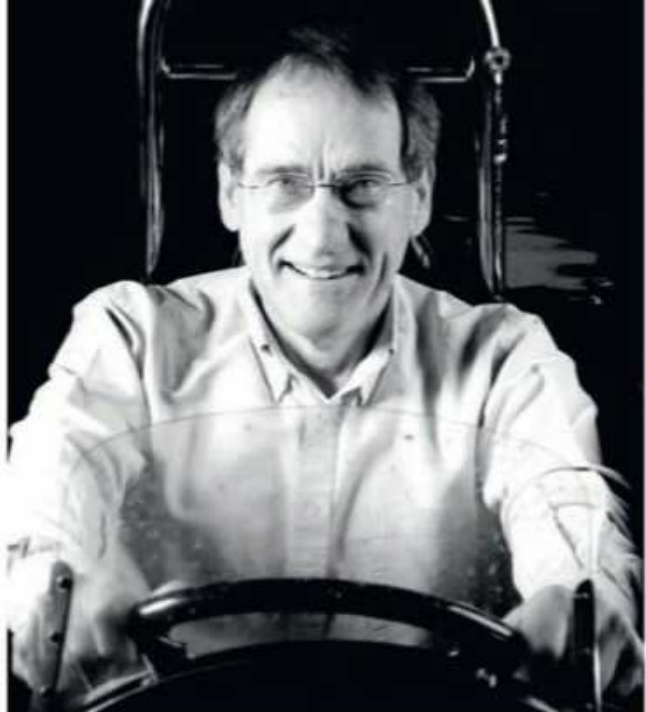
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Simon TAYLOR

Notwithstanding my cynicism about modern F1, this year's British Grand Prix – thanks to the crowd's hero being pushed off on Lap 1 and fighting back – was an exciting race. It was heart-warming to see the massed fans, with their Union Jacks and 'Lewis Hammer Down' banners, creating much of the atmosphere themselves, and pushing all that endless football aside for an afternoon.

The British round has a habit of being dramatic: Moss pipping Fangio in 1955; Moss taking over Brooks' Vanwall to win in 1957; Mansell versus Piquet in 1987; and 1976 at Brands Hatch, one of the wildest races in a wild season. It was stopped after a first-corner crash, then James Hunt went on to win. Two months later the FIA disqualified him on a technicality.

One of my favourites was the 1969 race, a glorious battle between the best driver, Jackie Stewart, and the fastest driver, Jochen Rindt.

Stewart, with nine Grand Prix victories already under his belt and a superb working relationship with Ken Tyrrell, was on his way to his first World Championship title. Rindt was always hugely quick, always scarily spectacular. But he had never won a Grand Prix.

That most respected and outspoken of F1 journalists, Denis Jenkinson, whose little bearded figure had been around paddocks and pitlanes for two decades, reckoned he never would. In fact he had written: 'The day Jochen Rindt wins a Grand Prix I'll shave my beard off.'

That day we had Stewart in the blue Matra MS80, Rindt in the red, white and gold Lotus 49. They'd fought over pole position, and Rindt took it. In the race Rindt led the first six laps, Stewart the next nine. Then Rindt got in front again and seemed to be staying there – until at two-thirds distance the Lotus was assuming even wider angles as it howled flat-out through the old Woodcote. The left-hand end plate on his rear wing had come adrift, and was rubbing on his left rear tyre. Rindt dived into the pits, the loose plate was torn off, and he was out again without losing his second place to the pursuing Ferrari of Jacky Ickx.

But it wasn't over yet. The weight-obsessed Colin Chapman always cut his fuel consumption calculations to the bone, wanting to save every ounce. Jochen hated this: "For God's sake, Colin," he'd say, "give me a margin. Even with a little bit of extra weight I'll still be the fastest."

'That most outspoken of F1 journalists, Denis Jenkinson, wrote: "The day Rindt wins a Grand Prix I shall shave my beard off"'

From top: Jochen Rindt jokes with rival and friend Jackie Stewart; both on the limit in their titanic 1969 battle at Silverstone



But there were still eight laps to go when the Lotus coughed and began to run out of fuel. The furious Rindt, weaving from side to side for the pumps to pick up the last spoonfuls in the tank, managed to splutter back to the pits for a couple of churns to be sloshed in. It dropped him to fourth, and Stewart won easily.

Rindt drove back to the paddock, levered himself out of the cockpit and strode without speaking into the back of the Team Lotus truck (plush F1 motorhomes hadn't been invented).

I'd got to know Jochen well covering the F2 races at which he excelled, and I clambered into the truck to offer my condolences. As he pulled off his overalls he was in a towering rage, and in a stream of invective he told me what he thought of Chapman, his flimsily made rear wings and his insane fuel calculations.

And 10 weeks later Jochen did win his first Grand Prix, at Watkins Glen. Don Grant, son of *Autosport* founder Gregor Grant, was a brilliant cartoonist, and I published his sketch that week. It depicted Jenks as Toulouse Lautrec, with Jochen towering above him brandishing a pair of scissors. The caption read: 'Zo you zink I am yust going to cut off your beard?'

I rolled up the original artwork in a cardboard tube and sent it to Rindt's home in Austria. A few days later came a charming letter of thanks, saying he'd opened it with trepidation because he thought that the trimmings of Jenks' beard would fall out.

When we next saw Jenks his previously flowing beard wasn't shaved off, but it was certainly much shorter. The following year Jochen won five of the first eight Grands Prix for Chapman and then died at Monza. Tragically, he never knew that he was World Champion.



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Martin BUCKLEY

One of my earliest memories, along with being woken up to watch the moon landings, is of a blue pedal car of all-metal construction and (I think) meant to be a generic sort of Jeep. It didn't have a name, but you could say it's my 'Rosebud' if you want to get all *Citizen Kane* about it. I whizzed about on it for what seemed like years, usually by doing a 'Fred Flintstone' with my feet rather than using the awkwardly arranged pedals, or better still persuaded a mate to give me a push.

Years later, my dad relished telling me how he repainted the Jeep every Christmas for years so I thought I was getting a new one. I can't recall what happened to it: one day it just disappeared, like my Chopper, my go-kart and my toy cars.

Ah yes, my cars. You see my dad, bless him, had a habit of trying to court favour with people (when he didn't really need to) and my cars sometimes ended up as peace offerings or bribes if he thought I wasn't playing with them, or needed to grow out of them. I still remember dimly the conversation that led to the great toy-car cull: "You like Action Man more than your Dinky cars now, don't you son?"

"Er... yes dad?"

In fairness, this haul of Corgi, Matchbox and Dinky cars went to a children's home – that said, when our aged Labrador was no longer to be seen I was told she'd gone to 'an old dogs' home', so it's hard to be sure where the truth lies.

It always amazes me when friends (of the more anal kind) talk about their still-boxed childhood toys. The only thing I have left is a rusty Mamod steam car, and I don't know how that managed to survive given the abuse I doled out.

I used to have a dream that there was a big box somewhere containing all these old toys: that big yellow battery-powered Ford GT40; a wonderful mid-'60s Cadillac (also battery-powered, with 'traffic light' stop/go buttons); and all those much-loved Action Man vehicles.

This is not a hard-luck story of life up north in the 1970s, by the way. If anything, I was a spoilt little sod with too many toys – a bit like I am aged 52. But one thing I always wanted – and never got – was a Tri-ang Rolls-Royce Silver Cloud III pedal car, like the one my pal Andy Smith had. It was 50in long and modelled in plastic on the MPW 'Adaptation' convertible; Andy's was maroon, but they also came in grey and black.

It was a few years old even then, because they were first offered in 1964 and ran through to '69.

'This isn't a hard-luck story of life up north in the '70s – if anything I was a spoilt little sod, a bit like today'

From top: Buckley coveted Tri-ang Roller – but today he has the real thing; much of the model collection didn't make it through the 'great toy-car cull'



ASTON'S AUCTIONEERS



Even so, with 'real' chrome bumpers, 'wooden' dash, Plexiglas windscreen and 6V electrics, it seemed the most superior pedal car since the Austin J40. Not that I knew what a J40 was in those days; I just knew them as the cars I sat in on the roundabout at Denton market.

The Tri-ang Clouds were presumably built with the full approval of Crewe. I've seen it written that they were only sold through Hamleys and Harrods, but I don't think that's correct. Whatever the case, researching this column has piqued my interest in these things: I didn't know that Tri-ang did Jaguar MkX, Corsair and TR4 pedal cars, for instance – and an MG Midget with independent suspension. I think somebody (not me) needs to do a feature on them...

Anyway, I digress. Not only did I covet this Rolls-Royce greatly but, in my opinion, Andy and his brothers did not treat it with the respect that such a noble steed deserved. It was often to be seen abandoned outside their house, usually languishing on its side, or else being bashed against the wall by one of the younger, more violent Smiths. So one day my cousin Ruth and I took the Cloud into protective custody. We manhandled it onto the cricket pitch behind my house while nobody was looking and covered it with grass cuttings, the idea being that the brothers might forget they ever owned it. Eventually it was missed and my career in grand theft auto was nipped in the bud. I can't recall how I talked my way out of that one, but I did...

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Letter of the month

Aston enthusiast is enchanted by Norfolk's finest supercar

Firstly, may I say what a great magazine you all produce: such varied machinery and stories galore – a real pleasure to read and re-read. The reason for my writing, however, was that I really loved the article regarding the Lotus Esprit V8 GT (C&SC, June), because I was the previous owner of this very car.

The story said that it was a well-maintained example, and I can agree with that: I owned the car for more than 11 years and Stratton Motor Company – where I had originally purchased it – looked after it for me with no expense spared.

Being a V8 GT, the Esprit originally had no rear wing, but I felt that it gave the car a more aggressive look and also better balanced the shape visually. The original seats were all black, so I had them changed to yellow at the Lotus factory and

also added the Lotus logo in the headrests, which back then was the first time that this had been done.

The car had the full Sport 350 set-up (except the high wing), which was all done by the factory for the first owner – who was a producer for the pop group Westlife I believe, and friends with one of the Lotus directors at the time.

To see the car in the magazine was a great surprise, and I hope that the current owner continues to enjoy it. I attach a couple of photos of the car in my ownership, along with my replacement for the Esprit on one of its many adventures around Europe. It's an Aston Martin Vantage N430 manual in Skyfall silver – you never know, you may want to do an article on this model in time.

John Dawson
Via e-mail



V8 fan Dawson replaced our feature-car Esprit (above) with Aston (left)



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8-Track pictured in Thunderbird brochure

In tune with a T'bird

I was amused to read Martin Buckley's reminiscences about 8-Track cartridges (*Backfire*, April). Back in London in 1986, I bought a nice and original '66 Ford Thunderbird Town Landau, which had the original radio with 8-Track player fitted in the chrome-laden dashboard.

This tape format was already out of date and even cassette tapes were about to be made redundant by newfangled CDs, so there was no chance of finding any new 8-Track cartridges in the shops. Because the whole of the dash and centre console was designed as a wonderful piece of jukebox-like chrome

sculpture, it would have been vandalism of the highest order to have replaced it with anything more modern, so I was stuck with the radio as my only source of entertainment while cruising (elbow out, of course).

However, another hobby was collecting old Blues and rock 'n' roll, and I used to scour the racks in a secondhand record shop in Camden Town called Honest Jon's. One day, I thought I'd ask if they had any 8-Track tapes. "How many do you want?" asked the ever-helpful assistant, as he dragged a large box of them from somewhere dusty. "Here, take the lot for a fiver," he puffed, seemingly only too glad to be rid of them. Bingo!

Hold on, though, because when I got home and rummaged through them, it seemed as if I had bought the entire Bert Kaempfert back catalogue, along with a fair chunk of Mantovani. The only ones that I liked enough to play regularly were Floyd's *Dark Side of the Moon* plus Sinatra and Basie's *Sinatra at the Sands*, although I did get to like Bert's *Swinging Safari* after a couple of listens. The box of cartridges was still in the boot of the car when I sold it, but I wonder how many people still use 8-Tracks today?

Chris Martin
Shellharbour, NSW, Australia



Could this be the MG of Wynn's memories?

Malaysian road trip

Your June *Reader find of the month* (*Lost & found*) included a photograph of an MG Magnette that was found on Penang Island, and the comment that it might be a non-Varitone ZB. If that is the case, and if it was once all-black, it is quite possible that a friend and I had a memorable ride in this car because back then an MG Magnette must have been a rarity on the island.

In 1959, my friend and I were both National Service transport officers at the REME Workshops in Singapore and decided, on leave, to tour up the west side of Malaya visiting Malacca, Kuala Lumpur, Ipoh and Penang in my aged Austin A70 Hampshire. We stayed in a modest hotel on Penang Island, and one morning met a young Brit in the hotel bar. When my friend mentioned that we were using my

A70 because it was more practical than his MG TC, it prompted the offer of a run in his MG Magnette for lunch somewhere. To say that we were driven with ambitious enthusiasm is an understatement – the memory remains with us both, nearly 60 years later!

John Wynn
Via e-mail

Maestros design

I am puzzled because you don't – or at least Andrew Roberts doesn't – estimate the Austin Maestro as highly as you should (*C&SC*, May). It was and is a terrific-looking car. Compared to the Escort, which is just a nicely drawn Ford, the Austin is very original and still outstanding. It ranks highly in the compact class (*kompaktklasse* in German).

Hansgert Lambers
Berlin, Germany



Maestros deserve respect, says Lambers

Pedant of the month

Pedant of the month wins a C&SC baseball cap. Send your observations to alastair.clements@haymarket.com



Trekka was an all-Kiwi production

In the May issue (*News & events*) you wrongly attribute the Trekka to Škoda; it was actually the only car to be designed and built (not just assembled) in New Zealand, with 2500 built from 1966-'73. It used a Škoda drivetrain with enough local content to get past the crippling import licence restrictions; filled a gap in the market; and helped our trading of butter with the Eastern Bloc.

Tim Monck-Mason

Comments & clarifications



In the May issue *Reader find*, the sticker on the Lancia's windscreen was the 1975 national vehicle tax, or *vignette*. The amount depended on where it was registered, and on horsepower.

Nicolas Cognard

The article by Mick Walsh on the DB3 (*C&SC*, July) was interesting, but Aston Martin wasn't the first British marque to achieve fifth on the Mille Miglia: Jaguar did it in 1950, three years earlier, with a relatively standard XK120 driven by Leslie Johnson and John Lea.

James Turnbull

In the June issue, you twice refer to Danish racing driver John Nielsen as John Nielson (*Sport*). The spelling would be correct if he were Swedish, but he's not.

Ken Friis Hansen



Graham got a personal tour of the Fighter from Bristol legend Tony Crook

A fighting chance

Buckley's appreciation of the Bristol Fighter in July's *Backfire* echoes my own thoughts on this model. I've long been a fan of Bristol motor cars, possibly because they once built fine aircraft, too.

I first saw the Fighter at Bristol's London showroom, when I visited a client in the capital shortly after the car's launch. The former owner of Bristol Cars, Anthony Crook, showed the Fighter to me personally. As I climbed in over the wide sill he commented, quite matter-of-factly: "Of course, this one is sold. A gentleman in the city has purchased it for his girlfriend." Then he winked and said: "But his wife is not to know."

Andrew D Graham
Bavaria, Germany



Virr Snr caught Aston DB3/5 at Le Mans

David vs Goliath

I was delighted with your article about the development of the Aston Martin DB3 (*C&SC*, June). My father and I were lucky enough to drive down to Goodwood for all three of the Nine Hours races in his Bugatti Type 57S. My father also attended the 1952 Le Mans, and I have a few photos that have

survived of DB3/5 on the approach to and exit of Arnage corner.

Aston Martin was a great foil for Jaguar, and these two teams were the sole opposition to the challenge from Italy and Germany during the period. The final development of the DBR1 proved that a well-funded small team could take on the world and win – as they did when they won at Le Mans in '59.

Mike Virr
Fairfield, CT, USA

Chitty in the metal

Mick Walsh brought back a great Chitty memory for me (*From the cockpit*, July). At Christmas 1968, my parents took seven-year-old me to see *Chitty Chitty Bang Bang* at Sheffield Gaumont cinema. My dad had his office nearby and leased a parking space for the family 1100 in the multi-storey car park of the nearby Grosvenor House Hotel. After the film (still a favourite!), we made our way back to the car and imagine my amazement to discover Chitty unattended and parked in a standard space on the same floor of the car park as the family Austin!

Looking back, I assume that the Chitty in question would have been on a promotional tour around the cinemas, and I now know that there was more than one built for the movie. But in 1968, I neither knew nor cared because, thrilled by the film – and fuelled by Kia Ora and a box of Maltesers – I knew that I had seen the real Chitty. Now *that* was phantasmagorical!

Thank you for the memory.

Simon Millar
Lilliput, Dorset

Overlooked great?

Just reading the excellent article on 50 great classics for £15k (*C&SC*, June). I know the choice was enormous, but I would have thought the Honda S2000 might have featured. I have an '03 car, slightly tarted-up by a previous owner with low skirts that keep getting ruined over the nation's speedbumps!

Steve Woolfe
Via e-mail



Woolfe's tweaked (and much-loved) S2000

Rootes' cause

I find it difficult to understand why none of your 'experts' appreciate the old Rootes Group cars – there's not one in the '50 great classics' article in your June issue.

The Humber Super Snipe was the equal of the Rover P4/P5, while the Sceptre Mk2 was at least the equal of the Rover P6 and far better than the Triumph 2000 – I drove high mileages in each of them!

I have never seen a Sceptre 2 for sale in any of the motor magazines I take, but perhaps you could produce an article on this model?

Brian Pinner
Via e-mail



Gunn's Bentley with 'Empress' F&W body

Doctor's Bentley

In the Daimler Dauphin article (*C&SC*, April), I was interested to learn that it was restored for 'a Harley Street doctor in the late '80s'. I own a Freestone & Webb-bodied Bentley R-type with a very similar 'Empress' body that was also owned by a Harley Street doctor, from 1979 to 2006.

It is surely too much of a coincidence for the cars not to have been owned by the same person?

My car was at the 1952 Earls Court Show, the first of only nine such cars by Freestone & Webb.

Peter Gunn

Via e-mail

The spice of life

A superb July edition, with a great article on Jim Clark's Elan and the drive to the Borders. My late father met JC once, because his engineering firm made a series of one-off items for Colin Chapman.

I loved the feature on estate cars, which brought back a few childhood memories. My father John bought a new Singer Vogue estate in 1963 from Smith's Autos in Croydon, Surrey (I still have the invoice) – his last of four Rootes Group cars. The Vogue was green with a green interior, and quite

luxurious. I also seem to recall a split tailgate, although I was only four and a half at the time!

And, with no reference to Martin Buckley's cyclist comment, cars and bicycles have a natural, cultural and engineering symbiosis – especially handcrafted artisan bicycles from the golden age, when frames were made from steel such as Reynolds 531 – beloved of Supermarine, Lotus, Formula One and numerous fine bicycle-frame builders: Hobbs of Barbican, Bill Philbrook, and Allin & Roberts. Their skills can be likened to fine coachbuilders such as Hooper and James Young.

John Foster

Lincolnshire Wolds

Insider knowledge

It was great to read Michael Milne's *Classic shrine* about the Auburn Cord Duesenberg Museum (*C&SC*, May). One thing that wasn't mentioned, which might be of interest to fans, is the outstanding collection of images in the archives. Unlike in most museums, these are open to the public – or they were in 1996, when I lived in Indianapolis.

Visitors can browse all of the photos the museum holds, and can then order a print to be made from the 1930s glass-plate negatives. I bought an image of a Cord 851 outside Errett Lobban Cord's house in Chicago, as used for a marketing brochure, as well as several of a Duesenberg SJ.

These photos are on the wall at home and they inspire me every day. To know that they are taken from the original negatives is very special – and rare in the modern age. The museum is well worth a visit if you are a fan of American cars, but I'd recommend allowing a few hours for the archives.

Jason Harris

Via e-mail



Our estates feature brought back memories of the family Singer wagon for reader Foster



IN THE OCTOBER ISSUE*

Classy coupé

BMW's gorgeous E9 at 50, with mighty CSL and underrated CSI



PLUS Grand Prix's golden years: memories from the front line

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A collection of classic cars parked in a gravel courtyard in front of a large, dark wooden barn with a tiled roof. The cars include a white Jaguar E-Type, a dark blue Ford Mustang, a red Porsche 911, a silver Lotus Elise, and several other vintage models. The sky is dramatic with dark clouds.

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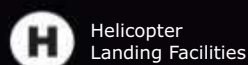
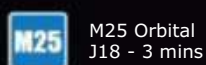
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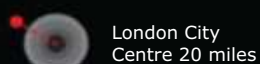
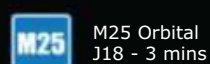
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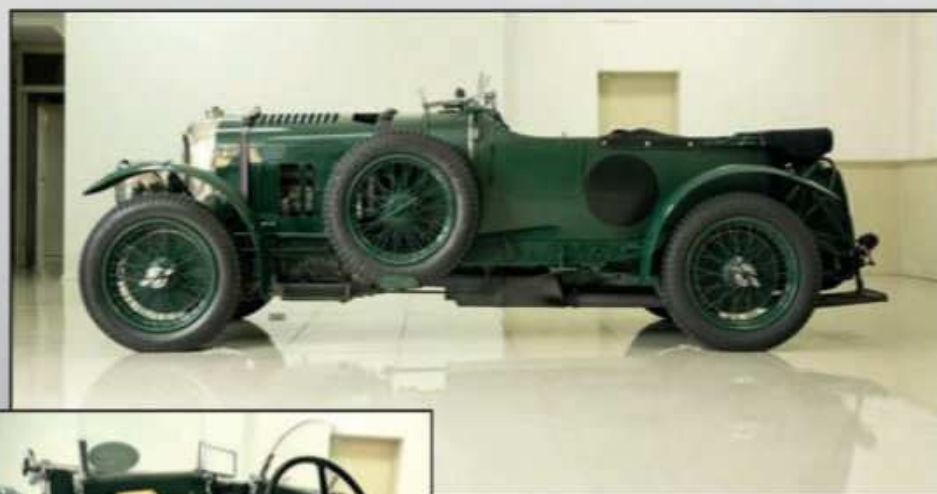
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Argento Nurburgring over Grey, Italian Delivery with HGTC, Just Serviced with Cambelts, 27,000 km, LHD

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1989 Aston Martin V8 Volante 'Prince of Wales' £POA



1966 Aston Martin DB6 £330,000



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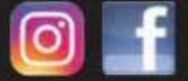
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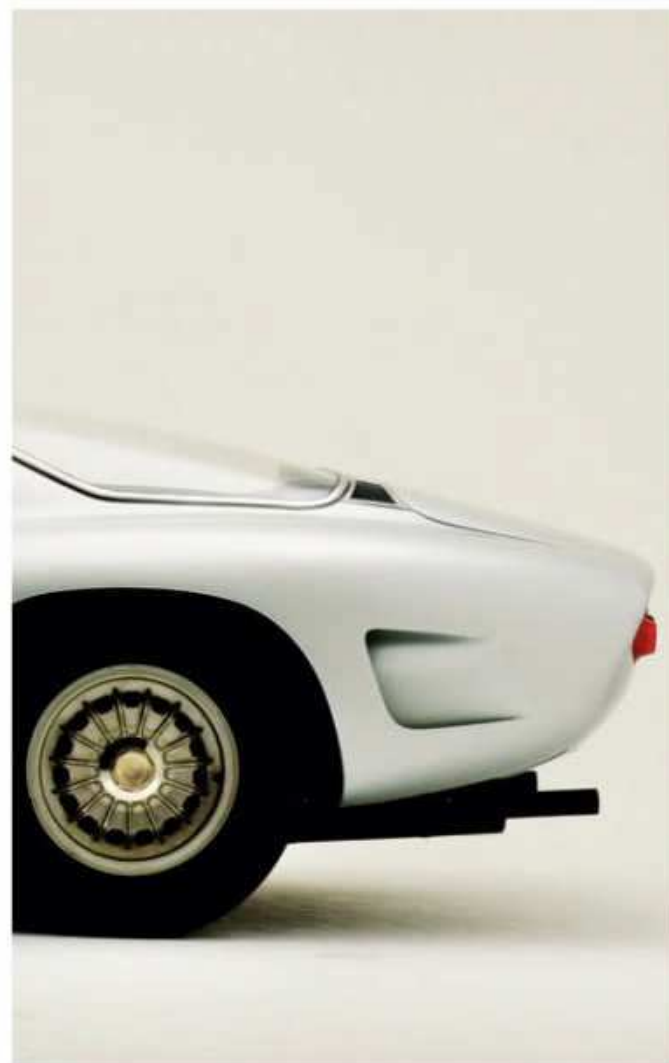
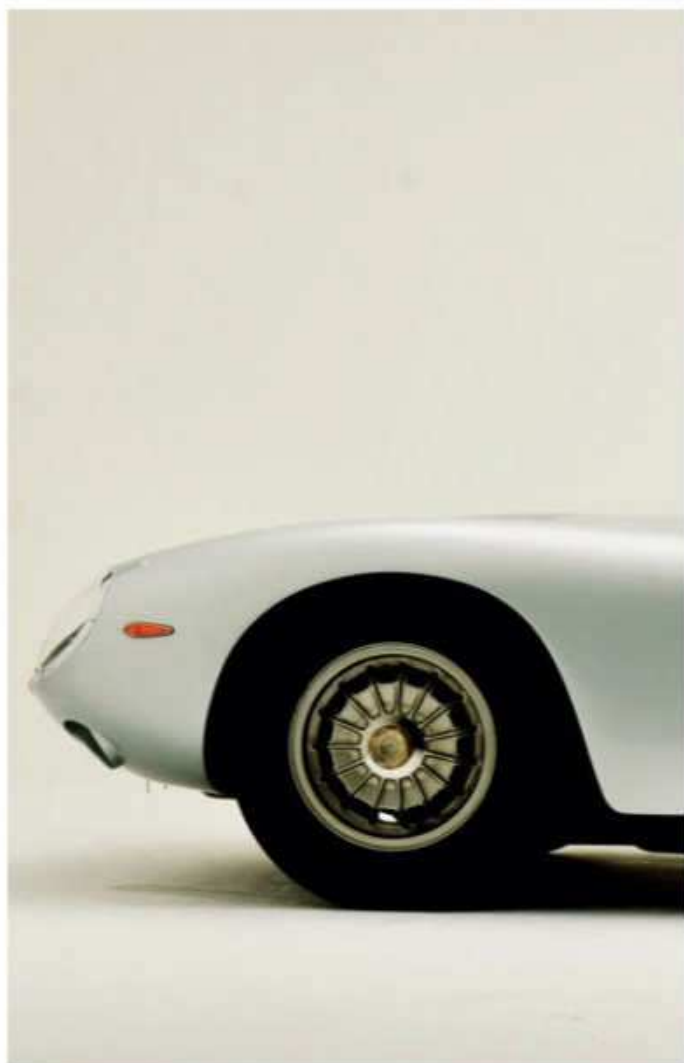
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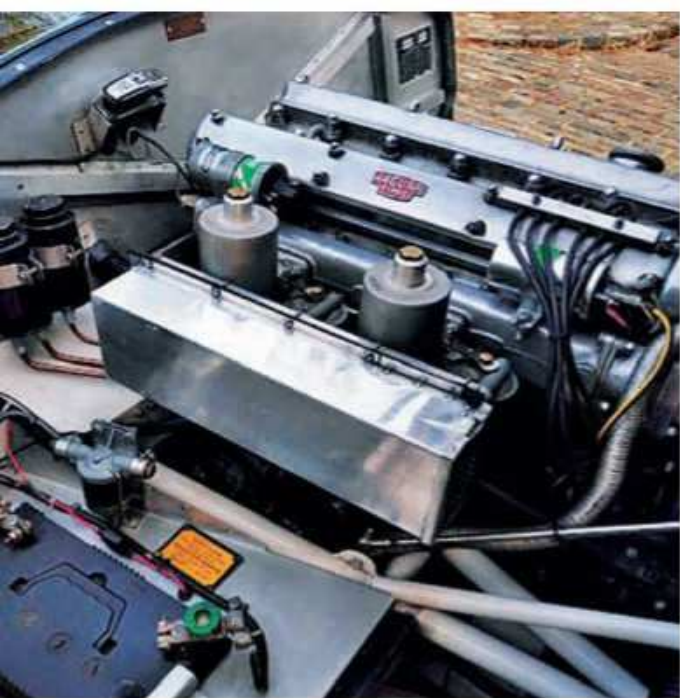
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RUNNING UP THAT HILL

One of the world's most significant Land-Rovers returns to the scene of its first off-roading success, 70 years on

WORDS **MARTIN PORT** PHOTOGRAPHY **TONY BAKER**



How many of man's notable achievements have started out as a passing comment; a mad idea; or a scrawl on the back of a beer mat after a few pints of ale? Would the quest for doing something new or out of the ordinary ever have come about if it wasn't for the simple ethos of 'I will do it, just because I can'? Would mountains have remained unclimbed? Speed records unbroken? Remote territories uncharted?

Perhaps we're not talking about quite the same level of endeavour, but when four years ago Land-Rover enthusiast Tom Pickford suggested doing "something different" to celebrate the marque's 70th birthday, he certainly didn't mean a meet at the local tavern...

On 30 April 1948, three Land-Rovers attended the Amsterdam Motor Show and, in doing so, gave what would become known as the Series One its debut to the buying public. Of those three 80in examples, two were ensconced in the main hall, surrounded by the latest offerings from Dodge, Panhard and Renault, but a third was driven from the UK, placed outside and listed as a 'demonstrator' – after all, this was a vehicle that would trade upon its practical ability, so it made perfect sense to rely on more than just a static pairing.

That vehicle was chassis L03, now owned by Tim Dines and the third of the pre-production 80in Land-Rovers to come out of the Solihull factory. Along with L05 and L07, Dines' car was charged with showing off The Rover Company's post-war 'stop-gap' vehicle.

The fact that L03 was left outside may not have been entirely intentional, however; as the story goes, development driver Johnny Cullen and Ernie Bacon – son of the manager of The Rover Company's London depot on Seagrave Road – were a little late arriving in Amsterdam. To save face, and absolve themselves of any blame, they duly reported that there was an issue with the gearbox – even going through the motions of crunching the gears while driving the 80in around the car park.

When the show was over, the pre-production model was taken back to the factory, fettled and registered for the road on Friday 21 May as GWD 431 – becoming the first Land-Rover to be road-registered. Interestingly, it also had a new gearbox fitted – possibly due to Bacon's suggestion that the original was problematic – but less than a month later, L03 was back on European soil at the 16th Barcelona International Trade Fair, this time destined to create its own little piece of history.

The Vallvidrera hills offer a spectacular view over Barcelona and the Balearic Sea, while spinning round by 180° provides a glimpse through the trees of Tibidabo – the tallest mountain in the area, topped by the Temple Expiatori del Sagrat Cor, a Roman Catholic church that was completed in 1961. On 19 June 1948, when the church was in the latter period of its 59-year construction programme, GWD 431 made its way to the foot of the hills and completed a brand first as it demonstrated its considerable capabilities to the assembled motoring press.

The run was arranged by local Rover distributor Romagosa y Compañia SA, and the Spanish

DAVID PILE

"My very first vehicle was a Series II Land-Rover," explains Pile, "but I came across this 80in Series One in a barn, when I was working in Sussex in 1979." Pile had been looking for an early model so made an offer, eventually agreeing on the figure of just £100: "It was a non-runner, but I trailered it back home to Devon and fixed it up over a term's-worth of weekends while I was at agricultural college."

Although he knew it was ex-army, Pile didn't discover the patinated remains of the crests on the front wings and rear panels until later in his ownership, when the topcoat started to peel away. "I eventually stripped it down to a bare chassis in 1996, with the 50th anniversary approaching, and rebuilt everything," he says. "Then the body went back on almost exactly as it was. We've been to Switzerland in it and Amsterdam earlier this year to commemorate the 1948 show launch, but this trip is something really special and it's great to be part of."



Clockwise from left: the group assembles after a long drive; L03 being demonstrated in the Vallvidrera hills; spot the Landies at Les Comes; stunning off-road tracks make a great playground

‘When enthusiast Tom Pickford suggested doing “something different” to celebrate the marque’s 70th, he didn’t mean a meet at the local tavern’



Tim Dines and pre-production Land-Rover number three lead the convoy at Les Comes

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“After the restoration I really put it through its paces – there’s no point having a Land-Rover if it’s not going to be used as its maker intended”



press was out in force, eager to witness the ‘Land-Over’ (sic), as it was wrongly tagged by some local publications.

This sort of organised practical display would be commonplace now, particularly for a firm such as Jaguar Land Rover, but at the time this was a new concept. British Army Lieutenant Colonel Myhall and a Mr Waight from Rover carried out the ‘exciting exhibition’, and the reaction certainly appeared to be positive with *Mundo Deportivo* reporting on its ‘high qualities and excellent climbing behaviour’.

After returning to the UK, L03 became R03 later that same year – conversion to right-hand drive being common practice before most of the pre-production examples left factory ownership. It was destined to remain ‘in the family’ until 1950, however, being run by Geoffrey Wilks, brother of Rover engineer Maurice.

Not until 1974 did current owner Dines set eyes on the 80in, while on a trip to Devon as a 16-year old. “My uncle was an agricultural engineer and used to let me drive his Land-Rover on private land when I was around eight,” he explains, “so years later when I spied this example in a farmer’s barn, I knew what it was.”

Unfortunately for Dines, who was keen to bag his first car, the Land-Rover wasn’t for sale, but the farmer knew the history and happily told him of its significant past. “You could buy an old Land-Rover for around £30 then,” says Dines, “but eventually my dad negotiated its release for the princely sum of £200 – worth it, considering its history.” That was a lot of money, of course, but through a combination of holiday-job earnings and a loan from his sister, the car was his.

Dines set about getting the Land-Rover an MoT certificate and then just used it, but eventually it was put in a shed for a number of years before being restored for the 50th-anniversary celebrations in 1998. “I drove it back to show the farmer who had sold it to me,” says Dines, “and he was very happy to see that it had been looked after and was back on the road, but I really did put it through its paces – there’s no point having it if it’s not going to be used as intended.”

“I had been sent some photographs in 1983 of my 80in driving up that hillside in Barcelona, but at that time R03 was still waiting to be restored and I failed to find out much more information before the trail went cold.”

Then in 2009 – 26 years later – Dines noticed a post on the Land Rover Series One Club forum asking for help in finding out which was the first Land-Rover exported to Spain. Of course, L03 wasn’t exported as such, but he duly replied informing the author, Francesc Serra-Graells – known as ‘Paco’ – that his was possibly the first Land-Rover to be seen in the country.

That initial contact clearly captured Paco’s imagination and, to Dines’ surprise, kick-started an investigative process that Sherlock Holmes would be proud of. Before long, Paco had made contact with the Photographic Archive of Barcelona, the Classic Motor Club del Bages and the Barcelona-based Land-Rover dealer at the time of the demos, and had begun to piece together the history surrounding the event.

Crucially, he had also returned to the Vallvidrera hills and found the precise location of the reported demonstration runs, and was amazed by how little the area had changed.

JOHN PLACE

“I was a reserve officer in the Royal Air Force for 35 years and had been searching for something with RAF history,” explains Place, “so when I saw this particular Land-Rover advertised for sale in Yorkshire, I agreed a price over the phone.”

Place’s car is a late-1951, 2-litre-engined Series One that was in service until 1958. After his time as an officer came to an end, Place found that he needed something else to occupy his time, and he now spends it attending an impressive number of UK-based shows – including taking part in the large Land-Rover parade at the Goodwood Revival in 2015.

“This is my first European trip in it, though,” he smiles. “My son Nick lives in Barcelona – and has done for 20 years – so it’s been nice to be joined by him as well. Who knows, maybe he will inherit it one day? Although he’ll have to argue with his sister about that!”



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Happily, his dedication was eventually to be repaid, four years after a trip back to Barcelona was initially mooted. “Tom Pickford had posted on the LRSOC forum about possibly putting together a trip to Spain to commemorate the Trade Fair, and naturally I registered my interest straight away,” says Dines. “Initially the excursion didn’t revolve around GWD, but inevitably that was how it evolved – again thanks to Paco.”

With his prior knowledge of L03’s ground-breaking demonstration run, Paco was soon on board with the trip. After a lot of negotiation, he agreed with park authorities that special dispensation would be granted to recreate that hill climb on what is now private land around the Torre de Collserola – the Norman Foster-designed tower built for the 1992 Olympics.

One familiar name that was immediately on the passenger list for a return to Barcelona was former Land-Rover engineer Roger Crathorne. “One of the first overseas trips I did in the ’60s was to Barcelona,” he explains, “but I had no idea at the time that something so important in Land-Rover’s history happened a stone’s throw from where I stayed.” With Crathorne’s support and Paco’s organisation on the Spanish/Catalan side, the trip started to come together and on 5 June, a group of seven Series Ones set off from the UK on a ferry bound for Bilbao.

An hour north of Barcelona lies Les Comes, home to one of the most picturesque Land Rover Experience Centres in the world, and as the intrepid travellers pull into the sun-baked courtyard of the 10th-century house on Friday morning, fresh from an overnight stop in a nearby village hotel, there is a triumphant air

because they have all made it without major problems. All except one, that is: according to a flurry of messages, GWD 431 is having some fairly major steering issues. Is there really a possibility that the one vehicle that *should* be here may not actually be present?

Of course not. If there’s one set of qualities that Land-Rover fans have, it’s grit, determination and an ability to cope – much like the vehicles themselves. An hour later, GWD is driven gingerly through the courtyard and straight into a waiting garage, where it is descended upon by half a dozen eager bodies.

This is no haphazard approach, however. Some excitable planning the day before means that spare parts – not easy to find for a 1948 production Land-Rover, let alone one of the first pre-production examples – have been packed into the luggage of family members and friends joining the expedition by aeroplane. An hour in the workshop confirms suspicions that there is a problem with the steering nut and locker arm – the insert has disintegrated, allowing a quarter of a turn of play at the wheel.

With a replacement fitted and tracking adjusted, there is a spontaneous round of applause as Dines and GWD roll into the courtyard with rather more directional confidence. This success means that we can now convoy into the mountains that make up Les Comes, the sedate pace of second gear in low range affording plenty of time to take in the breathtaking surroundings as the dusty tracks wind their way through 518 hectares of sunburnt rock.

This is verging on heaven for any Land-Rover enthusiast and as LR Experience instructor and

Dakar Rally competitor Moi Torrallardona leads the convoy in a Heritage Edition Defender, it is almost impossible to absorb the sheer number of tracks spread across the landscape.

With Dines and family leading the Series One patrol in GWD 431, the couple of hours spent navigating the route fly by, in spite of the rising heat – graphically demonstrated by an eagle overhead taking advantage of the thermals to corkscrew its way upwards. All too soon the group congregates back in the courtyard as excitement builds for what has become the focal point of the trip: the opportunity to re-enact that famous demonstration overlooking Barcelona. Following an evening of fabulous food, vehicles, owners and passengers all retire with alarms set for an early wake-up call.

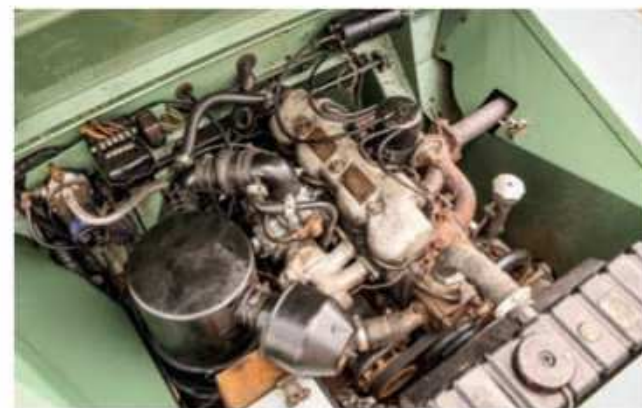
The morning of 9 June dawns in familiar fashion, as a slight haze across the mountains soon lifts to reveal a clear blue sky. A hasty breakfast is consumed before the team gathers to begin the hour-long drive into Barcelona itself.

After the empty roads and tranquility of Les Comes, the traffic and bustle of the city come as a bit of a shock; quite what it would have been like in 1948 is difficult to imagine, but remarkably the group manages to stay together. With the Vallvidrera hills looming ever closer, we begin to climb and aboard GWD a deft double-declutch brings a smooth transition into second as the incline rises and sharp turns lower the speed.

Exiting a left-hand bend suddenly reveals a set of steps ahead, carving through surrounding properties, and those in the know smile: these are the same steps that L03 drove up 70 years ago, on its way to the demonstration.



Clockwise: small details such as the bronze pedals identify this as a pre-production vehicle; 1595cc Series One engine; 'R03' was originally LHD 'L03'; unique door mechanism



Tim Dines, wife Adrienne and Guy Pickford (owner of another pre-production example) take the first of many runs up the Barcelona hill first used by the same Land-Rover 70 years ago



‘The hillside begins to look alive – and very similar to how it appeared 70 years ago, when it was packed with people marvelling at the sight of just one vehicle’

Another right-hand bend is rounded and without warning we’re faced with *the* hill, still unmistakable, and as Dines pulls in to the gated incline, the rest of the group buzzes past, aiming for the car park at the top of the hill.

Then there is a strange moment. With the rest of the convoy out of sight, we silently contemplate the gate that blocks our path. Paco has organised access and the fee of several hundred Euros has been paid, but there’s no sign of the key. No problem: making use of the verge as well as the Land-Rover’s ability, we’re through with a few inches to spare, and there’s nothing left to do but to fulfil the reason for the trip. Slotting the pre-production Land-Rover into low range and selecting second gear, Dines sets off as the rest of us record the occasion on cameras and phones. In less than 200 yards and 60 seconds, the 80in has reached its destination – another gate and, beyond that, trees that block its path.

There’s a sense of anticlimax. This Land-Rover has made its way from the south of England to the hills of Barcelona; it has recreated a moment in history; but what next? Simple: do it again, and slowly something wonderful happens. Those who had gone to the car park start to wander down the hill and a buzz starts to build. With every run, more people gather: residents of the houses at the bottom of the hill,

locals enjoying their daily walk, plus the contents of another five local Land-Rovers that have driven to see the spectacle. Suddenly, this is an “I was there when...” event. The hillside begins to look alive – and very similar to how it appeared 70 years ago, when it was packed with people marvelling at the sight of just one vehicle.

There are two types of classic-car owner: those who keep their pride and joy largely to themselves, closely guarding the keys; and those who, regardless of value, are happier to share the experience. Tim Dines is clearly the latter and over the course of the following hour it’s easier to count those who don’t get a chance to drive this historic vehicle up the hill than those that do; crucially, this offer extends to Paco, Pickford and Crathorne – the trio that was so instrumental in bringing the re-enactment together.

I, too, get a turn behind the wheel and, even though it’s over in a flash, the sense of fulfilment is huge. Many a journey in an old Landie can feel momentous, as if a mountain has been climbed, but in this instance that really is the case. It’s proof that what began as a stop-gap in a corner of the Solihull factory is still capable of doing what it was designed to do, 70 years on.

Thanks to Tim Dines, Paco, Roger Crathorne, Moi Torrellardona and Isa Kröger at Les Comes, and JLR

ROGER CRATHORNE

Land-Rover legend Crathorne’s 1951 80in will be familiar to regular readers – we drove it from Anglesey to Solihull in our January 2017 issue – but when he found out about the Barcelona trip, Crathorne didn’t hesitate in lending his support. “To be able to do the run with the same vehicle that did it all those years ago is fantastic,” he says, “and the fact that GWD lives on is an excellent demonstration of sustainability.”

Crathorne’s own Series One used to belong to Nicholas Wilks, son of Rover managing director Spencer, and after a 27-year hibernation it has now been restored to enviable condition and reliability by its owner. “It has run brilliantly so far,” he confirms, “and the trip has given some recent gearbox work the opportunity to settle in nicely.” Even so, Crathorne is always the first to rise, making the most of the cooler temperatures to fettle and fine-tune his Land-Rover.



Clockwise, from main: the original demonstration run took place on 19 June 1948; local Series Landies were out in force to join the re-enactment; Paco gets a well-deserved drive of GWD; fully-laden ascent

Land-Rover LANDMARKS

With such a rich history, choosing high points from Land-Rover's past is tricky, but here's a handful of our favourite moments

WORDS **MARTIN PORT** PHOTOGRAPHY **JAGUAR LAND ROVER**



AIR PORTABLE

The Land-Rover 1/2 ton, known as the Lightweight or Air Portable, was developed as a reaction to the British Army's needs to have a vehicle that could be carried by air under a helicopter, shipped by cargo aircraft or stacked and taken by train.

Land-Rover began by removing non-essential items on a Series IIA 88in base vehicle and then explored ways of making the other panels easily detachable in order to meet the weight restriction, but the main advantage was a 4in reduction in width thanks to axle modifications.

PRE-PRODUCTION NUMBER ONE

In total there were 48 pre-production Land-Rovers built by the Solihull factory and 'R01' (above), registered HUE 166 and nicknamed 'Huey', is undoubtedly the best-known of them all.

Dispatched to the Rover Experimental Dept on 11 March 1948, it was one of the vehicles that helped the factory to evolve and fine-tune the model into one fit to go into production – a process that led to holes being cut into the tub in order to observe clearances and propshaft angles when put through its paces by test engineers.

HUE was bought back by the factory in 1954 and found homes in various collections before becoming one of the British Motor Museum's star attractions in Gaydon.

CENTRE STEER: REINVENTING THE JEEP



It is, of course, no secret that the Land-Rover came about thanks to the Willys Jeep – an example of which engineer Maurice Wilks used on his farm. Inspired to produce his own version, he opted for a centrally mounted steering wheel – one advantage being that it negated the need to produce both right- and left-hand-drive models – but a more traditional approach was chosen in the end. There are several replicas, but the original is thought to have been dismantled in period.



DEFENDER

The coil-sprung Land-Rover took over from leaf-sprung suspension in 1983, bringing with it a name change as the Ninety and One-Ten were born. In 1990, however, those were changed into digits and prefixed by a now-familiar name: Defender.

Various engines and spec options came and went over the ensuing 25 years, until the two-millionth Defender was auctioned in London, achieving £400k for charity. For convenience of marketing, the name Defender has come to represent all models that came before it and, after an alleged final hurrah of Heritage Edition models, the production line fell silent in January 2016.

To mark 70 years of Land-Rover, however, a limited run of reworked Defender Works V8s (left) was subsequently announced, boasting 399bhp!



FIRST OVERLAND

Although others, such as Barbara Toy, had gone before them, the most famous early Land-Rover expedition is that of six Oxbridge students who, in 1955, set out to drive a pair of 86in Series One Station Wagons from London to Singapore.

Backing from David Attenborough and the BBC helped their efforts, with three short films produced throughout the trip and subsequently broadcast to the public, ensuring that their 18,000-mile odyssey secured a place in Land-Rover history and inspired others for decades to come.



SERIES II: RESTYLING FOR THE FUTURE

A decade after the launch of the slab-sided Series One came the first real development, in the form of the Series II. With a slightly wider track, stylist David Bache produced a more rounded waistline along the length of the vehicle to accommodate the change, and in doing so introduced a look that would continue right through to the end of the Defender.

The Series II evolved into the IIA in '61 with minimal changes, before the next major alteration late in the run when the headlights moved from the grille panel to the front wings. This styling tweak continued in the more civilised Series III, launched in 1971.



CAMEL TROPHY

The Camel Trophy began in 1980, and over the following 20 years it became the most famous of all Land-Rover endurance events (although the first running in fact used Jeeps as the vehicle of choice).

In 1989, history was made when Bob and Joe Ives became the first and only British victors in their Defender 110 (above). The achievement was all the more remarkable considering that their year was reputed to be one of the toughest ever, and it spawned a host of replica vehicles from enthusiasts.

The Camel Trophy ceased to be in 2000, but it wasn't long before Land Rover announced the G4 Challenge (in 2003). Participants from 16 nations battled their way across the USA, South Africa and Australia over 28 days.



CRUISE MISSILES

Blending supercar pace with luxury saloon
opulence, the gorgeous Ghiblis are finally
getting the recognition they deserve

WORDS **MARTIN BUCKLEY** PHOTOGRAPHY **TONY BAKER**



Clockwise from main:
Ghibli hides its bulk well
in corners; Campagnolo
alloys are shared with the
Mistral; luxurious yet
practical two-seater cabin





'The Ghibli appeared to come out of nowhere, but was really a response to the sensation caused by the Lamborghini Miura'

The dream of owning a Maserati Ghibli is one of those recurring exotic-car fantasies that I used to think might actually one day come true. They were, after all, cheap for decades, moving from being a must-have fashion trinket of the playboy classes to irrelevant GT dinosaur in one easy move. They are not even all that rare in exotica terms: 1295 cars in six years makes a Ghibli positively common compared to any Iso or Monteverdi you care to name. In fact, the Ghibli was the most successful of the classic V8 Maseratis, and a curious case of a firm's most expensive car also being its biggest seller.

And yet, even at its lowest financial ebb, the fast, beautiful and relatively abundant Ghibli was still somehow always priced just beyond the grasp of the likes of me. I can't moan, really, because I had my chance: the failure to capture a tired but otherwise respectable example 15 years ago (for £12k) certainly feels like one of my poorer fiscal decisions when you consider the £300,000 this beautiful SS coupé is expected to make when it goes to auction in September.

Andy Heywood of McGrath Maserati knows as much about Ghiblis as anyone else in the world. His boys have just finished on this Bianco Spyder a restoration with such awesome attention to detail that it is hard to see it not making its £1.2million estimate when it crosses the block at RM Sotheby's on behalf of owner and serious Maserati collector Stephen Dowling.

Value-wise, the open cars were always another game altogether; only 125 were built and this 4.9-litre SS – chassis AM115/49S1251 – is one of only four right-hookers, supplied new in the UK to the future Emir of Qatar, Sheikh Hamad bin Khalifa Al Thani, a lad of about 20 at the time.

If the Spyder is almost beyond pristine, the 4.9 SS coupé is merely immaculate. Finished in Rosso Rubino with white Connolly leather, chassis AM115/491668 left the factory in April 1970 with left-hand drive, was converted to RHD in Australia in the early '70s and restored there 20 years later. It was the car that launched Dowling's Maserati collection and has been looked after for some years by McGrath, which also swapped it back to left-hand drive for him.

Compared to cars such as the Mexico and the Mistral, the Ghibli – first shown as a tentative prototype on the Ghia stand at Turin in 1966 – appeared to come out of nowhere. But it was really a response to the sensation caused by the Lamborghini Miura, and designed to keep interest in the ageing Maserati range alive.

Production started in 1967 and at first the plan was to build only 100 examples, but this was soon increased to 400 with annual production peaking in 1968 at 276 units.

We tend to think of Maserati as a company that bounced from one crisis to the next in its 'classic' period, but the Ghibli actually emerged from a time of relative stability under the Orsi family, with the expense and distraction of Grand Prix racing long behind it and the turmoil of the Citroën takeover still to come.

With Giulio Alfieri in charge of engineering, Maserati created the most successful range of exotic cars in the world, with the widest choice of engines and transmissions. It also had a loyal customer base, who valued good finish and comfort over the last word in mid-engined chas-

sis design – but still liked the idea of driving behind a thoroughbred, race-proven engine with links to the 250F and the great sports-racing cars of the 1950s and early '60s.

The other secret of this period of success was that Maserati never seemed to have a problem with adapting its cars to take luxuries such as power steering, automatic transmission and air-conditioning; if the customers wanted it, they got it. Maserati also tended to shop around for styling. In the mid-'60s it was offering series-produced models with bodies by Frua (the Mistral and Quattroporte) and Vignale (Mexico and Sebring), and had not long since dropped the best-selling, Touring-bodied 3500GT.

So where Ferrari had a cohesive visual identity bound up with Pininfarina, the Maserati approach at least kept buyers' interest engaged in a fashion-led luxury Grand Touring market.

It also tended to mask the fact that the new shapes hid familiar componentry: Alford & Alder front suspension, Burman steering boxes, ZF transmissions, and well-located but emphatically leaf-sprung Salisbury rear axles. Alfieri argued, not unreasonably, that these were proven, reliable components and that a solid rear axle gave customers the most predictable handling. He could not claim that there was anything revolutionary about his oval-tube chassis with box-section sills; the point is that it was strong, and ideally suited to a traditional production process that was intensive in man-hours.

The Ghibli was the first Ghia-bodied Trident since the one-off 5000GT built for industrialist Sig Innocenti. Ghia never worked with Maserati again, but the success of the Ghibli put momentum behind the idea that subsequent Maseratis should have less formal shapes and a family resemblance, which was why Vignale's 1969 Indy looked like a four-seater Ghibli and almost matched its production run.

Working at a rate of four a day, Ghia built the steel Ghibli shells in Turin before sending them to Modena to be welded to the chassis. It was styled in three months by Giorgetto Giugiaro, the young designer formerly of Bertone and soon to strike out on his own. In my opinion, he has never – at least in the realm of exotica – done anything better since.

Both of 'our' cars await us on a disused piece of runway at Enstone Airfield; it is a strange commentary on the values of these vehicles now that shooting them on public roads is not really an option any more.

They are substantial things: low and wide, on doughnut-section Michelin XWXs with roomy cockpits behind aggressively raked screens. The panels are a masterful blend of crisp edges, soft curves and other subtle devices to trick the eye into seeing simplicity when in reality there is much more going on: the reverse curve in the front wings that highlights the power in the plunging bonnet line; the chamfered edges to the coupé's roof; and that crease in the flanks spearing between the wheelarches. The bodies are steel apart from the bootlids, and if you find a coupé with a lid that extends to bumper level then you've got one of the first c100 cars built. That means a smaller 4709cc, 306bhp engine (with four Weber 38DCNLs rather than the later 42DCNFs) plus solid front discs, a hefty twin-plate clutch and possibly manual steering.

The SS or Super Sport specification was a longer-stroke, 4930cc version of the quad-cam

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Buckley does his best 'GT Man in Cannes' face; Spyder dashboard is packed with rows of dials and switchgear, and has a classy finish

V8 producing 330bhp and a shade more torque (355lb ft as opposed to 341lb ft), built as a way of countering emissions regulations as much as increasing output. Heywood suggests that the difference was greater than it appears, because the later figures were more honest. The engine bays are neatly presented, practical workspaces dominated by a massive rectangular airbox atop the Webers and four crackle-black cam covers. There are no blanks for the extra plugs to make the link with the exotic 450S sports-racer and the luxurious 5000GT, and there is just the one distributor, augmented by electronic ignition.

While the rarity of the open version makes it one of the greatest prizes of all to the Maserati collector, I would take the coupé over the Spyder any day (who needs a convertible when you have air-conditioning cold enough to make your toes

ache?), particularly because I'm not a big fan of white cars or of bolt-on wire wheels. Still, with its steel hood cover giving it a smooth profile it is a beautifully resolved open-topped adaptation, with additional bracing behind the seats to make up for the lack of a roof.

But the gaze is continually drawn back to the elegant purity of the coupé, which in any case drives better – if only because the Spyder, with its sticky gearchange and tight, freshly rebuilt V8 – “no more than 2500 revs,” says Heywood – still needs some shakedown miles.

There are some interesting detail trim differences on the cars, such as the treatment of the indicators in the front grille, and the circular versus oblong repeater flashers on the front wings – plus the Spyder's slightly incongruous front overriders. But both have the old favourite

Alfa Berlina rear lights and those extraordinarily aggressive twin tailpipes that look like sawn-off shotguns from a '70s sub-post office robbery.

Inside, there is a difference in driving position between the coupé and the Spyder that I can't quite put my finger on, but is probably something to do with steering-column angle or the seats themselves, which look identical at a casual glance but are actually quite different.

The ignition is on the centre console in the open car and on the steering column in the closed one. The fact that they have different clocks and doorhandles probably has more to do with what was in the factory stores on the days they were being built than anything else, but the anorak in me needs to know these things.

It was the supposed top speed well in excess of 170mph that gave the Ghibli supercar status. I'm

Clockwise: pert tail with ubiquitous Alfa-sourced rear lights; crisply resolved Spyder profile; quad-cam V8 looks every cubic inch the thoroughbred





‘These big Maseratis don’t pretend to be Elans or even E-types, but they feel completely balanced and reassuring at all times’


not sure anybody officially got one much over 160mph but, on the right day, with the longest back-axle ratio and a willingness to pull deeply beyond the modest redline, who knows? Alfieri was more interested in a smooth drivetrain and lots of torque in a flat, even curve. That meant a car that would see off almost anything on its way to 120mph in third, could cruise at 140mph and, because it didn’t need to be revved hard, had more potential durability than certain V12s.

Running well, and ministered to by the right people, the Maserati V8 is certainly magnificent: silky and sonorous, with refinement in pick-up that is born of beautifully accurate and smooth throttle control yet with just enough growl to let you know that it is a classic Modenese quad-cam all-alloy engine. Heywood says that the 4.9s, with their later carbs, are much smoother.

It is certainly not your typical ‘throbby’ V8, which probably has something to do with firing order or the design of the exhaust manifolds. The ZF ‘box in both cars has an ‘H’ pattern, with fifth on the dogleg, and requires a little thought when manoeuvring the lever with some meaning around the compact gate. Both are quiet and the smooth clutch means that there is no excuse for jerky progress. With vented discs and twin calipers up front the brakes are strong and balanced, if possibly a little sensitive at lower speeds. Power steering was standard on the 4.9 SS and it can’t be anything other than a blessing in 4000lb cars such as these. What you lose – fractionally – in feel and fine control at speed you are paid back in triplicate in terms of ease of driving, especially because the turning circles are so huge, and you get quicker gearing, too.

There are no tricks to the handling of these big Maseratis, either: they don’t pretend to be Elans or even E-types, but carry their weight beautifully and feel completely balanced and reassuring at all times. If they roll, you can’t detect it from the inside and they are magnificently stable and neutral through long, fast corners. Neither is a ‘sports car’ you toss about roughly, but both have poise and manners, riding better than they have a right to on such ‘traditional’ suspension. They have a sort of dignity, which sounds a strange thing to say about a near-16ft-long piece of two-seater Italian exotica.

Perhaps, one day, we will look back and think £300k was cheap for a car such as the Ghibli. You certainly can’t buy one for £12k any more, and what does £300,000 buy you in the ‘60s Ferrari world these days? Or £1million, if you like, when it comes to their drophead equivalents?

I suppose everyone has a story like my £12k Ghibli. The point is that, at the time, I would have struggled to get that £12,000 together, never mind find the money to keep it on the road. Sometimes, with cars and many other things, you have to acknowledge your limitations. There’s a sort of liberation in knowing that I can’t even dream about owning a Ghibli now, so why waste energy on it? Better (as with so many cars) to admire from afar, celebrate the fact that such things exist, think yourself lucky you are not liable for the eye-watering upkeep and, in my case at least, feel grateful for the chance to spend a few hours with two of the nicest examples on the planet. 

Thanks to RM Sotheby’s. The Dowling Maserati Collection will be sold at its London sale on 5 September; see www.rmsothebys.com

THE PLAYBOY’S SHOPPING LIST



FERRARI 365GTB/4 DAYTONA

1968-’74, c1350 built, value £500k-plus

This was Ferrari’s answer to the Lamborghini Miura, but the Daytona was as commercially successful as the Ghibli over a similar six-year production run, and also came as a (hyper-rare) Spider. It’s a more hardcore experience, but the trade-off is a fabulous 4.4-litre quad-cam V12.



LAMBORGHINI ISLERO

1968-’70, 225 built, value £300k-plus

With an appeal lying somewhere between the Daytona and the Ghibli, this four-seater GT was powered by a four-cam V12, although even its greatest fan couldn’t really argue that the Islero was pretty. It was certainly rare, though, with just 225 built, 100 of those in 350bhp ‘S’ form.



MONTEVERDI HIGH SPEED 375

1967-’77, n/a built, value £200k-plus

The rarity of this Swiss supercar makes it a kind of myth, but it is thought that 12 examples of the two-seater 375S were built before the irascible Peter Monteverdi fell out with Frua, which styled the pleasing shape. The longer 375L (above) added a pair of rear seats to this fast, Chrysler-powered car with a very competent chassis.

FORGOTTEN MASTERPIECE

Often overlooked, the mighty Hispano-Suiza H6B deserves to stand alongside the likes of Bentley and Rolls-Royce

WORDS **RICHARD HESELTINE** PHOTOGRAPHY **MANUEL PORTUGAL**







The sky is vast, the light supernatural, but there's no time to take in the scenic vista. Besides, another will be along in just a moment. The road cleaves through the mountainside, vertiginous drop-offs and the lack of guardrail giving you pause to think or, better still, not think at all.

You feel suspended between outcomes, but this is a 1924 Hispano-Suiza H6B – widely touted in period as being the finest car in the world – and torque is such that there is never a lull in forward momentum. Quite the opposite. It just pulls, and pulls, and then pulls some more. This stately looking leviathan burbles along quite happily, with only your forearms threatening to wilt under the strain. Hairpin turn after hairpin turn is starting to take its toll, but then, finally, what passes for a straight.

It is at this juncture that you appreciate the car's silky-smooth 'six' all the more. Quite aside from its architectural magnificence, it feels unburstable. There's barely a rise in register. In

'It's hard not to imagine you're André Dubonnet, taking the fight to Alfa, Mercedes and Itala on the 1924 Targa Florio'

top – third – gear the Hispano is perfectly happy sitting at 60-70mph. The heft of the screw-and-nut steering dissipates, mercifully, and it doesn't wander or threaten to spill. By modern standards, the H6B won't give a well-driven hatchback a bloody nose, but it won't lag behind, either. It's hard to believe this remarkable machine was made almost a century ago such is its willingness, refinement and, biggest surprise of all, ease of use, once you've overcome your initial hesitancy.

Given the locale, Portugal's breathtaking Serra do Caramulo region, it's hard not to be overcome by misty-eyed romanticism; to

imagine you're André Dubonnet, the millionaire playboy and decorated WW1 fighter pilot, taking the fight to Alfa, Mercedes and Itala opposition on the '24 Targa Florio in an H6 'Type Sport', leading the field around the twisty Madonie circuit. Either that, or envisaging the long-time owner of this car, João de Lacerda, terrorising the neighbourhood in his legendary press-on style. The ancestral seat led straight on to an active hillclimb course, and he wasn't above taking it on epic pan-European thrashes as and when the mood took him. Which was often.

Who could blame him? Everything about this car invites hyperbole. It was always thus. This most French of Spanish marques was once a technical leader, with countless patents in its armoury. The firm's products acted as blank canvases for some of the most respected – sometimes notorious – coachbuilders of the day. There were exotic cars, and then there were Hispano-Suizas. These were machines beloved by captains of industry and silver-screen icons; by heads of state and your common-or-garden beautiful people. Hellé Nice had an H6, while



Clockwise from main: you're the one working hard on a rural run; strong overhead-cam 6597cc 'six' has bags of torque; it's all in the details, such as the exquisite gearknob for the three-speed 'box; this car's body shows its regular use

Pablo Picasso owned three, and that's just for starters. Hispanos were immortalised in countless novels of the era, driven by characters such as Maxim de Winter in Daphne du Maurier's *Rebecca* (although Laurence Olivier drove a six-cylinder MG in Alfred Hitchcock's big-screen adaptation). The H6 was the perfect car for a hero, fictional or otherwise, not least because Hispano-Suiza had a chic and unattainable aura.

This was due to the fact that in period you rarely saw them, especially in the UK. Consider this: this H6B would have set you back £2100 in 1924, or approximately £114,000 when adjusted for inflation – and that's minus coachwork. That was roughly 15% more than a Rolls-Royce Silver Ghost rolling chassis. A comparable Bentley was almost half as much. The lofty price-tag was understandable given the laborious, hang-the-expense nature of the Hispano's design and construction. The 6597cc straight-six, for example, borrowed heavily from aircraft technology. It boasted an aluminium block with steel cylinder liners, twin sparking plugs per cylinder, and a single overhead camshaft working the

valves. There were also such modern flourishes as coil instead of magneto ignition. The seven-bearing crank alone must have taken an age to whittle, with each being machined from steel billet weighing 600lb (272kg). The end result weighed only 35lb (15.8kg).

The main talking point, however, was the braking set-up. The H6B featured four-wheel drum brakes, the drums being aluminium (with steel liners) to reduce unsprung weight, which was sophisticated stuff. But that wasn't the big news. Hispano-Suiza's great leap was the use of mechanical servo assistance. This was a technical first, with even arch-rival Rolls-Royce employing the licence-made 'servobrake' arrangement from 1924 until the mid '60s. Genius was at work here, and you could argue that Hispano-Suiza designer Marc Birkigt was the greatest automotive engineer of the period. That, and the most ill-served by history.

Birkigt's background is mired in conjecture and half-truths. Legend has it, perhaps apocryphally, that the Swiss moved to Spain to find work as a mining engineer, only to be asked to

design a car. This seems a little fanciful, but he mapped out several vehicles prior to the formation of La Hispano-Suiza Fábrica de Automóviles in 1904. He designed every subsequent production 'Spanish-Swiss' model bar one, with work being divided between Barcelona and Paris from 1911, the French subsidiary producing the more luxurious variants while the lesser models were made closer to home.

WW1 established the marque on the global stage, thanks in no small part to Birkigt's water-cooled, sohc V8 aero engine, which was first seen in 1915. While precise figures are hard to pin down, as many as 50,000 units were reputedly made. The H6's straight-six was rooted in a subsequent V12 aero-engine design, the model causing a furore when unveiled at the 1919 Paris Salon de l'Automobile, the slightly more powerful H6B arriving three years later. It was superseded by the larger-displacement H6C in 1924, with variations on the theme continuing to be made as late as 1933.

Unfortunately for Hispano-Suiza, the 1930s would not be kind. The magnificent 12-cylinder,



Clockwise from above: everything in this well-driven car works perfectly; the British-built body was finished in 1982; turning heads on local roads; the Hispano's striking 'Cigogne Volante' mascot is really quite a weapon!



9.4-litre (11.3-litre in time) J12 was introduced in 1931, to a world still reeling from the Wall Street Crash two years earlier. Scroll to the end of the decade, and production of motor cars took a back seat as Europe descended into hell. The manufacture of aeroplane engines took precedence, but there was no revival of four-wheeled transportation post-war. This was, in part, due to crippling taxes imposed in France on cars with displacements of over 2 litres, which also did for several other great makes.

In 1946, newly incorporated commercial-vehicle firm ENASA, which would later produce the ultra-exotic Pegaso GT, acquired the Spanish assets, while the largely autonomous French arm continued apace in the aviation industry, making everything from ejector seats to landing gear via, ironically, licence-built Rolls-Royce engines. It later produced turbines and, in 1968, became part of the Snecma aeronautical giant. Attempts at a marque renaissance have thus far failed to get out of the starting gate (see panel).

Which brings us to today. 'Our' H6B was acquired new by Portuguese gentleman driver

Bento de Sousa Amorim. He collected the rolling chassis from the Paris factory on 30 May 1924 and returned to north Portugal, from where he began campaigning the car minus bodywork; he merely installed two seats. The precise what-happened-next part is clouded in mystery, but, in 1975, it was discovered by de Lacerda, founder of Museu do Caramulo. It was exhibited as found, but this arch-enthusiast opined that it deserved a body and dispatched the chassis to the UK, where renowned coach-builder Tony Robinson expertly created one that closely aped a Kellner-style boat-tail outline of the period. Then in April 1982, de Lacerda drove the completed car back from Blighty to Portugal in just two days.

Photos don't really lend a sense of scale, because the Hispano appears immense up close, fronted by the famous 'Cigogne Volante' (flying stork) mascot – a homage to French aviation hero Captain Georges Guynemer of the Storks Squadron, shot down in 1917 aboard a Hispano-engined SPAD – almost at chest level. It's no wonder some owners equipped them with corks


so as not to impale anyone. Clambering aboard, it appears even more elephantine, the bonnet stretching as far as the eye can strain. You sit high in the cockpit, facing a wealth of instrumentation, including an eight-day Jaeger clock and a speedometer that reads to 110kph.

In the centre of the vast wood-rim wheel sits the ignition's advance/retard regulator. At full retard, you press the starter and the engine fires in an instant, a reminder that this car is used regularly. It's hard to avoid Swiss-watch analogies here: it's precision itself. There's nothing in the way of vibration through the structure. The engine is barely audible. Slide the control back towards advance, press in the unyielding multi-disc clutch and move the right-hand-sited, reverse-pattern gearlever into first. It engages with a pronounced *ker-klunk* and this behemoth moves off at little more than tickover.

The first few miles are uphill. And how. Using first and second gear, the Hispano climbs without protest. Only on straights do you double-declutch into top. Considering its age, you cannot help but be amazed at how easily it



slots into gear. Anyone reasonably well-versed in old cars would be able to drive it competently, so long as you anticipate direction changes. That, and stopping distances. The brakes might have been state of the art in the '20s, but that was then. The steering, which many motoring periodicals of the day said was eerily quick, feels leaden by modern standards, but it's remarkably free from play at the straight-ahead. With cars of this vintage, you usually accept they'll wander a little, but it resolutely stays on its given trajectory.

An hour in the company of this fabulous car is enough to make you appreciate more than just the visuals. Everything about it screams quality. It is less taxing to drive than, say, a vintage Bentley, and rewarding with it. If the Hispano wasn't the finest car of its era, it's hard to think of one that was in any way superior. Its outsized reputation was earned the hard way, and its spell isn't in any danger of diminishing any time soon. 

Thanks to Adelino Dinis, Salvador Patrício Gouveia and Tiago Patrício Gouveia, Museu do Caramulo (www.museu-caramulo.net)

A NEW DAWN POSTPONED

Marque revivals are nothing new, and a Hispano-Suiza rebirth has been on the cards for more than half a century.

In February 1965, *Road & Track* suggested that *something* might be in the offing, and hoped it could be a rival for the Maserati Quattroporte. Nothing more was heard from the marque until Barcelona-based design and engineering consultancy Mazel unleashed a bulbous mid-engined concept car in 2000, wearing Hispano-Suiza badging (above right).

It soon disappeared from view, as did the HS K8 saloon show car, complete with suicide rear doors and Audi V8 power, which emerged a year later. Several other stand-fillers have followed in their wake, with an Audi R8-based supercar (below right) threatening to enter production in 2012 at a cost of €700,000. Six years on, we're still waiting...





THE SPECIAL ONE

When a serious Jaguar enthusiast asked for a road-legal Lightweight, Browns Lane made it happen. And this demure-looking E-type doesn't disappoint

WORDS **MICK WALSH** PHOTOGRAPHY **TONY BAKER**



Continuation Lightweight E-types hold little appeal for me, but a historic Jaguar that oozes history through the genuine patina of use and long, rewarding ownership is something very special.

The understated battleship grey, bumperless E-type pictured here is just such a wonderful machine. Sitting silent outside Camp Hill, an 18th-century house near Kirklington in Yorkshire, this special Jaguar spent its early life in this area. For that reason it had to return to meet the Ropner family members who remember the car when it was new, none more so than octogenarian bobsleigh legend Bruce, the son of the E-type's distinguished first owner. The joy of a genuine classic car is discovering its history and revisiting those roots. No replica, no matter how exotic, has that fascinating attraction.

Standing by 84-year-old Ropner as his face lights up on seeing the grey E-type burble in is a special moment. "It was always garaged here with my father's D-type," he recalls. "It was a breathtaking road car and my father used it regularly to drive to the office in Darlington.

"That was 24 miles each way, and before the speed limit he would see 130mph several times *en route*. My father also used it to drive to London and regularly street-parked it outside the flat. In May 1968 the E-type did a fantastic road trip of Europe, visiting Paris, Avignon, Monaco, Lausanne, Frankfurt, Cologne and Brussels. I remember he was frustrated when a brick fell off a French lorry and dented the alloy bonnet."

As well as exotic jaunts, the E-type was used for local trips with friends. Passengers included a young Susannah Fletcher – better known as the famous film star Susannah York: "My father preferred understated colours for his cars. His previous Aston Martin DB3S coupé was also painted grey with red trim."

Although Ropner has no hesitation about climbing aboard a bobsleigh aged 84, he's apprehensive about driving the now-valuable E-type, but is happy to ride with specialist David Brazell at the wheel, for a memorable trip around familiar local roads. On his return, Ropner's smile is wider than ever: "It still feels very quick. Please can you take my son out for a run?"

Known as the 'bionic man', Ropner has new hips and knees, but is still a hugely motivated chap who continues to raise funds for bobsleigh sport. The 'Ropner E-type', as it's known to Jaguar historians, has been re-registered, repainted and rebuilt over the past 45 years, but remains a wonderfully genuine car with immense character and spectacular performance. The parallels between the two British legends seemed obvious. Looking at old photo albums under the dramatic Spanish Chestnut tree that shades the drive at Camp Hill, we are all captivated by the reunion. Watching and listening to Ropner as he remembers his dad's

old E-type is a lovely experience: "We used to call the tree 'the garage', because father always parked his cars under it."

The Jaguar looks so right back on the Yorkshire driveway but, after hearing the stories, I am mad keen to drive it. Sorted E-types, particularly unrestored examples, never cease to impress me, and I can't imagine how these cars must have felt in the early '60s, particularly this special-order 'racer for the road'.

Pull open the door and its light weight instantly indicates that this is no ordinary 'flat-floor' E-type. Settle into the well-worn red leather bucket seat, and a quick review of the cabin reveals distinctive details including a round metal plate on the wide transmission tunnel, indicating the desirable ZF gearbox. Fixed by the glovebox opening is a dealer plaque for Glovers of Ripon. Holding the original, wood-rimmed steering wheel and glancing at the 160mph speedometer, I imagine how many times the revs have been stretched to achieve

because the interior is refined and the tuned engine less intrusive. The interior doesn't cook, even in traffic on a hot day, and over bumps there are none of the rattles of the racer.

Finally, the route clears on the A170 across Scawton Moor and this great Jaguar gets a chance to stretch its legs. The performance through the gears is spectacular, that signature Malcolm Sayer-designed nose lifting as it punches forward with effortless pace. Best of all is the sharp roar that accompanies the charge.

Powering out of the hairpins climbing Sutton Bank, it happily gives a superbike a challenge, but through the open bends near Wass the car shows its true pedigree. The handling, steering and brakes are superb, yet it's the urgent torque and smooth power that make it all so rewarding. The mid-range punch is addictive, and equally impressive is how the car copes with bumps as you storm out of rougher corners.

The history of the 12 original, factory-built Lightweight racers is well known, but in 1963 a wealthy baronet and Jaguar lover, Sir Robert Ropner, contacted the Browns Lane works about ordering a Lightweight for road use.

With a fortune made by his father in the shipping business, the 55-year-old Ropner had the resources to indulge in fast cars. Through his acquisition of a new D-type, XKD 514 – bought primarily for road use – along with a hot Mk2 saloon, Ropner was a valued customer of Jaguar, so his enquiry about a Lightweight was given special attention. Even Heynes became involved in the detailed specification of this one-off E-type.

When said enquiry via Glovers found its way to Heynes' desk, special consideration was made to tailor the bespoke road car to Ropner's needs. Heynes appreciated that the full race-spec, aluminium racer would be an impractical, noisy and challenging machine to use regularly on the road, so details of this unique car were adjusted to make it stronger and more refined, while at the same time fulfilling the ultimate performance requirements. The Kirklington-based baronet would expect nothing less than the fastest roadgoing Jaguar, and later corresponded directly with the factory over various concerns.

Heynes instructed that chassis S850817 be built around a steel-skinned monocoque with an aluminium bonnet and door skins, but with steel frames to support standard window glass.

The engine was also a compromise for road use with a cast-iron block, a wet sump and a race-bred 35/40 wide-angle cylinder head. Internally, the straight-six had a polished and balanced crankshaft and conrods matched to a lightened flywheel, as well as high-lift camshafts. Triple Weber DC03 twin-choke carburettors, as fitted to the D-type, produced around 280bhp at 5500rpm, but what gave the E-type its performance legs was a five-speed ZF gearbox.

Another notable feature is the 3.54:1 back axle with a Thornton Tork-Lok limited-slip differential. The front featured a thicker anti-roll bar

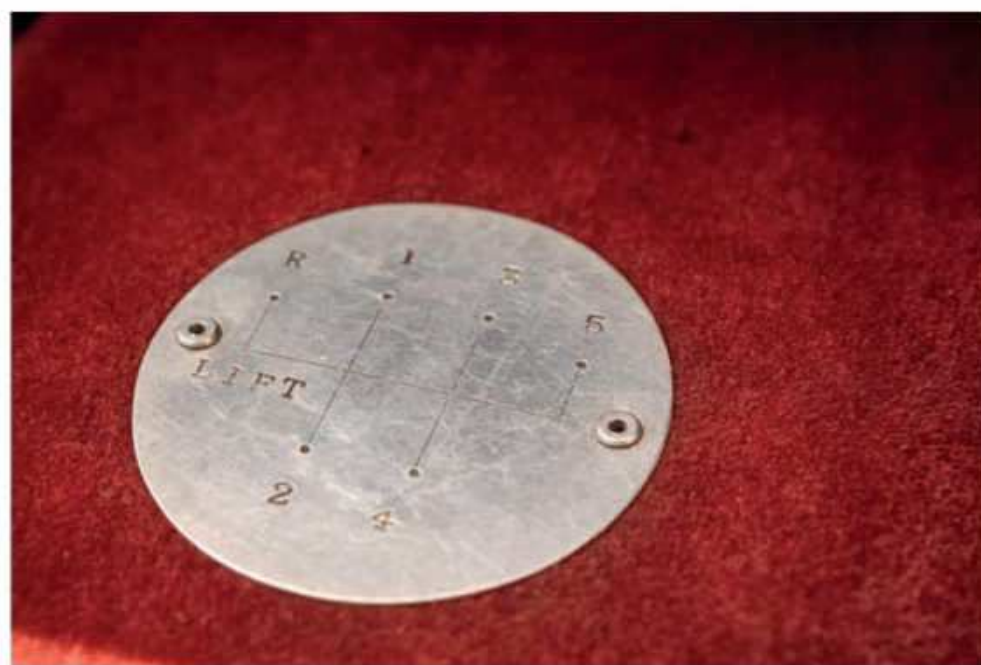


Bruce and cousin Jeremy Ropner were crowned British bobsleigh champions in 1962

"It was a breathtaking road car and my father used it regularly to drive to the office in Darlington – before the speed limit he would see 130mph"

peak performance. All of Ropner's memories suddenly became more vivid as the straight-six idles, and it is a strange feeling heading down the Camp Hill drive where it arrived new in 1964, and will probably never return.

Out on the road, the car's charm is even more rewarding. The five-speed 'box feels notchy until fully warmed, but the ratios are closer and the action faster through the stubby, alloy-topped lever. We motor east to Thirsk in search of quieter, open roads to better appreciate the E-type's alluring character. Jaguar's chief engineer Bill Heynes was right to advise that the bespoke order be based on a steel monocoque,



Clockwise from top left:
Ropner's lifelong bobsleigh
passion; wet-sump 'six' has
a unique iron block; special
gearbox guide plate; ZF
five-speed gives it legs

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BRUCE ROPNER: MAN OF SPEED

In British bobsleigh history, 84-year-old Bruce Ropner is a legend and he was awarded an OBE for his services to the daring winter sport. For seven decades, this inspiring octogenarian has ridden the icy downhill runs, and even last year this grandfather experienced 75mph at Igls in Austria. "For pure speed nothing matches Horse Shoe Corner at St Moritz, where you pull 5G," enthuses the former Welsh Guard. "My friend Keith Schellenberg introduced me to bobsleigh in 1958. 'You're a fit man Bruce, come and join us,' he said. I thought about it for about three seconds. After the first run I looked like a ghost, but I never looked back." Ropner competed with the British team from 1958 until '64, but continued as an amateur after he started a family. In later years, he built a dry run on the Camp Hill estate to encourage young enthusiasts – British Winter Olympians Nicola Minichiello and Mica McNeill owe much to his encouragement.

Speed has been a constant feature in Ropner's life. With pal Schellenberg he co-owned the legendary Barnato-Hassan Brooklands Outer Circuit Bentley legend during the mid '50s, which he ran on the road with two-seater bodywork and cycle wings. In later years he owned a Cobra 289, in which he regularly competed at hillclimbs, sprints and drag meetings: "It set some fantastic averages up the A1 and was once clocked at 164mph near Grantham. The Cobra was great fun."

He also co-owned one of the first dragsters in the UK and, with British bobsleigh pioneer

Norman Barclay, competed at early events including at Blackbushe and Croft. "We bought it in 1964 and called it 'Dos Palmos'. Our first test run was at Graveley Airfield, where it did 150mph in 10 secs. The surface was very bumpy and the draught created a blizzard of fluff from the dandelions."

The Ropner family was involved in establishing Croft as a racetrack in 1966, and the E-type regularly turned laps to test the circuit's design, but was never raced. For the first meeting, a big-banger sports-car race was the feature that tempted John Surtees and Denny Hulme to enter: "John came up the day before for extra practice in his Lola T70 and took me for a few laps. I loved racing my father's D-type at Croft." In later years, Ropner helped save Mallory Park and co-owned the track with Chris Craft.

Over the years, Ropner has met some famous motor racing characters: "Jim Clark once stopped at our office in his Lotus. He was a very nice man and took me out in the pouring rain in his Elan. His reactions were fantastic." Ecurie Ecosse mechanic Wilkie Wilkinson was also a family friend. "Wilkie regularly stayed at Camp Hill, and even helped tune my Cobra when working at BRM."

Classic Jaguars are still close to Ropner's heart and today an XK150 is a prized vehicle: "It was our wedding car in 1960. I sold it once but missed it so much that I bought it back."



From top: sextet reveals the family's bias; Ropner co-owned the Barnato-Hassan Brooklands titan; reunited with the E-type his father commissioned





Clockwise from top left:
well-worn leather is part
of its charm; supplying
dealer; pace demanded
Dunlop alloys; no bumpers
in pursuit of lightness

while the rear suspension, as with the Lightweight racers, incorporated MkX components.

Ropner insisted that his E-type had an understated presence and specified a gunmetal-grey paint finish with a black hardtop and red leather trim. However, to keep the weight down, neither front nor rear bumpers were fitted. To complete the purposeful look, Dunlop alloy disc wheels were ordered to take the extra power.

With a potential top speed of over 165mph, Jaguar and Dunlop were worried about the RS5 and SP tyres, and advised Ropner to avoid prolonged runs at 130mph. High-speed testing on the German *autobahn* had caused concerns at the factory, and Heynes was fully aware that Ropner had plans to take the car abroad. Even Jaguar chassis engineer Derrick White became involved in the specification, advising Ropner to retain the 3.54 axle ratio until the engine was run in, before a higher 3.31 was ordered. Heynes clearly became familiar with the baronet because later correspondence is simply signed 'Bill'.

This spectacular E-type was finally finished in May 1964 and Ropner went to Browns Lane to collect it, with the distinctive registration number 1 WW. Heynes himself turned out to greet his esteemed client, before Ropner drove 1 WW home.

The 'Semi-Lightweight' proved to be sensationally fast and was taken on various high-speed trips to the Riviera. Even on the Continent little could match the grey E-type's acceleration and Ropner never spared the horses. And as well as glamorous lady friends, passengers included Ropner's corgi dogs. Further correspondence with Heynes reveals continued frustrations with 'spitting' above 5000rpm, which, as he complained: 'Utterly does away with the pleasure one gets on occasionally having an open road.'

The report irked Heynes, who'd had reservations about the fitment of Webers in the first place. The set-up required specialist tuning and Heynes concluded that Ropner might be better to fit SUs while further Weber development progressed. Ropner's irritations continued, as a letter states: 'The whole thing has gone on for long enough. The car is in all other ways so delightful it is a shame to have it spoilt by such a stain on its character.'

Historic racer and car connoisseur Neil Corner vividly recalls a surprise encounter with 1 WW when driving back from Silverstone on a Monday morning, *en route* to Durham: "I was cruising up the old A1 at about 90mph in my DB4 and somewhere near Catterick I suddenly saw in the rear-view mirror this E-type approaching fast. I wasn't paying much attention and put my foot down. The E-type edged past me doing about 120mph – there was no speed limit then – and I noted a puff of smoke from the exhaust as it accelerated ahead. I remember turning to Freda [his wife] and saying 'it must have a five speed 'box'." When the two sports cars reached Scotch Corner, the drivers pulled over: "It was Robert Ropner, who I had on

occasion seen driving his D-type near Darlington. We had a good chat before motoring on."

Corner later owned the ex-Dick Wilkins Lightweight no 11, for which he traded a Lamborghini Miura in 1970 – "the Miura was the worst car I ever owned" – and in the '80s he finally got a drive of the Semi-Lightweight. "I'd become good friends with [later owner] John Foster, and on one fishing trip to Glenshee he invited me to have a drive. I had a fabulous run on the A93 across Deeside. Unlike our noisy Lightweight, the Ropner car was an ideal road car, both comfortable and fast. I've recently acquired a 3.8 fhc and a 4.2 roadster, which are fantastic value. I can't understand why it's taken me so long to discover what great cars they are."

Ropner kept 1 WW for seven years and, as with his D-type, it was regularly called into service for the drive to his office in Stockton-on-Tees, near Darlington. Many motorists would have encountered the distinctive, rapid E-type as the baronet blasted by on the A1.



After arriving in his XK, Ropner and wife Willow leave their wedding in his father's D-type in 1960

"I love its understated, slightly shabby-chic appearance that no-one takes seriously at first. I've even been asked to bring it to the local fête"

Ropner eventually sold 1 WW in 1971 to Alan Ensoll, another northern D-type owner who started racing the E-type in club events at Oulton Park and Snetterton, always driving to circuits in the best clubman tradition.

Ensoll kept the car for two years before it moved through the trade via Martin Johnson and Brian Classic to Michael Fisher. Few knew of the car's history, but its performance always impressed. Fisher painted it mustard yellow with a black hardtop, and modifications included fitting one of the works-type vented bootlids. After racing it a few times, Fisher exchanged it for the Cunningham Lightweight, 5114 WK.

At some point it was repainted dark blue and remained in the north until acquired by Foster, the founder of the Ecurie Ecosse Tour.

A passionate Jaguar enthusiast, Foster owned the ex-Peter Walker Le Mans XK120 and a V12 E-type. Desiring something different, he ran an ad in *Motor Sport*: 'Good Scottish home available for an older Jaguar with competition history. WHY? [what have you].' A Yorkshireman phoned and said he had an ideal swap: the Ropner E-type. Foster shot down to see it and, although it was looking a little tired, he agreed to swap the XK and V12. On arriving home in the new acquisition, his wife was not impressed.

Ever the perfectionist, Foster began a sympathetic restoration, preserving the original interior and rebuilding the unique iron block, which was cast for Ropner using the special aluminium-engine patterns. As with all his Jaguars, Foster drove the Semi-Lightweight extensively on epic Scottish roads, clocking up thousands of memorable miles. At RAF Kinloss

on the Moray Firth, he was able to confirm the car's performance – but at 155mph in fifth, he ran out of runway.

Foster kept the E-type for more than 30 years before selling it to Jonathan Turner in 2012. It returned to the track for the VSCC Pomeroy Trophy that year and enjoyed several test days at Goodwood, but was thought too original to race. At the 2013 London Concours it kept illustrious company, following the ex-Roberto Rossellini Ferrari 375MM and the Le Mans-winning Porsche 917 down The Mall.

After that, this great car was sold to John Currie and it recently joined Lord

Bamford's impressive collection, where it continues to be cared for by specialist Brazell, who has looked after the car for several owners.

"I remember seeing the E-type as a boy when it was owned by John Foster and I loved it," enthuses Brazell, who prepares many legendary Jaguars including the historic Ecurie Ecosse D-type, XKD 603. "For me it's the best road-going E-type, particularly because Bill Heynes had a hand in developing it. It doesn't quite have the power of a full competition car, but it's much more usable. I love its understated, slightly shabby-chic appearance that no-one takes seriously at first. I've even been asked to bring it to the local fête. This lovely patinated old car must never become a concours trailer queen, but it's a challenge to talk owners out of repainting it."

After talking to the Ropner family and enjoying a memorable blast, I couldn't agree more. Just imagine gunning this wonderful E-type up to the Borders and experiencing its massive performance over deserted Highland roads. Little wonder that Foster kept it for three decades. No doubt this great one-off Jaguar inspired his wonderful Ecurie Ecosse Tour, which many enthusiasts still rate as the best driving event they've ever experienced.

Thanks to Bruce Ropner, Lord Bamford and David Brazell

SOME THINGS WERE BUILT TO LAST

Could a W123 powered by a smooth, punchy twin-cam 'six' be the ultimate in classic Mercedes-Benz motoring?

WORDS **MARTIN BUCKLEY** PHOTOGRAPHY **TONY BAKER**





Clockwise from main:
Peter Sutton's beautifully
restored 1984 280E; dohc
straight-six; early cars
had 175bhp, later 182;
leather trim and electric
windows in this example



Competence, even excellence, can sometimes scan as ‘boring’ in the world of old cars, and that just about sums up the plight of the Mercedes-Benz 123-series. Functional, rational, beautifully made and always expensive, the 123s are in many respects the essence of what a Mercedes is, or was; but they were never intended to be ‘exciting’. The very word suggests a lack of control, a rash and impulsive streak that would not have sat comfortably with the image of absolute respectability Stuttgart still nurtured in the ’70s and ’80s. These cars were about doing business in the real world. In the sometimes flaky genre of old cars I have occasionally allowed myself to think that the W123 might just be a bit *too* sensible, reliable and practical to qualify as a ‘true’ classic.

Diesel versions worked for a living in the taxi trade across world; their popularity said everything that needed to be said about the W123’s legendary durability. Equally wholesome and virtuous were the various four-cylinder petrol-engined variants, the injected 230E giving perhaps the optimum compromise between performance and economy for most people.

‘This was a Mercedes that still had an air of quality and superiority, but was less menacing than the cars that came before it’

For those customers who wished to go faster in their W123s, however, there was always the option of the fuel-injected M110 engine. This was as exciting as the W123 allowed itself to get: a classic twin-cam straight-six created in the late ’60s to give the W114 ‘new generation’ saloons and coupés (from ’71 onwards) the performance they needed in the face of increasingly strong opposition from the new six-cylinder BMWs.

Hefty West German tax on engines of over 2.8 litres kept Stuttgart’s designers focused on extracting as much urge as possible from a relatively small unit, while keeping half an eye on future emissions regulations for the North American market. Fuel economy – never much better than 20mpg – wasn’t a huge consideration in an £8000 car built for people who did not have

to worry about the price of fuel. Even accounting for the weakness of Sterling at the time, £8k was an extraordinarily stiff price for a 2.8-litre saloon that didn’t even have a rev counter or a radio as standard. You could buy a Jaguar XJ12 for the same money. In fact, the 280E was neither the fastest nor the most refined of its multi-cylinder rivals, a list that included the Peugeot 604, BMW 528 and Leyland’s ‘saviour’ car, the 122mph Rover 3500, which at £4750 was hard to ignore. Tellingly, of these mid-’70s car makers, only Mercedes was confident enough to fit an odometer that ran to 999,999 miles.

The 280-engined 123s were designed for 100mph (or more) cruising on unrestricted motorways. To make the point, factory brochures showed a world of healthy, square-jawed ’70s Germans in beige flares making ‘responsible’ use of this power through Teutonic pine forests and along deserted, sun-drenched *autobahns*, enjoying the velour trim and the quad head restraints in a Mercedes that still had an air of quality and superiority, but was somehow less menacing than the cars that had come before it.

Like everything else about the W123, the M110 straight-six was the product of careful, methodical development rather than revolution:



its extensively webbed cast-iron block, with 12 counterbalance weights on a beefy seven-bearing crankshaft, was directly related to the M130 single-cam engine used in the W108 S-Class and Pagoda since 1967, and had a history that could be traced back to the early '50s. Where most Mercedes engines tended to look industrial and unromantic, the M110 presented handsomely under the 123's two-position bonnet, with proud dual cam covers on the aluminium cylinder head. It also proved enormously versatile, ending its days in the G-Wagen in 1989, having provided service in the SL and SLC sports cars, and two generations of the S-Class saloon.

While Continental buyers could choose from various lower-compression carburetted M110 variants, for the power- and status-hungry British market these top-of-the-range W123s only came with injection, initially Bosch D-Jetronic – with its vacuum sensor and 25-transistor ECU – and later K-Jetronic, a continuous high-pressure system with fuel running at 5bar and delivery controlled by an air-flow meter. Initially rated at 175bhp, power went up to 182bhp in 1978 thanks to a higher compression ratio; there was no advertised difference in output between the D- and K-Jetronic cars.

All versions – saloon, coupé and estate – are rarer than you might imagine in 280 form: of 2.6 million W123s built from 1975 to 1986, fewer than 180,000 had the injected twin-cam engine. That figure is weighted massively in favour of the saloons (126,004 cars) but today they are probably the least often seen, if only because the coupés and estates have tended to be cherished.

Finished in a rare shade of Forest Green, Peter Sutton's 280E has a full leather interior and electric windows. It's from 1984, by which time the playing field had levelled out slightly in Mercedes' favour: at £14,000 the basic 280E was now competitively pitched against the Jaguar XJ 3.4, BMW 528i and Peugeot 604 at £12-13,000.

Mark Cosovich's W123 World did a full bare-shell restoration on this saloon, and with its balanced and blueprinted South African-specification engine it drives 'as new' with an authority and assurance that feels contemporary. Although you do come across the very occasional four- or five-speed manual, the automatic transmission was standard on British 280s, and all the cars pictured have it. The later four-speed automatic in the saloon is more responsive, with its part-throttle kickdown, but the M110 engines were designed to produce real power from 3000rpm

for high-speed overtaking rather than low-speed rubber-burning. It pulls away in second for smoothness (unless you hold it in 'low') and this, combined with the big steering wheel, tends to give the car a slightly ponderous flavour, particularly if you've just come from a modern.

As with the hard seats (for good posture) and the huge steering wheel, it was very much a case of 'Stuttgart knows best' rather than pandering to fashions or buyers' whims. Push harder, and the lusty sound and smooth feel of the M110 when revved ambitiously goes some way to backing up Cosovich's assertion that the 280E was "a true sports saloon".

Today, the estates (TEs) are the most sought-after variants, with the coupés (CEs) coming a close second. In terms of driving they are, naturally, much the same as the saloon, except that the coupé (with its 2in-lower roofline) feels cosier, and the estate, with its complicated self-levelling rear suspension, has the smoothest ride. All versions are impervious to rough or careless driving, but these are not cars to tease out your aggressive instincts. In some ways the coupé had the hardest job of all, because it was so obviously less car for more money, and arguably not as attractive as the model it replaced. It was

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Clockwise from above:
1981 280CE of Andrea
and Steven Prevett; many
coupé-specific parts make
the CEs pricey to restore;
comfortable, understated
interior lacks opulence



promoted as the car for the empty-nest, affluent couple who no longer needed four seats, while the estate was for the 'lifestyle' family (before the term became so nauseating) who were still procreating: with its optional third row of rear-facing seats and chrome roof bars, this was the best and sexiest estate car in the world.

These wagons were a new product for Mercedes, which had studiously ignored the growing estate-car market for decades. They quickly became the most sought-after station wagons for sale when production began at the Bremen factory in 1978. They were so successful in Germany that, for a while, it looked as if they might not even be built in right-hand drive. When they did arrive in the UK in 1979, not even a £13k price-tag could dissuade buyers. Its stylish profile, and superb utility and practicality, changed expectations of what an estate could be. They became fashion items and something akin to family heirlooms, such was buyers' affection for a wagon that seemed impossible to replace.

This white 1982 280TE was previously owned by Barry Gibb of the Bee Gees (quite a few TEs had celebrity first owners). These big-engined 123 wagons were cheap and abundant when I was still buying them 10 years ago: today

FORGOTTEN 'SIX': THE M123 250

The M123 engine, the only all-new power unit in the W123 line-up in 1976, is proof that even Mercedes can get it wrong occasionally. There had, of course, been single-cam six-cylinder versions of the previous W114 'new generation' models (the 230/6 and 250). The new M123 was a development of the M180 'six' from the 250 (confusingly, 2778cc) for customers in some markets that didn't have the infrastructure to repair and service fuel injection, but still wanted straight-six refinement.

Four main bearings were deemed adequate (but with nine bobweights on the crank to help smooth things out), while the internal drives for the oil and fuel pumps and distributor linked it to the M180. The main differences related to the equally spaced cylinders in the block (as opposed to paired) and the fact that the M123 used a complex dual-down draught Solex carburettor, which had a vacuum cell that kicked in beyond $\frac{3}{4}$ throttle according to load and engine speed. The idea was economy from leaner running but, without proper attention, burnt valves were not unheard of if the Solex was allowed to go out of tune.

Giving 127bhp (later 138bhp), it was a pleasingly smooth engine when set up properly that would take saloon and estate W123s to over 100mph, but was never more economical than the twin-cam. The M123 engine (which became fairly irrelevant in the mainstream range once the 230E four-pot arrived in 1980) ended its days powering the long-wheelbase airport taxis and ambulance chassis.

It was only a failure by Mercedes' standards: in saloon form, some 114,796 250s were built, plus another 7704 estates.



M123 single-cam 'six' had finger rockers and a Solex carb

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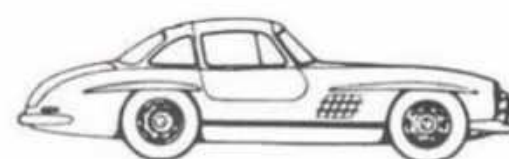
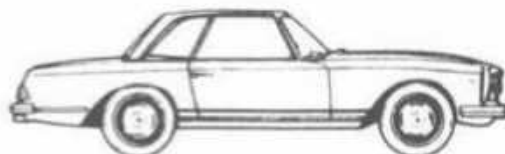
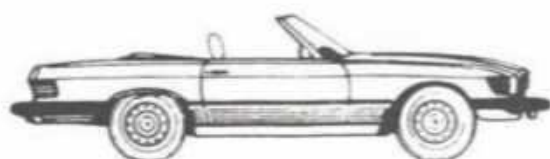
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Clockwise from above:
Mercedes was late to the
estate-car party, but the
handsome 123 was a hit;
the large, flat load bay;
its hard-wearing interior
is great for families



they're few and far between and most, says Cosovich, need a full restoration. This was never cheap and is made more difficult these days because certain parts are becoming either hard or impossible to source from Mercedes-Benz, or else prohibitively expensive.

Much the same can be said of the coupés, which are blighted by even greater parts problems because so many items are specific to this two-door body: even the fuel-filler door is different to the saloon's. A really excellent 280CE such as Andrea and Steven Prevett's 1981 car (never used in the rain by its previous two owners) would command over £20k now; it'd be more than twice that to restore a project car.

The good survival of the 123s compared to their flimsy '70s and '80s rivals proves the case for Mercedes' build quality. In the context of the mid-1970s, it would be hard to find a range of passenger cars with better power steering, stronger brakes (ABS was available towards the end) or a significantly better ride. Four decades on they still feel fast cars, if not thrillingly so, and are comfortable but don't set out to pamper you.

To own a W123 is to make an investment in safety, reliability and superb build quality, secure in the knowledge that you're driving a product of

'To own a W123 is to make an investment in safety, reliability and superb build quality, from a firm that was at the top of its game'

the largest research and development budget in the world, from a firm that was at the top of its game. I can only explain it as a certain feeling of solidity that you either buy into or you don't.

For model guru Cosovich, these qualities make the W123 a kind of religious calling as much as car. For me it is a case of total respect rather than blind devotion. As a young dad, 20 years ago, the 280TEs first made a believer out of me; my children were brought up in them.

Today, having gone through various Pagodas, 6.9s and other three-pointed-star exotica, I still might choose a 280TE over any of them.

Thanks to W123 World and Mark Cosovich – for more on these cars, see w123book.com; Slade's Garage (www.slades-garage.co.uk)

MERCEDES-BENZ 280E/CE/TE

Sold 1975-'85/1977-'85/1978-'86

No built 126,004/32,138/19,789

Construction steel unitary

Engine iron-block, dohc 2746cc straight-six, Bosch K-Jetronic mechanical fuel injection

Max power 175bhp @ 6000rpm to 182bhp @ 5800rpm

Max torque 173lb ft @ 4500rpm to 177lb ft @ 4500rpm

Transmission four- or five-speed manual, or four-speed automatic, RWD

Suspension: front double wishbones **rear** semi-trailing arms; coil springs, telescopic dampers, anti-roll bar f/r (hydropneumatic spring struts and level control for TE)

Steering power-assisted recirculating-ball

Brakes 11in (278mm) front, 11in (279mm) rear discs **Length** 15ft 2½in-15ft 6in (4640-4725mm)

Width 5ft 9⅔in (1786mm)

Height 4ft 7in-4ft 9in (1395-1470mm)

Wheelbase 8ft 10⅔in-9ft 2in (2710-2795mm)

Weight 3219lb-3439lb (1460kg-1560kg)

0-62mph 9.9 secs (saloon, 10.8 secs auto)

Top speed 121-124mph **Mpg** 19-21

Price new £10,575/12,525/12,400 (1983)

Price now from £10,000/20,000/15,000



Along came A SPIDER

An encounter with another Fiat 124
Abarth led Giles Broomhall to restore
this alluring rarity all over again

WORDS **ROSS ALKURESHI** PHOTOGRAPHY **JONATHAN JACOB**





There's nothing like driving another example of your own classic car to whip up a hornet's nest – or in Giles Broomhall's case, a scorpion's: "I'd owned my Fiat 124 Abarth Stradale since 1984 and had it restored in the '90s, but if I'm honest I was never completely happy with it."

The catalyst for a second restoration arrived in 2010, with a visit to 124 specialist DTR European Sports Cars in Coulsdon, Surrey: "I'd sent my car down to have a few general bits and bobs done, and on a visit I had a quick spin around the block in a white Abarth they had restored."

Cue a maelstrom of emotion, as the contrast opened his eyes to what his car *could* be: "The problem was that I'd just never driven another, I only had experience of mine. However, in comparison, DTR's example was so lively and nicely balanced – I don't think mine was set up properly. That put me on to restoring it."

His love of the model can be traced back to his older brother's ownership of two 124 Spiders – a very early 1400 and an 1800 BS – in the early '80s. Broomhall himself started actively looking in 1984, and at the age of just 20 became the owner of this example.

"I'd always fancied a Spider," he explains. "And there weren't that many in the UK. I looked at a few, some with no floors in, and then this just popped up – I think it was in *Exchange & Mart*."

"We'd go for a blast down to the Cotswolds – nobody knew what it was, it had nowhere near the kudos or value it has today"

It had been imported from Greece the previous year by its Greek owner, and later bought by a "bit of a dealer-type chap" based in Northwich, Cheshire. "It had no MoT, seized brakes, semi-seized steering, cracked lights and damage to the rear offside. It was all red, had thick acrylic paint and looked a bit sorry for itself, but I knew I was going to buy it as soon as I saw it," he recalls. "The vendor took me out for a drive, I think the exhaust had about half a silencer and so made all the right noises. I thought 'yeah, this is it' – just because it was red and made a lot of noise. So I paid £1900, and it was mine."

Despite the monotone paint finish and lack of signature wheelarch spats, he knew the car was a CSA: "It was pretty much complete. It had the seats, hardtop, steering wheel, badges, independent rear suspension and, most importantly, the chassis number stamp in the engine bay."

With the help of a friend he freed the brakes and steering, fitted a new idler arm and gave the car a T-Cut: "You couldn't really get parts in those days, save a few mechanical bits. Basically, we torted it up and it looked okay. I very rarely drove it with the hardtop on because the differential was so noisy. On Saturday nights we'd go for a blast down to the Cotswolds – nobody knew what it was, and it had nowhere near the kudos or value that it has today."

Broomhall ran it on and off for a couple of years – the engine coming out two or three times for different things – before buying "an even rougher" Lancia Beta Monte-Carlo. The Abarth went into a lock-up in '87 and that winter, without antifreeze in the cooling system, the cylinder head cracked – so there it stayed.

"I restored the Lancia, putting a whizzy engine into it, but it wasn't until 1990 when I started working in the motor trade that I began getting reasonable funds together. By that time the Fiat was at a point where it needed restoring, not just maintaining."

He stripped it down himself and sent it for bead-blasting to bare metal. Upon its return, it was clear that the car must have been spun at some point. "The body was fairly sound, but with all the filler out you could see that two opposing corners had been pushed back by around two feet then pulled back out."

That first commissioned restoration was protracted, taking around five years as and when funds and parts availability allowed. In that time,



Clockwise from top: driving another example gave Broomhall a target for his car; subtle upgrades include leather bolsters and a 131 Abarth gearbox; Abarth-branded bonnet straps; 124 prices now justify a full restoration



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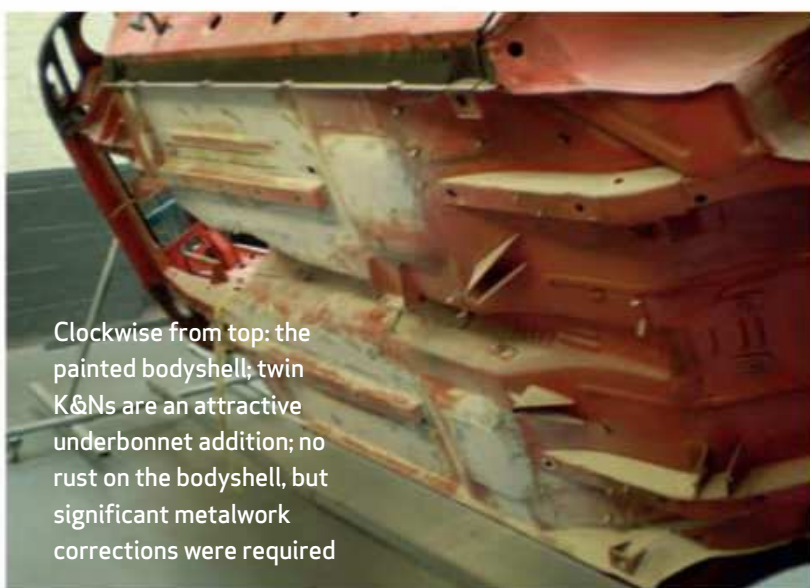
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Clockwise from top: the painted bodyshell; twin K&Ns are an attractive underbonnet addition; no rust on the bodyshell, but significant metalwork corrections were required



Broomhall moved house twice and changed partners: “After that I ran it sporadically. I took it to Monza in ’97 for the World Abarth Meeting, and did a few sprints at Bruntingthorpe – where the head gasket blew – and Thruxton.”

Through all that, certain details continued to niggle: “The ‘mouth’ at the front of the car never looked quite right, the driver’s door didn’t fit very well and neither did the replacement wind-screen surround, which I suspected was twisted. When it went to DTR two decades later, my budget was around £5k for a little bit of work, but one thing led to another.”

Having been given the go-ahead for the Abarth’s second restoration, DTR proprietor Paul de Turris and his team got cracking. “The main visual problems were panel fit and front-end alignment,” explains de Turris. “There was a lot of seam-sealer covering joints where there shouldn’t have been. The aluminium door skins had been replaced but the fit wasn’t great, so they had to be re-folded and the handle apertures fitted and shaped to the handles.”

The car’s front wings – which are in three sections – were similarly poor, and didn’t marry with the bonnet or lower valance: “The problem with a 124 is that they’re all a little bit different, so there’s a set order to building up all of the external front panels.”

This is where the company’s model experience and expertise came to the fore. “We refitted the front wings and shaped them to the glassfibre bonnet,” he says. “It’s not an easy job to get right.

The process for shaping the floors and bootlid was similarly involved. A full-body restoration on a CSA typically takes around 3-400 hours, depending on original condition, but in this case – despite the fact it wasn’t rusty – it took around 550. It was just wrong in a lot of areas.”

Next, the bodyshell was primed three times with blocking by hand between coats, then left to harden and settle for a week before the next one. The entire car was then painted to show standard in two coats of Rosso Vivo two-pack. “90% of all bodywork, as always, is in the preparation,” says de Turris. “The paint finish is only as good as the finish of the substrate beneath. Following baking, we left the paint to cure for another week, before polishing.”

Broomhall settled on having the engine rebuilt to a relatively standard level of tune, with the lower end lightened slightly and fully balanced for optimum throttle response. De Turris says that a common mistake is to over-lighten the flywheel, which leads to poor idling and difficulty setting up – especially with twin 44mm Weber carburettors. An uprated clutch was another addition.

The head was rebuilt with new seats, guides and valves, and ported to match the inlet manifold. Both the front and that unique-to-the-CSA independent rear suspension were restored and all mechanical units rebuilt where possible, rather than replaced – with the exception of the wheel bearings, where modern units offered an improvement in quality.

“The availability of parts today compared to the first time around is like night and day,” says Broomhall. “From that initial budget, it grew to the point where we basically ended up doing everything. When it was finished I was very pleased with it; not just how it looked, but in terms of the driving experience. It is no longer slow, lumpy and with the wrong geometry – now it fizzes. There’s just something so satisfying about having a car put back together, and seeing the progress as the restored bits go back on it, and then driving it.”

The restoration took 12 months to complete and since then it’s gone back on an annual basis for servicing, plus a few choice upgrades including a 131 Abarth gearbox – as fitted to the 2000 Mirafiori. “With the CSA’s extra power, the standard unit can get ‘sticky’ when hot, but the 131 unit is much more heavily built and better quality,” explains de Turris.

The problem is that the transmission tunnel has to be cut slightly to accommodate it, and the propshaft shortened. “I wanted an improved gearbox feel and it’s made a massive difference,” adds Broomhall. “However, I have all the original parts so it can be put back to stock specification easily. At the same time I had the cabin retrimmed, with door cards and bucket seat sides in leather, replacing the original vinyl.”

Other deviations from factory spec include the two K&N air filters, instead of the original twin-spout black plastic item, quilted bonnet lining and Abarth cam covers with a red crackle

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Spa is also steeped in history and has its own reputation for big accidents throughout the years - Eau Rouge, the "best corner in the

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Partly due to these intimidating factors, too many people miss out on trying these two spectacular jewels of the motorsport world. This is where the team at **RSR Nurburg** and **RSR Spa** come in. With offices located directly beside each of the circuits, this team of motoring enthusiasts have a wealth of knowledge to share, helping anyone gain the confidence required to take on the track for themselves.



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Today, more than 30 years after he bought it, Broomhall's Abarth is everything he wanted it to be – but there may still be further changes afoot



finish that Broomhall sourced at the Auto e Moto d'Epoca show in Padova: "The under-bonnet heat generated causes the paint on the glassfibre bonnet to crack, so the lining is to guard against that. Paul was a bit unsure about fitting the cam covers, but I wanted them because they lift the engine bay."

Time to hold my hands up here. Journalistic impartiality is out the window because I also owned a Fiat 124 Abarth Stradale, in my case for 12 years, and prior to that the car in question was owned by de Turris. Bought with 44,000km on the clock, it was sold with 100k+ four years ago and I have regretted it ever since.

My mood isn't helped by photographer Jacob continually stating that the Abarth is "such a pretty car" and that "it just doesn't have a bad angle". Put that down to Tom Tjaarda's elegant lines, turned bad boy by the correctly reinstated two-tone paint finish and Abarth addenda. It's one malevolently handsome little brute.

The leather additions to the interior could be deemed overkill for what is essentially a road-going rally homologation special, but work well here in this concours example. The bucket seats embrace you tightly in a legs-and-arms-fully-extended position.

Spinning up through the rev range, the 1756cc twin-cam is a majestic, free-revving unit – intake exhortations battling continuously with a wildly honed exhaust note from the twin tailpipes. "It's an original Abarth exhaust system, which I sourced from a guy in Holland

'It's a majestic, free-revving unit – intake exhortations battle with a wildly honed exhaust note from the twin tailpipes'

who has a stash of genuine Abarth parts," shouts Broomhall over the rising cacophony.

That choice of word is apt, because with the hardtop in place – and just an overlying piece of polystyrene provided by the factory for sound-deadening – it's akin to sitting in a tumble dryer with a bag of nuts and bolts inside. "I haven't driven it with the roof off for 20 years," says Broomhall. "But I used to, because with that twisted windscreen surround getting it back on was nigh-on impossible."

From experience, I know that whipping it off completely transforms the car, liberating the exhaust note and releasing that considerable axle noise. However, with Broomhall's car it's the gearbox upgrade that's transformative; shorter throws, closer ratios and a more positive action allow quicker access to the power, which is 7bhp up – at 135bhp – on how it left the factory.

Perhaps it's a good thing that I no longer own mine because, to a lesser degree, I've just experienced the same thing as Broomhall did with his test-drive of the white Abarth. "There are very few that have been restored correctly," says de Turris. "Relatively low values until recent times meant that the costs of restoration far exceeded their value."

That has now changed, and while Broomhall's restoration made fiscal sense, it wasn't the prime driver. Instead, it all came down to that experience of another example. So, now that his Abarth is back to its Sunday best, what comes next?

"Paul is building another engine for me," he says. "Somewhere along the line mine lost its genuine CSA '4000' block, but he's sourced one. It'll have a little more power – the 131 'box can handle it – and can be transplanted in. Then it's a case of trying to start using it a bit more. I work a lot of weekends, which impacts on that, but I've made a start by completing this year's Hagerty Drive It Day run. My history is that I pay too much for cars, spend a lot of money having them done up and then sell them for a loss – not very good considering what I do for a living."

There's no doubt that this exquisite little scorpion will be the car to buck Broomhall's trend. Does he have any advice for others thinking of buying or restoring a classic car? "You must drive another example," he says with the benefit of hindsight. "It may confirm that your example is a great car or, as in my case, it might just turn out to be an inspiration."



Millennial MARVEL

World-changing innovation comes in many forms – prepare to be surprised by Honda's characterful trailblazer

WORDS **GREG MACLEMAN** PHOTOGRAPHY **TONY BAKER**



In the traditional game of bar-room *Top Trumps* it's easy to decide which is the fastest; the lightest; the most valuable. What's more challenging, however, is gauging those models that will have real influence – the ground-breaking automotive developments that go on to effect the greatest change in the direction of car design, and the way we live with and use our vehicles.

By that measurement, a number of cars spring quickly to mind. Machines such as the Citroën Traction Avant – the first mass-produced front-drive car – or leaders in safety such as the Saab GT750, the first car to be fitted with safety belts as standard. American enthusiasts may make a case for the Chevrolet Corvair Monza or Oldsmobile Jetfire – two early pioneers of turbocharging – while race fans will perhaps think about the Lotus 25 and its revolutionary alloy monocoque, or the carbon monocoque McLaren F1 that followed 31 years later. But the impact of all of these models may pale when compared to that of a funny little car from Japan that arrived with little fanfare and sold in modest numbers before slipping into relative obscurity.

The Honda Insight first edged into the public consciousness at the 1997 Tokyo Motor Show, when the J-VX hybrid concept car on which it was based first broke cover. An interesting combination of fuel efficiency and sporty styling, the concept boasted strong environmental credentials, lightweight construction and a cutting-edge powertrain that combined a conventional three-cylinder, 1-litre engine with electric assistance – dubbed 'Integrated Motor Assist' – capable of achieving a staggering 80mpg-plus. And while most concept cars remain just that – or at best contribute some of their technology to road cars – Honda was determined to make the J-VX into a viable proposition, both in an economic sense and as a means of practical everyday transport.

By the time the Insight had gone on sale in the UK at the turn of the millennium, its styling had evolved from that of the 1997 show car. The front end was softened with more rounded headlamps replacing the triangular items of the concept, while the panoramic glass roof gave way to a conventional, cost-saving tin-top. The aggressive hips of the J-VX were smoothed out, leading into the most notable feature of the Insight – spatted rear wheels that helped contribute to an incredible drag coefficient of just 0.25 and a saving of around 5mpg in real-world fuel economy. But the secret to the Insight's efficiency stretched beyond the styling studio and the wind tunnel.

Beneath the Citrus Yellow Metallic paint this car shares with the original concept is an extruded aluminium spaceframe chassis clad in aluminium panels, built at considerable cost alongside the NSX in Suzuka. This kept the overall weight to just 835kg – a whisker more than a contemporary Lotus Elise and 47% lighter than the then-current Civic. It also contributed a great deal of strength, with a 38% improvement in torsional rigidity over its more conventional unitary steel stablemate. Even the wheels were engineered for lightness, cast in aluminium and shod with skimpy 165-section high-pressure tyres to reduce rolling resistance. The brake calipers and rear drums were also aluminium, and the fuel tank was plastic.

All of that weight-saving and aerodynamic refinement is very clever, but the Insight's real party trick is its clever petrol-electric powertrain. At its heart lies a three-cylinder, 12-valve, 995cc engine – petrol rather than diesel, owing to the latter's unpopularity in the US and Japan – with variably timed valves, a single overhead camshaft, and direct fuel injection with a high-swirl combustion chamber designed for lean burning, which enables the engine to operate at an air-to-fuel ratio of 22:1 for extended periods. Alone it's capable of producing 67bhp, but when allied to the Insight's tiny 10kW brushless electric motor, which is just 60mm wide and mounted on the crankshaft, peak power touches 76bhp. That isn't very much, but where the motor contributes most is in bottom-end torque. On its own, the petrol engine musters 67lb ft of torque at 4800rpm, but when both units are working together they put out 83lb ft at just 1500rpm. It's enough to give the Insight the characteristics of a bigger-engined car and a 0-60mph time of 12 secs. Top speed, meanwhile, is a very respectable 112mph thanks to clever aerodynamic tweaks such as its small frontal area and tapered body that wraps tightly around the narrow-track rear, with each back wheel sitting 55mm further inboard than those at the front.

Behind the two seats, and hidden beneath the Insight's load bay, is a series of nickel-metal-hydride batteries that are crucial to the operation. When called upon during hard acceleration they drive the electric motor – but more revolutionary is the motor's ability to act as a generator during braking, enabling the batteries to be recharged; the sort of technology found more often in Le Mans racers and Formula One

'It features the sort of technology found more often in Le Mans racers and Formula One cars than small hatchbacks'

cars than small hatchbacks. Unlike its less-efficient rival the Toyota Prius, which operated a planetary gear set that switched between internal combustion power and an electric motor, the Insight's engine remains running the whole time – apart from when the then-innovative (and now ubiquitous) stop/start system kicks in, switching the engine off when the car comes to a halt and restarting it when first gear is selected.

For those of us whose experience of hybrids is limited almost exclusively to the use of taxi apps, it's difficult to know what to expect from a pioneering machine such as the Insight. There's a vague feeling that, in some way, it ought to present as something of a prototype, still unfinished and not ready for use in the real world.

So I'm surprised while walking up to the streamlined, fish-like Insight to discover a familiarity – and practicality – I wasn't expecting, with everything broadly where you would expect it to be and finished to a high standard, from the '90s sci-fi-flick seats echoing the futuristic J-VX to the presence of optional air-conditioning. Perhaps the biggest shock is the lack of any rear seats, owing to the tapered teardrop body and the limited rear load space, beneath which lies

Clockwise from main: the evolution of the 1997 show car turns heads even today; in 2018, the dashboard design still appears futuristic; just 70 were sold in the UK; the Insight feels perhaps surprisingly conventional once behind the wheel





HONDA INSIGHT

Sold/number built 1999-2006/17,000+

Construction extruded aluminium spaceframe, aluminium panels

Engine all-alloy, 12-valve, 995cc three-cylinder VTEC, with 10kW DC current brushless electric motor

Max power 67bhp @ 5700rpm (petrol only)

Max torque 66lb ft @ 4800rpm (petrol only)

Transmission five-speed manual or CVT, FWD

Suspension independent, at **front** by MacPherson struts, anti-roll bar **rear** twist-beam rear axle with trailing arms, coil springs, telescopic dampers

Steering power-assisted rack and pinion

Brakes 9in (231mm) discs front, 7in (180mm) drums rear

Length 12ft 11in (3945mm)

Width 5ft 6½in (1695mm)

Height 4ft 5in (1355mm)

Wheelbase 7ft 10½in (2400mm)

Weight 1840lb (835kg)

0-60mph 12 secs

Top speed 112.5mph **Mpg** 81.3

Price new £17,000

Price now £5000-10,000

around 35kg of battery packs. Bar these limitations, however, it appears – at least on the surface – to be much like any other small hatchback.

If the seats make you feel as if you might be on a movie set, the all-digital dashboard completes the illusion with high-tech LED illumination for everything from the water temperature gauge to the rev counter, which bursts into life along with the thrumming three-pot. There are more unusual dials, too, with readouts for both battery charge and charge/assist, but it's the latter that provides the most intrigue on the road, swinging one way or the other depending on whether the motor is charging the batteries or draining them. It becomes a bit of a game, with the car rewarding sparing use of the throttle, and giving a gentle ticking-off for those with a heavy foot.

The Insight is very easy to drive frugally, and while the CVT versions pick the most suitable of a near-infinite number of ratios, in the manual car the decision is left to the driver, albeit with a prompt by the onboard computer to change up at the correct time. Follow the car's instructions and you'll cruise along at barely more than tick-over, so much so that the engine feels on the verge of lugging, but, thanks to the assistance of the electric motor, it never does. It's a relaxed way of driving, and before long you become accustomed to the long gearing, avoiding hills and sticking to the open road in a bid to improve the fuel economy. Eventually – purely in the interests of a thorough review – it becomes too tempting not to test the Insight's acceleration, and we risk the wrath of HAL 9000's blinking lights of disapproval and pin the throttle to the floor. Unleashing the full potential of the engine and motor's combined 76bhp doesn't set the world alight, but it's still remarkably quick off the line thanks to its feather weight. Hold the gears and you'll be touching 70mph in second, with the remaining long ratios more useful for economical cruising than outright acceleration.

If there's one area where the Insight is less accomplished it's the ride and handling, which feel unresolved compared with the engineering

prowess of the rest of the car. It's almost as if the designers at Suzuka, having invested so much in the new Honda's drivetrain technology, decided to cut back and settle for the MacPherson struts at the front, and a twist-beam axle with springs and separate dampers at the rear.

It's smooth enough on the highway, but feels under-damped around town, with the front end bobbing up and down like a buoy in rough seas when negotiating speed bumps and the weak rear springs unable to prevent bottoming out when riding two-up.

Cornering is also uninspiring, with a tendency towards understeer, while the combination of rock-hard skinny tyres, a narrow track and weighty batteries ahead of the rear axle doesn't equate to much mechanical grip, particularly in the wet. But while it might not be the most dynamic hatchback of the past 20 years, that won't bother devotees, who quickly become infected with mpg fever, perfecting their light-footed driving technique and seeking ever greater fuel economy – many owners have managed to get their cars to average over 100mpg, making it more frugal than most machines of the era, with the notable exception of its all-electric contemporaries.

The first of those belonged to Honda itself, which brought out its EV Plus all-electric hatchback in 1997, leasing around 300 examples before eventually pulling the plug two years later in favour of the Insight. The most accomplished – and the biggest influence on the Insight, at least stylistically – was GM's EV1, which began production in 1996 and could achieve 80-140 miles per charge. More than 1000 were built but none were sold – as with Honda's EV Plus, all were leased. After realising that the model would never be profitable, the firm recalled and crushed all but a handful, with the only intact example residing in the Smithsonian. In the European market, the Insight was challenged – albeit weakly – by Peugeot's 106 Electric, which was hamstrung by woeful performance. The French hatch mustered the equivalent of just 27bhp, took 8.3 secs to reach 30mph and fell 4mph short of reaching 60mph, all while taking six hours to charge with a range of – at best – just 45 miles. Brim the Insight in London and you'll be in John O'Groats before you have to think about visiting a service station.

So far, Toyota's Prius has won the battle of the petrol-electric hybrids. Despite an inferior 41mpg, buyers – particularly in North America – were drawn to its more conventional styling, four doors and large boot. By the time Honda updated the Insight with similar features in 2009, it could only better the first-generation Prius' fuel economy by 1mpg.

Despite the Insight's incredible fuel-saving credentials and cutting-edge technology, it never really took off in the UK, where Honda sold just 70. The relatively high cost at launch of £17,000, a fear of tumbling residuals and controversial styling put many off, but perhaps the Insight's greatest failing was its lack of rear seats – a feature buyers associated more with weekend toys and sports cars than with a daily driver.

But for the devoted few, whether today or at the turn of the millennium, the inconveniences we so readily accept in the name of performance are a small price to pay for owning one of the most fuel efficient, characterful and intriguing cars of its generation.





Clockwise from main: rear track narrower than up front, with distinctive spatted wheels; having just two seats and little boot space hurt sales; Insight name is on a very different model today; surprising torque from the three-pot engine and 10kW motor





70 YEARS OF THE NEW NUFFIELD ERA

After the horror of war, these affordable saloons promised British buyers a brighter future

WORDS **ANDREW ROBERTS** PHOTOGRAPHY **TONY BAKER**

October 1948. The petrol ration for private motorists has only recently been restored – albeit at a third of its previous amount – and government regulations make supplies of steel dependent on export sales. This means that home-market waiting lists are thought of in terms of years rather than months.

But on display at the first post-war motor show in the UK is the Nuffield Organisation's new five-car line-up. The automotive future now looks slightly brighter. In tribute, we have gathered a representation of that quintet in a highly appropriate Oxfordshire location: Blenheim Palace. Each of these five hails from a nation of smog, coal fires, trams and steam locomotives, where the urban landscape was still to be dominated by tower blocks – and where a new model from the Nuffield empire represented a new dawn for British motoring.

Morris Oxford MO

'The automotive embodiment of early 1950s suburbia – smart, understated, but with a distinct charm of its own'



If the Oxford now resembles a Morris Minor writ large, this is the complete opposite of the intentions of Nuffield. The latter was meant to be 'The small car interpretation of a "Big Car" specification', while the MO was the model that many within the company believed would be the most successful of the new post-war line-up. It was heavily promoted in corporate brochures – 'the car that satisfies every demand for appearance, performance, reliability and comfort' – and to any showgoer used to the pre-war Ten, Twelve and Fourteen, the Oxford certainly looked ultra-modern. The torsion-bar front suspension and unibody construction were further talking points. Indeed, the MO looked like the ideal transport for the buyer with a cautiously contemporary outlook.

Of course, our Oxford owner may have shied away from the prospect of driving a Citroën Traction Avant – "how can the motor drive the front wheels safely, old chap?" – but at least a family car fitted with one of those American-style column gearchanges proved how a fellow could move with the times. As with the MM, creator Alec Issigonis intended the MO to be powered by a flat-four engine, but company politics dictated that the mid-range Morris would feature the new sidevalve unit. It was a reliable and reassuring powerplant, if not the last word in performance, and this factor may well have marred the Oxford's export potential.

Clockwise from above: Empire Green Oxford is well used; colour-matched interior; sidevalve means sedate pace; MO was an important model for Morris



MO production ceased in 1954 and this Empire Green car is from the previous year. Owner Tim Rouse finds it incredibly comfortable. "I've even taken the Morris 500 miles across France without any problems," he says. But what about its performance? "I've fitted a twin-carb Derrington set-up, which was a common period modification. With the single carb the MO is almost unbelievably sluggish, but this change makes it much more enjoyable to drive."

Above all, the Morris Oxford is the automotive embodiment of early 1950s suburbia – smart, understated, but with a distinct charm that is entirely its own.



Wolseley 4/50



'Prospective owners were more concerned about respectability than engineering innovation'

Wolseley had been a part of the Nuffield group since 1935 – although it was acquired by William Morris in 1927 – and the 4/50 was a logical extension of the MO theme. In exchange for a higher price, the owner gained an overhead-camshaft engine, a far more elaborate, leather-trimmed interior and the sense of well-being that came with driving a car that bore the famous grille with its trademark 'ghost light'.

The Wolseley was arguably more stylish than the Singer SM1500 – a fine car that resembled a Town Hall on wheels – and more contemporary than the Sunbeam-Talbot 80, both of which also made their debut at Earls Court. The 4/50 could not claim to be as technically advanced as the Jowett Javelin, but that was fine because prospective owners were more concerned about respectability than engineering innovation.

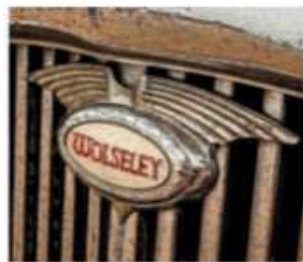
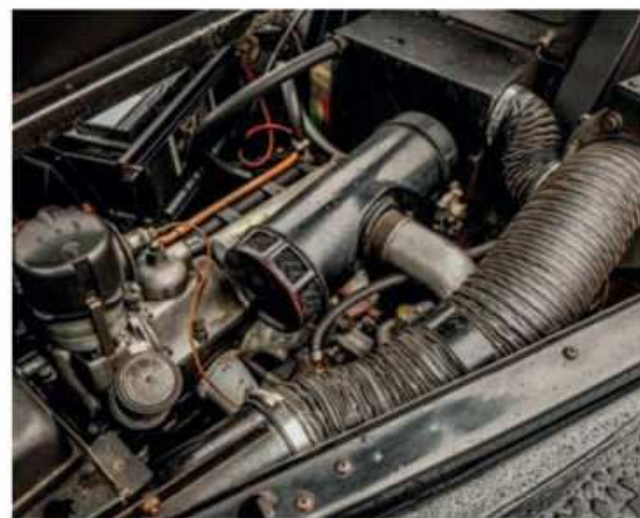
The factory PR bumf stated that here was a dashing car for an equally dashing owner, one that was 'gracefully modern, unmistakably Wolseley'. The 4/50 had considerable showroom appeal, with a specification that included such niceties as a telescopic steering column and full hide trim, but only 8925 units were sold before it was replaced by the 4/44 in 1952.

Today, it is probably the rarest of our gathered quintet and, according to Patrick Carroll, the

owner of our test car and the president of The 6/80 & MO Oxford & Cowley Club, its problem was one of pricing: "The structure meant that it was not an attractive proposition compared with its rivals. Nuffield seemed to be trading on the Wolseley image rather too much with the four-cylinder model.

"To me, it does seem to have more spark than the MO, but the 6/80 had much more performance and offered better value for money."

Perhaps that proximity to its bigger brother was the main reason for its comparative dearth of sales, because from almost every angle the 4/50 even looks the same as the 6/80...



Clockwise from top: fewer than 9000 4/50s were sold; the 1476cc engine has 51bhp; 4/50 features a telescopic steering column; 'ghost light' badge

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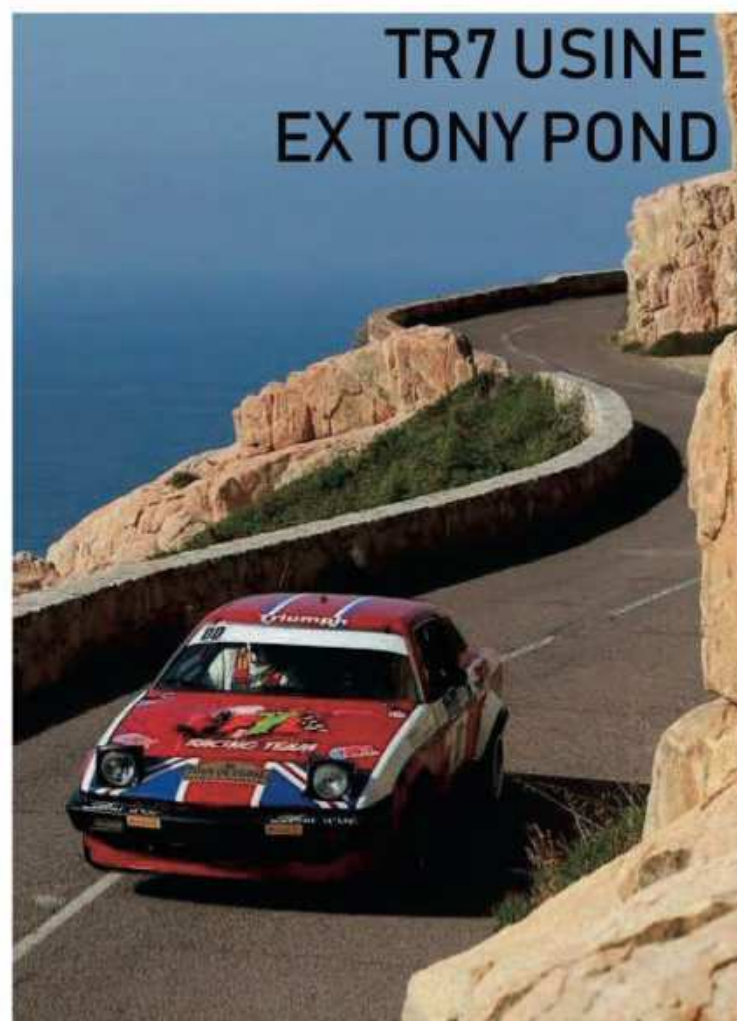


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Morris Six MS

'It appealed to that select group of motorists who had an appreciation for a low-key but dapper Q-car'



The Morris Six MS was a last-minute show surprise at the behest of Lord Nuffield himself, although it would not actually enter production until early 1949. In overseas markets it would compete against British rivals, as well as tempting drivers away from the entry-level American Chevrolets and Plymouths.

Back at home, it was built to provide managerial-class transport for the driver who might have owned a Big Six before the war.

'Fast, powerful luxury motoring at moderate cost', 'smooth as silk' and 'an aristocrat in the big-car class' were just a few of the sales phrases employed to appeal to all chartered accountants or up-and-coming foundry owners.

Aft of the scuttle, the Morris Six MS shared the coachwork of the MO, while the longer bonnet helped to produce a saloon with more elegant coachwork than the Standard Vanguard Phase I or the Austin A70 Hampshire. Furthermore, neither of those rivals could boast a new overhead-camshaft straight-six powerplant. The 2215cc unit produced a healthy 70bhp at 4800rpm, plus 98lb ft of torque at 1800rpm.

"The engine is probably the best thing about the Morris," says Peter Wheeler, the owner of 'our' 1953 MS. "It was quite revolutionary for its era. One problem was the valves, however – they kept on burning out."

Clockwise from above: Peter Wheeler owns this '53 car; managerial luxury within; new 'six' under that longer bonnet; Six lacked cachet of Wolseley twin



Sales of the Morris Six MS remained slow, with the Cowley factory producing a mere 12,400 cars between 1948 and 1953, compared with 25,281 Wolseley 6/80s. In addition, the first examples of the Six suffered from problems with the chassis and suspension, which came to light during testing abroad, but the main challenge was probably the same as that faced by the 4/50 – the big Wolseley appeared to offer considerably better value for money.

Despite this, the MS appealed to that select group of motorists who had an appreciation for a low-key but dapper Q-car. Or a Morris for those on their way to a room at the top.



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Wolseley 6/80

'The 6/80 would provide a passport to pre-war "gracious living" in a very luxurious post-war package'



Even though modern cars have bloated to the stage where a new Ford Focus is now longer than a 6/80, the Wolseley is an undeniably imposing vehicle. That vast grille, the elaborate fascia and the commanding stance conspire to produce a sense of authority that was immediately apparent to any GP, barrister or chief constable at the Motor Show.

Its debut was well-timed because the post-war generation of new Rovers would not make their debut until the following year, while the Humber Hawk was derived from the 1938 Hillman 14 – and had a four-cylinder engine. Of course, there was also the Ford V8-Pilot, but that was a car with a slightly different image – less class-bound, vaguely transatlantic and the object of desire of all Sydney Tafler-style wide boys.

That the 6/80 shared a bodyshell with the Six MS was to be expected, but Nuffield was keen to foster a wholly individual persona for such a prestigious car. The PR material contained image after image of the sybaritic lifestyle that would one day be yours if you put your name on the waiting list for Wolseley's latest flagship. The 6/80 would provide a passport to pre-war 'gracious living' in a very post-war package that was luxurious, with a discreetly tasteful interior.

'Our' 1953 test car belongs to 6/80 aficionado Brian Holdsworth. "It originally belonged to David McHardy, who sadly passed away last

year," he says. "For me, the nicest aspect is its styling, from the Minor-style back end to that majestic nose. Unlike the Morris, it has twin SU carbs, but these make less difference to the overall performance than you might imagine."

This green car is in marked contrast to the dominant image of the Wolseley as a black saloon representing law enforcement. It's futile to divorce the model from that image because, although they were replaced by the 6/90 in 1954, the Met still used 6/80s into the '60s. This role was reinforced by countless TV dramas – watch them now and, even seven decades on, these cars still convey an instant air of command.



Clockwise from top: the Wolseley flagship shared its bodyshell with the MS; 72bhp ohc 'six'; discreetly elegant cabin; some 25,281 were built from 1948-'54,

Morris Minor MM

'By 1954, the Minor had outlived the four other members of that original Earls Court display'



Graham Holt's teal-coloured 1950 MM raises an interesting question: when did the Morris Minor – the car that has indoctrinated legions of young enthusiasts into the joys of classic ownership – start to become regarded as quaint? Some will argue that the first turning point was reached in 1960, when the Minor became the first British car to post sales figures of over a million. And by the time of the introduction of the Morris 1100 in 1962, it had become a true patriarch of the British Motor Corporation.

Because the Minor has been such a staple (although never a cliché) of the classic movement for so many decades, it is always refreshing to encounter its original incarnation. Its story is well-known – how Issigonis intended it to feature independent rear suspension and a flat-four engine, and how it was so disdained by Lord Nuffield that he refused to be pictured with it – but this example allows you to vicariously experience the excitement the Minor evoked at that Earls Court Show back in 1948.

For starters, there was the specification that included independent front suspension and rack-and-pinion steering, and you can't forget those smooth lines. The new Morris not only bore virtually no resemblance to the outgoing Eight, but it was also much more svelte than its rivals and made the Ford Anglia E494A look

Clockwise from above: the mighty Minor; sidevalve 'four'; last-minute decision to widen the body led to spliced bumpers; basic, bright cabin; proud crest



antediluvian by comparison. By 1954, the Minor had outlived the four other members of that original Earls Court display, and was by then virtually street furniture on a par with A/B-button telephone boxes.

On the road, Holt finds that his MM just about keeps up with modern traffic: "Although gradients are its enemy, and radial-ply tyres have really transformed its handling."

"I've known this car since 1961," he continues, "and I can really appreciate why it made such an impact at its launch."

In export markets, the MM would have competed with the likes of the new Citroën 2CV,

the Renault 4CV and the Panhard Dyna X. Back home, to aspire to own any form of car at all – let alone a new model – was a pipedream. But 70 years ago, would-be motorists still put their names on the lengthy waiting list for the Minor, even if they expected to take delivery in 1952, the year the MM was succeeded by the Series II.

The importance of the Minor, aside from its technical and aesthetic significance, was in the aspirations it embodied. With the MM even more than its larger siblings, Morris had a model that allowed the average Briton to dream of one day sitting behind the wheel of their first new car. And that deserves to be celebrated.

Specifications



LORD NUFFIELD'S LASTING LEGACY

When you look at newsreel footage of that 1948 Motor Show (of which more on p168), you can sense the visitors' excitement – and seven decades later our group is testament to the ambition and determination within the Nuffield group. Earls Court is long gone, as are the Morris and Wolseley marques, but the legacy of these five cars lives on after 70 years, especially in the big Wolseley that became a cinematic icon, and the Minor that redefined the nature of popular motoring.

Thanks to The 6/80 & MO Oxford & Cowley Club (www.680mo.org.uk); Morris Minor Owners' Club (www.mmoc.org.uk); Blenheim Palace (www.blenheimpalace.com)



MORRIS OXFORD MO

Sold/number built 1948-'54/159,960
Engine sidevalve 1476cc 'four'
Max power 41bhp @ 4200rpm
Max torque 65lb ft @ 1800rpm
Transmission four-speed manual, RWD
Suspension: front wishbones, torsion bars
rear live axle, semi-elliptic leaf springs
Steering rack and pinion
Brakes drums
Weight 2212lb (1003kg)
0-60mph 31 secs **Top speed** 71mph
Price new £505 **Price now** £5500



WOLSELEY 4/50

Sold/number built 1948-'53/8925
Engine ohc 1476cc 'four'
Max power 51bhp @ 4400rpm
Max torque 72lb ft @ 2900rpm
Transmission four-speed manual, RWD
Suspension: front wishbones, torsion bars
rear live axle, semi-elliptic leaf springs
Steering cam-gear box
Brakes drums
Weight 2576lb (1168kg)
0-60mph 31.6 secs **Top speed** 74mph
Price new £704
Price now £5000



MORRIS SIX MS

Sold/number built 1948-'53/12,400
Engine ohc 2215cc 'six'
Max power 70bhp @ 4800rpm
Max torque 98lb ft @ 1800rpm
Transmission four-speed manual, RWD
Suspension: front wishbones, torsion bars
rear live axle, semi-elliptic leaf springs
Steering cam-gear box
Brakes drums
Weight 2688lb (1219kg)
0-60mph 22.4 secs **Top speed** 83mph
Price new £608 **Price now** £6700



WOLSELEY 6/80

Sold/number built 1948-'54/25,281
Engine ohc 2215cc 'six'
Max power 72bhp @ 4600rpm
Max torque 102lb ft @ 2200rpm
Transmission four-speed manual, RWD
Suspension: front wishbones, torsion bars
rear live axle, semi-elliptic leaf springs
Steering cam-gear box
Brakes drums
Weight 2688lb (1219kg)
0-60mph 27.8 secs **Top speed** 77mph
Price new £767 **Price now** £8000



MORRIS MINOR MM

Sold/number built 1948-'53/176,002
Engine sidevalve 918cc 'four'
Max power 27bhp @ 4400 rpm
Max torque 42lb ft @ 2400 rpm
Transmission four-speed manual, RWD
Suspension: front wishbones, torsion bars
rear live axle, semi-elliptic leaf springs
Steering rack and pinion
Brakes drums
Weight 1652lb (749kg)
0-60mph 36.5 secs **Top speed** 62mph
Price new £359
Price now £9500



Incredibly, *The Autocar's* show report didn't even have an image of the new Jaguar 'Super Sports', which would later be known as the XK120

THE GREATEST SHOW ON EARTH

The Landie and Minor were far from the only launches of 1948; here we peek behind the doors of Earls Court

WORDS GARY AXON PHOTOGRAPHY LAT/JAGUAR HERITAGE TRUST



Left, from top: Morris Minor MM was the star of the new Nuffield models; Stateside-influenced Austin A90 Atlantic wowed the crowds



On the chilly morning of Wednesday 27 October 1948, an exceptionally large and enthusiastic crowd gathered outside Earls Court in West London, eagerly waiting for the doors of the Art Deco-style exhibition centre to be opened for the first post-war British Motor Show.

The gradual return to vehicle manufacture after WW2 marked a new and optimistic renaissance for the United Kingdom after years of austerity, with a record number of significant new passenger cars introduced during 1948, many of them making their public debut at Earls Court. The 1948 exhibition proved to be an automotive spectacle the like of which Britain had never before witnessed.

In the tough, fuel-rationed period of the 'export or die' late '40s, the success or otherwise of the latest new models was key to attracting vital foreign currency into the ailing local economy. Delivery dates of new British-built cars to eager buyers working in 'non-essential' roles were painfully distant, with the country's economic salvation placed firmly in those lucrative overseas orders. To meet these global customers, by 1948 the UK's then-virile motor industry – at the time the second largest in the world after the United States – urgently needed stimulating new models.

The 1948 London exhibition duly delivered the perfect shop window to the world, with several crucial launches aimed at these export markets. More than 100,000 car-starved visitors had come through the turnstiles by lunchtime of the first day alone, and over the 11 public days of the event a record 562,954 attended – the most since the Earls Court Motor Show began in 1937, smashing the previous high of 315,000. It was strictly a case of 'look but don't touch'

for the vast majority of those visitors, however, who could only dream about the idea of one day owning a brand-new car.

Headline-grabbing launches included the very best the many British vehicle manufacturers could offer with their revived post-war hope, from the desirable new Jaguar MkV and 'Super Sports' to the everyman Morris Minor MM, which would ultimately become the first British car to exceed a million sales. For the sporting gentleman there was the Sunbeam-Talbot 80 and 90, the quality Bristol 401, and the aspirational Aston Martin 2-Litre Sports, while taking a bow elsewhere were the stodgy Vauxhall L-type Wyvern and Velox, the instantly forgotten Singer SM1500, the refined Rover P3 Seventy-Five and the rakish Lagonda 2.6-Litre. Among the more unusual offerings were the Alvis TB14 roadster and the daring Austin A90 Atlantic, all contributing to a wealth of new models that was simply overwhelming for the show's more than half a million visitors.

With the marque name banners hanging proudly from the high Earls Court ceiling over each stand, a handful of manufacturers really pushed the boat out to showcase their new offerings. Hillman, for example, presented the 'Ghost Minx', a sectioned cutaway of its latest mid-sized

family saloon, complete with moving engine parts. Standard presented a similar display, carefully taking a hacksaw to its advanced Vanguard; although it had already been launched, this was the first chance many British spectators had to see this 'executive' saloon in the metal, due to the majority being sent for export.

Conservative Daimler went one better than Rootes and Standard-Triumph, with its uncharacteristically audacious DE-36 'Green Goddess'. Also known as 'The Chairman's Car', this was the first DE chassis destined for a special Hooper drophead coupé body, but these coachbuilt 'Dockers Daimlers' later became something of a Motor Show tradition in the early 1950s, with their increasingly flamboyant coachwork.

One important but notable absentee at the London exhibition was The Rover Company's new Land-Rover; officially classified as a light commercial vehicle, it was not eligible to be shown at the Earls Court passenger-car show. And the Brits didn't have it all their own way, either: there was a broad spread of highly taxed imports (which accounted for less than 2% of all UK new car sales in 1948), with Continental European and American manufacturers represented by everything from the unusual French Rovin rear-engined microcar to the massive Cadillac Series 62 (see p171). With its post-war switch from large luxury cars to smaller, more frugal and affordable models, the long-established and respected French marque Panhard sent over its aerodynamic Dynavia – a pioneering European concept car – specifically for the show, though other recent Gallic debutants such as the now-legendary Citroën 2CV, the Ford Vedette and the Hotchkiss 460 remained on the other side of the Channel.

Although many observers at the time hailed the Stateside-inspired Austin A90 Atlantic as the 'star of the show', the real heroes of the event



www.longstonetyres.co.uk/classic-car-tyres/morris/minor.html

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Clockwise, from main: cutaway 'Ghost' Minx was centrepiece of the Hillman display; wild Panhard Dynavia streamliner; the sleek new Bristol 401



were William Lyons' svelte Jaguar Super Sports – now rather better known as the XK120 – and the ubiquitous Morris Minor MM.

First revealed in two-seater roadster form on stand 143, the XK120 was the world's fastest sports car at the time, having been independently tested at 132.6mph. It was initially to be offered with both four- and six-cylinder versions of the double-overhead-camshaft XK engine, but only the 'six' made production and went on to power the C- and D-type racers to a remarkable five victories at Le Mans, remaining in production until the XK-engined Daimler DS420 Limousine finally bowed out in 1992.

Conceived and designed by the gifted Alec Issigonis over a decade before his iconic Mini, the Morris Minor was an affordable family motor car that British motorists quickly took to their hearts, becoming a huge commercial success and global symbol of Britishness, gently evolving as it lived on into the early 1970s and still a common sight on UK roads today.

There were several other British Earls Court debutants that were equally admired at the time, but are less frequently considered today. An impressive newcomer could be found over on stand 142, where the Bristol 401 was making its debut, supplementing the earlier 400 model. Built in Filton by the Bristol Aeroplane Company, it would be the new car of choice for any discerning – and wealthy – doctor, architect or engineer. The advanced, aerodynamic 401

(its sub-0.36Cd drag coefficient is competitive even by today's standards and was remarkable for the time) used an improved version of the pre-war BMW 328's 2-litre straight-six hemi-head engine, as found in the Bristol 400. The modern styling was inspired by the Milanese coach-builder Carrozzeria Touring, with notable features for 1948 such as flush doorhandles and no external fuel-filler or boot releases.

A sportier open 2+2 for the affluent late 1940s 'gad about' would be the short-lived Aston Martin 2-Litre Sports, as revealed on stand 138. The first of David Brown's performance models – and retrospectively known as the DB1 – the 2-Litre Sports was based on the stillborn Aston Martin Atom four-door prototype, developed during the Second World War. Just 15 examples of this Claude Hill-developed 2-litre, 90bhp drophead were produced.

For the motorist with similar sporting aspirations but a smaller wallet – or a family to accommodate – the stylish new Sunbeam-Talbot 80 (1.1-litre) and 90 (2-litre) were a welcome sight. Available as a four-door saloon or a two-door drophead coupé, the Sunbeam-Talbot soon enjoyed rallying success, spawning the elegant Alpine two-seater sports derivative, as immortalised in the 1955 Alfred Hitchcock film *To Catch a Thief*, starring Grace Kelly and Cary Grant. A fitting finale, perhaps, to the galaxy of automotive stars introduced at this most celebrated of motor shows.

OVERSEAS 1948 LAUNCHES

CITROËN 2CV

Launched to a fanfare at the 1948 Paris Salon and affectionally known as *La Deuche* in France, the simple 2CV (Deux Chevaux) is a symbol of rural French life. Created to satisfy a growing post-war demand for the impoverished to abandon horses in favour of motorised transport, the bouncy 2CV's engineering brief was to carry four occupants, plus a basket of eggs, across a ploughed field without breaking any of the latter – and indeed the former!



TATRA T600

The T600 (or Tatrapián) was the Czechoslovakian marque's second streamlined four-pot production car, the T97 having been cancelled in 1939 due to the outbreak of war after c500 cars had been made. The rear-engined T600 was initially built in Kopřivnice, with early models having a split rear screen and fin.

Production moved in 1951 to Škoda in Mladá Boleslav, to allow Tatra more capacity to build trucks.



PORSCHE 356

From its beginnings in Austria, where the first 356s were built, the sports car maker settled in Germany in 1950 to become the global force we know today. The genesis of the rear-engined, air-cooled Porsches lay in the humble Volkswagen Beetle, with the 356 getting a much-needed power boost in a smaller, lighter and more slippery package. Sports-car-obsessed American buyers quickly took Porsche to their hearts.



CADILLAC SERIES 62

Influential head of General Motors' styling studio Harley Earl introduced the new 1948 Model Year Cadillac Series 62s, the first production cars to feature a pronounced tailfin. These subtle fins took some inspiration from the Lockheed P-38 Lightning fighter and pre-empted the '50s 'space age', when rockets captured the imagination in the USA. The style caught on, leading to competition between Earl and his flamboyant Chrysler rival Virgil Exner.



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MOTORSPORT CAN BE DANGEROUS!



TRIUMPH TR4

RUN BY Julian Balme

OWNED SINCE October 2015

PREVIOUS REPORT August 2017

Cast your mind back to last summer and you'll recall in these pages we were in a quandary about whether 'Chuck' (our American TR4) should be prepared as a Pre-'65 or Pre-'63 FIA race car. Well, needless to say the decision didn't get any easier, but in the end a number of factors forced our hand. The outcome meant we failed to take part in any other races last year and ended up partially going back to the drawing board.

At Silverstone I'd asked one of the scrutineers to give the car the once-over from an eligibility perspective. He pointed to a number of things, not least the (unreliable) charging system. The TR came with an alternator when really it should have had a generator if it were to run to a correct 1962 spec. Easy fix, you say? No. To accommodate the alternator,

our man in the States had fitted, not unwisely, smaller-depth alloy pulleys to run a thinner, more readily available belt. All had to come off and factory replacements found. It took TR Shop in Chiswick two months to find the bits.

Meanwhile James Mitchell (the co-owner) was sorting the car's road-registration with the DVLA. Again, not as straightforward as one would have expected, and we were indebted to Jon Marshall from the TR Register, who went beyond the call of duty, twice, so we could secure our period registration. During this exercise we established that the car was a very early 1962 export and so the finger of fate pointed firmly to a Pre-'63 build. To comply, we would have to use SUs instead of our new Webers, factory steel wheels and the smaller 1991cc engine. As all three came with the car, it appeared to be a simple switch. Oh, such naivety!

With this work in hand at Classic Performance Engineering, next door to James' Bicester Heritage showroom, the exceedingly expensive process of obtaining FIA papers was put in motion. Jim Lowry, the MSA inspector (and a TR owner himself), was really helpful, shedding light on period definition and what is and isn't permissible under the rules.



Keen to get signatures on his licence, James did a race with the very popular Equipe GTS series at Silverstone and had a big grin on his face after a race-long dice with a Sprite. Apart from an oil leak, the event passed without incident, so we were looking forward to our first outing together as a two-driver team at the Donington Historic Festival. Entered in Carol Spagg's Pre-'63 race, we were running ancient factory steel wheels for the first time. Although they were more than 50 years old, my theory had been that the low-grip, skinny rubber would slide long before any



From top: just two laps into the first race of 2018, the wheel parted company; alignment check was a crucial part of the repairs; chassis buckled after contact with ground



PHIL RAINFORD



OLDSMOBILE TORONADO

RUN BY Martin Buckley
OWNED SINCE November 2017
PREVIOUS REPORT April 2018

It was being widely predicted that I would keep the Toronado for a month or two, get bored and move on. But guess what? It is still here, and I'm still enjoying it. The car is fully legal now on UK plates (I had to get a motorbike-type one for the rear because the recess doubles as a fuel flap and it's fairly small) and I have done several local trips, including one to the 'old farts' lunch' at the Craven Arms near Cheltenham in April, where it was a hit with John Worker and Mike Hallows. I've never really cared what anyone else thinks of my cars, but it's nicer to have knowledgeable people genuinely impressed rather than offering their condolences.

Later I took the Toronado out to Stroud to see Graham Millard, who is not a man to be easily dazzled but, it would be fair to say, was also very excited by it.

I'm pleased with the way the Toronado corners and generally just sweeps along. The fat three quarter pillars mean it is not the easiest of cars to reverse, but I haven't been in any situations yet where it felt really just too big.

Luckily it fits in Gus Meyer's garage in Swindon and he was able

to get the car going much better. It seems the poor thing was running lean and mostly on six rather than eight cylinders. Gus took the carburettor apart and cleaned it, reset the timing and identified the ominous transmission leak (the oil-pan gasket), which was a relief.

I was then issued with a list of bits to order from Oldsmobile specialist Fusicks in Connecticut: a tune-up kit, all the workshop manuals, an oil-pressure sender unit and the transmission sump gasket. To get around the rather painful import duty, I got my American Rolls-Royce friend Merrill Benfield to bring them over in style on the *Queen Mary*, hiding in his suitcase. Which was all fine until the security at JFK airport took exception to the funny-looking car bits floating about in his luggage. Following some explanations, Merrill talked his way out of an internal cavity search after invoking my name; it appears that one quick Google search of 'Buckley Toronado' saved him from a week in Guantánamo Bay, so my fame is spreading.

Other minor snags have included a broken throttle cable, a loose piece of trim under the window on the driver's door (now reattached) and a cracked plastic cover around the driver's lapbelt spool. When Gus does the tune up he is also going to fit air horns and sort me a new radio antenna; the one fitted is just a dummy.

THANKS TO

- Gus Meyer
- Merrill Benfield
- Fusick Automotive Products Inc: www.fusickautomotiveproducts.com



Cracked seatbelt spool cover is on the list



Security found our stash at JFK Airport



Despite nearly a year's ownership, Buckley is still enamoured

strain was put on the wheels, particularly given the car's lack of power. Wrong yet again.

On the second lap of the one-hour race, which had cost a not-insignificant £1250 to enter, I was just getting into my stride when, entering the uphill right-hander at McLeans, I heard a dreadful metallic graunch under braking. As I turned in, the car understeered onto the kerb, which unloaded the front suspension enough for the nearside front wheel to jettison itself from the hapless TR4. Beached in the gravel, Chuck was then unceremoniously dragged to safety, incurring further damage as the recovery tractor's hook caught the front wing. I shudder to think how it would have turned out if the wheel had let go when bowling down the Craner Curves.

Back with Paul and Emily at the Empsons' bodyshop, the TR has now been measured, re-aligned and the geometry straightened, the force of the impact with the ground having bent the chassis. Annoyingly, the paint was fractured on the wing so will need sorting once pulled out. That said, at least it's just the wing and, despite the disappointment, we live to fight again.

THANKS TO

- TR Shop: www.trshop.co.uk
- Martin Greaves, CPE: www.classicperformanceengineering.co.uk
- Jon Marshall: www.tr-register.co.uk
- Paul Empson

AND IN OTHER NEWS...

HWM-CHEVROLET

My always-reliable old friend threw a bit of an electrical wobbly on the way to the superb C&SC Show, in the middle of the M40 Friday-evening jams. But we made it to Bicester and enjoyed some full-on laps on Saturday before having to put it away for the rest of the event. Full story next month. **ST**



FIAT 130

I took the 130 to the Le Mans Classic in convoy with a mate in a Datsun Fairlady. Apart from a problem with the fan (easily cured), all went well – although I'm writing this on the ferry, with 100 miles still to do. Top of the job list now is flushing the rad, and having a serious look at fitting air-con. **MB**



FORD MUSTANG

My new Mustang GT has finally arrived from Derby to Dorset and I've had a bit of time to give it a more thorough going-over. The rust looks more serious than I first thought, with unsealed metal tape covering up some horrors in the trunk and a whole section of floor replaced with what looks like a bit of old road sign! Full introduction soon... **JM**



JAGUAR E-TYPE

So much for Boo's planned retirement: like all the best-laid plans, it didn't happen because of more urgent tasks – such as welding up the rotten bits of my Landie. While the weather was horrid it didn't matter, but the sun came out, the invitations rolled in and it seemed daft to leave Boo in the garage! **GC**





Clockwise from main: Father's Day trip along the Ridgeway resulted in a broken exhaust; a gap in the gasket was to blame for ticking noise; prom transport for Alfie (on left) and best mate Oscar; water pump refurbished and fitted just in time for the trip down to La Sarthe



LAND-ROVER SERIES II

RUN BY Martin Port

OWNED SINCE September 2016

PREVIOUS REPORT August 2018

Having returned from this month's cover shoot in Spain, I will admit to having had serious thoughts about selling the Series II and buying an early 80in, but the drive home back in the UK served to remind just how much I love this particular Land-Rover. Unfortunately, it also reminded me of the odd noises that were there when I parked up and boarded the plane: the constant tick, probably from the manifold gasket, and the rumble suspected to be a dodgy water pump.

Tackling the gasket was brought forward thanks to our usual Father's Day trundle along the Ridgeway from Streatley to Compton. The track had become a little worn in places, but it was good to exercise the leaf springs and I thought nothing more of it until arriving home

a few hours later and hearing the exhaust rattle against the chassis upon switching off.

Having already fitted a new back box, the excursion had caused the old section to break open just before the silencer, so I was left with little choice other than to order new front and centre pipes.

It made sense to remove the inlet and exhaust manifold at this point and I was pleased to see a definite split in the gasket – the source of the ticking noise. The nuts or studs unwound without issue and soon the manifolds were back in place with the new compound gasket.

With the rest of the new exhaust fitted, I suddenly realised how used I had become to the unwanted ticking – the engine seemed much smoother and quieter. While in maintenance mode, I had a check around the rest of the 88in and noticed that the offside front indicator was erratic – not in the off-on-off-on sense, but in that it took a hefty tap to make it work. Off came the lens to reveal that it had been holding rain water and had corroded the bulb and holder connections. No bother – I cleaned it all up, grabbed a spare bulb from the parts haul that came with the vehicle, and everything was sorted.

Looking further ahead, though, I opted to finally make a modification to the Series II – one that had Le Mans in mind as I fitted my old AA 'GB' plate to the rear, joining the 'NR' and 'EAK' plates added by the first owner.

With this flurry of activity, the Series II was finally ready for the first of several engagements packed into a short period of time: prom transport for my eldest and his mates. I'll admit to being quite

'I was now faced with just days to get my water pump overhauled and refitted before catching the ferry'

pleased that they chose my old Land-Rover instead of something shinier and louder, but as they tumbled out of the back, AC/DC's *Back in Black* blasting from the DemerBox Bluetooth speaker, I chuckled at the fact that the 88in had added another arrow to its quiver of versatility.

What gave no cause for mirth, however, was the second unwanted noise: that of the water pump and its suspected loose impeller. Having spent a day spannering on MacLeman's Triumph so he was

semi-fit for Le Mans, I was faced with just days to get my water pump overhauled and refitted before catching the ferry.

A recommendation led me to give SP Water Pumps in Cheshire a call and they confirmed they could do a same-day turnaround. Off came the pump and on Monday it was sent by courier to Warrington. By 9:15 the following morning it had been delivered and was already in bits; at 12:30pm I had a call to say it was all done!

The pump arrived back home on Wednesday, overhauled, painted, reassembled and complete with a new hand-cut gasket – impressive service and all for just £125.

Fitting it back to the SII was looking like a 30-minute job until a stud sheared, but fortunately there was enough left to extract it without trouble. With a replacement stud fitted – and a new fanbelt after noticing that the old had split in several places – it was road-test time. The brief run suggested all was okay: no unwanted noises or leaks. Would it make it to Le Mans?

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- SP Water Pumps: www.spwaterpumps.co.uk

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Posing at Instagram-location-of-the-moment Mayfield Lavender fields in Banstead. Shame the rear wheel isn't straight...



TRIUMPH 2500TC

RUN BY Greg MacLeman
OWNED SINCE June 2017
PREVIOUS REPORT August 2018

The Le Mans Classic always prompts a flurry of hurried fettling. Beneath the shiny paint lay a list of things to do, ranging from desirable to vital, so I booked an appointment at Port & Sons' sanctuary for neglected classics the week before setting off.

A recent trip to Bicester Heritage for The C&SC Show – much of



Pride of place at The C&SC Show, Bicester

the return leg spent in heavy traffic – ensured that the first thing to address was cooling. The mechanical fan was fitted to the wrong pulley (thus only covering a fraction of the radiator) and wasn't movable because the bottom pulley was incorrect. We decided to fit an electric fan and, having been pleased with the Revotec item on my MGB, I placed an order. The firm doesn't do a bespoke kit for the 2500TC, but I was able to measure for a suitable universal fan using handy paper templates provided – I opted for a 14in 'puller' with an in-hose temperature controller.

I had intended to fit the fan using the mounts provided and home-made brackets but, because space was tight, instead used the high quality pull-through ties included in the kit, which were a neat space-saving solution and worked beautifully. Everything else went together without incident, including the temperature controller, which we fitted to the bottom hose, and the wiring, which came complete with a relay and everything needed for installation.

Next on the hit list were the inoperable windscreen wipers. Being similar to those fitted to later Series Land-Rovers, the wiper motor's foibles are familiar to Port and he quickly pulled it apart,

cleaned it out and applied fresh grease. The wipers hadn't worked since I got the car back from the body shop, so it's nice to no longer fear getting caught in the rain. Also on the agenda was a wobbly alternator, which had manifested itself during the drive back to London from Bicester, where the Triumph was on display. A spacer tube on the mounting bracket had worked loose so it was an easy fix, and the perfect opportunity to fit a new adjusting bracket, the original having sheared.

Finally, we were also able to get the overdrive working. I had suspected that it was the cause of the mystery electrical short and, after being driven half insane trying to disconnect it to test the theory, I lost patience and just cut through the wire. It was back together in no time. Unlike the vacuum-operated overdrive in my MG, this was easy to test – just turn on the ignition and flick the switch.

The new fan was put to the test during a two-and-a-half-hour trip home marked by heavy traffic on the M25 and the mercury hitting 30.2°C. It performed perfectly – more than could be said for the driver; I realised that my bank card had warped in the heat, despite all four windows being down. Bring on the traffic of Le Mans!



Electric fan replaces ineffective original



Control sensor was spliced into rad hose

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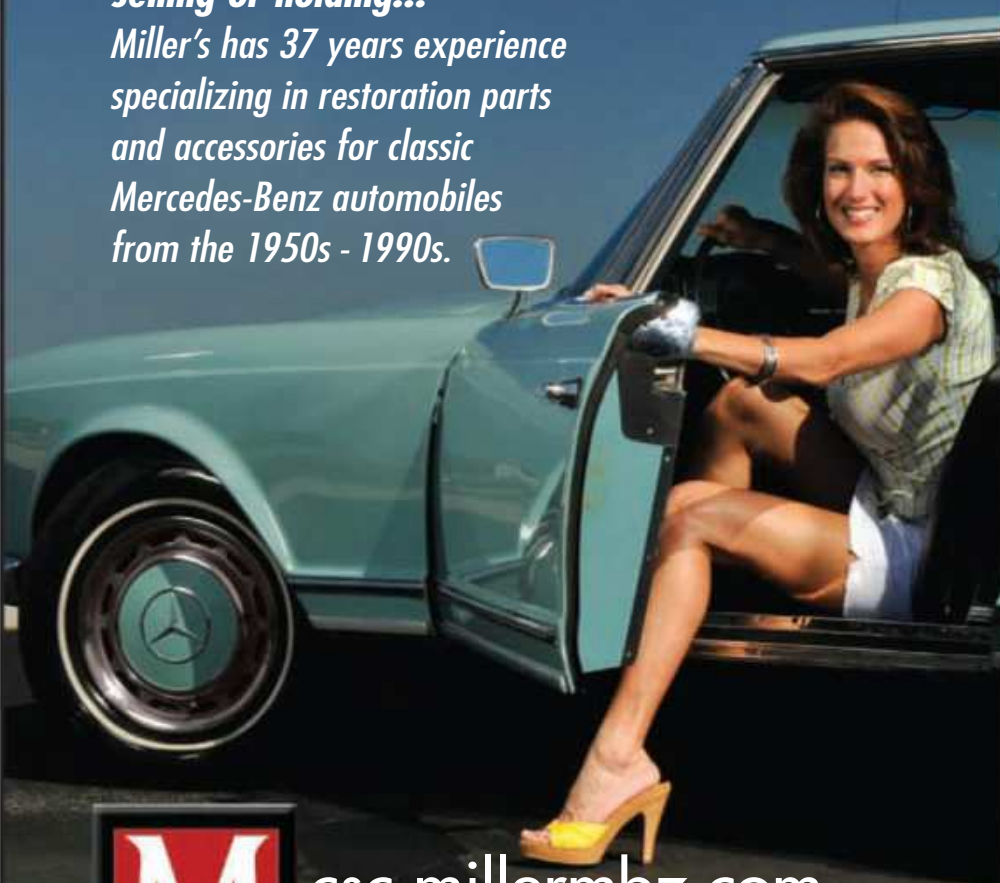



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Clockwise, from main: 'Whizzo' was delighted to meet the Whizzkid; SC100 in the Louwman Museum collection; more air should aid hot running; cowling over rear vents has been removed for extra cooling



SUZUKI CERVO CX-G

RUN BY Alastair Clements
OWNED SINCE May 2005
PREVIOUS REPORT May 2018

Preparations for the Le Mans Classic were not quite what I envisaged. I simply didn't have time to give the car the thorough going-over that it really needs, so instead a quick wash and brush-up plus a sighting run were all I could manage – the latter taking the form of the drive up to Bicester Heritage for the inaugural Classic & Sports Car Show in association with Flywheel in June.

Its first proper motorway run for more than 18 months was a decent test, thanks to the usual Friday-night M25 tailbacks then a fast M40 stretch, and once I had re-familiarised myself with just how exposed you feel in a Whizzkid at 70mph, it felt great to have the Suzuki back. Even though it didn't quite fit the Show's pre-'76 theme, I parked outside the Brightwells hangar and was pleased by how much interest it generated.

The event itself was better than I could have hoped, and a real highlight for me was spotting a familiar figure taking a closer look at the Suzuki: historic racing legend Barrie 'Whizzo' Williams. It turns out that Williams has been following my car's progress, being a former SC100 owner himself – what more appropriate transport could there be for Whizzo than a Whizzkid? "It was a smashing car," he said, "and I would really throw it

about. Mine was a bluey-mauve colour and it was mechanically perfect – it never missed a beat and was so economical when I used to thrash it down to Hereford. Such a good little car – I loved it, but ended up selling it to the Queen's cousin because his wife wanted one!"

The run home did highlight a problem, with the return of the fuel evaporation and hot running that have always affected the car – exacerbated by the summer heatwave that we've been enjoying in the UK. A quick check revealed that I had forgotten to switch the air intake over to the freer-breathing 'summer' mode but, mindful that Le Mans was likely to be hotter still, I took pal Tim Smith's advice and also unbolted the steel rain shield from the inside of the engine cover, which should allow engine-bay heat to escape more easily.

A quick call to my insurer RH got friend and Le Mans co-pilot

Sam Read onto the Suzuki's insurance and, because it is currently squatting in his garage, Sam has been getting used to the car on local forays – his main observation being that the brakes are "terrible".

On a different note, I got a surprise Suzuki fix on a recent business trip to the spectacular Louwman Museum in The Netherlands (louvmanmuseum.nl). It's a collection dedicated to some of the most important cars from throughout history, so I was surprised and delighted to spot a rather fetching metallic-brown SC100 GX – the Euro-spec, square-headlight version of my Hong Kong-spec, round-headlight Cervo CX-G – sitting proudly in the display of city cars.

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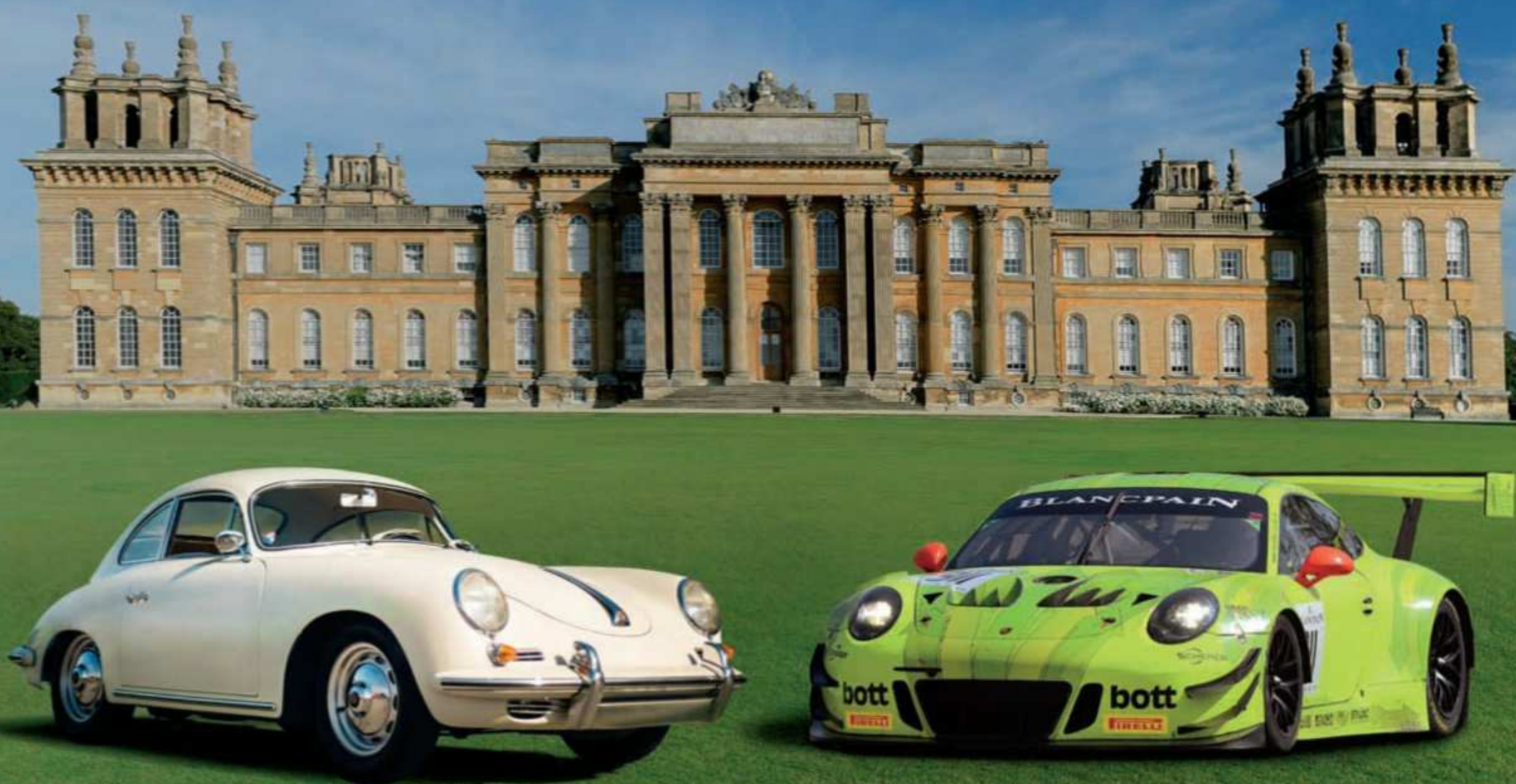
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Clockwise, from main: Chivers is perfecting the car mechanically, but plans to leave its body alone; the Spider joined a Ferrari-mad household; flat-12 is now sorted; taking a saw to the window frames

CHOP-TOP PROJECT JOINS THE RAT PACK



FERRARI 'RATAROSSA'

OWNED BY Scott Chivers
FROM Wokingham, UK
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BEST TRIP Le Mans 2015 in my 360 Challenge Stradale – the sound of heaven in long tunnels!

Three years ago, while looking on the web for an obscure car part, my search returned this unrelated Ferrari Testarossa located in California. It was a project car that had been started (the roof had been chopped off and strengthening added to the chassis), but other than that it was a rolling shell with an engine and gearbox bolted in place, and hadn't been on the road for well over 20 years.

I told the seller that anyone else buying his Ferrari was likely to break it for parts because it was worth far more in bits. But I promised him that my sole intention would be to get the Testarossa built and put it back on the road.

It arrived a few months later accompanied by two huge wooden crates of parts. At the time I owned another Testarossa coupé, so was lucky enough to use that car as the blueprint for my 'Ratarossa'.

Why the unfinished style? Part of the enjoyment of this project was that it didn't have to be perfect, with its 'rat' look, so I just took my time and enjoyed the build. With the two massive crates of parts that came with the car I have been like a kid with a giant puzzle; it's been a lot of fun and very satisfying figuring out where each item belongs.

Ferrari made only one official Testarossa Spider for Gianni Agnelli (*C&SC*, February 2016), and it's estimated that around 15 more were subsequently converted by aftermarket companies, making these a pretty rare sight. It's also the car that many believe Ferrari really should have put into production.

Obviously there have been a few head-scratching moments. Testarossas are 30 years old now, and the expertise on them has been whittled down to a few gurus worldwide. I have no background or any kind of training in this sort of thing, other than a hobby and passion. For the most part it was on-the-job learning for me.

I faced a number of difficulties during the build. The engine hadn't

run in many years and the wiring was missing or not connected. My first job was to hear the engine roar once again. With a bit of luck and plenty of perseverance, I was able to bring the flat-12 back to life.

Another challenge I've had is getting hold of parts. Many are no longer stocked by Ferrari and I've had to source items from around the world wherever available. But it's amazing what pops up on auction sites across the globe. For example, I picked up a brand-new original dashboard in the correct colour for £180, shipped. If Ferrari still made the dash, it would have cost me £5000.

Suspension was another massive problem; steel bars had been fabricated and welded into the mid section to reinforce the car's structure and rigidity where the roof had been chopped off. They did a great job of keeping the car from flexing but the bars' added weight caused the front end of the Testarossa to lift up. The factory suspension is pre-set and fixed, so I had to work with a suspension company to create custom shocks and springs. Eventually it took three sets of custom springs to get the right height I wanted.

Other bits I've had to modify to work properly on the Spider include the safety belts; even with

the original luggage straps behind the seats, the belts had to be anchored differently. Unless you really know Testarossas, however, you'd never spot the changes.

When the Ferrari first arrived in the UK it was like the Flintstones' car: there was no floor, wheelarches, carpet etc. It now looks really good and, eventually, I plan to have a mechanically perfect car, in pristine condition under the skin, yet clothed in a 'rat' look.

Although it's only recently been put back on the road, I have already taken it to a couple of events and really enjoy the reaction the car generates. It's a bit like Marmite: you either love it or hate it. It doesn't bother me either way because I built it to have fun!

The Ferrari is by no means finished – it's an ongoing project. I have blogged the build each step of the way, and you can follow my progress at www.ratarossa.com

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Oli, Phil and John (l-r) can be found building and flying model aircraft when not creating C- and D-type reps. Below: Oli's two-stroke, fifth-scale Wot 4

PHIL COTTRELL

The team behind Classic Jaguar Replicas also does a fine line in model aircraft

WORDS & PHOTOGRAPHY MARTIN PORT

Phil and Oli Cottrell may be familiar names to regular readers, having helped out various members of the C&SC team over the past 15 years with their considerable experience. Along with recent addition John Davis, the trio makes up Classic Jaguar Replicas – the Berkshire-based outfit hand-crafting Jaguar C-type, D-type and XKSS recreations.

One look around their busy workshop – which has a proper ‘men in sheds’ feel to it – and you soon start to notice that not everything they construct has four wheels.

“I built my first model plane in 1976,” says Phil, “It was a Kamco Kadet, a high-wing trainer with an Enya 40 engine.” The inspiration was simple: “I had friends who were pilots, and they were all into building and flying model aircraft.”

He soon moved into scale models that were more accurate – a fifth-scale Spitfire and Hurricane being among the first builds he completed – and it was little wonder that son Oli was eventually bitten by the bug.

“I grew up surrounded by cars and aeroplanes thanks to Dad,” says Oli, “but I’ve only really been flying them for the past eight years.”

He also started with a high-wing trainer but graduated into scale kits – a sixth-scale Tiger Moth being one of the models occupying space in the workshop and the loft room back at home.

ALSO IN MY GARAGE



The kits, largely constructed from balsa and plywood, are for the most part powered by lithium-polymer batteries with a flying time of around six minutes, but in recent years the planes the pair build are incorporating a lot more carbonfibre components – the perfect material for something that requires strength without an increase in weight.

A good example of that evolution is the blue-and-yellow Extreme Flight Edge 540T, held in the main picture above by Davis. “It’s still largely made from balsa and plywood,” explains Oli, “but the wing-support tubes are carbonfibre.

That means it has the strength to be able to perform some fairly extreme aerobatic manoeuvres compared to the more traditional models.”

Davis, who recently made his debut at Maidenhead Radio Modellers – a club formed back in 1948 – nods in agreement: “He flies that like he drives one of the C-types!”

Oli’s newest addition is a fifth-scale Wot 4 XL, a recent birthday gift from his dad: “It’s powered by a 20cc, 2.5hp two-stroke petrol engine,” he explains with enthusiasm. “I wanted a larger sports model and it’ll do around 60-70mph; it will do rolls and the like, but it’s not really built for that. However, I don’t have the limitations of the battery life, which is nice.”

The Cottrells are both licensed instructors and will be teaching Davis, who has already informed his wife that he has a new hobby. For the father-and-son team, though, the rewards are easy to explain. “It’s a great social scene and the flying is exhilarating,” says Oli, “but for us it’s nice that we can approach building and flying the models with the same precision and art that we put into our Jaguars.”

So what’s the ultimate? For Phil it has to be a quarter-scale Spitfire, which could come along after he’s built the Hurricane and twin-engined models still in their boxes. Oli fancies a third-scale Pitts Special, based upon the biplane of Curtis Pitts that first flew in 1944.

Clockwise: delicate frame of an Aston DB5 body gets attention from the blaster; metal spraying a Pagoda hardtop; vapour-blasting a manifold; stripped and primed TR3 rear body





THE SPECIALIST

HAVING A BLAST

A proper restoration begins with stripping back to bare metal, as this London-based firm demonstrates

WORDS MALCOLM MCKAY PHOTOGRAPHY JAMES MANN

Getting rid of corrosion – and making sure it doesn't come back – is one of the most crucial jobs in classic-car restoration. If it's not done properly, you can face huge costs to rectify it further down the line – or right away if the job is not handled with care and sensitivity.

De-Corrosion Services has been in business for 69 years: the wealth of experience gained by 84-year-old Barry Biggin and the team, now led by his grandson Luke, is unparalleled. Starting out recommissioning ex-army vehicles after WW2, the company has reinvented itself many times and for a period was located in Shepperton Film Studios, delicately blasting wood to age it for movies such as *Frankenstein* and the *Harry Potter* franchise. That work continues: glass, plastic and skeletons are a speciality!

Before that, Barry blasted and treated parts of Tower Bridge, the House of Lords and street furniture for Canary Wharf. "You can't go anywhere in London without him saying 'I've done work there'," says Luke.

Now the company's focus is very definitely on vehicle restoration, and an increasing number of top restorers are enjoying the friendly and positive service. During our visit, an Aston Martin DB5 frame was being blasted with aluminium oxide for G&A Fabrications, an MGA was awaiting attention for Moto-Build, a TR3 for Grove Garage and an MGB roadster arrived from Radford Racing, as well as home restorers' projects. There are no chemical processes (so no risk of chemical residues coming back to haunt you)

and De-Corrosion Services is fully aware of the risks of blasting delicate materials. The TR3 rear bodyshell had been blasted and etch-primed with weld-through black primer: large areas were wafer-thin from rust, but there was no distortion and no trace of blasting dust.

"Underseal makes it more difficult," says Luke. "We can remove it, but that adds an extra cost – it's better for us when the car comes in like the DB5, with everything already stripped off and ready to blast."

A Rolls-Royce in another part of the extensive premises shows how not to deliver your car: the wiring loom and even the instruments are still inside, hanging loose from the dashboard.

Getting a fully-prepared shell stripped and etch-primed is not expensive, considering the cost of materials and time involved: including VAT, a typical bodyshell costs £1200-1800. An MGB roadster shell with the front wings off is £840, or £1200 including the wings, while a full shell for a Rolls-Royce is around £3000.

Aluminium panels are blasted with plastic or glass beads, while glassfibre bodies are stripped using crushed walnut shells, with these costlier materials taking the fee up to £2000-2500.

Individual components are no problem: getting an axle blasted and powder-coated is around £100. Vapour-blasting a manifold to gleaming condition costs under £20 if it's delivered clean; if it has to be blasted with aluminium oxide first, that rises to £25. Prices drop for multiple components.

Metal spraying is also offered, where zinc is sprayed onto almost any surface. It provides great protection and leaves a good finish – it was being used on a Mercedes Pagoda hardtop when we visited.

The knowledge

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FURTHER ENTRIES INVITED



Goldeneye DB5 made £1.96m at Bonhams' FoS sale, and was one of two Bond cars up for grabs

RECORDS TUMBLE AT FESTIVAL SALE

Nothing adds more to the value of a classic than provenance, as proved by a number of high-profile lots at Bonhams' Goodwood Festival of Speed sale on 13 July.

Chief among these was the 1961 Aston Martin DB4GT Zagato, 2 VEV. Raced in 1961 and '62 as a quasi-works car at Le Mans and Goodwood, as well as drives by Jim Clark, it had been in single-family ownership since 1971. After a £7m opening bid, it was soon hammered down for £10,081,500, the day's highest figure and more than twice the £4,593,500 achieved by the second-placed, ex-Scuderia Ferrari 1932-'34 Alfa Tipo B (C&SC, July).

Also offering impeccable provenance was a 1957 BMW 507 owned from new by the late John Surtees. Estimated at £2-2.5m, it hit an amazing £3,809,500 to establish a new record for the model as the gavel fell to a round of applause. Another lot with links to an F1 champion, a 1965 Lotus Cortina with Clark history, fell short of its £200-250k estimate at £191,900, but was well clear of the £32,200 raised by another '65 example.

James Bond kudos pushed the Aston DB5 driven by Pierce Brosnan in *Goldeneye* to £1,961,500 (£1.2-1.6m), while a modified 2014 Land Rover Defender from *Spectre*

made an estimate-busting £365,500 (£220-250k) – over 10 times the £33,925 achieved by a similar 2015 model with no 007 links (£18-24k).

The greatest shock was the shabby US-spec 1977 Porsche 911S from Scandinavian TV series *The Bridge*. It did look wonderfully period in Jäger Grün, but few imagined it would raise £141,500 for charity WaterAid (£20-30k).

Other highlights included a 1931 'Blower' Bentley – one of the original 50 – that made £2.02m, plus a 1964 S3 Continental with 'bobtail' body, once owned by Englebert Humperdinck; at £124,700, it smashed its £80-90k estimate.



Belonging to John Surtees from new, this 1957 BMW 507 achieved a new world record when the hammer fell at £3,809,500



Just 10 Le Mans Classic specials will be built

Le Mans event inspires new 911

Porsche specialist Paul Stephens has unveiled a limited-edition version of its retro-styled 911 Clubsport, inspired by the biennial Le Mans Classic and produced in conjunction with organiser Peter Auto. It features a de-seamed body, composite bumpers and engine cover, plus an aluminium bonnet. The 970kg lightweight is powered by a 300bhp, 3.4-litre flat-six and is reckoned to be good for 0-60mph in 4.4 secs, with a top speed of 175mph. Only 10 will be built, at c£250k each, with options including a more cossetting 1075kg 'touring' pack. Delivery will be at the 2020 Le Mans Classic, with owners invited to parade their cars around the track. See www.paul-stephens.com



Desirable F1 is one of two road cars with LM upgrades

Special F1 up for grabs

The McLaren F1 is rightly considered by many to be the greatest supercar of all time. Besides being the fastest and most expensive street car of its era, the BMW-powered three-seater proved to be a devastating success on the track, cementing its place in history with an emphatic victory on its Le Mans debut in 1995. As such, any F1 is a desirable beast, but RM Sotheby's newly launched Private Sales division is offering perhaps the ultimate version. One of only two road-going examples upgraded by

McLaren Special Operations with the 680bhp LM-spec V12 as well as the extra-high-downforce package, chassis 073 retains its street-specification interior as well as featuring numerous upgrades aimed at improving driver comfort.

The price is undisclosed, but you will need very deep pockets – the same car sold at RM's 2015 Monterey sale for \$13.75m. Other cars available at the time of writing range from a 1928 Mercedes-Benz 680S to a 2003 Aston Martin DB AR1. See www.rmsothebys.com



JAMES CLIPMAN

Incredibly, this Pebble Beach class-winning Ferrari has had the same owner since 1960

Concours star to headline in California

A Ferrari 500 Mondial that's been with the same owner for 58 years is the star lot at Gooding & Co's Pebble Beach sale (24-25 August).

Following a competition career that included a class win in the inaugural Venezuela Grand Prix in 1955, the four-cylinder Series II *barchetta* was purchased in June 1960 by Robert Phillips, a young American naval officer, for \$2225

– two-thirds his annual salary, or roughly the price of two-and-a-half brand-new MGAs. He spent the next nine months rebuilding the Ferrari, which had been laid up at a Rambler dealership after the differential had seized, and has continued to enjoy it ever since, including an epic cross-country blast from California to the US east coast when he was posted to New Jersey.

Awarded first in class at Pebble Beach in 2008, it's superbly presented in its original French blue and is thought to be unique in having belonged to the same owner for almost six decades. It carries a pre-sale estimate of \$5.5-7.5m. See www.goodingco.com



Buckley's market matters

As usual, the Rolls-Royce Enthusiasts' Club AGM in Stamford was an education. Looking at the prices of some of the Silver Clouds, I wondered if a deal could be done on mine against a theoretically less valuable Corniche coupé that one of the dealers had for sale. It was only a half-formed notion, and I'm not sure I'd have done a deal anyway, even if the response had been positive.

I needn't have worried on that score. It evolved into one of those conversations where, somehow, everything about my Cloud was undesirable. I don't blame the chap – who was, after all, only doing his job, but once he had finished – I was thoroughly depressed.

So I decided to have a look around the auction where the only exciting thing was a project Six-Light S3 Flying Spur. Inspecting the interior, a friend, fingering the hinged loops of leather above the rear doors, asked me: "Do you call these princess straps?"

"No, duchess straps."

"Oh well," said the lady custodian of the Spur, "since that is my title,

it's rather appropriate, isn't it?" That told me, didn't it?

Inspired by *The Barn Find Hunter* on TV, the other night I decided to give the dogs a walk along a local road to see if I could spot anything. Trying not to look like a burglar doing his homework, I unearthed a Morris Minor, a Midget and a Beetle in various states of repair on people's drives. Nothing I would feel moved to knock on a door about, but an interesting indication of what you can find without really trying.

You know summer's here once all the VW Campers come out of hibernation, although I can't see the attraction. It's probably hippie connotations and a tired fantasy current 'wacky' owners have about driving to Glastonbury or wishing they had been at Woodstock – which, when you look at the reality of it, seems to have been little more than a giant traffic jam, bad food and dysentery. That '50s and '60s VW 'vans are now so absurdly valuable only adds to their charm. The love might be free, but these things aren't, running at £30k+.



Left: Buckley can't understand the apparent charm of classic campers. Below: mixed fortunes at the Rolls-Royce Enthusiasts' Club AGM



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After a protracted bidding war, this straight-six Riley-Amilcar was the sale's priciest lot



Only £6700 for sweet 1932 Morris Minor



Wacky Interstyl Hustler sold for £6500

Riley on top at The C&SC Show

A 1935 Riley-Amilcar was the star of Brightwells' sale at the The Classic & Sports Car Show in association with Flywheel on 24 June. First registered in Northern Ireland as a saloon, the special had been fitted with open two-seater bodywork during the early 1990s and looked particularly rakish against the historic backdrop of the former RAF hangar at Bicester Heritage. Retaining its original 'high-cam' engine – albeit stretched to 1896cc and fed via a sextet of Amal motorcycle carburettors – the beautifully patinated machine clearly fuelled bidders' enthusiasm,

the Riley soaring more than £50k beyond its £80k upper estimate to change hands for £132,160.

Another pre-war 'six' to do well was a '37 MG SA. Featuring drop-head coachwork by Charlesworth, it was believed to be one of only two to survive in the UK, and had remained untouched for five decades. Largely complete but requiring restoration, it blitzed its £4-8k estimate, selling for £19,040.

Other rarities included a beautifully restored, two-owner 1948 Rover P2 tourer that had covered a mere 1000 miles since completion and which sold for £25,200, as well

as a 4333-mile 1986 AC 3000ME. The third-from-last car produced, the pristine mid-engined coupé made a whisker short of £23,000. A bizarre Jag V12-powered 1971 Aston Martin DBS with modified open-top bodywork was not to all tastes and needed finishing, but fetched similar money at £24,640.

More affordable lots included a 1932 Morris Minor two-seater tourer, which offered bags of charm for just £6700, as well as an ultra-wacky Interstyl Hustler. The angular, William Towns-designed, Mini-based six-wheeler had been recently rebuilt and raised £6500.



SIMON CLAY

Project Aston joins RM throng

Hot on the heels of last month's Ferrari GTO news, RM Sotheby's has consigned the '63 Aston Martin Grand Touring Competition Prototype DP215 to its Monterey sale on 24-25 August. It is expected to sell for \$20-25m – comfortably eclipsing the £10m paid for the DB4GT Zagato, 2 VEV (p189).

DP215 became the final racing car built during the David Brown era, and the last of four one-off 'Project' cars destined for the track. It was the first car to officially break the 300kph barrier at Le Mans, driven by Phil Hill, and was later rebuilt by current owners Neil and Nigel Corner. See rmsothebys.com

HOOD EXITS JD CLASSICS

After 30 years at the helm of JD Classics, founder Derek Hood is standing down. "In 2016 I sold a majority stake to Charme Capital Partners and I have been gradually handing over the reins since," said Hood, under whom the firm has expanded from its base in Essex to include showrooms in Mayfair and Newport Beach, CA. "A new CEO, Jean-Marc Gales [below], formerly of Lotus Cars, was appointed in May 2018. I will remain a shareholder in the business and I wish Jean-Marc success."



Auction diary

AUGUST

4 Worldwide Indiana, USA 001 260 925 6789; worldwide-auctioneers.com

13 Shannons Sydney Winter Classic St Leonards, NSW, Australia 0061 2 8019 4116; shannons.com.au

15-17 New England Auto Auction Maine, USA 001 207 594 4418; www.owlshead.org

23 Worldwide Pebble Beach, California, USA 001 260 925 6789; worldwide-auctioneers.com

23-25 Russo & Steele Monterey, California, USA 001 602 252 2697; www.russoandsteele.com

24 Bonhams Carmel, California, USA 001 415 391 4000/212 461 6514; www.bonhams.com

24 Gooding & Co California, USA 001 310 899 1960; goodingco.com

24-25 RM Sotheby's Monterey, California, USA 001 310 559 4575; www.rmsothebys.com



This LHD 1973 BMW 3.0 CSL is going under the hammer in Norfolk in August

25 ACA King's Lynn, Norfolk 01553 771881; angliacarauctions.co.uk

25-26 Lucky Washington, USA 001 206 467 6531; luckygoldcar.com

30-2/9 RM Auctions Indiana, USA 001 519 352 4575; rmsothebys.com

SEPTEMBER

1 Worldwide Indiana, USA 001 260 925 6789; worldwide-auctioneers.com

1 Bonhams Beaulieu, New Forest 020 7468 5801; www.bonhams.com

2 Dragone Connecticut, USA 001 203 335 4643; dragoneauctions.com

5 RM Sotheby's Battersea, London 020 7851 7070; rmsothebys.com

8 Bonhams Goodwood Revival, West Sussex 020 7468 5801; www.bonhams.com

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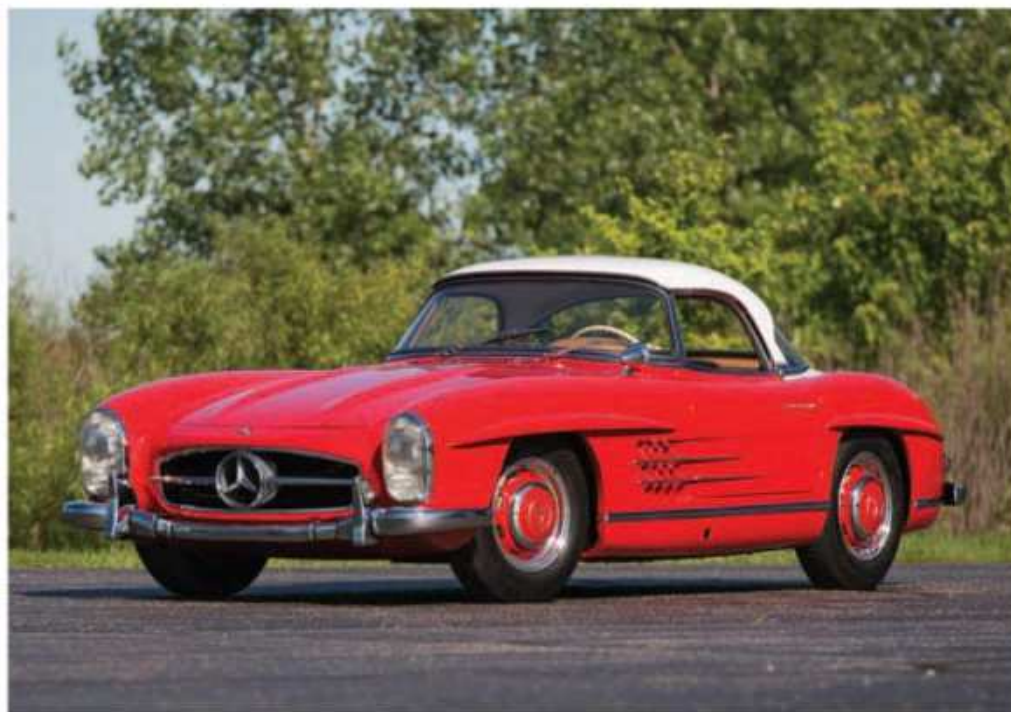
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FERRARI TESTAROSSA

This 'bombproof' classic flat-12 supercar is now highly collectable, provided you know what to look for

WORDS **MALCOLM MCKAY** PHOTOGRAPHY **TONY BAKER**



Lighter, more powerful and more aerodynamic than the Ferrari Berlinetta Boxer from which it was developed, the Testarossa featured four-valve heads, improved fuel injection and electronic ignition. Pininfarina's dramatic styling emphasised the car's 6ft 6in (1.98m) width, which resulted from placing radiators either side of the already seriously wide engine, to reduce cockpit heat resulting from piping to front radiators on the BB. It looks absolutely stunning – but progress on narrow New Forest roads was rather stilted during our photoshoot because the Ferrari simply could not pass oncoming traffic without one or the other taking to the verge.

Away from narrow country lanes, the Testarossa is an effortless continent-muncher, and surprisingly relaxing to drive thanks to its enormous torque and competent electronic engine control. *Motor* couldn't stop praising the flat-12 unit in its 1985 test: 'For its reserves of turbine-smooth power between 1000 and 7000 revs, there is no other engine made that can match it.' It sounds brilliant, too (*Motor* eulogised even more about that). Fuel consumption of 12.1mpg

during that magazine test wasn't at all bad, and 15mpg is achievable in normal use. As the road test pointed out, Ferrari had just launched the full-fat 288GTO – but the Testarossa wasn't meant to be a homologation special road-racer. It was a highly competent grand tourer with air-con as standard, and its handling and steering were geared a little more that way than press-on drivers might choose – although that hasn't stopped some from going racing over the years. A decent front boot and a well behind the seats swallows a fair amount of luggage, and the factory seven-piece leather set (a £1591 extra) remains a highly desirable bonus today.

The high single mirror on early cars (now referred to as *monospecchio* examples) gave a great rear view but could hide oncoming traffic, and was soon replaced by two more conventional, lower-mounted mirrors. The Testarossa was a volume-production Ferrari, with 7177 of the original model built, plus 2280 of the subsequent 512TR and 501 of the F512M. The 512TR responded far better when driven hard, and the F512M was finer still. UK right-hookers are significantly rarer than left-hand drive, with production of 438 Testarossas, 88 512TRs (38 of them with ABS) and 41 F512Ms.

Trouble spots

WHEELARCHES Take a very good look for corrosion under all four of them

SILLS Likewise, rust can affect the sills, floors and windscreen surround

INTAKE STRAKES A brilliant piece of design, these can hide corrosion, so use a torch to inspect them carefully

DASHBOARD The leather on the dash top has been known to shrink. Pay special attention to the edges, where it meets other trim

RUBBER Check the condition of coolant/fuel/oil hoses and bushes. They could be perished

SERVICE HISTORY Is it complete?

DAMAGE REPAIRS Needs to be first-rate

LACK OF USE They don't like to sit around



Pininfarina's Testarossa shape is very distinctive from every angle. This 1991 example is for sale at Classic Connection: 01425 489575; www.classicconnection.co.uk



From behind the wheel, the Testarossa is hugely impressive. Check that all of the **instruments** work; some switchgear is shared with cars as mundane as the Fiat Uno, but at least it's cheap to replace. The helm is heavy when parking, but an electric power-steering conversion is available for around £3500



The dogleg five-speed **transmission** can balk when cold, but is strong and pure Ferrari. The 512TR clutch is a good upgrade for earlier cars

All Testarossas had leather **trim**; check for wear on bolsters and for damage to seat mechanisms. New dash tops cost up to £2000 to sort



Red cam covers go with the Testarossa – 'red head' – name. The well-developed flat-12 **engine** received 48 valves in this application and is reliable if well maintained: inspect the service history. Infrequent use leads to gummed-up fuel metering heads, resulting in poor starting. Electrical issues are rare

Michelin TRX **tyres** for the early cars are hard to find and £400-500 each; 16in tyres are cheap for the front but £300-500 at the rear. Check their age

A stainless **exhaust** was standard; many will have been upgraded but, if so, make sure it doesn't spoil the engine's sound or performance



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Running a Testarossa needn't be the nightmare you'd imagine. Reckon on a few grand a year, although this one cost the owner a cool £15k last year

On the road

Phenomenal performance and a completely untemperamental, hugely flexible engine characterise the Testarossa; any car that does not exude that character needs work. Used parts can be found – Testarossas have been broken after crash damage – and many ancillaries are shared with other marques, which helps keep costs down. Infrequent use can lead to dried-out fuel residue fouling the K-Jetronic (or later Motronic) injection systems, but any Bosch specialist should be able to sort it out.

Engines are described as bombproof by specialists, but if the worst was to happen, secondhand units can be found for less than £20k. Annual servicing, even if minimal miles are covered, is advisable and every three years the engine has to come out for drive belt replacement. Up to 1991 it drops out below, complete with the suspension, but from the 512TR on it has to come out of the top, which is more costly. Check the service history to see if it really is what it's claimed to be, with no gaps, and ideally looked after by a reputable specialist.

Published servicing costs are less than £1000 for the basic service and under £2000 for the cambelt service, but you need to budget £3500+ a year to keep a Testarossa in tip-top condition; for example, last year's service on the car in our photos included cambelts, re-crackled cam covers, cleaned/painted suspension, a brake fluid change, an air-con recharge and a full clean and polish inside and out, totalling £15,500.

Owning one



Paul Whitbread bought his Testarossa in 2015: "Playing *Outrun* in my youth, I said that one day I'd have one – I love those unique and radical looks. After inspecting high-milers in poor condition, a friend located an effectively

one-owner, UK-spec RHD car with sub-4000 miles that had spent 10 years in storage. Without starting the engine, I had it transported to Grimaldi for a complete engine-out refurb. It's all too easy to over-restore a car like this, but we wanted to keep as much originality as possible. Some hoses, timing belts and seals needed to be changed, but the engine was in fantastic shape. The fuel injectors were balanced, the seats and headlining treated, the wheels refurbished and new tyres were fitted. I'm now getting the car Classiche-certified by Ferrari."

"It's all too easy to over-restore a car like this, but we wanted to keep as much originality as possible"

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The knowledge

TIMELINE

1984 Oct Testarossa introduced: single high-mounted external mirror, Michelin TRX 415 or Goodyear 16in tyres on single-bolt knock-off mag alloys (standardised to 16in by 1986)
1986 Unique Testarossa Spider built for Gianni Agnelli; a few unofficial conversions followed
1987 Single mirror lowered, then second mirror added
1988 Five-stud alloys replace knock-offs
1991 Oct 512TR: 416bhp, 362lb ft thanks in part to higher compression, stronger engine castings, bigger inlet valves, revised cams, Motronic injection, 0-60mph in 5 secs
1993 Oct Anti-lock brakes added
1994 Oct F512M (Modificato) with covered headlights, Naca ducts, round rear lights
1996 Production ends

FACTFILE

Sold/number built 1984-'96/9958
Construction steel chassis/inner shell, roof and doors; aluminium wings, bonnet and bootlid
Engine all-alloy, dohc-per-bank, 48-valve 4942cc flat-12, with Bosch K-Jetronic injection
Max power 390bhp @ 6300rpm to 434bhp @ 6750rpm
Max torque 361lb ft @ 4500rpm to 368lb ft @ 5500rpm
Transmission five-speed manual, driving rear wheels via a limited-slip differential
Suspension double wishbones, coil springs, telescopic dampers (double at rear), anti-roll bar
Steering rack and pinion
Brakes ventilated discs, with servo
Length 14ft 8½in (4486mm)
Width 6ft 6in (1976mm)
Height 3ft 8½in (1130mm)
Wheelbase 8ft 4½in (2550mm)
Weight 3610-3527lb (1641-1603kg)
0-60mph 5.5-4.8 secs
Top speed 181-196mph
Mpg 12-17
Price new £123,119 (1991)

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WHAT TO PAY (LHD 30% lower)

	Testarossa/512TR/F512M
Show/rebuilt	£125,000/150,000/175,000
Average	£95,000/125,000/140,000
High mileage	£70,000/95,000/110,000

OUR VERDICT

If you want a seriously dramatic-looking and driving classic Ferrari supercar that you can be reasonably confident won't bite you back with horrendous surprise bills, the Testarossa is that car. But buy carefully, get a prospective purchase checked out by an expert who knows them, and look after it with regular servicing and detailing. And use it: too many sit around all year.

FOR

A dependable classic Ferrari supercar, at home loping along open roads, that is also fun to drive in the twisties; most have been cherished

AGAINST

Too wide for some roads and costly to run; many on the market at present are overpriced



One you can buy

Year of manufacture 1988 **Recorded mileage** 34,424km **Asking price** £124,950 **Vendor** Runnymede Motor Company, Bucks; tel: 01753 644599 **For** Meticulously kept, low mileage **Against** Aged rubber, small dashboard squeak

This five-owner car has just had its third cambelt service, the second in this ownership since 2013, during which time it has only covered 800 miles. It's had two clutches, the last one 6000 miles ago in 2001, as part of near £10k of work with Talacrest. The total mileage is 21,390: the odometer reads in km because it was originally ordered for export to New Zealand, but never left the UK.

There are no scuffs, and earlier in this ownership the doors were repainted; they match perfectly, even in bright light. The tyres are all decent Michelin Pilots, though they date from 2000. Inside, it's a similar story: just about perfect, except the right speaker panel is slightly loose. The headlining and carpets are excellent, and the Crema seat leather only lightly used.

It starts instantly from cold and, once the 'box has warmed up, is easy to conduct, with a taut, rattle-free chassis, smooth brakes, communicative steering and immense pace. Oil pressure at 3000rpm and above is 85psi, midway up the gauge in classic Ferrari style, and temperature is steady at 180°F. Everything works – windows, mirrors and air-con – and it is sold with a sheaf of bills, two keys, an indoor car cover and a workshop manual. The MoT runs until 21 May.



The only blemish is a flake from the paint on the front wheel



The carpets wear overmats and the dashboard is unmarked



Flat-12's cam covers have been refinished by QV London

NAMES AND WORDS

NEW	T4 UNT	OLL I3Y
MCP I13E	EAG 6IE	OLW 7N
GOW 4IIS	RI02 DAN	CAN 333E
DAC 6K	BI55 ONS	B2I5 TOW
KII4 TUN	RAU IIF	EAS 777T
EA5I TER	STO 23Y	70 VEY
MCG 247H	GUE 55S	SOW 328Y
ELS 70N	SH0 273N	TON 6E
PEE 3T	BUS 73R	R4II GER
NEII MES	STA IE	HUR I3Y
8I4 NKS	H47 LES	TUR 2K
VAL IIIE	PIII UME	F42 HAN
JAV I3R	B00 606K	B42 BER
20 PER	SHE 27L	PEN 205E
TEA IIIE	BAK 333S	VAS IIE
K4I5 OOM	MOX IIE	M478 URY
HAR I33R	FUR 83R	LUK 3R
STA 2K	MCC 60Y	LI63 NCE
COU 5IIN	HEA 4P	NEA 7E
H4II FAX	MOU I7T	STE IIN
ASC 607T	BOII GHT	LAU 23L
FOO 7E	CRII LLY	BII7 TER
AUS 72IA	T324 NCE	CUR I3Y
E8 VES	BAY I34F	BI3 ERE
N47 LOR	LAM 8E	SPE I2S
R05I YNS	LAT IIN	ANII DRE
B4 TON	RAII PHS	TUL I37T
LII7 TLE	F34 STY	S777 OCK
F3I LOW	F347 HER	J43 GER
T444 NGO	CLII ARK	EGO 5S
83 NN	WES 770N	WE57 ALL
WIII NES	UGII EST	PII6 KUP
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BOII YLE	3 EAD	B27 ANT
FI4 XEN	L3 UNG	CHE I2Y
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I WPL	HCT I
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5 GRJ	PCK I
I JJR	25 GV
I NSP	777 PU
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I9 BRL	T 6
DCF I	I HJW
6 DWE	II BCP
CS I	I WMC
I NLP	I FJP
KRB I	I CJV
DSH 43	KDP 74
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What's the one that got away? One? There are dozens! But an ex-Francorchamps Ferrari 250LM hurt when consigned to a rival sale house 20 years ago, and I turned down a 'Hippy' 917K when I could afford it. Bad financial choice but probably good for my health.

What would you never part with? My late father's 911 RS. I recall it arriving new in '73. That upholstery smell takes me to a happy place.

CASE HISTORIES Cars for sale we've tested this month



1971 Bentley T1 p212



1972 Lancia Fulvia HF p217



1959 Morgan Plus 4 p224

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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beautiful car, and is currently based in Sussex. For more details, call David on 07768 864439 (private sale).

FERRARI F355 SPIDER £84,900

A desirable manual with 25,700km on the clock, this 1996 left-hand-drive Spider comes with a full service history and is Spanish registered, located near Alicante.



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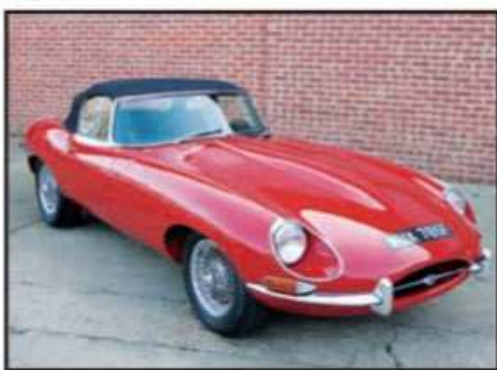


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Case histories

We test the classics that you can buy



ASTON MARTIN DB9

Year of manufacture 2005 Recorded mileage 28,092

Asking price £41,995 Vendor Renaissance Classic Sports Cars, Ripley, Surrey; tel: 01483 225878; www.renaissance-classics.co.uk

WHEN IT WAS NEW

Price £103,000 Max power 450bhp Max torque 420lb ft
0-60mph 5.1 secs Top speed 186mph Mpg 17

The DB9, the first Gaydon-built Aston Martin, sailed past its 10th birthday four years ago (and finished production two years ago) without anyone here noticing, though we did suddenly realise what great value they look – about half the price of a similarly-engined Vanquish and less than a Porsche 996 turbo. So here's one, in Mendip Blue. Service history is all with supercars, and this car has a near-full book with 13 stamps all from Aston main dealers (mostly Grange, Exeter) up to the 120,000-mile service, the last stamp being at 25,148 miles in November 2016.

The body and paint are essentially perfect, without any stone-chipping to the nose or scuffs to the front. There was one tiny area of blistered paint to the right side of the hatchback, which was due to be dealt with before sale, and the rear window is just starting to cloud at the lower corners, but that's normal. The wheels are unscuffed, riding on a set of well-scrubbed original-equipment Bridgestone Potenzas, though a new set of rubber is included in the price.

Inside, this car has the bamboo centre veneer. The rest of the dash, consoles and headlining are perfect, and the seat leather is only lightly worn. Everything works, including the sat-nav and air-con, which blows ice-cold.

The 5935cc V12 starts quietly and drive takes up smoothly. Gearchanges are precise on the paddles and near imperceptible in the 'D' setting, though notably snappier in Sport mode. The brakes are smooth – and just as well, because it can be exceedingly rapid, with an exhaust bark turning more savage the harder you press it. Despite all this, it's easy and unintimidating to operate, and the only engine gauge is for temperature, which sits resolutely mid-way.

The MoT runs until 10 July, and there are two keys. Before it leaves Ripley it will receive that new set of tyres and a fluid service, and it's sold with a six-month warranty, though this is extendable to three years for £1800. If you prefer a lighter blue, Renaissance has another car at the same price with similar mileage in Grigio Alloy with Sandstorm leather.



SUMMARY

EXTERIOR

One paint blemish, due to be fixed

INTERIOR

Almost like new

MECHANICALS

Serviced to within an inch of its life

VALUE ★★★★★☆☆☆☆

For Fantastic performance for the price; it's an Aston

Against Too sombre? If so, no problem – there's a choice

SHOULD I BUY IT?

There are plenty out there to choose from, but this one is nicely kept and priced in the right ballpark, and also has new tyres and a warranty



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Ferrari 250 GT/L Lusso 1964

Matching numbers, low mileage, interesting history including California and Switzerland, long-term ownerships in significant collections, Marcel Massini documented.



One of the most beautiful Ferraris ever built, designed by Pininfarina, constructed by Scaglietti, Lussos were destined to be owned by serious enthusiasts such as Steve McQueen and Eric Clapton. Similar 3-litre Colombo V12 Tipo 168 engine, 2400mm wheelbase and chassis as incorporated in the legendary 250 SWB and GTO for excellent performance and handling, together with luxury.

Extensive mechanical overhaul just completed by Ferrari specialists including engine, suspension, steering, brakes, electrics, fuel system, cooling system. Carburettors re-built, new clutch, flywheel, tyres and exhaust system.

History file including old California title copy, current UK V5 registration document and MoT certificate, invoices. Originally Oro Chiaro (Italver 19410M), a rare Ferrari colour of light gold metallic, with black leather, changed to red with tan around 1988.

Excellent condition throughout, believed to have covered only 25,500kms from new, and one of only 350 built of the final model in the 250GT series.

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2002 Ferrari 456 M GT. Manual. RHD. 1 of only 33 cars. 22K miles. F.S.H. 2 owners only. Supplied new by Maranello to Eric Clapton. Mint condition.

1981 Rolls Corniche Convertible 5000 series RHD. Caribbean blue, beige hide. 22,000 miles only. Mint condition, probably the best available

1976 Ferrari 365 GT4 2+2 Manual LHD. Verde Metallizzato, tan hide. Delivered new in Italy and totally restored in 2013/14 to concours standard by Automobile Tricolore. 1 of only 416 LHD examples built with 5 speed manual box. Complete with service book, handbook, workshop manual plus a complete tool roll.

1930 Standard Swallow Big 9 2 door sports saloon RHD. Very rare. Barn find for complete restoration.

1959 Fiat O.S.C.A 1500 Coupé RHD. Grigio Titanio with black hide. Borrani wires. Total restoration. Award winner. Absolutely stunning.

1966 Alfa Romeo Duetto Spider Boat Tail series 1 LHD. Rosso black trim. Magnificent condition.

1961 Jaguar Mk II 3.5 Litre Auto saloon. LHD. Black with burgundy hide. Many upgrades, 4 speed auto box. Restored by CMC. Magnificent condition.

1988 Maserati Si Biturbo Coupé. LHD. Manual. 1,000 KM only, virtually as new. Probably the lowest mileage Biturbo in the world.

1995 Porsche 993 Carrera 2 Tiptronic RHD. Guards red, black hide. 78K miles. Full Porsche service history with large document/invoice file, handbook, service book and tools. Absolutely Mint!

1966 Fiat Abarth 1000 OTS LHD. UK Reg. Set up for rally/fast road, period Campagnolo mag alloys, rally seats. Magnificent.

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 Ferrari 550 Maranello 2000 67'km
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1987 1/2 Bentley **Continental**



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2001 Lamborghini **Diablo**



1960 Rolls-Royce **Silver Cloud II**



1982 Rolls-Royce **Corniche**



1994 Rolls-Royce **Corniche IV**



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WHEN IT WAS NEW

Price £9148 **Max power** c220bhp **Max torque** c350lb ft
0-60mph 9.6 secs **Top speed** 118mph **Mpg** 11

This Bentley, one of only 1703 T-series cars as opposed to almost 17,000 Rolls-Royce Silver Shadows, has an interesting history, having been owned in the 2000s, part of the time in Germany, by a record company executive who at the time also owned 'Blue Lena', the ex-Keith Richards Silver Cloud III (C&SC, October 2015). Before that it was owned by a Michael Caine (though probably not *that* one), and ran in the Crystal Palace Sprint – there's a picture on file.

The service history goes back to 1988, when it was still being serviced by main dealer Jack Barclay of London. Bills total £10k since 1999, which included extensive brake work, the last one for £1664 for DEW Services of Oxford to go right through the suspension in 2015. Old MoTs confirm the mileage.

It was last painted (and taken back to bare metal) in around 1990 and still presents really well, with nice double coachlines. All of the chrome is very good, save a little speckling on the left side of the front bumper. The wheeltrims are straight and the tyres are five correct Avon Turbosteels, with plenty of tread left. The exhaust system looks recent, too.

Inside, the dash top and timber are very good, as is the headlining, and the leather trim is only lightly worn, with just a little cracking on the sides of the front seats – plus the four-way electric adjustment still functions. There's a Becker Mexico Pro CD player fitted.

The engine is tidy, with fluids all good and clean. The transmission fluid is sweet-smelling, and there are no leaks from underneath, including the diff.

Turn it on, press the oil-level button and all the warning lights illuminate (important, because two of them monitor the health of the high-pressure braking systems). It starts easily and drives like it should, with smooth gearchanges, working kickdown and a nicely cushioned, shudder-free chassis. The brake pedal is firm, though needs a harder shove than we're used to, and everything works including electric windows, mirrors (from a Shadow 2) and air-con, though the speedo and electric aerial don't. The MoT runs to November.



SUMMARY

EXTERIOR

Straight; older paint is still deep and shiny

INTERIOR

Very original and very good

MECHANICALS

All together, with evidence of ongoing care

VALUE ★★★★★☆☆☆☆

For Elegant and well preserved

Against Slightly noisy air-con pump

SHOULD I BUY IT?

If you can't afford Blue Lena... but seriously, this is a lovely old thing and must be one of the nicest T1s around



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LISTER JAGUAR KNOBBLY

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Lister BHL-128 was originally supplied to Boeing and fitted with experimental aerodynamic bodywork for testing. 128 was repatriated to the UK in the 80's and re-bodied as a KNOBBLY. This car is considered to be one of the most successful and fastest Lister's currently racing with successes including Stirling Moss trophy title, wins at all major European circuits and victory at Goodwood in the Sussex trophy and Archie Scott Brown Trophy. Recently refreshed and supplied with engine capacity certificate to conform with Stirling Moss Trophy Regs.



JAGUAR XK120 RHD Roadster 1951

£105K

Finished Mist grey with red leather interior, this Matching numbers UK RHD XK120 Roadster has been subject to a recent no-expense-spared mechanical and cosmetic renovation. Mechanical works completed included overhauling the brakes, steering, suspension, all bushes and carburettor, as well as the supply and fitting of new exhaust system, vitreous enamel manifolds, shock absorbers, rear leaf springs, clutch, plugs, brake lines, fuel lines, petrol pump and complete electrical system.



JAGUAR XJS COUPE 1989 V12 Auto

£25K

This beautiful Jaguar is in excellent condition and is a credit to the previous owner. Having covered only 35,828 miles with MOT's going back to 1993 to confirm this in the history file. The car has had just 3 owners from new the last owner purchasing the car in 1995. VMS have carried out an inspection and the car has been through our workshops so it is now ready to cruise along in comfort wherever you wish to go.

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1998 (R) Jaguar XK8 4.0 2dr £7950. 50000 Miles, 4.0l, Coupe, Automatic, Carnival Red, Petrol, 2 Door, MOT: 02/11/2018. A VERY COLLECTABLE JAGUAR XK8 WHICH HAS COVERED ONLY 50,000 MILES FROM NEW! An outstanding Jaguar which is a one off having covered only 50,000 miles from new and owned by the same family since 2000. Comes with a full service history, every previous MOT & the original purchase invoice. 2 keys and even the green valet key! With oatmeal leather and 18" Flute alloy wheels, this will most definitely suit a collector or investor!



2008 (08) Jaguar XJ 2.7 TDV Sport Premium 4dr £5,950. 147000 Miles, 2.7l, Saloon, Automatic, Black, Diesel, 4 Door, MOT: 09/10/2018. THIS IS TRULY AN OUTSTANDING EXAMPLE WHICH NEEDS TO BE SEEN! This XJ is in fantastic condition throughout and looks absolutely stunning in black with black and white stitching! Magnificent service history file & receipt from a Jaguar Specialist confirming the cambelt and rear belt being replaced 6,000 miles ago. 2 keys and remotes, front and rear parking sensors, Xenon headlights, sat nav and much more. You will not find a more cared for Jaguar for under £6000 ANYWHERE! p/x welcome



2007 (07) Jaguar XK 4.2 V8 2dr £13,950. 62000 Miles, 4.2l, Coupe, Automatic, Black, Petrol, 2 Door, MOT: 28/02/2019. TALK ABOUT AFFORDABLE PRESTIGE! A STUNNING JAGUAR XK FINISHED IN THE ULTIMATE BLACK WITH IVORY LEATHER AND IT'S 20" UNMARKED SENTA ALLOYS. This stunning Jaguar is on offer with us at only £13,950 and looks stunning in Ultimate black. Full service history 9 service stamps and just had full service less than 5000 miles ago! MOT until 28th of February 2019 with NO advisories! A true Jaguar you will be proud to own!



1997 (P) Jaguar XK8 4.0 2dr £12,950. 100000 Miles, 4.0l, Convertible, Automatic, White, Petrol, 2 Door, MOT: 13/06/2019. RARE LEFT HAND DRIVE CALIFORNIAN IMPORT, ALWAYS DRIVEN IN DRY CONDITIONS! From it's one lady owner until 2012 and then to the Canaries Islands which it was held in dry storage. Now registered in the UK and just had a new MOT. Being a Californian car it is completely rust free and has never seen road salt or rain! This XK8 is as clean underneath as it is on top. Must be seen to appreciate!



2002 (52) Jaguar XK8 4.2 2dr £13,950. 55000, 4.2l, Convertible, Automatic, Platinum Silver, Petrol, 2 Door, MOT: 20/03/2019. IS THE ONE YOU HAVE BEEN LOOKING AND WAITING FOR? IF SO THIS IS YOUR LUCKY DAY! ONLY 56,000 MILES FROM NEW AND 2 OWNERS. This absolutely beautiful 4.2 XK8 convertible was loved by two private owners and the last owner since 2005. Covered very little miles in this time. Concourse condition throughout. Superb service history file. Sadly, now available due to ill health. With a magnificent navy-blue power hood and dove grey leather interior. A sound investment for the Jaguar enthusiast or collector!



2002 (02) Jaguar XKR 4.0 Supercharged 2dr £8950. 109000 Miles, 4.0l, Coupe, Automatic, Zircon Blue, Petrol, 2 Door, MOT: 24/06/2019. A SUPER EXAMPLE OF THE DESIRABLE JAGUAR XKR WHICH IS BETTER THAN MONEY IN THE BANK. This XKR looks absolutely stunning in Zircon blue with full sand leather. Full service history 15 stamps, last service was a full service by Guy Salmon Jaguar Main Agent in October 2017 at 107,078 miles! A new 12-month MOT prior to delivery. 2 keys, 2 remotes, sat nav, rear parking sensors, memory seats, heated front seats, cruise control and much more.



2001 (V) Jaguar XKR 4.0 Supercharged 2dr £9,950. 108000 Miles, 4.0l, Convertible, Automatic, Platinum Silver, Petrol, 2 Door, MOT: 26/06/2019. A STUNNING EXAMPLE OF THE RARE JAGUAR XKR CONVERTIBLE 12 MONTHS MOT WITH NO ADVISORIES. THEY DON'T COME MUCH BETTER THAN THIS ONE!!!! Finished in platinum silver with full grey leather, this XKR is better than money in the bank! 20" Paris Alloys, Rear Parking sensors, Sat Nav, Memory seats, Cruise control and much more. 12 months MOT with no advisories, fitted with a Milltek exhaust system which sounds great, at a cost of over £1000!



1998 (98) Jaguar XK8 4.0 2dr £10,950. 55000 Miles, 4.0l, Convertible, Automatic, Sapphire Blue, Petrol, 2 Door, MOT: 25/04/2019. A TRULY SPLENDID EXAMPLE OF THIS VERY LOW MILEAGE JAGUAR XK8 CONVERTIBLE WHICH WILL INCREASE IN VALUE! These low mileage XK convertibles in this condition are becoming harder and harder to find! This Jaguar would most certainly suit a Jaguar enthusiast, collector or investor. Owned since 2012 and cherished on a daily basis. Full service history, 14 service stamps and last serviced less than 1000 miles ago. TRULY STUNNING.

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WHEN IT WAS NEW

Price £2322 Max power 115bhp Max torque 112lb ft
0-60mph 9.5 secs Top speed 112mph Mpg 26.2

This Fulvia – arguably the best model, if not as collectable as a Fanalone – is almost like new, being fresh out of restoration. It was owned by racer Robs Lamplough from 1995-2011, and he sold it to Black & White Garage. The next owner purchased it in 2012 and started the restoration at IN Racing. Williams took over the project and had it finished.

The body was dipped and is rot-free; the floors and jacking points are perfect, though some of the welding and the finish in the boot is a bit rough. The paint is excellent, the subframes and wheels are refinished and underneath the stainless exhaust, dampers and suspension rubbers are new, plus there are five fresh Michelin XASs. This is the Lusso version, which would have had bumpers, though they've been deleted. About 400 right-hookers were built.

Inside, the headlining looks recent, with new leather bucket seats and good vinyl to the rear bench. The dash timber has been refinished, the instruments are excellent and the only minus is that the dashboard's plastic moulding has a small crack on the left corner by the grabhandle, plus there are two small nicks in the gearlever gaiter.

The motor is clean, leak-free and just put back together, now with an electric fuel pump after the mechanical item got tired, plus a high-torque starter. The Webers have foam filters (removed for our photos), the oil is cleanish and up to the 'max' mark, the coolant full and green-tinged, and the brake fluid is new.

It starts easily, soon settles to idle and goes well, in a fizzy, short-gear sort of way. It wants to rev and has a nice, taut ride with no rattles from the front suspension. The ½in of static play at the steering-wheel rim disappears on the move. There is a bit of noise when you lift or brake, which could be the gear linkage interfering with something, but it doesn't sound serious and is possibly to do with alignment on what's still a new build. The oil pressure reads up to a maximum 100psi at revs, dropping to 75psi at a warm tickover, and temperature only got a third of the way up the gauge.

SUMMARY

EXTERIOR

New paint; refinished wheels

INTERIOR

New seats and headlining

MECHANICALS

All rebuilt; excellent oil pressure

VALUE ★★★★★☆☆☆☆

For Super rebuilt example

Against That lift-off noise probably
wants investigating

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Ferrari 275 GTS #8015 1965. Matching. Pino verde red interior.



Ferrari 550 Barchetta 2001. Edition number 253/448. Yellow with Black leather. 3 owners. Fully documented. Hard Top. 36,000 kms. €310,000

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Left, GT40 MKV. Chassis #1094, Mathwall 289 on injection, removable door tops, wonderful condition, UK road registered and very usable, spectacular.

Right, 427 COBRA. Chassis #CSX 3315, correct S/C specs, Peter Knight 427, current HTP, Show condition ready for road or race.



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Austin Healey 3000 Mk 3 BJ8 phase 2. Ex US car. Subject of no expense spared restoration. Totally rebuilt on to new chassis; has covered less than 1400 miles since completion. Finished in the classic duo tone colour scheme of Healey Ice Blue over Ivory White with blue leather trim and blue mohair hood weather equipment. Fitted with stainless steel sports exhaust, aluminium rocker cover, power socket, wood rim steering wheel and 72 spoke chrome wire wheels. **£115,000**



Austin Healey 3000 Mk 2 BT7 Tri Carb. Ex US car. Subject of an older, fully documented nut and bolt restoration by leading marque specialist with only summer use since. Meticulously maintained throughout. Finished in pale primrose yellow with black trim & weather equipment. Fitted with works rally style grille, front wing cooling vents, rear bumperettes, tubular exhaust manifold with sports exhaust system, 72 spoke chrome wire wheels and overdrive. **£65,000**



Austin Healey 100/6 BN4. 1957 Longbridge Ex US car. Subject of a no expenses spared restoration. Rebuilt on to new chassis, all new aluminium body and louvered bonnet. Fitted with high specification engine, triple Webbers and sports side exit exhaust. Finished in Colorado red with black trim, black mohair hood and black mohair tonneau. Fitted colour coded 72 spoke wire wheels and overdrive. Only 70 kms since completion. **£90,000**



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1979 Aston Martin V8 Volante

Finished in Light Blue with Beige trim piped Dark Blue with dark blue carpets and mohair hood. Huge history file with engine rebuild, repaint, suspension and six speed manual box. **£POA**



2001 Aston Martin DB7 Vantage Volante

Finished in silver Blue metallic with Black trim and Black hood. 52,000 miles with full service history. **£39,950**



1998 Aston Martin V600 Vantage

Finished in Royal Blue metallic with Parchment piped Blue trim, Blue carpets. 28,000 miles with full Aston Martin service history with new clutch & new gauges. **£POA**



1957 MGA

Body off 'nut & bolt' restoration by Oselli. Huge spec including 1950cc engine, five speed gearbox, leather trim, chrome wire wheels etc etc. **£POA**



1958 MGA in Old English White with Burgundy

Rebuilt and restored by Oselli to a huge specification including 1950cc stage 2 engine, five speed gearbox, disc brakes, negative earth with alternator charging and electronic ignition. Chrome wire wheels, restoration history file and just 17,000 miles since nut and bolt restoration finished. **£POA**



1958 MGA

Rebuilt and restored by Oselli to a high specification including 1950cc engine, five speed gearbox, power steering. Full nut and bolt restoration. Finished in Austin Healey Ice Blue with just 1800 miles since the restoration. **£POA**

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1964 FACTORY BUILT AC COBRA MK IV LEFT HAND DRIVE. MR. STEVE HITCHENS COMMISSIONED THIS CONTINUATION CAR FROM AUTOKRAFT (BRIAN ANGLISS) - AC CAR FACTORY. MR. STEVE HITCHENS COMMISSIONED 2 UNITS TO BE MANUFACTURED FOR HIMSELF WITH THE CORRECT RARE 7 LITRE SIDE OILER 427 ENGINE AND TOP LOADER GEARBOX FITTED AT THE AC FACTORY. SEMI LIGHTWEIGHT SPECIFICATION BUT FITTED WITH THE COMPETITION BONNET AIR INTAKE. APPROXIMATELY 10 IN TOTAL WERE MANUFACTURED BY THE AC FACTORY WITH THE 7 LITRE ENGINE. THERE IS A COMPREHENSIVE HISTORY FILE THAT COMES WITH THE CAR AND A VAST AMOUNT OF EXPENDITURE ON THE CAR ITSELF WITH JD CLASSICS AND CLASSIC MOTOR COMPANY (CMC) WHO CARRIED OUT A FULL ENGINE REBUILD WITH LESS THAN 1000 MILES SINCE AT OVER SIXTY THOUSAND POUNDS. THERE ARE VARIOUS INVOICES/ RECEIPTS DOCUMENTING ALL EXPENDITURE. CORRECTLY REGISTERED AS A 1964 AC FOR EASY WORLDWIDE REGISTRATION! NOTE THIS IS ONE OF MY OWN PRIVATE CARS AND IT TOOK ME MANY YEARS TO FIND THIS GENUINE ALUMINIUM AC FACTORY BUILT COBRA.



1965 AUSTIN HEALEY 3000 BJ8 - LEFT HAND DRIVE. FULLY RESTORED IN THE LATE 90'S INCLUDING BODY / PAINT / CHASSIS / ENGINE / GEARBOX AND OVERDRIVE. CORRECTLY MAINTAINED.



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1965 TVR GRIFFITH 400 (EX WILLIE GREEN) - ONE OF THE ORIGINAL 20 ULTRA RARE RIGHT HAND DRIVE TVR GRIFFITH 400 EXAMPLES MANUFACTURED / FULL CURRENT F.I.A. PAPERS / FRESHLY REBUILT V8 ENGINE TO THE LATEST HIGHEST SPECIFICATION BY PETER KNIGHT / FEATURED IN OCTANE MAGAZINE NOVEMBER 2013 / SERIOUS OFFERS INVITED!!! ELIGIBLE FOR WORLDWIDE HISTORIC EVENTS INCLUDING GOODWOOD!



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1962 JAGUAR E TYPE 3.8 SERIES 1 ROADSTER - LEFT HAND DRIVE / ORIGINAL FACTORY BLACK WITH RED LEATHER INTERIOR CONFIRMED BY THE JAGUAR HERITAGE CERTIFICATE / MATCHING NUMBER CONFIRMED BY THE JAGUAR HERITAGE CERTIFICATE SHOWING 21754 MILESYES, TWENTY ONE THOUSAND SEVEN HUNDRED AND FIFTY FOUR MILES! THIS JAGUAR NEVER NEEDED RESTORING, BUT ALWAYS MAINTAINED TO THE HIGHEST LEVEL! NEW JAGUAR MOHAIR HIGHEST QUALITY HOOD IN ORIGINAL COLOUR BLACK STAINLESS STEEL EXHAUSTS. THIS CAR SOUNDS AND DRIVES ABSOLUTELY BRILLIANT - IT IS THE ONLY WAY TO DESCRIBE THIS CAR AND ULTRA RELIABLE! THIS IS A ONCE IN A LIFETIME OPPORTUNITY TO OWN A TRUE MAGNIFICENT JAGUAR E TYPE!

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Alfa Romeo ES30 SZ Zagato, 1991.



Ferrari 308 GTS Quattro-valvole, 1984.

Aston Martin DB4 S3, 1963. RHD.
Alfa Romeo Giulietta Spider Veloce, 1958.
Bristol 401 project.
Chevron B16 BMW S2, 2004.
Corvette C2, Coupe, 1964. FIA.
Diva GT 1300 C, road-registered. FIA.
Diva GT 1300 Le Mans, alloy bodied.
Ford RS200-S Group-B, 1986.
Grac MT-14B, 1972. Alfa 2.0 engine. FIA.
Porsche 911 2.4S Targa, 1972.

Lancia Delta EVO-1, 1992.
Maserati 4.9 Bora.
Mercedes 300 SEL 6.3, 1969.
Mini Cooper S, 1971. FIA G2 racing-car.
Morgan Plus-4 DHC, 1956. Project.
Morris Mini Moke, 1968.
March 732 BDG F2, 1973.
Peugeot 402 Eclipse, 1937.
Porsche 911, 1965.
Porsche 911T, 1968.

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1972 Triumph TR6 150 BHP. Man/OD. RHD. Man/O, 70,000 miles. 3 owners, last owner since 1985. Full documented history, Full and half Tonnau TAX and MOT Exempt. £26,995



1971 Triumph Vitesse. 2000cc. Manual. 52,000 miles. RHD. Family owned from new. Original handbook, service book & sales leaflet with price list. £14,995



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MG 18/80 Mk I fabric saloon 1993. Only had four owners from new. Comes with extensive history and is in excellent condition. VSCC buff logbook. Many photos of the restoration. Believed the only fabric car in existence. A unique piece of MG history. £49,500



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WHEN IT WAS NEW

Price £1118 (1963) Max power 100bhp Max torque 122lb ft
0-60mph 10 secs Top speed 103mph Mpg 23

This TR3-engined Morgan, originally a left-hand-drive car supplied new to the USA, came back to the UK in 1991 and was restored from 2007-'10 on a new chassis, with new body (the replacement ash frame comes ready panelled), wings and bonnet with air scoop; only the steel radiator shroud is original. A little negative camber was introduced to the front, the engine was rebuilt and the interior was retrimmed.

That all can't have been many miles ago – the recorded mileage may be since restoration – because it still looks fresh, riding on one-third worn Avon ZZs, dated to when it went back on the road. The spare is unused. The hood looks newish, with clear windows, and the sidescreens have been retrimmed.

The interior leather, including the transmission tunnel, is still supple and hardly worn. The carpets still look recent. The dashboard, pleasingly, was left untouched so it shows a nice patina, and the instruments are all good. The under-dash Clayton heater is either restored or a new repro item, seatbelts are fitted and there's a lovely Bluemel's wheel that does have a little telescopic play on the column so something needs tightening.

The 2-litre motor now wears an electric fan, and there's a stainless exhaust, plus a new washer bottle and pump. The coolant is to the right level and passes the taste test, the oil is cleanish and to the 'max' mark.

It starts instantly from cold, with no tappet or chain noise, and is refined for a Morgan of this vintage, with no crashes or rattles from the chassis and a fairly smooth ride. It goes well, the Moss 'box has an easy change – though it will crunch if you rush it – and the disc/drum brakes pull up strong and straight. Oil pressure is a healthy 75psi at almost any revs when warmed up and the ammeter showed charge, though neither the fuel nor temperature gauges worked; they will at point of sale.

Priced at almost £20,000 less than the other TR-engined Plus 4 in stock at Brands Hatch, this car looks pretty good value for a 1950s Morgan.



SUMMARY

EXTERIOR

Nice and straight, with good paint

INTERIOR

Leather is still quite recent; new hood and screens

MECHANICALS

Very sorted, with good oil pressure, and nice to drive

VALUE ★★★★★☆☆☆

For Almost like a new one

Against Make sure the gauges work

SHOULD I BUY IT?

If you're looking for a charming and even more 'vintage' alternative to the ubiquitous Plus 8, this completely rebuilt car is worth a look

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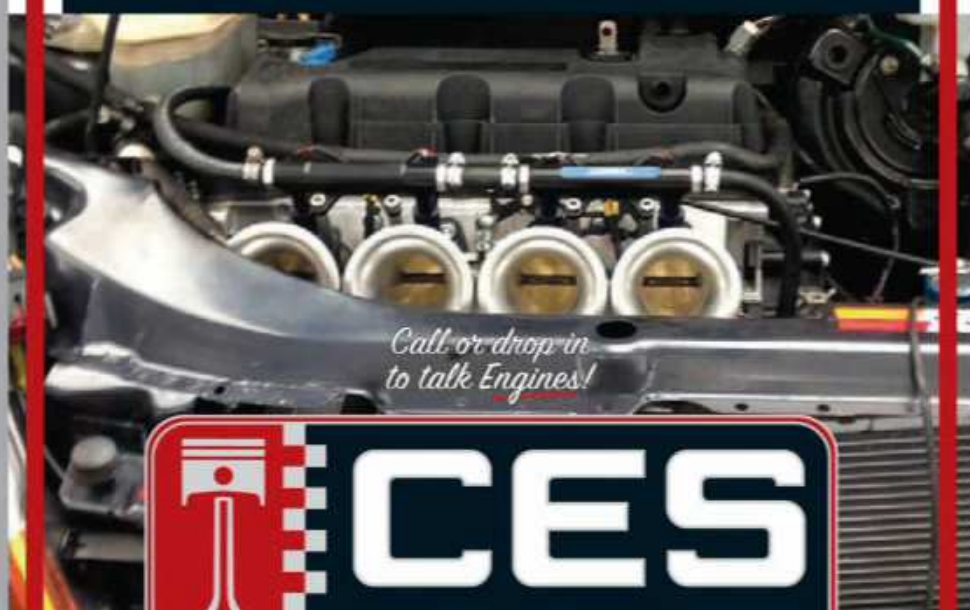
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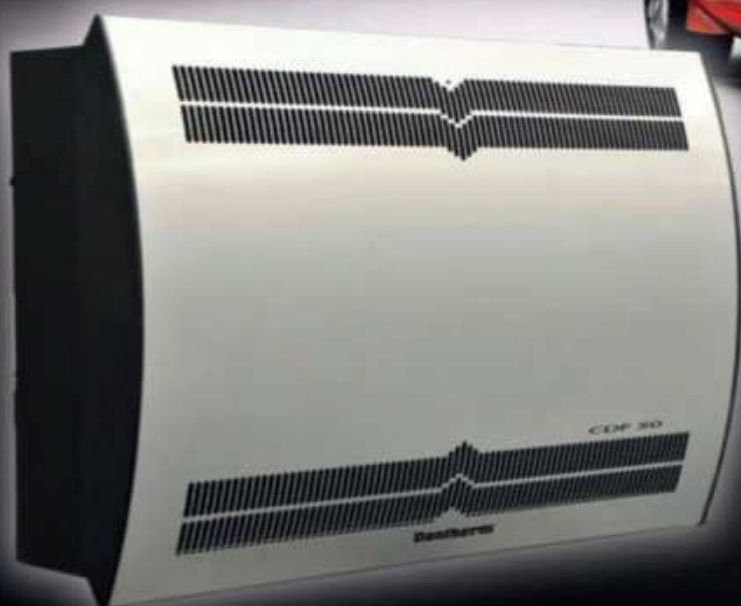
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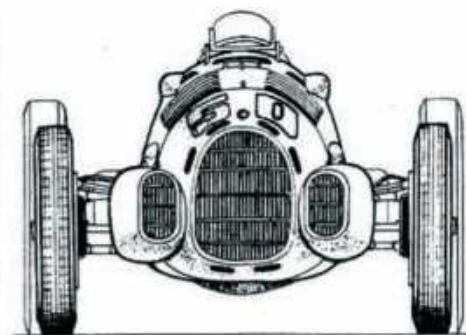
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ALFA ROMEO GIULIA

This newcomer is out to beat BMW's M3; has Alfa bitten off more than it can chew?

WORDS **ALASTAIR CLEMENTS** PHOTOGRAPHY **TONY BAKER**

What's in a name? If the name is Giulia, and it's attached to an Alfa Romeo, then quite a lot – not least a serious weight of expectation. In the quarter of a century since Alfa last offered a rear-wheel-drive saloon (the 75) – and arguably for longer than that – its cars have been beloved in spite of their abilities rather than because of them, trading on past glories and an evocative badge.

But now, after a series of false dawns, we have the Giulia Quadrifoglio 2.9 V6 Bi-Turbo. Those last few details are promising, aren't they? And they result in a faintly ridiculous 503bhp, delivered to the rear wheels via an eight-speed 'box operated by a pair of exquisite cast-aluminium paddles mounted behind the steering wheel.

Exquisite is the word for this machine: there are flaws – the infotainment system, for example – but this is a beautifully put-together jewel of a car. There's lots of exposed carbonfibre – it's real, too, for the bonnet and roof – and the interior is a special place to sit, hugged by superb sports seats and faced with cowled dials beneath a sculptural sweep of dashboard covered with soft leather. The driving position is BTCC-perfect, and the red starter button on the steering wheel is a gimmick that's hard to dislike.

Firing with a muted blare, the Quadrifoglio shimmies at idle, giving a hint of what's to come.

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Click the 'Alfa DNA Pro' dial to 'normal' and the Giulia remains remarkably supple, the adaptive dampers reacting to rough surfaces and keeping things relatively serene. Turn it round to 'Race', however, and the Alfa's inner devil is released as the exhaust gets louder, the driver aids are disengaged and every response sharpens.

Remember those great rear-drive Alfas? This one is better: it's predictable, poised, and incredibly wieldy for a near-1600kg four-door, with wonderfully responsive steering and monstrous grip from the Pirelli P-Zero Corsas – 245/35 front, 285/30 rear – that wrap those fabulous 19in alloys. You can't help but miss the almost orchestral sound of the old Alfa V6: this Ferrari-derived unit's song is masked by turbos and overscored by an angry cackle from the exhausts, spitting in disgust if you short-shift and urging you to the redline despite the whopping low-down torque. Gears slam in with gut-punching aggression and the pace is outrageous, smashing 60mph in less than 4 secs and tramping into three figures in a heartbeat. Exploit that pace, however, and it develops a single-figure thirst while your points tally takes a battering.

After the disappointing Giulietta revival, the Giulia more than lives up to its name. Gorgeous, intensely brilliant to drive and dripping with desirability, it's the best Alfa for a generation. The glory days are well and truly back.



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