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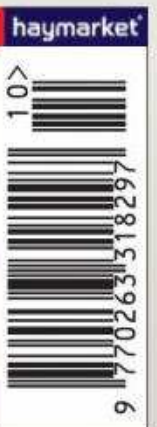


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THE BIG PICTURE

BMW might have a reputation for reliability, but the mighty 3.0 CSL was far from infallible – as proven by the Nürburgring Six Hours 'Grand Prix for Touring Cars', held on the gruelling Nordschleife on 14 July 1974. More than half of the 60-plus starters failed to reach the finish, and among them were all 11 CSLs entered – despite the early promise of Hans Stuck taking both pole and fastest lap in his works machine.

Hans Heyer and Klaus Ludwig's Ford Escort RS1600 won ahead of the Hezemans/Lauda/Glemser Capri, but the fast yet fragile BMWs live longest in the memory for the iconic shots of them yumping out of Pflanzgarten – as demonstrated here by the Swiss BMW-Alpina team pairing of Peter Arm and Cox Kocher. Images such as these helped to seal the CSL legend (p106). **AC**







Welcome

At the moment, a day doesn't pass without another car manufacturer issuing yet another press release about an obscure anniversary celebration. Did you know, for example, that it's 40 years since Benz and Bosch introduced ABS in the W116 S-Class? (That particular missive, declaring it a 'world first', conveniently forgot that Jensen offered anti-lock brakes on the FF more than a decade earlier.) Or that Renault is marking its 120th birthday this year? And 2019 looks like being even busier, with Bentley's centenary and 60 years of the Mini among the biggest.

This month we've got the MGA Twin Cam at 60 (p128), and you can find them anywhere if you look hard enough – such as 55 years of the Pagoda (p164), or 65 of the Corvette (p172). But one event that wasn't going to pass without a fanfare from Martin Buckley was the BMW E9's 50th. After drooling over them at Techno Classica Essen in March, he set about tracking down an early carb-fed CSL, the E9 Holy Grail (see p106) – before using it as an excuse to compare two of his favourite classics, the underrated CSi and Alfa Montreal.

He even won the battle for the CSL taking top billing on the cover with this succinct argument: "Because it's the best-looking BMW of all, and the car that consolidated the firm's modern image in the public's mind."

The fact that it looks magnificent in orange had nothing to do with it...



ALASTAIR CLEMENTS

Editor in chief, *Classic & Sports Car*



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'Another flick of the paddle into third gear and where a normal car would begin to feel the strain, the Maserati just powers on'



106



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SILVERSTONE CLASSIC 2018

Clockwise from main: two from two for Tandy; flame-spitting Smith/Boulton; Brooks D-type retired from Woodcote Trophy; Whale/Whale won Historic Touring Car Challenge





BREAKING RECORDS AT SILVERSTONE

A packed programme, birthday bonanzas and a Touring Car party made for a memorable Classic

WORDS **LIZZIE POPE** PHOTOGRAPHY **JAKOB EBREY/CHRIS GAGE**

Under blue skies and sprawling across the vast 760-acre site, it was easy to believe organisers' claims that the Silverstone Classic from 20-22 July was the world's biggest-ever motor-racing meeting.

There were more than 1000 entrants in 21 races, across eight decades of motorsport. And if the 100,000 visitors could tear themselves away from the track action, they could visit the National and International paddocks, or take in the packed infield where in excess of 10,000 cars were on show, representing more than 110 car clubs.

The numbers kept coming, as track parades celebrated notable anniversaries, including 32 makes of Formula Junior racers marking the series' diamond jubilee with a record-breaking 100-plus cars; 60 years of the British Touring Car Championship starring Jack Sears' inaugural title-winning Austin Westminster A105; the Morgan Owners' Club remembering the Plus 8's half century; and Jaguar owners honouring the XK's 70th plus the XJ's 50th.

After Friday's qualifying, racing kicked off on Saturday with the Jim Clark Trophy, the first of four Historic Formula Junior grids. Will Mitcham (U2 Mk2) was victorious, 1.627 secs ahead of Chris Drake (Terrier Mk4 Series 1).

In the 50-minute RAC Tourist Trophy, the Martin Hunt/Patrick Blakeney-Edwards AC Cobra won by a convincing 42.492 secs from a tight E-type battle that saw James Cottingham/Harvey Stanley beat Sam Hancock/Gregor Fiskien by just 1.5 secs. The TR4 of James Mitchell and C&SC's Julian Balme sadly retired on lap nine.

Chris Ward (Lister 'Knobbly') took the chequered flag in the Stirling Moss Trophy by almost 11 secs from Tony Wood/Will Nuthall (Lister Jaguar), but the second Formula Junior race, the Denny Hulme Trophy, was more of a nail-biter. Just over a second covered the top three finishers, with pole-sitter Sam Wilson (Lotus 20/22) winning, but he was only 0.795 secs ahead of Timothy De Silva (Brabham BT2), with Jon Milicevic (Merlyn Mk5/7) in third.

There were some rather more comfortable winning margins in both the evocative FIA Masters Historic Formula One and HSCC Road Sports contests. In the former, Nick Padmore (Williams FW07C) took pole and came home over 16 secs ahead of Michael Lyons (Hesketh 308E). John Davison (Lotus Elan S1) was victorious in the latter, also from pole, by over 22 seconds from Richard Plant (Morgan Plus 8).

Next, it was the first Adrian Flux Trophy for Pre '66 Grand Prix Cars. Nuthall was back and this time took the win, his Cooper T53 crossing the line 1.329 secs ahead of Peter Horsman (Lotus 18/21) and third-placed De Silva (Lotus 24).

SWEDE EMOTION

As part of the BTCC's 60th birthday celebrations, one of Silverstone's stars was 1998 champion Rickard Rydell, racing his title-winning Volvo S40 and reunited with the now-iconic 850 Estate in which he made his series debut – plus the famous dog, the mascot that poked fun at Volvo's choice of an estate as a racing car.

"It's the same dog that we had on the roof back then," says Rydell. "We only had it for a few races because they complained that we were making fun of it, but I think we changed the reputation of Volvo in the UK."

After coming from single-seaters to the BTCC in '94 and being told he was racing a wagon, he admits: "I was almost regretting it! But it was a great decision to race the estate for the first year to get the extra publicity."

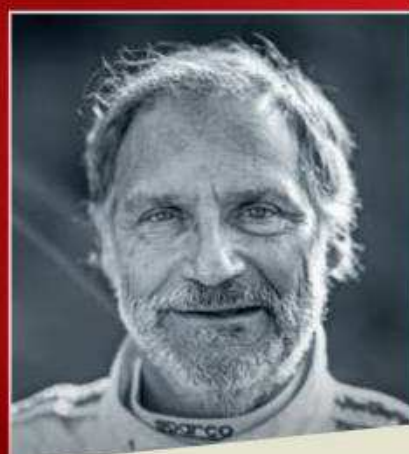
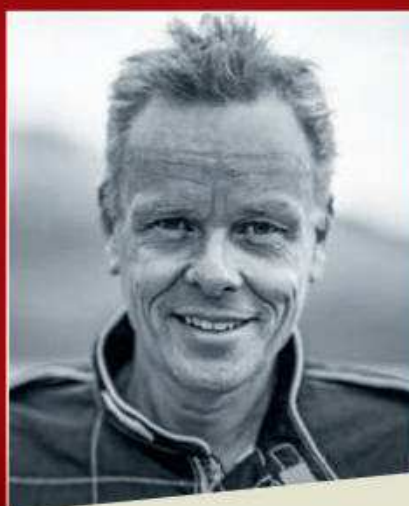
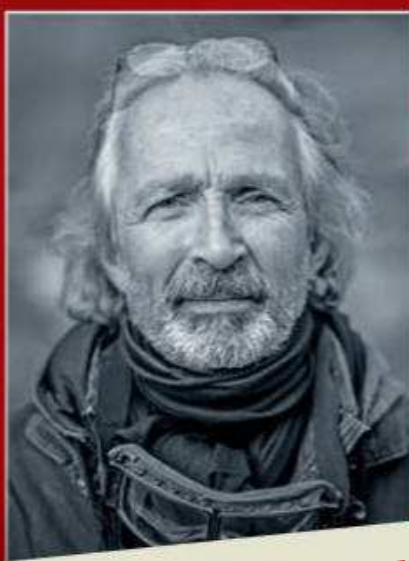
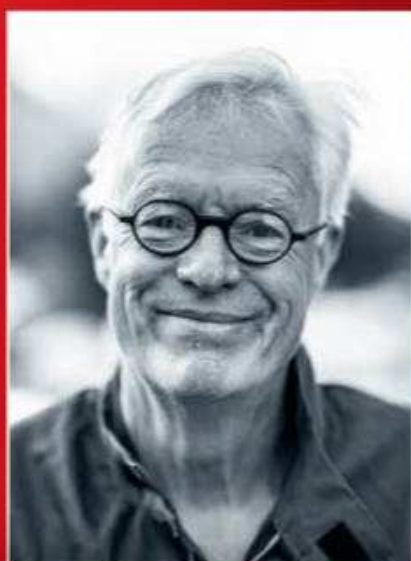
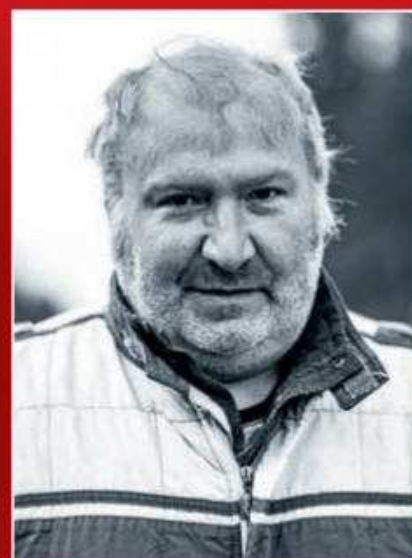
"It doesn't feel like 20 years ago. It took me a few laps and set-up changes to get used to the S40, but now I feel at home again. It's just fun to be back in the car."





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Clockwise from top: record numbers of Formula Juniors; Cobra en route to first in the Tourist Trophy; Gardiner/Wolfe won in the Falcon Sprint; Chris Ward took a comfortable Stirling Moss Trophy victory in his Lister 'Knobbly'

The much-anticipated Super Touring Car Trophy, in honour of the BTCC's 60th anniversary, saw James Dodd (Honda Accord) win, with pole-sitter Rickard Rydell (Volvo S40) just over 7 secs back, well clear of Jason Hughes (Vauxhall Vectra) in third.

The day concluded with a trio of 'Daytona at dusk' contests. First place in the pre-'66 GT race went to Jake Hill (Lotus Elan), with Michael Gans/Andy Wolfe (AC Cobra) just 0.664 secs behind.

It was an easier win for Oliver Bryant, who was campaigning his Lola T70 in the Masters Historic Sports Cars race and finished some 7.562 secs in front of Gans (Lola T290), meaning back-to-back second-place finishes for the Swiss. He was well clear of Diogo Ferrão/Martin Stretton, who made it an all-Lola podium in their T292.

Closing Saturday's track action was the Masters Endurance Legends. Steve Tandy (Lola B12/60) scooped first place, from Christophe D'Ansembourg (Lola-Aston DBR1-2) in second and Martin Short (Dallara SP1) third.

Race day 2 was dubbed 'Tin-Top Sunday', with four of the day's 10 races for touring cars. The first was the Gallet Trophy and Rob Huff/Andy Wolfe (Lotus Cortina) won, from Andrew Banks/Maxim Banks (Alfa Romeo Giulia Sprint GTA).

Harry and Nick Whale took their E30 M3 to the top step of the podium in the Historic Touring Car Challenge, with Mark Smith/Arran Moulton-Smith in a similar BMW and the Ford Capri of Ric Wood completing the top three.

The day's third touring car race was the second Super Touring Car Trophy contest – with the same result as before! Dodd again beat Rydell to the chequered flag, but this time by just 2.314 secs, double BTCC champion John Cleland (Vauxhall Vectra) in third.

There was a Ford 1-2-3 in the Transatlantic Trophy for Pre '66 Touring Cars. Wolfe scored his second saloon-car victory of the day in a Falcon Sprint alongside Mike Gardiner, the duo finishing ahead of the Mustangs of Craig Davies (second) and James Thorpe/Sean McInerney (third).

FROM THE INFIELD

1953 JAGUAR XK120 DROPHEAD COUPÉ

Barry Lovett isn't shy about driving his Jaguar, one of the stars of the weekend's 70th-birthday XK parade – he's taken it to the Le Mans Classic three times, driven around the Circuit de la Sarthe twice and enjoyed Continental tours with the Jaguar Enthusiasts' Club. "I've owned it for 14 years," he says. "I bought it with a good body, but the mechanicals needed work." He describes his XK120 as "fairly original", adding: "It's not too shiny, but I like it that way."



1970 VOLKSWAGEN TYPE 14 KARMANN-GHIA

"I've always liked a Karmann," says owner John Everitt, who brought his stylish two-door coupé to the show with his son, "and this one still has its original engine." He's had his two-tone, left-hand-drive car – one of just four on display at the Silverstone Classic – for 16 years and does around 5000 miles per year in it. That includes enjoying the tours and events put on by the Karmann Ghia Owners' Club, which has more than 400 members: "I drive it in all weathers."



1930 MG 18/80 MkII

Being one of only three surviving examples in the world, it's hardly surprising that Keith Herkes' stunning, 88-year-old MG stood out. He has been the proud owner of the car for the past two decades and imported it from the USA in 1998 as an empty shell. "It came with most of the parts I needed," he recalls, "so it was mainly a case of putting it back together; I did all the mechanical work. I now try to take it out whenever I can." The car was first owned by Autocar artist F Gordon Crosby, and now resides alongside an open-topped MkI version, Herkes' other pride and joy.



1962 ALFA ROMEO GIULIETTA SPRINT

"It's a Giulietta, but has FIA papers as a Giulia 1600," explains owner and painter Noel Hutchinson. "It has the 1600 engine because it's more competitive than the 1300, and it has a Giulia dash." This is his stand-in rally car, bought a year ago. "I was going on a European tour, was desperate for a Giulietta and didn't want to spend much – I looked all over Europe." He found this car in Kent but soon realised that it needed lots of TLC. Just two of the issues were a gearbox that "jangled" and wiring "like a bird's nest". The car's next outing will be a forthcoming Dutch tour.



PREVIEW

25-26-27-28
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Above: Padmore (Williams FW07C) won both Historic Formula One contests.
Below: clubs packed the infield with 10,000-plus cars and lots of variety

In Sunday's other races, Wilson took another Formula Junior win, this time in the Jochen Rindt Trophy, from Cameron Jackson (Brabham BT2) and Peter Morton (Lightning Envoyette).

Gary Pearson was first in the RAC Woodcote Trophy from pole position in his D-type, just over 5 secs clear of the Frederic Wakeman/Blakeney-Edwards Cooper T38, with Richard Wilson/Stretton (Maserati 250S) in third.

The John Surtees Trophy – the meeting's final Historic FJ race – saw Andrew Hibberd (Lola Mk2) lead home podium returnees Mitcham and Drake, while the second Historic Formula One encounter was a repeat of race one. Padmore's Williams took the chequer, this time from eighth on the grid, with Lyons' Hesketh second.

It was also two from two for Tandy (Lola B12/60) when he won the second Masters Endurance Legends contest, this time just half a second in front of Hervé Regout (Lola-Aston Martin DBR1-2) and David Porter (Peugeot 908).

Last but not least, Horsman (Lotus 18/21) secured a dominant win in the second Adrian Flux Trophy, coming home 26.369 secs ahead of Mark Daniell (Cooper T45), followed by Tony Wood (Tec-Mec Maserati).

Lyons took the Henry Hope-Frost #FEVER Award in honour of the late and much-missed broadcaster and journalist, who passed away earlier this year. It recognised the most memorable high-octane moment from the weekend, with Lyons' around-the-outside pass on Stretton's Tyrrell at Stowe on Saturday sealing the deal.

Having come third in the second Masters Endurance Legends race, Porter's Peugeot 908 was honoured with the Stuart Graham 'Scarf & Goggles' Award for the event's most admired competition car.

The huge efforts of the Ferrari Owners' Club of Great Britain were rewarded with the trophy for the Best Car Club Display, while Allan Southward took home the Club Car of the Show award for his Aston Martin DB1.

RESULTS

JIM CLARK TROPHY FOR HISTORIC FORMULA JUNIOR (1958-1960)

- 1 W Mitcham U2 Mk2
2 C Drake Terrier Mk4 Series 1
Pole position A Hibberd Lola Mk2

RAC TOURIST TROPHY FOR HISTORIC CARS (PRE '63 GT)

- 1 M Hunt/P Blakeney-Edwards AC Cobra
2 J Cottingham/H Stanley
Jaguar E-type
Pole position S Watson/M O'Connell
Jaguar E-type

STIRLING MOSS TROPHY FOR PRE '61 SPORTS CARS

- 1 C Ward Lister 'Knobbly'
2 T Wood/W Nuthall Lister-Jaguar
Pole position R Wills Lotus 15

DENNY HULME TROPHY FOR HISTORIC FORMULA JUNIOR (1961-1963)

- 1 S Wilson Lotus 20/22
2 T De Silva Brabham BT2
Pole position S Wilson Lotus 20/22

FIA MASTERS HISTORIC FORMULA ONE (RACE ONE)

- 1 N Padmore Williams FW07C
2 M Lyons Hesketh 308E
Pole position N Padmore
Williams FW07C

HSCC ROAD SPORTS (1947-'79)

- 1 J Davison Lotus Elan S1
2 R Plant Morgan Plus 8
Pole position J Davison Lotus Elan S1

ADRIAN FLUX TROPHY FOR PRE '66 GRAND PRIX CARS (RACE ONE)

- 1 W Nuthall Cooper T53
2 P Horsman Lotus 18/21
Pole position J Fairley Brabham BT11/19

JET SUPER TOURING CAR TROPHY (RACE ONE)

- 1 J Dodd Honda Accord
2 R Rydell Volvo S40
Pole position R Rydell Volvo S40

DAYTONA AT DUSK, INTERNATIONAL TROPHY FOR CLASSIC GT CARS (PRE '66)

- 1 J Hill Lotus Elan
2 M Gans/A Wolfe AC Cobra
Pole position D Hart/O Hart
Shelby Daytona Cobra Coupe

DAYTONA AT DUSK, YOKOHAMA TROPHY FOR FIA MASTERS HISTORIC SPORTS CARS

- 1 O Bryant Lola T70 Mk3B
2 M Gans Lola T290
Pole position A Banks/M Banks
McLaren M6B

DAYTONA AT DUSK, MASTERS ENDURANCE LEGENDS

- 1 S Tandy Lola B12/60

- 2 C D'Ansembourg Lola-Aston DBR1-2
Pole position S Tandy Lola B12/60

JOCHEN RINDT TROPHY FOR HISTORIC FORMULA JUNIOR (1961-1963)

- 1 S Wilson Lotus 20/22
2 C Jackson Brabham BT2
Pole position S Wilson Lotus 20/22

RAC WOODCOTE TROPHY FOR PRE '56 SPORTS CARS

- 1 G Pearson Jaguar D-type
2 F Wakeman/P Blakeney-Edwards Cooper T38
Pole position G Pearson Jaguar D-type

GALLET TROPHY FOR UNDER 2 LITRE TOURING CARS

- 1 R Huff/A Wolfe Lotus Cortina
2 A Banks/M Banks
Alfa Romeo Giulia Sprint GTA
Pole position R Huff/A Wolfe
Lotus Cortina

JOHN SURTEES TROPHY FOR HISTORIC FORMULA JUNIOR (1958-1960)

- 1 A Hibberd Lola Mk2
2 W Mitcham U2 Mk2
Pole position A Hibberd Lola Mk2

HISTORIC TOURING CAR CHALLENGE

- 1 N Whale/H Whale BMW M3
2 M Smith/A Moulton-Smith BMW M3
Pole position N Whale/H Whale
BMW M3

FIA MASTERS HISTORIC FORMULA ONE (RACE TWO)

- 1 N Padmore Williams FW07C
2 M Lyons Hesketh 308E
Pole position H Fletcher March 761

JET SUPER TOURING CAR TROPHY (RACE TWO)

- 1 J Dodd Honda Accord
2 R Rydell Volvo S40
Pole position J Dodd Honda Accord

MASTERS ENDURANCE LEGENDS

- 1 S Tandy Lola B12/60
2 H Regout Lola-Aston Martin DBR1-2
Pole position S Tandy Lola B12/60

ADRIAN FLUX TROPHY FOR PRE '66 GRAND PRIX CARS (RACE TWO)

- 1 P Horsman Lotus 18/21
2 M Daniell Cooper T45
Pole position W Nuthall Cooper T53

TRANSATLANTIC TROPHY FOR PRE '66 TOURING CARS

- 1 M Gardiner/A Wolfe
Ford Falcon Sprint
2 C Davies Ford Mustang
Pole position T Buckley/R Huff
Ford Falcon



VOTE FOR THE C&SC CLUB AWARDS!



Nominations are now being taken for the Classic & Sports Car Club Awards 2018. After another fantastic season of events, this is our chance to reward the efforts of you, the owners and enthusiasts who are the heart and soul of the UK's classic car community, for your efforts over the past 12 months.

For the eighth successive year, C&SC's Club Awards is supported by Lancaster Insurance. "From putting on great events to engaging with potential and current enthusiasts, clubs and their members are

integral to keeping the classic car movement alive and building an industry that will last for generations," says Andrew Evanson, Senior operations manager at Lancaster Insurance. "These awards celebrate and highlight the passion, diversity and enthusiasm we have, and we're thrilled to once again be supporting them."

Our roster of 2018 winners will be revealed after the first day of The Lancaster Insurance Classic Motor Show at the NEC Birmingham on Friday 9 November, and we look forward to celebrating the best of the British classic car scene.

Because this year's NEC show (9-11 November) will host the world's biggest-ever gathering of classic car clubs, there's no better location for our ceremony. The event is taking over an extra hall, meaning the show now covers an astounding one million square feet and will be welcoming around 300 classic car, 'bike and vehicle clubs.

And now we need you to get involved: our award categories are listed on the right, so get thinking

and get voting. To nominate, visit www.classicandsportscar.com/clubawards and fill in the form, uploading any supporting imagery where possible.

Among 2017's winners were the TR Register (Best Club Website), the TVR Car Club (Club of the Year), the Vanden Plas Owners' Club (Best Medium Club Stand) and The Frisky Register (above, Best Small Club Stand).

This is your chance to shine a spotlight on the unsung heroes and many achievements of the UK's classic car family. The awards are nothing without you, so don't forget to have your say!



The Lancia Motor Club was a 2017 winner

Award categories

- **Club Personality of the Year** (the person who has done the most for a model, marque or club over the past 12 months)
- **Best Contribution to Charity**
- **Best Contribution by a Youngster**
- **Club of the Year**
- **Lancaster Insurance Club Initiative of the Year**
- **Best Club Run/Rally**
- **Best Club Show/Event**
- **Most Improved Club Magazine**
- **Club Magazine of the Year**
- **Best Club Website**

In addition, the following are decided on the day, at the show:

- **Best Club Stand** (small, medium and large)
- **Best Themed Club Stand**
- **Most Interesting Selection of Cars**
- **Judges' Special Award**
- **Car of the Show**

Moving magnificence from Tour d'Elegance



Jagdish Thackersey's beautiful 1935 Bentley 3½-litre Antem Drophead Coupé en route



The Tour d'Elegance had 200 participants



Tucker 48 trundles across the Bixby Bridge



Fabulous '37 Cadillac Series 90 Hartmann



Striking Citroën DS21 Cabriolet d'Usine

The Monterey Peninsula witnessed possibly the greatest moving motor show in the world on 23 August, as a dazzling array of Pebble Beach entrants were put through their paces ahead of the main event. The lion's share of 200 concours participants set off from Pebble Beach at 9am, travelling inland towards Tehama Golf Club and looping back on the Carmel Valley Road, before a scenic run along Highway 1 to Big Sur. The tour finished on Carmel's Ocean Avenue, where huge crowds could take a closer look at the exotic machines.

Striking diversity marked this year's tour, with everything from pre-war pioneers – such as Gary and Sheryl Hunter's 108-year-old Pope-Hartford Model T 5 Passenger Touring – to coachbuilt post-war beauties taking to the challenging route, including Thierry Dehaeck's stunning 1972 Citroën SM Chapron Mylord Cabriolet. It was joined by a 1966 DS21 Cabriolet d'Usine, '66 DS21 Chapron Le Léman Coupé and a '59 DS19 Berline d'Usine, all belonging to French-car fanatics Jeffrey and Frances Fisher.

The Tour is in no way a race, but the early pace was set by the spectacular 1958 Ferrari Testa Rossa Scaglietti Spyder of Tom and Gwen Price, followed by a flock of Oscas and the 1953 Siata 300BC Bertone Barchetta of Jürgen Maes.

A handful of 48 Sedans from honoured marque Tucker came out of hiding to tackle the drive, but the steep climbs and sharp descents took their toll on the group, with one failing to clear 17-Mile Drive and another rolling to a stop later, wreathed in the smell

of hot engine. Mary and Ted Stahl, Charles Goodman and Eric Breslow's cars all made the finish.

Several vehicles from the Motor Cars of the Raj class completed the journey, headed by the imperious '35 Bentley 3½-litre Antem Drophead Coupé of Jagdish Thackersey. But the machine that really got spectators talking was the Patterson Collection's '37 Cadillac Series 90 Hartmann Cabriolet, which seemed to glide along the route.

Further Monterey Car Week news next month – and see more at www.classicandsportscar.com

Monterey Car Week Part 1



Clockwise from main: Lambo took top prize; '58 Williams Special; Ford V8-powered Bardahl Special



LOCAL LAMBORGHINI LIGHTS UP CARMEL

It lacks the worldwide renown of Pebble Beach, but Carmel's relaxed Concours on the Avenue is no less chic and kicked off Monterey Week in style on 21 August.

The star was the stunning '67 Lamborghini 400GT of well-known local Robert Ross. Being shown for the first time in 14 years, it took to the ramp to much applause.

There was a strong turnout of competition cars, too, the crowd favourite being the 1966 Bardahl Special Lola T70 MkII Spyder that picked up a trophy for

Laguna Seca racers and roared up to the podium. A rare 23-window VW Samba Bus won the Ocean Avenue Motor Club Award for 'the car with the greatest fun factor', while curiosities on show included the 1958 Williams Special, which took the Preservation gong.

Away from the winners, a quartet of racing Datsuns caught the eye, headed by the 1970 and 1971 Sports Car Club of America National Championship-winning BRE 240Z campaigned by John Morton.

SMALL IS MIGHTY

Pretty Pacific Grove's Little Car Show (22 August) featured around 100 sub-1601cc classics, from the cute to the downright bizarre, with many taking to the surrounding streets for this Californian gem.

Lifelong Morris Minor fan Kevin Keebler (below) brought his charming 1000 pick-up, a rare survivor from around 500 examples thought to have been imported. Other rarities included Carson Chen's 1967 Mazda Cosmo 110S, Norm Walters' Glas-bodied 1968 BMW 1600GT and a handful of Cincinnati-built Crosleys.





All Ford Day variety included Lincolns, Mercurys and this Ford-powered De Tomaso trio



Falcon Holy Grail: mighty XY GTHO Phase 3



Trevor Davis' unrestored 1930 Town Sedan

**BOND ASTON RETURNS**

Aston Martin is to build 25 brand-new *Goldfinger* DB5s at Newport Pagnell, where the originals were minted. The £2.75m cars will have the same working 'Q Branch' gadgets as the 1964 film star – which unfortunately means that they won't be road-legal.

**JAGS GO LARGE AT WOBURN**

Some 400 Jaguars celebrated the JDC's National Day at Woburn on 5 August. Car of the Day was Tim Hudson's XK120 fhc (above). It was also crowned Best XK and will represent the XK Register at the NEC in November for the JDC Champion of Champions contest.

**RALLY HILLMAN HONOURED**

On 29 July at the British Motor Museum, the Historic Marathon Rally Group and Rootes Archive Centre Trust celebrated 50 years since the Hillman Hunter won the London to Sydney Marathon, with Gordon Jarvis' fine replica (above).

**CMC MARKS ITS 25TH**

Bridgnorth specialist Classic Motor Cars drew more than 2000 visitors and 100 Jaguars to a 25th-anniversary party at its Shropshire base on 18 August. Guest of honour was legendary Jaguar chief test driver Norman Dewis, who'd just turned 98.

Blue Oval on top Down Under

The annual All Ford Day is a gathering of clubs catering for models wearing the Blue Oval – or featuring Ford power – in New South Wales, organised by the Combined Ford Clubs and held at Sydney Motorsport Park. Blessed with sunny weather, the event attracted more than 1200 vehicles and included a concours competition.

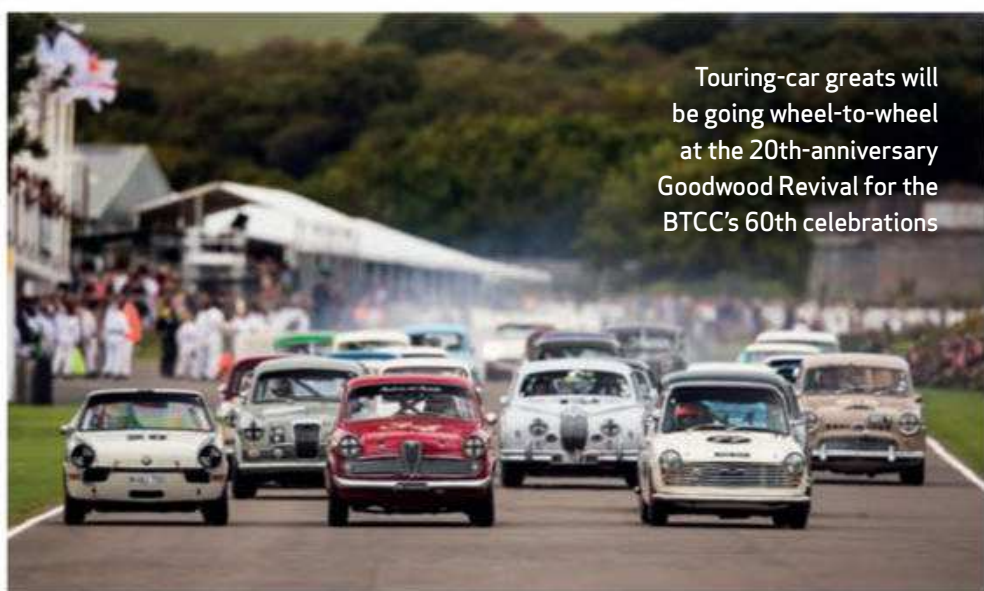
Ford has had Australian manufacturing facilities since 1925, so there have always been locally bodied variants in addition to the many UK and USA examples

imported. The oldest Ford on display was Murray Alcock's 1912 Model T tourer, which he trailered up from the south coast behind his 1926 Tudor Sedan hot rod.

Australian Falcons from the early '60s to the present day were probably there in the biggest numbers, followed by Mustangs old and new, but there were also Model As, flathead V8s from the '30s and '40s, and British Model Ys, Anglias and Prefects. Also making the trip was a group of Cortinas, a model that was made in Australia.

There was a colourful display by the Thunderbird club, as well as a few Mercurys and some large Lincolns. Ford V8-powered De Tomaso Panteras and Longchamps provided some glamour, in addition to a group of modern Cobras.

It was great to have a couple of evocative Bathurst racers on site, too, including the Sierra RS500 campaigned by Dick Johnson and John Bowe in period, and now driven in historic meetings by Terry Lawlor, along with a 1972 XA Falcon GTHO replica.



Touring-car greats will be going wheel-to-wheel at the 20th-anniversary Goodwood Revival for the BTCC's 60th celebrations

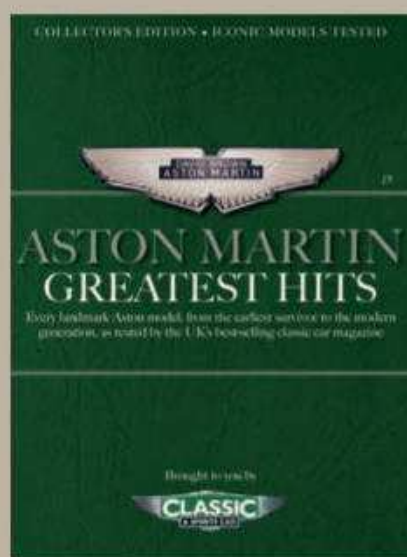
Revival revs up for 2018

Goodwood's 20th-anniversary Revival (7-9 September) promises a £200m grid for the Kinrara Trophy for pre-'63 GTs, making it the world's most valuable motor race. There will be an unmissable parade of Revival race-winners, too, and the themed pits will evoke Silverstone's 1950s glory days, honouring the circuit's 70th.

One of 2018's biggest draws is the star-studded commemoration

of the British Touring Car Championship's 60th. It will include six former champions and many more famous names, plus the first Jack Sears Memorial Trophy, featuring cars similar to those of the series' opening season, including Sears' own title-winning Austin A105.

There will be a tribute to the Rob Walker Racing team, and Goodwood is also planning a celebration of 60 years of the Hula Hoop...



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Charles Teal's wonderfully original 1922 Austin 20hp is regularly used for family holidays

MICK WALSH



Mullin's stunning Bugatti Type 54 roadster



The sketching class with Stefan Marjoram

Gallic greats head to Prescott

One of the UK's largest gatherings of pre-war cars turned out for the Vintage Sports-Car Club's annual Prescott Hillclimb on 5 August to celebrate the 80th anniversary of the Cotswolds venue, the climax of a three-day event (see p33).

Enthusiasts went to great lengths to ensure that they would park together, with Aston Martin and vintage Bentley owners meeting nearby early in the morning to arrive in spectacular fashion.

The diversity of the pre-war machines was fantastic, ranging

from Richard Scaldwell's skimpy 1922 Amilcar coupé to Californian Peter Mullin's coachbuilt Bugatti Type 54 exotic – the latter shipped from the US for the event. Other highlights included a superbly original 1923 Austin 20hp with four-door Ranelagh bodywork and just three owners from new.

Some visitors brought several cars, including Julia de Baldanza who arrived in her gorgeous black 1930 Aston Martin 'Headlam' Coupé before returning home to bring a Voisin C11 with stunning

Art Deco interior. Three of the sleeve-valve wonders were in attendance, with two competing.

Other Gallic novelties included a Ruby-powered Sandford three-wheeler and a beautiful 1939 Delage D6 Sport with Letourneur et Marchand coupé bodywork, enjoying its first run since being imported from Guernsey.

Bugattis are always strongly represented at Prescott events and a dramatic group inspired youngsters participating in artist Stefan Marjoram's sketching class.

STARS SPEAK AT THE RAC

The Royal Automobile Club will host a series of Motoring Lectures at its Pall Mall base on 30 October.

Among the invited speakers are former F1 driver and triple Le Mans winner Allan McNish, talking about technology and his role as a Formula E team principal. Author Stuart Gibbard will discuss the relationship between Aston Martin cars and David Brown tractors; 'Mr Land-Rover' Roger Crathorne will speak with marque experts; plus the Federation of British Historic Vehicle Clubs' Bob Owen will talk legislation. It's £20 for members (royalautomobileclub.co.uk), £27.50 for non-members (via Eventbrite).



Members braved the rain to bring a record 50 '02 series BMWs together for the model's half-century

BMW bonanza at Gaydon

More than 900 BMWs filled the British Motor Museum at Gaydon for the BMW Car Club's National Festival on 12 August. The impressive display spanned from the '30s 328 to the yet-to-be-released M850i, its first UK public outing since its Festival of Speed debut.

Several anniversaries were honoured, notably 50 years of the E9 (p106), E3 and the M30 'six'. Five decades of the '02 series was marked by a record 50 examples on

show, plus 40 years of the M1 and 20 of the E46 3 Series. The new Sharknose Collection celebrated the firm's iconic design language.

Concours stars included an M1 with factory luggage set and an E46 M3 with full AC Schnitzer options. A rare E12 M535i barnfind was a standout car, resurrected by Malcolm Potts and driven across the ramp to a round of applause by rally ace Russell Brookes. It is now destined for a full restoration.



A WARM WELCOME

The British Motor Museum has a series of initiatives for classic newcomers. 'Classic Virgins' is on 20 October; other workshops include photography and sketching. Call 01926 649649 or visit britishmotormuseum.co.uk/events/workshops-1



JOIN THE LOTUS PARTY

Lotus is celebrating its 70th birthday with a party at Hethel on 29 September, featuring more than 300 cars and a Classic Team Lotus display. It's a ticket-only event – those for owners have run out, but you can still apply via your dealer: www.lotus70.com



10 MILLION MUSTANGS

Ford has marked the production of the 10 millionth Mustang with a 2019 model that pays tribute to VIN 001, the first serialised '1964½' example. Both are Wimbledon White, the same model and are V8-engined.



WASTED TO WOW FACTOR

A star attraction in Suffolk at the Volkswagen Whitenoise event on 11 August was a 1958 Type 2 panel van from 1980 film *Getting Wasted*. In the movie, the hand-painted van is driven by a hippy with a stuffed parrot on his shoulder called Leary.



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Keeneland trophy winners congregate outside the clubhouse of the Lexington racecourse



Superb BMW 507 was voted Best of Show

Roadster lands Kentucky crown

Keeneland Concours d'Elegance returned to the scenic grounds of Keeneland Race Course in Lexington, Kentucky on 21 July, bringing with it an amazingly varied selection of vehicles that spanned over a century of transport.

The concours has expanded significantly since the inaugural event in 2004 and this year more than 130 cars competed, with 25 crossing the dais to pick up trophies, from the 1901 Brewster & Co Station Brougham of James and Misdee Miller (Class 14: Carriages)

to Tucker Bulleitt's 2013 Shelby GT500 (Class 16: Future Classics).

BMW was the featured marque, so it was appropriate that the Best of Show should come from Munich as the Patterson Collection's 1958 507 scooped both overall honours and the gong for Class 11: BMW Sports Classics. The 108th Series II built out of a total production run of 251 cars, it was campaigned by the original owner in Sports Car Club of America races, making it the only 507 in North America with period competition history.

Another victorious BMW was Scott Hughes' 1975 2002 turbo (Class 10: BMW Motorsports Heritage), while Kevin Cogan picked up trophies for both his 1973 Ferrari 365GTB/4 (Class 9: Contemporary Classics) and his glorious 1961 Ferrari 400 Superamerica SWB (People's Choice).

Jack Anderson's 1971 Mustang was one of three pony cars to take home an award. Owned by his Tennessee family for the past 46 years, the Ford won Class 12: American Performance 1955-'75.



MOKES ON THE MOVE

Following the successful Mini Moke Club UK Nationals, club members headed overseas from 27-29 July for the International Moke Meeting in Luxembourg.

The Ardennes proved fine Moking territory for the 30-plus Minis that arrived from across Europe, with the Belgian group providing the entertainment by planning routes for visitors to take in all the sights – to the bemusement of local residents. There was also an opportunity to test the Mokes' off-roading skills by 'green laning' in the forest surrounding the campsite.



Magnificent 1935 Bugatti Type 57 Ventoux was previously owned by the French embassy

Bug steals Herts limelight

Organised by the Friends of Tewin, the Tewin Classic Car and Crafts Show continues to grow and the 11th running attracted some 450 cars to the Hertfordshire town's cricket pitch on 19 August.

Star of the day was a 1935 Bugatti Type 57 Ventoux that was owned by the French embassy in London

and has remained in England ever since. Among the club displays, the Singer OC fielded a fascinating line-up including David Freeth's '36 Le Mans Speed Special. Bought in 1959 as a source of spares, it was rebuilt and returned to the road in 1963 to resume a competition career stretching back to the '40s.



GUMBALL GULLWING

London's Covent Garden was packed with cars on 5 August for the start of the 20th-anniversary Gumball 3000 to Japan. Standing out among the modern supercars was a rare 1954 Mercedes-Benz 300SL, one of 11 cars modified by AMG with a 380bhp 6-litre V8.



BICESTER GETS BIGGER

Plans have been revealed by Bicester Heritage for further expansion of the former RAF bomber base in Oxfordshire. These include 'motor lodges' and a 344-room hotel, inspired by the existing buildings (above). See www.bicesterheritage.co.uk



HIGH SPEED IN HAMPSHIRE

The National Motor Museum hosted 950-plus performance machines for Beaulieu Supercar Weekend on 4-5 August. As well as tyre-smoking demos, displays included Supercar Evolution, matching greats of the past with their modern counterparts.



JLR HEADS STATESIDE

Jaguar Land Rover Classic is expanding with its first premises outside Europe. Work on the 75,000sq ft facility in Savannah, Georgia, USA, starts this autumn. There will be a 42-bay workshop and it will create 75-plus jobs.



Derek Bell
SIGNATURE EDITION

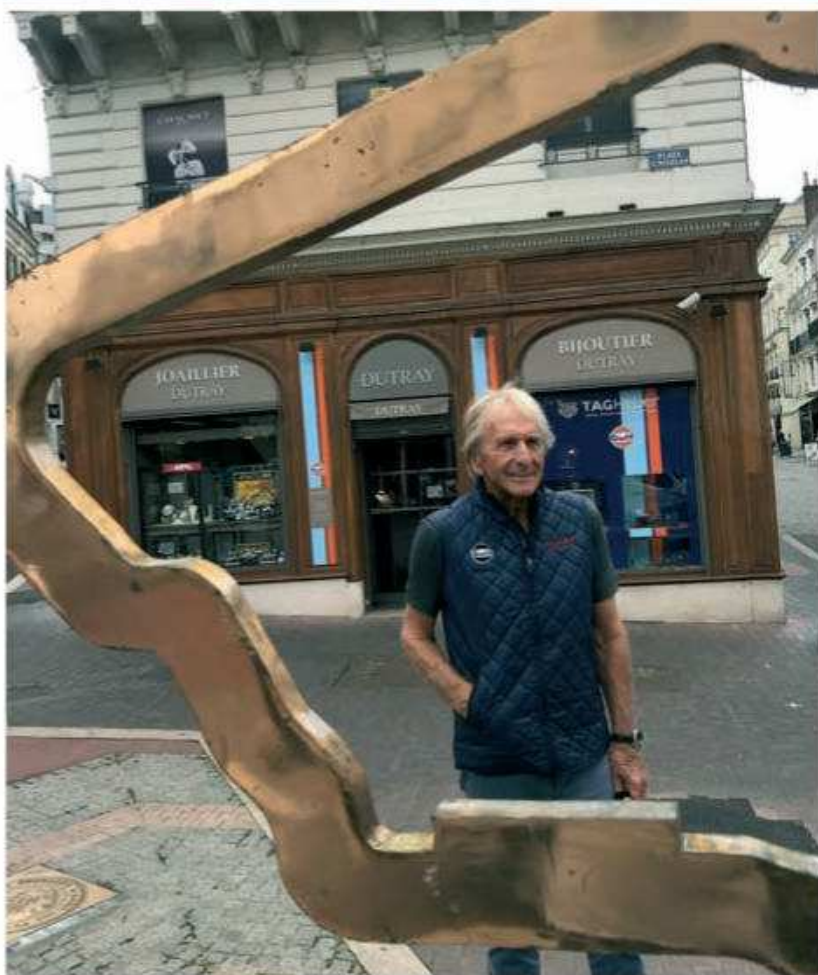
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A selection of mighty American LaFrance titans kicked up the dust on the demo course



Fascinating Martin Sport Special TTK86



275bhp Golf was making its show debut

Veterans are kings of the castle

A fabulous variety of cars took to the lawns of Schloss Dyck near Düsseldorf from 3-5 August for the 13th Classic Days festival.

The Mercedes-backed event was not short on Stuttgart's finest, such as a 1907 Mercedes 75HP – the marque's first production six-cylinder car – from the factory museum. But it was a rare set of leviathans that really stole the show, as a dozen chain-driven American LaFrance machines gave a spirited display around the castle's 1.7-mile Racing Legends demonstration course.

There was further manufacturer support from Wolfsburg, as Volkswagen Classic brought along six models from its collection including the public debut of the 1993 275bhp Golf Mk3 A59 'Rallye' prototype, the 1987 twin-engined, 650bhp Golf Mk2 Pikes Peak challenger, and a freshly restored 1961 Type 3 Karmann convertible.

There's no overall 'Best of Show' at Classic Days, but there are various concours classes. Heading the 'Early Milestones' group was a '31 Auburn 8-98A Phaeton Sedan,

just pipping a fastidiously restored 1924 Rolls-Royce Silver Ghost.

Among the stars of the 1950-'61 group was a rare, glassfibre-bodied 1953 Martin Sport Special, while another relative rarity was a much-admired 1938 MG SA Tickford Drophead Coupé, one of just 350 examples exported to Germany.

This automotive garden party is fast gaining a reputation as the 'German Goodwood', blending a concours and themed paddocks with the sound of engines reverberating off the moated castle walls.

Obituary

SERGIO MARCHIONNE 1952-2018



The former Ferrari boss and head of Fiat Chrysler Automobiles, best known for the rescue and resurgence of Alfa Romeo and Maserati in recent years under his leadership, died suddenly in July following complications after shoulder surgery.

Marchionne joined the board of then-struggling Fiat in 2003, his first role in the automotive industry, and became CEO the following year under incoming

chairman Luca de Montezemelo after Umberto Agnelli's death.

In 2009, Marchionne steered Fiat into taking a 20% stake in Chrysler, rising to 58.5% in 2012 before two years later Fiat bought the remaining shares. This led to the creation of Fiat Chrysler Automobiles and gave the Italian firm greater access to the North American market, plus the scale to compete against its bigger global rivals.

At the same time, Marchionne spun off Ferrari into an independent division, and chose to remain in charge of the sports-car firm. Although he was a businessman first, he was also an enthusiast who bought every new Ferrari if he liked it – using his own money – and was similarly interested in Vespa scooters, another part of the huge industrial group.

A PASSION FOR CLASSICS

The Passion for Power Classic Motor Show attracted an eclectic mixture of models to Tatton Park, Knutsford on 18-19 August, with a strong car-club presence.

Coventry was well represented, with Jaguars including XK140, Mk2 and E-types, plus a range of TD-TF models from the Alvis Owner Club (below). A colourful collection of Nash Metropolitans showcased the Anglo-American two-door, while a Fordson E83W van plus Ford Poplars and Prefects flew the flag for the Blue Oval in Cheshire.

Visitors were also able to see an ex-Michael Schumacher GP Ferrari in the Dream Car Pavilion, beside other exotics including an XJ220.



MORTONS MEDIA



Traditional skills are being nurtured and developed at the Morgan factory

contrast to software-controlled facilities. Here, employees use their hands to create a vehicle, be that the original four-wheeler, an Aero or the new 3-Wheeler.

But what struck me, and this will be familiar to anyone who has restored a car, was that wonderful sense of achievement of creating a vehicle from scratch. We watched one of the classic range being lowered to the floor having been created as a rolling chassis on axle stands. Vehicles are manhandled significantly, from mating of the panelled ash frame with the chassis to rolling out to the paint shop.

There were one or two of the new electric model around, too, so the marque's future looks assured.



DAVID WHALE
FBHVC CHAIRMAN

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CLASSIC DIARY

All the shows, festivals, tours, meets and races that matter

SEPTEMBER

7-9 Goodwood Revival One of the highlights of the classic calendar celebrates its 20th birthday 01243 755055; www.goodwood.com

8-9 Motors & Soul French show with cars and 'bikes. Gambais, near Paris <http://motors-and-soul.com/en/>

9 Kent's Classic Car Show With autojumble. Aylesford 01732 840787; kentsclassicarshow.co.uk

9 Shelsley Walsh Breakfast Club Busy social event at the Worcestershire hillclimb 01886 812211; www.shelsleywalsh.com

15 Wöldinghamring Classic For pre-'90 cars, from 9-11am, at Botley Hill Farmhouse (CR6 9QH) E-mail: xkeidp@gmail.com

15-16 Kop Hill Climb Festival With 800 cars and 'bikes either running up the hill or on display. Princes Risborough, Buckinghamshire www.kophillclimb.org.uk

16 MX-5 Show and Shine Beaulieu, Hants 01590 612345; beaulieu.co.uk

22-23 Charade Heroes Rallye Classics from 1958-'74 celebrate 60 years of Charade circuit. Saint-Genès-Champanelle, France 0033 04 73 91 85 75; www.charade-heroes.com

28-30 Le Grand Heures Automobiles Historic racing festival at Monthéry, France 0033 450919819; <http://lesgrandesheuresautomobiles.com>

OCTOBER

4-7 Motorworld Classics Berlin The German capital's biggest classic show 0049 6151 46 08 30; www.motorworld-classics.de

6 Castle Combe Autumn Classic Historic racing plus displays including a GT40 retrospective. Chippenham, Wilts 01249 782417; <http://autumnclassic.co.uk>

6 Jaguar Breakfast Meet British Motor Museum, Gaydon 01926 641188; britishmotormuseum.co.uk

6-7 Prescott American Autumn Classic 'The biggest, brashest and most iconic cars' from the USA. Glos 01608 644999; www.vsc.co.uk

7 Sunday Scramble Bicester Heritage opens the doors to its superb Technical Site. Oxon 01869 327 928; bicesterheritage.co.uk

7 Shuttleworth Race Day Sprint Paddock, air show, period exhibits and more. Old Warden Aerodrome, near Biggleswade, Beds 01767 627927; www.shuttleworth.org

7 Goodwood Breakfast Club: Japanese Sunday Honda, Mazda, Subaru and more. West Sussex 01243 755055; goodwood.com

7 Brooklands Morgan Day At Brooklands, Surrey 01932 857381; brooklandsmuseum.com

12-14 Motorclassica Australia's premier classic event, with concours, and Tour Classica. Melbourne 0061 1300 884 226; motorclassica.com.au

14 Autumn Motorsport Day At Brooklands, Surrey 01932 857381; brooklandsmuseum.com

18 Cobb, Campbell and the Kings of Speed At Brooklands, Surrey 01932 857381; brooklandsmuseum.com

19-21 Algarve Classic Festival Historic racing in Portugal's southernmost region 00351 917 515 665; algarveclassicfestival.com

19-21 Lombard Rally Bath Recapturing the spirit of the 1970s and '80s Lombard RAC rallies 07591 212391; lombardrallybath.co.uk

20 Classic Virgins Experience Day At the BMM, Gaydon 01926 641188; www.britishmotormuseum.co.uk

25-28 Auto e Moto d'Epoca Massive classic show in Padova, Italy 0039 049 7386856; autoemotodepoca.com

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

Pick of the month September 2018



WARREN CLASSIC & SUPERCAR SHOW 23 SEPTEMBER

Now in its sixth year, this opulent Essex show at The Warren golf club is firmly established as one of the best such events within driving range (pun intended) of the capital. As the name suggests, it's equal parts classics and more modern fare. The Concours d'Elegance will feature 120 vehicles in 14 classes: last year's first prize went to the 1960 Alfa Romeo 3000CM Superflow IV (above). Supercars will be represented by Enzos, a LaFerrari and a Bugatti Veyron, plus there are club stands, air displays and more. 01245 223258; www.warrenclassic.co.uk

BERNINA GRAN TURISMO 21-23 SEPTEMBER

Historic racing doesn't get much more exclusive than this hillclimb through the Swiss Alps. The Bernina Gran Turismo celebrates – and emulates – the legendary St Moritz races of the 1920s and '30s, won by the likes of Hans Stuck and Louis Chiron in evocative machines such as the Austro-Daimler ADR and Bugatti T47. The modern version features 80 cars in two classes and across six runs. But really it's the stunning surroundings that make it so special. 0049 1715261050; www.bernina-granturismo.com



Looking ahead



CLASSIC MOTOR SHOW 9-11 NOVEMBER

The UK's premier indoor classic extravaganza, this giant show at the NEC has something for everyone. There's an autojumble, Live Stage, trade stands and an auction, and you're never more than a few feet from a car for sale. What makes it unmissable, though, is that it's a Mecca for clubs: with 40 more joining the throng, it's now the world's biggest in this regard. All of which explains why we hold our annual Club Awards here. 01243 755055; www.necclassicmotorshow.com

Williams led Tyrrell in race one, but Stretton dealt with a reverse grid better than Padmore in race two



ERIC SAWYER

F1 RIVALS SHARE OLDTIMER SPOILS

Nick Padmore and Martin Stretton claimed a win apiece as the FIA Historic Formula One Championship took centre stage at the Oldtimer Grand Prix, which returned to the Nürburgring from 10-12 August. In the opening race, Padmore's Williams FW07C built an early advantage before Stretton reeled him in. The gap closed to under a second, but Stretton was forced to back off when his Tyrrell picked up a serious vibration plus a worsening case of understeer.

The top eight finishers had their positions reversed on the grid for race two, meaning that Stretton started seventh and Padmore eighth. The Tyrrell sliced through to take the lead within five laps, at which time Padmore was still down in fifth. The points leader made it to third by the chequered flag, with

Christophe d'Ansembourg finishing second in another FW07C.

A late safety-car period proved critical in the Gentlemen Drivers contest. Michael Gans and Andy Wolfe looked to be heading for victory in their AC Cobra, but when the field was released again Simon Hadfield burst through from fourth in the Cobra that he was sharing with Leo Voyazides. Going into the chicane towards the end of the final lap, Hadfield swept around the outside of Wolfe to take a last-gasp victory. He and Voyazides also won the FIA Historic Sports Cars race in their Lola T70 MkIIIB.

There were several other double winners during the weekend. Peter Horsman topped both HGPCA races in his Lotus 18/21, while Peter Mücke (Zakspeed Capri) did likewise in the Deutsche Rennsport Meisterschaft Revival contests. Mark Shaw (Brabham BT6) was unbeaten in the FIA Lurani Trophy, and Christian Olsen (Martini Mk39) won both Formula Three races. Steve Tandy (Lola-Mazda), meanwhile, shared Endurance Legends spoils with d'Ansembourg (Lola-Aston).

Hadfield/Voyazides claimed Historic Sports Car honours. Bottom: Peter Mücke's Zakspeed Capri was a double winner



Mark Shaw won both Lurani Trophy races



Max Fraser claimed the inaugural joint VSCC/750MC Herbert Austin Challenge at Mallory

MICK WALKER/GARY CLARKE/ERIC SAWYER



Frank Collins kicks up the dirt at Prescott



SCAT in tune: Andrew Howard-Davies drifts

VSCC shines for double-header

The Vintage Sports-Car Club put on back-to-back fixtures in early August, beginning with its blue-riband visit to Prescott on 4-5 August. An impressive entry of 250 vintage and pre-war cars gathered at the Gloucestershire hillclimb 80 years after the club's first meeting there, and it was fitting that Nick Topliss claimed the Mays-Berthon Trophy, his 41.55-second climb being posted at the wheel of R4D – the ex-Raymond Mays ERA.

Robin Tuluie was only a scant 0.54 secs slower *en route* to the Fastest Vintage award in his rapid Riley Menasco Pirate, while Ed Burgess posted a run of 44.21 secs at the home of the Bugatti Owners' Club to win the Peter Hampton Tankard in his Type 51.

A week later, round four of the Formula Vintage season took place at Mallory Park. Highlights from the bumper 12-race programme included the inaugural Herbert

Austin Challenge, for which the VSCC joined forces with the 750 Motor Club. Max Fraser came out on top at the end of the handicap race for Austin Sevens.

Andrew Howe-Davies manhandled his 1911 SCAT to victory in the Edwardian Handicap Race, picking up the Dick Baddiley Trophy for his efforts, while David Seber (Wolseley Hornet Special) won the Under 30s Handicap Race for the VSCC's younger members.

French prove streets ahead

British-entered Morgans comprised more than half the three-wheelers in the Tricyclecar class at the French street circuit Le Puy Notre-Dame on 21-22 July – but it was Frenchman Yann Leclercq who led them home in his 1934 Super Sport.

Austin Sevens and Amilcars were most numerous on the busy Cyclecar grid, but rarities included Anna Tiger's unique 1928 Ratier Monoplace, and she dominated the opposition. MGs, meanwhile, were to the fore in the Sportive class. Fastest by far was Philippe Bouleau's 1937 Q-type.



Leclercq on top at the French meeting

MIKE DAVIS



PAUL LAWRENCE

GRANT WINS IN DAD'S DELTA

A late decision to dust off his father's Delta T78 paid dividends for Callum Grant at the Croft Nostalgia Weekend on 4-5 August. The car hadn't been raced since October, but Grant (above) claimed two Historic Formula Ford 2000 victories against stiff opposition. Nelson Rowe took an early lead in the opening stanza before being overhauled by Grant, a story that repeated itself in the second race following a red-flag stoppage.

Grant also starred in two Historic Formula Ford 1600 races, both of which went to Cameron Jackson (Lola T200). Charles Barter topped the 70s Road Sports in his Datsun 240Z, while Jon Milicevic (Brabham BT21B) was the class of the Historic Formula Three and Formula Junior field. John Davison (Lotus Elan) won twice in Historic Road Sports, and other victors included Mark Charteris (Mallock Mk20/21), Richard Belcher (Lotus Cortina), Charles Allison (Chevron B8) and David Morrison (MG Midget).



DATES FOR DONINGTON

The 2019 Donington Historic Festival has been confirmed for 3-5 May. The intention is to again cover as many as nine decades of motorsport history. Tickets go on sale on 1 November. Check out www.doningtonhistoric.com



SPECIALS STAR AT SPA

A Motor Racing Legends race for pre-'41 sports cars at this year's Spa Six Hours, on 14 September, will include an invitation class for modified racing specials not usually eligible. Interested owners can e-mail lindsey@motorracinglegends.com



HERO TAKES OVER ERA

It's been announced that the Historic Endurance Rallying Organisation will be taking over all events organised by the Endurance Rally Association. It means that HERO will oversee more than 25 rallies across the world. See www.heroevents.eu



FAULKNER ON TOP FORM

Paul Faulkner (above) enjoyed a comfortable victory in the HSCC's Historic Sporting Trial in Hertfordshire on 28 July, with grandson Finley Geaell. He was 10 marks clear of Frank Lyons by the end of the first lap. Mark Howse took the Post Historic win.



From top: Messerschmitt in Keith Porter's garage; cobbled together for the journey to its new home; KR200 was found in pieces

MESSERSCHMITT IS ON THE MEND

In the early 1970s, a Yorkshire-based microcar enthusiast found a derelict 1958 Messerschmitt KR200 cabriolet in a Bradford scrapyard. He saved the car, but did little work on it until Keith Porter – already the owner of both a Heinkel and an Isetta bubble car – met the owner around five years ago and asked for first refusal should he ever decide to sell.

“Out of the blue, I received a call to say that it was for sale,” explained Porter. “I went to have a look and, with a bit of guidance from the owner, we assembled the car into a rolling project. A price was negotiated, but I am a bit short of space so I asked an elderly neighbour, who happens to be a German former prisoner of war, if he would house it in his garage. A bottle of whisky was exchanged in thanks!”

The Messerschmitt three-wheeler was imported new by Bill Snape, an Accrington motorcycle dealership. The car soon moved on to live in Yorkshire, where it has remained ever since. Messerschmitt engines can be expensive to rebuild, so Porter is considering initially fitting a modern 250cc scooter unit while he works on the car's original powerplant.



“I asked the owner for first refusal; five years later he phoned me back”





Rare cyclecar with aircraft roots

Before the Great War, Hendon was developed into Britain's leading airfield by Claude Grahame-White. He built an aircraft factory, and once the war was over he decided to diversify and launched the Grahame-White cyclecar. A number of photographs survive of these cyclecars lined up outside the factory, but no-one knows how many were built in total.

Bob Jones only knows of two that survive – his own, and another now owned by cyclecar and classic



Cyclecars in abundance line up outside the Hendon aircraft factory. Above: the rare Grahame-White today

BMW enthusiast David Williams. His was found under a large bramble bush in Essex many years ago, and dug out by David Hodgson. "It came with the remains of a body, but without a bonnet, engine or gearbox," said Jones.

During the rebuild, the original registration number, MC 6442, was revealed. Later the car passed to Steve Clare, who got it into full running order. Williams now takes it to cyclecar events such as the 'Festival of Slowth' in France.

DOWN ON THE FARM

We often hear of pre-war French cars that have been altered for agricultural use, and one has just reappeared in a British barn. After WW1, Citroën started exporting cars to the United Kingdom, and Mike Ellis from Petersfield has a 1924 Citroën B2 – one of 89,000 made between 1921 and 1927.

Post-war, the rear bodywork was removed and the chassis shortened to make a tractor. It was bought by an owner in Fareham, who kept it under cover for 15 years before selling it, a year ago, to Ellis. Sadly, he now has too many projects, so plans to sell it on, complete with a spare chassis. E-mail: mikeellis@mail.com



Tractor Avant? Citroën seeks new home



A chance visit led to the unearthing of a rare DMC-12 after 32 years in storage in a barn

Barnfind to the future

Two Wisconsin De Lorean enthusiasts, a father and son, owned two of these Northern Ireland-built, stainless-steel-bodied coupés. One day they called in at a local repair shop that they knew had originally sold new De Loreans in the hope that it might still have some spare parts stashed away. Sadly, there weren't any, but there were a few brochures and photographs, and when they asked the mechanic if he had ever heard of any cars for sale,

he remembered that a decade earlier a man had asked if the shop wanted to buy his DMC-12.

They followed up the lead and, amazingly, the owner still had the car. They were shown into a typically large American barn, which was almost empty except for the 1981 De Lorean covered in 32 years' worth of dust. It had been put away in the barn in 1986 and it hadn't been opened since. Needless to say, they bought it!

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



PORSCHE PUZZLE

Vic Mattheuwsen is keen to find out if anyone knows the origins of his unusual targa-style Porsche 944. "Somebody decided to cut off the roof," he said. "The previous owner didn't have a clue who did it, or why." Mattheuwsen has recently taken over the rebuild project. E-mail: victor.mattheuwsen@skynet.be



MYSTERY REPLICA PLEA

John Carver recently purchased a Bugatti Type 37 replica and would love to know more about it. "It's made by Cabron Ltd," said Carver. "I've had lots of replicas, but I've never heard of these." E-mail: john@wildboarproductions.co.uk



LOOKING FOR A SINGER

Gerry Renton would like to trace the 1934 Singer Le Mans, registered AYN 26, that he used to own when an apprentice with Graham and Bowness in Carlisle in 1958-'59. Can you help? E-mail: eiger.renton@hotmail.co.uk



MICHAEL WARE

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

Restored Lada is reunited with rallying hero



WORDS: JEROEN BOOIJ



It seems like an unlikely rally car, but in the hands of Dutchman Jan Scholten a Lada proved hard to beat in the 1970s rally scene.

"There certainly were no technical highlights," said Scholten. "Starter switches, balljoints and brake cylinders were all poorly made. I put them together properly and that built up my reputation."

Scholten's rally car was a 1972 Lada 2101 with the 1200 engine. He balanced the pistons and the conrods, and found a special crankshaft while visiting the factory in Togliattigrad, Russia. Power output rose from 62bhp to 120bhp at 9500rpm, resulting in 0-62mph in 9.6 secs. Scholten recalled how on one special stage a fellow entrant

asked to start in front of the Lada, thinking it would be slow. He proceeded to beat him by 40 secs.

After the 1978 season, Scholten retired and the car went into storage, where it remained for 36 years before his old mechanics took it out of hiding and secretly restored it for his 75th birthday: "It was the best present I ever received."

"Most of the parts were really very poorly made. I put them together properly"

Reader find of the month

Send in a 200-word story plus a selection of photographs of your discoveries to the usual C&SC address or e-mail alastair.clements@haymarket.com and you could win £100

Long-time C&SC reader Jaime Steve came across the exceptionally lucky find of a 10,000-mile 1962 Jaguar Mk2 3.8-litre manual that had been sitting in a garage just outside Washington, DC for more than 30 years.

"Last April, my real-estate agent friend Jay Dayhill told me that there was an old Jag in a house that he was clearing out in Bethesda, Maryland," said Steve. "Two months later I owned it." The barnfind Mk2 had been owned by the same family from new, and was purchased through the estate of a Mrs Pelzman. "The Jag was originally bought and operated by Mr Pelzman in New York State," said Steve. "It featured a Long Island, NY parking permit, and also came with a dead mouse in the boot."

Steve is already planning to bring the car back to life so that he can give Pelzman's son Rich, who was instrumental in the sale, a ride in his father's stylish blue Mk2.



CLASSIC
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up for
grabs!



Lightweight Utility requires some TLC

Jowett in need of building up

Alastair Gregg of Buxton recently found a Jowett Bradford Utility described by fellow enthusiast Tim Brown as requiring "heroic restoration". ENV 36 was built in 1948 and registered in Northampton. In the 1960s, the Utility was found bricked up in a garage, and it spent the next half a century stored outside before Gregg bought it in October 2017. "There is very little bodywork," he said, "but there are some body panels that should make some good patterns. The Jowett Car Club has drawings of the ash frame. So I have some skills to learn!"



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OUR 2018-2021 RALLY CALENDAR



2018

The Pyrenees 1000 Sept 13 to 16
The Grand Prix of South America Oct 18 to Nov 17

2019

Madagascar Jun 14 to Jul 8
Slartibartfast Aug 17 to Sept 2
Royal Rajasthan Nov 4 to 25

2020

Sri Lanka Jan 17 to Feb 8
Tiger Tasmania Mar 2 to 29
The Imperial Jun 14 to Jul 13

2021

Cuba Classic Jan 18 to Feb 4
Wild Borneo May 5 to 26
Great Amazon Sept 23 to Oct 19



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Above: silver sensations in different media: the Maserati Bora was painted in oil on canvas, but the GM Aerotrain was created by Britnell's digital skills

MOTORING ART

SIMON BRITNELL

It's back to brushes for this digital artist and his latest dramatic works, inspired by childhood heroes

As a break from his career in digital art in the gaming and movie businesses, Simon Britnell has recently returned to oil painting, inspired by 1970s supercars.

"These were the poster cars of my early years and I'd always loved the work of Bertone," says Britnell. "The era had the potential for a rich seam of subjects that hadn't been painted. As well as familiar designs such as the Ferrari 308 and the Lancia Stratos, I liked the idea of more leftfield machines such as the Maserati Bora and Alfa Romeo Montreal. I'm looking forward to painting the De Tomaso Pantera and Mangusta, too."

Britnell decided to paint in oils, working with large canvases that are up to 4ft wide: "There was a kind of nostalgia working in an 'analogue' way, with paint and canvas, that goes back to my days as an illustrator and landscape artist. Mid-century Modern is all the rage and I love the bold colours."

Growing up in Lincolnshire, his interest in cars started with his father's Austin Cambridge Estate, nicknamed 'Milky CoCo' after its colour: "I became fascinated by rallying and helped out a friend with his Peugeot 205 and Mk2 Escort. The Audi quattro was my

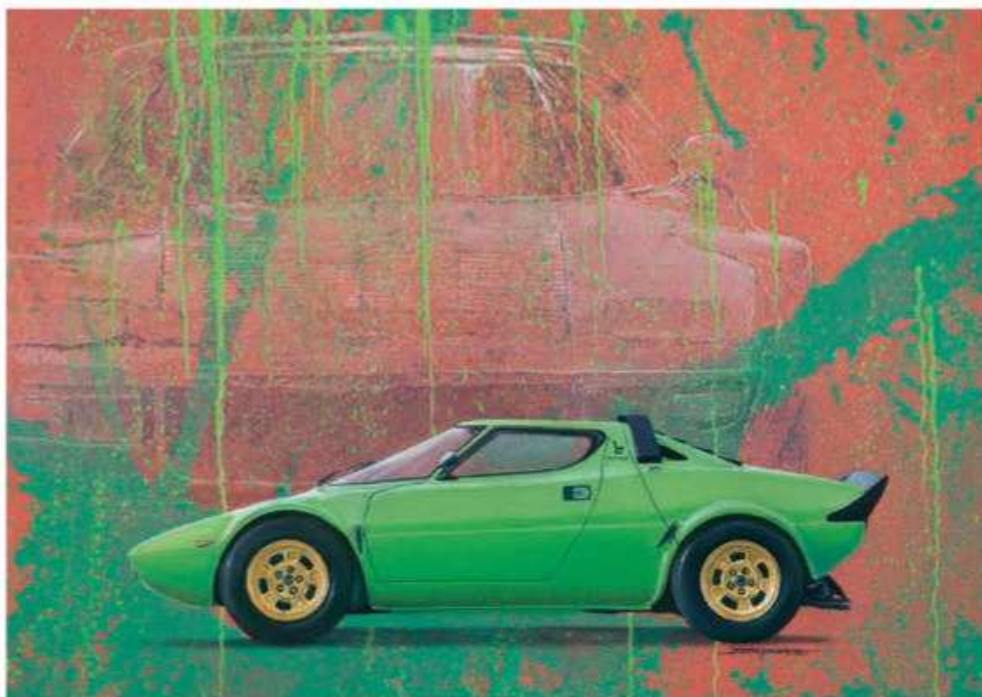
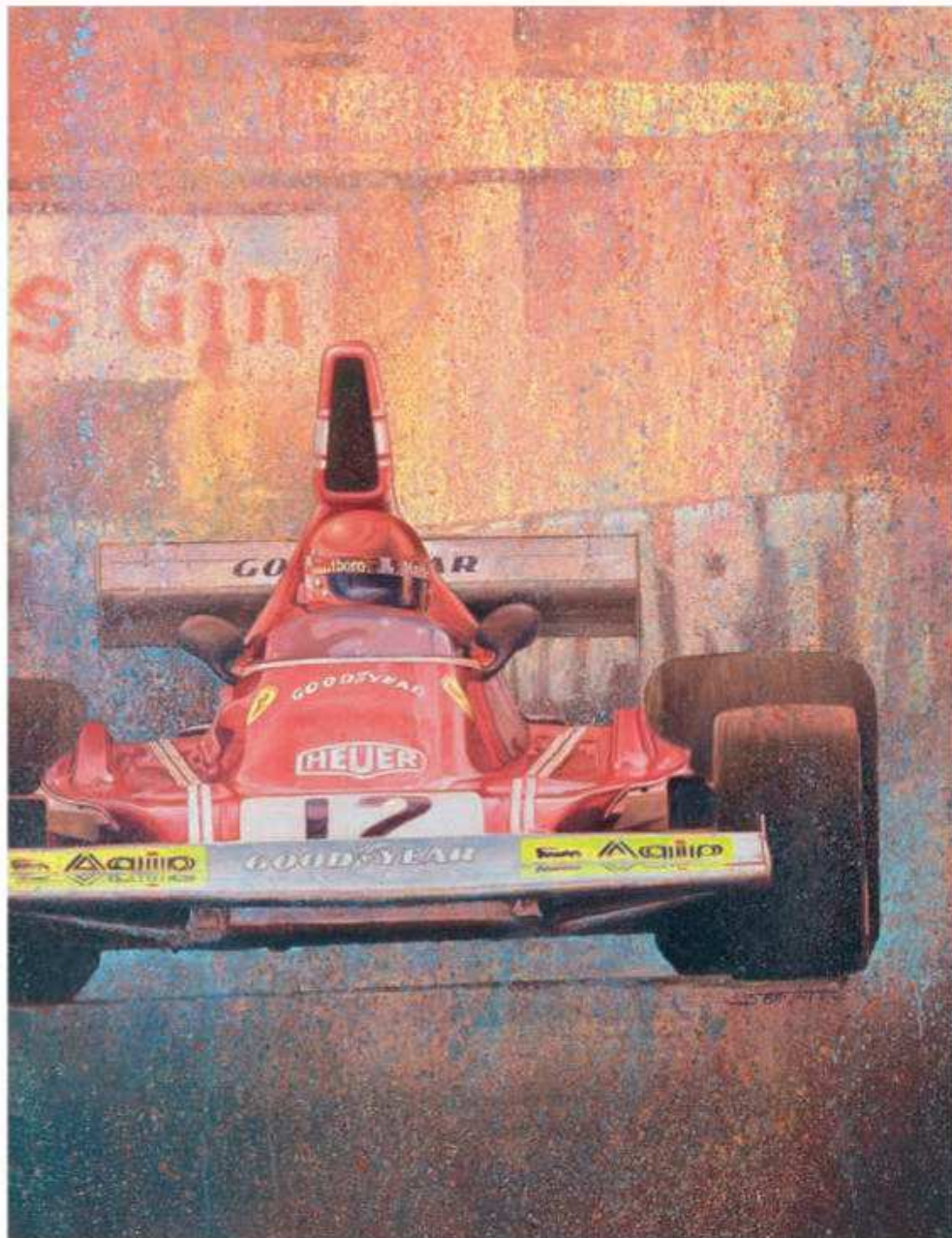
dream machine and I even marshalled at Clumber Park on the RAC Rally."

After dabbling with various careers, Britnell focused on his artistic aspirations and, having taught himself computer design skills, he moved into the booming computer-games industry.

Later, his 3D modelling and texture-creation techniques led to a switch into the movie business, involved with films including *The Chronicles of Narnia*, *Harry Potter*, *Guardians of the Galaxy*, *Hugo* and *The Jungle Book*: "I mostly worked on environments and landscapes where lighting is key. That makes or breaks a picture." His tuned eye for reflections has helped with his return to oil painting.

And when he's not painting, it's good to know that Britnell is still a classic-car enthusiast at heart, and he has recently acquired a 1980 Fiat X1/9: "It was an impulse buy unseen on eBay, but fits with my admiration of Bertone. It's going to be a long project but I'm enjoying the challenge of learning new skills, including TIG welding." **MW**

Get original paintings and prints at historicarart.net (call 01332 694538) or see iconiclincs.com



Above: few designs evoke Bertone's brilliance during the 1970s better than the Gandini-styled Lancia Stratos, captured in this colourful Britnell work

From top: spectacular Lockheed Constellation; new F1 direction with Niki Lauda's 1974 Ferrari; the Alfa Romeo Montreal, an unsung design hero



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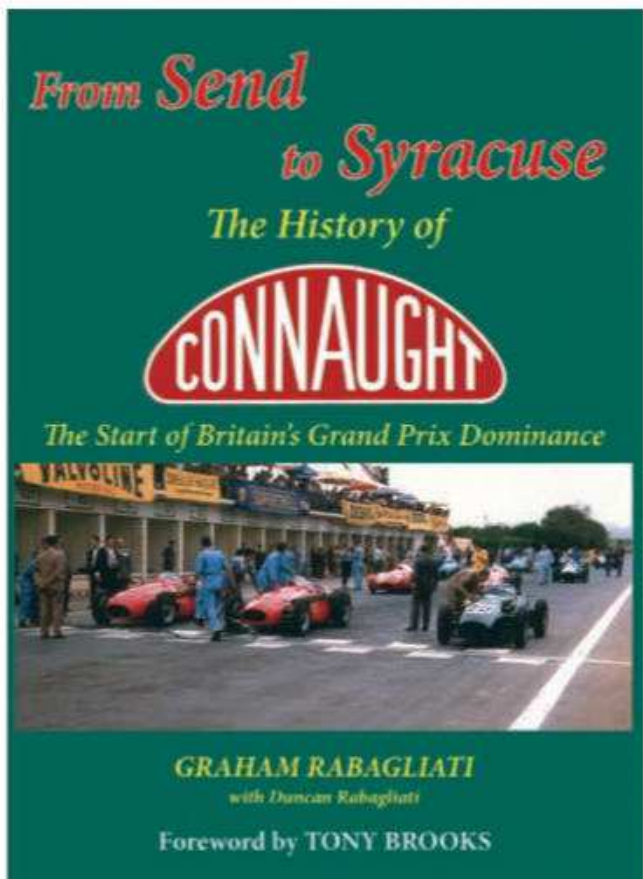


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Book of the month



FROM SEND TO SYRACUSE

Connaught is a key element in the history of British Racing Green and the emergence of Britain as a dominant nation in Formula One, but limited funding ultimately cut short the team's true potential. Few are more enthusiastic and knowledgeable about the cars from the Send-based team than Graham Rabagliati and his brother Duncan, as this much-awaited 336-page history confirms.

And who better than hero Tony Brooks to start with a heartfelt foreword about the team that produced his historic 1955 Syracuse Grand Prix-winning B-type B1? If only Coventry Climax had supplied a more powerful alternative to the Alta engine, the subsequent story might have been so different. By highlighting that Fangio's winning average the following year for Ferrari at Syracuse was 2mph slower says it all about the less powerful Connaught's superb handling.

From co-founder Rodney Clarke's pre-war ambitions as a Bugatti dealer, this highly readable in-depth history reviews Connaught's nine years

attempt to qualify a dated C-type at Indianapolis in 1962, the ups and downs of the works cars and privateers are vividly covered. Highlights include the build of an in-house wind tunnel that was way ahead of its time, and resulted in the short-lived streamliner that Jack Fairman crashed at Aintree. Later, with Jaguar power, it ended up ditched by Leslie Marr at Invercargill in New Zealand, but the dramatic body was recreated on B3 in 1978 by Maurice Gomm for historic racer John Harper.

In addition to the single-seaters, Rabagliati investigates the AL/SR sports-racers, in one of which Bill Smith died at Dundrod in 1955. As well as the sagas of SR11 and SR12, the Cooper-Connaught Disco Volante that was written off by a mechanic on the Dorking bypass is also included.

The appendices cover model specifications and a remarkable listing of results for every Connaught chassis. Other additions include the 1957 auction catalogue, *Eagle* cutaway art of the A- and B-type racers, and an extended picture gallery.



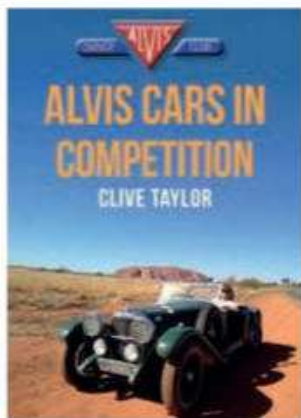
'Connaught is key in the history of Racing Green and Britain's emergence as a dominant nation in F1'

from 1948 to the disappointing clearance auction in September 1957. Rabagliati thankfully doesn't get locked into a race-by-race history, but vividly relates the development sagas and characters behind the track action including co-founder/engineer Mike Oliver and backer Kenneth McAlpine.

From the odd-looking Lea-Francis-based L-type sports cars through to Pierre de Villiers' valiant

The only frustration is the book's dated design and production. The compact A5 portrait style compresses the story, and the wealth of historic photographs are often reproduced too small.

This must-have for any motor-racing library is a limited edition of 500 and will surely sell out. **MW £55** Graham Rabagliati, Douglas Loveridge Publications. ISBN 978 1 9000113 13 7



Alvis cars in Competition

This compact paperback comprises a potted history of individual Alvis machines, told from the perspective of their owners. It's well produced and

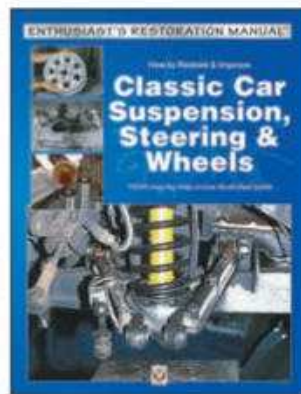
professionally finished, but is of most interest to those featured or those who have a personal connection with the marque. Rather niche, granted, but some of the period images that have been included are a real treat. **GM £14.99** Clive Taylor, Amberley Publishing. ISBN 978 1 4456 7516 9



Reliant Sabre, Scimitar and SS1

Don't be put off by its slender appearance: this 128-page paperback is packed with information.

It tells the full story of the Reliant sports cars in a readable style, with full factfiles and even owner profiles for each model. Our only real gripe is that the imagery is pretty basic – with the majority shot at club meets. **AC £16.99** Matthew Vale, Crowood. ISBN 978 1 78500 421 6



Classic Car Suspension, Steering & Wheels

This latest addition to Veloce's *Enthusiast's Restoration Manual* series offers details and step-by-step

guides to maintenance, restoration and modification. Compiled from previously published technical articles, it has plenty of images and tech-heavy text translated by Julian Parish. This is a worthwhile read for anyone working on, or owning, different classics. **MP £25** Veloce. ISBN 978 1 787111 87 5

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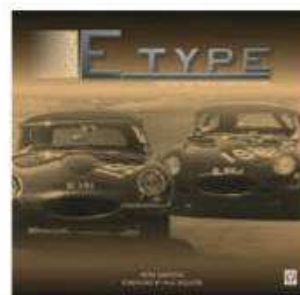
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Jaguar E-type: Factory & private competition cars

The world is not short of books on the Jaguar E-type, but what sets this one apart is that it's about racing E-types as a whole, not just Lightweights, or only those driven by superstar drivers. To say that it's

comprehensive is something of an understatement.

Tracing the often-complex history of racers is no mean feat, and the level of detail and lists of racing E-types - more than 450 in all - make this book a go-to resource in this respect, plus there's an index of the drivers that raced them. Page after page of wonderful period photographs and pictures - more than 400, in fact, many of which have never been published before - accompany this knowledgeable work, and its easy-to-read style means you don't feel bogged down by the many facts. It's unusual that the text is first person and, at times, subjective and anecdotal, but this simply serves as a reminder of the passion and enthusiasm behind it. **LP**

£40 Peter Griffiths, Veloce. ISBN 978 1 787111 86 8



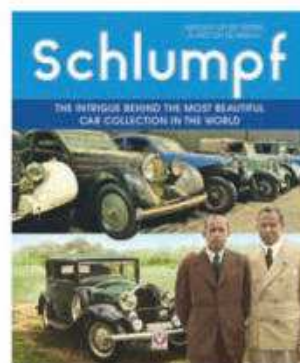
Aston Martin Ulster: The remarkable history of CMC 614

The latest in Porter Press' *Exceptional Cars* series focuses on one of the best-known

Aston Martin Ulsters. Marque expert Stephen Archer co-wrote Palawan's definitive Ulster book, so is ideally placed to expand the history of CMC 614. The car's three lives are vividly covered, first as a semi-works team car with Le Mans, Mille Miglia and Targa Abruzzo heritage, followed by post-war ownership including the legendary Derek Edwards, complimented by background Aston history and a technical analysis. Various drivers and owners are highlighted with pull-out biographies including Eddie Hall, who returned the car to the factory after a frustrating retirement when going so well on the '35 Mille. Edwards, who gets his own chapter, campaigned CMC 614 extensively for 30 years until his stroke in 1992. His long-term friend and fellow Ulster fan Nick Mason provides an entertaining introduction about one of his favourite cars. Only the repetition of

angles with the modern colour images detracts from this excellent edition. **MW**

£30 Stephen Archer, Porter Press. ISBN 978 1 907085 32 1



Schlumpf

The Cité de l'Automobile in Mulhouse, better known as the Schlumpf, has a fascinating history - with the famous brothers accused of buying cars to the detriment of workers in their textile empire.

The Dutch authors of this new book attempt to reverse that impression with an emotive - and a little one-sided - defence of the Swiss-French siblings. Following a

family biography and the story of how Fritz Schlumpf amassed the collection, there are car descriptions with useful spec details. There is even a full list of cars in the collection when it left the Schlumpfs' care in 1977 - and the prices paid for them! The book is rather let down by its imagery. There are some good historic shots, but the more recent photography is disappointing: surely 'the most beautiful car collection in the world' deserved the attentions of a professional? **AC**

£35 Ard & Arnoud Op de Weegh, Veloce. ISBN 978 1 78711309 1



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Model of the month



SCHUMACHER SPECIAL

1:43, AutoCult, £95.99

Photographs of a mystery special, a Stutz 8-powered roadster built in the late 1920s, have captivated American enthusiasts for many years. The riddle of this one-off machine was finally solved when the car was discovered in a barn in Massachusetts, where it had been stored for 54 years. A commission from a wealthy New York industrialist in 1927, the car was designed and constructed by German-born immigrant Gustav Schumacher in his garage in Yonkers, but the Great Depression delayed its completion.

German model specialist AutoCult regularly produces miniatures of unusual subjects, and the release of this 1:43 has beaten the restoration of the full-scale Schumacher Special, which has already taken 12 years. As always with AutoCult, the detail and finish are superb, right down to the strange bumpers and interior trim clips.

1:12

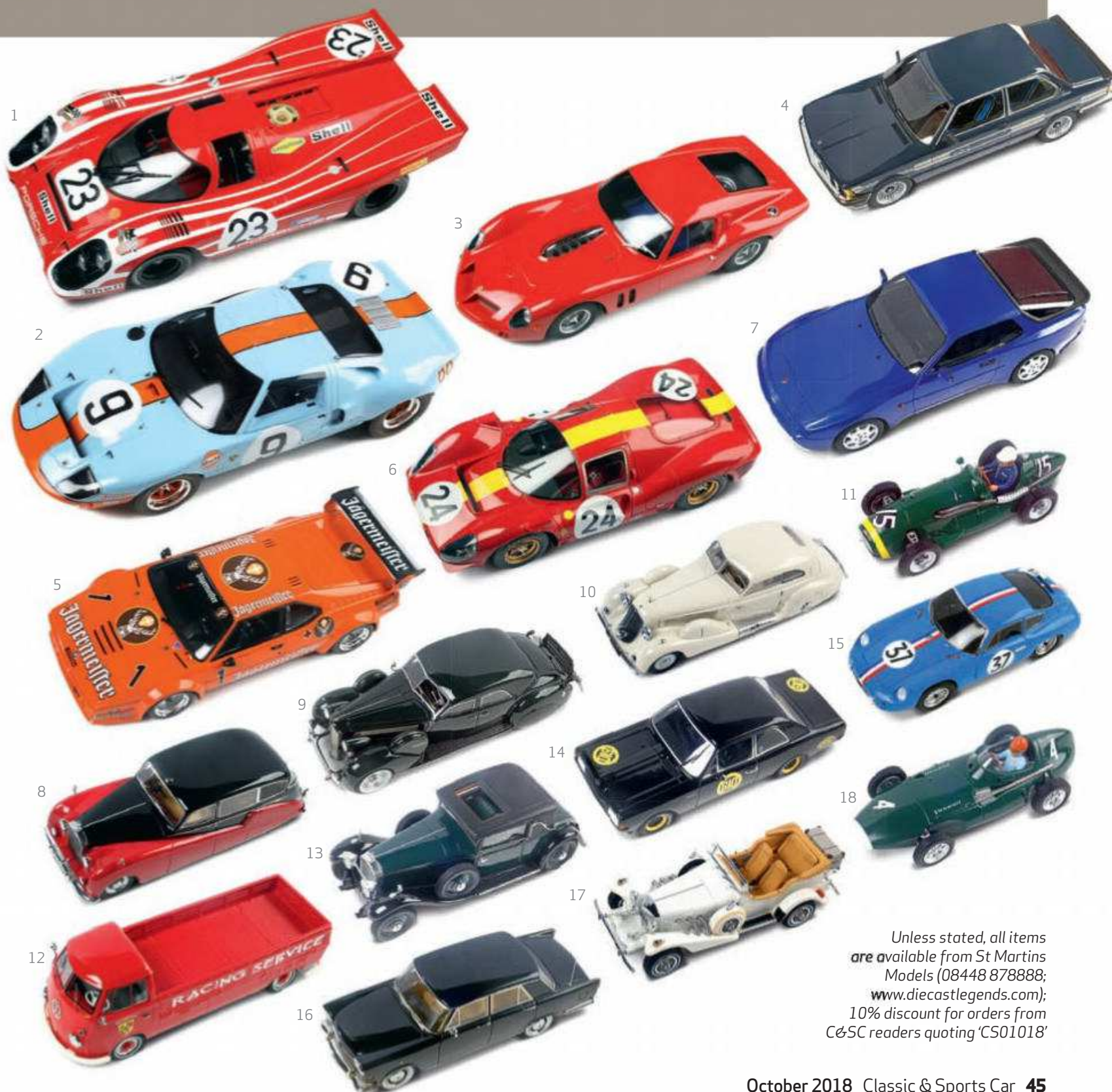
- 1** Minichamps' 1970 Le Mans-winning Porsche 917K, £219.99
- 2** CMR's 1968 Le Mans-winning Ford GT40, £239.99

1:18

- 3** CMR's 1963 Ferrari 250GT Drogo, £119.99
- 4** Lucky Step's 1983 BMW 323 Alpina, £151.99
- 5** Minichamps' ex-Kurt König 1982 BMW M1, £119.99
- 6** GP Replicas' 1967 Le Mans Ferrari 330 P4, £199.99
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1:43

- 8** Matrix's Freestone & Webb Rolls-Royce Wraith, £107.99
- 9** Matrix's 1940 Packard Super 8 180 SS Darrin, £95.99
- 10** Matrix's 1935 Mercedes-Benz 500K streamliner, £95.99
- 11** Spark's ex-Roy Salvadori 1953 Connaught A-type, £53.99
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- 13** Matrix's Hispano-Suiza H6B Park Ward coupé, £95.99
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- 15** Spark's '61 Le Mans Porsche 356B Abarth 1600 GTL, £53.99
- 16** AutoCult's Fiat 1200 Speciale, £90.99
- 17** Neo's 1977 Excalibur SIII Phaeton, £108.99
- 18** Spark's ex-Tony Brooks 1958 Belgian GP Vanwall VW5, £53.99



Unless stated, all items are available from St Martins Models (08448 878888; www.diecastlegends.com); 10% discount for orders from C&SC readers quoting 'CS01018'

LEGO PAYS HOMAGE TO BOND'S ASTON MARTIN

The iconic 007 Aston Martin DB5 is the latest classic to inspire the Lego design team. With more than 1200 pieces, the finished model measures 13in in length and features many of the famous gadgets of the James Bond *Goldfinger* movie legend. Highlights include a working ejector seat, a pull-back gearstick to reveal machine guns in the wings, revolving registration plates, bulletproof rear screen and extendable wheel-mounted tyre scythes. It's priced at £129.99. <https://shop.lego.com>



McQueen prints

A famous image of Hollywood legend Steve McQueen in his Jaguar XKSS is now available. Entitled 'Time Life', it's produced in various sizes from 30 x 40cm (£7.99) to 60 x 80cm (£17.99), but is also available as a canvas print (£44.99). McQueen bought XKSS 713 (XKD 569) in 1958, and it's now a star of the Petersen Museum. www.artgroup.com



French tin stars

Talented French graphic illustrator Jean-Jacques De Galkowsky has produced an extensive new range of tinplate signs. Measuring 30 x 20cm, the designs showcase both race and road cars. Inspired subjects include the Monica, a Sunbeam Tiger rally car, a Bristol 410 and a Matra Jet 6, priced at €30 each. www.auto-graphisme.com; jjacques@auto-graphisme.com

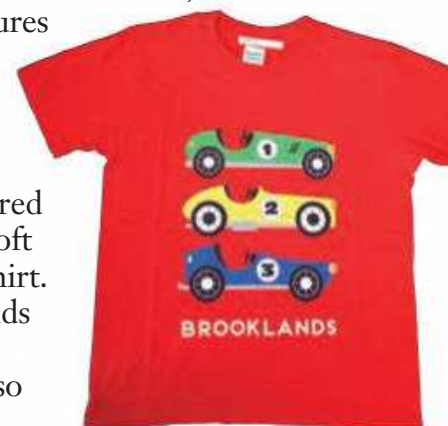
Wheel good news for Landies

Land Rover Classic is making new wheels for Series Land-Rovers, made using the original tooling. Two versions are available: 4½ x 16in steel wheels suitable for early 1948 and 1949 Series One 80in models, and 5 x 16in alternatives suitable for later Series Ones and 88in-wheelbase Series IIs, IIAs and IIIs. Available in primer at £200 per wheel, they can also be ordered in light green (£900 per set) or bronze green (£1500 per set). Each comes with a two-year manufacturer's warranty, but with limited availability, those seeking hard-to-find early 4½in wheels should get their orders in fast. www.jaguarclassicparts.com



Junior T-shirts

The Brooklands Museum has produced a range of fun T-shirts for children. Available in various sizes and priced at £14.95, the design features three profiles of racing cars, with the option of a red or a black soft cotton T-shirt. With the kids sorted, the museum also sells a wide range of adult-sized T-shirts including a new line of Napier-Railton-inspired designs, plus caps, posters, models and books. www.brooklandsmuseum.com/shop



Tested this month

KANO KROIL

It is pretty rare that you are left open-mouthed by just how effective a product is, but Kano Kroil penetrating oil did just that. It is fair, perhaps, to be pessimistic when attempting to undo fixings that have been in place without disturbance for 70 years, but a few drops of Kano Kroil worked wonders and in just a few seconds, the bolts were turning freely, despite being threaded into rusted metal.

I will admit to a lack of scientific knowledge, but the product's manufacturers claim that it works at 'the first molecular level', enabling it to creep into infinitely small spaces and break the bond of corrosion and oxidation.

What we do know, though, is that unlike other penetrating oils that need to be left overnight and reapplied, Kano Kroil works in the time it takes to reach for a spanner. Although distributed from the US, it is available online in the UK in an 8fl oz tin (£24) or 10oz aerosol. **MP** www.kanolabs.com

10/10



DRAPER DCT1 COMPRESSION TESTER

Having a compression tester means you can rule out head-gasket failure within minutes, should you suspect a problem. We've been using the Draper DCT1 (£21.70) for a while now and have been consistently impressed. Its screw-in function is preferable to push-in types and enables you to do solo tests. The readout is clear and its metal main body has proven hardy so far. The 14mm DCT1 also comes with an 18mm adaptor. **MP** 0115 956 5555; machinemart.co.uk

8/10



Because your classic is worth it

Patina and original finishes are highly prized on some classics, but protecting the appearance of weathered trim and bodywork is crucial to avoid further degradation. Owatrol Oil is a penetrating lubricant that can halt further corrosion and is claimed to enhance the look of aged surfaces by driving out moisture and stabilising the metal.

With excellent coverage, a little goes a long way and simply applying to the surface with a rag will coat any metal including galvanised steel, aluminium and zinc. It can also be mixed into oil-based paints as a conditioner, introducing rust-inhibiting properties and adding protection in extreme conditions.

Owatrol, which is priced at £16.15 per 500ml can, is also suitable for wood sections, such as on ash-framed vehicles to protect from unwanted moisture ingress, and can improve the finish and extend the life of vintage tooling, too. www.owatrol-direct.co.uk



A cast of tanks

Bugatti's Type 32 streamliner, nicknamed 'The Tank', has inspired British sculptor Chris Davis' new work. The dramatic bronze piece measures 12½in and features Ernest Friedrich's 1923 French GP car. Limited to 50, it is available as a natural bronze casting (£975) or with a nickel-plated finish (£1075). 01684 560410; www.chrisdavis.biz

Princess parts

The humble Austin Princess and Ambassador used to be common in Britain's scrapyards, and for years their bones were picked clean by those looking to upgrade their own cars. Ford fans took a shine to the models' beefy M16 brake calipers, which shared the same bolt pattern as Mk1/2 Escorts, Capris and Cortinas. Burton Power has now recreated the rare four-pot calipers, priced at £234 each, and also supplies a spacer kit for use with ventilated discs.

www.burtonpower.com



ENERGIZER JUMP-STARTER

Energizer's latest 400A lithium-ion polymer cell jump-starter is capable of turning over petrol engines up to 4 litres and diesels up to 3 litres, and is the perfect compact failsafe to keep stashed in your classic. As well as being able to jump-start your car, the 9000mAh battery pack can also be used to keep your phone and other gadgets charged – handy during tours and rallies when you don't have access to a wall socket – and has a rated power output of 2.4A, making it suitable for use with iPads. It weighs just 350g, is priced at £109.99 and is compact enough for your glovebox. We were very pleased with its battery capacity, and while we didn't have a flat battery in order to test its jump-starting abilities, we were impressed by the previous-generation (and lower-capacity) Energizer jump-starter, which bodes well. **GM** www.argos.co.uk



8/10



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Mick WALSH

It's been running for 40 years but, due to a clash with car events, I've never before made the Traditional Boat Festival. Along the banks at Fawley Meadows, Henley-on-Thames, an amazingly diverse array of watercraft is moored and paraded. As well as water-based attractions there's a wealth of restoration specialists, a vintage village, historic air displays and an ever-growing collection of classic cars. On a sunny Sunday there are few better places to enjoy a picnic and watch beautiful boats.

There are many motoring links to be found at the event, too. The preservation of the 'Dunkirk Boats', a special feature this year, was started by Raymond Baxter, the famous commentator and rally driver, while many vessels were owned by motoring men including the *Louis Philippe*, an impressive Star Craft ordered in 1967 by Brian Lister of sports-racing fame. Also competing for your attention are river parades and a flypast from the Battle of Britain Memorial Flight.

Special attractions this year included a demonstration of *Blue Bird K3*, Sir Malcolm Campbell's boat that broke the 130mph Water Speed Record at Lake Hallwil in Switzerland in August 1938. Saved from overseas interest by Paul Foulkes-Halbard in 1988, after a lengthy restoration it has returned to the Swiss lake to celebrate its 80th anniversary. The planned demonstration proved a challenge after videos on social media of Saturday's run alerted the Environment Agency. The organisers were determined to stage Sunday's demo, but engine failure thwarted the much-awaited pass.

Almost upstaging *Blue Bird* was the spirited demonstration of another pre-war record boat: *Berylla II*. Aubrey Finburgh of Classic Autos has been trying to acquire this 1935 single-step hydroplane for the past 18 years. Finally, with co-owner Paul Jaye at the wheel, it's back on the water with supercharged Lea-Francis power. Built as a promotional exercise for the Birmingham Aluminium Company by Percy Pritchard under his business Birma Bright, it originally had a one-off V6. "We'd love to find out more about the missing engine," said Finburgh. "It may still be sitting under a bench somewhere." Pritchard tried for the 1500cc record on the River Severn at Framilode and also raced in Paris on the Seine until a rope wrapped around the propeller and turned him over.

After WW2, a Connaught four-cylinder engine was fitted and it survived in several museums. "I'd seen it at Rétromobile and loved the

'Where the Regatta is the nautical equivalent of the Festival of Speed, the Trad is now compared to the Goodwood Revival'

From top: Bentley 4½ Litre passes Dunkirk boat display; classic-car restorer Jaye blasts along the Thames in the now supercharged *Berylla II*



design," enthused Finburgh. "It was clearly made by aircraft boys using an English Wheel. All the panels are beautifully numbered."

The Connaught engine has long gone, after it became more valuable than the boat, but with the help of Jaye, a 'high-cam' LeaF 'four' was sourced and rebuilt with a modern supercharger for extra grunt. "We've only tested it a few times on a local lake and I'm still learning," said Jaye, better-known for racing Altas with the VSCC.

The 'Trad' is now the largest classic boat show in Europe. Where the Regatta is the nautical equivalent of the Festival of Speed, the Trad is compared to the Goodwood Revival. Amphibious-vehicle enthusiast Lyndon Yorke organises the classic-car display, which has greatly expanded over the past few years. As well as Amphicars, this year's group ranged from vintage Bentleys to a strong turnout from the Jensen Owners' Club. Highlights included Kay Drury's 1960 Austin Mini Se7en Deluxe, which has had just four owners, including the same family from 1969-2000. This superbly patinated early Mini was packed with a wealth of period accessories including a Les Leston steering wheel, a Restall bucket seat, MiniFin brakes and an Alexander manifold, all modelled on Daniel Richmond's Downton Mini, UHR 850. Just imagine it towing a Healey Marine!

Next year, pal John Blundell and I plan to arrive in our Lea-Francis 14hp Sports and Woodie to support *Berylla II*. I can't wait.

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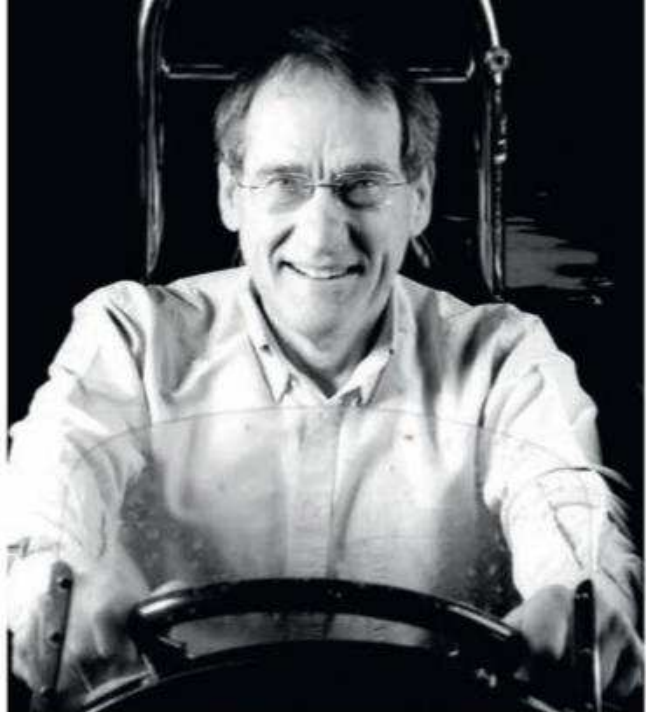
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Simon TAYLOR

Despite gloomy forecasts, here in the UK we still make 5000 cars a day. Even McLaren is rolling out a dozen cars between breakfast and dinner-time. So it's hard to remember what life was like in the years after WW2. The Allies had won, and yet our country was still deep in grey austerity and gripped by government controls. Rationing didn't just involve fuel: bread was rationed until 1948, clothes were right through until 1949, sugar until 1953 and, unbelievably, meat until 1954.

For a long time, new cars were virtually unobtainable. Our roads were, by current standards, almost deserted, and the cars you did see chugging around were mostly well-worn, upright saloons, usually black.

So if, in 1949, the Leston Special had driven past, you would have gaped. It really did look like something out of the science-fiction stories that were becoming all the rage. Long, low and wide, its wheels hidden, it seemed to be moving down a runway towards take-off for the moon.

As a teenager before the war, Les Leston had been the drummer for the Clay Pigeons, the jazz band fronted by the Belgian racing driver and trumpeter Johnny Claes. Les had a brave war as the mid-upper gunner in Lancaster bombers, but what he really wanted to do was race cars. By 1947, selling off parts of redundant wartime aircraft had become a lucrative business, and Les would buy anything and sell anything to pay for his motor racing. In 1949, among a job lot of parts he'd just taken in, was the Perspex cockpit canopy from a reconnaissance plane, and it started Les thinking...

He took his idea to a Paddington-based firm, Vanocar, which was making truck bodies out of aluminium (much easier to get than steel at the time). The body was removed from his 1938 SS100 and a network of small tubes welded up to carry the body panels. The Perspex cockpit canopy formed the removable roof section and the side windows, including the compound-curve front quarterlights which met up with the flat glass windscreen.

The body was very wide, because Les wanted spats over all four wheels and room had to be left for the front wheels to steer. Three abreast in the cockpit was no problem, and four could be carried at a pinch. The floor was Plymax, a mix of duralumin and plywood used in planes, and the heater fan came from a USAF bomber.

'Long, low and wide, it seemed to be moving down a runway towards take-off for the moon'

Aircraft canopy curved around the Leston's cockpit, but for parking it was best to stick your head out of the detachable Perspex panel in the roof



As a kid I found a picture of it in a magazine, and I thought it looked amazing. Thirty years later Les was a friend, and he was somewhat taken aback that I knew about the Leston Special. He didn't seem very proud of it: "It was six-and-a-half feet wide and you couldn't see out of it. I moved it on pretty quickly. By now it must have been converted back to a proper SS100."

So the first Leston Special, like many dream cars, was unmourned by its creator. The next was a 500cc Formula 3 car, which kick-started his racing career. He had F1 outings for BRM and Connaught, raced a works Aston Martin DBR1, and starred in British GT racing with his Lotus Elite, which carried the registration number DAD10. (In case you're too young to remember, *Don't You Rock Me Daddy-O* by The Vipers got to number 10 in the UK singles chart in 1957.)

Les is best known for setting up the first racing-oriented shop, in London's High Holborn. It was hugely successful, selling everything from crash helmets and racing overalls to pit signal boards and stick-on race numbers. When he sold the business he moved to Hong Kong, where he had a large motor yacht and a big BMW motorbike, and presented a jazz radio show. But he carried on buying and selling, sourcing in China the free plastic gifts you used to get in cereal packets. He died, aged 91, in 2012. Wherever he is now he'll still be wheeling and dealing, maybe part-exchanging hot coals for harps.

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1986 AC 3000ME Sold: £22,960



1976 Ferrari 308 GTB Vetroresina Sold: £134,200



1965 Jaguar E Type S1 4.2 Coupe Sold: £68,200

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Martin BUCKLEY

With so many old-car events on during the summer, it's hard to know where to start sometimes. I usually end up not bothering at all, on the basis that you can have too much of a good thing.

I should really get myself organised to do the Festival of the Unexceptional, because it looks like a laugh and there are loads of terrible vehicles I've not seen for ages; it's great to remind yourself how something like a Hillman Avenger or a Morris Ital looked and smelled.

To be honest, you can get a little bit of that 'unexceptional' vibe if you go to the Steam Show at Cirencester. This has evolved into a huge event over the past 40-odd years, way beyond the limits of its traction and stationary engine origins. It was a proper 1976-style scorcher this year, with lots of large men wandering about with their tops off, and I got a sense that the whole thing turned into one giant open-air party once the public went home.

There must have been at least 150 classics on display; I loved the austerity of the Mk1 Austin 1800, the comic dumpiness of the Phase One Standard Vanguard and the sheer absurdity of the Bond Mini Car. The surprise of the day for me, however, was the appearance of one of the 9X gearless Mini prototypes that had been the personal car of Issigonis at one stage.

All of this with a backdrop of vintage tractors, military vehicles, a comedy sheep-shearing display and a half-decent autojumble. Great stuff, well worth the £10 entrance fee and a lesson in checking out what's on your doorstep before you fork out God knows what doing one of the 'must do' old-car festivals/revivals/hill-climbs or whatever. I always find these highly touted events mentally exhausting, more so when you spot the cars you know you should not have sold (or failed to buy before they got too expensive). If you're not careful, feelings of dissatisfaction can soon begin to kick in.

I think that most of the big, glossy vintage and classic car jamborees can have the same effect, but I would never include the wonderful Vintage Prescott in that typically sweeping statement. I like this event because it's the same every year: you park your 'modern' in a lumpy field and enter an old-car idyll with Cotswolds vistas worthy of an Enid Blyton front cover. Here you are free to mingle with the cars, and also with their unpretentious owners.

'I always feel like a slight fraud at vintage car shows because I don't really know what half of the stuff is'

From top: Buckley was surprised to see Issigonis' own 9X Mini prototype at Cirencester; pre-war Riley among the gems to be found at Vintage Prescott



I always feel a slight fraud here because I don't really know what half the stuff is. This year I couldn't even bluff my way through with my pals Brian King and Steve Wilce: they stood transfixed at a 'chain gang' Nash with its bonnet open, trying to make out the make and construction of its engine. As the on-hand 'expert' I couldn't even summon a half truth in explanation.

The funny thing is that slight detachment from it sort of adds to the enjoyment, not only because pre-war Rileys, Prince Henry Vauxhalls and wacky aero-engined specials are uncharted territory for me in terms of my knowledge and references, but also because I have no real desire to possess any of these cars. Yes, there are plenty of things I would like to have a drive of or learn more about, but my enthusiasm for Prescott is rooted in the fact that I come to it as a sort of innocent, with no pre-conceived notions or prejudices – or even much curiosity about what any of them are worth.

It is a very English event and the most blissful place imaginable on a sunny day. Always held on the same August weekend as the South Cerney Steam Show, it has the added attraction of being only 40 minutes up the road from where I live. Even if it was further I would still make the effort, not only because it's not full of twits in demob suits (or 'corporate drunks' making the most of hospitality suites), but also because it has a carefully nurtured ring of authenticity about it that never seems to change.



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Keeping it in the family with a very special Bentley T-series

I very much enjoyed Paul Hardiman's article on Classic Performance Engineering (*The specialist*, August). Paul managed to grasp the essence of what CPE is all about: variety.

I got to know boss Martin Greaves when he started working on my long-nose Jaguar D-type while training under D-type guru John Pearson in the '80s, and he took over preparing the car at Bicester two years ago. The operation is very well run and the atmosphere a delight to experience.

One correction I'd like to make is that my '65 Bentley single-seater is not a MkVI special. The running gear is Silver Shadow Special Chassis 2, one of two development, prototype and exhibition monocoque chassis for the forthcoming Silver Shadow and T-series. After its life exhibiting the new technology around the world, the chassis returned to the Crewe works. In 1973, my father Barry Eastick (a well-known Bentley racer) persuaded Sir David Plaistow, chairman of R-R, to assist in building a Bentley racer incorporating the latest technology.

Rolls-Royce agreed, on the condition that the project was not made public (Bentley was forbidden from returning to racing after Rolls-Royce bought the company in 1931).

Crewe supplied chassis, suspension, steering, engine, gearbox and brakes. Maurice Gomm, based in Old Woking, made the body, based on designs by my father and Alan Padgett. Martin Slater of F1, Le Mans, F5000 and hillclimb fame, constructed the car in the Lyncar workshops, behind our sugar refinery in Slough.

The Bentley was completed in 1976, resplendent with a Roots-type supercharger at the front, in a nod to the vintage 'Blowers'. The car made its debut at Bentley Silverstone in 1976, but the power of the engine broke the layshaft in the gearbox. In 1977 the car shattered the Bentley lap record at Silverstone and was on pole for the scratch race. It was leading on lap two when it started to rain, then was involved in a pile-up at Copse, badly damaging the front end. The accident scared my father enough to give up racing, the supercharger was removed and the Bentley was adapted for road use, with wings and silencers. In 1981 it was sold to a Welsh museum before subsequently going to the USA, where it has appeared at the Meadowbrook, Greenwich and Pebble Beach concours.

After seven years of negotiations I fulfilled a childhood ambition to buy it back in December 2016 and, after



rudimentary checks, raced it at last year's Bentley Silverstone, 40 years since my father's last race. Despite the engine overheating we qualified second and finished the scratch race with the fourth-fastest time against more modern, slick-tired cars. Amazingly, the T-type single-seater has only done five races in its life, with the potential as yet untapped!

In the winter of 2017, CPE began a full rebuild, aiming to re-install the supercharger. We hope to have the T-type at Silverstone this year, but if not this unique Bentley will be ready for the centenary celebration in 2019.

Ben Eastick

Via e-mail



From top: the Bentley T-series special on the startline at Silverstone in 1977; and its return at last year's BDC meeting



Letter of the month wins a Gliptone leather-care kit. For products, advice and orders, call 01527 911322 or go to www.liquidleather.com

Mondial pleasure...

How nice to see the Mondial getting a cover for a change (*C&SC*, August): so long overdue for such a wonderful design that has spent far too many years in the shadows.

Not so long ago these cars were so affordable, with many for sale within the £8-15k bracket – no doubt all 'maintained' on a budget. At the time I could have bought one, and nearly did, but there were always more pressing demands for my money with a mortgage and three young children the priority.

So I stopped looking at them and, next thing you know, boom! The prices have shot up, along with everything else that *was* on my bucket list and now can never be.

I have always loved the design of the Mondial, especially in 8 and QV specification. I still have the original brochures, the long out-of-

print books and the magazines that featured the road tests. For me, they have always been truly desirable, not merely a 'cheap way of accessing the Ferrari ladder', and they deserve to be loved in their own right, not just as a subject of ridicule – as in *Top Gear's* chronic *Worst Cars Ever Made* DVD.

In my copy of *Motor*, the Mondial 8 is described as the best-handling Ferrari of the then-current range. In my *Car* magazine test of a dark-blue QV, the report was glowing and the car looked sensational – for me it has to be metallic blue with tan hide, such a beautiful design.

The only sad fact is that I will now never get to sit in one, let alone drive or own one, but at least it appears that they are finally beginning to be appreciated for what they are and on their own merits.

Brian Ward
Cheshire

...and pain

Mondial magic? I'm not so sure. Having blown a redundancy cheque in 1995 on a wonderful 308GTB, I was tempted back into Ferrari motoring a few years ago by the lure of a one-owner Mondial t with only 35,000 miles, all for less than £30k with seats in the back for the children – what could go wrong?

To be fair, not all that much, though the active suspension was activated by little motors atop each damper, derived from units designed to operate Venetian blinds.

Underpowered, not very good-looking, underdeveloped, poorly built and fragile – the only classic that has left me and my family at the side of the road. Worse, it was impossible to go anywhere without comments referencing my abilities at self-manipulation and paucity of funding – a "poor man's Ferrari",



Millar's Mondial cabrio was not a success

apparently. The Ferrari owner is not generally liked in Blighty.

So I sold it and bought an Alfa S2 Spider instead; everywhere I go, love and thumbs-up follow me.

Your closing sentence struck a note. I fear that to buy a Mondial always looks a bit sad, and I speak from experience. A 308 or 328GTB is an entirely different matter...

Simon Millar
Poole, Dorset

Pedant of the month

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



Menu in 'woefully underdeveloped' 19

One small detail of July's enjoyable Clio V6 feature isn't quite correct. While Alain Menu and others did successfully campaign the Laguna from 1994 in the BTCC, the predecessor was not a Mégane but a 19.

1992 champ Tim Harvey, who was tempted into partnering Menu at the new Renault team for 1993, described the woefully underdeveloped machine as the worst racing car he'd ever driven.

Matt Gilby

Comments & clarifications

For one who attended the Jim Clark Celebration in Duns, your article brought back the emotion of a splendid event (C&SC, July). Wearing my pedant hat, however, I must point out that the caption for his 'demon start from sixth' at Spa in '63 should read 'eighth' on the 3-2-3 grid. This makes his taking the lead before Eau Rouge even more remarkable!

John Hostler

I finally read the Lotus Europa story (C&SC, February), where the early model's rear buttresses were criticised 'for impeding visibility'. On the contrary, they were very visible; I'm sure they impeded rearward vision, though.

Paul Blank

Reading Martin Buckley's story on the BMW 3.0 Si estate (C&SC, May) prompted me to clarify the terminology for wagon versions of cars. In England, large land holdings are 'estates'; in the USA they are 'ranches'; and in Australia they are 'stations'. Hence 'estate car', 'ranch wagon' and 'station wagon', although the latter is becoming more universal.

Graeme Baddock



Family value

In January 2017 you published a letter from Charles Wells, about his father Martin's Alfa Romeo 1750 GS Zagato, BGO 242, with which he had competed at Madresfield and Syston Park in the 1936. He concluded that he thought the car was now in Northern Ireland.

I can confirm that this is the case, my grandfather Dermot having bought the car in 1939. It was sold in 1950, but brought back into the family in the 1970s. In July I drove the car over for Chateau Impney Hill Climb, where my son Patrick raced – presumably the youngest competitor, at 17. He is the fourth generation of the family to compete in the car. The previous month my brother Andy took the car on holiday and replicated a photograph taken at the top of the Tim Healey pass in Killarney by our grandfather on the '47 Circuit of Ireland Rally, where he finished seventh.

Dermot Johnson

Hollywood, Northern Ireland

Capri in detail

I read with interest Marc Keiterling's Ford Capri story (C&SC, August), and would like to give two comments. First, to my knowledge the 'true lightweights with doors... made of plastic' got these parts from McNamara Racing in Bavaria because, as explained by 'Mac' (who turns 80 in August), Ford Cologne was not able to make them.

Second, there is a nice story about Turbo-May Capris. Michael May's workshop was near Stuttgart, and Porsche and Mercedes pilots

complained about being overtaken by Capris, considering that something was wrong with their cars. Both works protested to the Technische Überwachungsverein (TÜV) in Stuttgart, which had certified Michael's cars.

The TÜV solved the problem by declaring May's workshop to be the smallest car factory in Germany, and the complaining customers were informed that the Capris *were* indeed faster and that their cars were in proper order.

May introduced the first wing to a race car (to a Porsche at the 1956 Nürburgring 1000km). He was the first European FJ Champion, drove a Lotus in a few F1 races and, prior to his work on turbocharging, was a consultant to Ferrari. Michael now lives in Switzerland and dedicates his time to cancer research.

If you want to read more, I have written two books – *MacNamara Racing* and *Turbo-May*.

Prof Dr Peter Schroeder

Germany



May and wife at his Hechingen workshops



Mr and Mrs Cohen both approve of R129

Brilliant Benz

As the owner of an R129 Mercedes SL, it was great to see a *Buyer's guide* on the model in the June issue. My 3.0-24 is the same colour as the featured car, too. However, I was disappointed that the drivetrain I have was not mentioned: my SL has the Getrag five-speed manual – very rare here in the USA, and I'm not sure how many were made for other markets. The combination of a variable-valve-timed 7000rpm straight-six and manual transmission is great for handling, performance and fuel economy.

The chassis balances nicely this way, and on Sunday drives I can get over 20mpg (US). It is a dogleg five-speed, like old Porsches and such, and a throwback to the good old days. Also, this is the first sports car in 35 years that my wife likes.

Randy Cohen

Chalfont, PA, USA

Memories of Clark

Further to the photograph of Jim Clark in the Lotus 30 in the July issue, I attach (a poor) one taken in the Mallory Park paddock (below), unfortunately undated.

I recollect another shot of Jim and girlfriend Sally in a speedboat on the lake in the middle of Mallory Park, but I can't find it!

Ed Hull

Via e-mail

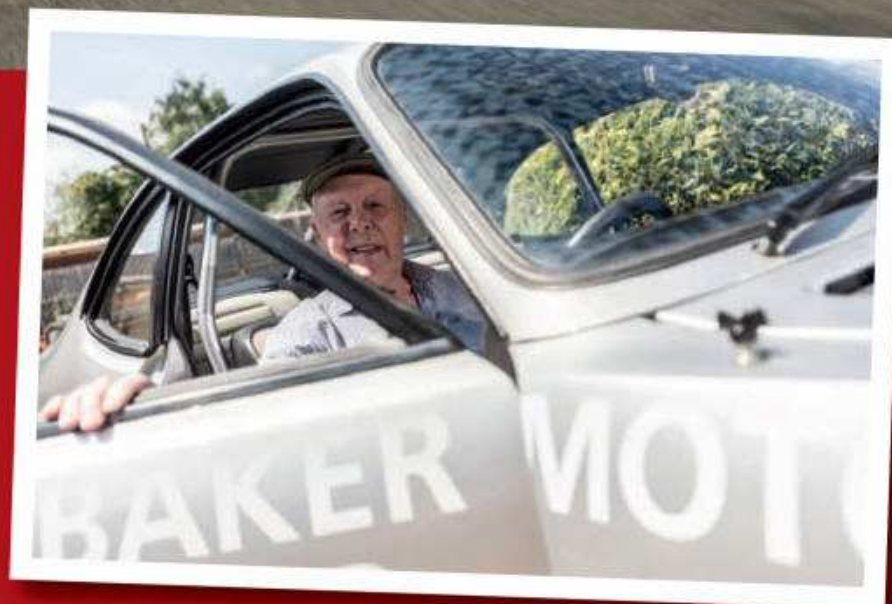




IN THE NOVEMBER ISSUE*

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Unforgettable F

I was reading your story in the June edition on '50 Great classics to buy now' and wonder why the MGF is never mentioned. The last article I can recall was a *Buyer's guide*, but that was a very long time ago.

I know it is not a Lotus Elise – even if they share the same engine and wing mirrors! – but you celebrated the 20th anniversary of the Elise a few years back, without so much as a mention of the F.

I am a little biased, having owned a 1996 MGF since 2001 and driven 100,000-plus miles with only one new head gasket needed. I think the shape has aged well, and they drive and handle well, too.

I also know that it is a parts-bin special, but with that you can get almost any bit you need – though that doesn't prevent them being scrapped as if there's no tomorrow. There is a large group of enthusiasts, but prices are at rock-bottom: you could get 10 MGFs for your £15k (or three really good ones).

I include a photo of mine (above) to show you what you're missing!

Paul Bridgman

Via e-mail

Posh pick-up

Further to your article on the Silver Shadow conversion (*C&SC*, May), here is my 1932 Rolls-Royce pick-up at a rally in Yeovil. The car was rebuilt by me over the past 15 years.

Simon Warburton

Via e-mail



Warburton's fabulous 20/25-based truck



Reader Robinson spied 'our' Jag in 2012

Mystery XK update

In August's *Lost & found*, you have a photo of a XK120 chassis that I believe was stored in a lock-up garage in Chesterton, Indiana for around 15 years. It was owned by Floyd Montgomery, who passed away recently. I attach a photo from 2012, when I saw the chassis. It was not raced, though the engine was tuned in Chicago.

Tony Robinson

Via e-mail

F40 on the streets

Your recent article regarding Neil Corner and his Bugattis (*C&SC*, August) reminded me of a photograph I was kindly given by one of my customers. The Ferrari F40 on Italian plates – EE 914 AK – was apparently brought into the UK by one Mr Corner and was spotted in Darlington.

I wonder if Mr Corner could verify this, and whether or not it is still part of his collection?

Terry Dudleston

Via e-mail



F40 spotted in the wild in the early 1990s



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- The seventh production D-Type built
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Many special features, 1 of only 100 Huayras ever produced worldwide & 1 of only 4 U.K. right-hand drive examples, 2,700m & full service history from new, as new throughout

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1969 LAMBORGHINI MIURA P400S

A total matching numbers example, finished in its original colour combination and restored by the world's leading model experts. Most probably the finest restored Miura ever offered for sale

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2015 PORSCHE 918 SPYDER

1 of only 918 examples ever produced, Liquid Metal Chrome blue, carbon rear wing, mirrors & roof panels, carbon interior pack, Weissach magnesium wheels, 5,000m, huge spec, U.K. car, as new throughout

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2016 PORSCHE 991 GT3 RS

918 Spyder bucket seats, leather & alcantara interior, GT silver stitching, PCM, sport chrono, phone, sound package plus, cruise control, ceramic brakes, front axle lift, total spec, delivery miles from new

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2015 PORSCHE 918 SPYDER

1 of only 918 examples ever produced, Liquid Metal Chrome silver, carbon interior package, carbon floor mats, front axle lift, Weissach Magnesium wheels, high spec, 3,000m & 1 owner from new, U.K. car, as new throughout

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1970 ASTON MARTIN DB6 MK2

VOLANTE 1 of only 38 examples ever produced, original colours, engine uprated to R.S.W. revered 4.7 litre specification, only 3 owners and 24,000m from new, beautifully presented throughout, exceptional car

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2000 ASTON MARTIN V8 VANTAGE

V600 LE MANS 1 of only 40 ever produced, only 1,440m from new, exceptional throughout and complete with its original invoice, handbook, car cover, spare key and sterling silver key fob

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1971 Aston Martin DB6 MK2 Vantage

£425,000

The superb Mk2 we are offering, originally built with the ill-fated Brico fuel injection, was like most Mk2s, converted in period to Weber carburettors of Vantage spec and like many fitted with the DBS type, 5 speed ZF manual transmission.

Well maintained over the years, at 57,000 miles, a complete chassis and body restoration was carried out between 2010 - 2011. Works included, replacement steel sections to the chassis and restoration to the aluminium body, including bare metal repainting. Further to this, a complete engine rebuild to 4.2 litre lead free spec, a suspension rebuild with uprated components and fitment of air con, within the last 4 years. All restorative and rebuild works have been carried out by respected Aston Martin specialists and meticulously recorded, leaving the car in the highly desirable specification and condition presented here. Total mileage is now 65,000 which is supported by numerous MOT certificates and servicing history.

Originally finished in Burnt Almond, the Cumberland Grey paint work is exceptional and highly complementary to the Tan hide interior. This example of the subtly elegant, powerful, practical and rare DB6 Mk2, is one of the finest we have had the pleasure of offering and worthy of inclusion in any collection and ready to be enjoyed on any tour.



1960 Aston Martin DB4 Series I

£POA



1984 Aston Martin V8 Vantage (LHD)

£399,950



2000 Aston Martin Vantage Le Mans

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2.0S



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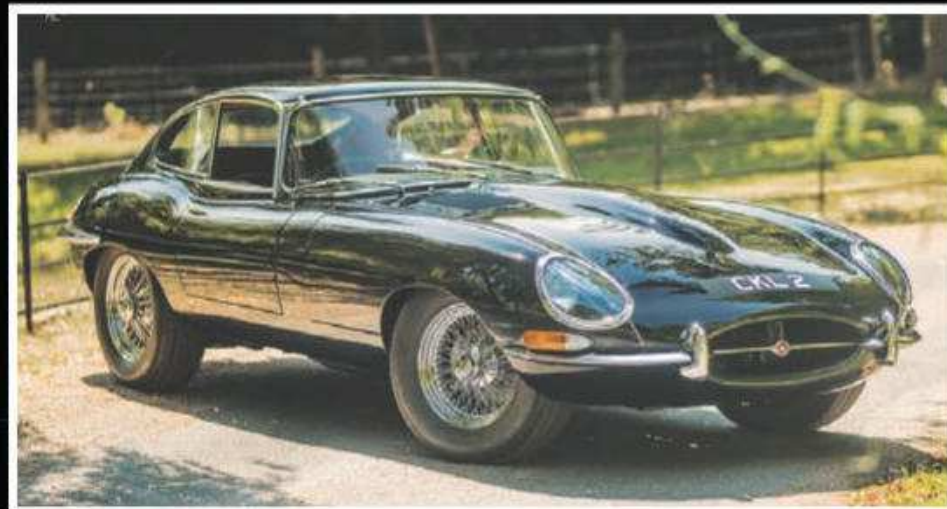
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POA

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1964 Jaguar E-type 3.8 – CKL002

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1965 Jaguar E-type 4.2 RHD

POA

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1952 XK120 3.8 LHD

POA

This car has a very solid competition history over the last several decades, initially in the USA and then moving on to UK. Ready to race!

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14 FERRARI LAFERRARI COUPÉ
Rosso Corsa With Nero Alcantara
4,000m
£POA



1966 FERRARI 330GT 2+2 MKII
Argento With Nero Hide
80,000m
£POA



1993 PORSCHE 911 TURBO (964) 3.6L
Gran Prix White With Linen Leather
19,000m
£POA



63 MERCEDES-BENZ SLS AMG BLACK SERIES LHD
Magno Allantite Grey With Black Alcantara
7,000m
£419,950



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3,000m
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Proud of our work

We are extremely proud of the craftsmanship of our team over the past 40 years and this is reflected in the quality of the work we produce.

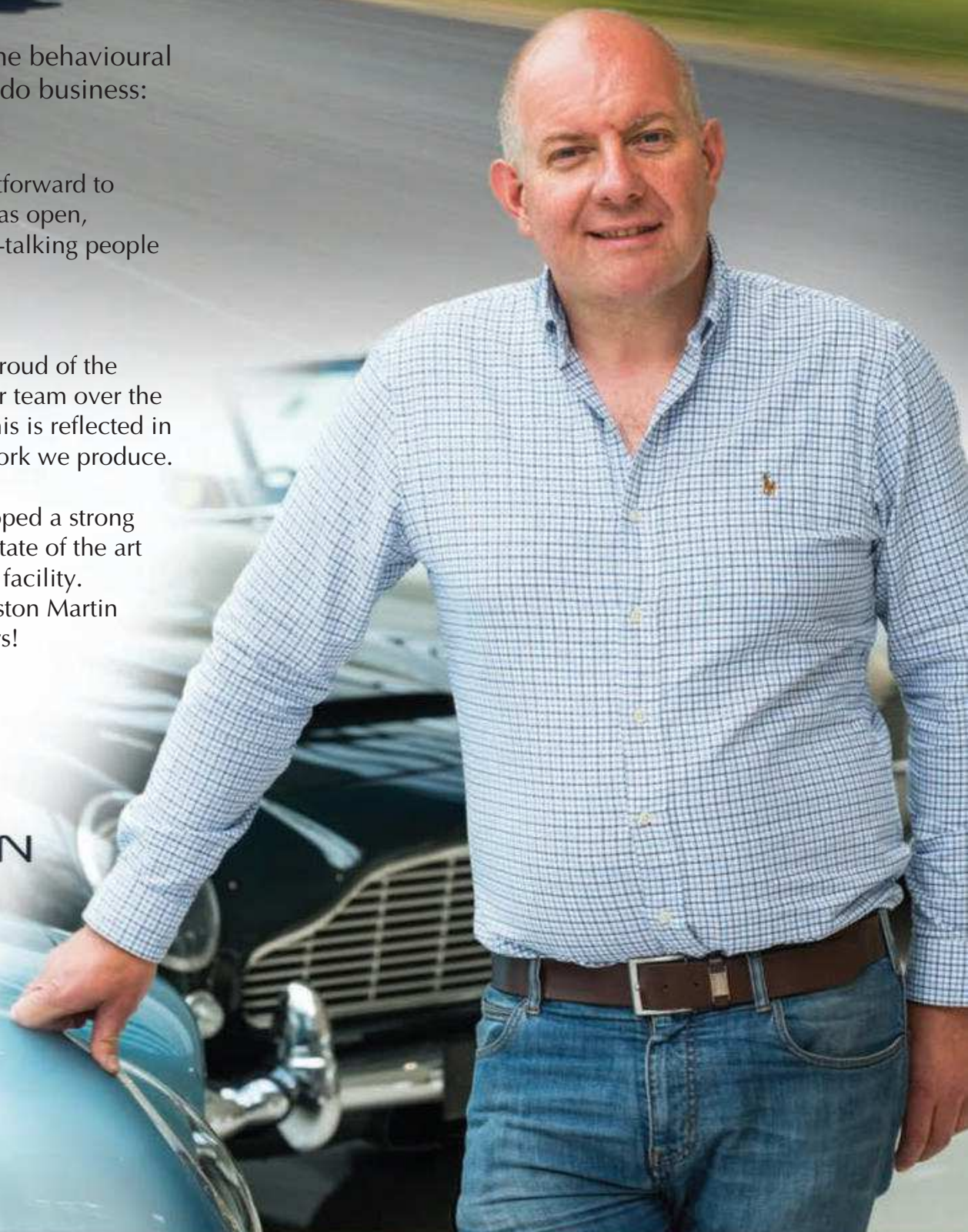
Through hard work and internal funding we have developed a strong client base all over the world. Today we operate from a state of the art purpose-built 18000 sq ft workshop and showroom facility.

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1983 Lamborghini Countach 5000S

1,010 Miles, Black, Manual, Petrol

Built in 1983 in S.Agata Bolognese and originally supplied to Cyprus and then exported to the UK in 1989, this black Lamborghini Countach has been lovingly cared for in its 35 years of life. The car has a full service history and in 2016 was sent to Valentino Balboni in Italy for a major service, including a new clutch and tyres. The Countach was returned with a letter confirming its originality and superb condition. In early 2018 it received an engine rebuild which was photographically detailed.

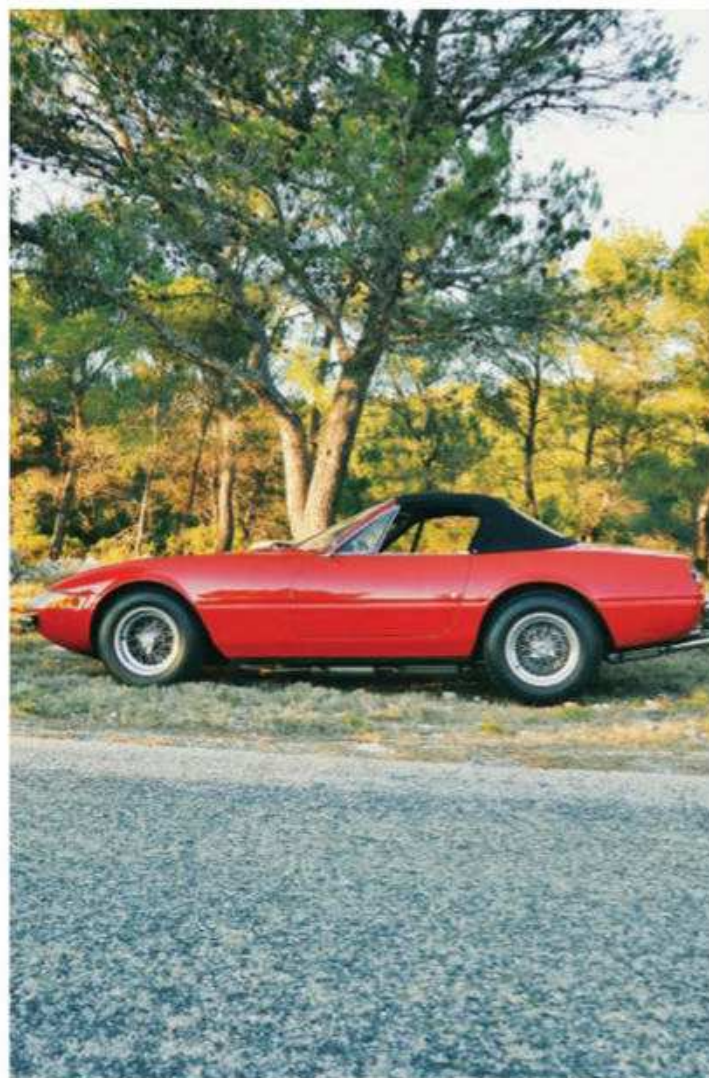
This Lamborghini Countach is one of 2049 created and 1 of 36 RHDs ever produced. The rear mid-engine V12 5-speed manual sports car will transport you from 0-60mph in 5.60 seconds. With the engine pointing backwards for better weight distribution, this is a car you step on the gas for and is still just as powerful as a wide range of today's modern supercars. Valentino Balboni, one of Lamborghini's test drivers for over 40 years describes the drive of the car as an emotion.

*'The car talks to you, you need to understand it and dance with the car's steering.
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One of the 9 GTS/4-A produced.
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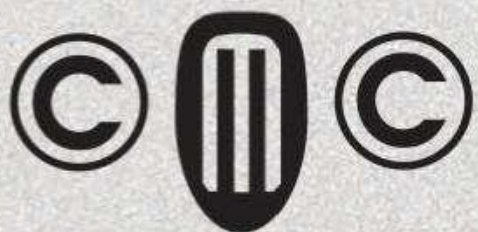
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2003 MODEL YEAR, BENTLEY ARNAGE T. Silver storm with black quilted leather with Logos. Massive factory spec, 43000 miles only with FBSH, recently serviced, stunning mint example that cost £190k less new. All books tools and documentation, £31,950.



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1987 Mercedes 300SL W107. Alpine white with full Blue leather trim, Excellent spec including, Blue Hood, white hard top, rear seats, air cond, flat face alloys 93000 Miles with impeccable full service history last owner 17 years. Stunning £34,950.



1971 ASTON MARTIN DBS V8 AUTO. Rare matching numbers example in Caribbean blue with original navy blue leather. Aircond, PAS, GKN Alloys. Stainless steel sports exhaust. 61000 genuine miles and recent large service by leading Aston expert. Completely rust free, and superb to drive. One of nicest and original cars remaining. £159,950



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Ferrari 250 GT Ellena Coupe, 1957, LHD, certified by Ferrari Classiche, matching numbers and colours, Mille Miglia in 2007.



BMW 503 Coupe Series I, 1956, LHD, very early car (number 13), delivered in this colour configuration!



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MB 280 SE 3.5 Convertible, 1971, silver, black hide int.
Lagonda LG 6 DHC, 1938, two tone blue, concours cond.
Lagonda M35 Rapide Tourer, 1935, grey-blue, very nice!
MB 300 S Roadster, 1953, black, rest. Also: 300 SC Roadster.
MB 320n Kombinations Coupe, 1937, DHC, hardtop!



Ferrari 365 GTB/4 Daytona Coupe, 1972, Ferrari Classiche certificate, first class condition.

MB 540 K Convertible A, 1939, 5 speed, 770 K brakes.
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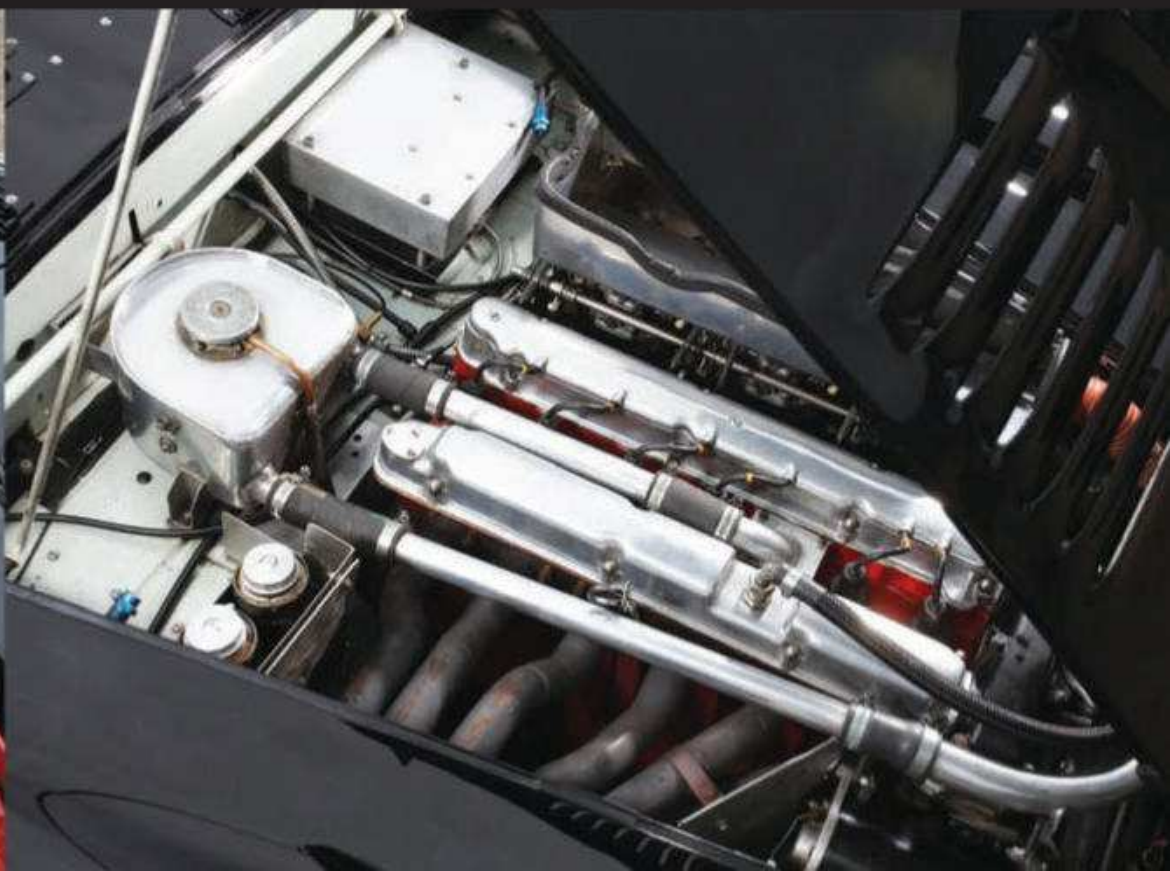
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1952 Aston Martin DB3 “Works” car chassis #5

One of the five Factory Team cars and winner of the 1952 Goodwood Nine Hours driven by Peter Collins in the 1952 season it also competed at Le Mans, Sebring, Monaco, Silverstone and in the Mille Miglia. Supplied by us to the current owner, it has proved highly competitive in historic events, most recently with a win in the 2017 Goodwood Freddie March Trophy.

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BIRTH OF AN ICON

The gorgeous E9 coupé turns 50 this year, but it was the arrival of the mighty CSL in 1971 that launched the BMW Motorsport dynasty

WORDS **MARTIN BUCKLEY** PHOTOGRAPHY **JAMES MANN**



Aluminium bonnet is secured by racing latches; front grille is painted matt black; car sits low on 7in-wide alloys, under chrome wheelarch extensions



The story of the lightweight CSL coupé comes in four stages. The 500 right-hookers built for the UK market are the most familiar – and in some ways the least exciting. It's all part of the legend surrounding this most desirable of '70s BMWs.

The so-called 'Batmobiles', the fastest, rarest and most visually dramatic of the cars, tend to get people the most excited; but we don't actually know much about the very first CSLs, those 169 carburettor-engined cars built between May 1971 and June 1972. They were all left-hand drive and were never sold new in the UK, where their stripped-back character would not have chimed with the luxury image that the local importers (in those days they were merely concessionaires and thus separate from the factory) were successfully promoting.

In many ways, these E9 coupés with their heavy luxury trim and not especially stiff bodyshells were unlikely racing cars. Who would have thought a body that started life as the prosiac 2000 CS in 1965 would end up a five-time European Touring Car Championship winner, still competitive three years after the E9s had been replaced by the E24 6 Series?

Before the coupés, BMW had been concentrating its motorsport efforts on the 2002 and Formula 2 racers. Tuning firm Alpina had demonstrated the potential of the new E9 six-cylinder coupé, when its almost standard 2800 CS, complete with power steering,

managed to finish the Spa 24 Hours in 1969. The car came a respectable ninth overall but used up 40 Dunlop racing tyres in the process – a clue to the fact that the BMWs were at a huge weight disadvantage, particularly compared with the tinny V6-engined Capris. Officially, BMW was content to let Alpina, Schnitzer and the other privateer teams campaign the CS coupés on the basis that they could always bask in the reflected glory if the cars were successful, but equally claim they were 'not invented here'

'All of its opening panels were made of aluminium, and the wings, nose and roof were of a thinner gauge to save weight'

if the cars failed to cover themselves in glory.

However, in 1970, despite the fact that the factory had pulled out of competition involvement altogether, things began to look slightly more promising for the coupés: Alpina's 2800 CS chalked up two outright wins in international events counting towards the European title, and the car could now wind itself up impressively on the straights, thanks to its 280bhp dry sump engine and smaller, wider 13in wheels, beneath 'bubble' wheelarch extensions.

The trouble was that the coupé was still too heavy at 1270kg (compared to the 970kg/300bhp Capris), and that meant a discrepancy of 10-15 seconds per lap at the Nürburgring. Even so, there was now a renewed determination within Alpina and Schnitzer to build a BMW that could beat the increasingly dominant Fords.

That day came at Zandvoort in August 1971, when Dieter Quester's Schnitzer-prepared 2800 CS led home the RS2600 Capris of Marko and Glemser. By now, the 2800 CS had been replaced on the Karmann production lines by the 3.0 CS, and the creation of a lightweight version, to be marketed as a separate model, was under way. The tuners' pleas had been heard: the 3.0 CSL was to be built to the tune of 1000 examples to homologate a lighter coupé for Group 2 of the European Touring Car Championship.

Behind the scenes, BMW was gearing up to launch a new Motorsport division headed by Jochen Neerpasch. The architect of the Capri's track success, he had been poached from Ford's competition wing by BMW's new sales chief Bob Lutz, but only on the understanding that 1000 lightweights would really be built.

The roadgoing CSL, first shown at Geneva in 1971, was an impressive 400lb lighter than the CS, at 2569lb. All of its opening panels were stamped out of aluminium and the steel panels – wings, nose and roof – were of a thinner gauge to save further weight.

The diet plan did not end there: the rear side windows were of acrylic and the front and rear screens a thinner laminate. There was no front



Three-spoke wheel, and bucket seats by Scheel; Solex twin-chokes dominate the engine bay; plate references the Karmann bodyshell

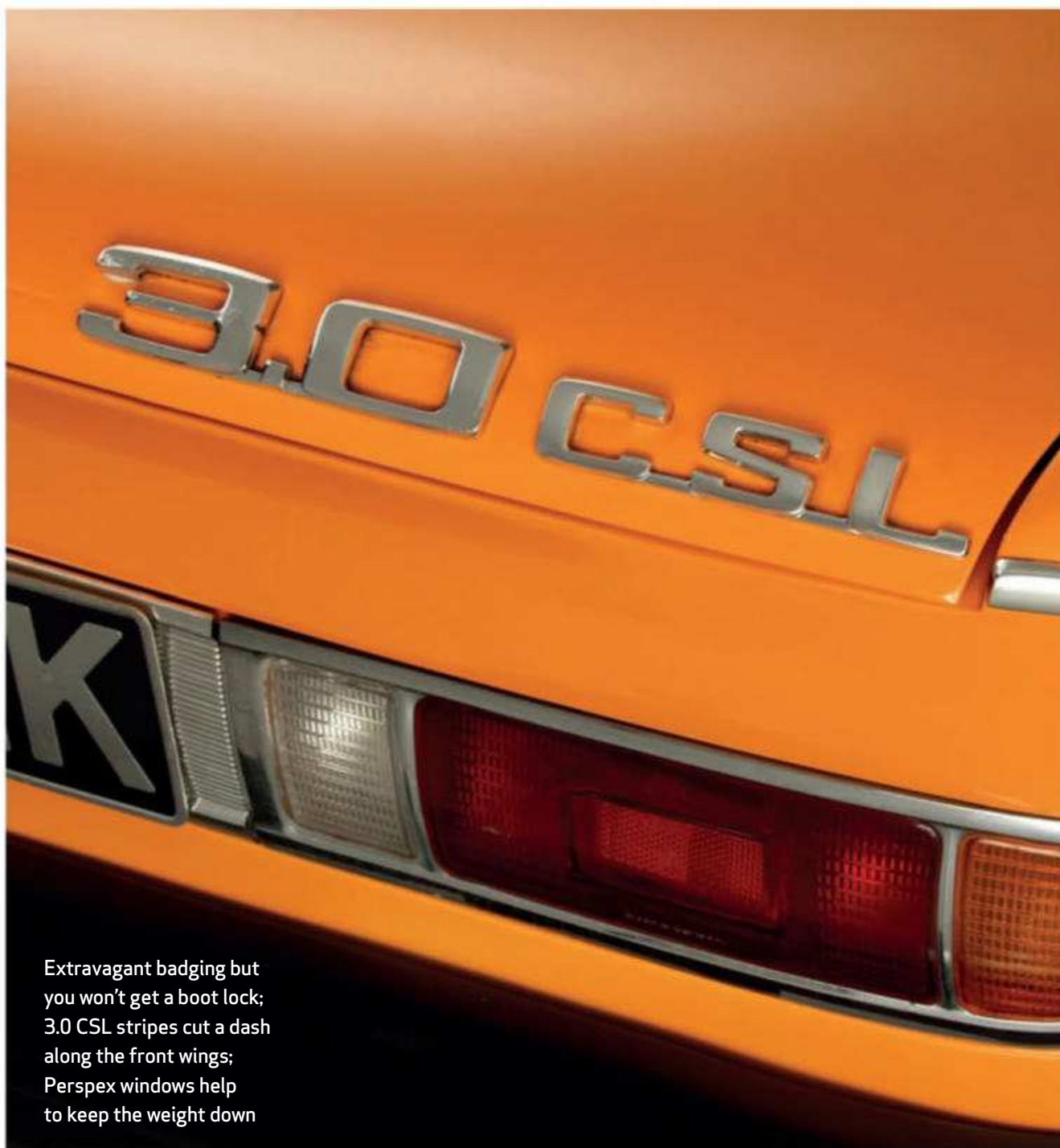


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Extravagant badging but you won't get a boot lock; 3.0 CSL stripes cut a dash along the front wings; Perspex windows help to keep the weight down



bumper at all, and the rear one was a black polyester moulding weighing in at just 5.5lb. There was less sound deadening, thinner carpets, scant rust protection (there was never very much of that anyway on these Karmann shells) and even the boot lock and bonnet latching mechanisms had been omitted in the name of shedding pounds. The bonnet was now secured by chromed, quick-action 'racing' latches. It almost goes without saying that the power steering and electric windows had gone; the plastic rear quarter-windows were even fixed to save on the weight of the hinges.

Inside, the headliner was in black to cut down on reflections and the hefty reclining front seats had been replaced by a pair of lightweight and sporty buckets by Scheel, with black corduroy cushions and figure-hugging outer bolsters in black leatherette; the twin rear seats were trimmed to match.

Out went the huge, thin-rimmed steering wheel critics had been berating since the E9 was launched, replaced by a chunky three-spoke with a greatly reduced circumference. The courtesy light was replaced by a map-reading light on the dashboard for 'rallying', and there was no sign of the famous BMW toolkit mounted in the boot-lid, or of the boot carpet or rear window heater.

What you did get was a set of 7in-wide Alpina alloys (the CS and CSi had 6in rims) with chromed wheelarch lips to accommodate their greater width, and black accent stripes running along the car's beltline with the '3.0 CSL' nomenclature cut out of the stripe on the front wings.

With the slats of the *nieren* ('kidney') grilles, and the faux wing vents, painted matt black, these early CSLs came in a special range of distinctive colours, too: Colorado (orange), Golf (yellow), Inka (gold) and Verona (red).

Less obvious were the Bilstein gas struts and progressive-rate springs that sharpened up the original car's slightly soft feel, apparently with very little penalty in ride comfort. There were slight camber changes all round, too, plus marginally lower-geared steering, and a limited-slip differential with a 25% locking action – the latter a standard feature on the original 2800 CS coupé, but one that had mysteriously disappeared from its 3.0 CS successor.

And yet, mechanically, it was otherwise stock 3.0 CS, sharing the same 2985cc M30 straight-six, rated at 180bhp with two Solex 35/40 twin-choke carburettors and matched to a perfectly standard Getrag four-speed gearbox. The claimed top speed was 132mph – theoretically no better than the CS – but with 0-60mph in 7.2 seconds and 100mph now attainable in third gear with the 3.45:1 differential.

BMW claimed 12.79lb per bhp in a brochure for the CSL, which ran to three folded colour sheets. Published in October 1972, this is a curious document that lists a 3003cc carburetted CSL, a variant that never existed. In fact, all the bored-out 3003cc CSLs were Bosch-injected cars – the 'CSLi' if you like – of which 500 were for the right-hand-drive UK market 'City Package' models with CS/CSi bumpers, power steering and most of the other luxury gadgets

reinstated, to the obvious detriment of the car's 'lightweight' credentials. You could order all these extras in Germany on the left-hand drive CSLs as extras, of course; Bob Lutz ran a fully optioned 3003cc CSL, complete with air-conditioning, as his company car.

It was Lutz who identified that injection would have to be part of the CSL package if they were going to sell 1000 cars, even if the Bosch electronic system was not suitable – and thus did not need to be homologated – for racing. By increasing the bore by 0.25mm (the maximum overbore on the M30 straight-six) to get 3003cc, the CSL went into the over 3-litre class in Group 2 of the ETCC, the real point being that the Motorsport department then had the wriggle room to increase the capacity even further.

The carburetted CSLs seem, then, to have been a pre-production dry run for the lightweight coupé project; the arrival of Neerpasch in Munich, armed with the promise of being able to build a separate Motorsport company, finally giving the idea the momentum it needed. Of the 169 carburetted CSLs, it is believed that 21 were bought by Alpina, Schnitzer and some of the other privateer teams to convert into racers, while the remainder went into the normal BMW dealer network in Europe.

For further identification, the 3003cc fuel-injected cars have 2275/2285 chassis numbers (depending on whether they're left- or right-hand drive) while the carb CSLs have chassis numbers in standard CS sequence beginning with 2210, 2211 or 2212.

BMW 3.0 CSL 'CARBURETTOR'

Sold/no built 1971-'72/169

Construction steel unitary, with aluminium doors, bonnet and bootlid

Engine iron-block, alloy-head, sohc 2985cc straight-six, twin Solex carburettors

Max power 180bhp @ 6000rpm

Max torque 188lb ft @ 3700rpm

Transmission four-speed manual, RWD

Suspension independent, at **front** by struts, wishbones, track control arms, trailing links **rear** semi-trailing arms; coil springs, telescopic dampers, anti-roll bar f/r

Steering worm and roller

Brakes ventilated discs

Length 15ft 3½in (4658mm) **Width** 5ft 6in (1676mm) **Height** 4ft 5½in (1351mm)

Wheelbase 8ft 7in (2624mm)

Weight 2569lb (1165kg)

0-60mph 7.2 secs

Top speed 132mph **Mpg** 15-20

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This car is chassis 2211723, the 85th of those 169 cars signed off on the 21st of January 1972, and sold new to an Italian wine merchant at a price of DM30,000 (about £7500).

Finished in 002 Colorado orange, this car has led a charmed life over its 46 years and 40,000 miles, even retaining the original paintwork – a good thing, this, because a fair number of these early lightweights would have been modified or upgraded over the years with no thought for originality, particularly when their values were relatively low.


Today, though, originality is key, and 2211723 enjoys the bonus of never having seen rust, a rare experience for an E9 coupé – the old joke about Karmann inventing rust and then leasing it to the Italians has more than an element of truth in it. Luckily, it lived with its first owner in the Asti region of Italy until the early '90s, where it was always kept in dry storage.

In 2009, current custodian Barney Halse of Classic Heroes got to hear of the car. Although Halse has been driving, restoring and selling

CSLs all his adult life, he had never seen a carburetted car until he went to look at this one.

Once he'd secured the CSL, Halse sent it to BMW Classic in Munich for recommissioning, with instructions to keep it as original as possible. "Even they were excited," he says. "They'd never seen a carburetted CSL before either."

With refurbished brakes, fresh rubber all round and its Bilstein dampers rebuilt it is now a specimen example of the CSL in its purest form, and the pride of Halse's small but very discriminating collection of classic BMWs.

Today this carb CSL is a rarity aficionados of the E9 would kill for, but at the time these homologation specials were tricky things to pitch to a buying public who largely didn't care about racing. They were more expensive, less robust and less comfortable than the standard model. Perhaps it is only as a collector's item that we can see the true significance of these early 'pure' CSLs. The M1 was the first official BMW Motorsport car, but the carburetted CSLs were where the story really began. 



Ultra-rare and now highly desirable, the lightweight 3.0 CSL in its purest form. Above left: later Quester/Hezemans 'Batmobile' laps Spa-Francorchamps

TANGERINE DREAM MACHINES

The CSi offers the CSL experience for a lot less cash, and has more than just colour in common with the exotic Alfa Montreal

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







The Bertone-penned Montreal has Miura-esque lines, largely true to those of the two prototypes exhibited at Expo 67 in, you guessed it, Montreal

Two junior exotics in the Brecon Beacons on a sunny day in June hardly counts as ‘work’ really, does it? It was one of those days where that internal voice reminded me that this is a hobby I get paid for, not what most would call a ‘proper job’.

Great scenery, great cars, great roads to drive them on and all with the full sanction of Gareth Lewis, who (handily) owns both and was enjoying himself as much as I was. The general mood was so positive that I didn’t even let the fractious encounter with an irate local or the fact that I lost my digital voice recorder (to an inquisitive sheep) spoil our afternoon.

No, it was an hour or two later, when that silver Peugeot 309 ‘reversed’ silently out of the pub car park into the road in front of the orange BMW that I started to think somebody might have it in for us on this shoot. Following in the (also orange) Alfa, I was suddenly plunged into

a world of brake lights and screaming rubber as the BMW nose-dived and its Michelin XWXs locked up (in a nice straight line).

I followed suit, registering surprise and relief when, in plumes of burnt rubber, the Montreal’s snout came safely to a halt a mere six inches short of the BMW’s bumper; soggy pedal or not, there’s nothing wrong with those Alfa Romeo brakes. The only damage was a scuffed bumper on the Peugeot, having slipped its moorings due to a faulty handbrake.

Just before all this drama unfolded, I was beginning to think I rather liked the swaggering Montreal. Compared to the elegant, capable BMW it was as much a flawed oddity as ever, of course: poorly packaged, needlessly flashy but also easy to drive, flexible, fast enough and surprisingly refined.

I was even starting to forget about its heavy steering and forgive its woeful ventilation (and visibility), and just enjoy the sophisticated warble of its quad-cam V8, the chunky machismo of its

ALFA ROMEO MONTREAL

Sold/number built 1971-’77/ 3925

Construction steel monocoque

Engine all-alloy, dohc-per-bank 2593cc 90° V8, Spica fuel injection

Max power 200bhp @ 6500rpm

Max torque 173lb ft @ 4750rpm

Transmission five-speed manual, RWD

Suspension: front double wishbones, anti-roll bar **rear** live axle, twin trailing arms, A-bracket; coil springs, telescopic dampers f/r

Steering recirculating ball

Brakes discs, with servo

Length 13ft 10in (4216mm) **Width** 5ft 6in (1676mm) **Height** 3ft 11½in (1204mm)

Wheelbase 7ft 9in (2362mm)

Weight 2800lb (1270kg)

0-60mph 7.5 secs

Top speed 136mph **Mpg** 21

Price new £5077

Price now £25-80,000



Clockwise from top: a wealth of gauges in the cosy cabin; live rear axle doesn't help handling; the front-mounted V8 has bona fide racing heritage



ZF gearbox and the overwhelming sense that I was driving something really special and truly exotic with a sense of joy about it.

The Montreal was built from 1971-'77 to the tune of just 3925 cars. The shape, designed by Gandini out of Bertone, has its origins in a pair of prototypes built in just nine months for Expo 67 in Montreal. This was not just another automobile salon but the World's Fair, hence Alfa's understandable flattery at being the only manufacturer asked to contribute a dream car under the heading 'Ultimate aspirations in the automobile field'. It emerged as a production vehicle, surprisingly visually unchanged, at Geneva in 1970. It was still swoopy and aggressive (with six giant vent grilles on both its rear quarters suggesting a mid-engined configuration) and over its (fixed) quad headlamps sporting those slatted 'eyelids', which were vacuum-operated and flipped down rather than up.

The four-cylinder donkey engine of the pearl-white show cars had been replaced by a short

stroke, 2.6-litre quad-cam V8, front-mounted and suitably civilianised (cross- rather than flat-plane crank and so on), but still recognisably the Tipo 33 sports-racing car unit, class-winning star of the Targa Florio, Daytona and Le Mans.

Mechanically fuel injected by Spica, with Bosch providing the big sparks from a fancy new capacitor-discharge transistorised ignition system, this all-alloy, dry-sump, wet-linered 200bhp V8 was a formidable piece of technology – just what you would expect to find under the bonnet of a car that looked like a baby Miura.

Not so the chassis architecture, which, with the exception of big ventilated discs all round, was the same well-honed and successful recipe found under Alfa's 105-series family of saloons and man-about-town GTV coupés.

Attempts by Alfa's brochure copywriters to make a virtue out of the fact that this near-140mph, £5000 luxury grand-touring car was running a live axle (albeit light, well-located and with an LSD) because it meant that the road-

holding was more 'predictable', sounded about as convincing as its claims that they had put the body into production simply because the prototype had been so overwhelmingly well received by visitors to Expo 67.

As ever, the truth lies somewhere in between, probably in the fact that Alfa Romeo needed a replacement for the late, and not very lamented, 2600 Sprint as a flagship model. The company was also, perhaps, looking enviously at the promotional value of the Dinos for Fiat. The Dino Coupé was certainly a natural rival for the Alfa Romeo Montreal – indeed, the two would be built on the same production lines at the Bertone factory for a while.

Montreal production began in May 1971 and almost 700 were sold that year; 1972 was by far its best year with 2350 sold, but it took Alfa until 1977 to dispose of the remaining 900 examples.

Meanwhile, on the other side of the Alps, BMW was having a much happier time with its six-cylinder E9 coupés.

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BMW sold more than double the number of 3.0 CSis as Alfa Romeo did Montreals – and the German giant did so in two fewer years



In 1968 2800 CS form it had already received rave reviews in America. With more power and better brakes as the 1971 3.0 CS, it was well on the way to being the most successful car in the luxury-coupé class, despite notoriously high prices and a nagging concern that its Karmann-built, pillarless body was neither as modern nor as rigid as the E3 six-cylinder saloons with which it shared its drivetrain. Aft of the front wind-screen pillars, the E9 shell started life as the 1965-'69 2000 C/CS, but it had been subjected to such a successful front-end restyle in 1968 that buyers didn't know (or perhaps they didn't care) about its origins.

The basic shape can trace its roots back to the Bertone-designed-and-built 3200 CS, with its almost identical goldfish-bowl glasshouse. Thus, the link with Bertone was well established: I even have a theory that Gandini, working for Bertone, gave the six-cylinder E9 body that handsome, pointed nose. It is certainly, in my view, too pretty to be German.

'The Montreal's purpose was lost in translation – BMW, in contrast, knew precisely what it was doing with the 3.0 CSi'

With carburettors, the manual 3.0 CS would pull over 130mph. With Bosch D-Jetronic injection, the 3.0 CSi coupés, with the mandatory four-speed manual gearbox, would nudge 140mph. Thus on 200bhp (or, if you like, more than 1bhp per cubic inch), the big BMW coupés were in the 7.2-litre Jensen class, but with the potential, when driven moderately, to return 20mpg rather than 12.

Collectors tend to focus on the CSL these days, but these homologation specials, with their

delicate aluminium panels and snug bucket seats, were a tough sell at the time and, in right-hand-drive form, hardly any lighter, or faster, than the CSi. What's more, the CSi, with just 215 right-hookers sold in the UK, was always a much rarer car on these shores than the right-hand-drive lightweights, which numbered 500.

In a way, I was surprised to hear that Alfa Romeo shifted as many as 180 right-hooker Montreals, and that the firm even went to the trouble of creating a different exhaust manifold to accommodate the RHD steering box. Under the bonnet you can just see the four cam boxes almost hidden under the air-cleaner lid; remove it and you would find the long crossover inlet tracts and the Spica injection pump nuzzling in the middle of the 90° vee.

The Alfa is a cosy car inside with massive, looming instrument pods that (in contrast to the BMW's obsession with warning lights) contain gauges for everything. The driving position is reclined, straight-armed but not excessively



Clockwise from top: great all-round visibility and super driving position; big boot aids practicality; Bosch D-Jetronic injected 'six' leans over at 30°



short-legged. Power windows were optional (but I have never seen a Montreal without them) and all this one lacks is air-conditioning. The heavy steering at low speeds and the absence of a decent boot or meaningful rear seats make this an immediately less handy car than the BMW. Yet it has a smooth, refined drivetrain with lots of torque spread right across the rev range and the even, quiet tickover of a limousine that is at odds with the silky aggression it vocalises when asked to accelerate hard – something approaching a cliché of what an exotic Italian four-cam engine should be like. It sounds faster than it is, but in real terms, on the road, the Montreal is a match for the BMW in a straight line, particularly at higher revs where the spacing of its five gears, with a direct top rather than overdrive, are necessarily less of a compromise than the BMW's four.

Not that there's much wrong with the smooth, accurate Getrag gearbox in the 3.0 CSI. The low first squats the Bavarian coupé on its semi-

trailing arms and squirts it up the road with all the sweet lustiness you remember, the noises up front the silky essence of what you expect from a 1970s BMW. That handsome, single-overhead camshaft straight-six, canted over at 30°, has a slightly hunting idle but makes a gloriously wholesome whine when extended. Revved to 6500rpm it would show over the ton in third, but it is equally happy to potter along the high street in that gear.

The fabulous all-round vision and the brilliant driving position make you well disposed to this car even before you've turned the key. It doesn't have the groovy instrumentation of the Montreal – if anything, the CSI's dials are on the small side – but somehow the elegant, dull-finish wood and the overall sturdy feel give you a sense of confidence and solidity.

In a way, however, this was partly an illusion, because these Karmann-built coupés, with their internal rust traps and poor undersealing, proved to be the fastest-corroding vehicles this side of

BMW 3.0 CSI

Sold/number built 1971-'75/8199

Construction steel monocoque

Engine iron-block, alloy-head, sohc 2985cc straight-six, Bosch D-Jetronic fuel injection

Max power 200bhp @ 5500rpm

Max torque 200lb ft @ 4300rpm

Transmission four-speed manual, RWD

Suspension: front MacPherson struts

rear semi-trailing arms, coil springs; anti-roll bar f/r

Steering power-assisted worm and roller

Brakes vented discs, with two servos on right-hand drive cars

Length 15ft 3½in (4658mm) **Width** 5ft 6in (1676mm) **Height** 4ft 6in (1361mm)

Wheelbase 8ft 7in (2624mm)

Weight 3030lb (1376kg)

0-60mph 7.5 secs

Top speed 139mph **Mpg** 16-20

Price new £7399

Price now £12-55,000



Just 215 right-hand-drive examples of this Karman-built two-door were sold in Britain; it gives a polished ride despite this example being slightly lowered

an Alfasud. On this point at least, the Montreal is almost certainly the more durable of the pair, even if it doesn't look it.

Neither of our contenders pretended to be absolutely the fastest way around a corner in the early '70s, but the Alfa was at a disadvantage, partly because it looked like a 'supercar', but mostly due to higher expectations. This, after all, was the flagship offering from a marque that prided itself on making perhaps the best-handling production cars in the world.

Approached with the right frame of mind the Montreal is a stable, predictable and forgiving car to drive, that to some extent transcends the limitations of its live rear axle and nose-heavy weight distribution.

With good power steering, Alfa could have given it higher gearing, but once under way it's a reasonable compromise between feel, feedback and effort. Understeering gently, it settles happily into really long, fast curves but is much less at home in slower, tighter ones, where the

price of a surprisingly good ride on soft springs is more body roll than feels comfortable. The Montreal is fun to drive, but lacks the effortlessly symbiotic flow that makes a 1750 or 2000GTV such a joy on a twisty road. Latter-day owners have proved that this is easily cured with thicker anti-roll bars, but it seems odd that Alfa did not address it in period. It's an omission that tends to suggest its creators lost interest in it almost immediately, or never really knew what the Montreal was supposed to be in the first place, its purpose lost in translation in the four-year hiatus between conception and production.

BMW, in contrast, knew precisely what it was doing with the 3.0 CSi. This was a car that succeeded – and, indeed, still succeeds – because it managed the tricky task of bringing the driver appeal associated with smaller models (such as the 2002) into the most expensive car in the Munich manufacturer's line-up.

Drive it hard through sharp corners or long curves, take it for a lengthy, quiet cruise down



OWNING BOTH: GARETH LEWIS


"The BMW was ordered new from Green Bower BMW and remained local to the dealership until my purchase," says Lewis. "The original owner was a serial BMW buyer, who bought the latest model every two years: unlike most, he didn't sell his old cars but kept them, amassing a collection of 13 low-mileage BMWs by the time he died. It's done 52,000 miles and has only ever been serviced by the supplying dealer. It is largely original – hence it's a bit rusty in places – but has slightly lowered, uprated springs and shock absorbers that sharpen the handling and reduce body roll. I'll have to have it stripped and repaired at some stage – it's a real keeper, so I'll find the money from somewhere.

"I know less about the Alfa. It's an original UK RHD car, with its last owner for 15 years. It is known to the Alfa Romeo Owners' Club and has previous concours wins, but by the time I acquired it, the car had been badly repainted metallic orange, which had split and cracked. I've had it stripped to a bare tub, repainted the correct flat orange and had the suspension and so on rebuilt. This shoot was the first time it'd been on the road since completion.

"Both are beautifully styled. The Alfa engine is really rather special, but it's harder work, a special-occasion car. The BMW is more relaxed and practical, in many ways the perfect all-round classic. Given that they are rarer than a standard CSL and are pretty much identical to drive, I don't understand the massive price difference."

a motorway, or just see how easy it is to park at the shops. The surroundings are posher, the ride is smoother and quieter, but the agile flavour is there, sure enough, with power steering that's as sensitive a compromise between effort and accuracy as could be hoped for in the early '70s, ensuring that the car's inherently sure-footed poise on supple but roll-resistant springing can be fully exploited.

It shouldn't matter all that much, 45 years or more down the road, that the BMW has fairly usable rear seats and a decent boot but, in truth, it sort of does. They are intrinsic to the elegant concept of a car that, for me, is still the most beautiful and desirable BMW of all.

As for the Montreal? I loved it. Yes, there are better Alfas out there, finer specimens of early '70s junior exotica. But as an example of irrational Italian automotive design it is a gem that is sufficiently different in character from the BMW CSi that I, like the lucky owner Lewis, could very happily own both. 



A passage from India

Is there a finer steed for a heroic journey across Afghanistan, Pakistan and Iran than a glorious Rolls-Royce Phantom?

WORDS **MICK WALSH** PHOTOGRAPHY **JAMES MANN**



The long and lean vintage Rolls-Royce tourer purrs across the parched grass on a private airfield in Wiltshire, its tall wheels leaving a dusty trail in its stately wake as shadows stretch in the low evening sun. With screen folded flat and owner Valentine Lindsay at the wheel, the handsome Barker-bodied Phantom II in flight is an impressive sight, even more so when you learn of the imposing car's remarkable past.

Ordered new by one of India's royal families, in the early 1960s it was driven back across Pakistan, Afghanistan and Iran by Valentine's father, the Hon Patrick Lindsay, with the noted archeologist and adventurer Ian Graham alongside him. Since its return to England this wonderful car has become the much-loved and well-used family transport of the Lindsay family, creating a wealth of memories. Few old cars have such a rich history of continued use.

The Phantom II's style originates from Barker, the Shepherd's Bush-based coachbuilder that was the fashionable choice for a young maharaja in 1930. Not only was this one of the oldest and finest companies, with prestigious custom from British royalty, but Barker's workmanship was also both beautifully finished and stylishly designed. Orders from wealthy Indian princes were key to the firm's survival during the Depression years, as with any coachbuilder, and Barker's designs ranged from formal coachwork to rakish hunting cars.

Maharaja Sawai Sir Man Singh II of Jaipur was 18 when he ordered a sporting tourer, chassis

22GX, which was signed off from chassis test in October 1930. As with many Indian orders, the dual-cowl tourer had dramatic details including a polished body top, and was finished with nickel plating. The newly completed Phantom II was shipped to Bombay before transport to the Rambagh Palace, the spectacular royal residence just outside the 'Pink City' of Jaipur.

The sporting Barker Phantom II joined an impressive collection of cars for use on special occasions and trips to polo games, which were a lifelong passion for the young prince. When the dashing maharaja married the beautiful Gayatri Devi, his third wife, in May 1940, the car was no doubt involved in what was then the most expensive wedding ever staged.

The glamorous Indian royals were regular visitors to England, where their homes included Saint Hill Manor in West Sussex. Even after independence, they remained one of India's wealthiest families. A keen soldier, pilot and sportsman, Man Singh II continued to indulge in expensive cars and private planes. When the couple hosted a party, whether in England or India, it was a must-attend for high society. Over the years, guests at the Rambagh Palace included

'The Royce's low mileage was mostly completed in first gear, convoying slowly in parades, often behind elephants'

the Mountbattens, Jackie Kennedy and Mick Jagger. Presumably after India's independence in 1947 the old Barker Phantom II became unfashionable and sat gathering dust in the maharaja's impressive 30-car garage. Its low mileage was mostly completed in first gear, convoying slowly in parades, often behind elephants.

When the Hon Patrick Lindsay started planning a honeymoon with wife Amabel in the winter of 1955, they chose to visit Jaipur, where the couple were hosted at the Rambagh Palace. The groom and Man Singh II were of a similar age, and had doubtless met at parties in London. They shared similar sporting interests, including flying, and had both served with the Guards. During his stay, Lindsay – a keen motorist and lover of fine machinery – was invited into the impressive garage, where the 25-year-old Barker tourer caught his eye.

Having already developed a taste for adventure and great cars, Lindsay asked if the old Royce could be bought, but Man Singh II insisted on offering it as a gift. Surprised by his host's generosity, Lindsay hatched the mad idea of driving the car to England.

Back home, despite the distractions of a young family, a career with Christie's Fine Art department, and historic motor racing with a rapidly expanding collection that included the ERA 'Remus' and an Alfa Monza, Lindsay never gave up on his Indian adventure. In 1962 he made contact with Graham, his close friend and a real-life 'Indiana Jones', about joining him on the road trip. Lindsay was always honest about his lack of mechanical expertise, but thankfully Graham was immensely practical and had



Lindsay motoring along an
Afghan ravine – Graham
was a fine photographer.
Opposite, clockwise from
top left: blocked fuel pipe
plagued trip early on;
welcome local passengers;
original ivory-coloured
wheel; riverbed crossing



already driven a vintage Royce from New York to California via Mexico. The plan had amused Man Singh II, but his wife was convinced the car would fail after 10 miles. Preparations were limited to shipping six new Dunlop tyres to Jaipur and, once Graham had returned from Mayan ruins in Guatemala, the flights were booked to India for September, with Lindsay securing a month's leave from Christie's. No doubt his wife Amabel, then eight months pregnant, was used to her husband's daredevil adventures in various vintage aircraft, historic boats and Brooklands racing titans.

Following a few days of rest as guests in the Rambagh Palace, the pair set out for Delhi – but within 100 miles the car ground to a halt. Graham diagnosed fuel starvation and, after cleaning the pipes and single-jet Rolls-Royce carburettor, they motored on, but the engine soon stopped again. The cleaning procedure continued, with several frustrating stops until cotton waste was discovered blocking the system between the tank and the Autovac.

The 170-mile trip to Delhi was made more fraught by overheating, and after various attempts to clean out the cooling system, Graham insisted they stop in Delhi to find a garage with a hydraulic lift to change all the fluids, including the oil. The sump plug proved impossible to loosen, so the whole plate and 12 securing bolts were removed. To Graham's horror, when the plate was finally prised off, it was 30 seconds before a thick, treacly goo oozed out. Despite assurances back in Jaipur, it was clear the lubricant hadn't been changed for years, if ever! The maharaja's mechanic had simply continued to top up the oil rather than change it, and the concern now was that blocked oilways might cause a big-end bearing failure.

Thankfully, the quality of the Phantom II's engineering proved resilient against such servicing neglect and the impressive tourer purred on to the Pakistan border. After Lahore, while following a gorge near the River Indus, water levels reached 2½ft and locals had to be enlisted to push the car through the deep tributary. Graham was worried that water had entered the car's oil system, but plans for a precautionary change weren't possible because they didn't carry enough for a complete refill.

The magnificent Phantom II, by now covered in road dust, took the Khyber Pass in its stately stride, only stopping to admire the historic hillside forts on the famous Silk Road. Once into Afghanistan, the roads to Kabul greatly deteriorated but the Phantom II cruised to the capital without trouble, where Lindsay and Graham enjoyed a welcome two nights as guests of the Indian ambassador. Here, Lindsay learnt of the birth of his third son, Valentine.

Ever adventurous, the intrepid pair ignored advice to take the new road through Afghanistan to Iran via Kandahar. Inspired by travel writer Robert Byron they secured permits for the more challenging northern territory. Concerns about the lack of fuel were resolved by fitting a huge 50-gallon drum in the back seat, but this proved unnecessary – fuel stations were non-existent, but each time they stopped *en route* to the Iranian border, locals would rush out with tin pitchers and a funnel to refuel from private tanks.

A visit to the legendary Bamiyan cave monastery was now the highest priority and large-scale maps were sourced for the challenge of a minor

road up to 11,000ft over the Hajigak Pass. The views were epic as the grand Royce motored on, occasionally passing camel caravans of Kochi nomads heading down to warmer regions for the winter. The pre-war tourer even helped a broken-down bus, the extra weight of the petrol tank in the back seat aiding traction as it towed the local travellers to the top.

The challenging diversion north proved worthwhile when the Rolls arrived at Bamiyan. Both Lindsay and Graham were mesmerised by the 115ft Buddha carved out of the sandstone cliffs and the network of passages decorated with wall paintings. 'The beauty of the place was unforgettable,' recalled Graham in his autobiography, *The Road to Ruins*, 'but in our ignorance we failed to see the second Buddha.' Tragically, the huge fourth-century carvings were destroyed with dynamite in 2001 by the Taliban.

Other diversions included the lakes of Band-e Amir before the pair headed up a narrow ravine where the Darya Kunduz flowed. Here, the long car struggled to fit on the narrow bridges. Faced with one impossible crossing, Lindsay and Graham agreed that there was no option but to attempt a high-speed jump. After reversing about a quarter-mile, the Phantom, with both occupants aboard, accelerated to the launch point at full power. The front wheels lifted, but the undertray and brake cables caught the edge of the bridge with a dramatic noise. It skidded

'Faced by one impossible bridge, Lindsay and Graham agreed that there was no option but to attempt a high-speed jump'

to a halt with locked wheels, and the duo feared the worst. Thankfully, upon inspection the wire wheels looked fine. After a some nifty hammerwork, the brakes were released and the Royce motored on to Pul-e Khomri.

The deserts of the Northern Region offered yet another challenge which almost left the car stranded but, again, locals saved the day. On the way to Mazar-i-Sharif, the faint track disappeared completely and, driving into the softer sand, the Phantom became stranded in a very isolated place. The two Englishmen tried to rock the car free but without success. Rationing water and food, Graham and Lindsay anxiously scanned the horizon for hours until, finally, a dusty trail was spotted. At last, a colourfully decorated truck pulled up and the all-male passengers and driver climbed out to investigate. After a struggle to get the travellers to pull the tow rope at the same time, the car was moved closer to the bus and eventually hitched up for the final pull out of the sand. With his smattering of Pashto, Graham encouraged several tribesmen to ride in the Royce just in case they encountered more problems in the sand.

The pair motored on across the desert with breathtaking mountain backdrops, passing through Mazar-i-Sharif with its beautiful blue-tiled mosque and later Balkh, one of the world's oldest cities. Lindsay and Graham reported the Afghans to be friendly and ever-helpful, with the

car continually attracting attention but no-one touching it. Later, in Iran, the locals were less respectful, leaving handprints on the polished body. 'One bystander even kicked the tyre,' wrote Graham, 'and exclaimed, "Ah, Ford!"'


The month flew by and, with leave running out, the friends agreed to head across Iran to the port of Abadan and ship the Rolls-Royce home; Lindsay and Graham then arranged flights to return to England. 'We both derived enormous pleasure from our escapade,' concluded Graham, who felt privileged to have experienced a 'Golden Age of modern Afghanistan' before the recent turmoil rocked the country. 'It was the greatest trip of my life, so exciting and educative. Other than the oil change the car ran trouble-free for 2500 miles.'

Early in 1963 the Phantom II finally arrived back in England and, other than minor damage incurred when cradled off a ship, the handsome machine was ready for an active new life with the Lindsay family. And while, over the years, other more exotic cars have come and gone from the Lindsay collection, the Barker Phantom II remains a favourite. "Everyone loved it," Valentine recalls. "We used it for holidays in Scotland, and when visiting my grandparents in Fife we took it for fabulous picnics on the beach. We would all ride on the running boards. It was a real 'Chitty Chitty' car for us."

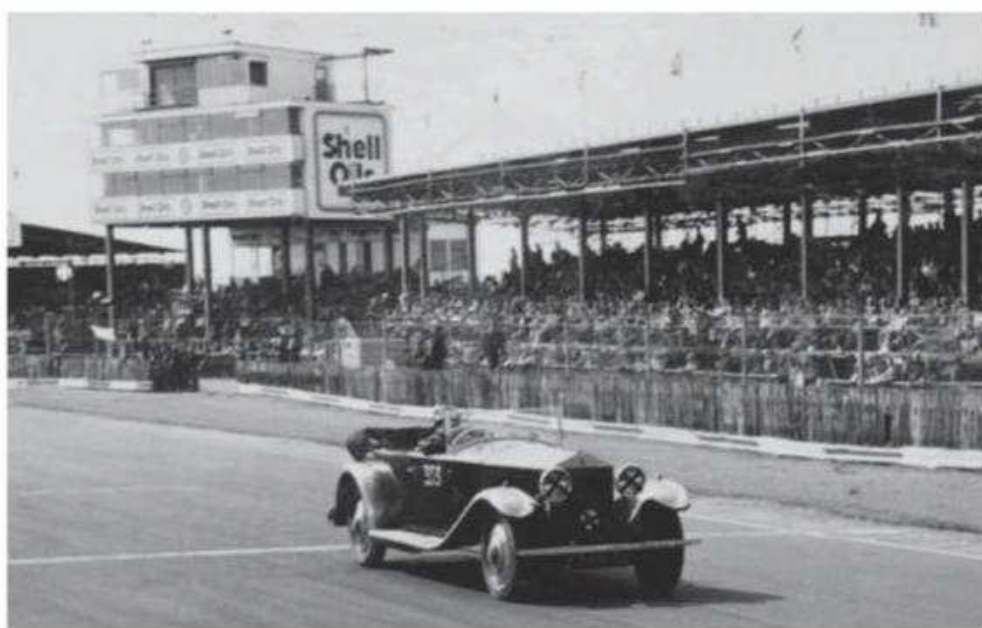
When Patrick Lindsay died of cancer in 1986, the car collection was divided between his children. "The Rolls was my first choice because I always loved it," explains Valentine. "Whenever dad drove it, he always cheered up. For me it signified laughter and fun." Later kept at the family farm in Wiltshire, the Royce never failed to raise spirits when used for trips to the pub with friends, or for clowning around the farm airstrip: "We used to set the hand-throttle control, then climb out the passenger door and work around the rear sets and back into the driver's seat before we reached the end of the runway. We also used it to tow paraponts after they lifted the rear wheels of our Jeep."

The Barker Phantom even ventured on track for a race with the VSCC. "I needed a last signature for my international licence, and after problems with the 1914 GP Opel, we asked if the Rolls could be substituted at Silverstone," remembers Valentine. "Bill Boddy supported our switch and we even removed the Flying Lady for lightness." The all-comers event featured a diverse range of cars, from Austin Sevens to Bentleys: "We were lapped on the first circuit but every time we passed the packed grandstand there was a big cheer. Neil Corner said it looked like a huge shark among little fish, but it went well with a 51mph lap. Keith Schellenberg had a bit of a scare in the Barnato-Hassan Bentley when he had to pass me on the grass around the outside of the old Woodcote."

At Valentine's wedding in 1990, special guests included none other than Gayatri Devi. The Phantom was, of course, enlisted as the wedding car, which greatly impressed the famous maharani. "I think it's time I had my car back," joked 'Aisha' to the groom. "Only if you drive it back to India," laughed Valentine in response.

With a two-family ownership from new, the very special 1930 Barker Phantom II continues to bring great joy to a third generation of the Lindsay family, and still evokes memories of that awe-inspiring journey. 

Clockwise from main:
polished bare-metal wings
and bonnet top, as ordered
by the maharaja; great rear
legroom; locals help to
free the stricken Royce;
Barker body plate; Lindsay
races the Phantom with
the VSCC at Silverstone



Abingdon's MOST EXOTIC

60 years after the MGA Twin Cam was first shown to the press, C&SC joined the enthusiasts re-enacting the launch

WORDS **SIMON CHARLESWORTH** PHOTOGRAPHY **JOHN BRADSHAW/MG**



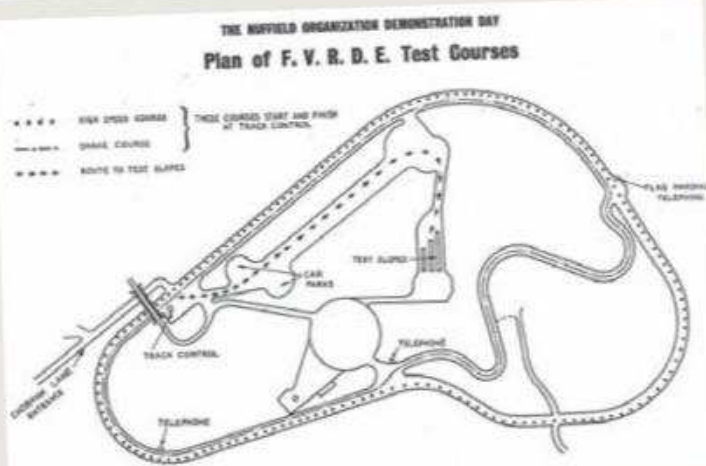


Anniversaries are seldom marked with such precision, but 60 years ago to the day, this very place witnessed the launch of the new MGA Twin Cam. Today happens to be 14 July, and we're at the Longcross Proving Ground – formerly the Fighting Vehicles Research & Development Establishment – at Chobham in Surrey, for a Re-enactment Event organised by the MGA Twin Cam Group of the MG Car Club.

"It was my idea to recreate this 10 years ago," says Mark Hester. "When I became TC Group chairman, this event was one of my first goals. Edward Vandyk touted it as a mini Goodwood, complete with tweed jackets and everything! Once I knew we were aiming for that standard we had to up our game, and I think we've done incredibly well; we've got nearly 60 cars here – the largest-ever gathering of Twin Cams."

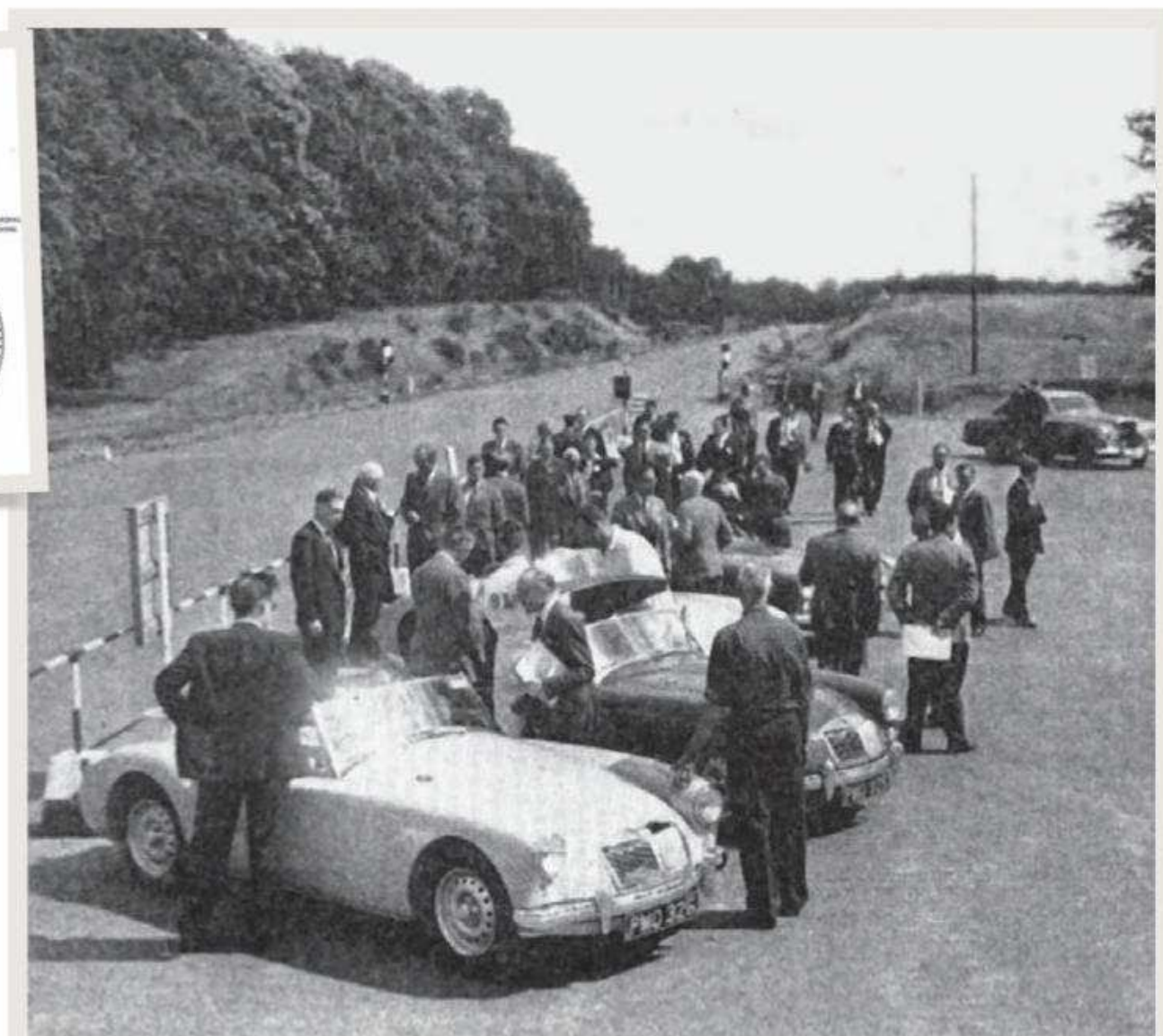
The Twin Cam story began when MG officially entered the 1955 Ulster TT with three MGAs. Two had experimental twin-cam engines: one was a clean-sheet design by Austin (which was a no-show); the other was based on the B-series block developed by Jimmy Thompson and Eddie Maher at Morris Engines (initially under BMC's chief designer, Gerald Palmer). It was the Morris design that would be pursued, via the EX179 record car, in the name of offering superior performance to the 68bhp 1489cc pushrod car. The plan was to make the MGA a better rival for Continental sports cars and more appealing for competition use.

MG's first production twin-cam engine had originally been envisaged as a 1489cc unit, but changes to competition classifications led to a capacity increase to 1588cc. Its chain-driven twin camshafts were housed in an aluminium-alloy crossflow head. Running on twin SU H6 carburettors and with a 9.9:1 compression ratio,



the Twin Cam had forged H-section conrods and a stiffened three-bearing crankshaft in a B-series block bored out to 75.4mm, underpinned by a finned alloy sump. The new engine was 60lb heavier than the 1489cc B-series.

The MGA Twin Cam featured Dunlop knock-on wheels, 'Twin Cam' badging, a leather-trimmed fascia and four-wheel disc brakes. Priced at £1265 17s (including Purchase Tax), the new 108bhp MG was capable of 115mph (against the standard A's 99mph), and trimmed 1.7 secs off the 1500's 0-60mph time (the Twin Cam completed the sprint in 13.3 secs). It was faster from 0-90mph by 15 secs, too (the Twin Cam took 30 secs). Yet the price premium for all that extra pace was just £180.





Ultimately, just 2111 of the planned 2500 Twin Cams were built, as the model developed a notoriety for a lack of smooth running, plus noise and reliability issues. It was easy for a piston to hit a valve due to the engine's eagerness to rev. (Vandervell tested its new Tri-metal crank bearings in this engine because it was one of few capable of running above 7500rpm.) At the very least, 95RON fuel and N5 spark-plugs were recommended for road use, 100RON with N58Rs for competition. A piston-ring issue initially led to fouled spark-plugs, but perhaps the most infamous problem was that it gained a reputation for melting pistons, which led to a lowering of the compression ratio to 8.3:1, but was eventually traced to the 1¾in SUs running lean due to engine vibration at certain revs. The model was axed in 1960. Leftover Twin Cam parts would find a home in the De Luxe and De Luxe MkII, powered by the 1622cc B-series.

The 1958 launch we're celebrating here was organised by Nuffield Publicity and described as a 'Nuffield Competition Day'. In addition to six Twin Cams and the record car EX181, Rileys and Magnettes were present, too. However, not one Austin-Healey attended, underlining the partisan disarray at BMC.

Just four Twin Cams were available to drive (PMO 326, 325 and 946), with one car (VLP 500) being borrowed from University Motors. In addition, two prototypes were used for demonstration: the first example (ORX 855) and static display (PJB 147). Why? Morris Engines' Courthouse Green factory didn't have a large enough machine to balance the crankshaft, flywheel and clutch as a single assembly, so they balanced them separately with mixed results – half of the engines suffered from vibration at high rpm when run in. To ensure that it only had

GEOFF BARON

"KFF 193 was originally an American car," says Baron, "bought because so few are available in the UK to restore. I got it in 1993, it was rebuilt by '95 and it's been the same ever since."

"It's a 1500-bodied export car from about halfway through production, and luckily I was able to obtain a right-hand-drive steering rack – they are like hen's teeth! They've got a longer shaft than the pushrod car and, because the engine just fills the bay so much that you can't get at the top to lubricate the rack, they have the nipples on the bottom."

"It was white, but I changed the colour because I didn't know of another black Twin Cam. I restored it to original condition with regard to the engine. Most people detune them – reducing the compression to about 8.3:1 – but I'm running it at 9.9:1. It makes it a bit more temperamental, though, especially with modern fuel."

"The only change I've made to the car is that I've put in a Ford Type 9 five-speed gearbox – otherwise motorway work can thrash the engine to death. I still have the original 'box at home, just in case, but I think it's a pretty harmless modification. It doesn't alter the car too much."

So why a Twin Cam? "I've got a pushrod MGA as well, but they are totally different cars. The pushrod is a nice, gentle, easy-going, soft sort of car – it's very forgiving. The Twin Cam has excellent performance, but you do have to rev the engine to access it and it is quite demanding from the point of view of maintenance. They sound lovely, but I don't think they're as easy to drive on a long run as a pushrod car. There are more gearchanges and it's noisier, but it's still the car to have if you like a bit of a race-around"

"The pushrod MGA is a gentle, easy-going sort of car; the Twin Cam has excellent performance, but it's quite demanding"

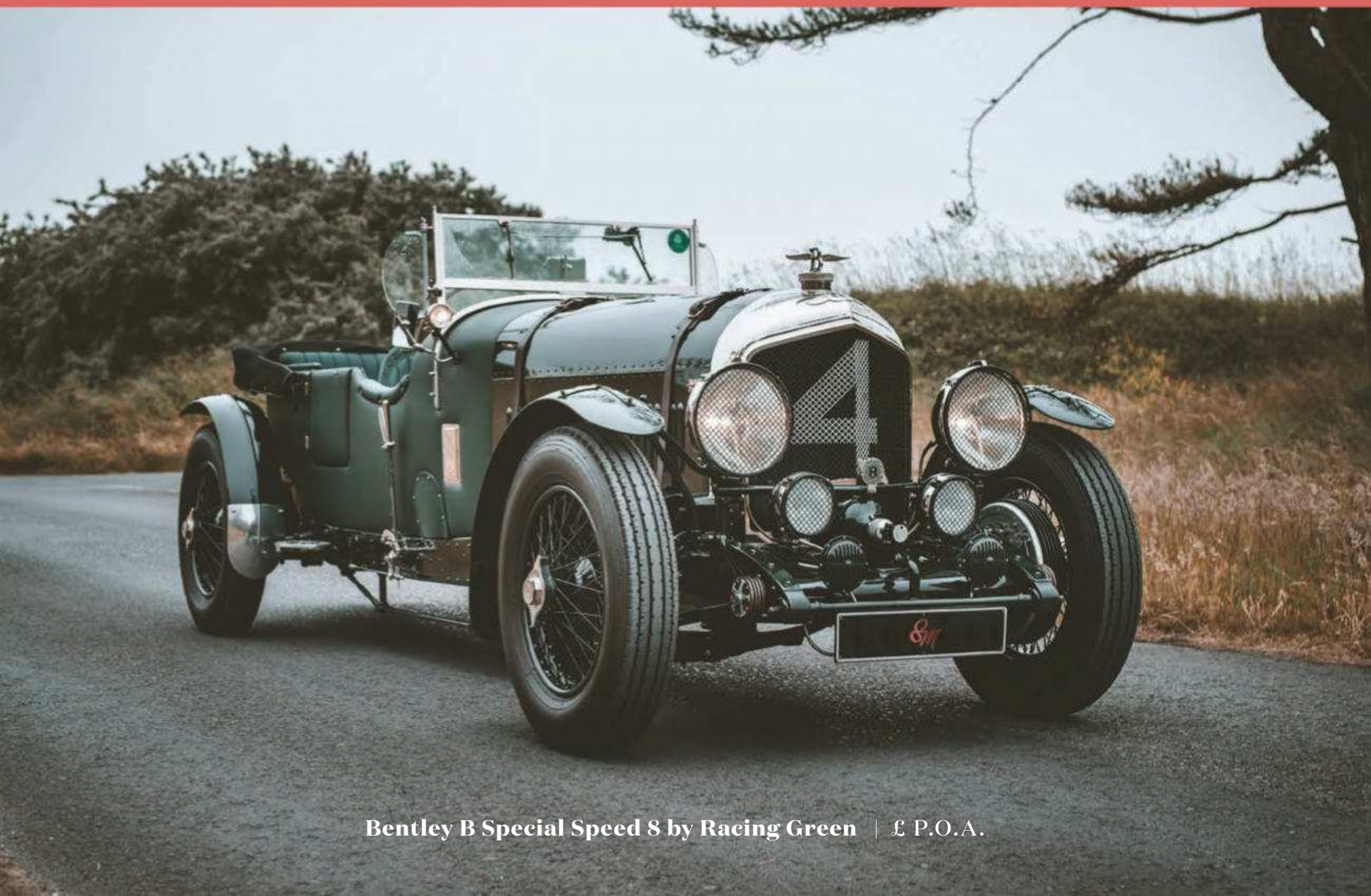


Clockwise from top: the organisers' work paid off with five original launch cars; Baron's US-sourced MGA; grainy photo from the Nuffield Organisation shows the 1958 event in full swing; map of the test track given to participants



1960 Aston Martin DB4 series 1 | £ P.O.A.

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Bentley B Special Speed 8 by Racing Green | £ P.O.A.

MGA TWIN CAM

Sold/number built 1958-'60/2111

Construction steel box-section chassis, with steel body

Engine iron-block, alloy heads, dohc 1588cc 'four', with two 1¾in SU H6 carburettors

Max power 108bhp @ 6700rpm

Max torque 104lb ft @ 4500rpm

Transmission four-speed manual with synchromesh on 2nd, 3rd and top, RWD

Suspension: front independent, by wishbones, coil springs **rear** live axle, semi-elliptic leaf springs; lever-arm dampers f/r

Steering rack and pinion **Brakes** discs

Length 13ft (3962mm) **Width** 4ft 10in (1473mm) **Height** 4ft 2in (1270mm)

Wheelbase 7ft 10in (2388mm)

Weight 2156lb (977kg)

0-60mph 13.3 secs

Top speed 115mph **Mpg** 21.8

Price new £1027 ('59) **Price now** £50,000



good specimens for the launch, MG had run a selection of cars for 24 hours at Grove airfield.

In charge of the day's proceedings was 29-year-old Geoffrey Iley, for general manager John Thornley was in New York on business. Ironically, when Iley started at MG, Thornley had said: "Your job is to get the cars out the door. I'll deal with design, development, the press and everything else." Despite this, in 1958, he was here, overseeing 42 staff, hospitality, entertainment, the cars and the guests.

Today, as Iley approaches his 90th birthday, he remembers: "On the day, we had the beer tent because that was for the press. If you remember in those days, motoring journalism ran on alcohol, methanol and fags – and to hell with health and safety. All went tolerably well during the morning. The motoring press was there in droves, with the likes of John Bolster and Gregor Grant of *Autosport*, Bill Boddy of *Motor Sport*, people from *The Motor*, *The Autocar* and from around the world. There we all were, liquid flowed in the beer tent, the Morris Motors band was there and when they went out, most of the time it was fairly well disciplined.

"During the afternoon, somebody – I'm not sure who – suggested a fastest lap of the day competition. After that, it was all hubcaps and doorhandles... The fastest lap was set by Paul Frère, with John Bolster second fastest of the day, and I blush to admit that I was third fastest. A long way down the field and the slowest of the day was Bill Boddy of *Motor Sport*. All went well after that. We finally managed to get rid of everybody, and when we were sweeping up the

ANTHONY BINNINGTON

This unique, ex-Le Mans Twin Cam coupé is looked after by Binnington for its owner, Steve Dixon. "Steve has owned it for about 10 years," says Binnington. "He bought it from Bob West – a well-known MGA man from up north. It was originally prepared for Le Mans in 1958 as a roadster with a cut-down screen, but that year it hit a dog on the Mulsanne Straight [when Colin Escott was driving], sadly ending its race. It had done many hours and was doing very well."

SRX 210 was rebuilt for Ted Lund after parent firm BMC refused to enter MG's EX186 prototype twin-cam racer for Le Mans in 1959. To dodge management's anti-racing inclinations, the car was entered by the North Western centre of the MG Car Club. Its engine was bored out to 1762cc and twin Weber 40DCOE carbs were fitted in 1960 when it became a fastback coupé.

"It did very well, winning the 2-litre class and averaging over 91mph for 24 hours with a fastest lap of 99.46mph. Lund and Bob Olthoff ran it again the following year, but made the front end more aerodynamic. It didn't do so well in 1961, however, and after a couple of hours it was curtains when the engine blew up spectacularly while running at 140mph on the Mulsanne.

"After that the car was club raced in the 1960s, '70s and '80s by Bob McElroy, and it's also been to the odd historic event such as the Le Mans Classic, where it did okay."



Binnington cares for this special, one-off, Le Mans-class-winning Twin Cam. Above: 1588cc dohc 'four' has 108bhp and 104lb ft of torque as standard

'The engine is vocal, you can hear the rasp of the chain-driven cams – this linear yet perky lump doesn't half shift'

ROBERT WATERHOUSE

"This is one of the original cars from the launch event in 1958," says Waterhouse. "It also did three motor shows, and to spruce it up for the Italian show they gave it a 'bottom-lift' – so it had the latest twin rear lights with separate indicators fitted.

"Drivers of the day were desperate for extra income, so that's when Roy Salvadori tested it for the February 1960 issue of *Sporting Motorist*. I met up with him about 10-12 years ago at Oulton Park. He came over and we reunited him with the car – there's a photo of him talking to my father.

"Sadly, since 1988 I think the car has only done about 8000 miles – but I've been to the Le Mans Classic in it this year, it's been to Holland and all the way to Venice for the Bassano rally. We've done the Stelvio Pass and gone all over the Dolomites and to Cortina, too.

"We also had a race car: Dad loved the model and had about six MGAs in period – he raced them from around 1959 up to about 1962, when my mother decided she'd had enough! He bought another Twin Cam in 1977 and raced that against Mark Daniell's father [right].

"PMO 946 is a standard car with low-compression pistons. It came about via Bob West, the Twin Cam guru. He rang my father, knowing that he had a passion for them, and said that he had this great car – so we bought it. It's not perfect, but it's very usable – I can leave it for three or four months and still know that it'll get me to my destination. It's lovely because it hasn't been mucked about with."



Above: Waterhouse's Twin Cam was one of the original launch cars. Left: the re-enactment was also the biggest-ever gathering of Twin Cams

broken bottles and clearing up the site, we counted the cars and found we had one fewer than we started with. Panic!

"A trip around the circuit revealed one of the Twin Cams wrapped around a concrete bollard with two people not looking very well. It was driven by a junior mechanic and his passenger was a cornet player from the band who sustained a broken pelvis. As a result, we had a major row with the musicians' union, which was one of the more entertaining industrial relations problems with which we had to deal!"

At last, Hester gives me the keys to PJB 147, one of the prototypes that was here in 1958, with a few words of advice: "The valves bounce at 7200rpm!" The engine is vocal, you can hear the rasp of the chain-driven cams. It isn't as sweet as some twin-cam contemporaries, but this linear yet perky lump doesn't half shift when prompted. Indeed, given that this engine was a starting point, its unfulfilled potential is lamentable.

The low-slung driving position – backside placed between its chunky perimeter chassis and propshaft – sets the sporting mood. The controls feel precise and alive. The slim gate of the mechanically slick, remote-change four-speeder, the twin-cam's enthusiasm, the steering's deftness, gearing, feel and responses are all underpinned by the chassis' immense solidity, its amicable handling and composed ride.

Today it's too hot to tease this 60-year-old's redline and, given its importance, I'd like to return it before there's a danger of stepping into the scenery – one incident from 1958 which should definitely not be re-enacted.

Thanks to the MG Car Club's MGA Twin Cam Group (www.mgcc.co.uk/mga-twin-cam-group), and to Mark Hester and Edward Vandyk

From top: snug, beautifully finished cabin – steering wheel is a stylish period accessory; Twin Cam owners keenly take to the Chobham test track; Mark Daniell and son George with their two racers



ROGER, MARK & GEORGE DANIELL

Twin Cams certainly seem to run in the family, and three generations of the Daniell family are now enthusiasts. "I bought 2 MTW in 1967 and 1 MTW in 1972," says grandfather Roger. "We've used them for many years, but I'm getting old and decrepit now, so Mark has taken over."

"1 MTW is a bit unusual because it ran unregistered at two events in 1958. It took third in class at Goodwood in the Tourist Trophy, then in March 1959 Roy Bloxham, who owned 2 MTW, joined Dick Jacobs to make a team. Dick is said to have had a chum on Essex County Council and he got two nice registration numbers for them. So in fact, 2 MTW is a 1958 car, but it was not registered until March 1959."

"Soon after he got them, Dad ran them in some relay races," says son Mark. "They were rested for quite a while, before 1 MTW came back out in the 1980s for a couple of years with Dick Green and then it was rested again."

"More recently, we went through them and started doing the pre-'63 GT rounds that Carol Spagg ran with Ben Cussons. We went all through Europe – including Dijon and Spa a couple of times, and Monza in 2012 where we finished third in class in 1 MTW. We generally came away with a class placement. That fizzled out in 2014."

"We did attempt a three-hour relay race with Equipe GTS – running with the ex-Bob Olthoff car, WRX 310, and another MGA. 1 MTW went fantastically, but we melted a piston in 2 MTW – which is why it arrived on a lorry! We're fettling a couple of new engines, with modern pistons and steel rods, so we should be back out next year."





“He went to bed
and did 2000
laps of Bathurst
in his head.
I realised then
he was special”

Racers, family and friends remember fan
favourite and true blue Aussie Brian ‘Yogi’ Muir

WORDS **PAUL NEWBY** PHOTOGRAPHY **AUSTRALIAN MUSCLE CAR/MUIR FAMILY COLLECTION**





Muir's brakeless Holden Monaro GTS 327 leads the sister car of Jim Palmer/Phil West through Forrest's Elbow, Mount Panorama '68

One of the wave of luminaries to make the trek from the Antipodes to Britain in search of racing success, 'Yogi' Muir – so named by fellow Aussie Frank Gardner – became a household name in his adopted country. But unlike Gardner, who battled hard to top the podium Down Under, Muir was largely forgotten at home, despite a stellar career in tin-tops that took him to 23 British Saloon Car Championship outright wins, along with victory in the hallowed Tourist Trophy at Silverstone in 1970. It was after competing in that same fixture exactly 35 years ago, however, that this unsung hero's career came to an end in tragic circumstances.

Muir's early forays were nearly as eventful. Growing up within sight of Sydney Harbour Bridge, the young Muir qualified as a marine engineer before setting out his stall selling Holdens. Circuit racing was still in its relative infancy in early post-war Australia so trials and hill-climbs drew in the teenager, who campaigned an Alvis 12/50 with some success. His press-on driving style thrilled the crowds, but eventually led to a serious crash as he rolled the Alvis, which was consumed by the ensuing blaze.

By 1958, the attraction of the track led to the purchase of an Austin A30, which proved his talent at Bathurst and Phillip Island and opened the door to a guest drive in an 1100cc Lotus Eleven, which ace mechanic Ray Eldershaw remembers well: "I looked at his practice times and he was dead last, then in the race he came fourth behind two Jaguars and a Maserati. I said, 'What a big difference from yesterday,' and he told me that he had gone to bed and done 2000 laps around Bathurst in his head! It was then that I realised he was pretty special."

Eldershaw was called upon once more after Muir splashed out on the ex-Ian Geoghegan 'Humpy' Holden 48-215, which the trusted mechanic fitted with a 140bhp engine that put Muir toe-to-toe with the best Holden racers of the day. Despite proving competitive, his time in the car was curtailed by a job offer and he travelled to England to work for Jack Brabham – then in his fourth Formula One season and on the cusp of his first title in 1959.

Muir never strayed too far from his roots, however, and the lure of big bangers proved too great. After crossing paths with fellow expat Paul Hawkins, he moved to Willment Automotive, which was making a name for itself with Ford Cortinas and Galaxies both in the BSCC and on the other side of the Atlantic. Sadly the move didn't pay off, and after an unsuccessful drive he returned to his homeland on the promise of a leg-up from one of the country's top teams.

David McKay, mercurial owner of Sydney-based Scuderia Veloce, had a keen eye for talent and brought Muir back from Blighty to pilot the Holden EH S4 alongside promising youngster Spencer Martin in the 1963 Bathurst 500. In his element, and with tacit factory support, Muir's Holden was leading until breaking its propshaft. In a cruel twist of fate the battle between Ford and the homegrown Holdens was won by Bob Jane and Harry Firth at the wheel of a Cortina GT. Muir stuck with the S4, by then painted red and fitted with a stroked, Eldershaw-built 225bhp 3.4-litre 'six', for the following season. The '64 Australian Touring Car Championship

– then just a single round – was in his pocket until mechanical maladies again put paid to his race, blowing a tyre and with it his chance of victory.

The lure of the BSCC beckoned once more when Muir won the KLG/Smith Industrial Driver to Europe scholarship. At the grand old age of 34, and with £1000 in his pocket, he left in July 1965 for another crack at the British racing scene. At first there were no drives available, but then Jack Sears retired and Frank Gardner defected to Alan Mann Racing. The Willment team's monstrous Galaxie suited Muir's driving style as he once again became a crowd favourite, until brake failure at Oulton Park – while leading a certain Jim Clark's Lotus Cortina – resulted in another spectacular crash. The Ford V8-powered Lotus 30 was a less comfortable home for the Aussie, who wasn't built for lithe sports-racers, yet his deft handling of the notoriously tricky 30 brought him to the attention of Ford's Le Mans programme.

Despite being on the Blue Oval's radar he was never expected to race, and had instead booked

'Muir must have pinched himself when Alan Mann Racing traced him to a Middlesex garage and flew him directly to La Sarthe'

a driving test needed for his RAC Competition Licence. Muir must have pinched himself when Alan Mann Racing tracked him down to a Middlesex garage before flying him directly to La Sarthe for qualifying. Dr Dick Thompson, Graham Hill's co-driver in the 7-litre GT40, had fallen foul of French officials, leading to the vacancy, but Muir's luck didn't last. After 110 laps the pair were forced to retire with suspension problems, becoming a footnote in history to Ford's famous GT40 1-2-3.

By the end of 1966, Willment had closed and Muir swapped the big Galaxie for Gawaine Bailie's temperamental supercharged Falcon Sprint. A frustrating season watching Gardner storm home to his first BSCC title was interrupted by a return to Le Mans, this time with Jacky Ickx in the experimental – and unreliable – Mirage M1. Engine failure called time on their race, but Muir was back a year later with fellow tin-top ace Jackie Oliver. After so many mechanical failures at the top table, it was a blow for the enthusiastic racer to misjudge a pass at the end of the Mulsanne and bunker their GT40 in the sand.

Away from Le Mans, Muir once again took up the cudgels in the BSCC, this time in a Falcon Sprint prepared by Bill Shaw Racing. The Aussie managed five outright wins but was again foiled by compatriot Gardner, who made a late charge in his Alan Mann Escort to take the title. Muir raced in Australia, too, heading home for the Bathurst 500 just a week after his failure at La Sarthe. The new Holden Dealer Racing Team provided the drive, showcasing the 327cu in Holden Monaros. Again the machine gave out before the man, this time with brake problems affecting all of the cars, with Muir and co-driver George Reynolds eventually finishing fifth.





Above: Muir was a late call-up for the Ford GT40 he shared with Graham Hill at Le Mans in 1966, here scorching away from the start. They retired, becoming spectators to the incredible Ford 1-2-3

Left: leading the 1964 Australian Touring Car Championship at Lakeside International Raceway in the Holden EH S4. Far left: Muir enjoys the spoils of victory after winning the 1970 Tourist Trophy at Silverstone

'Muir teamed up with a cavalcade of top drivers in the CSL, including Niki Lauda for a win at Monza and James Hunt for second at Zandvoort'

Following narrow defeat to Gardner, Muir found himself without a regular BSCC drive for 1969 and teamed up with Team Lotus protégé John Miles in a factory Lotus 62 – a move that entitled him to a bright-green Europa company car. Not that the perk went down well with his pregnant wife Jan. “That Lotus was knee-high to a grasshopper and I used to thump my head on the roof,” she recalls. “We didn’t like little cars but, parked up, people would stop and stare.”

Midway through the season Muir managed to get back into a Falcon, beginning a long association with Malcom Gartlan Racing. “Brian knew I had the Falcon,” says Gartlan. “He said, ‘Why don’t we run this thing?’ So we did!” The Ford was a suitable stop-gap until Gartlan and chief mechanic Ted Grace acquired a Chevrolet Camaro Z/28 in preparation for the new-for-1970 Group 2. Originally a spare for Roger Penske’s 1968 Trans-Am campaign, the car was brought to Europe by former Penske mechanic Peter Reinhart, who took the opportunity to avoid the Vietnam War draft. Big-dollar backing from paper merchant Wiggins Teape, coupled with Muir’s determination, brought three wins in 1970, including the prestigious Tourist Trophy, and class domination in 1971, with Muir’s Camaro winning eight races. Sadly, it wasn’t enough to beat Bill McGovern’s Sunbeam Imp to driver’s championship glory.

Gartlan switched from the Chevy to a Ford Capri RS2600 for the British series and selected rounds of the European Touring Car Championship. While it was outgunned by Gardner’s Camaro domestically, it proved competitive on the Continent, with Muir and Miles finishing a strong second at Zandvoort, setting themselves up for one of the greatest upsets in ETCC history: victory over the fancied factory Capri of Tyrrell F1 drivers Jackie Stewart and François Cevert in the Six Hours of Paul Ricard.

“I was learning to fly at the time, and at high altitude you lean off the mixture,” says Gartlan. “Paul Ricard is 1600ft above sea level, so we checked our mileage and knew we could run for two hours. Towards the end, Brian was leading when the others came in for fuel – we stayed out. The Germans wanted to slow him so that Stewart could win: I told them to Foxtrot Oscar!”

“Ford boss Mike Kranefuss came by after the race and we told him what we’d done. He said that Kugelfischer [manufacturer of the injection system] told him the pump passed a set number of litres per hour – I told him it was adjustable, and he didn’t like that!” When Ford refused to sell the RS2600 at the end of the season, a new chapter opened for the team with rival BMW, as Gartlan built a new CSL ‘Batmobile’ to contest the BSCC with factory support, and to tackle the European series under the Alpina banner.

“Alpina owner Burkard Bovensiepen decreed that when we brought our car to Europe it was fitted with Alpina’s own engine and ’box, which was a chore for our boys,” says Gartlan. “We did 26 race meetings that year.” Gardner’s Camaro was still dominant back home, but in the ETCC

it was a different story, with Muir steering the CSL to second in the championship behind Dutch BMW Motorsport driver Toine Hezemans. Muir teamed with a cavalcade of top drivers, including Niki Lauda for a win at Monza and James Hunt for second at Zandvoort.

In 1974, having struggled to secure a sponsor, Gartlan closed the team. Once again a free agent, Muir paired up with compatriot Gardner to take on the ETCC in the big Camaro. After a frustrating season, without a finish, by the end of the year Muir had retired from professional racing and instead thrown himself into his latest project – the British concession for Alpina-modified BMWs, in rural Pershore.

Despite his retirement, Muir was regularly tempted back to the track and over the following five years dabbled in a series of Group 1 cars including Triumph Dolomite Sprints, Mazda RX-3s, Capris and even a Renault 5. The tiddlers never suited his style, however, and in 1978 he made one final visit to Bathurst at the behest of Jack Brabham. The experienced pair was on the pace all weekend, qualifying eighth in Brabham’s Holden Torana A9X and running with the leaders early on, but eventually limped home in sixth with chronic overheating problems.

Yogi came out of hibernation once more in 1980 when Patrick Motor Sport entered the Rover SD1 – a car that Muir could manhandle in spectacular style – in the BSCC. He gave a good account of himself in the series, but it was at the 1982 Tourist Trophy, teamed with Win Percy, that he really shone. “We split the Jaguars in practice,” recalls Percy. “Tom Walkinshaw was not amused! On the penultimate lap we were running second into Stowe when the car dribbled to a halt – out of petrol! Tom reckoned that I pulled over because it was bent, but I wouldn’t have because I was assured the car was straight.”

Muir’s exploits with Percy proved that luck was not always on his side, but also that he was still able to cut it in top-flight tin-tops. The following year the old team of Muir, Gartlan and Grace was back together. “Ted had formed Grace International Racing and persuaded me to get involved,” says Gartlan, “so we built a BMW 635CSi for Brian to race in 1983. We agreed a sponsorship deal with Hepolite on a handshake, but they backed out at the last minute so we sold the car to Frank Sytner. Part of the deal was that Brian would be his instructor, and co-drive at the British ETCC rounds.”

The season got no further than Silverstone where, after bringing the BMW home in 10th, the veteran campaigner succumbed to a heart attack. “I was talking to him on the grid and I knew something was wrong,” says Percy. “I think he was so stressed with work – I didn’t get the usual slap on the back in the paddock. After the race, we shook hands and he drove away.”

Yogi pulled out of the circuit and drew up at the traffic lights for the final time. A glittering career had come full circle, drawing to a close at the site of perhaps his greatest achievement, and in the company of friends.



Clockwise from above: with fellow Driver to Europe scholarship winner Jim Sullivan; in Willment’s Lotus 30; mighty Wiggins Teape Capri; Brabham Torana A9X greets the chequer at Bathurst, 1978; in Mathwall Racing Falcon (right) alongside Gardner at Brands Hatch; racing the UK Dealer Team BMW CSL







THE ENZO'S NEW CLOTHES?

It was more Maranello than Bologna under the skin,
but the MC12 returned ailing Maserati to racing glory

WORDS **GREG MACLEMAN** PHOTOGRAPHY **NEIL WILLIAMS**



‘Not a car you would ever describe as pretty, the MC12 has a certain something beyond the obvious brutish machismo of a roadgoing GT1’



Subtlety has no place: the strakes of deep nose vents add aggression to Maserati's appearance

The summer sun was high in the sky, beating relentlessly down on a baked Kyalami circuit. The mercury had hit 90°F and the jet-black asphalt was sucking up the heat like a sponge, reaching at points a tyre-destroying 140°F as choking clouds of cement dust – laid down to mop up an earlier oil spill – wreathed the track. Soaring temperatures, coupled with the 5000m altitude of the circuit, wreaked havoc with the field. Fuel boiled in pumps and cars spluttered and struggled, while the steed of Pedro Rodríguez began to exhibit gearbox problems. Things weren't looking great for the Maserati-engined Coopers.

The 1967 South African Grand Prix became a war of attrition, brutal conditions contributing to the destruction of Dan Gurney, Jim Clark and Jackie Stewart's engines, plus the Maserati unit of Jochen Rindt, and by the chequered flag more drivers had retired than finished. Even race leader Jack Brabham was put out of contention, leaving a three-way battle for victory between Rhodesian John Love, Rodríguez and John

Surtees, whose feet were badly blistered from the red-hot pedals of his Honda RA300. By the closing laps, a misfire from Love's Cooper-Climax caused an excessive thirst, and with six laps to go he came in for just two gallons of fuel – allowing the wounded Cooper-Maserati of Rodríguez to limp into the lead, always seeming to be in a gear either too high or too low. As the Mexican crossed the line, he bookended a competition history that began in 1926 when Alfieri Maserati finished first in class in a dust- and oil-streaked Tipo 26 at the Targa Florio, and ended in South Africa with the firm's final championship win of the 20th century.

That the Trident's next assault on the world of top-flight motorsport didn't come until the turn of the millennium should come as little surprise, given the firm's torrid financial situation in the decades that followed the win at Kyalami. The Orsi family abandoned the project in 1968, leading to an era of turmoil with Citroën then De Tomaso, and by the 1990s the company was on life support, kept afloat by the constant but waning drip of government assistance. By 1994, the firm had burned through 400 billion Lira



Blue leather dominates an interior compromised by the model's race breeding. Top: door mirrors offer only rearward view, ensuring a big blindspot

of the people's money. It wasn't until near neighbour Ferrari got involved in 1997, following a brief period of ownership by parent company Fiat, that Maserati began to stabilise, and finally be in a position where the production of top-quality road cars – and maybe even a return to racing – became a realistic possibility. Under Ferrari stewardship the last vestiges of De Tomaso's influence were wiped away as the 3200GT gave way to the Coupé and Spyder – but attention quickly turned to the track, and the opportunity to create a halo car worthy of such close association with the Prancing Horse.

Work began on the new Maserati, codenamed MCC, as early as May 2002, with the ultimate aim to create 50 roadgoing cars to homologate the model for racing. It relied heavily on the technology and engineering know-how underpinning the flagship Enzo Ferrari. Its Modena stablemate donated a number of vital components to the cause, starting with its monocoque chassis – a lightweight carbon and flame-resistant Nomex honeycomb sandwich – which was paired with weight-saving aluminium subframes front and rear. At its heart was the Enzo's 5998cc

65° quad-cam V12 engine, which shared the 104mm bore spacing with the Quattroporte's jointly developed 'Ferrari-Maserati' V8 and imbued the new GT with a power output of 621bhp. Eagle-eyed *tifosi* will note the 30bhp shortfall compared with the Enzo, the result of the Maserati version being limited to just 7700rpm. The timing was remapped, while the camshafts went from being chain- to gear-driven. Maserati engineers also cannibalised the Ferrari's six-speed electro-hydraulic semi-automatic gearbox – operated by two steering column-mounted paddles and said to swap cogs in just 150 milliseconds. And when Sport mode wasn't enough, a button labelled 'Race' relaxed the ASR (which helps control wheelspin) and sped up the gearchange. An area where the two cars differed to a further degree was suspension, with the Maserati opting for double wishbones and pushrod-operated springing with conventional dampers, instead of the Ferrari's active damper system, though the ability to raise the nose for speed bumps at the push of a button – even more vital with the long-nosed MC12 than with the Enzo – remained.

MASERATI MC12 STRADALE

Sold/number built 2004-'05/50

Construction stress-bearing, carbonfibre and Nomex honeycomb sandwich monocoque, front and rear aluminium subframes

Engine all-alloy, dohc-per-bank, dry-sump 5998cc V12, multi-point fuel injection

Max power 621bhp @ 7500rpm

Max torque 481lb ft @ 5500rpm

Transmission six-speed, paddle-shift semi-automatic transaxle, RWD

Suspension independent by double wishbones, with pushrod-operated coil springs over dampers front and rear

Steering power-assisted rack and pinion

Brakes cross-drilled discs all round, 14.96in (380mm) front, 12.18in (335mm) rear

Length 16ft 10½in (5143mm)

Width 7ft 10½in (2096mm)

Height 3ft 11½in (1205mm)

Wheelbase 9ft 2in (2800mm)

Weight 2943lb (1335kg)

0-60mph 3.8 secs

Top speed 205mph **Mpg** 12.3

Price new £560,000 **Price now** £2.5m

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Maserati MC12 was driven to our shoot rather than transported by trailer, but there is little that is practical about a supercar built to win motor races



‘Unlike the angular Enzo, the front of the Maserati is much more organic, with flowing lines and an attractive wide mouth’

Considering the scale of the task facing Maserati engineers the project moved at pace, and by September 2002 – just five months after work began – the styling buck was ready. It’s clear that designer Frank Stephenson, who counted among his successes the BMW X5, was a busy man throughout. For a start, there’s the sheer size of the thing; it’s taller, wider and longer than the Enzo, with over two inches added to roof and waist, and a whopping 17.4 inches fore and aft. Where the Enzo is svelte and lithe the Maserati is less gainly, with most of the extra length added to the nose and tail to create mammoth overhangs that, combined with a monstrous rear wing, produced greater downforce than the Enzo. And while the two cars might have been blood brothers beneath the skin, externally they differed wildly, sharing only a windscreen – but the two designs are so strikingly dissimilar you’d do well to notice.

Not a car that you would ever describe as pretty, the MC12 nonetheless has a certain something beyond the obvious brutish machismo of a roadgoing GT1 car. Unlike the angular Enzo, the front of the Maserati is much

more organic, with flowing lines and an attractive wide mouth, and a bonnet pierced by deep, curvaceous vents that cast intriguing shadows on the bright summer’s day of our photoshoot. The back of the car – where the rear window ought to be – again brings to mind shapes of nature, while the slab-backed tail is altogether more workmanlike. The lights, too, seem an afterthought, with the headlamps lacking fairings and the rears looking like something ordered from the back pages of *Max Power*, somewhere between the Cherry Bomb exhausts and premium-rate lonely housewife hotlines.

For all its challenging features, nothing quite prepares you for the sight of one on the road, and we’re more than a little surprised to discover that Alex Babbington has cancelled the expected car transporter and driven the Maserati to our photoshoot, battling London traffic from Joe Macari’s Wimbledon base to our test track 25 miles away. Top marks all round, but any illusions that Maserati’s MC12 is in fact a usable road car are dispelled as its occupants spill out onto the hardstanding on all fours *à la Wolf of Wall Street* – hindered slightly by the more

conventional hinged doors, where the Enzo uses a butterfly arrangement.

Climbing in is easier, and with a bit of care you slip comfortably into a blue leather-trimmed carbonfibre bucket, on the left-hand side of the car. Period testers reckoned the cabin was luxurious by supercar standards, but I’ve either not been exposed to enough of them or have a keener eye for race-car compromises; notably the thick scaffold-pole rollover hoop and solid firewall preventing any view out of the back. It feels more racer than grand tourer, even before the key is turned and blue start button pressed. When it is, the cabin fills with the mechanical noise of chains and pulleys, the more sonorous engine notes muffled by the firewall leaving just the sound of an angry cement mixer – there are no piped-in aural enhancements here.

In a lifetime of driving, the maxim mirror, signal, manoeuvre has never felt more important; two door mirrors provide the only rearward view, leaving a vast blindspot directly behind the car, which feels absurdly wide. Even on a closed circuit there’s cause to be cautious – a McLaren Senna howls by as we pull back on the right

'By fifth gear, the MC12 is tearing along at breakneck speed. It feels more like a Group C car on the Mulsanne than a road-legal GT'



Conventional doors mean that the roof can come off for wind-in-the-hair fun – large air scoop feeds the ravenous 5998cc V12

paddle and select first. Being semi-automatic, there are only two pedals and the response to planting the throttle is immediate, necessitating another flick of the paddle as the needle shoots across the tachometer at an alarming rate. Now third, and where a normal car would begin to slow and feel the strain, the Maserati powers on – at each change you're nearly caught out by the rev limiter, and by fifth gear the MC12 is tearing along the straight at breakneck speed. It feels more like a Group C car on the Mulsanne than a road-legal GT, though the 12-cylinder howl that is such a treat trackside becomes distorted from within, the cabin resonating to every bang and clatter from the rough road surface and the purposeful yet gruff roar from the rear.

It seems absurd to say that a 621bhp supercar capable of 205mph and 0-60mph in 3.8 secs could seem deceptively quick, but it is. Short-shifting to third in preparation for a low-speed corner feels restrained until you reach the bend and a quick glance at the speedo shows 60mph and climbing, forcing you to hit the anchors. The Maser lacks the ceramic discs of its Ferrari brother – one of a number of areas where the

Trident-badged car falls slightly short – but the cross-drilled steel Brembo rotors (bigger than the wheels of the Ford Ka in which we arrived) still pull up with enough force to throttle the unexpected with their four-point harnesses.

Now it's time to see what this car can really do. Shifting up through the gears becomes smoother with speed, as does the engine, which is less comfortable at low revs. But the gearchange feels slower than the spec sheet suggests and unsettles the car in bends, bringing the rear-biased 41:59 weight distribution into stark relief. Swap cogs before a corner, though, and you'll be shocked at the Maserati's ability to hold its line – body roll is near non-existent, only the clatter of long-lost pocket change scattering across the carbonfibre tub giving away the lateral forces involved.

Your awareness of the car's size melts away while threading together a sinuous set of turns and again the Maserati turns GT1 racer, the curved windscreen and slashed louvres of the front wings providing a brilliant view ahead and inspiring confidence to place the nose into corners. You could carry on all day; sadly, time is called on the session just as the car gets into its




Front and rear overhangs make MC12 17.4in longer than its Enzo sibling. Below: the 621bhp V12 is 30bhp short of the same engine in the Ferrari



stride. And while it's difficult to imagine popping to the shops, driving it to work – or even facing the insurmountable obstacle of a sleeping policeman – out on a clear track it is magnificent.

The Maserati MC12 is a car that confused people when it first broke cover in 2004. They couldn't see the logic in buying a rebodied car that was in almost every way inferior to the machine on which it was based, from having less advanced suspension and inferior brakes, to boasting less power and a lower top speed. Most damning of all was the combination of poor usability due to the lack of rear window and a crippling price-tag that put it right up there with the most expensive cars in the world.

Is the MC12 greater than the sum of its parts? Probably not. Choosing one over an Enzo the first time round could only be described as a crime of passion – and with values now approaching £2.5m, the same is even more true today. But sometimes, you just have to forget your head and follow your heart. 

Thanks to Joe Macari (020 8870 9007; www.joemacari.com)

DESTINED FOR THE TRACK

The MC12 road car was only ever a ticket to endurance racing for Maserati, and as soon as the 25 required Stradales were built, the factory-backed AF Corse stable was let loose on the FIA GT Championship. But fears that the car would prove too dominant, as with the Mercedes-Benz CLK GTR back in the '90s, delayed homologation approval until late in the season.

By 2005 the car had been cleared, and the Maseratis duly swept aside all competition, winning the constructors' title with 239 points – almost doubling Ferrari's tally.

MC12s carried the champion drivers from 2006-'09, as well as scoring a win in the inaugural FIA GT1 World Championship in 2010 (right).

Maserati also had difficulty getting the green light to race in the American Le Mans Series due to the MC12 exceeding length and width restrictions.

In 2005, the governing body allowed it to run – but not to score points – and the single Risi Competizione car failed to make an impression, crashing out of the season finale at Laguna Seca.

Following the GT1's on-track success, a strictly track-only version of the MC12 was created for customers with deep pockets. Owners of the 12 'Corsa' versions, priced at €1m each and finished in the firm's Blue Victory hue, were only allowed to drive the cars during sanctioned track days. Based on the GT1, these variants produced 745bhp.



FORMULA ONE IN MY DAY

Having worked behind the lens for more than 30 years, Charles Briscoe-Knight picks his favourite shots from the glory days of grand prix racing

WORDS AND PHOTOGRAPHY **CHARLES BRISCOE-KNIGHT**

Duke Ellington once sang that *Things ain't what they used to be*, but that could have been sung by Bernie Ecclestone every year in the many of his reign at the helm of F1. The expression has real resonance in my mind, having started photographing the sport in the '60s and gone right through to Schumacher's dominance.

It was truly inspiring for a young kid to pay a reasonable entrance fee, watch the action unimpeded by chicken wire, visit the paddock for free and meet the drivers up close. The likes of Graham Hill, Jim Clark, Jack Brabham and Jackie Stewart were at the threshold when the F1 game all changed, and sponsorship became a key factor in shaping how the sport grew. At that time they were all accessible, and not just to the media: no corrals with PR managers taping their every word, but true stars interacting with genuine fans. You would never see any one of these gentlemen refusing an autograph.

Wandering down the pitlane, snapping Clark, Stewart, Hunt, Senna, Andretti *et al*, it truly felt like a Golden Era for the sport. To settle down for lunch over the three days with a team or sponsor and be part of the Formula One family was sensational. Many drivers became friends: 'Our Nige' was a terrific golfer – who drove the buggy like a bat out of hell – and we often played in the days leading up to a grand prix.

Today, with the many changes in regulations and unbelievable politics, an almost clinical atmosphere prevails – especially in the paddock. It seems as if the sight of a driver out and about before, during and after a race is a phenomenon.

Things ain't what they used to be... 🏎️



Above right: "This image really shows how things have changed for photographers – not even a small concrete block separates the cars from we lucky few. At the same corner today, the authorities keep the snappers back by at least 100 yards, and this on the 'safe' side of the track. In this shot taken at the British Grand Prix, held at Silverstone in 1971, Clay Regazzoni in his Ferrari leads Chris Amon in the Matra"

Right: "Ayrton Senna in conversation with Ron Dennis and Steve Nichols at the 1989 Brazilian Grand Prix, a race won by Senna. I was working for Goodyear at the time and was asked by Leo Mehl – then boss of the Goodyear F1 programme – to take some pictures of him, Ron and Ayrton with the trophy in the pit after the race. All were full of smiles, but Ayrton just turned his back and walked away. A mercurial man, but always on the edge. I didn't care much for him from that moment on"

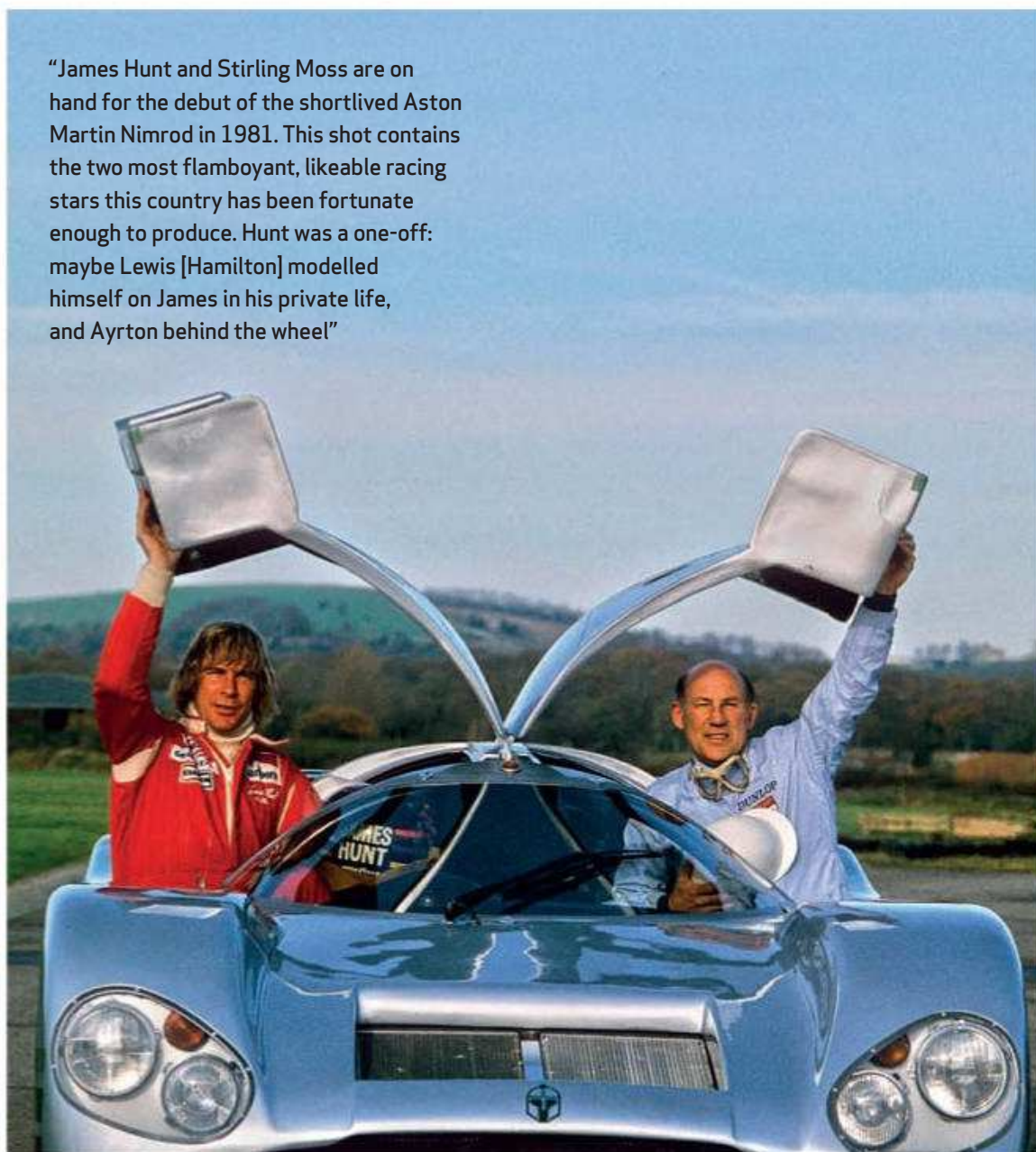
Left: "James Hunt signs autographs in the pits, in 1977. To me, the proximity of the fans to the stars back in the day is what is missing from modern F1. There is no fan access, except in very controlled, time-limited walkabouts. Drivers sitting with their team mechanics after practice sessions, signing the odd autograph and talking F1 and motorsport, has all but gone. Today, sadly, barriers, ropes, 'smart' passes and the 'more than my job's worth' attitude pervade"





Above: "Alain Prost and Ayrton Senna at the Monaco Grand Prix in 1988. The ability to get this close was fantastic, yet simple: so long as you were accredited, you could stand shoulder-to-shoulder with the stars."

"Then, as now, even teammates were sworn enemies on track and this shot reflects the mind games these two played, with Senna the inquisitor and Prost the indifferent 'professor'. What a team it was that Ron Dennis put together!"



"James Hunt and Stirling Moss are on hand for the debut of the shortlived Aston Martin Nimrod in 1981. This shot contains the two most flamboyant, likeable racing stars this country has been fortunate enough to produce. Hunt was a one-off: maybe Lewis [Hamilton] modelled himself on James in his private life, and Ayrton behind the wheel"

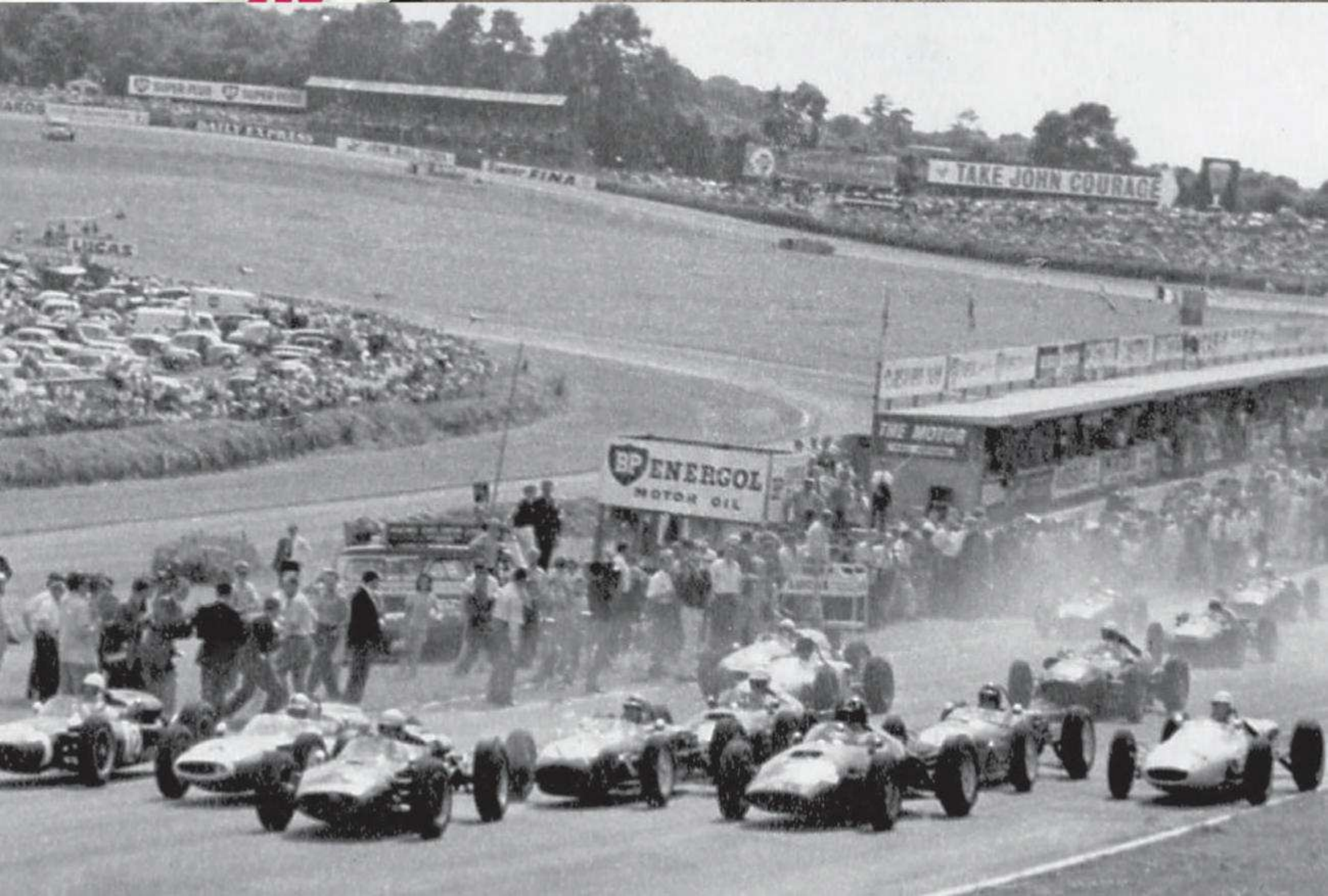
Below: "Newly crowned Miss World Cindy Breakspeare dances with Hunt after the '76 contest. James and I became friends during his F3 days and he came to several parties I held. One sticks in my mind: a rooftop bash at my north London flat at which he and mentor John Hogan (later of Marlboro sponsorship fame) caused chaos by dropping a cigarette into the box of fireworks. Panic broke out as rockets and Roman candles sent everyone scattering"



Above right: "Nigel Mansell exits the pits at Estoril in 1985, during his time with Williams. I look at this image now and see how lucky we members of the International Racing Press Association (IRPA) were."

The freedom that Bernie [Ecclestone] gave us was gradually eroded, however, and we were warned by the head of the IRPA – Bernard Cahier – that all of this would change. It did, prompting my exit from the pits, corners and straights"

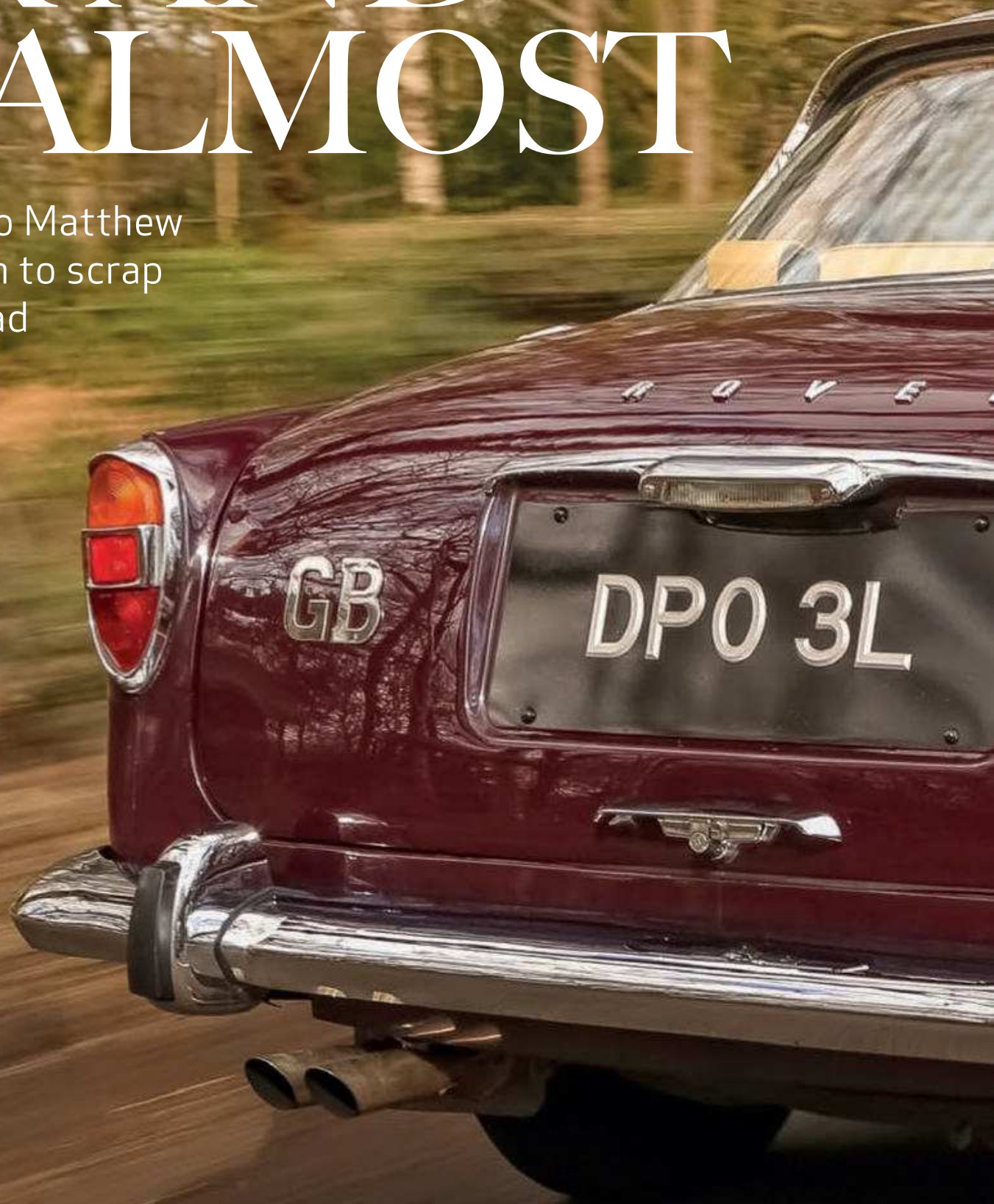
Right: "The start of the Kentish 100 in 1958 was where it all began for me. As a kid, just starting secondary school, the inspiration that was Jack Brabham got me to attend Brands Hatch in the holidays and seeing him slide that Cooper around the corners was magic. And just look at how Brands used to be – the informality, with officials standing virtually on the track, and the crowds were enormous. The circuit still deserves a presence on the F1 scene"



ROVER AND OUT... ALMOST

Fate led this Rover P5B Coupé to Matthew Sanders. Faced with the decision to scrap or restore it, heart overruled head

WORDS **ROSS ALKUREISHI** PHOTOGRAPHY **TONY BAKER**







Serendipity. Fate. Destiny. Karma. Call it what you will, but when it strikes, you just know it's meant to be. That was the case for self-made businessman and avid classic car aficionado Matthew Sanders. "I was browsing eBay late at night, beer in hand, and there it was," he recalls. "I'd been looking for a Rover P5B Coupé, but more important was the registration plate it bore."

The recruitment company Sanders founded, de Poel, was named after his Dutch grandfather Barteld de Poel, an engineering officer in the merchant navy, who came to Britain in WW2: "I was very close to him, so giving the business his name was my way of honouring him. When I saw the advert I was initially focused on the car, and then I saw the plate – I thought, 'I'm having that.' It was one of the weirdest coincidences."

He bought the P5B sight-unseen from a chap in Birmingham, paying £7000. "It was over the odds at the time," he considers, "but then I would have paid double just for the plate." After the vendor received a confirmation of payment message from Sanders' official business e-mail address, that fact wasn't lost on him, either: "He asked me, 'Would you still have bought it, had I charged what I wanted?' I said, 'yes,' but luckily by then it was too late."

Still, at least the seller could console himself with the fact that he'd achieved top dollar for his 'fully restored' car. And when it arrived, at first glance it appeared to be as described. However, closer inspection revealed a variety of issues: "He

said it was 'mint', but when I started poking around it turned out to be an absolute bag of rust. People say things have been 'restored' when there's bits of yoghurt pot in them."

With the intention of doing some of the work himself, he stripped out the interior and sent it off for restoration, then sent the steel RoStyle wheels for refurbishment. At this point, the sheer extent of the rot started to become clear, so he "took it to Trevor".

Who? The proprietor of Knutsford-based restoration and race-preparation specialist Trevor Farrington Ltd. "I found him by chance," says Sanders. "About 14 years ago I bought a Mk2 Jaguar, which on my way home from work one day packed in at the side of the road. I didn't have time to fix it, so pushed it onto the verge and put a sign in the window saying, 'Broken down, will pick up in the morning.' Little did I know it was 100 yards from Trevor's garage."

It was another friend who told him of the business' whereabouts and, once the Jag was rolled there, Farrington identified and replaced a faulty alternator, as well as rebuilding a braking system that verged on the treacherous. "Since then he's looked after all my cars – including a Ferrari Daytona, a Lotus Esprit Turbo, an Aston Martin Lagonda and a Reliant Scimitar racer – as well as turning the Mk2 into a restomod, so it was the natural place to take the P5B."

At this point, Trevor Farrington workshop manager Ashley Hulme takes up the story: "Once it was stripped down you could see how much corrosion there was; when you sat in it,

"The seller said it was 'mint' and restored, but when I started poking around it turned out to be an absolute bag of rust"

Clockwise from main: this was a two-and-a-half-year restoration project; blasting the shell revealed the rust; repair panels made for the rear arches; the tub had full underbody protection and is shown here in etch primer; a new wiring loom was required



you could see through every corner. There were holes here, there and everywhere. The engine, too, was a bit – well, a lot – knackered.”

The sensible thing would have been to transfer the registration plate and bid *adieu* to the Coupé, something Sanders considered. “Once it’s on SORN you can’t just take the plate off,” he explains. “I thought, ‘Do we just get it running for an MoT?’ But by then it was in a thousand bits, so I thought it rude not to restore it.”

Having plumped for that financially irrational choice, the body was sent for soda blasting, which promptly exposed the sheer extent of the tinworm. Once mounted on a spit it was time to start. The rear wings were cut off, and a comprehensive list of required body panels made. “We were lucky,” says Hulme. “Most of the panels that were gone we could get from JR Wadhams, and those that we couldn’t we fabricated.”

The scale of the body repairs was vast, and would require another story to list accurately in full. The main work involved the replacement of nearside and offside inner, centre and outer sills, while the front wings and bulkhead were also largely new. Repairs were made to the metal behind the front windscreen panel, before a new one was fitted. At the rear, the Rover’s inner and outer wings were re-made and a boot floor panel was fitted. New rear chassis members were fabricated, replacement outriggers added and fresh valance panels welded in. New door skins were cut and welded to fit, before attention turned to achieving panel-gap perfection, plus filling and shaping the car ready for paint.

“It wasn’t just new outer panels that were required,” recalls Hulme. “The underlying structure – pillars, rear-axle brackets, bumper mounts, jacking points, you name it – also had to be repaired. It was a huge number of man-hours just getting the body back in shape.”

The underside of the floorpan was seam-sealed, as was the inside of the bodyshell before application of a stone-chip finish. A 2K primer was applied, then the car was ready to be repainted in its original Silver Grey over Claret.

With Sanders popping in regularly to gauge progress, talk turned to other matters of originality. “With my Mk2 Jaguar we went OTT,” he explains. “The restoration turned into a resto-mod, with updates to bodywork, running gear, interior and in-car entertainment – long before Ian Callum did his. In fact, so upgraded is it that I added a ‘Mk3’ badge! However, with the P5B Coupé I wanted it to be stock – the only addition would be hazard warning lights.”

With that, attention turned to the mechanicals. The engine, rear axle and carburettors were stripped down and rebuilt to standard specification, with the automatic gearbox sent to a specialist for refurbishment. All suspension components were also dismantled and sent for powder-coating, before being rebushed.

“There isn’t a part on that car that hasn’t been replaced, repaired or cleaned, re-plated and made as new,” says Hulme. “But, strangely, bodywork aside, it was the jobs you’d think were straightforward that took the longest; the biggest challenge was getting the windscreen in.

THE COLLECTOR

“It’s a very much diminished collection,” says Sanders. “I’ve sold five or six, including a BMW 850, Escort RS Turbo, modern Morgan 3-Wheeler and a Porsche 968 Clubsport – I don’t have time to drive them.” Remaining are a Ferrari Daytona, Lotus Esprit Turbo, Aston Martin Lagonda and, of course, the P5B Coupé. A BMW E46 M3 racer has recently been added – it’s an eclectic set.

“My first classic was a Morris Minor flat-bed pick-up with a Marina engine, Toyota ‘box and Janspeed 3-into-1 manifold; it was a death-trap that caught fire all the time. I’ve had all sorts: an Astra, Montego, Volvo 340GLT and Twin-Cam Escort. None of them ostentatious – well, except the Ferrari, but even then it’s in a sober colour.” The heavily modified Mk2 Jaguar sees most action, followed by the P5B. “Both get more attention than the Daytona; young lads love the noise of the Jag, and older gentlemen the Rover.”





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Everyone you speak to will say ‘good luck’, because it could take you two weeks. It’s the rubbers: the aftermarket ones just don’t seem to fit, so you spend an age trying to adapt them and get it in properly. After the chromework came back from being redone, getting it to fit correctly was difficult. I don’t know why, this car was built on a production line, so they should have flown straight on, but they didn’t. Finally, there’s a separate heater in the back and getting pipework right – plus carefully taking the heater valves apart (you can’t get new ones) to try and fit new rubber seals – was a pain in the backside.”

It sounds as if the restoration was one problem after another. “Actually, it’s a straightforward and good-quality bit of engineering,” says Hulme. “We’ve restored all sorts, from exotica such as a Lamborghini Countach to a vintage Ford Model T, and some can be a real pain, but I really enjoyed the P5B. Although it seemed to be in for a lifetime, it was nice to work on.”

With the body painted, subframe rebuilt and refreshed and new parts ready to go, it was a case of getting everything back on. As attention turned to the cabin, Sanders brought in his ‘restored’ beige leather interior. “It was an economy measure,” he says. “I’d used someone that advertised themselves as affordable and it was the worst case of ‘you get what you pay for’.”

Farrington is more forthright. “There was no way it was going back in the car,” he states. “It was a very cheap job. The door cards had already started to bubble, and it just looked poor – so we

Clockwise from top left: 3.5-litre Buick-derived V8; the Coupé was bought for its numberplate; the non-standard dash is Sanders’ choice; the plush cabin was retrimmed twice

re-did it, properly. Matthew then chose a non-original veneer in walnut for the dashboard, which was produced by Chapman and Cliff.”

Today, sitting inside the Rover on its huge leather driver’s chair, the attention to detail is lovely. Purists may baulk at the dash, but it’s to Sanders’ taste and he prefers it to the original.

On start-up the compact, Buick-sourced V8 introduces itself with an elegant, multi-layered woofle, settling down to a quiet tickover. Engage drive and, once off, that familiar, reassuring burble – like a tiny ball-bearing gently being rolled around inside a metal pipe – comes to the fore. The ride cossets, the big Rover taking each mile easily and gracefully – no wonder it was considered ‘the poor man’s Rolls-Royce’.

“To drive, it’s just so comfy,” says Sanders. “And for some reason, everyone has a story with one. My wife’s grandad had one, and I know of another where the owner put a Perkins diesel engine in it – but then you had 1970s petrol prices. It gets used regularly, recently going up to Llandudno on the north Wales coast. My other love is Liverpool Football Club and it’s been to Anfield, where it got a nice reception.”

He’s not overplaying the P5B’s effect on people, something that’s become immediately clear even with just 10 minutes behind the wheel. Knutsford, complete with its prominently sited McLaren dealership and all manner of high-end vehicles buzzing around, may be the centre of the Cheshire set, but today it’s this Rover that’s causing necks to turn and smiles to be elicited.

The P5B’s restoration took two and a half years and, again, that question of ‘why do it?’ arises. “I had to,” he answers. “And I know Trevor’s attention to detail and quality from previous dealings, so the finished result is every bit as good as I knew it’d be. The fact that it still has that numberplate is a bonus.”

Sanders used his favourite resource, eBay, for the finishing touches. “I really enjoyed the journey,” he says. “Especially finding things such as new-old-stock mudflaps, a rear-view mirror, the registration-plate box, badges and badge bar on the internet. It’s amazing what you can find... although if you know anyone who has two new seats for a Volvo 240GLT Estate I’ll have them, I can’t find those.”

Having recently trimmed his car collection and imposed a one-in, one-out rule on himself, his final comment suggests that this now rather fine Rover P5B Coupé will not be the last of Sanders’ epic restoration projects. The business bearing his much-loved grandfather’s name has now gone – sold in a management buyout back in 2016 – but, for Sanders, the ‘de Poel’ Rover is definitely a keeper.

TOP TEN

ONE-OFF TVRs

An enviable roster of beautiful bruisers has emerged from Britain's most characterful car maker, but not all of them made the grade. Time to take a peek at the cutting-room floor...

WORDS ALASTAIR CLEMENTS PHOTOGRAPHY LAT/C&SC/NEWSPRESS/TVR CAR CLUB



All-new Griffith takes a bow at Goodwood, but will it spark the marque's revival or become another footnote in history?

TVR returned to great fanfare at the Goodwood Revival last year, with the Earls Court Motor Show display given over to a celebration of the marque. Cynics may speculate that the all-new Griffith, which provided the centrepiece, could itself remain a one-off, with customers yet to take delivery of the Cosworth V8-powered coupé. If it does, however, it will be in excellent company. The eventful history of the charismatic sports car maker is peppered with blind alleys, *culs de sac* and – being less charitable – some absolute munters that were never likely

to win over an audience used to cars that blended aggression and beauty in equal measure.

But that should come as no surprise, because for a low-volume manufacturer working with a separate tubular chassis and a glassfibre body, just about every car you make has the potential to be unique. Certainly in the early days every example was different, before the TVR template was set with the original Grantura, which provided the family 'look' right through to the dawn of the wedge at the start of the '80s.

With that in mind, it's almost impossible to narrow down the list to just 10, but here's a selection of our favourite weird and wonderful one-offs from the Blackpool back catalogue.

1 1965 TVR Trident Convertible

Perhaps TVR's greatest missed opportunity, the fabulous Trident moved the company away from its famous style – formed by a pair of Rochdale bonnets – and into the world of sophisticated GTs, with an angular shape that pre-dated the Tasmin by over a decade. Four were made, but just one was a convertible – a must for the US market, which also demanded the 289cu in Ford V8 squeezed beneath the long, tapering bonnet. The styling was by Trevor Frost – then working under his Italian mother's maiden name Fiore – with the steel bodies made by Turin coachbuilder Fissore. Orders worth £150k were taken at its 1965 Geneva debut, but the model slipped through the cracks in one of the firm's regular changes of ownership, and was hijacked by Suffolk TVR dealer Bill Last. New owner Martin Lilley watched on as Last's Trident Car Co built c130 Clippers, Venturers and Tycoons on Austin-Healey and Triumph chassis – but at least he got the lovely prototype as a company car.

Anorak fact In the ultimate irony, glassfibre bodies for the Trident emerged from Grantura Plastics – TVR's next-door neighbour





2 1966 TVR Tina

Trevor Frost must have got a taste for TVR after the Trident (left), because just a year later came the pretty Tina. This time, however, there was no V8 power or tubular chassis, with the tiny 2+2 (and its convertible twin) sitting on a Hillman Imp Sport floorpan, with its rear-mounted 875cc 'four'. Again built at Fissore, with hands-on input from TVR co-owner Martin Lilley, the steel-bodied sports car was called Tina – a name shared by the newborn daughter of Lilley's friend and TVR racer/dealer Gerry Marshall – and revealed in open form at the Turin show in 1966, with the coupé following in London later in the year. Sadly, TVR couldn't build production models in the volume required to make them profitable, even in glassfibre, and the project died despite a universally positive response. Happily, both prototypes survive.

Anorak fact Gerry Marshall acquired the coupé in 1989 with the intention of restoring it, but never had time and in 2005 it passed to its namesake Tina, who returned it to its former glory

3 1971 SM TVR Zante

The most famous of all stillborn TVRs achieved notoriety first for being part of the infamous Earls Court show display featuring models Susan Shaw and Helen Jones in their birthday suits, and then for being dumped unceremoniously in the factory 'graveyard' when it was no longer needed. Martin Lilley's second foray into wedge territory was styled by 'father of the TR7' Harris Mann, its shooting brake style following the lead of the Reliant Scimitar GTE, and made by Specialised Mouldings Ltd in Cambridgeshire – hence SM. An attempt to extend the model range with an upmarket, modern GT, it was stymied by sitting on an aged Vixen 2500 chassis with Triumph 2.5-litre power, and a poor reception in the critical US market sounded its death knell as the focus switched to the crucial new M-Series that was launched alongside it.

Anorak fact Sid James and Barbara Windsor reputedly tried to order an SM at the show to be used as a fund-raiser for the Variety Club



4 1967 Grantura Gem

The products of the Hoo Hill industrial estate were not always known for being pretty, but the Gem that emerged from TVR's sister firm (and neighbour) Grantura Plastics was particularly, er, 'distinctive'... It's not strictly a true TVR, then, but the company was descended from Trevor Wilkinson's original operation, staffed by former TVR employees, and was still producing all of TVR's bodies. Add in the fact that it was run by businessman, racing driver and TVR Car Club president Tommy Entwistle and it deserves a place in our list, even if TVR decided that its blunt-nosed lines meant that it didn't deserve a place in its model line-up. Still, the Gem had its qualities – not least a roomier cabin and a proper opening bootlid – and continued to be developed and raced by Entwistle for over five decades.

Anorak fact The Gem's long-wheelbase Tuscan chassis wore glassfibre panels, made in moulds taken from a hand-formed aluminium plug



5 1982 TVR Tasmin Turbo

Martin Lilley finally achieved his 'wedge' ambitions with the launch of the Tasmin in 1980, but surely even he could have never imagined the number and variety of versions it would spawn over the next decade and more. In fact, it took the enthusiastic attentions of incoming TVR boss Peter Wheeler to truly release the model's potential with a series of ever-more extreme Rover V8-powered models. Before all of that, however, came the Tasmin Turbo, first as a convertible in 1981 then in definitive coupé form at the October 1982 Motor Show. With a turbocharged version of the standard car's 2.8-litre 'Cologne' V6 beneath its heavily reworked bodywork it made nearly 50% more power – a heady 228bhp at 5600rpm and 249lb ft of torque.

Anorak fact The Tasmin wasn't the only unique turbocharged model: Lilley owned a unique 'SE' version of the 3000S Turbo convertible



6 1988 'White Elephant'

Having started its Blackpool life in standard 3.5-litre, 190bhp form, the Rover V8 grew into ever more extreme incarnations as the '80s progressed. As it got more powerful, however, strict emissions regulations became tougher to meet, so TVR began looking for a replacement. A potential answer came from the unlikely source of Australia, in GM-Holden's aluminium 5-litre V8 – supplied by Tom Walkinshaw, whose TWR team was building Commodore racers for the Aussie manufacturer. The 440bhp HSV unit was mated to a Borg-Warner T5 'box and fitted into a special car built to Wheeler's personal spec.

The starting point was a 420SEAC chassis, while a 350i coupé body was crisply updated with muscular flared arches and integrated headlamps behind Perspex covers. When it was found that the Rover unit could be made to meet emissions targets after all, however, the Holden V8 was abandoned. Wheeler used the car for two years to go shooting before it became a factory hack then, like the Zante, ended up abandoned behind the works. Eventually sold, this unique piece of TVR history has now been fully restored.

Anorak fact Wheeler specified a bespoke hidden compartment for his guns, plus a special carpeted cubby behind the seats for his dog Ned

7 1986 TVR 420 Sports Saloon

The idea of a more practical TVR was hardly a new one – after all, the Sports Saloon revived the name of one of Trevor Wilkinson's earliest models, and the Tasmin was available as a '+2' from soon after its launch (albeit with room only for very small children). But with the 420 Sports Saloon TVR attempted to make it a practical proposition for adult passengers, with self-levelling rear suspension for the chassis (sourced from a 420SEAC) and an ungainly roofline to boost headroom. The shape was claimed to be all-new, but was clearly Tasmin-

based, as if a 350i had reversed at high speed into a MkV Cortina. Despite the promise of its 265bhp V8, visitors to the October Motor Show were not impressed and the project was canned, with the body eventually being cut up – later donating its nose to the 'White Elephant'.

Boss Peter Wheeler didn't abandon the 2+2 idea completely, of course, and it would reappear in the hugely successful Cerbera a decade later.

Anorak fact As well as 47 2.8-litre V6-engined Tasmin +2s, TVR also built six +2 coupé versions of the V8-powered 350i



8 1989/1990 TVR Speed Eight

Rather than spend money it didn't have developing cars that people didn't want to buy, TVR used a 'suck it and see' approach: make a prototype, then build it if buyers like it. The Speed Eight was a perfect example: first shown in 1989 at the London Motorfair as a slightly soft-edged, longer-wheelbase two-seater replacement for the 'wedge' (right), it returned a year later at the NEC longer still, curvier still, and by then with 2+2 seating (below) – a first for a TVR drop-top. This rapid change was made possible by the modelling method pioneered on the 'White Elephant': the body was sprayed with expanding foam, which was then carved to shape and coated with a layer of glassfibre. Sadly for the Speed Eight, however, the Griffith was also given its debut at the 1990 event, and comprehensively stole the limelight; the prototype went into storage before eventually being destroyed.

Anorak fact The 1989 car had a 225bhp 3.9-litre Rover V8; in 1990, it was offered with a 240bhp 3.9 or a 286bhp 4.3



9 1987 TVR Evolution S

The S-series was launched in 1986 as the new entry-level TVR, giving a lower price point for the marque while the wedge moved progressively upmarket. But just a year later, TVR hinted at the new model following its angular sibling's lead with the 'Evolution S', unveiled at the 1987 London Motorfair. It was to still be V6-powered like its lowlier incarnation – except that the show car actually had no motor, while TVR tried to decide whether to use a Swaymar-built 3.2-litre version of the Ford unit, or to re-engineer the car to take a 'completely new 3.3-litre V6' – later revealed to be from Holden. The body received a front-end restyle with large driving lights that previewed the look of the production V8S, and there were fat split-rim alloys, a limited-slip diff and tweaked front and rear suspension, while inside there was a full walnut-veneered dash.

Anorak fact A 2-litre Cosworth version of the S was also reputedly built, boasting a slightly terrifying 350bhp and a five-speed transaxle

10 1996 TVR Griffith Speed Six

A true missing link, the Griffith Speed Six prototype bridged the first curvy TVRs of the 1990s with the wild creations that would take the firm into the new millennium. It was also the first appearance of the company's all-new straight-six engine, hot on the heels of its monster V8, which made its debut in the Cerbera.

Revealed at the NEC show in 1996, the Speed Six show car employed a stock Griffith chassis, but with a radically reworked interior and lightly tweaked bodywork. The faired-in headlights now incorporated the indicators, and there were some distinctive new high-level tail-lamps. The all-alloy, twin-cam straight-six was to be available in 330bhp 3.2-litre or 380bhp 4-litre forms, but when the car reappeared at Earls Court a year later as the Tuscan Speed Six – with further body mods and a new chassis – it had the 360bhp 4-litre that production Tuscan would eventually sport.

Anorak fact In November 1994 a Griffith was also fitted with the AJP V8 engine – the unit's name taken from the initials of the men behind the modular engine programme: Al Melling, John Ravenscroft and Peter Wheeler





GLAMOUR COMES TO RALLYING

The Silvretta Classic gives a chance to relive the
Mercedes Pagoda's sole competition victory

WORDS **SIMON CHARLESWORTH** PHOTOGRAPHY **DAIMLER AG**



Charlesworth takes to the hills in the whitewall-shod Pagoda. Above left: Eugen Böhringer and Klaus Kaiser en route to Liège-Sofia-Liège victory in the 230SL

Thursday. Amid the simmering panic, I smile at the irony – we’re running late for the start of a regularity rally. The 21st Silvretta Classic Rally Montafon has overwhelmed the Austrian resort town of Partenen. There are classic cars and people everywhere. In this part of the world the Silvretta is clearly a big deal, but beyond *lederhosen* territory, possibly less so.

Now in its third decade, the Silvretta Classic passes through tremendous Alpine scenery. Crews must drive a specified distance in a set time: inaccuracy attracts penalties, while some dastardly time controls are ‘secret’. Only analogue stopwatches are allowed. Nigh-on 200 entrants can expect to drive over 400 high-altitude and deeply bendy Alpine miles.

Yesterday our host, Mercedes-Benz Classic, assembled eight cars from its Stuttgart collection to be driven by guests, celebrated racing drivers and journalists. Jochen Mass is in the 1928 720 SSK and Karl Wendlinger is in a 1955 190SL Rennsport. Fashion designer Magnus Walker (of Urban Outlaw fame) is in the 1955 300SL Gullwing, suggesting that Mercedes may be trying to convert this Porsche 911 evangelist.

“I’ve done this two or three times before,” says Mass. “It always comes down to this: an event lives or dies by the people involved. The mountains are glorious, it’s a wonderful route and the cars are nice, for sure. But it’s all about the people. If you have a nice group of people it’s a wonderful event. And Mercedes always gets some nice people together.”

The rally’s route doodles all over the map of the western Austrian state of Vorarlberg. It takes in the Montafon valley – which stretches from Bludenz and the Verwall Alps in the north, to the Silvretta and Rätikon mountains in the south – before popping into Liechtenstein and Switzerland. We’ve been paired with Giosuè Boetto Cohen from Italy’s *Ruoteclassiche*, and we’re already chums after the transfer from Zurich airport. As a former Mercedes Pagoda owner, Cohen takes the wheel of ‘our’ 1964 230SL

Rallye for the shakedown. I am the designated driver, but in the spirit of good international relations – and in spite of my talent for epic car sickness – we agree to take turns.

The SL is a tribute to the works W113 that won the 1963 Spa-Sofia-Liège (also known as the Liège-Sofia-Liège and the Marathon de la Route), giving the world a glimpse of the all-new SL two months before its official Geneva Motor Show debut. In a punishing race of attrition it was one of just 20 cars – from a field of 119 – to reach the finish, but 1962 European Rally Champion Eugen Böhringer and navigator Klaus Kaiser still had plenty of work to do, pipping the Saab 96 of Erik Carlsson and Gunnar Palm to the top step of the podium.

In 1962, Böhringer had won the Marathon with Hermann Eger in a 220SEb and, although the 300SE had since been launched, he chose for his 1963 entry the new SL, which he nicknamed the ‘Littl’un’ for its lightness and responsive handling. He secured the car via Mercedes’ Development department, after having a word with boss Dr Fritz Nallinger.

Böhringer’s victory made him the first driver to win the gruelling Marathon twice in succession, but it would be the highlight of the W113’s works rallying record. It competed again in 1964 – as car 19, driven by Dieter Glemser with Martin Braungart – but retired with electrical troubles, although Böhringer and Kaiser managed third place in a sister car.

Following its glorious but brief career, the ‘Littl’un’ returned to Development and was subsequently scrapped. This regrettable – and clearly regretted – decision was partially made up for at the turn of the millennium, when Mercedes-Benz Classic completed this faithful recreation with help from Böhringer.

Following the original spec there is a choice of wheels – 13in for a lower centre of gravity and better acceleration, or 15in as here for greater ground clearance – plus underbody protection and bodyshell reinforcements to deal with the rough mountain roads. Böhringer also specified lighter power steering, a lower final-drive ratio, a four-speed 220SEb ‘box with a higher first



Above: victorious ‘Littl’un’ with Böhringer/Kaiser at the finish of the ‘63 Liège. Right: Charlesworth revels in the replica 230SL’s pace on the Silvretta Classic



'Its tenor note builds past 4000rpm, turning vibrato and growing in distortion, then running out of breath 1000rpm later'



Bovine spectators take little interest in the SL. Below: Böhringer/Kaiser pass the DS of Surtmann/Kerschbaumer (which later retired) on the '63 Liège



gear, and additional tuning for the fuel-injected sohc straight-six – taking it to the same 170bhp as the production 280SLs (up 20bhp on the standard 230). The replica also has period bucket seats and, to the envy of other competitors, a Halda Twinmaster and Speedpilot.

It is a source of some relief to find that this 230SL has power steering. Yes, it's over-light, syrupy and lifeless, but the manual steering box isn't great in these cars. The chassis, however, is grippy and competent – as you'd expect from a sports car – and the brakes are effective. The 2308cc 'six' sounds sweet enough, but the twin tailpipes dominate the soundtrack. Below 2000rpm not much happens, with little relationship between pedal and mechanical injection. Keep your foot in, let the revs climb and over 3000rpm the exhaust comes to the fore, sounding like a big-lunged trombone player. Its tenor note continues to build past 4000rpm, turning vibrato and growing in distortion, before running out of breath 1000rpm later.

As we make our way to the start line, two issues arise with the all-synchro four-speed 'box:

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for starters it won't be rushed, and there's a gap between third and fourth wide enough for Evel Knievel to fall into. These are minor moans, however: the cabin is roomy, the driving position straightforward and the airflow through the Pagoda top means that we shouldn't cook.

Cars are being flagged away at 30-second intervals. We weave through the excited crowd, marshals frantically beckoning us, and just make it up the start ramp in time. The flag is waved and we're off on my first classic rally.

In front, Wendlinger's 190SLR disappears – placing into question the average target speed of 23.8mph – and soon we arrive at the doorstep of the Silvretta Hochalpenstrasse. The steep ascent is full of hairpins and thronged by waving bystanders. It also claims the first casualty – a beautiful 1930s AC. We can't stop, though, and head for Bielerhöhe, nearly 6000ft above sea level, where we're rewarded with stunning views of the Kops Stausee and Zeinisjoch reservoirs, nestling between Vorarlberg and Tyrol.

Before long we're faced with our first special stage, which demands that we drive 5250m in 7 mins 40 secs. My imperial brain struggles with all this metric-ness. Cohen has worked out the average speed, but I don't know what that feels like. He is poised with the stopwatch. The throttle is hard to modulate smoothly and I know that the Pagoda's speedo won't be accurate, so we're tending not to take these bits too seriously.

Ducking beneath the lifeless chairlifts of Vandans, the following 34 miles take us past Schruns via the ski resorts of Gortipohl, Silbertal and Bartholomäberg. The special stages are getting more complicated, too: it's a good job swearing isn't regulated.

Thursday's final 15 miles take us back to Partenen via Galgenul and St Gallenkirch. The good weather has gone, it's raining, and fatigue wafts into the car. Cohen is not happy about lunch – a bag of nuts: "Chicken food!" – and we haven't stopped since *würsten* before the start. The conversation turns to recipes as the end hoves into view and we hand over our timesheet.

Friday. Today is a 230-mile stage, and we've swapped seats so that the mathematically inept



Clockwise from main:
Böhringer hustles SL on
'63 Liège; 300SL chases
team C&SC on Silvretta;
'Little'un' returns to the
Liège for '64 as car 19



'These towering, jagged peaks make us feel like tiny specks of food caught in a shark's gum line'



vomit comet without a sense of direction is in charge of navigation. The first car is away at 7.31am, and I have to work out our arrival times for the timesheet. Muttered profanities and failed sums prove I'm no loss to accountancy.

The first 32 miles take us from Partenen to Göfis. Thankfully, my car sickness fails to arrive and co-driving becomes second nature: "In 1.75km we pass a sign for Feldkirch." Passing the sign, the Halda tripmeter is zeroed. "In just over 300m we continue pass Schattenburg castle." Halda zeroed. "In 300m we reach a T-junction, turn right in the direction of Bregenz and Dornbirn..." Our ETA is then calculated.

First Lichtenstein and then the Swiss border come and go. Cohen is better at the special stages – quick, smooth and laid-back, aside from the occasional curse aimed towards the gearbox with its work-to-rule synchromesh – and he's starting to take them seriously.

After lunch I'm back in the driving seat, tackling a 56-mile twisty stage to Scuol that skirts past parts of the Abula, Livigno and Sesvenna mountains. These towering, jagged peaks make





Triple spotlights mimic the original campaigner, sadly scrapped after its rally career was over. Below left: chasing down an elegant 300 Cabriolet

us feel like tiny specks of food caught in a shark's gum line. We pass signs for Davos and St Moritz, head over the Albula Pass to the Engadine, then crawl through the pretty streets of Madulain and Zuoz, the timber-framed medieval architecture giving the area the look of a film set.

Of our fellow Mercedes competitors, the 1955 Gullwing of Magnus Walker and Hannah Elliot is a familiar sight. The black, bumperless beast suddenly looms in our mirror, before blasting past with a cheery wave from its occupants. Climbing uphill, the W113 is not up to battling with its more muscular forefather.

The rain is getting heavier, too. The tunnels shelter multiple rivulets of water. We need to make up time, but the roads are treacherous and peppered with dawdlers. A straight presents itself and the acoustics go all *Flight of the Bumblebee* as the Pagoda roars past just in time to get on the brakes for a sharp, mouth-drying bend ahead. Under hard braking, the SL's nose dives and the back starts to swing out. Fortunately it's progressive and surprisingly easy to catch, but we decide to rein in the speed a little and resign ourselves to a few time penalties.

The penultimate 58-mile section of the day takes us from Scuol to Kappl, back into Austria. Tiredness strikes and my seat now feels as if it has no padding at all, as if my coccyx has been bolted directly to the steel floor. The lazy rhythm of the wipers entices shut-eye, but it is foiled by cool water dribbling onto my left foot from somewhere. Yet compared to the Marathon's thousands of miles, the Silvretta is akin to popping out for a newspaper.

We're only 31 miles from the end at the big 'Därfli-Fest' finish in Gaschurn when, as we begin to approach the Silvretta Hochalpenstrasse and its bountiful hairpins, the cloud swoops. We're down to 30-yard visibility until we descend beneath the cloud base.

At Gaschurn, it comes as something of a surprise to find the place packed with people. The weather has discouraged all but the hardest of observers along the route, but now we have to pick our way through the cheering crowds towards the overnight stop.

Saturday. The sunshine is back, and so are the route book and stopwatch. Today starts with a north-westerly blast from Partenen to Bludenz before swooping around to Sonntag. The run from Sonntag to lunch at Stubern via Damüls, Au, Lech, Zürs and Flexenpass is the most memorable section of the rally for its mixture of beautiful weather, scenery and tasty roads.

Sinewy ascents lead to open Alpine meadows, followed by meandering drops through rocky ravines near Schröcken that do a passable impression of the Stelvio Pass. Between Lech and Zürs, we drive over breathtaking bridges and through the open-sided tunnels that worm their way through this stony land. In one, my mental rendition of *On Days Like These* is interrupted by a noisy dice behind between Wendlinger's 190SLR and the 300SL.

Over our final lunch together, I ask Magnus Walker how he's finding the event. "The Gullwing has a lot of character and soul," he says. "I was a little worried about my height in that car, the drivability of it, but it's super user-friendly; I felt comfortable straight away. Everyone says it's hot, but I can almost see it as a daily driver: it shifts great and it sounds awesome. It's intoxicating, you kinda want to push it more than you think it'll do. It wasn't a car I was happy to get out of, it was a car in which I was looking forward to tomorrow. For Hannah and me, it has been an awesome experience."

Back in the W113, ahead lie one more blast and a couple of special stages, put on for the benefit of the large Saturday crowds, followed by the chequered flag in Schruns.

Where did we finish? I'm not sure. The last time I looked, we had managed to be the final classified finisher (173rd) on one stage. But 55 years after the Pagoda's most famous win, none of that really matters. It serves only to increase our respect for Böhringer's achievement, and for the plucky SL. Driven without quarter, it refused to give up – both then and today.

Thanks to Mercedes-Benz Classic: (www.mercedes-benz.com/classic); Silvretta Classic (event.motorpresse.de/rallyes/22041)



Left: tough conditions for the 34th Spa-Sofia-Liège ensured a high attrition rate. Above: Charlesworth and Cohen emulate heroes Böhringer and Kaiser



From top left: replica '60s
showroom; unique 1968
Astro-Vette; the damage
inflicted by the sinkhole is
marked by a mangled trio;
1957 Corvette is 'serviced'

CLASSIC SHRINE

LIVING THE AMERICAN DREAM

If the phoenix-from-the-flames story of the National Corvette Museum isn't enough to convince you of the passion burning within, the cars certainly will

WORDS AND PHOTOGRAPHY MICHAEL MILNE

There's no more iconic road in America than Route 66, so it makes sense that when the *Route 66* television show first hit the small screens in 1960, the two intrepid heroes drove that most famous of American sports cars – a brand-new Chevrolet Corvette. The views of the car crossing the sun-kissed desert in Arizona or gliding along the neon-lit Hollywood Boulevard were embedded in the minds of TV viewers – and potential buyers – every week.

The legacy of America's sports car lives on at the National Corvette Museum in Bowling Green, Kentucky. It's half a mile south of the Bowling Green Assembly Plant, where General Motors has built every Corvette sold worldwide since 1981. The museum opened in 1994 and exhibits more than 80 Corvettes, as it traces the history of the model from its 1953 birth to the present day; visitors can even sit in the latest edition in the foyer for a photo. The museum's structure is immediately recognisable by its Skydome, a canary-yellow, 100ft-high conical structure, pierced by a red spire (right). Within, it's divided into sections – Nostalgia, Mobil Gas Station, Route 66, Dealership, Performance/Racing, Design/Engineering and others – that highlight various aspects of the car's history.

If you've already heard of the museum, it's most likely due to an event that occurred on 12 February 2014. That night, a giant 60ft-by-40ft sinkhole opened underneath the Skydome's floor, swallowing eight Corvettes 30ft beneath the earth's surface. It was the lead item on news outlets around the world, putting the National Corvette Museum on the map.

The knowledge

Address 350 Corvette Drive, Bowling Green, Kentucky 42101, USA

Where? Bowling Green is around 60 miles north of Nashville, Tennessee

How much? Adults \$10, over 62s \$8, children (5-12) \$5, under 5s free

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The publicity surrounding the event caused attendance to soar within days – and, remarkably, the museum was closed for only one day. Rather than hiding from that unfortunate event, on the second anniversary of the collapse the museum opened a new exhibit called 'Corvette Cave In! The Skydome Sinkhole Experience' that, with all of its geological material, resembles something from a natural history museum.

Inside the renovated Skydome, three of the mangled cars that were beyond restoration are on display, still encrusted with powdery evidence of the area's terracotta soil. Fortunately, another three of the affected Corvettes were salvable. Two of them – a 1992 model that was the millionth Corvette built and a 2009 ZR-1 'Blue Devil' – have been restored and are displayed next to their damaged brethren. The third – a 1962 Corvette in Tuxedo Black – was restored at the museum under the watchful eyes of visitors, and completed this year in time for the fourth anniversary of the collapse.

In 1953, the original run of 300 Corvettes was handbuilt in Flint, Michigan, the only year the cars were produced there. They were all Polo White with a red interior, black canvas top and automatic gearbox; number 262 of that limited, inaugural run is on display. Next to it is a model from 1954, when production increased 12-fold to 3640 cars, built in St Louis, Missouri.

There are several fascinating one-off versions of the 'Vette on display, too. One, the 1968 Astro-Vette, is so sleek it would look more at home in a *Flash Gordon* movie. It was built to see how aerodynamically slippery the sports car could be made. As bizarre as the car may have looked in 1968, by 1973 new Corvettes had dropped their chromed front bumpers and taken

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on the prototype's polyurethane front end – with the rear bumper following suit a year later.

Another interesting exhibit is the 1989 Corvette ZR-1. Under a team led by legendary racer Tommy Morrison, this car set seven World Records including a 24-Hour Speed Endurance best by averaging 175.885mph (283.061kph) on a wet track in Fort Stockton, Texas. The stock but carefully prepared LT5 5.7-litre, 32-valve, all-aluminium V8 engine was designed by the Lotus Group and built in the USA by Mercury Marine. The car also featured a ZF six-speed manual gearbox and special Goodyear 12 x 17 radial tyres that held up during the effort, even helping to avoid one curious coyote who strayed on to the fenceless track.

Beyond all of the cars to ogle, there are many interactive exhibits at this museum including trivia touchscreens and a driving simulator. Screens throughout the building bring the cars to life and show them in action, along with narrative from Corvette's designers and engineers. There's also a KidZone with 'Pat's Super Service Center', where younger enthusiasts can have fun changing the car's tyres, air filter and exhaust. In addition, a 'Just in time assembly line' encourages visitors to work together to put wheels on vehicles moving down the line.

Normally, callers to the museum can also sign up for a tour of the Corvette's Bowling Green Assembly Plant. However, the plant is off-limits to the public until early 2019 as it tools up for the next-generation Corvette. But there's plenty to surprise and delight within the museum's walls, and visitors can still satisfy themselves with tales of glory about America's sports car. Perhaps they'll even be inspired to hop into one for a drive along Route 66.

Above: 1958 and '59 Corvettes at 'gas station'.
Right: the sorry remains of a 2001 Corvette are on display here, a victim of the now-famous sinkhole



Right: the Corvette's motorsport heritage is represented by a Hall of Fame plus several cars, including this SCCA racer from 1973



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A gathering of old scrap... poses alongside André Papillon's collection of classics waiting to be rebuilt or raided for parts



HEADING SARTHE FOR THE SUMMER

The Le Mans Classic is a favourite on the *C&SC* calendar, and that is mainly down to the road-trip aspect of the journey there. The Reader Run has become a team-bonding exercise in getting our old nails to La Sarthe and back, hopefully without having to throw in the towel and hitch a ride on a recovery truck.

The process of preparing our respective classics always begins nice and early – literally *days* before the off – and in typical fashion it included Port carrying out an emergency water-pump overhaul, MacLeman install a cooling fan, reinstating the overdrive wiring and fixing the wiper motor, while Clements checked the oil and set his engine tinware to ‘summer’.

Making it to the docks at Portsmouth is always the first success and, with the UK still basking in a heatwave, it was a relief to get on

board the Brittany Ferries boat for St Malo – particularly for Port, who had a last-minute reprieve from a £140 surcharge because his Land Rover SII was deemed too tall.

After *entrecôte avec frites* all round and a few cooling beers, we were suitably refreshed for the overnight sailing – a chance for our extended group to get to know each other. The *C&SC* crew – Clements, Port and MacLeman – was joined by BMW Z4-driving former *C&SC* designer Paul Breckenridge and Le Mans virgin Sam Read (both on hand to help Clements celebrate a significant birthday), while MacLeman’s travelling buddy was fellow professional beard-grower and millennial Paul Bond. After years of pestering, Port gave in and brought eldest son Alfie – the end of GCSE exams finally giving no reason to refuse. After a fitful sleep and the

usual rude awakening by tortuous lute music, our quartet rolled off the ferry early on Friday morning.

For a while it was business as usual, following a familiar route from previous excursions including a stop for breakfast at Combours. But here we met up with fellow *C&SC* cohorts Mick Walsh and Julian Balme, who had bumbled down enthusiastically in Balme’s Lincoln Cosmopolitan, ‘Woolly Bully’, adding to an already eclectic mix of classics parked up in the surrounding roads. This included Reader Run regular Scott Fisher’s stunning Porsche 912 – previous winner of the *C&SC* car park concours at the Hotel de France.

Echoing 2010, Port set the 55mph pace up front in his 1959 Landie while the Suzuki Cervo, Triumph 2500 and BMW Z4 shadowed his every move – owners

doing well at concealing their frustrations at his cruising speed.

As temperatures soared we ploughed on, avoiding *autoroutes*, and were rewarded with some fantastic countryside – freshly harvested fields and abandoned stone farmhouses beckoning a new life away from the constant onslaught of Brexit negotiations and a government in turmoil.

Hitting the roads around Le Mans meant two priorities: a visit to the *supermarché* to stock up on food and drink, then heading to pitch tents at the Porsche Curves. Naturally, our shopping was made up of the three Le Mans staples: meat, snacks and booze – the latter mainly consisting of French lager, but also the finest *vin rouge* that three Euros could buy. (We’d tried the one-Euro alternative two years earlier, and decided to push the



Clockwise from top left: first goal achieved, having arrived at Portsmouth ferry terminal; breakfast stop at Combourg; magical sunset bathes La Sarthe; happy campers toast their arrival at superb Travel Destinations campsite with welcome cold beers



'Port set the 55mph pace while Suzuki, Triumph and BMW shadowed, owners trying to conceal their frustrations'

boat out on medical advice, and also because it was Clements' birthday.)

Rolling into the Travel Destinations campsite reminded us just what a great location it is – despite being a road-train ride away from the paddock. As the GT40s roared past the banking within stumbling distance, tents were pitched and thoughts turned to chilling beers and burning meat. Crucially, we had all made it without significant mechanical issues – albeit with Balme reporting brake troubles – just a little hot and bothered thanks to the Europe-wide heatwave.

There then ensued three days of the usual mix of breathtaking cars, spectacular on-track action and paddocks to die for – a combination that never fails to result in a magical atmosphere. With temperatures hitting 35°-plus during the day, it was important to maintain fluid

intake – but fortunately the local cider proved very useful in ensuring that stamina was maintained, as well as a finely honed sense of humour at all times...

The 'good old days' of sitting on a busy banking at Maison Blanche are now a distant memory, but the Porsche Curves campsite offers a relatively quiet experience (at least in terms of numbers). With most of us now being past 40 (Clements only just, a milestone marked by late-night cake), the short roll down the hill to the toilets and showers is pleasingly convenient and doesn't interrupt viewing of the right- and left-handers for long.

The relative peace also provided the perfect opportunity to raise a glass to absent friends. Although he was never keen on camping, the Le Mans Classic was one of our late chief sub editor David Evans'

Clockwise, from above: selection of Djets fronts amazing Matra display on Bugatti Circuit; Balme's 'Wooly Bully' pauses while passengers enjoy a break on eventful run to Le Mans; Whizz at speed (well, at 55mph); Peugeot 504 and period caravan equipé



OUR CLASSICS

Clockwise, from right: Port tries to solve Triumph's 'prop on exhaust' issues; troubles of his own with SII; Renault 8 – no health-and-safety concerns here; team C&SC seeks new fleet additions; patinated Impala, just one gem to be found outside the paddock



'Steak and chips were consumed with a sigh of relief, tinged with sadness that it was over for another two years'

favourite events, so in his honour we each drained a dram and saved him a space on the banking, before some made the pilgrimage to his favourite spot at Arnage corner the following morning.

Woolly Bully left on Sunday and, with heavy hearts (plus a few heavy heads), the rest of the team packed up to head home on Monday. But not before Port had dived under MacLeman's Triumph in a bid to reduce the vibration of exhaust on propshaft and gearbox crossmember – Greg using a convenient grass bank as a makeshift ramp.

The convoy headed north without any other problems. Driving into Le Buisson, however, Clements suddenly stopped up front – almost giving the Triumph behind a new Suzuki-shaped bonnet ornament. We'd all seen it: an open yard packed full of French

classics in varying stages of decay. Seconds later we were rummaging through the Négocé Matériel collection at the invitation of owner André Papillon, who was working under a Renault 8 – swaying gently on the outstretched arms of a forklift. The noticeboard in his office revealed that he knew what he was doing, however, with an impressive display of past rebuilds.

Back on the road, we headed cross-country and opted to pause for lunch in Bagnoles-de-l'Orne. Steak tartare, *galettes* and omelettes filled the table, but we soon found ourselves tight on time if we were to complete our supposedly relaxed trek back to Ouistreham.

"I'll lead," announced Port, who then promptly ground to a halt. The cause was clear straight away – muck in the idle circuit of the carburettor – but cleaning the jet

and aperture didn't improve matters. There was little else for it but to raise the idle to prevent stalling and carry on, with as much speed as he could muster. Although the Landie was running fairly unpleasantly, the quartet pulled into the port with minutes to spare – the Series II then doing a decent job of fumigating fellow passengers as it waited in line.

Murphy's law meant that the rush was followed by a delay, thanks to a computer failure – a blessing in disguise because, after 45 minutes of queuing and a hand over the carb to create a vacuum, the blockage in the Land-Rover cleared itself and the Series II rumbled onto the ferry with no more than a bit of smoke from the rich running.

Yet more steak and chips were consumed with a sigh of relief that we'd made it, tinged with sadness

From far left: Citroën IDs and DSs have seen better days, but still provide parts; Sam Read prepares to pilot the Suzuki for the final leg home; stunning sunset over Portsmouth

that it was all over for another two years, and a few hours later we were welcomed into Portsmouth by a stunning sunset and the sight of the *Queen Elizabeth* aircraft carrier.

Pulling into our respective driveways at around midnight, we each reflected by text on the mileage covered (just over 400) and fuel consumption. 'I've used about £48-worth,' boasted Clements, before expressing his disbelief at the Land-Rover's £147 bill.

Yet the Le Mans Classic is worth all of that and much more. It's an event where friendships are cultivated, belly-laughs are enjoyed and memories made, all in the company of some of the world's finest classic cars. (And ours.) **Martin Port**

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It's been great to have sunshine when getting jobs done and hopefully the Ford is ready for a summer holiday trip to France



FORD MUSTANG

RUN BY Lizzie Pope
OWNED SINCE October 2017
PREVIOUS REPORT July 2018

I'm fed up with the term 'heat-wave'. Why can't we just revel in the fact that this has been one of the best summers in memory, with months of prolonged, reliable sunshine; a wonderful time in which to enjoy our classic cars.

Well, in theory, at least. One easy-to-solve issue arose when the car wouldn't engage drive. Dressed for dinner, I wasn't about to investigate and time was against me, so I hit the road in a modern, but it turned out to be a lack of transmission fluid. Thankfully, this was an oversight, not a leak, and in no time the Mustang was running sweetly, ready for a trouble-free, smile-heavy trip to Bowood House and Gardens in Wiltshire.

Then followed an unintentional lay-up, because when replacing a car's coolant hoses, it helps if you have all of the hoses to hand, plus

reliable clips. After two attempts, the hoses had been refreshed, but the concours clips, as Ford fitted in period, just weren't tight enough, a coolant-filled footwell the result – wallet-friendly Halfords items did the job. And while it might have set off the fire alarm on start-up due to smoking, a test drive proved that all was well at last, this backed up by a run down to Goodwood and back for the Festival of Speed.

Next on the list? Changing the mostly gaffer-tape glovebox for something with more structural rigidity, which didn't take much more than unscrewing the old one and screwing in the new one.

All of which means the car is just about ready for the first big adventure since we bought it – a French road trip. I'd quite like the front bench seat to move more freely to give me a better driving position before *le grand départ*, but that might have to wait. Wish us luck!



A day out in the sun at Bowood in Wiltshire



Fresh hoses and clips smarten engine bay



A replacement glovebox was long overdue



ROLLS-ROYCE SILVER CLOUD II

RUN BY Martin Buckley
OWNED SINCE August 2016
PREVIOUS REPORT May 2018



Royce hasn't needed TLC in recent months

To anyone who heard 'industrial language' emanating from a Cloud II in Cirencester a few weeks ago, I apologise. It was aimed at a man in a red Astra who wanted to give me some advice about my parking. To be honest, it probably wasn't my best effort but, for all he knew, I had broken down. Actually, I was on the phone giving directions to an increasingly irate friend who was hot, lost and needed a lift home. Frayed tempers all round.

A week earlier I had my first 'failure to proceed' in the Cloud when it disgraced itself at the Churchill Vintage & Classic Car Show. On what must have been the hottest day of the year at that point, it had a fit of fuel vaporisation waiting in the huge jam going into the event. Luckily, the kind stewards pushed me out of the way and 20 minutes later it restarted – and hasn't coughed since. I'm blaming it on cheap supermarket fuel until someone tells me otherwise.

Next came the Rolls-Royce Enthusiasts' Club annual rally, which is a good two-hour cross-country drive from home. And, somehow, the journey was over quickly, despite a 35-mile detour to pick up a £20 room-heater.

This is a great people-watching event and brings together characters who would not normally rub shoulders, from (presumably)

wealthy Ghost owners to the man in the tracksuit bottoms fastidiously detailing his immaculate gold Shadow II, plus lots of Germans wearing loud, eccentric suits and even someone pushing a cat in a pram – yes, really.

I made a new pal at the event in Keith-the-Ghost-owner-from-Australia, and I was also pleased to catch up with Steve and Andrea Prevett in their very early dark blue Camargue, as well as Dougal Cawley and family in their Dracula-spec Shadow in black with a bright red Parkertex interior.

The Cloud lapped up the drive home. As usual, the only thing I feel it lacks is air-conditioning, but the vents and blowers are surprisingly effective. I asked Ray Hillier about the brakes (you may, ahem, remember that somebody drove the car four miles with the handbrake on...) and he thought the inconsistent pedal feel sounds as if the drums on the back need setting up, so that's something else to get seen to.

Other than that, top of the list of jobs to get done before the end of the summer is getting the Rolls-Royce properly rustproofed. That, and I probably need to start thinking about doing something with the base of the front seat – by which I mean a permanent solution that will look right, but won't cost me stupid money.



The Silver Cloud is running well, but needs to be rustproofed before the summer is over

A true 'lifestyle' estate doing what it does best, as the Merc hauls dogs and kayaks to the Palmiet River in Betty's Bay



MERCEDES-BENZ 280TE

RUN BY Graeme Hurst
OWNED SINCE November 2011
PREVIOUS REPORT Jan 2017

The TE has put some miles under its belt recently, mainly with trips to the Cape coast or the inland Karoo – it being the only 'dog' and 'tow' car in the fleet, so perfect for week-end adventures. The trouble is, a faulty odometer means that I have no idea how many miles, so have to judge the service intervals by the colour of the oil.

My mates in the Mercedes-Benz Club are rather horrified by that arrangement, along with the sort of use we give the car. Which highlights a dilemma: the wagon variant of the W123 is super-rare on South African shores and they're increasingly coveted by collectors, but ours is very much a working classic in daily use because I simply don't have the space to keep it for high days and holidays.

Mind you, as classic daily drivers go, a 123 wagon is perfect for the job, although the maintenance does start to rack up on a car that's likely covered 300,000km-plus. It's all been minor stuff, such as a faulty

start-inhibitor switch on the gearbox (meaning that the car would only start in neutral) and a weeping power-steering hose. Both were easily sorted by local specialist Allan Ketterer of JFT Motors, who also suggested having the radiator flushed and 'rodded' to ensure that the cooling system is in optimum condition. This was after the temperature needle started creeping towards the red on a trip up the west coast last Christmas.

To be fair, the journey involved towing a trailer with the car four-up in 35°C heat, but I was conscious that, as a full import, the TE has a standard European-market radiator and not the larger item our

locally assembled sedans enjoy. I thought of installing a local version, but wagons were fitted with an oil cooler, so there isn't space. Ketterer suggested fitting a relay to hardwire the electric fan on whenever the air-conditioning is running; with that and a clear core, the needle is now stable on hot days.

Another problem with daily use is the risk of knocks from other cars. Or in our case rather more than just a knock, after the back of the Merc was clipped by a Range Rover at an intersection. Fortunately the impact was directly on the offside tail-light lens, so the metalwork emerged unscathed, but replacing the lens was a reminder of why these cars are increasingly finding their way into cotton-wool-wrapped collections: secondhand estate items are non-existent, and a new lens (in a dusty Stuttgart box that looked to be new-old-stock) cost a whopping R5480 (£322!) from the main agent. Thankfully the guilty party was properly insured, and even still made her yoga class on time. Namaste!



Getting hot under the collar on west coast



Altercation with Range Rover proved costly



New power-steering hoses cured weeping

AND IN OTHER NEWS...

VOLKSWAGEN BEETLE

Plans for a cosmetic makeover are moving forward thanks to reader Peter Harris, who kindly donated a full set of Volkswagen wheels to the cause. This means that I can get them stripped and painted without taking the Beetle off the road. Thanks Peter! **MP**



MG 1300

The MG's starter motor is currently responding better to a hammer blow than a turn of the key. On the plus side, I've sourced a pair of the rubber stops that sit on the bonnet slam panel, as well as a new grille badge to replace the faded one that's currently on there. **JP**



JAGUAR E-TYPE

Since Boo is still running, I took it for a wonderful scenic tour of some ancient Welsh churches. While I sat outside, admiring the sun playing on the Herefordshire mud splashed down the side of my white car, husband Len was pursuing his latest hobby – bell-ringing! Great to listen to... from an E-type roadster! **GC**



FORD ROADSTER

Thanks to the hot Californian weather that we've been experiencing in the UK, the Roadster has barely been off the road. The cooling system is superior to the rest of my fleet and, being a ragtop, the Ford is more than suitable for summer motoring, including road trips to Dorset, Staffordshire and back to north Norfolk again. **JB**



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The two-tone 1960 Hillman Minx Series 3a was Scutter Snr's first project car

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HILLMAN MINX SERIES 3a

OWNED BY Dale Scutter

FROM Reading

FIRST CLASSIC This one Volkswagen 23-Window Samba

BEST TRIP Any of the journeys to shows with my late father

I'm not a writer, so it has taken a bit of courage to put fingers to keyboard and gather together some words about my 1960 Hillman Minx Series 3a.

To my amazement, the car recently won the inaugural David Evans Trophy in the People's Concours at The Classic & Sports Car Show in association with Flywheel at Bicester Heritage, so I'm now the very proud owner of an award-winning Minx. But the courage comes from the man who bequeathed me this car, my late father, Brian Frank Scutter.

Dad came from Tadley, Hampshire, and was a hard-working man, a labourer on Youngs Industrial Estate in Aldermaston, with the Young family for 53 years. I was aware of cars from an early age – we holidayed in Bedford campers.

His boss, Robert Young, has a keen interest in classics, which

inspired Dad to buy the Hillman Minx in the mid-'90s. I was 23 and was into the VW scene with my lowered, tricked-out Type 2, much to Dad's disapproval.

He found the Minx in Reading and drove it home with a smile. It needed restoring and originally this was going to be done in our garage. Mum even bought him an electric welder one Christmas (I know, it sounds horrendous). At first Dad tried to make panels from scratch, moulding the shapes on pieces of wood and using the welder to tack them in. Then his boss suggested he bring it to the workshop, so they could fettle it when the work day was done. It had a body-on restoration, with many panels handmade and fitted. The engine was okay and, as far as we know, it shows the

original mileage. The Minx was then handed over to a paint shop on the industrial estate for a respray in its original colours of Foam White and Olive Green – some say Apple Green, but a lovely shade of green anyway! Its interior was untouched. In fact, 20 years on, I've only just replaced the original carpets.

The Minx was back on the road in 1997 and Dad took it to local shows. By then, I was off touring in coaches all over Europe. I had a young family and, as often happens with child/parent relationships, things between us were a bit strained; I'll admit I didn't see my parents as often as I should have.

Dad had the restoration bug and bought a Sunbeam Rapier, which he later sold because he didn't have time to work on it. The same was

true with a '56 Hillman Minx Convertible. I now own it, but it's too far gone and is being broken for spares.

He started a rolling restoration of a 1952 Hillman Minx MkV until Young convinced him to take it off road for a full body-off restoration. This car, one of only two on the road in the UK today, is also in my possession and it tows a 1952 Wrigley Wessex Craftsman caravan to as many shows as I can attend.

Dad and I got closer in the mid-2000s and went to shows, him in the MkV, me in the Series 3a – in my 30s I wasn't trusted with the column shift in the MkV!

I'm no engineer, so Young and a mechanic friend help me. The Series 3a gets many looks and is fondly remembered at shows. I've started a wedding business with it (dalesdrivingservices.co.uk), so more people can enjoy Dad's work.

I wouldn't swap my menagerie of Hillmans and caravan for anything. I intend to keep my father's legacy alive. We were close in the years before his passing last May, and his labours of love will live on for as long as I am around.



Clockwise from above: Hillman Minx MkV and Wrigley Wessex Craftsman caravan, both from 1952; the Minx Series 3a now brightens people's Big Days; Brian Scutter would surely have been proud to see his Minx win the first David Evans Trophy



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Fasulo with part of his collection; red-and-black Night Burner was hot property in the culs de sac of 1980s suburbia

KARL FASULO

The founder of KGF Classic Cars has a remarkable collection of period BMX bikes

WORDS **GREG MACLEMAN** PHOTOGRAPHY **NEIL WILLIAMS**

Karl Fasulo started KGF Classic Cars back in 2011 after cutting his teeth at HR Owen, and quickly gained a reputation for sniffing out low-mileage performance machines from the 1980s and '90s: "My passion has always been classic cars," says Fasulo. "When I worked in London I got a brand-new company car every six months, but the one I really enjoyed taking out for a blast was the Peugeot 205 GTI tucked in my garage at home."

Since those early days the firm has sold in excess of 800 cars, and while its stock has undoubtedly become more prestigious – with a flair for finding concours-condition fast Fords – there's always something interesting outside his showroom, including a smattering of beige British Leyland icons during our visit. "The reality is that we like cars of all shapes and sizes," explains Fasulo. "In the past month we've had everything from a £95,000 Series 1 E-type to a £2000 Suzuki Swift. It's a reflection of our love of cars – they don't have to be fast or exotic."

For a man who earns his living from sourcing tangible memories of his customers' childhoods, it comes as little surprise that Fasulo has a love of period bicycles. Specifically, the Raleigh Burner – an appreciation that stems from his first BMX, which he still owns: "It's been fully refurbished, but it doesn't get used like it used to!"

ALSO IN MY GARAGE



"There are 12 bikes in the collection, which is quite modest," he says with a wry smile. "They range from the basic Burner right up to the professional Aero Pro – but most of us had the £79.99 Littlewoods special. I've got fantastic memories of riding about with mates, and there were so many versions – you were always envious of what someone else had because of the colour combination or the parts on it."

All the bikes in the group are original 1980s models, with one exception: "Last year the firm brought out a special edition to celebrate the 35th anniversary of the Burner, and I was lucky

enough to get one. Just 350 were built and thousands of people applied for the chance to buy."

Reflecting the fastidious nature that has proven such an asset in sourcing the best cars, Fasulo's bike collection is marked by its quality. "They've all come from professional builders who use the correct parts; the attention to detail is important to me," he explains. "I just like things to be right and tidy, clean and correct. As the years pass, finding parts and people who know how they should be is getting harder."

Fasulo's first bike – a black-and-gold Super Tuff – is presented in beautifully restored condition, with the original bill of sale hanging from the top tube. But even that is overshadowed by a pair of stunning new-old-stock Burners: "I got them from a chap whose uncle used to own a bike shop. When he passed away he still had some bikes in storage, including a Red Burner and Chrome Burner still unopened and in their original boxes. When I got them he asked if I was going to take them out of the boxes – to which I said 'Yes!'. He was devastated, but I wasn't going to put cardboard boxes on display."

Are there any more unicorns still to find? "I'm not searching at the moment," says Fasulo, as a look familiar to any serial collector flickers across his face, "but Raleigh is releasing a commemorative Chrome Burner later this year – hopefully I'll acquire one of those!"

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11/510	2.5HP	9.5	50ltr	£139.98	£167.98
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CB09-6/12	9	Up to 80Ah 6V / 12V lead acid	£39.98	£47.98
CB09-12	9	Up to 160Ah 12V lead acid & calcium	£59.98	£71.98

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CBJ3B	3	180-350	£13.99	£16.79
CBJ5B	5	185-355	£15.99	£19.19
CTBJ5*	5	220-495	£54.99	£65.99
CBJ8B	8	190-365	£18.99	£22.79
CBJ10B	10	195-375	£23.99	£28.79
CTBJ10*	10	210-525	£69.98	£83.98
CBJ12B	12	200-380	£25.99	£31.19
CTBJ12*	12	235-580	£89.98	£107.98
CBJ15B	15	205-390	£29.98	£35.98
CBJ20B	20	217-407	£36.99	£44.39
CBJ30B	30	230-370	£59.99	£71.99

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CTJ2L	Long	2	£27.99	£33.59
CTJ2000LPB	DIY Low Profile	2	£32.99	£39.59
CTJ2250Q	Quick Lift	2.25	£34.99	£41.99
CTJ2250LP*	Low Profile	2.25	£39.98	£47.98
CTJ3000GB	Pro Garage	3	£79.98	£95.98
CTJ3000QLB	Quick Lift	3	£84.99	£101.99
CTJ3QLG	Pro Instant Lift	3	£94.99	£113.99
CTJ3000G	Pro Garage	3	£99.98	£119.98
CTJ2QLP	Low Quick Lift	2	£114.99	£137.99
CTJ1500QLP	Ultra Low	1.5	£156.99	£188.39

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XEV16/100*	14	3	100ltr	£419.00	£502.80
XEV16/150*	14	3	150ltr	£449.00	£538.80
XEV16/200(OL)*	14	3	200ltr	£519.00	£622.80
XEV16/150(400V)*	14	3	150ltr	£529.00	£634.80
XE18/200(OL)*	18	4	200ltr	£579.00	£694.80
XET19/200(OL)*	18	4	200ltr	£619.00	£742.80
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910	400	900	£69.98	£83.98
JS1100C	500	1100	£76.99	£92.39
4000	700	1500	£124.99	£149.99
JS12/24	1000	2000	£149.98	£179.98
JS12/24Li	600	1200	£179.98	£215.98



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JSM350	350A	500A	£84.99	£101.99



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Makes easy work for washing vehicles, patios, stonework, etc. • JET7500, 8500 & 9500 include hose reel

MODEL	MOTOR	MAX. PRESSURE	EXC. VAT	INC. VAT
JS1850	1400W	1523psi	£59.98	£71.98
JS1950	1600W	2030psi	£89.98	£107.98
Jet 7500	1600W	2030psi	£124.99	£149.99
Jet8500	2100W	2610psi	£149.98	£179.98
Jet9500	2400W	3045psi	£179.98	£215.98

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• BALL BEARING ROLLER DRAWERS • RUBBER GRIP SIDE HANDLES • EXTRA LARGE DRAWER PULLS • CHROME SPOKED WHEELS

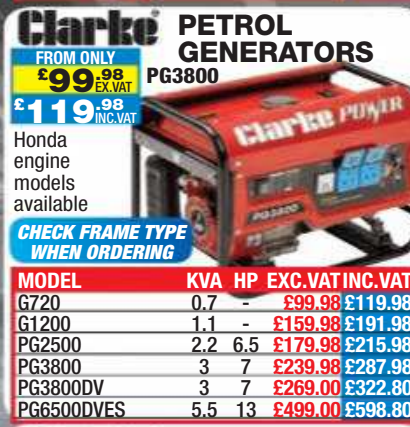
MODEL	DESCRIPTION	EXC. VAT	INC. VAT
1	1800 110/1595	£219.00	£262.80
2	1800 170/2465	£289.00	£346.80
3	2000 200/2900	£349.00	£418.80
4	186/2698	£439.00	£526.80
5	260/3770	£669.00	£802.80



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• BRIGHT WHITE INTERIOR • LENGTH UP TO 24' • ZIP CLOSE DOOR

MODEL	SIZE (LxWxH)	EXC. VAT	INC. VAT
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CIG81216	4.8 x 3.7 x 2.5M	£279.00	£334.80
CIG81220	6.1 x 3.7 x 2.5M	£339.00	£406.80
CIG81224	7.3 x 3.7 x 2.5M	£419.00	£502.80



Clarke PETROL GENERATORS

• CHECK FRAME TYPE WHEN ORDERING

MODEL	KVA	HP	EXC. VAT	INC. VAT
G720	0.7	-	£99.98	£119.98
G1200	1.1	-	£159.98	£191.98
PG2500	2.2	6.5	£179.98	£215.98
PG3800	3	7	£239.98	£287.98
PG3800DV	3	7	£269.00	£322.80
PG6500DVES	5.5	13	£499.00	£598.80



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MODEL	MAX OUTPUT	WEIGHT KG	EXC. VAT	INC. VAT
IG9500B	800W	9.3	£179.98	£215.98
IG1200B	1100W	12.4	£249.98	£299.98
IG3500F	3400W	35	£329.00	£394.80
IG2000B	1800W	19.4	£349.98	£419.98
IG2200	2200W	26.6	£389.00	£466.80



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MODEL	PRESSURE BAR/PSI	ENGINE HP	EXC. VAT	INC. VAT
Tiger1800	110/1595	2.6	£219.00	£262.80
Tiger2600	170/2465	4	£289.00	£346.80
Tiger3000	200/2900	6.5	£349.00	£418.80
PLS195	186/2698	6.5	£439.00	£526.80
PLS265	260/3770	13	£669.00	£802.80

Clarke AXLE STANDS

• Ratchet action for quick height adjustment • Sold in pairs • #per single stand • Aluminium

MODEL	MAX TONS	MIN/MAX HEIGHT	EXC. VAT	INC. VAT
CAX2TF	2	235-360mm	£12.99	£15.59
CAX3TP	3	325-490mm	£21.99	£26.39
CAX-3TBC	3	300-430mm	£23.99	£28.79
CAX6TP	6	333-500mm	£28.99	£34.79
CAX-6TBC	6	400-615mm	£34.99	£41.99
CAX3TA*	3	295-395mm	£49.98	£59.98
CAX10TP#	10	450-750mm	£86.99	£104.39



Clarke CAR CREEPERS

• Oil resistant vinyl covered padded backs & headrests • Swivel castors for easy manoeuvrability

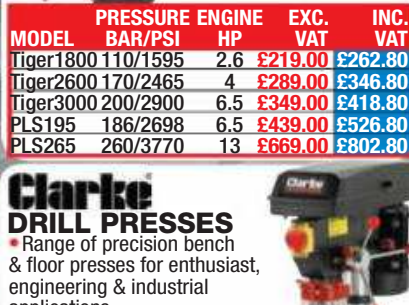
MODEL	DESCRIPTION	EXC. VAT	INC. VAT
CMC36	Car creeper	£22.99	£27.59
CMC40	With tool storage	£36.99	£44.39
CMC45	With adjustable headrest	£29.98	£35.98
CMC50	Folding car creeper	£49.98	£59.98



Clarke AUTOMOTIVE WHEEL DOLLY SET

• Four non-marking castors for easy movement in confined spaces • Heavy duty steel construction - load rating 500kg per dolly

MODEL	CAPACITY	EXC. VAT	INC. VAT
CR2	2000kg	£27.99	£33.59
CRW25	2500kg	£36.99	£44.39




MODEL	PRESSURE BAR/PSI	ENGINE HP	EXC. VAT	INC. VAT
Tiger1800	110/1595	2.6	£219.00	£262.80
Tiger2600	170/2465	4	£289.00	£348.80
Tiger3000	200/2900	6.5	£349.00	£418.80
PLS195	186/2698	6.5	£339.00	£526.80
PLS265	260/3770	13	£669.00	£802.80

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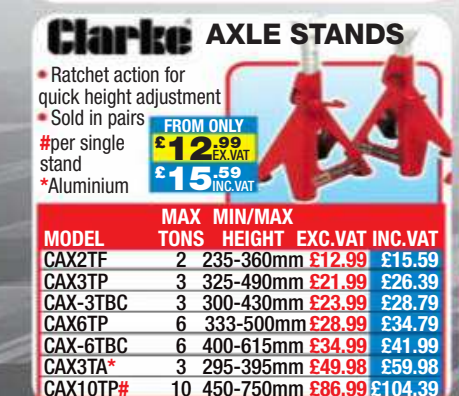
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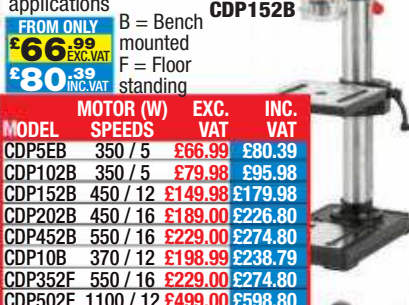
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has turned his hobby into
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THE SPECIALIST

BENTLEYS BUOYED

Want to restore WO's finest, then tackle one of the world's toughest endurance rallies? Step this way...

WORDS GREG WHITAKER PHOTOGRAPHY JAMES MANN

Taking a vintage Bentley on gruelling overseas rallies isn't for the faint of heart. Apart from the fact that the youngest machine of the pre-Rolls-Royce era is now 87 and worth a substantial sum, it's a fair bet that any parts shop *en route* won't have a huge number of spares for it.

It's perhaps surprising, then, that William Medcalf, owner of the eponymous single-marque specialist on the Hampshire/West Sussex border, says that many of his clients take their cars on such adventures. "Around 60% of our clientele like to take their cars on rallies," he tells us as we walk into his workshop, adding that most of the cars he looks after are in regular use, not simply museum pieces.

When preparing cars for such epic jaunts, there needs to be a balance between making modifications that are in keeping with the original and those that are easily reversible. To this end, Medcalf employs engineers not vehicle technicians, and the firm has invested heavily in computer design, 3D printing and milling machines. "I'd like to think that if WO Bentley were here, he'd look at some of our designs and he'd nod in agreement," says Medcalf, while showing us the internals of a differential fashioned from a piece of solid billet. "Everyone wants the modifications because you can go and drive the thing around the world. What we are not doing is turning it into something different: it's all Bentley engineering and Bentley ethos."

There are plenty of other examples of this sensitive approach. On our visit, an engineer had the drawings

for a clutch on the computer. Previously, a clutch failure could mean the car having to be shipped home without completing the rally, but by using the fittings already there, a unit has been developed that can be replaced in just a few hours. For those with the means, the required parts, plus an engineer to fit them, can be put on the next available flight, to anywhere in the world.

While some of the traditional restoration and coachbuilding techniques used at the workshop may owe their roots to an earlier age, the industrial processes do not. Every job is coded to a computer-based garage management system, measuring the time and materials each engineer uses on every task. "There are no projects gathering dust in the corner, to be worked on as and when," explains Medcalf. "Apart from anything else, we simply don't have the space."

The stockroom, with 15,000 specially developed lines, is a sight to behold. "These screws, for instance," Medcalf says, picking a pack from the shelves, "are a size specified by WO and aren't found anywhere except in a Bentley motor. You can use a different size, but there are 136 in an engine. We make them in the original size and with the right number in the packet – why use

the wrong ones when we have the right ones?"

Medcalf also has a showroom with cars for sale. Obviously the market is limited: of the estimated 1600 cars remaining, the majority are in the hands of people who neither want nor need to sell them. Nonetheless, there are half a dozen on show during our visit, ranging from a fabric-bodied doctor's coupé (with accessories in the boot that include a shotgun store, a sink and a fold-out bar), to a concours tourer and a 'Blower' replica.

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Royal Range Rover
smashed its £70-80k
pre-sale guide when
it sold for £101,250

ESTIMATES BROKEN AT SILVERSTONE

At Silverstone Auctions' eighth Silverstone Classic sale on 21-22 July, some 66% of the 120 vehicles on offer found buyers. The highest price at the £6m fixture went to a 1958 Mercedes-Benz 300SL. The restored, matching-numbers example has been in the UK since 1999 and has been meticulously maintained, including a rebuilt injection pump in 2017 for a cool €13,800.

The Benz went to a bidder in the room for an estimate-busting £860,625 (£700-800k). Similar style – albeit without the stonking pace or price – was offered by a very smart right-hand-drive 1960 190SL, which sold for £114,750.

A notable lot was a 1975 Range Rover formerly owned by the royal household. Fresh from a £60k restoration and with a £70-80k estimate, it sold for £101,250.

There were two eye-catching XJ-Ss. A 1975 car that left the factory on the day the model was officially launched, the 14th of just 385 manuals produced, sold for £30,375, while a two-owner, 840-mile 1990 example fetched £42,187. Other Jaguars included a 1968 E-type Series 1½ fixed-head ripe for restoration, having lain in a barn for four decades, which went for £20,250; a completely rebuilt 1962 3.8 coupé sold for £112,500.

The modern classics were led by a triumvirate of iconic homologation specials including a 1992 Mercedes 190E 2.5-16 Evo II that sparked a fierce bidding battle, achieving £158,750. Its Munich rival – a 1990 BMW M3 Sport Evolution – also sold well at £135,000. An 11k-mile '87 Sierra RS500 Cosworth hit £85,500.

There was also the extraordinary Annison F1-R. Built by Lola engineers, the one-off, street-legal single-seater was powered by a turbocharged 370bhp Cosworth YB and looked every inch the F1 car, albeit with lights and numberplates – it raised £52,875.



The hammer came down at £860,625 on this 89,000-mile Mercedes, making it the auction's priciest lot



New name for Aston specialist

To reflect the fact that it now seldom handles pre-war models, West Yorkshire-based Aston Martin specialist Post Vintage Engineers has rebranded. Established in 1979 by Chris Johnson, for more than 20 years the business has been run by his son Adrian – who began helping in the workshop at the tender age of 12 before officially joining the company when he left school – and the latter's name now hangs above the door. Operating from a state-of-the-art, purpose-built 18,000sq ft facility with bodywork, paint and trimming shops, the firm offers services including maintenance, concours restorations and car sales. See www.adrian-johnson.co.uk



Ferrari LM hero for sale

One of the most historically important Ferrari sports-prototypes is the latest car to be offered by RM Sotheby's recently established Private Sales division. The ex-Pierre Bardinon 1963 275P, chassis 0816, most famously won at Le Mans and Sebring in 1964, but recent research by Ferrari Classiche has revealed that it is the only Prancing Horse to have won *twice* at La Sarthe.

Detailed documentation in the factory archive (C&SC, Summer 2017) has confirmed that the origi-

nal entry, chassis 0814, was severely damaged at the Nürburgring shortly before Le Mans in '63 and so, rather than submit new paperwork to the ACO, the Scuderia sent 0816 to France under 0814's identity. Aside from its unprecedented competition history, the matching-numbers 275P has also spent the past 48 years in the legendary Mas du Clos collection so, needless to say, you'll need the deepest of pockets to become its next custodian.

For more details, visit the RM website at www.rmsothebys.com



This bespoke V12 roadster has been sold, but E-Type UK is happy to take on commissions

The ultimate Series 3 E-type roadster?

Kent-based Jaguar specialist E-Type UK recently completed the restoration of what it believes to be the ultimate Series 3 roadster. Commissioned by an overseas client, the 1974 model has had a 3000-hour rebuild and incorporates a plethora of bespoke upgrades aimed at improving its performance and usability. Key among these is a fuel-injected

284bhp 6.1-litre V12 mated to a five-speed manual gearbox, plus uprated adjustable suspension, four-pot AP Racing brakes and modified steering offering improved feel, as well as one-off 16in 62-spoke wire wheels. The cockpit is also bespoke, and features a piano-black fascia, air-conditioning, custom-made heated leather seats, a Bluetooth surround-sound audio system and subtle LED footwell illumination. The external lighting is also by LEDs, while the hood is fully lined and insulated. It has already been delivered to its lucky owner, but E-Type UK is accepting commissions for similar projects. See www.etypeuk.com



Buckley's market matters

A recent visitor to my shed pointed out something I've never thought of before when it comes to American cars: they peaked in terms of technology in the late '50s and '60s (and simply got worse after '69), because the best engineers had moved out of the motor industry to work for NASA.

I feel that there is an element of truth in that, although it is no easier to prove or disprove than the story about Porsche designing the flat-six air-cooled engine for the Corvair, another new one on me, but from a different source.

It's usually all Astons and Jags on site at my neighbour Cotswold Classic Car Restorations (and there's nothing wrong with that), but some more unusual stuff has turned up of late, including an Audi 100S Coupé, supposedly the 'poor man's' Aston V8, hotly tipped to be a collectable: I think it was a bit pedestrian for my dad, who decided against buying one in the late '70s in favour of a 3.0 CSL.

The Audi is not an exciting car, but it is a nice one and the cleanest example I've seen in years – and at

£25k, the most expensive, too.

A beautiful Peugeot 404 injection cabriolet has also appeared – it's not for sale, but would, presumably, command more than double that. Not so an early (manual) Ford Thunderbird – a glance online reveals that these are curiously cheap for such a 'significant' design. It's odd how they seem nowhere near as rarefied and unapproachable as in the late '70s when I watched Vegas hero Dan Tanna (Robert Ulrich) park his red T-Bird in his living room.

Back in the real world, I had the chance of a lovely, fully optioned 124-series Merc 320TE, but gave it a miss due to gearbox problems. However, the same very fastidious gentleman also had a Range Rover P38 he needed to sell (with the best history file I've ever seen). I can't get that excited about it (it's too new), but it had to be bought.

And it looks as if the R129 SL has been swapped for one of my old Gamma saloons. I didn't want it back (it's in bits, awaiting a paint job it didn't really need), but it got the deal on the SL done.



Left: did Porsche design the Corvair's flat-six, muses Buckley?
Below: is it just us who are surprised by the Thunderbird's relatively low value at present?



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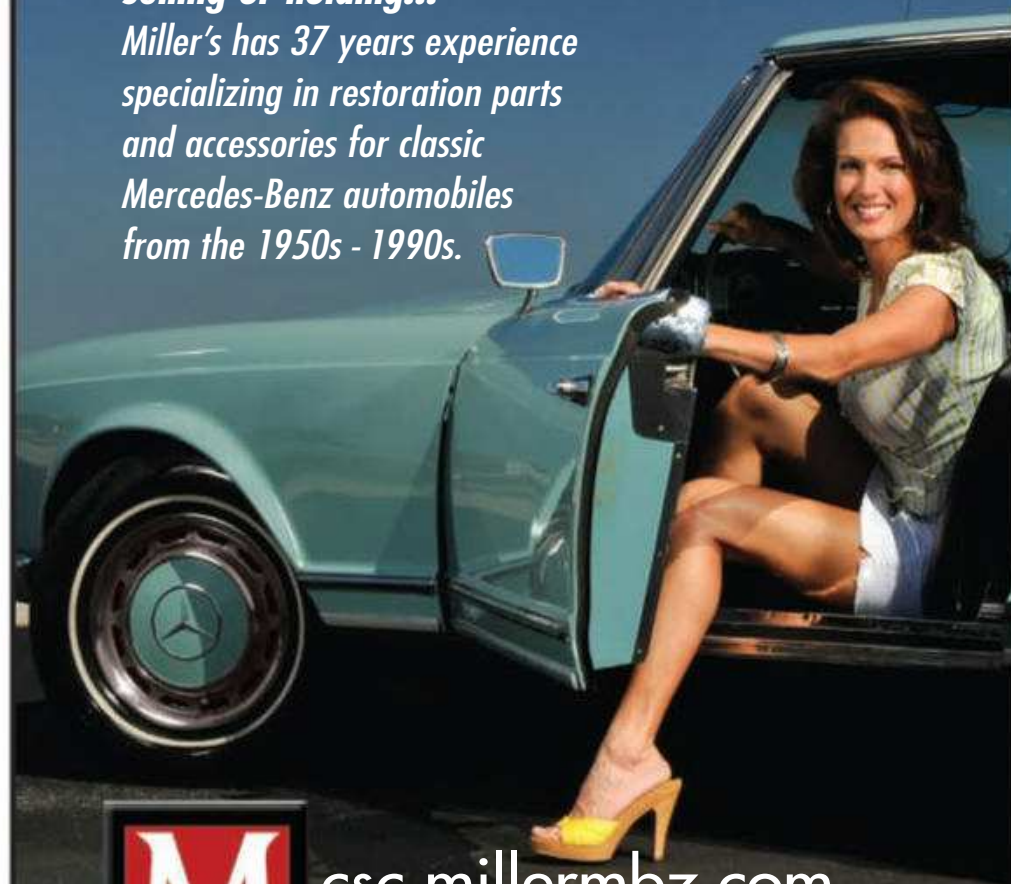
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Rare 1955 Hudson Italia made \$682,000



1937 Railton Special in unique coachwork

Ka-Chow! Hornet stings at sale

Worldwide Auctioneers set 32 records – including a new high for the most expensive Hudson ever sold – on 4 August at its \$7.5m, 69-car Hostetler's Auto Museum event in Shipshewana, Indiana.

The late Eldon Hostetler's collection, considered to be the finest set of Hudson, Essex, Terraplane, Railton and Dover cars and trucks in existence, brought bidders flocking to the defunct museum for the sale, where the highest price was paid for a 1952 Hornet 6 'Twin H-Power' – the only genuine 'Fabulous Hudson Hornet' NASCAR racer known to survive. Driven in period by stock-car legend Herb Thomas and sporting

the iconic livery that has become indelibly linked to Disney's *Cars* movie, the Hornet changed hands for a mighty \$1.27m.

Among the other lots to achieve record prices at the sell-off was an exceedingly rare 1955 Hudson Italia that made an astonishing \$682,000, while an exceptional 1937 Railton Special Limousine with one-off coachwork by the Rippon Brothers went to a new home for \$462,000.

Alongside such rarities were a number of vehicles that had been reconfigured as replicas, including a 1952 Hornet 6 Club Coupe NASCAR racer that was snapped up for \$165,000 – a snip compared

to the ex-Herb Thomas original and a clear indicator of the value ascribed to provenance. A recreation of the prototype 1952 Hornet 6 'Twin H-Power' pick-up, meanwhile, looked like a very stylish load-lugger for \$57,200.

For fans of woodies, a quartet of stylish station wagons included a 1941 Super Six Series 11 that made \$72,600, a fantastic looking 1942 Commodore Eight that went for \$88,000 and a 1948 Commodore Eight Custom that raised \$60,500. The final woodie – a 1942 Super Six Series 21 restoration project – was the cheapest vehicle at the no-reserve sale, changing hands for just \$4400.



Racing green MG J2 is a hot lot for CCA sale

MG on offer in Warwickshire

A 1933 MG J2 is one of the highlights of CCA's 15 September auction at the Warwickshire Event Centre. Coming from long-term ownership, the racing green Midget (£20-25k) has a beautifully patinated cockpit and retains its original registration number. Other MGs include a 1967 1100

from South Africa (no reserve). There's also a superbly restored Triumph TR5 (£50-60k) and a lovely 1962 Daimler SP250 that's been in the same hands since 1973 (£30-35k), plus a smart 1982 BMW 320 Baur Top Cabrio that's had a single owner for 35 years (£8-10k): www.classiccarauctions.co.uk

MK2 JAGUAR IN THE PINK

Pink Floyd fans will recall the band's film about the Carrera Panamericana, and we were intrigued when we spotted this 1963 Jaguar Mk2 at Arun Holdings. Prepared for David Gilmour and manager Steve O'Rourke, the Jag was built for the 1992 edition of the trans-Mexican epic, but a broken propshaft ended its rally. The restored car is now for sale and must be unique as the world's only three-door Mk2 Jaguar. Offers are invited: www.arunholdings.co.uk



Auction diary

SEPTEMBER

6 Brightwells Herefordshire 01568 611166; www.brightwells.com

7-8 Mecum Kentucky Expo Center, USA 001 262 275 5050; mecum.com



This 1964 Shelby Cobra 289 Competition Roadster will be among the Revival stars

8 Bonhams Goodwood Revival, Sussex 020 7468 5801; www.bonhams.com

12 Charterhouse Somerset 01935 812277; charterhouse-auction.com

13 DVCA Athelhampton House, Dorset 01963 363353; dvca.co.uk

15 Barons Kempton Park Racecourse, Middlesex 023 8066 8413; www.barons-auctions.com

15 CCA Warwickshire 01926 640888; classiccarauctions.co.uk

22 Historics Brooklands Museum, Surrey 01753 639170; www.historics.co.uk

26 Brightwells Herefordshire 01568 611166; brightwells.com

27-29 Barrett-Jackson Las Vegas, Nevada, USA 001 480 421 6694; www.barrett-jackson.com

29-30 Silverstone Auctions Porsche Sale (29th), Classics Sale (30th), Warwickshire 01926 691141; silverstoneauctions.com

30 Aguttes Monthléry, France 0033 1 47 45 55 55; www.aguttes.com

OCTOBER

3-6 Mecum Dallas, Texas, USA 001 262 275 5050; www.mecum.com

5 Bonhams The Zoute Sale, Belgium 0033 1 42 61 10 11; bonhams.com

8 Bonhams Philadelphia, PA, USA 001 215 395 6252; bonhams.com

11-12 RM Sotheby's Hershey Lodge, Pennsylvania, USA 001 519 352 4575; www.rmsothebys.com

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JAGUAR E-TYPE SERIES 3

The last hurrah of this British icon is a fine machine, but costly and complex to restore

WORDS **MALCOLM MCKAY** PHOTOGRAPHY **TONY BAKER**



Though it retained the name and overall look of earlier models (and a handful of pre-production cars were built with 4.2-litre engines), the Series 3 V12 was a very different car. It was less road-racer and more luxury cruiser, but with pace to match or even exceed its predecessors, delivered with smoothness and sophistication.

Frustrated by the American market's obsession with cubic inches and V8s, which put many off buying an E-type due to it having 'only' six cylinders despite its superb performance, Jaguar dusted off an old four-cam alloy V12 Le Mans engine proposal, gave it compact single-cam heads and squeezed it under the E-type bonnet; the 5.3 V12 is just 39kg heavier than the 4.2 'six'. Extended wheelarches accommodate a wider track and wheels with low-profile tyres; the original short wheelbase was dropped, the roadster body being stretched to fit the same wheelbase as the 2+2 fixed-head. The vast majority of panels were different, especially on the roadster.

Some unspoiled, rust-free, low-mile cars can be found in America, but remember that US models were different in more ways than just big

overrides on later examples. They had low axle ratios to give acceleration to match the V8 bruisers – with a 55mph speed limit, this didn't matter for top speed, but back in Europe these cars really benefit from a higher axle ratio or the 'overdrive' five-speed gearbox conversion. They also had progressively more restrictive emissions equipment, sapping power. Many have been imported and converted; RHD chassis numbers began 1S1/1S5 (roadster/2+2), LHD 1S2/1S7.

Silver-painted steel wheels were standard at first; chromed steels or wires were optional. Other options included air-conditioning, Sundym tinted glass, a hardtop for the roadster and a heated rear window for the 2+2, plus automatic transmission for both iterations.

While roadsters were generally cherished and little-used, Series 3s, especially 2+2s, became cheap cars for a long time, seen as the poor relation of the E-type range. Fuel consumption in the teens meant that they rarely became everyday hacks, but neglect of servicing and poor storage wrought havoc for many. Check a car's history and the quality of any restoration work that's been carried out, because while there are many fine examples out there, there are also lots of horrors lurking under shiny paint.

Trouble spots

BULKHEAD AND ENGINE FRAMES Look for rust and accident damage, which can be costly to put right. Check bonnet alignment, too

FLOORS AND SILLS Rust can cause distortion of the bodyshell, especially on roadsters, so check for even door gaps

ENGINE V12 suffers if poorly maintained: look for signs of overheating, warped heads, low oil pressure and knocking

GEARBOX Check for signs of wear: slurring auto 'boxes and manuals jumping out of gear

REAR AXLE Ensure it's not noisy, too low ratio, or has seized brakes or ineffective handbrake

INTERIOR Retrimming can be costly

RELAYS Fans, starter, horn and air-con relays corrode internally, but can be recommissioned



Pale Primrose was on the E-type colour chart from 1963 to '74; the V12 manual roadster was the cheapest model when new, but is the most sought-after today



The V12 E-type is a consummate cruiser, the engine delivering a huge spread of torque that makes the gearbox almost superfluous – yet it can accelerate faster than any earlier E-type when needed, and only inferior aerodynamics make its top speed marginally lower. It's reliable if well maintained, too – albeit thirsty



Soft-tops were vinyl; many have been replaced with mohair but it doesn't always fold well. A cover for the folded hood was supplied when new

Layshafts and synchros wear on manuals: check the change and listen for noise in neutral. Look for clean fluid and smooth changes on autos



Neglect haunts the V12: when looked after they're usually trouble-free. A silted-up cooling system (from inadequate corrosion inhibitor) leads to overheating and warped/cracked heads. V12s should have a 7S-prefix (some get swapped), and oil pressure should be 60psi+ at speed; watch out for leaks, knocks and smoke

The V12 was the first to use Lucas OPUS electronic ignition. Engine heat can kill it, so most have been moved out of the vee and/or replaced

Rear brakes and handbrakes can seize on infrequently-used cars, so check operation. Look for oil leaks, failing UJs and worn/clonking wheel splines



Bags of torque means an effortless drive, but it shouldn't feel wallowy. Tired bushes and dampers hurt the handling, but new ones won't break the bank

On the road

The V12 E-type has huge torque throughout the rev range and should feel effortless and totally untemperamental to drive. If it doesn't, something is not right. Check what electronic ignition is fitted – the Lucas OPUS is rarely still in place, but can be recommissioned for originality. Don't ignore a misfire – it may denote a dropped valve or a cracked head.

Oil pressure at speed should be at least 60psi; if it's lower, listen carefully for rumbles and knocks that may indicate an engine in imminent need of rebuild. Excessive oil leaks and breathing are also sure signs of a worn engine. Replacement with a fuel-injected XJ-S unit is possible but complex, and this may affect the car's value in the long-term. The Stromberg carburettors give trouble when old, but are easily rebuilt with new diaphragms and so on – a rattle at the front is the timing chain, which is not such a big job.

When driving, the car should feel comfortable and not excessively wallowy. Worn dampers and bushes ruin ride and handling, but are not expensive to replace: parts supply is superb and competition keeps prices keen. If the rear end needs to be dropped, for attention to the brakes, handbrake, drive couplings or axle ratio, costs mount unless you do it yourself because it's a time-consuming job, and it's worth doing everything while it's down. Rear brakes and the handbrake often seize, and discs rust, due to infrequent use. If wire wheels are fitted, check for broken spokes and worn splines.

Owning one



With a VW Scirocco Storm and a BMW Z4 already in his garage, **Paul Cooper** added his V12 E-type in '06 when the previous owner emigrated: "He was an engineer who had labelled every hydraulic line with the date when

he'd replaced it – he had done all the hard work and said he didn't dare keep the bills in case his wife found them! It had been stored for a few years, so I spent around £1000 to get it an MoT and have enjoyed it since. Three years ago it had a misfire that turned out to be a stuck valve – when the head came off, we found that the valve seat and head were cracked. I searched a long time for a replacement head, before buying a pair for a good price from The Jag Workshop. They were rebuilt, with new manifolds – which tend to crack – and I've had no problems since."

"The last owner was an engineer who had labelled every hydraulic line with the date when he had replaced it"

Alternatives



AC 428 1965-'73, 81 built

An attractive sharp suit by Frua turned the Cobra into a sophisticated roadster or coupé, but the unprotected steel/alloy body over steel tubing rots readily. **Price now** £100-200,000



CHEVROLET CORVETTE 1968-'82, 542,741

With a range of V8s from 165 to 425bhp, the C3 was a blunt instrument but could be as fast as a V12 E. Under the plastic body, the steel structure can rust. **Price now** £15-35,000

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The knowledge

TIMELINE

1971 Mar Series 3 E-type launched
1972 Oct Big overrides on front of US cars; colour range (interior and exterior) changed
1973 Feb Borg-Warner Model 12 replaces Model 8 on auto transmission cars
1973 Mar Quad-pipe exhaust replaced by twin
1973 Oct 2+2 production ends
1974 Jan Big rubber overrides fitted to front and rear of US cars
1974 Oct Final 50 Commemorative cars all in black (except last-but-one); production ends
1975 Last six new E-types delivered

FACTFILE

Sold/number built 1971-'75/15,287
Construction steel unitary with front subframe
Engine all-alloy, ohc 5343cc V12, with four Stromberg 175 carbs and electronic ignition
Max power 272bhp @ 5850rpm
Max torque 304lb ft @ 3600rpm
Transmission four-speed manual or three-speed auto, driving rear wheels via limited-slip diff
Suspension: front double wishbones, torsion bars, telescopic dampers **rear** lower wishbones, fixed-length driveshafts, twin coil spring/damper units; anti-roll bar f/r
Steering power-assisted rack and pinion, 3.5 turns lock-to-lock
Brakes 11.2in ventilated front, 10.4in solid rear discs, with servo
Length 15ft 4½in (4685mm)
Width 5ft 6in (1678mm)
Height 4ft-4ft 1in (1222-1242mm)
Wheelbase 8ft 9in (2667mm)
Weight 3380-3361lb (1525-1533kg)
0-60mph 6.8/6.4 secs (auto/manual)
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WHAT TO PAY

	(2+2/roadster)
Show/rebuilt	£55/95,000
Average	£35/55,000
Restoration	£20/35,000



OUR VERDICT

A good V12 Jaguar E-type is a remarkably sophisticated and usable '70s performance car – and it's not expensive to keep it that way. Roadsters are not excessively costly compared to contemporaries with similar performance, while the 2+2 is still a bargain, at a little over half the price of roadsters. Just beware of neglected, tarted-up cars – try plenty and buy with your head, not your heart.

FOR

The effortless V12, plus more space and softer suspension made the S3 a usable all-rounder. Exceptionally well served by specialists and clubs

AGAINST

High fuel consumption is the penalty, especially if you use the performance. Neglected cars can cost a lot to put right



One you can buy

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Asking price £49,995 **Vendor** Castle Classics, Wadhurst, East Sussex; tel: 01892 785277; www.castleclassiccars.co.uk **For** Good condition and well sorted **Against** Slightly pulsing brakes

This home-market 2+2 was bodily restored in 1990, and repainted again in its present tenure. All of the structure looks solid, with clear sill drains. As well as a Heritage Certificate showing it's in its original colour, it comes with its original handbook and various bills dating back to the '80s. A 1985-dated MoT shows 90,496 miles.

It presents very well, with only a couple of tiny dimples and runs in the paint that you have to look hard for, and good chrome. The doors need a slam on new rubbers and the wheels – shod with well-treaded Mohawks – look newish. It was retrimmed at the same time as the repaint and the perforated leather is all good. The wind-screen is slightly delaminating, but that's normal. The motor is tidy, with no leaks and clean oil; the coolant level is good, and the ignition module looks to have moved from the middle of the vee.

The best part is how it drives: super-smooth, well sorted and untemperamental. The ride is well-controlled, with no wallowing, oil pressure is 60psi on the move, and temperature sits a third of the way up the gauge. All the synchros work well, and with rebuilt calipers the brakes pull up straight. The only mild annoyance is a slightly pulsing pedal, but a few hard stops may help that.



1990 restoration included new bonnet and Waxoyl injection



Retrim by present owner looks good; modern stereo less so



New distributor and high-torque starter, so V12 fires easily



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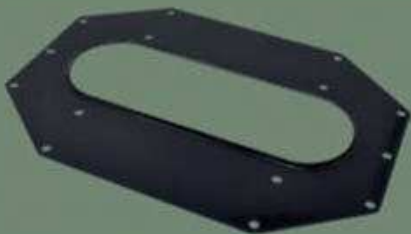
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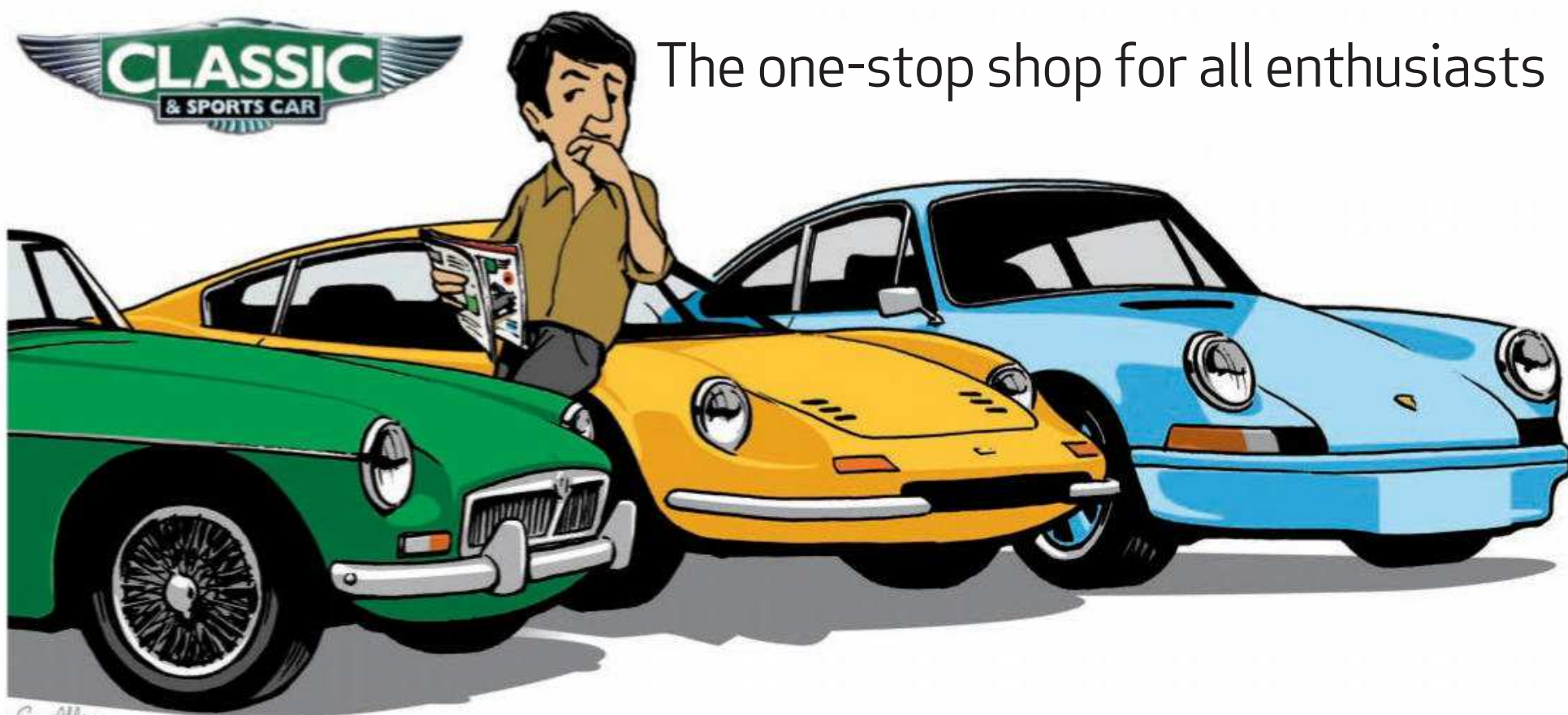


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What is the future for the classic market generally and for your specialism in particular? I think that the market will continue to be strong, as the passion passes through generations.

Tell us something interesting about yourself. I have a large collection of comic books, mainly *Uncle Scrooge* editions. I've been fascinated since childhood.

CASE HISTORIES Cars for sale we've tested this month



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Lamborghini Cingolato p220



1991 Range Rover Vogue p227

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Case histories

We test the classics that you can buy



JAGUAR XK120 DROPHEAD COUPÉ

Year of manufacture 1953 **Recorded mileage** 52,146 **Asking price** £75,000

Vendor Cotswold Collectors Cars, Bibury, Glos; tel: 01242 821600;
www.cotswoldcars.com

WHEN IT WAS NEW

Price £998 **Max power** 160bhp **Max torque** 195lb ft
0-60mph 9.2 secs **Top speed** 116mph **Mpg** 19

This UK-market drophead has a lovely external patina, though it was only painted back in its original colour within the past 15 years. Getting the superficial blemishes out of the way first, there is some cracking and starring on the left-front cheek, and a few dimples and stars in the doors and boot area, plus one at the back of the bonnet, a few small bubbles and runs in the paint and some pickling on the front bumpers. But all of this just contributes to a lovely character, which contrasts nicely with the refurbished interior. This involved new seat leather, plus new carpets from The Trim Centre, and a new lined mohair hood and cover by Mick Turley at a cost of £5000. The timber was refinished at the same time, but the steering wheel was left unrestored, which suits it very well.

Door fit is okay on the driver's side and near-perfect on the other, which is normal on an XK. The rear-light plinths are pretty good, just slightly blemished and not pitted. The rear wheels were new in 2004 and all pass the spoke test, though the fronts sound a little flatter, as you'd expect, all including the spare shod with very period-looking Pirelli Cinturatos.

Under the bonnet the engine retains its original air trunking, with mesh filter up front. The exhaust looks fairly recent from the manifolds back, the aluminium fuel tank was new in 2012 and there's a large aluminium radiator, plus the grease gun still clipped to the left inner wing. The oil is clean and just over minimum, and the coolant is full and greenish. The V5C now matches the chassis plate on the car, where for years the logbook was 10 digits out.

It starts easily once the slightly temperamental starter has caught, and drives really well, in a loose-limbed sort of way. The chassis is supple on new rubbers and rear springs, with no clonks, and it pulls well. The only annoyance in an otherwise silent structure is a slightly squeaky driver's door, though there's room for adjustment. Oil pressure is 40psi at 3000rpm when warm, and temperature is steady at 75°. It comes with a Heritage Certificate.



SUMMARY

EXTERIOR

Paint nicely patinated, with only superficial blemishes

INTERIOR

New seat leather, carpets and mohair hood and cover

MECHANICALS

Drives really sweetly and pulls well

VALUE ★★★★★★☆☆

For Lovely character

Against Not shiny – but that's the whole point

SHOULD I BUY IT?

Yes, if you want a lovely old thing that's very usable. If you want concours, look elsewhere



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Coachbuilt in London. RHD, very
rare, 4.2 litre straight eight, 3
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cylinder 4.2 engine.
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1968 MGC ROADSTER

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1959 AUSTIN HEALEY 3000 MK 1 BN7 RH

2 seater S.A. supplied car in RHD. Project car with hard work done. Paint and assembly required



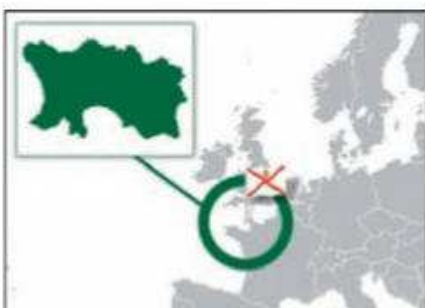
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Aston Martin DB2/4
£240,000

According to its accompanying copy Aston Martin Ltd Build Sheet and Service Records, this particular MKI 2.6 litre example - chassis number LML/656 - was supplied new by Northampton Motor Services. The factory-fitted engine was overhauled by Dave Swithen using parts sourced from Stamper Aston Martin of Cumbria with Tarozzeria carrying out the repainting, while ex-Wood & Pickett craftsman Patrick Hanson re-trimmed the interior. A truly stunning example.



Mercedes-Benz 230SL Pagoda
£60,000

This 1964 second generation Mercedes-Benz 230SL Pagoda in left hand drive is finished in the unusual colour of Signal Red, with contrasting black upholstery. This model made its debut at the 1963 Geneva Motor Show and features a monocoque chassis, all round independent suspension, power assisted disc/drum braking system, recirculating ball steering and a 2306cc straight six engine giving 150bhp delivered through the automatic transmission.



Triumph TR6 Overdrive
£24,000

This outstanding Triumph TR6 2.5 Manual with Overdrive producing 125 bhp, propelling the vehicle from zero to 60 mph in 8.2 seconds and on to a top speed of 120 mph. In Mimosa Yellow with full black leather upholstery, this example boasts the optional electrically switched overdrive operated on third and fourth gears, 15-inch wire wheels and the optional factory steel hardtop. The car currently reads a low mileage of 1,770 miles.

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LOTUS ELAN SPRINT FHC 1973.

A very pleasing example. Easy on the eye having had a recent re-spray and complete interior refurbishment. Obviously a replacement chassis, re-built engine etc. Excellent service history. A real eye turner for a very realistic price. £39,750



LOTUS ELAN S4 FHC. 1970.

Having suffered an accident early in it's life, this car was rebuilt using a new body shell and a Tony Thompson 26R chassis. The engine was rebuilt by ourselves to 140BHP 6,000 miles ago. This is a very quick car which is not immaculate but is ideal for the new owner to drive and gently improve it. £29,950



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MERCEDES-BENZ SL 320 (R129) 1994: Brilliant Silver over Graphite with Navy blue hide interior and matching mohair power operated soft-top. Silver hard-top. 8-hole alloy wheels. Two owners, 28,000 miles only from new. Rear seat, cruise control, heated electric front seats, headlamp wash wipe. Original sales invoice..... **£15,995**



JAGUAR XJ8 3.2Ltr (X-308) 1998: Maderia Pearl with Cashmere hide 'Classic' interior. Figured walnut veneers. '20 Spoke' alloy wheels. 33,000 miles only from new. Air conditioning, electric seats, retractable door mirrors, wood & leather steering wheel, headlamp wash/wipe, cup holders and other usual refinements **£9,750**



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JAGUAR XJ'R' 4Ltr SUPERCHARGED (X-308) 2000: Anthracite with Cream hide interior. 18" 'Asteroid' alloy wheels. Two private owners. 17,000 miles only from new. Wood & leather steering wheel. Figured Walnut wood trim. De-chromed window surrounds. Exceptionally smart and ultra-rare as a Supercharged car **£14,995**

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Ferrari 575 Superamerica	2006
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WHEN IT WAS NEW

Price n/a **Max power** 39hp **Max torque** n/a **0-60mph** n/a
Top speed 11kph/7mph in 6th (no figures for 7th or 8th) **Mpg** n/a

ECC has imported a few restored '60s Lamborghini tractors, but this is its first crawler. This is a TL, the wider-tracked version. It had three owners in the Padua area, and was restored about three years ago. There are new grease nipples all over it, and what's most remarkable is that it is complete in every detail down to the tool/sandwich box on the right mudguard. Even the air intake stack (which you have to remove to open the bonnet) is undamaged. Apparently, they get put down on the right track and then driven over.

The Lamborghini Trattori orange is even, the seat covering is new, and even the brass screws on the seat-back and dashboard line up. As well as the repro graphics on the bonnet sides, the original (and unrestored) nose badge remains, as do all the aluminium control knobs, and the Lamborghini-branded fuel-filler cap. The lights, on spring-loaded mounts at the rear, look correct, and all work.

The motor was apparently rebuilt, with cleanish oil showing on the remarkably well-sealed dipstick. The tracks look in good fettle, though they lack any form of rubber pads that would make it kinder to Tarmac. There's just a little rust creeping out from between the spring leaves and, if we must nitpick, a very slight weep from the PTO (Power Take Off) shaft seal at the back.

Push in on the ignition key just like a Lamborghini road car, then the button, and the 2190cc diesel triple starts easily, though it smokes a bit. It's simple if not instinctive to operate, with hand throttle and clutch, and steering and stopping by a combination of hand levers and foot pedals on each side. The brakes (one massive drum on each side) have plenty of bite, suggesting they were rebuilt, too, and it'll turn almost in its own length. We didn't shift gears on the move because it'll pull away in any of its eight forward ratios – a four-speed 'box with a high-low transfer case. The rev counter and hour meter work, and oil pressure is a slap-in-the-middle-of-the-gauge 25psi.

Retaining its Padua numberplate, plus original Italian registration documents, its NOVA certification is done ready for registration in the UK.



SUMMARY

EXTERIOR

Straight and repainted

INTERIOR

New seat cover; rev counter works

MECHANICALS

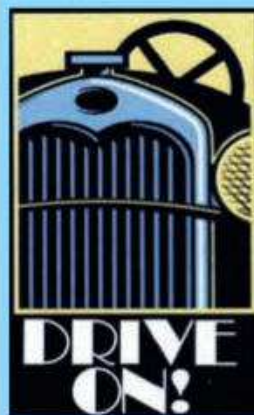
It is fully operational; brakes have plenty of bite

VALUE ★★★★★☆☆☆

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1935 Lagonda M35R £127,500



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1969 Jaguar E Type 4.2 Litre £65,000



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Photo by Dominique Baldy

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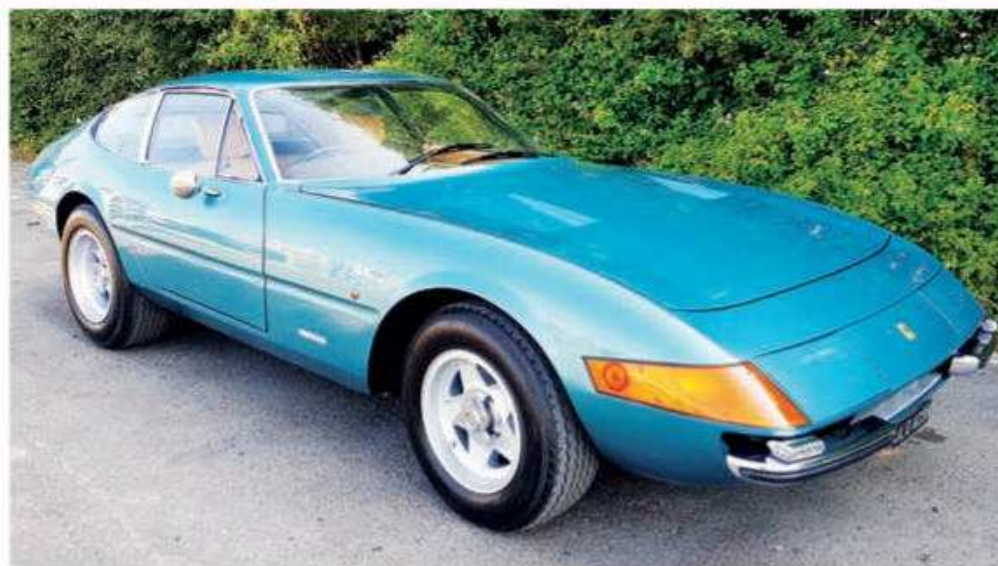
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Case histories

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RANGE ROVER VOGUE 3.9

Year of manufacture 1991 **Recorded mileage** 126,081 **Asking price** £10,995

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WHEN IT WAS NEW

Price £26,595 **Max power** 185bhp **Max torque** 235lb ft
0-60mph 11.1 secs **Top speed** 109mph **Mpg** 21

This base-model 3.9 is incredibly well preserved. The original service book shows 14 stamps up to 100,036 miles in October 2000, and old MoTs show it has only covered 2000 miles in the past seven years. Still in its original paint, now showing a few tiny bubbles and two small dings, it presents very nicely.

Most important, it is almost rot-free, probably thanks to being well Waxoyled. The chassis is excellent, with only a little surface rust starting on the rear corners of the sills, plus in the corners of the door shuts above them, but it hasn't escalated to perforation yet, and has been left 'honest' rather than blown over. The worst part we could find in the whole shell is that the right front body mount and the inner wing above it are a little crusty, but still solid. The tailgate is good, bumper faces are scuff-free and the wheels have been refinished, with new nuts added, shod with Goodyear Wranglers. The alloy spare still has its original Michelin, unused, and the untouched jack and tools remain clipped in place. The parcel shelf is still present, and there's a load liner, too.

The rest of the interior is as good, with slight wear showing to the driver's seat and armrest velour, good carpets, mats and dash plastics, and an unworn rear seat with a single mark. The timber inserts' lacquer is lightly cracked, as usual, there's one small mark in the right-rear door trim, and the headlining is new, replacing the sagging original. The electric windows and sunroof all work.

The motor is tidy, wearing a new air-flow meter and idle control valve, and fluids are cleanish and new, as are the clutch master and slave cylinders. The exhaust is aftermarket and quite fresh-looking, the headers wrapped in heat insulation. Underneath, all the suspension rubbers look in excellent order.

It starts easily and drives very pleasantly, with a good, well-damped ride and the nicest gearchange of any manual Rangie that we've encountered. High and low ranges select easily. There's plenty of go from the injected 3.9 V8 and the brakes are firm, pulling up straight with short pedal travel. It is sold with a three-month warranty on major mechanicals, and an MoT until March.



SUMMARY

EXTERIOR

Original paint; a few tiny blemishes, but rust is minimal for its age

INTERIOR

Has worn very well

MECHANICALS

Well looked after; drives perfectly

VALUE ★★★★★★☆☆

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Against No air-con – but that's one less thing to go wrong

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1935 Rolls-Royce 20/25 Sports Saloon by Thrupp & Maberly. Finished in Black and Cream with Brown Hide interior. A very pretty example with adjustable front seats without division. **£37,000**



1953 Bentley R Type Lightweight Saloon by H J Mulliner with Continental axle. Finished in Shell Grey over Tudor grey with Grey hide interior. 131,000 miles with large history file including build sheets and original handbook. A very scarce 'Lightweight' all aluminium Saloon with Continental axle and factory glass sun roof. **£62,000**



1959 Rolls Royce Silver Cloud II. Finished in Sand over sable with Tan hide interior. Covered 66,900 miles from new having had just 1 owner. Full MOT history. Many invoices for works carried out. Recent mechanical overhaul. Stunning original condition. Without doubt one of the very finest Silver Clouds on the market. **£70,000**



1964 Rolls Royce Silver Cloud III. Finished in Shell over Tudor Grey with Tan hide interior Covered just 67,000 miles Excellent history file. Build sheets and original handbook. Just 2 owners from new. Truly outstanding condition. **£80,000**



1965 Bentley S3 finished in Midnight Blue with Grey hide interior. Covered 75,000 miles. Last 30 years in Australia. Recent engine overhaul. One of the finest for sale. **£59,000**



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1987 1/2 Bentley **Continental**



1927 Rolls-Royce **Phantom I**



1949 Rolls-Royce **Silver Wraith**



2001 Lamborghini **Diablo 6.0**



1960 Rolls-Royce **Silver Cloud II**



1982 Rolls-Royce **Corniche**



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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.



1963 JAGUAR 3.8 MK2. ORIGINAL RIGHT HAND DRIVE. MANUAL GEARBOX WITH OVERDRIVE. DARK BRITISH RACING GREEN WITH ORIGINAL TAN LEATHER INTERIOR. INTERIOR WOOD IS BEAUTIFUL CONDITION. POWER STEERING. COOMBS STYLE WOODRIM STEERING WHEEL / COOMBS STYLE REAR WHEEL ARCHES. LIKE NEW TRIPLE LACED WIRE WHEELS WITH LIKE NEW PIRELLI CINTURATO TYRES. GOOD CHROME / ADJUSTABLE SHOCK ABSORBERS / KENLOWE COOLING FAN. IN BEAUTIFUL CONDITION THROUGHOUT / A SOLID GREAT DRIVING JAGUAR MK2.



1957 MORGAN +4 HISTORIC IMPORTANT CAR WITH PERIOD RACING HISTORY FROM THE 1960S - ORIGINAL RIGHT HAND DRIVE / THE ENGINE WAS REBUILT PROFESSIONALLY WITH LITTLE MILEAGE SINCE.



1974 DE TOMASO PANTERA - LEFT HAND DRIVE / THIS CAR HAS LIVED ALL OF HER LIFE IN THE DRY SUNNY STATE OF CALIFORNIA! / 27,600 MILES FROM NEW / THE CAR WAS THE SUBJECT OF A BARE METAL REPAINT A FEW YEARS AGO / ENGINE REBUILT AT 26,185 MILES. EDELBROCK CARBURETTOR / NEW DISTRIBUTOR / NEW BATTERY. WILWOOD BRAKES / AIR CONDITIONING WITH R-134 CONVERSION / SPORTS EXHAUSTS / NEW CORRECT MICHELIN PERIOD XWX RADIAL TYRES / ORIGINAL WHEELS FULLY REFURBISHED BY UK NO.1 MAGNESIUM WHEEL SPECIALIST! CHROME REAR ANTI ROLL BAR. ORIGINAL SERVICE MANUALS / RECEIPTS / MANY DE TOMASO MAGAZINES.



1967 MASERATI MISTRAL - RARE ORIGINAL RIGHT HAND DRIVE EXAMPLE / RARE ORIGINAL ALUMINIUM BODIED EXAMPLE / RECENTLY RESTORED WITH LITTLE MILEAGE SINCE.



1965 TVR GRIFFITH 400 (EX WILLIE GREEN) - ONE OF THE ORIGINAL 20 ULTRA RARE RIGHT HAND DRIVE TVR GRIFFITH 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!



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 FULLY 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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Riley Sprite Prototype, ex works-car, 1935.



Allard J2 Cadillac, 1950. Ex works-driver Frank Curtis.

Aston Martin DB4 S3, 1963. RHD.
Alfa Romeo Giulietta Spider Veloce, 1958.
Bristol 401 project.
Chevron B16 BMW S2, 2004.
Diva GT 1300 C, road-registered. FIA.
Diva GT 1300 Le Mans, alloy bodied.
Fiat 130 4-door Limousine.
Fiat 124 Abarth Rally replica, 1975.
Grac MT-14B, 1972. Alfa 2.0 engine. FIA.
Lotus FJ 20/22.
Lancia Stratos HF Stradale, 1975.

Lancia Delta EVO-1, 1992.
Maserati 4.9 Bora.
Mercedes 300 SEL 6.3, 1969.
Mini Cooper S, 1971. FIA G2 racing-car.
MG Magnette ZB racer, 1958.
Morris Mini Moke, 1968.
Opel Manta 400, 1984.
Peugeot 402 Eclipse, 1937.
Porsche 356 Pre-A Coupe.
Porsche 911T, 1968.
Porsche 911 2.4S Targa, 1972.

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500SEC Coupe 1989G Almandine Red met, Mushroom leather, auto, cruise, aircon, elec seats, elec sunroof, orig 15 hole alloys, FSH, 94,000m **£17,950**



300SL Roadster 1988F Astral Silver met, hardtop, blue soft top, blue sport interior, 4 Sp auto, ABS, elec windows, rear seats, orig alloy wheels, FSH, 103,000m **£28,950**



SL500 Roadster 1994M Midnight Blue, matching hardtop, Mushroom leather, 5 speed auto, aircon, cruise, elec seats, orig 8 hole alloys, FSH, 81,000m **£12,950**



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1963 Lancia Flaminia Sport 3C Zagato

S/N 3731. Ordered new from Max Hoffman by Anatoly "Toly" Arutunoff, its only owner since. He raced it in '63 – Targa Florio, Spa (3rd in class), Nürburgring, Bahamas Speed Week. Daytona '64, then Sebring 1964-66. Recent US/Euro rallies include Amelia, Quail and Monterey Historics.



Zagato "double bubble" alloy body, a styling icon, 1 of just 174 Sport 3C 2.5-litre variants built. Alloy V6, triple Webers, De Dion-type rear, 4-spd. transaxle, 4-wheel discs (inboard rear), 50/50 weight dist'n. FIA HVIF, FIVA i.d., original FIA Homologation papers. Huge spares pkg. w/2 alloy blocks, 4 heads, transaxle, more. Could benefit from sympathetic restoration & major service. Eligible for most any event. Priced right at \$495,000 USD.



1983 Lancia 037 Rally Monte Carlo Winner



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07770 333636; www.cooperscars.co.uk

WHEN IT WAS NEW

Price £4548 (99, 1977) **Max power** 118bhp **Max torque** 123lb ft
0-60mph 11.5 secs **Top speed** 106mph **Mpg** 26

This EMS – forerunner of the Turbo – is best described as a timewarp car. The structure is perfect, with no rot; all the welds and brackets are sharply defined and there's not even any jacking damage underneath. It was in a dealer showroom for about 15 years until the previous owner found and recommissioned it – around 2013, judging by the change date noted on the brake-fluid reservoir – including having the injectors tested. Later it received a full Dinitrol treatment. He drove it to the UK from The Netherlands on sale to Coopers, which has had it serviced again.

At some point it's been repainted in its original colour, but the factory paint remains in the boot and engine bay. The bumper-rubber faces are good, with a spare in the boot, and the distinctive 'soccer ball' alloys have recently been refinished. The tyres are Vredesteins dating from 2015 and practically unworn, though the spare is unshod. The exhaust looks fairly fresh. If you want to find a glitch, it's that the aerial lacks its end and is a bit bent.

Inside, it's near perfect, with only a few stitches evident in a small repair to the driver's seat base; the seat retains its quick-detach mechanism for those weekend rally drivers. The headlining is new, the dash plastics are all good, with one tiny chunk out of the 'timber' veneer, and there are overmats in the boot. The previous owner slightly modified the roof light, presumably for map reading, but it's easily reversible.

The motor is tidy, with clean oil just over 'max' and sufficient coolant. Tape on the temperature sender wiring is evidence of a recent repair. It starts easily, with a typically tinny rasp from the tailpipe, and drives like a much more modern car. Only the relatively low gearing and the four-speed gearbox give away its age, though the change is perfect. The ride is firm but comfortable, the steering is fluid and the brakes are solid and smooth. The temperature gauge sits a third of the way up the scale. Even the radio still works perfectly. It will be sold with a new MoT if desired, though it no longer requires one.



SUMMARY

EXTERIOR

Straight, older repaint. No rot, all welds and brackets intact

INTERIOR

Almost perfect; one small repair to driver's seat

MECHANICALS

Drives well; mileage could be original

VALUE ★★★★★★☆☆

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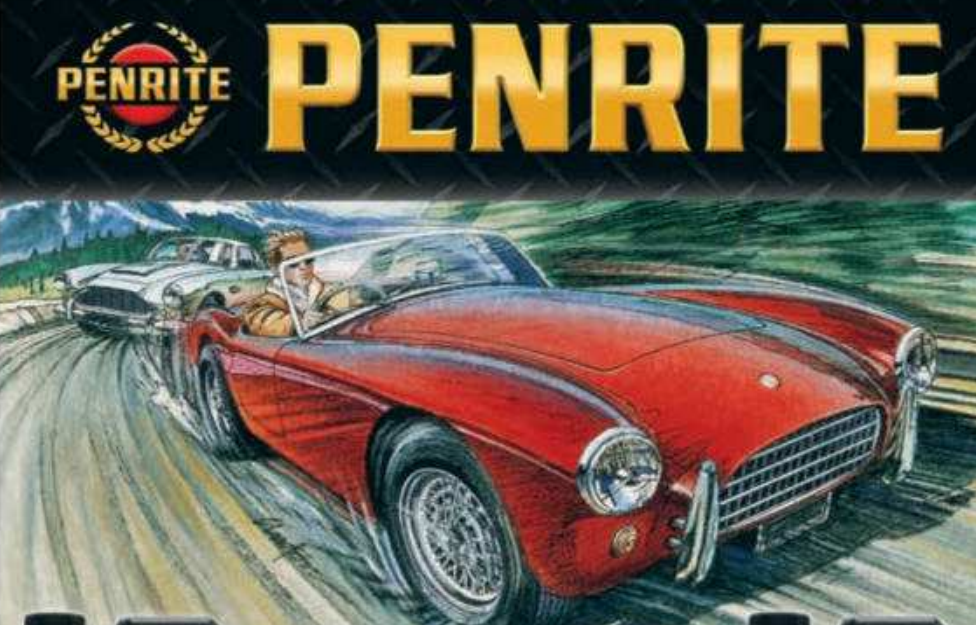
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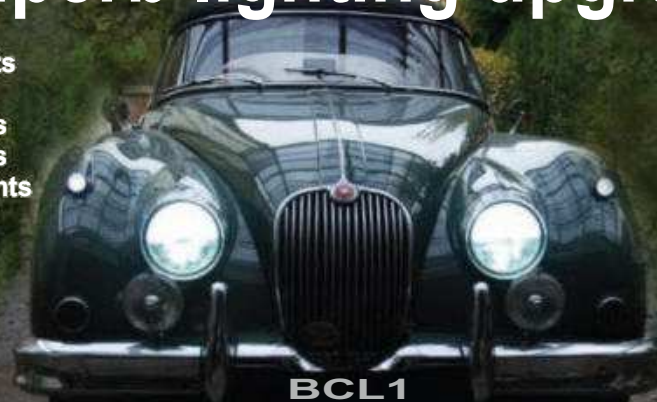
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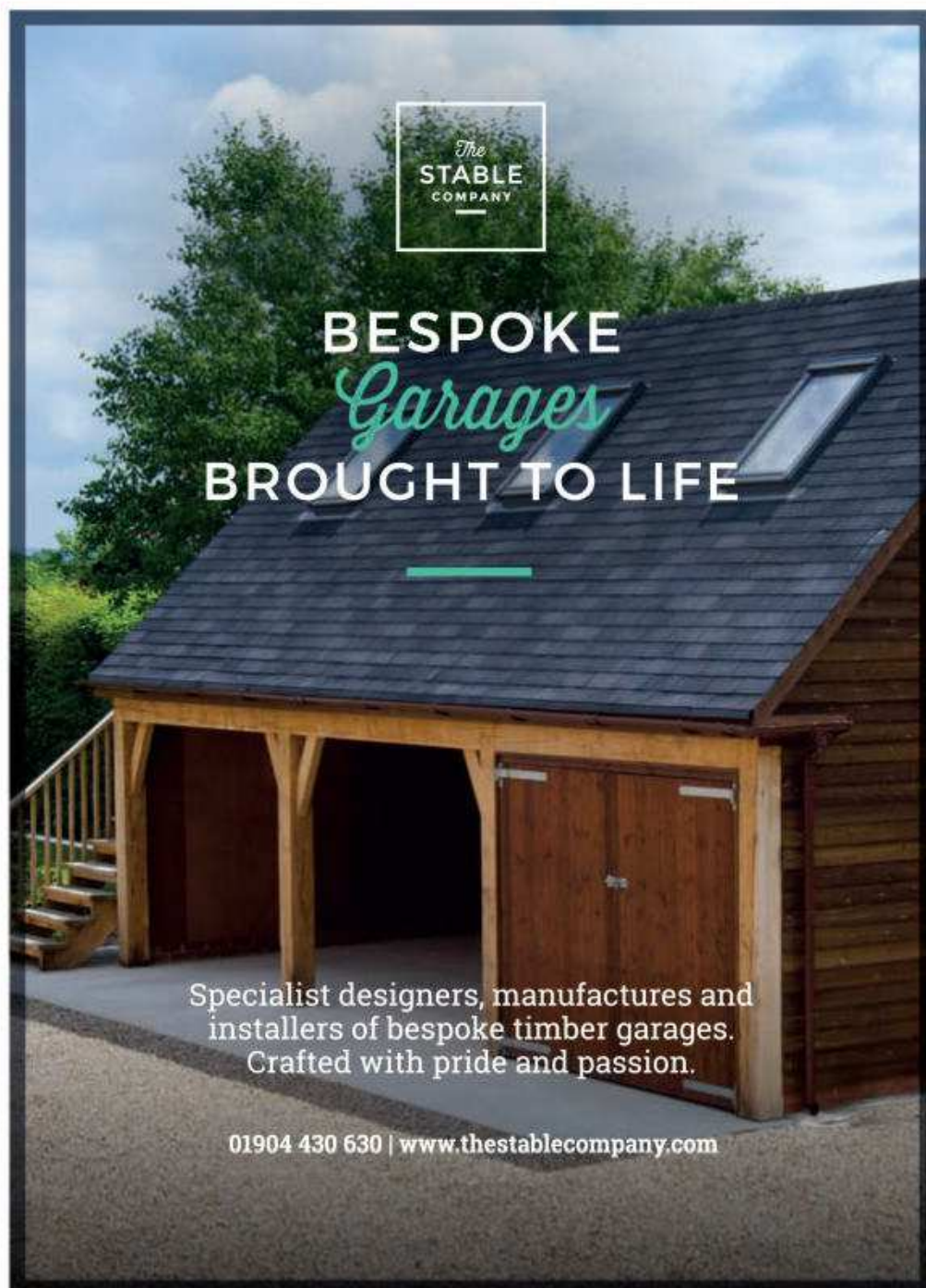


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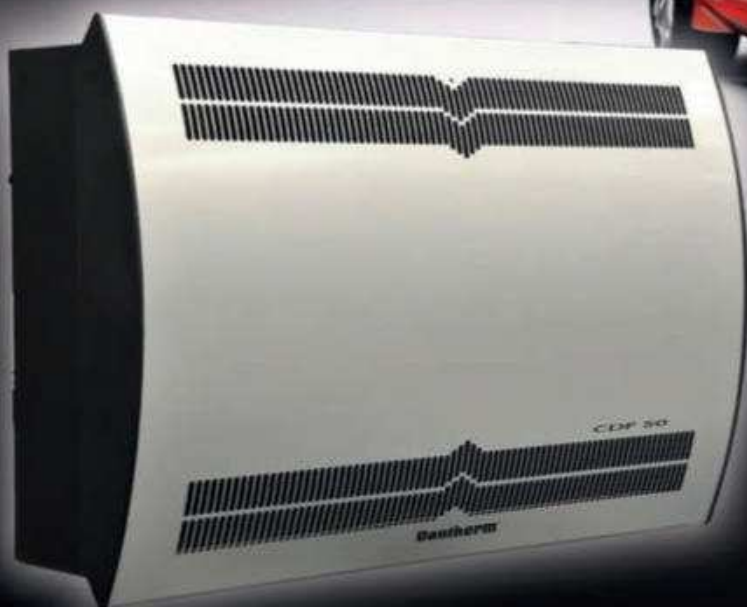


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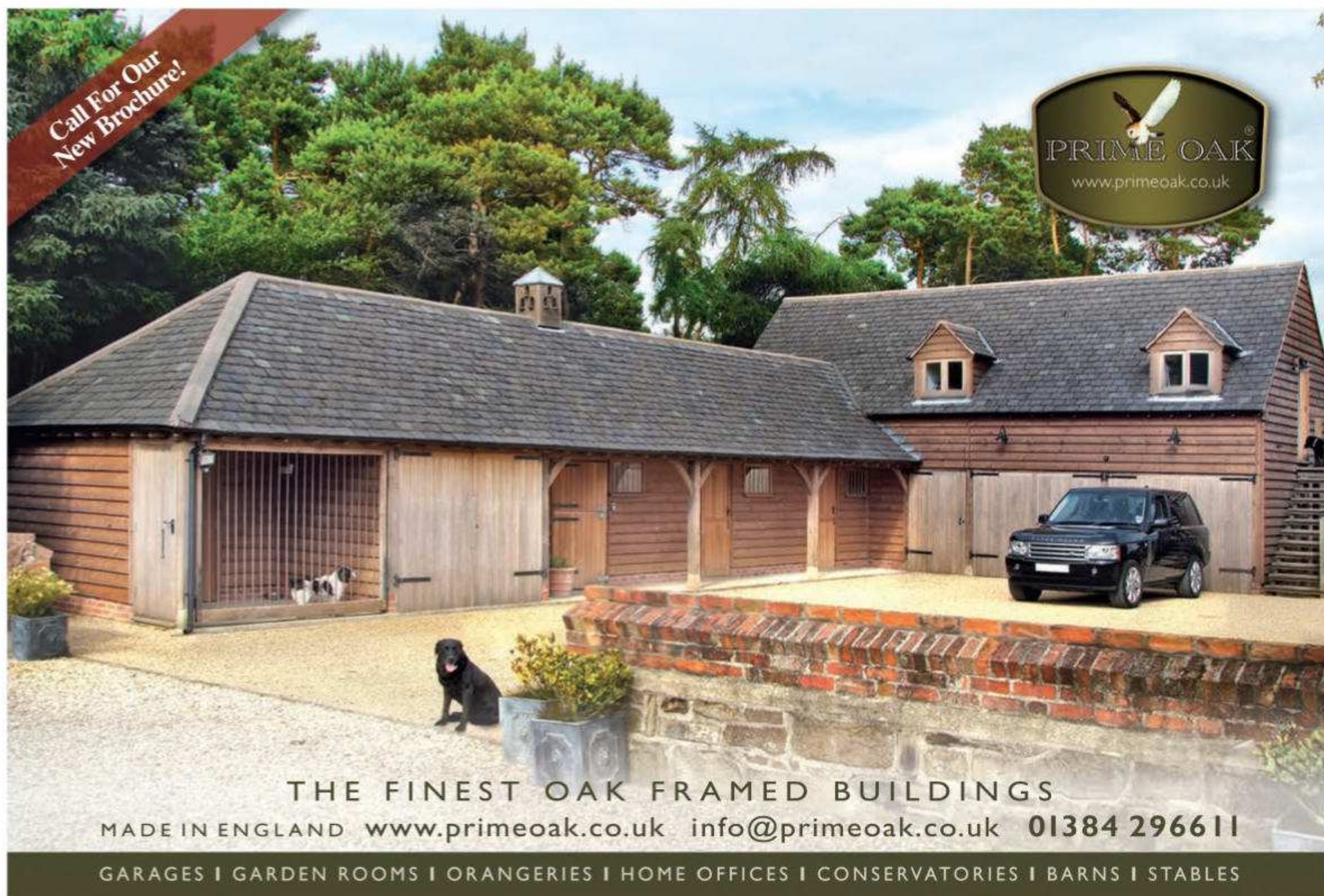
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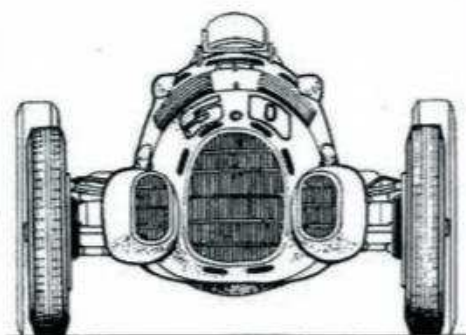
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FACTFILE

Engine 1798cc 16v turbo 'four'
Transmission 7-speed dual-clutch
 gearbox **0-60mph** 4.7 secs
Top speed 155mph **Mpg** 46.3
Price £51,805



ALPINE A110

There was nothing like the original A110 in the '60s, and there's nothing like it today

WORDS **GREG MACLEMAN** PHOTOGRAPHY **NEIL WILLIAMS**

Few people would have banked on Donald Trump becoming President of the United States, or Leicester City winning the Premier League; even fewer would have bet on one of the most anticipated cars of the decade being a £50k Renault. But that's where we find ourselves thanks to a joint project between the French firm and Caterham, started in 2012. The Brits pulled out two years later, leaving Renault to shoulder the costs and associated risk of reviving a brand and creating a new sports car from scratch – and it's a gamble that has well and truly paid off.

For a start, there's the way it looks. Unlike most retro revivals, the reinvention of the A110 is a design masterclass, seamlessly integrating the *berlinette's* iconic features in an ultra-modern shape that's unlike anything else on sale. The quad lamps, curvy rear screen, side scallops and roofline are there but, far from a pastiche, Alpine's designers have created something unique, beautiful and, above all, desirable.

Beneath that sumptuous skin, the A110 is a technological *tour de force* featuring a mid-mounted, 1.8-litre turbo 'four' with a dual-clutch seven-speed 'box, controlled via wheel-mounted paddles. Incredibly, the Alpine tips the scales at just 1103kg thanks to extensive use of aluminium throughout the body and chassis, hollow anti-roll bars, and a host of other weight-saving such

FUTURE CLASSIC



as the slender yet beautifully sculpted bucket seats that dominate the purposeful interior.

As a result, every one of its 248 horses is felt when you plant the throttle: 60mph comes in just 4.7 secs, while the top speed is electronically limited to 155mph. But the spec sheet is only half the story: where the Alpine truly excels isn't in straight-line speed, but in its ability to cross the country at pace and in comfort. The secret lies in the combination of featherlight weight, 44:56 front-to-rear balance and a low centre of gravity, resulting in superb grip and cornering ability without resorting to the firm spring and damper rates of its heavier rivals – making the ride softer and more compliant and the handling more progressive at the limit. Even in 'Sport' and 'Track' modes the ride comfort belies its abilities, and when you're not emulating Jean-Luc Thérier 'Normal' mode serves up relaxed and well-timed fully automatic gearchanges.

Reviving a historic name; creating an all-new car; and entering a competitive sector against the Porsche Cayman: all pointed to potential disaster. But against the odds, Renault has played a blinder. For a car to come from nothing and be breathtaking to look at, brilliant to drive and utterly unique is rare indeed, and makes the A110 an instant classic. Add in superb build quality, exclusivity and Gallic flair, and you have the makings of a legend. Again.



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