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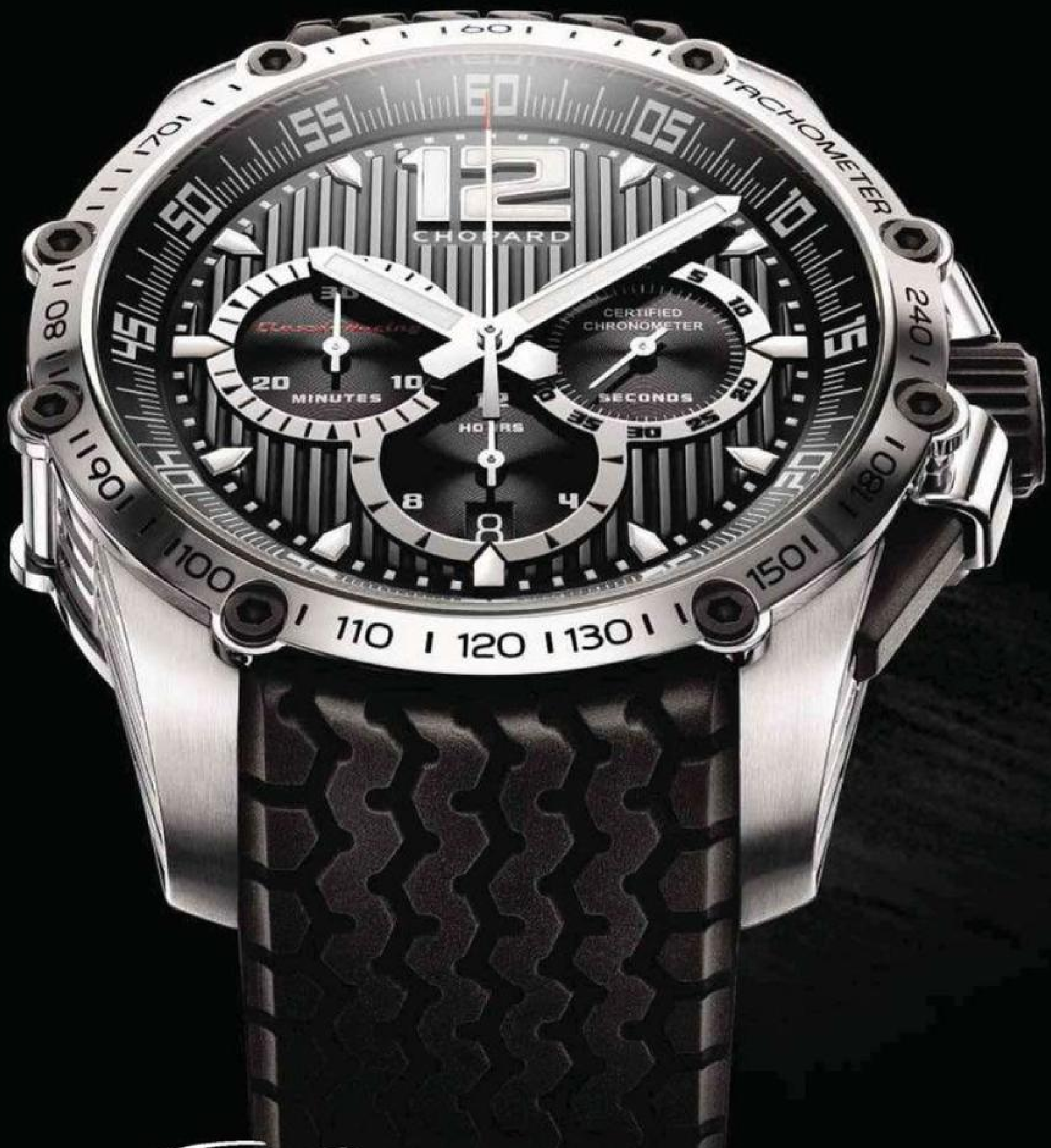

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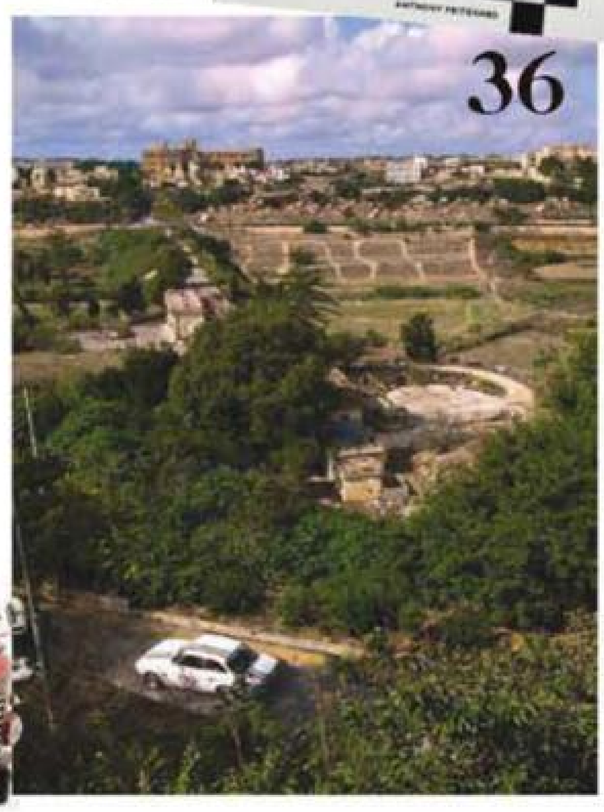

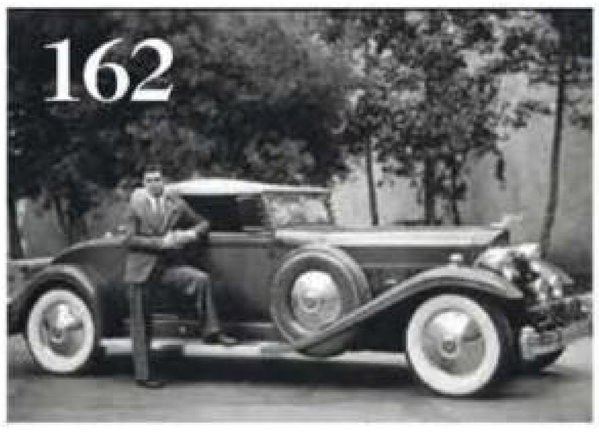

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Twenty-five years of F40 fever

PERHAPS IT'S AN AGE THING, but every single member of the *Octane* team was shocked to realise that 2012 will be the 25th anniversary of the Ferrari F40. Twenty-five years! Where did they go?

For me, it's still the most exciting Ferrari of all. Not the most beautiful, not the most accomplished, not the fastest. Definitely not the most comfortable. But its sheer brutality, both in looks and in performance, makes for the ultimate adrenalin rush.

Back in 1992, deputy editor Mark Dixon and I were working on rival classic car titles within the same building. One day he turned up outside in Nick Mason's F40, and he still counts it as one of the most memorable days in his entire career. I still count it as a day of extreme envy.

In celebration of the forthcoming 25th anniversary, international editor Robert Coucher and contributor John Simister have come up with a fascinating run-down of all that's involved with owning, driving or simply lusting after an F40, plus a behind-the-scenes tale from the launch in 1987. It's all accompanied by a stunning set of photographs by snapper Alex Howe, and starts on page 64.

We also bring you breaking news of a new concours (pages 20-21), to take place in arguably the most prestigious venue in the world – the quadrangle within the walls of Windsor Castle. We have some fantastic classic car events in the UK, but we don't have a true concours d'élégance to the standard of Pebble Beach or Villa d'Este. We hope the Windsor event will put that right.

DAVID LILLYWHITE EDITOR
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Don't miss out on events or on the extra content in print and on the website

OCTANE VIDEO

Ever wondered what happens on an *Octane* photo shoot? Watch this video of the Lamborghini Miura that starred on the cover of the 100th issue. Find it at www.octane-magazine.com.

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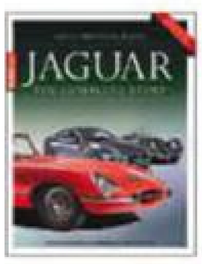

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Plus

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- Track-testing Mercedes-Benz W125 racer recreation
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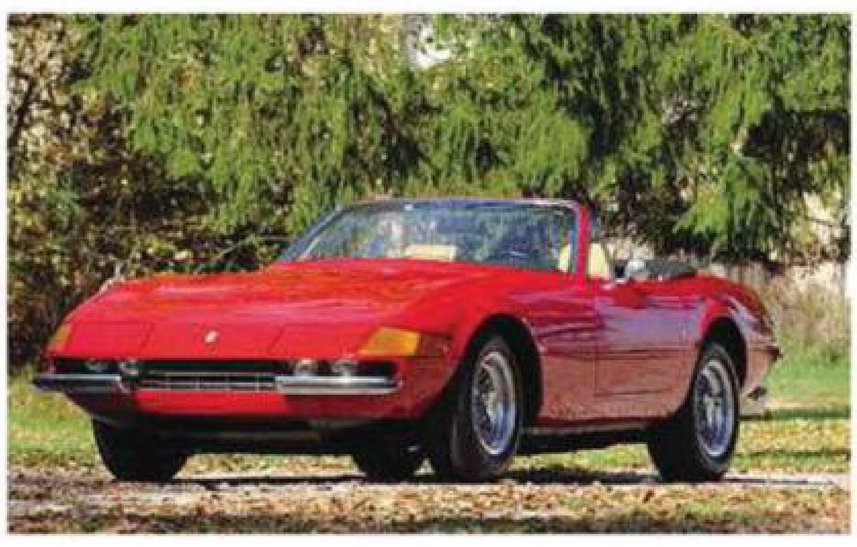

MAIN **1957 FERRARI 410 SUPERAMERICA,** *Chassis no. 0716 SA,* matching numbers, the only example bodied by Scaglietti. ***LEFT*** **1991 FERRARI F40,** ex-Lee Iacocca, 300 miles from new.
MIDDLE **1959 BMW 507 ROADSTER,** concours-quality restoration. ***RIGHT*** **1973 FERRARI 365 GTB/4 DAYTONA SPYDER,** *Chassis no. 16705,* single ownership for 23 years.

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Windsor concours aims to rival Pebble Beach

At last, a UK concours to match the world's best, in the most prestigious location of all

Words Robert Coucher **Main photograph** Alamy

A MAJOR NEW HISTORIC motoring event has just been announced in celebration of Her Majesty The Queen's Diamond Jubilee in 2012.

The Windsor Castle Concours of Elegance will bring together some of the rarest and most outstanding classic motor cars from around the world. With the gracious permission of Her Majesty The Queen, the Concours of Elegance will take place within the spectacular quadrangle of Windsor Castle from Friday 7 to Sunday 9 September 2012.

The event is planned to be on a par with the greatest concours around the world, such as Pebble Beach, Concorso d'Eleganza Villa d'Este (both shown top right), The Quail: A Motorsports Gathering and Amelia Island Concours – something the UK currently lacks. Although it is being created to honour the Queen's Diamond Jubilee, it is hoped the concours will become an annual event.

The timing of the Windsor event – it takes place over the weekend between Chelsea AutoLegends and the Goodwood Revival meeting – will make it especially appealing to international visitors, and promises a 'Monterey Week'-style of automotive celebration for Britain at the end of the summer.

This is the first time a concours d'élégance has been granted permission to be held within the private confines of Her Majesty's favourite castle. Previous events – such as the 85th anniversary of MG in 2009 – have been confined to Windsor's Long Walk approach road (shown right), outside the castle walls.

It's this unique venue that will allow the Windsor Castle Concours to compete equally with the world's top concours events, and to attract Pebble Beach-standard cars from around the world. And, like Pebble Beach, the concours will be run as a non-profit-making venture, with proceeds being donated to charity.

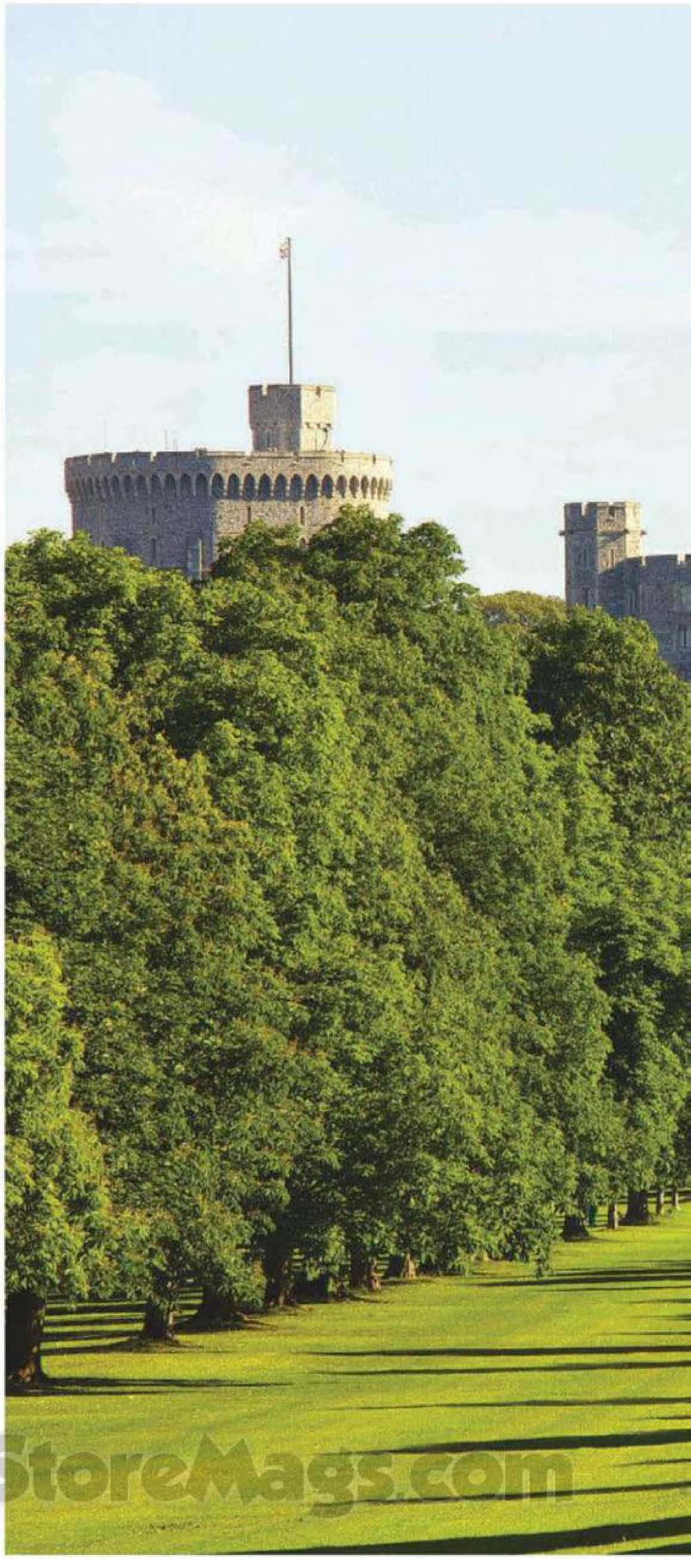
Creative director of the event, Jeremy Jackson Sytner of Thorough Events (the company behind The Grand Tour), comments: 'The Windsor Castle Concours of Elegance is a significant new event celebrating the style and glamour of historic motor cars, the like of which this country has never seen. The event will also be a fitting testimony to the craftsmanship of the classic car restoration industry, of which the UK is a leading player.'

The concours will start with an invitation-only Owners' Day on the Friday, with evensong and a gala dinner overlooking the castle's quadrangle. On the Saturday and Sunday the concours will be open to the public, with additional unique displays of rare horse-drawn carriages and classic royal cars.

On the Sunday, 60 selected classic cars will leave the Mall in London, outside Buckingham Palace, and follow a chosen route to Windsor, on the outskirts of London, for The London to Windsor Tour of Elegance. The final approach to the concours will be through Windsor Great Park and down the Long Walk, offering a spectacular finish to this memorable run.

Each of the 60 cars taking part will be from a year of Her Majesty The Queen's reign (starting with 1952), and the driver and passenger will be dressed to match their car's year. Entrants will have free entry to the concours but will be asked to make a donation to charity.

Octane is lending its support to the Tour. Watch future issues of *Octane* for a chance to enter your car on the London to Windsor Tour of Elegance and for further details of the concours.



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WHAT A CHARADE

Time up for historic French race circuit? *p22*

ELECTRIC E-TYPE

Eco-Jag in Future Car Challenge *p24*

RENNSPORT REUNION

Historic gatherings at two events in California *p30*

'The event is planned to be on a par with the greatest concours around the world – something the UK lacks'

THE WINDSOR CONCOURS OF ELEGANCE ITINERARY

Friday 7 September
Invitation-only Owners' Day, culminating with evensong in St George's Chapel and a gala dinner in St George's Hall, overlooking the quadrangle at Windsor Castle, Berkshire, that evening.

Saturday 8 September
Concours open to the public in the quadrangle of Windsor Castle.

Sunday 9 September
Concours open to the public in the quadrangle of Windsor Castle, plus the Windsor Tour of Elegance from The Mall to Windsor Castle for 60 invited cars.

Tickets TBA. Entry enqulries to Jeremy@thoroughevents.com, +44 (0)7802 266799.

Charade in trouble

Historic French circuit appears to be in terminal decline

Words Kieron Fennelly

DISTURBING NEWS comes from France that yet another circuit is under threat: following the curbing of activity at the Nogaro track and the recent restrictions at Le Mas du Clos, le Circuit de Charade in the stunning Auvergne region is the latest victim.

As at Spa, locals have objected to noise levels. Slack management of the circuit, run by a committee of business interests and the local authority, has allowed the noise limit imposed in 2008 to be exceeded too often. Magistrates have closed the circuit until this can be adhered to and an €80,000 fine paid.

However, enthusiasts complain that the owners should have seen off these threats. They failed to build the gravel traps demanded in an earlier judgement and also failed to contest the unusually low 55dB noise limit imposed. A local politician is proposing that the site be redeveloped for 'non automobile' use.

With 51 corners and barely a straight anywhere, the 8km (five-mile) Charade track opened near Clermont-Ferrand in 1958 and was immediately dubbed the French Nürburgring. Stirling Moss dubbed it the 'most beautiful circuit in the world', and by 1965 it was hosting the French Grand Prix. The following year, crowd scenes from Frankenheimer's film *Grand Prix* were shot there and the French Grand Prix was held there three more times until 1972.

Maintaining the track's infrastructure proved problematic, in particular its crumbling stone banking – a rock thrown up during the 1972 GP almost blinded Helmut Marko. This and other safety concerns caused the F1 circus to decamp to Paul Ricard in 1973 and Charade went into decline.

Rescued from disuse in 1988 by the reconstruction of a 4.4km circuit, Charade seemed assured of a future, with truck-racing events and a Tour de France stage, but there were too few money-making events to sustain it. The action group Agissons pour Charade is fighting back. See www.pour.charade.fr.

LAT

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New roadgoing 250F

UK specialist creates a road-legal, BMW-powered Maserati 250F replica

HISTORIC MOTOR SPORT specialist Andy Peace has launched a new roadgoing replica of the iconic Maserati 250F, using 1980s BMW mechanicals. The Tipo250 is handmade to order at Andy's Nottinghamshire, UK base, with chassis, suspension and steering built in-house, and fitted with the straight-six 2.5-litre engine, five-speed Getrag gearbox and differential from the 1980s BMW E30 325i. Bodywork is hand-formed aluminium, and the car weighs just 680kg.

Triple Weber carburettors or throttle-body fuel injection can be fitted, the former option giving the most authentic look – the real thing used a straight-six 2.5-litre engine running triple Webers from its introduction in 1954, before the works cars switched to a V12 for the 1957 season.

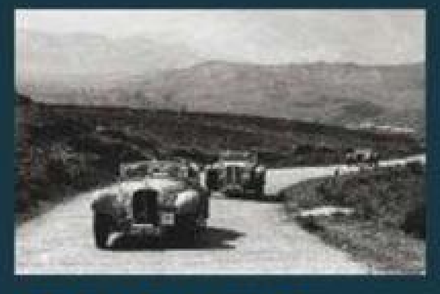
The Tipo250 is road legal when fitted with subtle cycle guards over the wheels and has already passed the IVA test. Prices vary according to specification, but reckon on around £75,000. More on www.tipo250.co.uk or +44 (0)115 926 5593.

In brief

COBRA 50TH AT LAGUNA
Shelby Cobra is to be the featured marque at the 2012 Rolex Monterey Motorsports Reunion at Laguna Seca, California, in celebration of the car's 50th anniversary. It will be the first time in 39 years of historic racing at Laguna Seca that the Cobra has been commemorated.
// www.laguna-seca.com

TRACK DAYS AT LIME ROCK
For the first time in its history, the historic Lime Rock Park racetrack in Connecticut, USA, is to be opened to owners of road cars for track days. The day, which includes one-to-one coaching, meals and a full four hours of track time, costs $995.
// www.limerock.com

GAYDON EXPANSION PLAN
The Heritage Motor Centre in Gaydon, Warwickshire, UK is planning an all-new building to house its collection of classic cars, plus a new restoration and conservation workshop. The current building allows the display of 160 cars – but there are 300 in the collection. The museum has received £51,000 from the Heritage Lottery Fund to enable it to progress the plans, which will cost £2.5m in total.
// www.heritage-motor-centre.co.uk



ATALANTA REVIVED
A UK-based company is planning to revive the Atalanta marque of the 1930s, by creating a modern version in the traditional coachbuilt style of the original. Martyn Corfield, who is behind the venture, was featured in *Octane* issue 80 for his recreation of the 1954 Austin-Healey endurance record attempt. He plans for the pre-production prototype to be unveiled in Spring 2012, 75 years after the first Atalanta was announced.
// www.atalantamotors.com

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Jag sparks interest

Surprise entry of a battery-powered E-type stole the Future Car Challenge show from Gordon Murray and co

Words Richard Streeton

FEW COULD HAVE EXPECTED that one of the stars of the 2011 Future Car Challenge would in fact be a car that dated from 1961, but it was an electric Jaguar E-type from German wind farm company Windreich that attracted the most attention.

The Future Car Challenge is an annual event designed to showcase the car industry's advancements in the field of green motoring. In its second year now, major manufacturers head to Brighton to complete the famous Emancipation Run, albeit in reverse.

This year, as the participants assembled on Madeira Drive on the Saturday morning, it wasn't the brace of Gordon Murray golf buggies that proved a draw, and nor was it the appearance of Damon Hill in a Peugeot 508 hybrid, but the sight of the E-type emblazoned with 'wind energy' stickers – the irony being that the event was celebrating modernism and forward thinking, yet the best-looking car there was 50 years old.

The electric E-type features a lightweight aluminium body, helping to keep it down to just 1100kg despite the weight of the batteries. Where the engine once sat now lies a host of French-made batteries and computing power. The electric motor is from Switzerland and it is mated to a two-speed gearbox taken from a drag car. The 'box is ideally suited to the car, first gear providing acceleration and second being used for cruising. There are two battery packs, one in the front and one in the back, which combine to give 32kW of power.

Windreich's Tobias Aichele explained: 'Normally the range is around 215km but it depends on how you drive it. I've been at the Nürburgring and drained the batteries in 30-40 minutes. If you drive very slowly then you have over 200km.'

The Future Car Challenge was a huge success for Windreich as, later in the day at the awards ceremony, they picked up the prize for the most energy-efficient sports car, prototype class – and the electric E-type stole the hearts of the spectators.

THE FUTURE'S BACK...

Great Scott! In Jericho, New Jersey, medical doctor Dave Delman was inspired to build an electric DeLorean after watching the movie *Who Killed the Electric Car?* in 2007, and within a year had a working vehicle, documented on http://electricdelorean.com.

Now the revived DeLorean Motor Company (DMC) has unveiled its own prototype electric DeLorean, intended for eventual manufacture. DMC, formed in 1995 when it bought the rights to the company name, worked with Epic Electric Vehicles to develop the electric powertrain, and is planning to put the car into production by 2013.

The company had already announced its intention to sell 'new' DeLoreans, which use a combination of new-old stock, original-equipment manufacturer parts and its own reproduction parts, built on a new, improved design of the stainless steel chassis.

More on http://delorean.com.

Rain improves play at *Octane* track day

Eclectic range of classics go zinging in the rain at Goodwood

THE FINAL *OCTANE* track day of 2011, held as usual at the legendary Goodwood Circuit on Thursday 3 October, and sponsored again by EFG International, offered the drivers a real challenge.

As *Octane* test driver and race instructor Mark Hales put it: 'The track is wet in some place but drying in others, so it is easy to get caught out as the variable grip snatches.'

The owner of the Porsche 356 managed to spin a couple of times but then took advantage of Goodwood's instructor to improve his lines. Mark Hales was instructing in a Mazda MX-5, which proved ideal in the conditions because it was the perfect drifter, and Glen Mason seemed to be on the circuit all the time in his well-planted GT40. Neil Clifford was out in his recently purchased Porsche 968 and was very pleased that the model had made last month's cover of *Octane*.

Watch out for the dates for next year's *Octane* Track Days: the right crowd and no crowding.

StoreMags

Bespoke MGB GT launched

FRONTLINE DEVELOPMENTS has revealed the first of its 50th anniversary special edition MGBs, with an official launch at the NEC Classic Motor Show.

The LE50 is a bespoke-built MGB GT based on a new seam-welded British Motor Heritage bodyshell and powered by a new 215bhp 2.0-litre four-cylinder Mazda engine, mated to a six-speed Mazda manual gearbox.

Suspension is by Frontline's aluminium front wishbones and uprights, and its five-link rear set-up, with braking dealt with by billet-alloy four-piston calipers and vented discs.

Interior specification is to a much higher quality than the original's, fully lined with Dynamat sound deadening, Wilton carpets and a choice of leather or Alcantara upholstery.

The LE50 will start at £49,900 from Frontline. More on +44 (0)1235 832632, www.frontlinedevelopments.com.

Heritage boost at Aston

New plans for Aston Martin's Works Service will provide the Heritage division with extra space and a showroom in the 'Olympia' building

ASTON MARTIN WORKS SERVICE has revealed the long-term plans for its historic site at Newport Pagnell, the location of the Aston Martin factory from 1954, before main production was transferred to Gaydon, Warwickshire, in 2003.

Building work for the first phase of changes at Works Service is now underway, to add a fully operational Aston Martin dealership. As part of this, the building frontage is being rebuilt, and the main workshop reworked to represent the modern Aston Martin corporate identity.

The heritage workshops are currently being assessed to determine the extent of the repairs needed to the building, some of which was built making use of the steel roof beams from the remains of the Salmons & Sons sawmill/woodshop – which burned down in 1933. The scorch marks on the beams are still visible.

Next door, the overcrowded panel shop, home to many major restorations, will move to a larger, more central location within the site, probably close to the current car wash facilities. The current panel shop building, nicknamed Olympia due to its shape, started life as an aircraft hangar. Its false ceiling, added later, is thought to hide features from the building's time during World War Two as a cinema, including a coat rack that was hoisted into the roof during showings, apparently to eliminate the chance of German spies pick-pocketing visitors' coats. It later became Aston Martin's Experimental Shop but the plan for this historic building now is to restore it for use as the showroom and parts counter for the heritage side of the business.

Across the road from Works Service is Sunnyside, the house that served as the Aston Martin HQ, and the two- and three-storey buildings that were used as offices and factory space respectively, and which date back to the days of Salmons & Sons (later renamed Tickford) coachbuilders, which occupied the site from the early 1800s. The two-storey building was constructed in the 1840s, and the three-storey part added in 1910. The latter is considered the oldest purpose-built car manufacturing building in the UK.

These buildings were sold by Aston Martin in 2007 (the Newport Pagnell site having been outgrown in terms of production) and stripped out by the purchasing property developers, but the local council placed a preservation order on the buildings, and new site owner Tesco now seems committed to restoring them because of their prime location at the entrance to the planned new Tesco store.

'We could knock all this down and start again, or move to another location,' says Kingsley Riding-Felce, director of Works Service, 'but it would never be the same. We couldn't recreate the history we have here, or the skills of the workforce. We have a duty to look after these buildings and to pass down the skills to a new generation of craftsmen here in Newport Pagnell.'

Follow developments at Works Service as they happen at site.astonmartin.com/eng/worksservice.

In brief

MP CALLS FOR MoT CHANGE
The Rt Hon Greg Knight MP, chairman of the All Parliamentary Historic Vehicles Group, has welcomed the UK Government's launch of a new MoT exemption consultation paper. The paper is to canvass opinion on whether pre-1920, pre-1945 or pre-1960 vehicles should be exempt from the MoT test.
// www.gregknight.com

DEUCE WEEK AT PETERSEN
The Petersen Automotive Museum in Los Angeles will celebrate the 80th anniversary of the '32 Ford with a week of events from 29 February to 25 March. Historic '32 Fords will be on show in the museum, there will be tours and visits to hot rod shops and museums through the week, and Deuce Day on 3 March.
// www.petersen.org

NEW YEAR'S DAY RUN
Magic of Motoring's popular New Year's Day classic car charity run will start this time from the HQ of Red Bull Racing in Milton Keynes. All pre-1975 classics are welcome, with entry costing £40 per car. It leaves Red Bull at 10.30am, calls in on the Stony Stratford Vintage Car Gathering, and finishes at Sywell Aerodrome.
// www.magicofmotoring.com

AC VETERAN ON TRACK
The AC Owners Club Goodwood Sprint always throws up a few surprises – but none more satisfying than 100-year-old Sam Troth's guest appearance. He worked at AC Cars between 1947 and 1958, and then between 1964 and 1975. His comment on returning to the pits after a few laps being driven by ACOC member Mike Smith was: 'Can you go faster next time?'
// www.acownersclub.co.uk

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In brief

SAAB HEADS EAST?
The long and drawn out saga of Saab's life after GM looks like it may finally be resolved. Chinese companies Pang Da Automobile and Zhejiang Youngman Lotus Automobile have agreed to buy the company for €100m, also promising €600m long-term funding. The deal needs approval from the Chinese Government.
// www.saab.co.uk

LOTUS F1 NAME SETTLED
Finally it looks as if the confusing Lotus naming situation in Formula 1 (where two teams went by the same name) will be settled for 2012. Tony Fernandes' Team Lotus will be renamed Caterham, following his recent purchase of the company. That leaves Group Lotus's title-sponsorship of the black-and-gold Renaults to become known as Lotus Renault GP.
// www.lotuscars.com

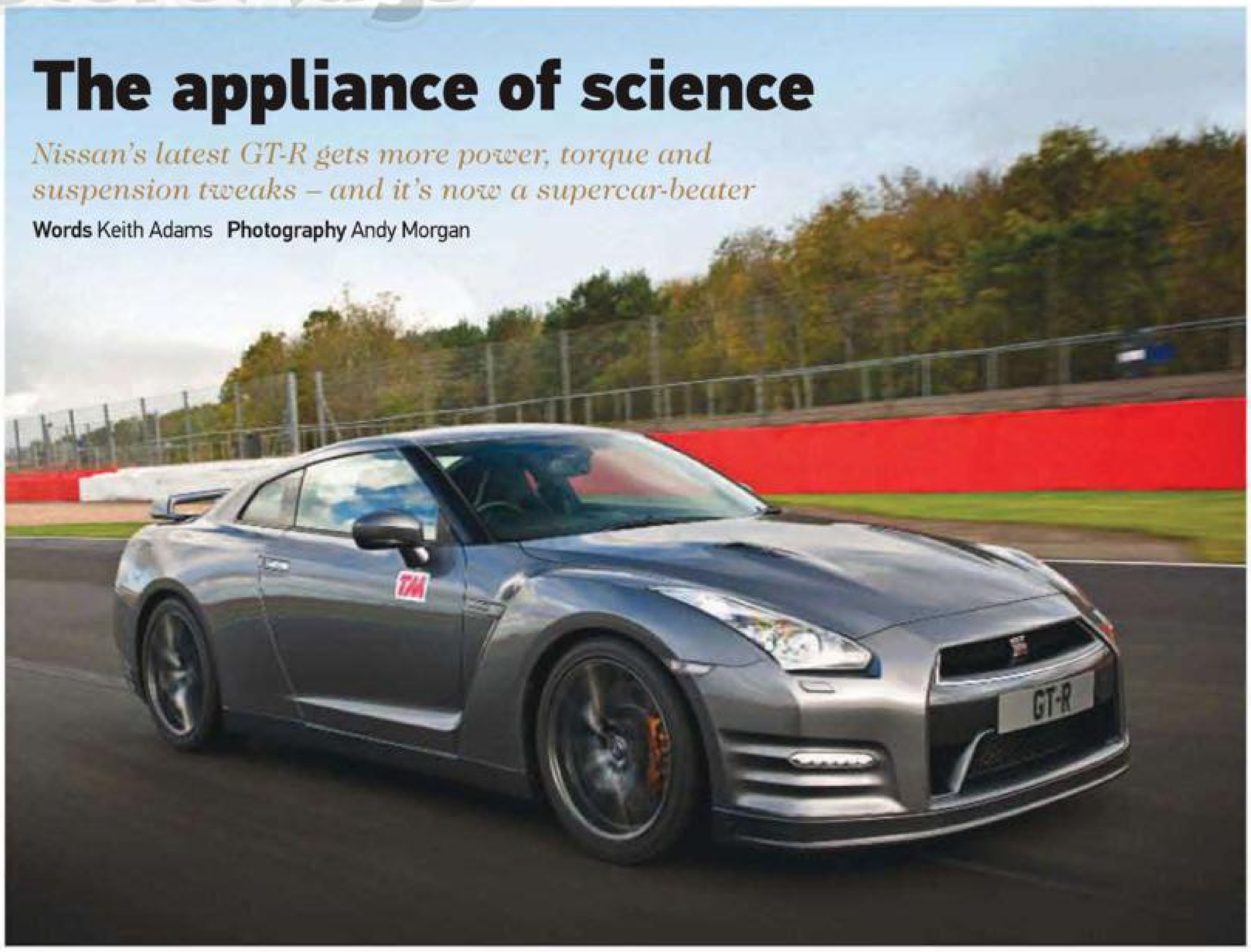
UK CARMAKER GRANTS
Bentley, Jaguar Land Rover and Lotus are to receive around £15m in Government grants. They were awarded Regional Growth Fund grants, which Bentley says will safeguard 200 jobs. Lotus says its £10.4m grant will help to create around 1000 jobs in Norfolk.

75 YEARS OF MORGAN'S 4/4
Morgan has introduced a special edition of the 4/4 to celebrate the model's 75th birthday. The new 4/4 75th Anniversary comines the smaller size of the 4/4 with the 142bhp 1999cc four-cylinder engine of the Plus 4. It's available in black, red or white, with black wheels and a matt black stripe. It's priced at £32,000 plus VAT.
// www.morgan-motor.co.uk

The appliance of science

Nissan's latest GT-R gets more power, torque and suspension tweaks – and it's now a supercar-beater

Words Keith Adams **Photography** Andy Morgan



THE CURRENT Nissan GT-R is comfortably the quickest four-seater coupé around the Nürburgring Nordschleife, and hurls itself from 0-60mph in a shade over 3 seconds. Nothing at the price (£71,950 in the UK) comes close in terms of sheer ability and raw pace. It really is a weapons-grade example of the appliance of science.

And now it's just become even better. For 2012, the R35 GT-R gets more power (up from 523bhp to 542bhp), a few subtle cosmetic tweaks up-front, and an intriguing asymmetric suspension set-up.

We were invited for a ride in the 2012 GT-R at a wet Silverstone, alongside its 2011 counterpart. Pulling out of the pitlane, it's clear that the additional 19bhp from the twin turbo V6 makes a noticeable difference. It feels more urgent at the top end, more eager to rev, and delivers a seamless spread of power through its quick-changing six-speed paddleshift 'box. In the dry, and with launch control engaged, Nissan is claiming that the 2012 GT-R will scorch from 0-60mph in just 2.7sec.

Incremental improvements in dynamics are all about making the GT-R even sharper and more responsive. That aysmmetric suspension set-up (it's stiffer on the driver's side) seems odd, but chief engineer Katzutoshi Mizuno believes it's a step-change – one that reflects his fetishistic attention to detail.

On track, the 2012 GT-R turns-in more keenly than the old one, and the mid-corner transition from under- to oversteer is even more controllable. But the changes are extremely subtle.

Nothing came close to the 2011 GT-R in terms of technological density, sheer speed, and focused madness for the money. Engineer Mizuno explained his ambitions for the latest version: 'Every year, I want to make it faster, but not at the expense of driveability. What makes the GT-R unique for a supercar is that anyone can drive it.'

SKYLINE GT-R HISTORY

1 // Prince Skyline ALSID-1 (1957-1963)
The Skyline begins with 1.5 litres – produced by luxury car maker Prince, before it was bought out by Nissan.

2 // Nissan Skyline GT-R PGC10 (1969-1972)
The first GT-R, packing 160bhp from 2.0 litres. Hugely successful in Asian touring car racing.

3 // Nissan Skyline GTS-R R31 (1985-1987)
Group A homologation special with 210bhp. GT-R moniker not used, but its performance is worthy of the badge.

4 // Nissan Skyline GT-R R32 (1989-1994)
First GT-R since 1973 – and what a comeback! Featured 4WD, 4WS and twin turbos to rewrite the fast car book.

5 // Nissan Skyline GT-R R33 (1995-1998)
All the tech of the R32, but now with active limited-slip diff for even more foolproof handling. Heavier, but still awesome.

6 // Nissan Skyline GT-R R34 (1999-2002)
More power and more tech to cement the GT-R's reputation as the ultimate supercar slayer – capable of 186mph.

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The John von Neumann, Bruce Kessler, Richie Ginther
1957 Lime Rock and Laguna Seca Winning
1956 FERRARI 500 TESTA ROSSA
Coachwork by Scaglietti

Formerly the Property of Prince Sadruddin Aga Khan and Pierre Bardinon
1965 FERRARI 500 SUPERFAST
Coachwork by Pininfarina

1929 BENTLEY 4 1/2 LITRE
DUAL-COWL SPORTS TOURER
Coachwork by Vanden Plas

Matching-Numbers Example
1955 AUSTIN-HEALEY 100/4 BN2 "LE MANS"
Without Reserve

1928 BUGATTI TYPE 38 TOURER
Coachwork by J. Figoni

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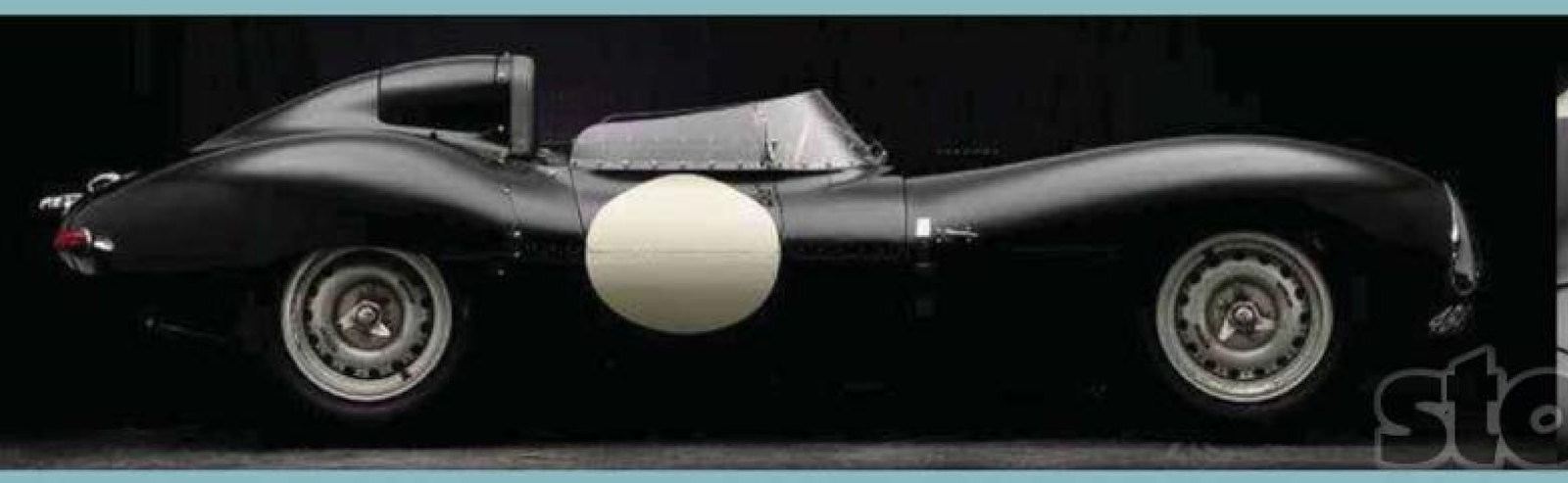

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PRIVATE TREATY SALES AT KIDSTON SA

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1955 **GHIA STREAMLINE X 'GILDA'** ● 1955 **JAGUAR D-TYPE** (ILLUSTRATED) ● 1961 **MERCEDES-BENZ 300SL ROADSTER** ● 1964 **SHELBY COBRA 289 MKII**
1968 **ALFA ROMEO *TIPO* 33/2 2.5 LITRE DAYTONA COUPE** ('THE ANGOLAN DISCOVERY') ● 1968 **ALFA ROMEO *TIPO* 33/2 LE MANS LONGTAIL**
1969 **LAMBORGHINI MIURA S** ● 1987 **FERRARI F1/87 FORMULA ONE *MONOPOSTO*** (AUSTRALIAN AND JAPANESE GP WINNER)

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

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14-16 OCTOBER
Laguna Seca, California, USA

RENNSPORT REUNION

Porsche 9-heaven

Laguna Seca proved the perfect venue for the fourth Rennsport Reunion – but it may have been upstaged by a show a few miles away…

Words and photography Delwyn Mallett

THE LAGUNA SECA commentator described the closeness of the race action as 'tailbone to belly button', an epithet you'd never imagine Murray Walker using even at his most excitable, but it captured perfectly the proximity of Porsches – on *and* off track – buzzing around the beautiful Monterey Peninsula, which played host to two huge events on the same weekend.

The Rennsport Reunion has become the Olympics of the Porsche world and is a magnet for the faithful. Given that more Porsches have been sold in sunny California than any other state, and indeed most other countries, it's surprising that this was the first time the event had been held on this side of America.

The first Rennsport meeting was the brainchild of Porsche North America's long-serving PR man Bob Carlson and ex-pat Porsche racer Brian Redman. Held in 2001 at Connecticut's Lime Rock race circuit, the event turned out to be a far greater success than anticipated and the pair immediately started planning Rennsport II, which moved to Florida's much larger Daytona International Speedway for the 2004 event. Rennsport III took place at the same venue in 2007 but, despite the overwhelming success of the meeting, it was feared that it might be the last Rennsport, as Bob Carlson succumbed to cancer shortly after. Fortunately West Coast collector, restorer and former 935/962 racer Bruce Canepa stepped up to the plate and, with Gill Campbell of Laguna Seca Raceway, and the support of Porsche Cars North America, started to plan Rennsport IV.

Laguna Seca is one of the great racetracks of the world, worth the trip simply to watch the cars negotiate the famous Corkscrew. In almost perfect weather, approaching 350 historic Porsches lined up to race, and more than a thousand others lined the parking areas. All eight races were a treat to watch but, rather fittingly, Brian Redman won an exciting Weissach Cup race, placing his Collier Collection 908/3 ahead of a pair of hotly pursuing 917s.

The Sunday brought a conflict of interest for some fans with a parallel event, the Porsche Race Car Classic, held at the nearby Quail Lodge Resort in Carmel Valley. It was a charity event in aid of lung cancer research, and organiser Steve Heinrichs – author of the definitive history of the Porsche Speedster and himself

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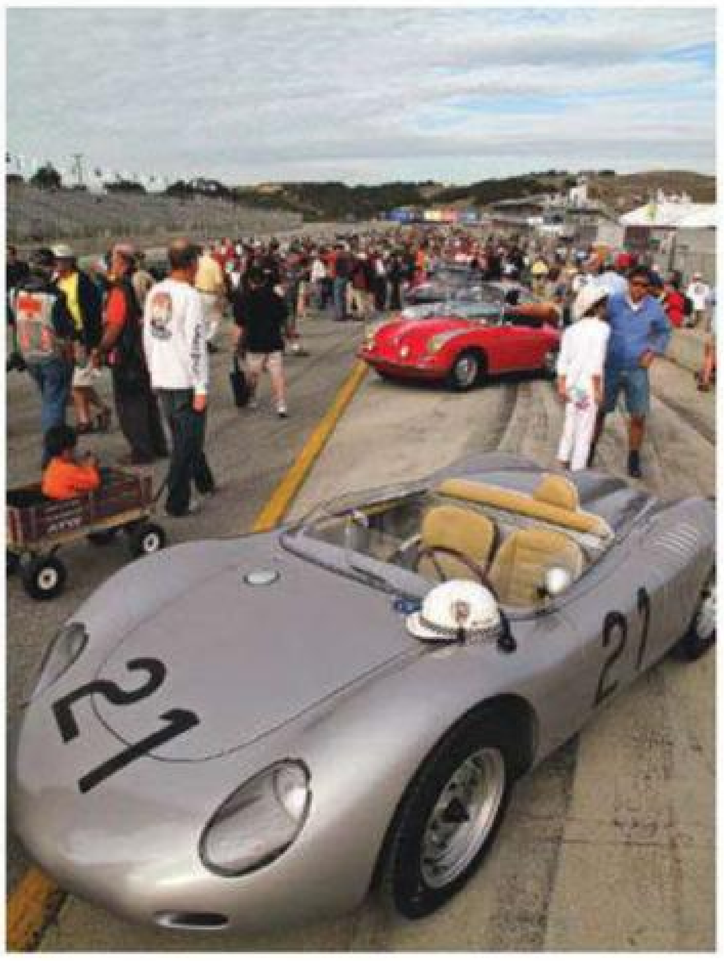

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Fabulous rarities such as the spaceframe 1964 Porsche Platypus special (below right) starred at Rennsport Reunion, held at the Laguna Seca Raceway, while not far away was the Porsche Race Car Classic, where Jerry Seinfeld's 550 Spyder (above) debuted.

'The automotive dishes revealed would certainly have warranted three stars in *Le Guide Michelin*'

a lung cancer survivor – had gathered together a quite extraordinary collection of competition cars covering the first 15 years of Porsche racing history. It made for a gathering the like of which has never happened before and would be unlikely to occur again soon.

An added sense of occasion was created by all of the cars on the display field being draped in car covers. Owners were asked to stand by their cars and on command simultaneously remove the silver shrouds, like so many waiters removing serving cloches to reveal the chef's culinary delights. And the automotive dishes unveiled would certainly have warranted three stars in *Le Guide Michelin*.

Two Gmünd coupés, four America Roadsters, around 30 Spyders of all types and half of the 20 Carrera Abarths ever built created a breathtaking, shimmering sea of silver. There were more than 170 breathtaking Porsches to feast on but the undoubted highlight of the event was the first public showing of TV star Jerry Seinfeld's newly restored 550 Spyder, chassis number three. This prototype 550 was the first to be fitted with Porsche's legendary four-cam engine when it ran in the sports car race at the Nürburgring in August 1953. After a couple more events in Europe, 550-03 was shipped to the US, fitted with a pushrod engine, and entered in the Carrera Panamericana road race.

Seinfeld's car, resplendent in its Carrera Panamericana/Fletcher Aviation livery and wearing its factory hardtop (which it didn't actually carry in the race) brought a well-deserved round of applause. The very first 550 Spyder – from the Collier collection and also in its Carrera Panamericana livery – was in close company to the Seinfeld car, as well as the Porsche Museum's own open Carrera 550. Among the many personalities on hand to witness the unveiling were the racing legend and ex-Carrera star Hans Herrmann and Dr Wolfgang Porsche.

'For One Day Only. The Greatest Porsche Show On Earth', ran the pre-event billing. It's a promise that might have smacked of the fairground huckster, but on this particular Sunday the Porsche Race Car Classic more than lived up to its grand claim.

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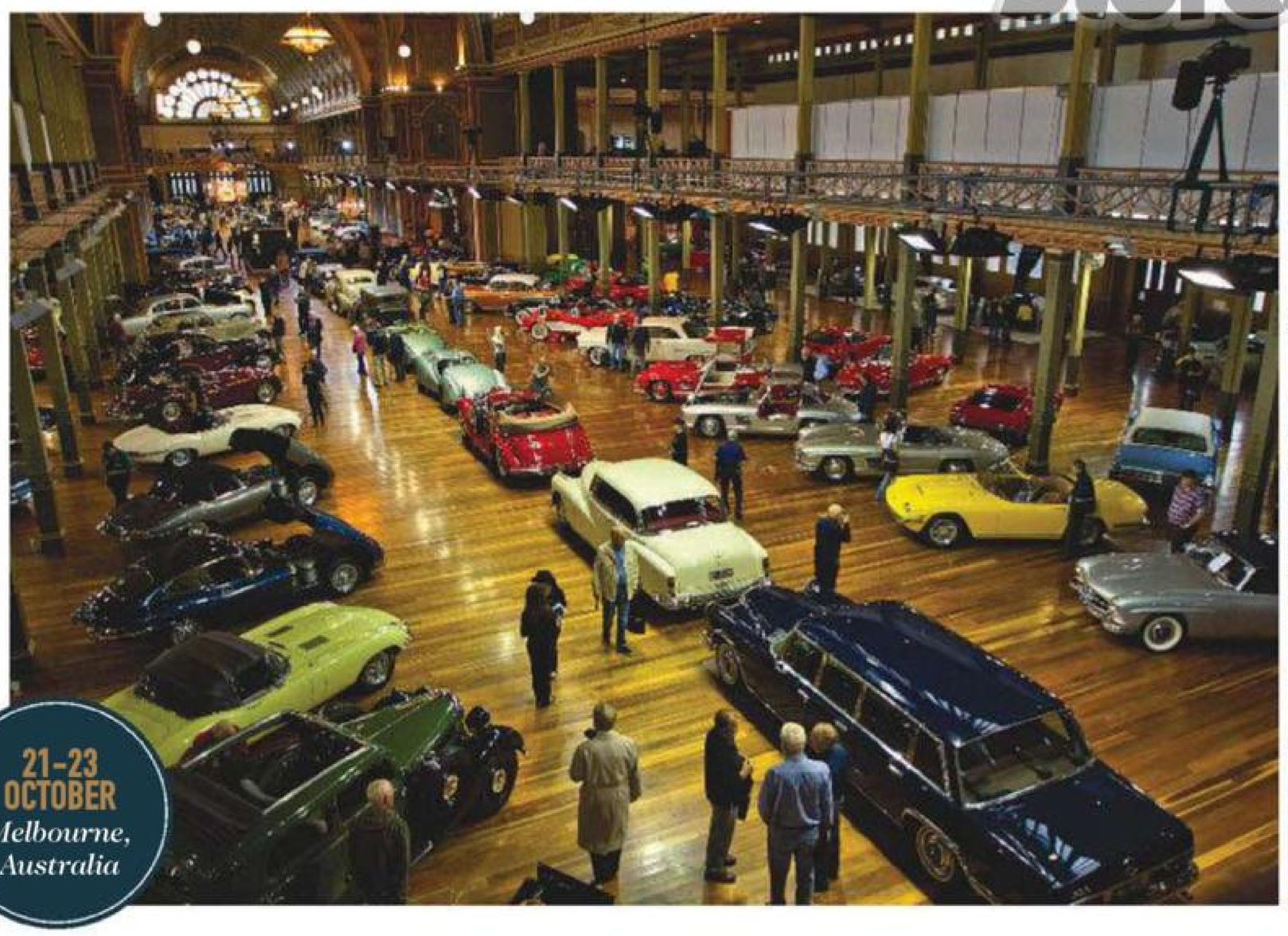

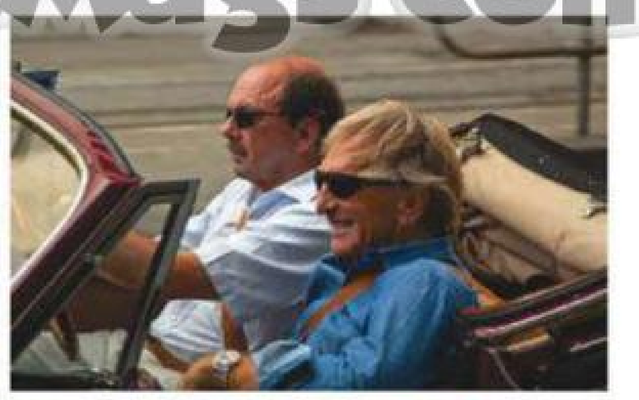

21–23 OCTOBER
Melbourne, Australia

MOTORCLASSICA

Top show down under

Melbourne's second Motorclassica builds on the inaugural event's success

Words and photography Ben Dillon

FROM THE MOMENT Derek Bell rattled the 130-year-old leaded-light windows of the Royal Exhibition Hall in Melbourne by revving the engine of his 1987 Le Mans-winning Porsche 962, the second Motorclassica was bound for glory.

Like any movie sequel, the pressure to better the original is a strong motivational force – doubly so after *Octane* rated last year's inaugural Motorclassica as our 'World Event of the Year'. And this year's highly anticipated event featured a depth of quality and variety that surpassed the standard set in 2011, with 110 cars on show boasting a combined value of more than AU$100 million (£65 million).

Australian racing great Vern Schuppan joined Derek Bell, along with 16,000 visitors who took in the diverse range of vehicles on display.

'I think it's amazing,' Bell enthused. 'When you see the quality and preparation of the cars it's astonishing. And this beautiful building lends itself perfectly to it.'

Australians have an affinity with the V8, and while Australian and US muscle cars were on the menu, the overall palate of Motorclassica was a swirling blend of flavours with a spread of iconic and intriguing vehicles, from the oldest Benz in Australia – an 1896 Benz Velo – to one of only seven 1973 Chapron-built Citroën DS23 Pallas Prestige limos, an Alvis TB21 Roadster, Mercedes-Benz 540K and 1973 Porsche 911RSR.

Away from the static indoor display, Tour Classica saw 78 entrants start from the Australia Grand Prix pitlane at Albert Park and head into Melbourne, mixing with modern machinery and turning heads along a 6.9km route to the Exhibition Hall. The sight of cars such as a Lamborghini Miura SV, Mercedes-Benz 300SL Gullwing and Facel Vega going wheel to wheel with lunchtime traffic was a treat for spectators and drivers alike.

Motorclassica also saw the unveiling of the 1969 Holden Hurricane concept – a car largely forgotten by both the company and motoring public – fresh from a three-year restoration, having not seen the light of day for nearly 40 years. The Bonhams auction house was on site with an impressive array of collectables, bikes and cars for sale, highlights of which included an ex-Australian Government 1967 Rolls-Royce Phantom V by HJ Mulliner Park Ward and a gorgeous Lancia Aurelia B20GT, which sold for $159,000 (£103,000).

The coveted 'Best in Show' award went to Gary McMillan for his Bentley Speed Six, first delivered to Oswald J Syme (son of publishing giant David Syme) in November 1927, fitted with a Mulliner saloon body on a standard 12ft chassis. The Bentley was upgraded over six years to Speed Six specifications and now wears replica Vanden Plas-style 'Le Mans' bodywork.

'The sight of a Lamborghini Miura SV, Mercedes-Benz 300SL Gullwing and Facel Vega going wheel to wheel with lunchtime traffic was a treat for spectators'

MOTORCLASSICA CATEGORY WINNERS

Best in show
1927 Bentley Speed Six

Antique, veteran and Edwardian
1908 Isotta-Fraschini FENC 10hp semi-racer

European and British vintage
1926 Delage DISS boat-tail tourer

American vintage and pre-war
1940 Ford Deluxe Convertible

European and British pre-war
1933 Hispano-Suiza HS26 Junior Cabriolet

European and British post-war classic
1961 Mercedes-Benz 190SL Roadster

American post-war classic
1958 Chrysler 300D Coupe

Modern European and British
1973 Citroën DS Pallas Prestige

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1954 Mercedes-Benz 300SL "Gullwing" Coupe

4,149 Original Miles. This exceptional example is one of only 146 that were built in 1954. This car was originally purchased by the late Willet H. Brown/Hillcrest Motors Collection, at Hollywood Mercedes. With only 4,149 original miles this Gullwing is one of the lowest mileage Gullwing's in existence. It comes with its original tools, manual, service book and registration card from 1962-1965. Having been repainted once, in its original color, everything else on the car is all original. From the Don Williams Collection.
Chassis Number 198040-4500129
Engine Number 198080-4500144

INVESTMENT-GRADE VEHICLE

1947 Bentley Franay Mark VI Cabriolet

Universally recognized as the most successful and expensive post-war Bentley/Rolls-Royce automobile of all time, with the Concours and auction record to prove it. With over 50 show wins and honors it has earned its place in the record books. In August of 1991 at the Rolls-Royce National Meet the Bentley Franay was judged by its peers as "Best of Show" among all competing Rolls-Royce and Bentley automobiles from around the world. Then again in August of 1999 at the Rolls-Royce National Meet held at Dana Point, Calif., it again proved to the world that it was the best by winning the most coveted award that the RROC (Rolls-Royce Owners Club) could bestow, the Royce Memorial Trophy and top senior award "Best of Prior Best of Show." It is also worthy to note that the Bentley Franay, in June of 1995 was awarded "Best of Show" at Hurlingham, England Concours D'Elegance. It also received the "Spectator Trophy," the "People's Choice" and most popular car in the show. For a more complete description and a list of awards this magnificent automobile has won, visit www.Barrett-Jackson.com. From the Ron Pratte Collection.
Chassis Number B 20 BH
VIN B25071

INVESTMENT-GRADE VEHICLE

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INVESTMENT-GRADE VEHICLE

1948 Tucker Torpedo

One of only 51 Tucker automobiles ever produced, this 1948 sedan was made in Chicago by Preston Tucker and is the beneficiary of a high quality frame-off restoration. The popular 1988 movie "*Tucker: The Man and His Dream*" told the saga surrounding the brief production of these cars. Designed to compete with the "Big 3" American auto manufacturer's postwar models, the Tucker was designed to be supremely safe and even features a padded dashboard. From the Ron Pratte Collection.

Chassis Number 1043 Engine Number 33550

INVESTMENT-GRADE VEHICLE

1933 Pierce Arrow Silver Arrow

The Silver Arrow caused a sensation when it was unveiled at the New York Auto show in January 1933. It was the most daring and radical automobile of its day, giving an unnerving glimpse into the future. The $10,000.00 price tag was humbling as well. The top speed of 115 mph was unbelievable for a car of such size and stature. Only five were built. This car is one of three that survived. Previously part of the Harrah's Auto Collection from the early 1960s until 1987. It was restored by the world famous Harrah's facility. From the Don Williams Collection.

ID# 2575018

INVESTMENT-GRADE VEHICLE

1930 Duesenberg Model J Murphy Town Car

After chassis 2401 was mated to engine J-381 its first owner became Mrs. Nanaline Duke of New York City, who took delivery on Halloween in 1930. Mrs. Duke was the widow of American Tobacco Company founder J.B. Duke and was noted for a spectacular gem collection which accentuated the image provided by the stately couachbuilt town car. Several owners later, Judge Pat Ferchill acquired the car for his collection in 1958 and it then passed from his estate in 1985 through Daniel Kruse to Frank and Robert McGowan and Bill and Aniece Lassiter who commissioned its restoration. Mr. Robert McGowan notes that although the car was passed on to the Lassiters in excellent running order, as the engine had be overhauled and sorted by him. The Lassiter restoration was and remains exceptional to this day due to the extreme level of care provided by them and subsequent owners. From the Don Williams Collection.

Chassis Number 2401 Engine Number J-381

INVESTMENT-GRADE VEHICLE

1928 Isotta Fraschini Tipo 8A Roadster Cabriolet - by Castagna

13,350 original miles. This beautiful Isotta Fraschini is a Tipo 8A with wonderful coachwork by Castagna of Milan, Italy. This model was first shown at the prestigious Hotel Commodore in New York in 1928, and was so popular that ten others, nicknamed "Commodore," were built. The Tipo 8A chassis possessed power, speed, and refined engineering. It was coupled with the astonishing coachwork by Castagna allowing it to be sought after by those with discreet taste and wealth. Only a few are known to exist today. From the Don Williams Collection.

Chassis Number 1540

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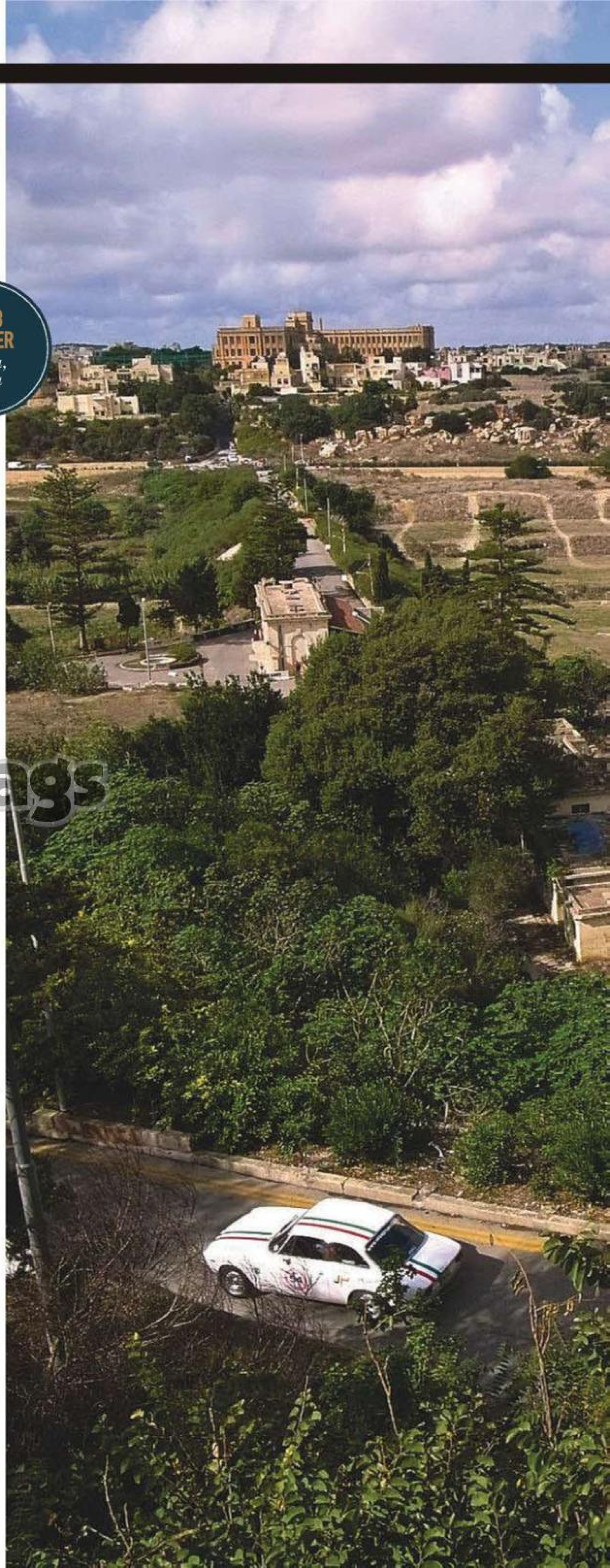
MDINA GRAND PRIX

Maltese pleaser

The third running of Malta's 'Grand Prix' saw thrills and quite a few spills – but with a wonderful laidback atmosphere

Words and photography Mark Dixon

21–23 OCTOBER
Mdina, Malta



MALTA IS A PLACE like no other. Lying just 100 miles off the coast of North Africa, it's been an important trading station for millennia and that's reflected in its unique cultural mix – English first names and Arabic surnames being one of the most obvious manifestations of this cross-pollination.

The Maltese also love driving, even though the densely inhabited island is just 120 square miles in area, and this strong local interest in cars led to the staging in 2009 of the first Valletta Grand Prix – a series of sprints and demonstration runs for classics of all types and ages. It ran again in 2010, but extensive roadworks in 2011 saw the event move to the old Maltese capital city of Mdina, where public roads were closed below the city walls and across the valley to create a roughly rectangular circuit.

The Maltese have a wonderfully laidback attitude to life, which encouraged a number of overseas visitors to bring their cars and take part. UK Jaguar specialist Guy Broad shipped over his much-modified XK120, part of a strong Jaguar contingent that included several XKs and E-types, and local collector Joe Said's C-type replica. Joe kindly lent *Octane*'s deputy editor an XK150 DHC for the event – but a failed clutch put it out of the running after day one. Sir William Lyons' grandson Michael Quinn drove a borrowed XK120 and declared himself touched at the way he'd been treated 'almost like royalty'.

After a 36-strong concours on the Friday, the 'racing' kicked off with individual timed laps on Saturday. Unfortunately, a rare day of prolonged rain made the road surfaces incredibly slippery, which caught out several drivers, fortunately without injury to anything other than bodywork. It was particularly sad to see Charles Sammut's Lotus 23B retire at the end of its very first lap after a coming together with the scenery, but it was far from the only casualty.

However, the greasy roads served as a great leveller, with seriously powerful cars like John Burton's E-type and Charles Kirkby's Jensen Interceptor having great difficulty in finding traction. In these conditions, smaller cars with nimble handling had the advantage, and indeed 27-year-old Steve Borg's homebuilt supercharged Mini 1275 took FTD.

By Sunday the rain had cleared away, and hot, sunny weather soon dried out the track. This time cars were released in short batches according to their performance on the Saturday for 'demonstration runs with overtaking allowed'. Thanks to strict and very careful marshalling, overseen by UK expert Ronn Middleton, the formula worked brilliantly, ensuring some close and spirited but safe dicing. At the end of the day, Gordon Vella's stepfront Alfa Giulia GTV was declared the winner, earning Gordon a handsome watch from event sponsor Bremont.

Octane found the Mdina Grand Prix a hugely enjoyable event, thanks largely to the wonderfully hospitable Maltese. It's not too hard on the cars and would make a great road trip or holiday destination, with ferry services available from France and Italy. Guy Broad says he could foresee a proper Targa Florio-style classic road race being held in Malta, which is part of the EU but refreshingly free of the bureaucracy that afflicts larger nations. We wouldn't be surprised. Check www.vallettagrandprix.com for updates on future events.

'Public roads were closed below the city walls and across the valley to create a roughly rectangular circuit'

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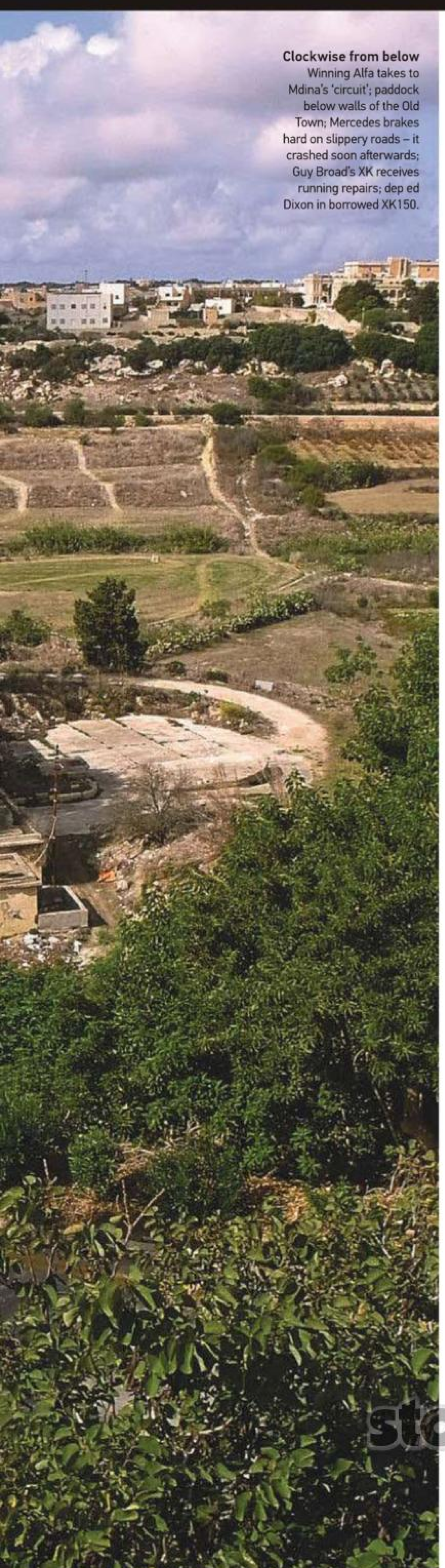
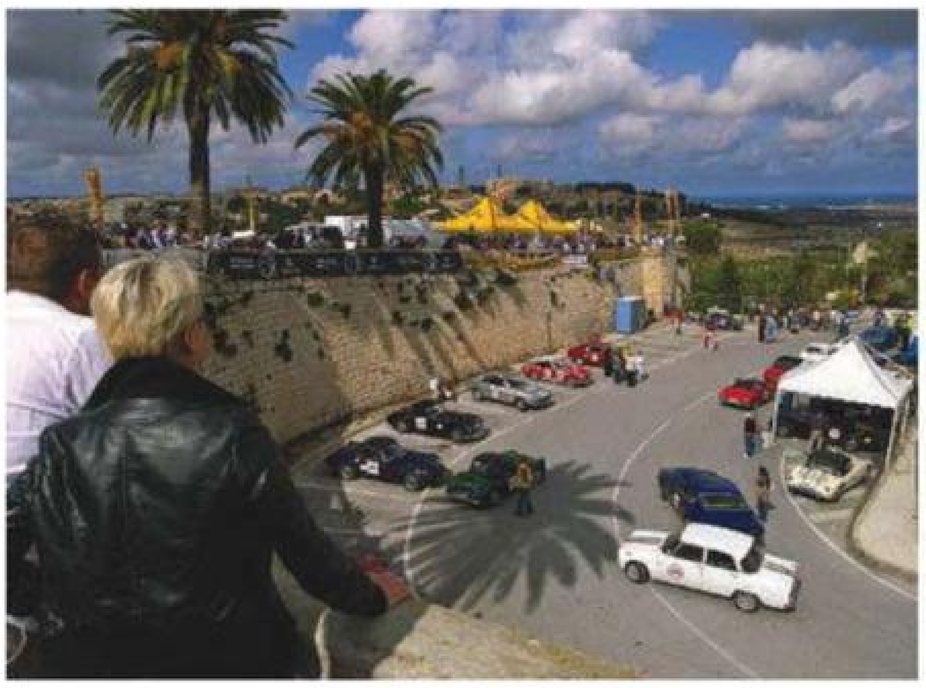


Clockwise from below Winning Alfa takes to Mdina's 'circuit'; paddock below walls of the Old Town; Mercedes brakes hard on slippery roads – it crashed soon afterwards; Guy Broad's XK receives running repairs; dep ed Dixon in borrowed XK150.



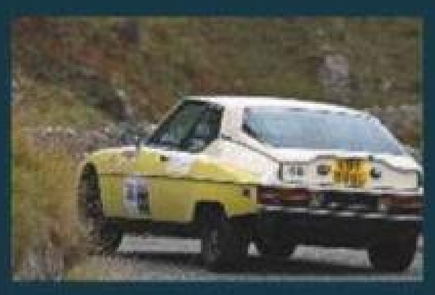
JOANNA BORG

JOANNA BORG

In brief

JAPAN LOTUS DAY
30 OCTOBER
MOUNT FUJI CIRCUIT, JAPAN
Cancelled twice due to the wrath of nature, the Japan Lotus Day 2011 was worth waiting for. The paddock at Fuji was turned into a mini-Hethel, with row upon row of Lotus models to stir the soul. There were demonstrations of classic Lotus F1 cars such as the 88 (above) and lots of Elise, Exige and Caterham racing too. Lotus has long been big in Japan and the cult following for models like the Europa is phenomenal. The garages were also packed with classic machinery. **Peter Nunn**

ECO TARGA FLORIO
29 SEPTEMBER - 2 OCTOBER
FLORIOPOLI, SICILY
The first Eco Targa Florio saw more than 100 teams from 19 countries come to Sicily and join the three-races event. Unusually, the Eco Targa Florio Green Prix was restricted to alternative-energy vehicles, marking the opening of the Eco Mobility International Forum. But it was the Targa Florio Classic and Ferrari Tribute that provided the stars. Highlights were three Ferrari 250GTs, a 1970 365GTB4 Daytona (above), 1975 Dino 208GT4, and a 1990 F40.



MINI BRITANNIA 2011
14 OCTOBER
LLANDUDNO, WALES, UK
This new one-day event in the wilds of Wales attracted a small but hardcore entry of exciting rally cars, which were divided into two categories: Regularity and Targa Britannia. Robert Wheeler won the latter in his Porsche 911, while Steve and Tony Graham in their Lancia Fulvia won the Regularity class. Andrew Brodie's Citroën SM came fourth in a successful first running of this event.

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6 NOVEMBER
London to Brighton, UK

LONDON TO BRIGHTON VETERAN CAR RUN

Brighton rockers

Nearly 500 veteran cars hit the road from London to Brighton in the world's longest-running car rally

Words David Burgess-Wise **Photography** Richard Streeton

NEARLY 550 pre-1905 cars were entered for the London to Brighton Veteran Car Run on 6 November – though such are the vagaries of ancient mechanism that 66 of those failed to make the start, even though several had taken part in the concours on Regent Street the previous day.

Nevertheless, when dawn broke on the Sunday morning, 476 veterans were ready for the off – ranging from diminutive tricycles to a mighty Mercedes 60 with a powerful 9.25-litre engine and a top speed in the region of 80mph – representing something over 140 different marques.

Celebrating the 'emancipation of the road' in November 1896, when cars on British roads were freed from the legal necessity of being preceded by a man on foot, the Veteran Car Run has been held annually since 1927, excepting the War years and 1947 (when the Labour Government's petrol-rationing regime caused its cancellation), and is the world's longest-running motoring event.

This Run honoured German cars, 2011 being the 125th anniversary of the first cars built by Gottlieb Daimler and Carl Benz, and the occasion was celebrated by the rare outing of an 1886 Benz driven by Jutta Benz, Carl's great-granddaughter. Former F1 World Champion Nigel Mansell, unfamiliar in a beard grown especially for the occasion, drove a 1902 Mercedes 40hp; he was first to arrive at the halfway stage at Crawley, followed a few seconds later by young Mat Roberts on an 1897 1.25hp Marot-Gardon tricycle. However, it was Mat who arrived first at Brighton, having taken 3hr 25min to cover the 60-odd miles from Hyde Park.

But the outstanding entry this year was a 1900 Lohner-Porsche driven by Ernst Piech, grandson of the car's designer Ferdinand Porsche, with Andreas Lohner, great-grandson of its builder, as passenger. The 110-year-old hybrid has a four-cylinder petrol engine to drive a massive dynamo that powers big electric motors in the front wheelhubs. 'After all,' Andreas Lohner told me, 'my great-grandfather said that if a carriage is pulled by a horse, then a car should be pulled by its front wheels!'

RAMBLIN' MAN

Octane's publisher reports on an eventful first-time run

Even though I have been the publisher of *Octane* since its launch, I had never had the opportunity to join the London to Brighton – the much-prized invitations usually never get past the editorial staff. This year was different, though, thanks to an invitation from Bonhams – who run the pre-event auction – and I joined Allan Hollett with his wife Tracey, and Keith Gapp of EFG International in Allan's four-seater, single-cylinder 1904 Rambler.

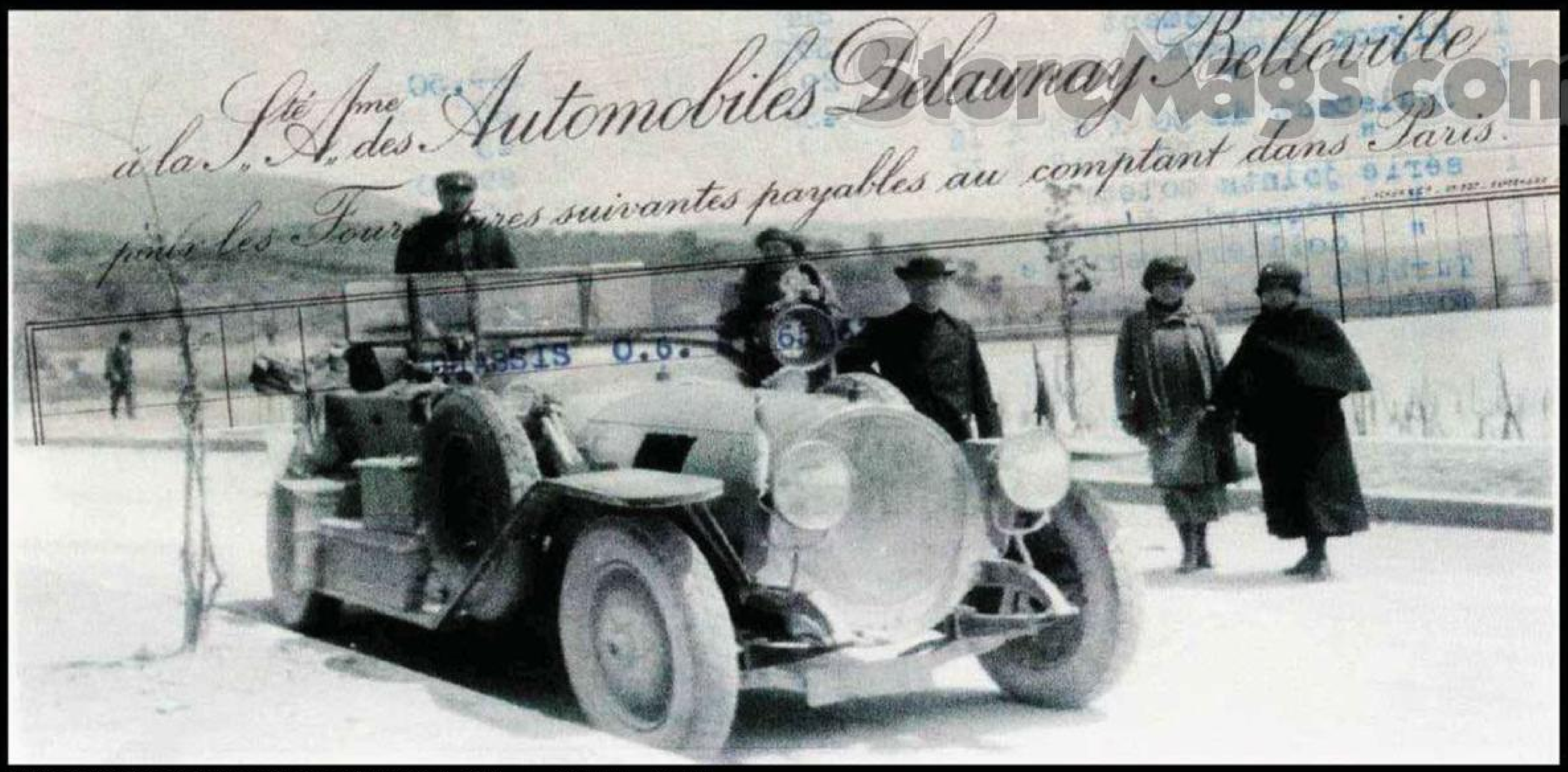
This was Allan's ninth London to Brighton, and he confidently estimated we'd finish in Brighton about 1.30pm. Unfortunately, fate had other plans.

As we headed south of Croydon, the Rambler started to lose power. It was initially thought to be the clutch overheating in the heavy traffic, so we stopped a number of times to try to cool it down, but the car was still struggling. Allan tactfully suggested that the additional weight of Keith and I on board might be overstraining the engine, so we retired to the support vehicle while the car carried on.

There followed a very frustrating three hours when Allan valiantly tried to nurse the Rambler along the A23, but in the end he had to admit defeat and place the car on its trailer for the final 20 miles to Brighton.

It was a disappointing end to what had been a great day, but if the editorial team ever let an invitation slip through their hands again I will look forward to attempting to finish the London to Brighton for the first time once more.

Geoff Love



1913 **DELAUNAY-BELLEVILLE 8 LITRES TYPE O.6** • Estimate: € 400,000 – 600,000

1948 **DELAHAYE 135M CABRIOLET BY POURTOUT** • Estimate: € 300,000 – 400,000

1947 **DELAHAYE 135 MS CABRIOLET BY FRANAY** • Estimate: € 500,000 – 700,000

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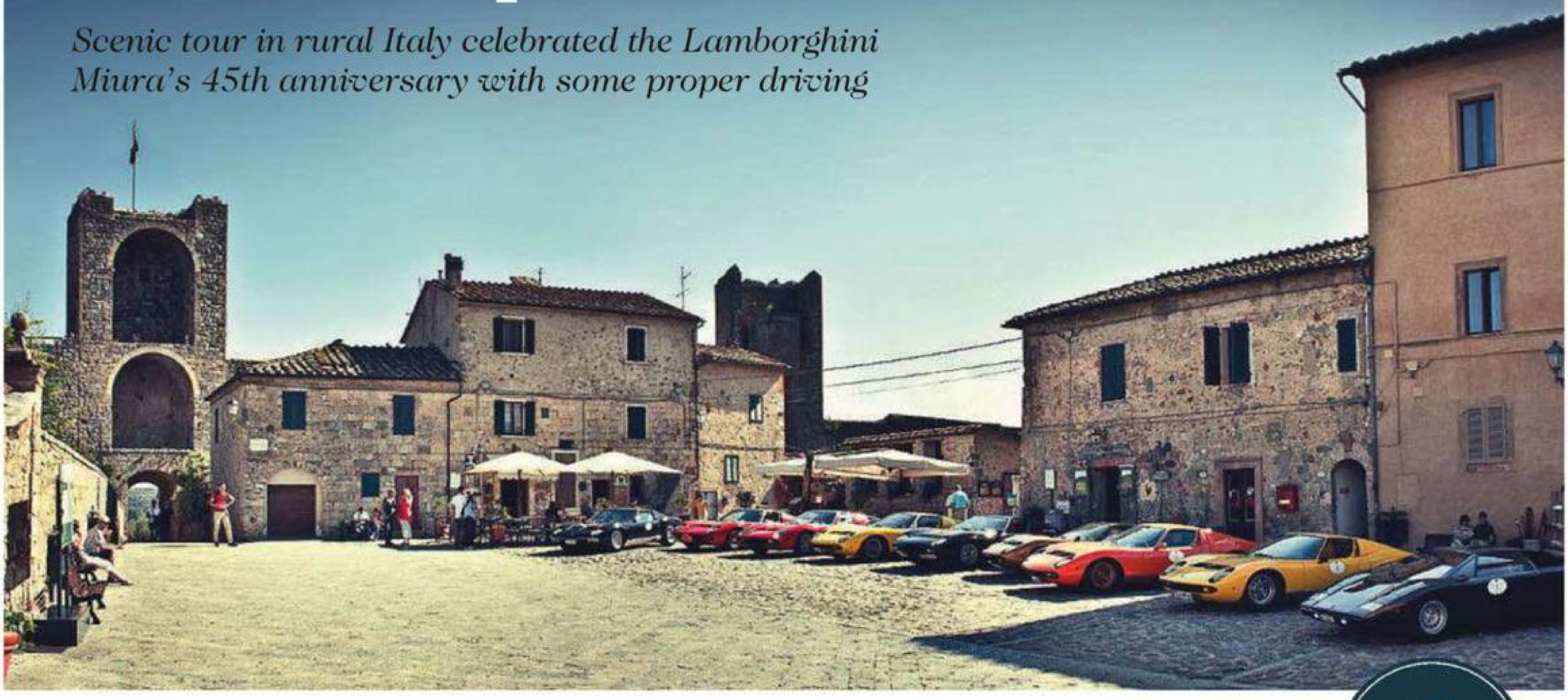
LAMBORGHINI MIURA ANNIVERSARY TOUR

Bulls on parade

Scenic tour in rural Italy celebrated the Lamborghini Miura's 45th anniversary with some proper driving



THE 45TH ANNIVERSARY of the Lamborghini Miura's 1966 introduction was celebrated with a road trip, and the result was three days and over 500 miles of great driving through Italy's finest scenery in the fastest production road car of its day. The idea was formulated by longstanding Miura owner and historian Simon Kidston. 'With the exalted values they command these days, you're more likely to see a Lamborghini Miura being paraded at a concours or coming under the hammer at a world-class auction,' said Kidston. 'We took the initiative to host a rally to remind ourselves of what ownership of these cars should really be about.'

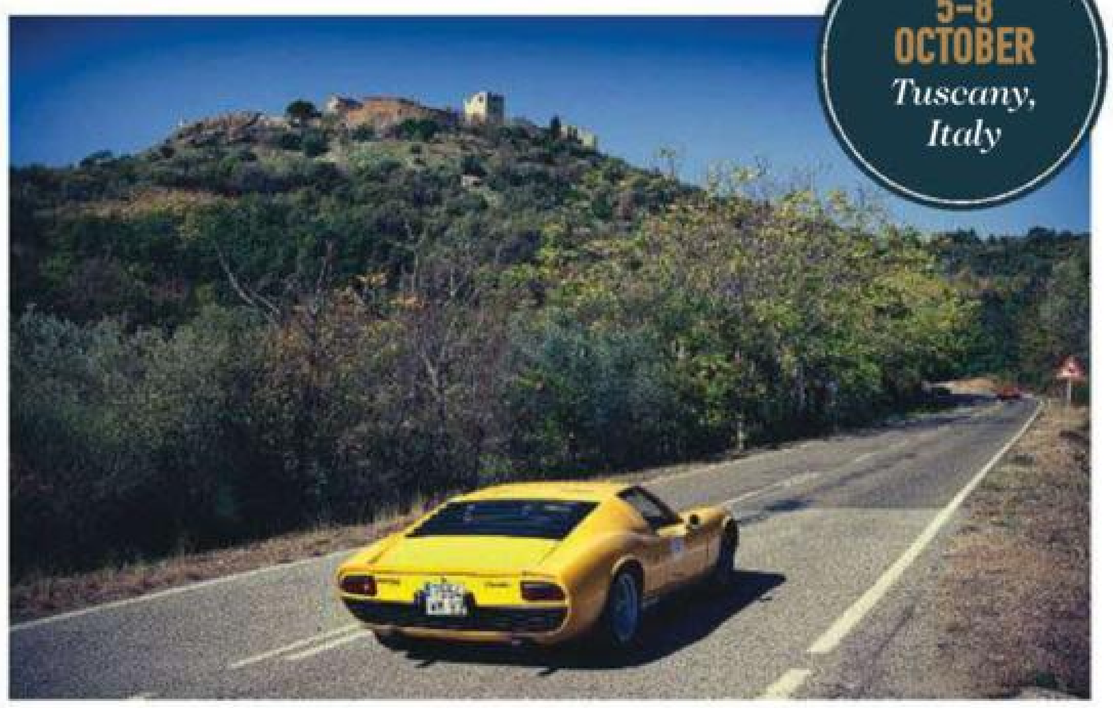
Organised by historic Mille Miglia founder Costantino Franchi's 2fast4you team, the event was based in the coastal Maremma region and took in some of Europe's best roads, the hills of Chianti wine country, Elba's dramatic coastline – with roads the equal of the Targa Florio's – and the beautiful Val d'Orcia near Siena.

Miura owners were guests in ancient homes, rustic restaurants and famous vineyards. At Monteriggioni, an ancient hilltop village closed to motor cars for decades, the walls reverberated to V12 music before owners tucked into lunch at Il Pozzo. As well as the great roads and great food the drivers were honoured by the company of Miura co-designer *ingegnere* Paolo Stanzani – who went on to create the Countach – and Tonino Lamborghini. The latter's stories kept everyone entertained: 'I was just the owner's son and counted for nothing. Stanzani and his team were the ones who created the legend.'

The best part was the driving. 'Flicking a Miura through a series of bends criss-crossing a rocky landscape in quick succession towards Marciana Marina gave the same satisfaction a slalom skier feels when it all comes together – but with a soundtrack few sports can match,' said Darius Fouladi, who brought his Miura S *millechiodi* from the UK.

By the end, all the owners knew – and respected – their cars better than when they'd arrived. Only one Miura 'failed to proceed', and another participant was allowed to bring his angular Countach *periscopica* at the last minute because his SV wasn't ready. Roll on the 50th anniversary tour in 2016.

5-8 OCTOBER
Tuscany, Italy



Top and right
The Maremma region of Tuscany hosted a 500-mile tour for an assembly of Lamborghini Miuras (and one Countach). The drivers were guests in ancient homes and lunched with Lamborghini engineer Paolo Stanzani.

Stoleman

1959 JAGUAR LISTER COSTIN Chassis: BHL 122

BHL 122, the ex Jonathan Sieff Costin-bodied Lister Jaguar, was first raced by Peter Blond, finishing 2nd at Goodwood on Easter Monday 1959. Further competition that year was Silverstone's International Trophy, the Nurburgring 1000kms and Goodwood twice more. Meticulously prepared by Pearsons Engineering for its current owner of over a decade, BHL 122 is very well known and a regular front runner at every contemporary event for which it is eligible

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LA CARRERA PANAMERICANA

Marguerita time

It certainly should be after a hard-fought, week-long, 2000-mile road race across the hazardous, cactus-strewn interior of Mexico

Words and photography Johnny Tipler

AFTER SEVEN DAYS' racing and 2000 miles of speed stages and timed transits on closed Mexican public roads, the first two cars home in this year's Carrera Panamericana were just four seconds apart. That's about as long as it takes to negotiate one of Mexico's mountainous speed bumps. The winning Studebaker of Ricardo Triviño/Marco Hernández pipped the Doug Mockett/Angélica Fuentes Oldsmobile at the final Zacatecas time control after trading the lead with the Studebakers of ChampCar driver Michel Jourdain/Miguel Ángel Diez, with the Buick Riviera of Hilaire Damiron/Horazio Chousal Jr in third. Other Studebakers in contention were those of Raphael Van der Straten/Eric Werner, and former PanAm winner Gabriel Perez.

The front-runners inevitably come from the Tourismo Maior class, province of '50s PanAm specials including the Raymond Loewy-styled Studebaker Champion Regal Starliner coupe and sedans such as the Oldsmobile Super 88, Hudson Hornet, Ford Tudor/Victoria and Buick Riviera. These NASCAR monsters are a fabulous spectacle on the twists and turns of the mountain backroad stages such as Mil Cumbres, and through the cacti of the La Bufa finale.

Quickest of the screaming '60s brigade were the Mustangs and Falcons from Historica C, top Mustang being that of Mats Linden/Dan Hallstrom in eighth, though the burgeoning ranks of 911s from Historica B were very much in the running, with Tomas Lopez-Rocha/Luis Vazquez placing 12th overall.

The much-hyped battle between the Alfa Romeo Giulia Super of Martin Lauber/Conrad Stevenson and the Datsun 510 of Taz Harvey/Rudi Vajdak in Historica A+ hit a ceasefire when the Alfa went off, though it was guns blazing again after it was mended.

There were plenty of fearsome crashes, several even on Day 1, and a nasty incident on Day 4 when a Mustang had a head-to-head with a local car on a cancelled stage. Yet for the most part the event was well organised, marshalled by the usual posse of Federales, and besieged by an enthusiastic population when the race retinue hit town for the night.

For the record, my co-drivers Sarah Bennett-Baggs, Bill Hemmer and I came 95th out of 107 finishers in our Porsche 914GT/4, ahead of several seasoned campaigners and more potent machinery.

Look out for the full saga in next month's issue of *Octane*.

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CAVALLINO CLASSIC XXI

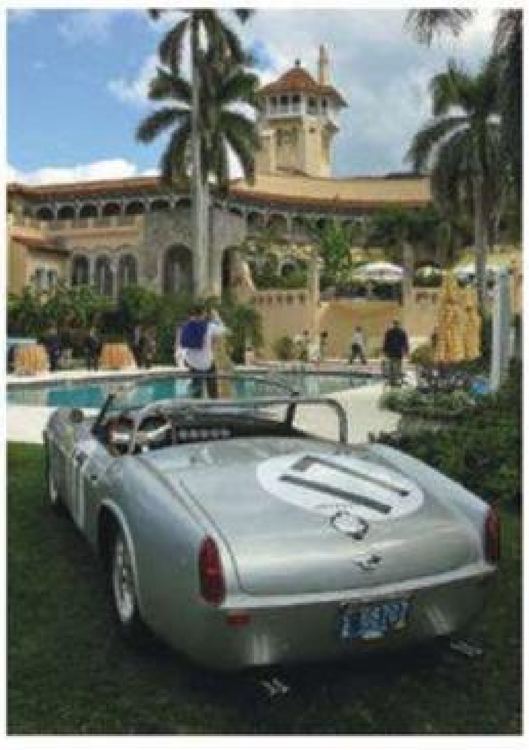
Florida's Ferrari-fest

Opening the season in suitable style, the Cavallino Classic XXI is a Ferrari-only festival not to be missed

Words Keith Bluemel **Photography** Keith Bluemel and Mathieu Heurtault

THE 2012 CAVALLINO CLASSIC will be held in Palm Beach, Florida – the place to be if savouring stunning classic Ferraris in the winter warmth of Florida is on your wish list.

The 2012 edition will be the 21st consecutive year that the opulent Breakers Hotel, with its magnificent Oceanside location, has hosted the gathering of some of the world's finest and rarest Ferrari models on its lawns for the annual concours d'elegance. Over this period it has become one of the most prestigious concours events in the world, to be mentioned in the same breath as Amelia Island and Pebble Beach in the US, and Concorso d'Eleganza Villa d'Este in Italy.



THE CAVALLINO EXPERIENCE

Each year the event covers a broad spectrum of activities for the enthusiast, starting with two private test days at the Palm Beach International Raceway. These are followed by two further general track days, together with races for classic Ferrari and Maserati competition cars.

Running in parallel with this is the Tour de Palm Beach on the Thursday, offering those who are not racetrack-orientated the Grand Driving Tour, a rally along the palm-lined byways of the Palm Beach coastal area, starting from the main drive of The Breakers, taking in stops at various locations en route to the first major social gathering of the meeting, the Jet Reception at the Jet Aviation facility at Palm Beach International Airport.

Here the Ferraris line up on the tarmac with private jets, while the regular airport commercial activities of flights

landing and departing carry on a few hundred yards away.

The second major social gathering is the Friday evening Yacht Hop Reception at the Rybovich Yacht Club on the Intracoastal Waterway, where attendees can park their Ferraris along the quayside, next to the multi-million-dollar yachts.

Saturday is the Concours d'Elegance on the polo lawn and golf green fronting The Breakers – expect to be overawed by the rare and elegant Ferraris on display. Events conclude with the gala dinner and concours awards presentation in the evening.

Supercars.com

THE STAR FERRARIS... AND ASTON MARTINS

With 2012 being the 50th anniversary of the 250GTO, several owners have already put in their entries. Other notable attendees include a jewel-like 166MM Barchetta and a 375MM Pinin Farina Spider (coming from Austria); entries have also been received from the UK. Also likely is the appearance of one or more of the recent Ferrari SP (Special Project) cars, like the Superfast 45 Aperta, of renowned New York collector Peter Kalikow.

A new phase in the development of the Cavallino Classic is a concurrent, but almost entirely separate, gathering for Aston Martins. In recent years the Cavallino Classic has expanded to include a very popular multi-marque concours, called Classic Car Sunday, at Donald Trump's palatial Mar-A-Lago Club on Palm Beach Shores. The idea is that it completes the weekend for Ferrari owners and helps to integrate owners of other marques.

The Club's rolling golf greens and the surrounds to its inviting swimming pool host the gathering, with prize-giving and a farewell lunch in the ballroom. Due to the number of Aston Martin owners who have enjoyed the Classic Car Sunday part of the event in the past, it was decided to expand the theme and provide a more comprehensive package for them.

THE CAVALLINO PACKAGE

The 2012 offering is a four-day package, starting on Thursday 19 January with a luxury coach trip across the state to the renowned private Collier Collection in Naples on the Gulf Coast, for a special viewing of the amazing cars in the collection – which is not normally open to the public. The Friday will feature a touring rally of Palm Beach along similar lines to the Ferrari one the previous day, this time finishing up at The Rybovich Yacht Club, with a special reserved parking area adjacent to the Ferraris.

Saturday is activity day, with the chance for owners to stretch their cars on the Palm Beach International Raceway, followed by dinner in Palm Beach. On Sunday it's time to join forces with the Ferraris for the Classic Car Sunday gathering at Mar-A-Lago. Expect to see a wide range of DB-series Aston Martins, including the unique Ghia Supersonic (like the Fiat 8V-based cars but with an Aston grille) and the iconic DB4GT Zagato, of which only 19 examples were produced, making them nearly twice as rare as a Ferrari 250GTO.

TRAVELLING TO THE CAVALLINO

For those travelling from Europe, the nearest airport with non-stop flights is Miami, which is about a 1½-hour drive from Palm Beach.

An internal flight could take you to Palm Beach International Airport, which is only a 15-minute drive from The Breakers Hotel, and about 30 minutes' drive to Palm Beach International Raceway. There are numerous hotels of all categories, but January is popular with winter sun seekers, so it is best to book well in advance.

The Cavallino Classic has arrangements with a number of hotels, offering advantageous rates for attendees, including The Breakers Hotel, where rates start from $450 per night. The nearby Chesterfield costs from $319 per night. If your budget is more restricted, then The Hilton Palm Beach Airport has rooms from $119, and other hotels in the area of comparable quality offer preferential rates. Mention of the Cavallino Classic should be made when booking to get the event rate. It is worth remembering that prices are

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BEST EVENTS

Sicily

SICILY'S MOTOR SPORT crowning glory is the **Targa Florio**, which dates back to 1906. The Targa as a sports car championship event has not been raced in its original guise since 1977, though differing permutations of the circuit have been used in national events since then.

In 2011, the 95th Targa Florio for contemporary rally cars took place on 2-4 June and was combined with the **Targa Florio Historic Rally** (www.targaflorio.it): both are part of the Italian championship series, and both are provisionally pencilled in for the same weekend in 2012.

Other events with provisional dates for 2012 include the **Tribute to Targa Florio** run (www.ferraritribute.1000miglia.eu), which took place on 29 September – 2 October and was aimed at Ferrari owners and enthusiasts, with an impressive line-up of classic and modern Ferraris.

The **Eco Targa Florio**, put together by the organisers of the Mille Miglia (www.ecotargaflorio.com), combines classic and modern cars, with the accent on alternative power. It took place on 2-4 September and, like the Targa Tribute, should happen on the same weekend in 2012.

In the western part of this Mediterranean island, the **Mount Erice Hillclimb** – from the foot of Mount Erice to the 1500-year-old town of Erice at the top – happens at the end of May. Once a year, the road becomes a one-way race track: in 2011, 150 classic cars participated in the **54th Cronoscalata Monte Erice** (www.cronoscalatamonterice.it). The vast majority of them were driven by Sicilians: a 1966 Porsche 906, twice-winner of the Targa Florio and once at Erice in 1968 headed an impressive grid. Expect more of the same in 2012.

Not to be outdone by Erice, the bigger urban centre of Trapani has been organising rallies for the last four years, after being inspired by the 12-hour night rally race of Campobello di Mazara. The provisional 2012 date for the **Rally Storico Citta di Trapani** (www.ericehistoricar.com) is 18-19 November, and there are four challenging regional circuits, all borrowing public roads cutting through local countryside. So far, 70 participants are lined up with Lancia Stratos, Lancia 037, Fiat 131 Abarth and Lancia Delta Integrales.

Angie Voluti

In brief

BELGIANS HONOURED
Belgian gentleman racers Jacky Ickx, Maurice Trintignant and others will be honoured in the Belgian Racing Legends exhibit at the Autoworld Brussels museum from 9 December to 15 January. The show will feature a line-up of 30 of the finest competition cars in a pit-and-paddock recreation.
// www.autoworld.be

LONDON-CAPE TOWN NEWS
UK spectators for the London to Cape Town World Rally should make a date with the Lenham Café on New Year's Day. This historic transport cafe on the A20 between Maidstone and Ashford, Kent, has a long classic car and historic motor sport association, and celebrates its 60th birthday in January. The venue will host a checkpoint for crews of the 44 cars from ten countries taking part in this epic event.
// www.londoncapetownrally.com

GRAND TOUR EXPANDS
The annual *Octane*-sponsored Grand Tour event is being expanded to two runs in 2012. Both run to London via Bombon, Dareize, Challes-les-Eaux and Gordes on the way to Cannes. Dates are 9-13 June and 23-27 June. Full preview next month.
// www.grand-tour.co.uk

JOHNSON AT DAYTONA
AC/DC lead singer and *Octane* columnist Brian Johnson debuts in the Rolex series at Daytona (28-29 January). He will be racing for the Austin Hatcher Foundation, which raises money to help children with cancer. Fans can donate during the race and online.
// www.hatcherfoundation.org/highwaytohelp

LISTINGS

26 NOV – 4 DECEMBER
Essen Motor Show
Essen, Germany.Tuning, motor sport and new car show, not to be confused with Techno-Classica.

30 NOV – 4 DECEMBER
Bahamas Speed Week Revival
New Providence, Bahamas. Tour, drag strip, concours and cavalcade for 1954-65 cars.

2-4 DECEMBER
Merlin Christmas Cracker
Chepstow, South Wales, UK. Festive classic car event.

2-5 DECEMBER
Roger Albert Clark Rally
Starts in Leeds, UK. An evocative homage to the '70s RAC Rally.

3-4 DECEMBER
2011 Race of Champions
Düsseldorf, Germany. Champion drivers past, present and future battle in rally and race cars.

3-6 DECEMBER
Auto Retro Barcelona
Barcelona, Spain. Large classic motor show.

9 DECEMBER – 15 JAN
Belgian Racing Legends
Autoworld, Brussels, Belgium. Belgian racing drivers celebrated.

10-13 DECEMBER
Le Jog
Land's End to John o'Groats, UK. Gruelling classic reliability and touring trial.

1-15 JANUARY 2012
Dakar Rally
Argentina and Chile. Possibly the toughest rally in the world.

1-30 JANUARY 2012
London to Cape Town World Cup Rally
Trans-continental endurance rally taking in 14 countries on its 10,000-mile route.

6-7 JANUARY 2012
MCC Exeter Trial
Exeter, Devon, UK. Classic trial with challenging tests.

6-8 JANUARY 2012
Rolex 24 test days
Daytona Raceway, Florida, USA. Sports car testing.

11-14 JANUARY 2012
Winter Raid
Swiss and Italian Alps. Classic road rally in frozen mountains.

12-15 JANUARY 2012
Autosport International
NEC, Birmingham, UK. Europe's largest motor sport show.

12-22 JANUARY 2012
Auto Moto Salon
Brussels Expo, Belgium. Large car show with classics on display.

13-16 JANUARY 2012
Classic Car Show Vienna
Messa Wien, Vienna, Austria.

17-22 JANUARY 2012
Cavallino Classic XXI
Palm Beach, Florida, USA. Top-level Ferrari event.

28-29 JANUARY 2012
Rolex 24
Daytona Raceway, Florida, USA. Endurance racing.

28 JAN – 1 FEB 2012
Winter Trial
Austrian Alps. Mountainous winter road rally.

28 JAN – 4 FEB 2012
Rally Monte Carlo Historique
Various start points. Spectacular historic rally; first-class line-up.

1-5 FEBRUARY 2012
Rétromobile
Paris, France. Stylish classic car show, now back in its traditional calendar slot.

4-8 FEBRUARY 2012
Neige et Glace
Malsuisson, France. Winter rally set in the Jura.

10-12 FEBRUARY 2012
Automotoretro Show
Lingotto Fiere, Turin, Italy. Indoor classic show majoring on clubs.

15-18 FEBRUARY 2012
Kuwait Concours
Top-class concours with huge international line-up.

19 FEBRUARY 2012
International MG Show and Spares day
Stoneleigh Park, Coventry, UK. Huge MG show with live action and indoor displays.

24-26 FEBRUARY 2012
24 Heures Sur Glace Revival
Chamonix, France. Revival of the classic winter rally.

24-26 FEBRUARY 2012
Race Retro
Stoneleigh Park, Coventry, UK. Live action and static displays, celebrating Group C Porsches.

9-11 MARCH 2012
Amelia Island Concours
World-class concours on Florida's east coast that always has a truly diverse range of cars on show.

9-11 MARCH 2012
Phillip Island Classic
Phillip Island, Australia. Classic circuit racing, featuring Group C.

15-17 MARCH 2012
The Three Legs of Mann
Isle of Man, UK. Classic Endurance Rally event over a 600-mile route.

21-25 MARCH 2012
Techno-Classica Essen
Essen, Germany. Europe's largest indoor classic motor show, with manufacturer and club stands.

22-25 MARCH 2012
Retro Classics Stuttgart
Stuttgart, Germany. Large-scale classic car show that competes with Techno-Classica.

15 APRIL 2012
MGB 50th Birthday Run
Run to Gaydon, UK, from Abingdon, Burton on Trent, Corby and Dunstable Downs.

20-22 APRIL 2012
Flying Scotsman
Cambridgeshire to Edinburgh, UK. Epic vintage-car endurance rally.

7-11 MAY 2012
St Mawes Classic Car Festival
Cornwall, UK. Open-air classic car show and concours.

7 MAY – 8 JUNE 2012
The Trans-America Rally
New York to Alaska. Vintagents and classics to 1975 eligible.

11-13 MAY 2012
Grand Prix de Monaco Historique
Historic Grand Prix street racing at this most iconic of locations.

Octane recommends

Make sure you put these dates in your diary

LE JOG 2011

10-13 DECEMBER. LAND'S END TO JOHN O'GROATS, UK

The 17th annual running of HERO's world-acclaimed event remains one of historic rallying's toughest challenges. The cars will be battling it out on a 1400-mile course between Land's End and John o'Groats, with the longest night navigation section ever to be included. The appointment of past competitor John Kiff as route co-ordinator has resulted in a freshening up of the event. You'll also have the opportunity to see *Top Gear*'s James May, who is co-driving a Riley Special alongside Richard Jeffcoate.

// **www.heroevents.eu**

AUTOSPORT INTERNATIONAL RACING SHOW

14-15 JAN 2012. NEC, BIRMINGHAM

The first large indoor motor sport show of the year is a great kick-off to the new season. The event always features a huge number of contemporary and historic sports and racing stars. Confirmed is Force India's impressive rookie F1 driver Paul di Resta. *Octane* will also be at the show – so come and say hello on our stand.

// **www.autosportinternational.com**

RALLY MONTE CARLO HISTORIQUE

28 JAN – 4 FEB. VARIOUS LOCATIONS TO MONACO

You're going to have to wrap up warm, but it'll be worth it to see the 1955-80 rally cars. Watching the Monaco Historique in the mountains above the Principality is probably a lot easier than trying to follow it. For 2012, the start locations are Barcelona, Glasgow, Oslo, Reims, Turin and Warsaw.

// **www.acm.mc**

RACE RETRO

24-26 FEBRUARY 2012. STONELEIGH PARK, COVENTRY, UK

Race Retro – part motor show, part live event arena, and part classic car auction – is carving itself a niche in the European event calendar. In 2012, the focus will be the Group C Porsche 956/962's 30th birthday.

// **www.raceretro.com**

11-20 MAY 2012
Mille Miglia/Italian Lakes Tour
Two options: take the full nine-day tour, or take the five-day alternative after Mille Miglia.

12-13 MAY 2012
Grand Prix de Paris
Montlhéry circuit, Paris, France. New historic race meeting.

12-13 MAY 2012
Classics at Prescott
Prescott, Gloucestershire, UK. Raising money for charity at beautiful hillclimb venue.

24-27 MAY 2012
Monaco Grand Prix
Monte-Carlo, Monaco. Want to get close to F1 cars in action? There's nowhere better.

1-11 JUNE 2012
Wintersun Festival
Coff's Harbour, Australia. Old-school hot rod and custom event.

6-10 JUNE 2012
MG2012
Dillard, Georgia, USA. Major single-marque celebration.

9-13 JUNE 2012
Grand Tour 2012
London to Cannes, France. Exclusive classic car tour to the Côte d'Azur.

12 JUNE 2012
Autodrome Heritage Festival
Montlhéry circuit, Paris, France. Huge historic racing gathering.

15-17 JUNE 2012
Cholmondeley Pageant of Power
Cheshire, UK. Festival with fast cars, boats and aeroplanes – a kind of northern Goodwood.

16-17 JUNE 2012
24 Heures du Mans
Le Mans, France. Ultimate endurance race.

16-17 JUNE 2012
Custom & Hot Rod Festival
Beaulieu. Hampshire, UK. Rapidly growing hot rod show.

23-27 JUNE 2012
Grand Tour 2012
London to Cannes, France. The second Grand Tour of the year.

29 JUNE 2012
Moving Motor Show
Goodwood, West Sussex, UK. New-car motor show held in the grounds of Goodwood House.

29 JUNE – 1 JULY 2012
Goodwood Festival of Speed
Goodwood, West Sussex, UK. This date is still provisional.

4-9 JULY 2012
Le Mans Classic Races Tour
CCTI tour to the Le Mans Classic.

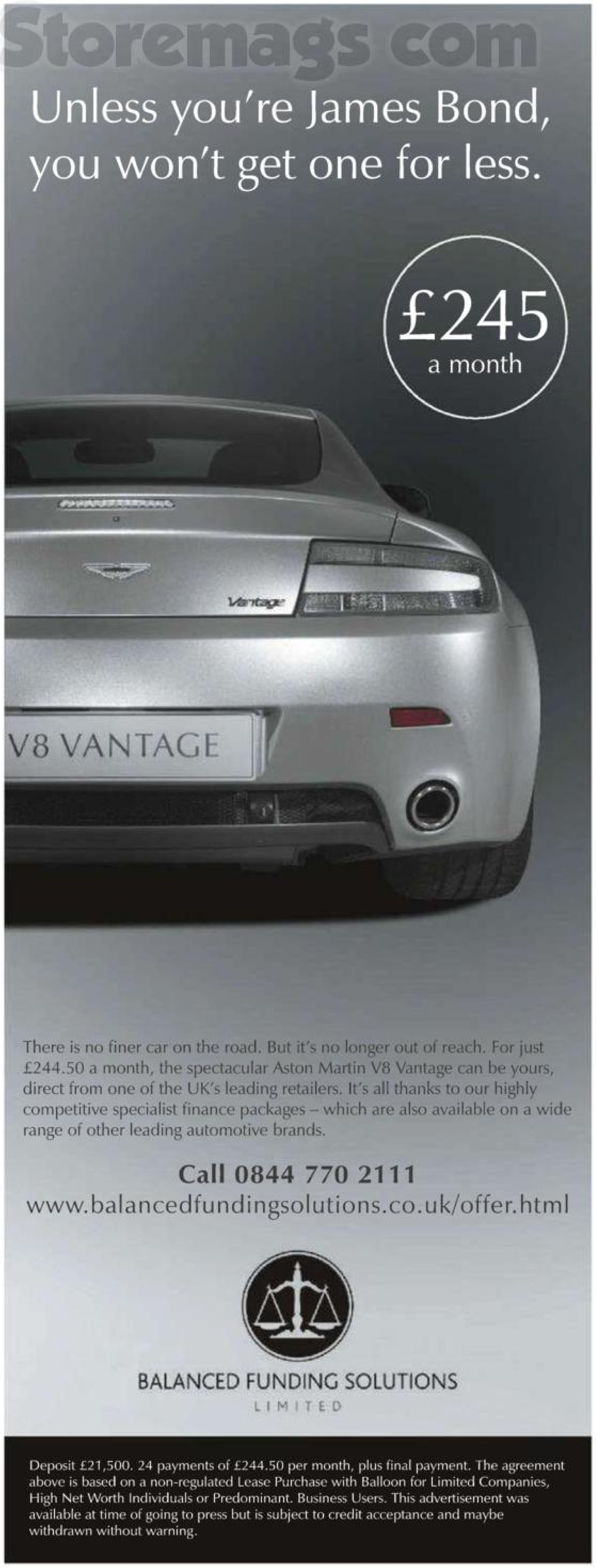
6-8 JULY 2012
British Grand Prix
Silverstone, Northants, UK.

6-8 JULY 2012
Le Mans Classic
Historic racers on historic circuit. Unmissable!

GO ONLINE!

www.octane-magazine.com

Octane makes every effort to ensure accuracy on these pages, but recommends that you contact event organisers before setting out. Visit the *Octane* website for contact details.



Letters

Write to: Octane letters, Octane Media Ltd, 4 Tower Court, Irchester Road, Wollaston, Northants NN29 7PJ, UK.
Email: letters@octane-magazine.com, fax: +44 (0)1933 667309. Please include your name, address and a daytime telephone number.
Octane reserves the right to edit letters for clarity. Views expressed are not necessarily those of *Octane* magazine.

SHORROCK SPRITE

I RECENTLY PURCHASED a 1958 Austin-Healey SuperSprite, a Shorrock-blown 'Frogeye' which has always been high on my list of fun cars to own. It certainly lives up to expectations.

It was originally registered HWH 718, which was removed when the first owner sold it in 1968, and it was then re-registered 112 HYM. It was bought new by HWH Engineering of Beecholine (?) Garage, 39 Nightingale Lane, Wandsworth SW12, and although I can't find any trace of this (other than it is now a Spar shop), I was wondering if any of your readers knew anything of the history of the establishment and what they did.

A long shot, I know, but judging from the previous butchery to the bonnet, it was 'given the treatment' from a young age and I would love to know more about its past.

MATTHEW PARKIN HEREFORDSHIRE

CASTELLANE CITROËNS

I WAS PLEASED to see the feature on the Citroën SM in issue 100. It was fitting as I was just about to take off for a trip around France in my Lotus Esprit and decided to explore the roads around Castellane, which you rightly describe as epic.

I stumbled across the Citroën museum near Castellane and chatted with the owner, Henri Fradet, who was very enthusiastic and pleased to show me around his immaculate cars. The SMs there were of particular interest and I didn't understand why the museum was not featured in the magazine. I'd be pleased if you could give it a mention in the next issue – www.citromuseum.com.

The trip round that part of France was the highlight of my tour – and the Lotus made it back without incident!

DAN CHAMBERS KENT

We called in at the museum during our trip, but unfortunately it was closed – Keith Adams

STEVE McQUEEN'S LID

YOUR *GEAR* FEATURE on petrolhead gift ideas in issue 102 was excellent – well, almost!

I was a little confused about the Steve McQueen helmet on page 140 being described as 'a copy of the one worn by Steve McQueen in the *Le Mans*

LETTER OF THE MONTH

Memories of Monterey

I ENJOYED your coverage of Monterey in issue 101. This August, having organised a family holiday in California, I was able to persuade my wife to stay on with me for three days in Monterey to sample some of the week's events.

We picked up our Mustang convertible from the airport on Monday, and shades on, roof down, we headed off in the sun to Monterey. We decided the Carmel Concours on the Avenue would be our main event on the Tuesday, and tried to cram in as much as we could otherwise.

We were blessed with sunshine that Monday and started along 17 Mile Drive. The scenery on the coast is captivating, the drive sublime. This is an area full of beautiful properties and outstanding golf courses, so a petrolhead golfer like me was in paradise. We stopped at the Pebble Beach Golf Club for lunch, with a marvellous view over the bay, and as we headed off afterwards we were greeted by a brace of Ferraris, including a 250GTO.

On Tuesday we set off early for Carmel, where all the shops were decked out in a motoring theme. Carmel just immerses itself totally. The quality of cars in the Concours on the Avenue was very high. Ferraris, Porsches, E-types, Healeys, Bentleys – including Brian Johnson's 'Thunderguts' – Corvettes, Mercedes; a fantastic variety. The atmosphere was relaxed and friendly, and there were cafés, art galleries and plenty of shops to draw you in.

Our digital camera burgeoning with photos from the day, we headed to the local Cypress Inn, once owned by Doris Day, where the Concours winners gathered. As we departed for the airport we resolved to return and take in the Pebble Beach concours next time, and The Quail, Laguna Seca etc.

I know my ideal two-week break – seven days playing golf there, followed by the full seven days of Monterey Week. Your article only impressed on me how much more there is to see and do.

NIGEL SMITH WEST SUSSEX

THE LETTER OF THE MONTH

WINS A STYLISH LEATHER WALLET FROM GTO LONDON

GTO London's 250GTO Nero wallet is part of its Ferrari-inspired gent's accessories collection. Inspired by the iconic Ferrari 250GTO, each wallet is handmade in soft leather, with monogrammed satin lining and sterling silver steering wheel emblem, and is worth £255.

GTO London accessories are all handcrafted and include cufflinks, tie pins, key fobs and money clips. Designs reflect signature Ferrari components – classic steering wheels, spinners, ignition, carb trumpet, shift gate, tyre tread or connecting rods – and each is approved by Ferrari experts, to ensure accuracy. **www.gtolondon.com**

carmags.com

movie'. Correct me if I'm wrong, but McQueen wore a dark blue/petrol blue Bell Star helmet with, I think, a blood group and possibly his character name 'M Delaney' painted on the rear.

I do not recall him wearing a Gulf livery helmet.

JEREMY THORNTON SMITH
WEST SUSSEX

Jeremy is quite right, of course! Our mistake for taking the helmet's press release at face value – David Lillywhite

LAST ACTION HERO

I RECENTLY WATCHED a television documentary about F1 in the '60s and '70s, and the minute I saw race driver David Purley I remembered serving with him at Sandhurst when he was senior under-officer cadet and paratroop officer.

He was charismatic and fun, quite a role model for us younger cadets. He would often be seen driving his E-type Jag or buzzing the parade ground while training for his Private Pilot's Licence. I still remember him dropping a teddy bear by parachute onto the front parade ground of Old College – the Sergeant Majors may have gone pink but they all admired his daring.

It was no surprise to us all when he won the George Medal at Zandvoort, or that he was killed while flying an aerobatic aircraft.

I would recommend to *Octane* that you review his career and life. He was an all-action hero of the old school – a soldier in the elite Parachute Regiment, with a liking for fast cars and pretty women; and a good man who was willing to risk all for others in Aden or on the racetrack.

ROBBIE CAMPBELL BY EMAIL

David Purley is the subject of this month's Gone But Not Forgotten *feature, page 132* – David Lillywhite

CROSSLÉ VS CHEVRON

I READ WITH INTEREST Mark Hales' rather disparaging article on Chevron B8 drivers in general and Crosslé 9S sports cars in *Octane* 100.

Jon Shipman's Crosslé 9S, tested and developed by Mr Hales, seemed to be good enough to win the Spa Six-Hour race before the eligibility rules were changed. On his last visit to the factory, Mr Shipman remarked to us that 'people are always trying to buy the Crosslé from me, but why should I sell it, as it can beat a Chevron B8 for half the cost?'

Methinks Mr Hales doth protest too much.

ARNIE BLACK CROSSLÉ CAR COMPANY, NORTHERN IRELAND

AUSSIE FERRARIS

I ENJOYED TONY DRON's article about the Trintignant 1955 Ferrari in issue 100 but would also like to claim the Pedant of the Month award. Peter Whitehead may have driven a 625 during 1956 but the twin cars that he and Tony Gaze brought to Australasia in the summers of 1954/55 and 55/56 were standard 500 models but running 3.0-litre engines.

I attach a photo of Whitehead in his car at Orange NSW in January 1955 – before the Monaco GP of that year. He and Gaze bought the cars back at the end of 1955, running on methanol and by some accounts with different but still 3.0-litre engines.

Gaze then sold his to Lex Davison and, after winning two Australian GPs and many other races, it eventually wound up in the Wheatcroft collection, where to my knowledge it remains.

GRAHAM EDNEY BRISBANE, AUSTRALIA

Current owner of the Ferrari, Alexander Boswell, replies:

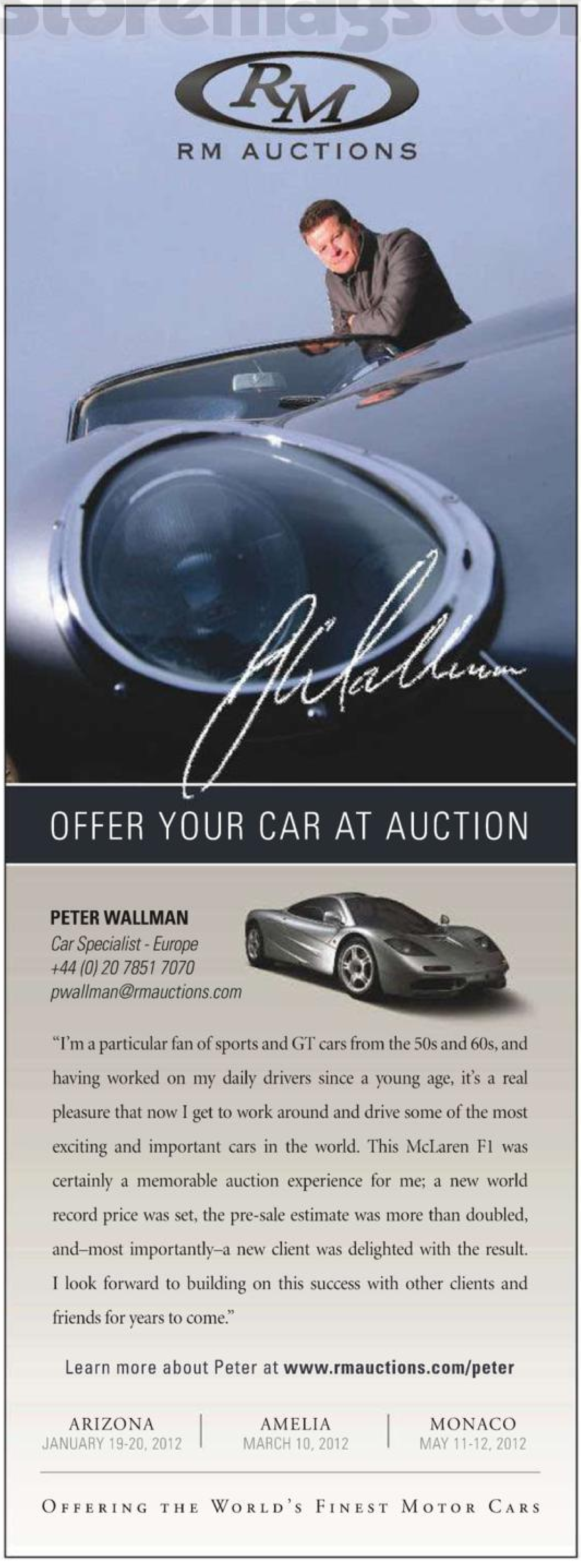
I think Graham Edney has the story pretty accurately. The issue is the timing of the events. Gaze and Whitehead certainly raced in Jan/Feb 1955, using the 500-bodied 625s fitted with Tipo 750 motors, as Graham describes. These cars carried chassis numbers 0480 and 0482.

The Octane *car comes into the story when Whitehead traded in his 500-bodied car for a 625A version in the autumn of 1955. Interestingly, the 0482 chassis number was transferred from his 1955 car to his next. The 'new' car was of course the 1955 Monaco race winner. It was again fitted with a Tipo 119S motor. Gaze again used his 500-bodied car 0480.*

At the end of the series, Whitehead shipped the car back to Ferrari, and traded the car for a Tipo 860-engined 555 F1 Squalo, which he drove in the 1957 races – and Tony Gaze sold 0480 to Lex Davison. Thus 1956 was the last season during which the two 500/625s ran together.

Anything else which we ought to add? Yes: a call for more photos from the period!

storemags.com



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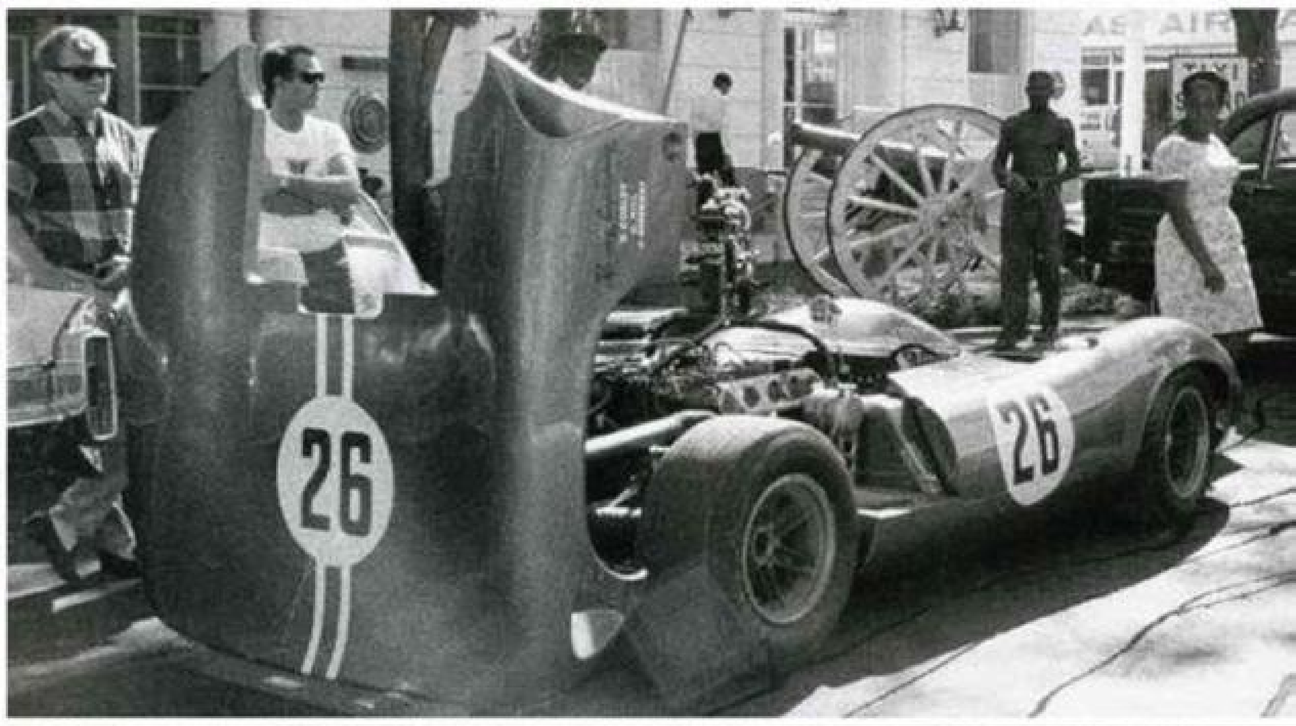

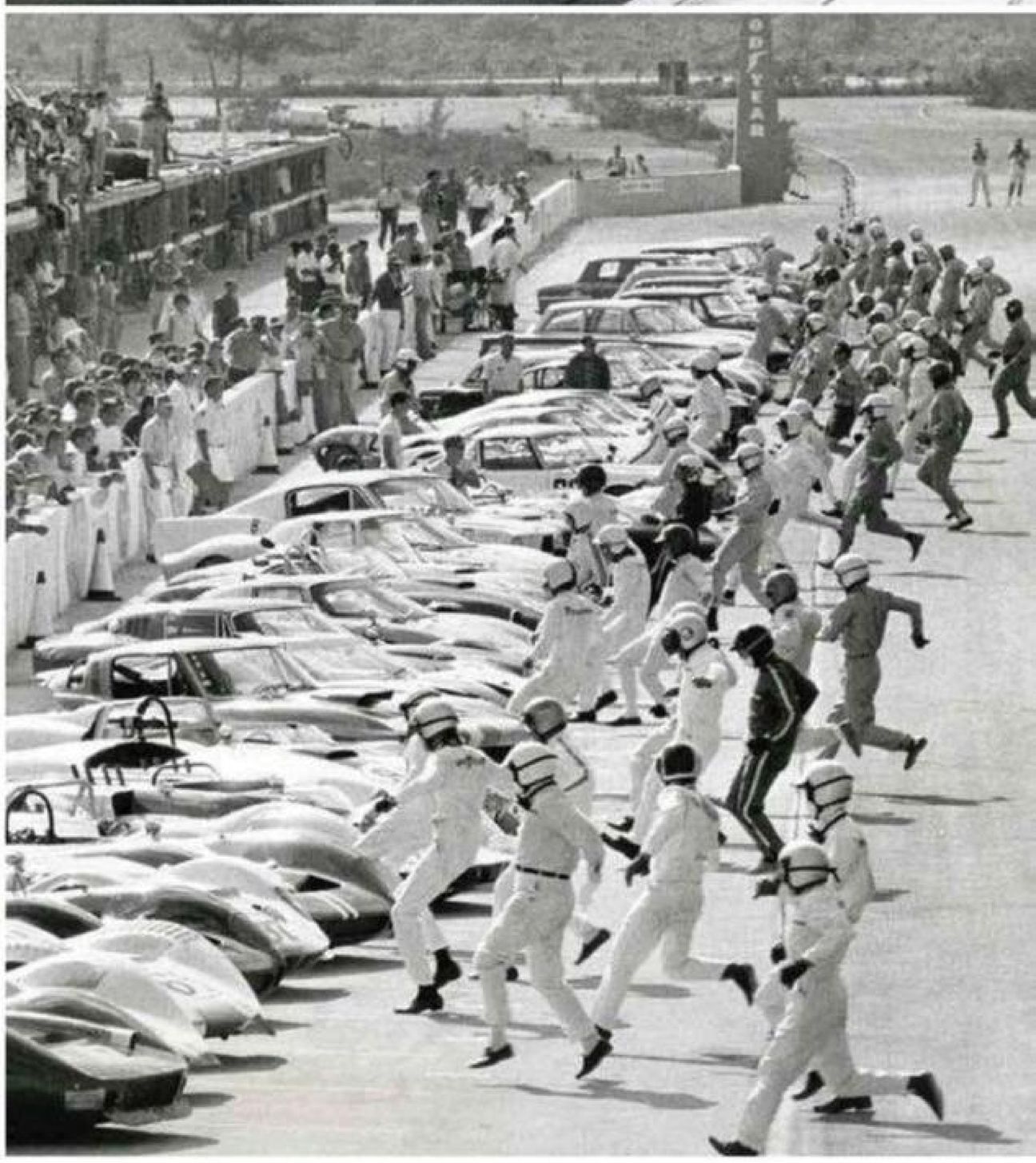

Photos: Terry O'Neil Collection

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JAY LENO

THE COLLECTOR

WITH FUEL COSTS rising and energy reserves in question there is renewed interest in car aerodynamics. But this is not new. The first real aerodynamicist was Paul Jaray, back in the '20s and '30s. From that era came one of the most aerodynamically efficient cars ever – the Tatra T77A, with a drag coefficient of 0.212. I have a T87 with a drag coefficient of 0.24. An amazing feat of design. Way ahead of its time.

You'd think that modern aerodynamics could better the Tatra's but very few cars have. The McLaren F1, one of the sleekest cars ever, is 0.32. That and other supercars have been beaten by modern cars that do not appear slippery. A Toyota Prius is 0.25. And Mercedes-Benz has achieved 0.26 with the new B-Class, not a car you'd immediately associate with slicing through the air.

One of the most aerodynamic cars of all time was the ill-fated GM EV1, its electric car. That had Cd0.195, but unfortunately you really can't sell a car before its time. At the time gas was cheap and the public believed electric vehicles belonged on the golf course or in retirement villages.

It's always fascinating to hear that what people might think is aerodynamic, really isn't. When you park a Lamborghini Countach on the street, people look at it and think, wow, that thing must cut through the air like a knife. It is, in fact, more like a barn door; even the earliest, sleekest version has a drag coefficient of 0.42.

A teardrop is the most aerodynamic shape of all and many cars have tried to copy that look. Back in 1934, Chrysler introduced a revolutionary car that was truly aerodynamic: the Chrysler Airflow. They couldn't give it away. It was a huge flop because other prestigious auto-makers, like Rolls-Royce with that big flat grille, just said that their cars were powerful enough to push the air aside, and aerodynamics really didn't play a role in car sales.

People didn't like aerodynamics in cars but they liked streamlining in their trains and a lot of other things. Trains from the '30s looked amazing. Like bullets. Art Deco was a naturally streamlined design concept but few cars adopted the style.

Most automotive people are fairly conservative. Anything unusual takes a while to catch on, like the Volkswagen Beetle with the engine in the back. The only car to break with tradition in America with any success was the Corvair. That was ultimately deemed not very successful, even though they sold 1.8 million of them. Imagine that today. It's a huge figure. It was considered not a success because it took almost nine years to sell the same quantity the Ford Mustang managed in about two years.

When I drive my Tatra, most people think it looks goofy. It's an unusual car but, boy, is it aerodynamic. You go down the road at 60mph, take your foot off the gas, and it's almost like free-wheeling because there is so little drag. When I drive my '32 Packard with that big grille at the front, do the same and it's like McLaren air-brakes. It's pushing so much air out of the way.

Although they do not have the lowest drag coefficient, supercars manage airflow cleverly. Thnk of the Mercedes McLaren SLR. You go down the road and you can manually engage that air-brake. It's like the hand of God has grabbed the car and slowed it down. Amazing. The Veyron is the same.

> 'CHRYSLER'S AIRFLOW WAS A FLOP. OTHER AUTO-MAKERS SAID THEIR CARS WERE POWERFUL ENOUGH TO PUSH THE AIR ASIDE'

But air doesn't have to slow you down – it can actually assist you. The land speed record for a wind-powered vehicle is over 125mph. I remember they used to have car-sail racing on the salt flats and guys would tear across Bonneville at 60mph or more.

F1 cars use the air for grip, hence their wings. Science says they have such downforce that they could run upside-down on the ceiling. On the banks of a racetrack like Talladega, when you're running at 180mph, you can feel the downforce. You can feel the car literally compress flat down on its springs onto the tarmac, as you cling to the side of the banking. That's fine on a racecar but using downforce for the road is not such a good idea.

At 150mph the Caparo T1 hugs the road tremendously well because of downforce. At 70mph you're sliding off the road because the car is so light you don't have enough downforce to hold it on the road. The high speed is what keeps it down.

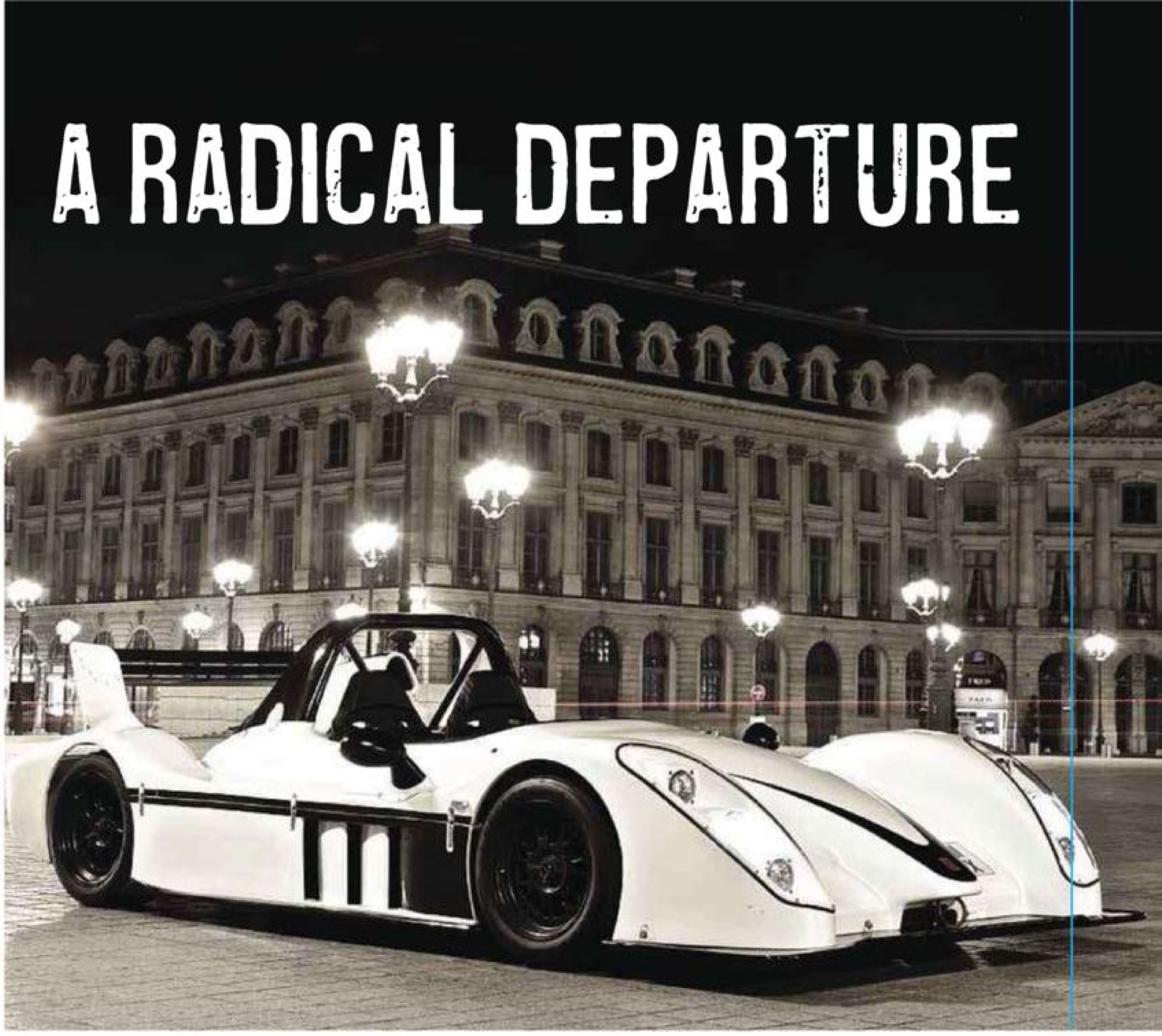
There is a good side to all this. If you buy that Prius, next time you're at a stoplight and you pull up to a Countach, you can lean out the window and brag that, when it comes to drag coefficients, you have him beat. Even if he does then blow your doors off.

JAY LENO

Comedian and talk show host Jay Leno is one of the most famous entertainers in the USA. He is also a true petrolhead, with a massive collection of cars and bikes (see www.jaylenosgarage.com). Jay was speaking with Jeremy Hart.

SR3 SL

A RADICAL DEPARTURE



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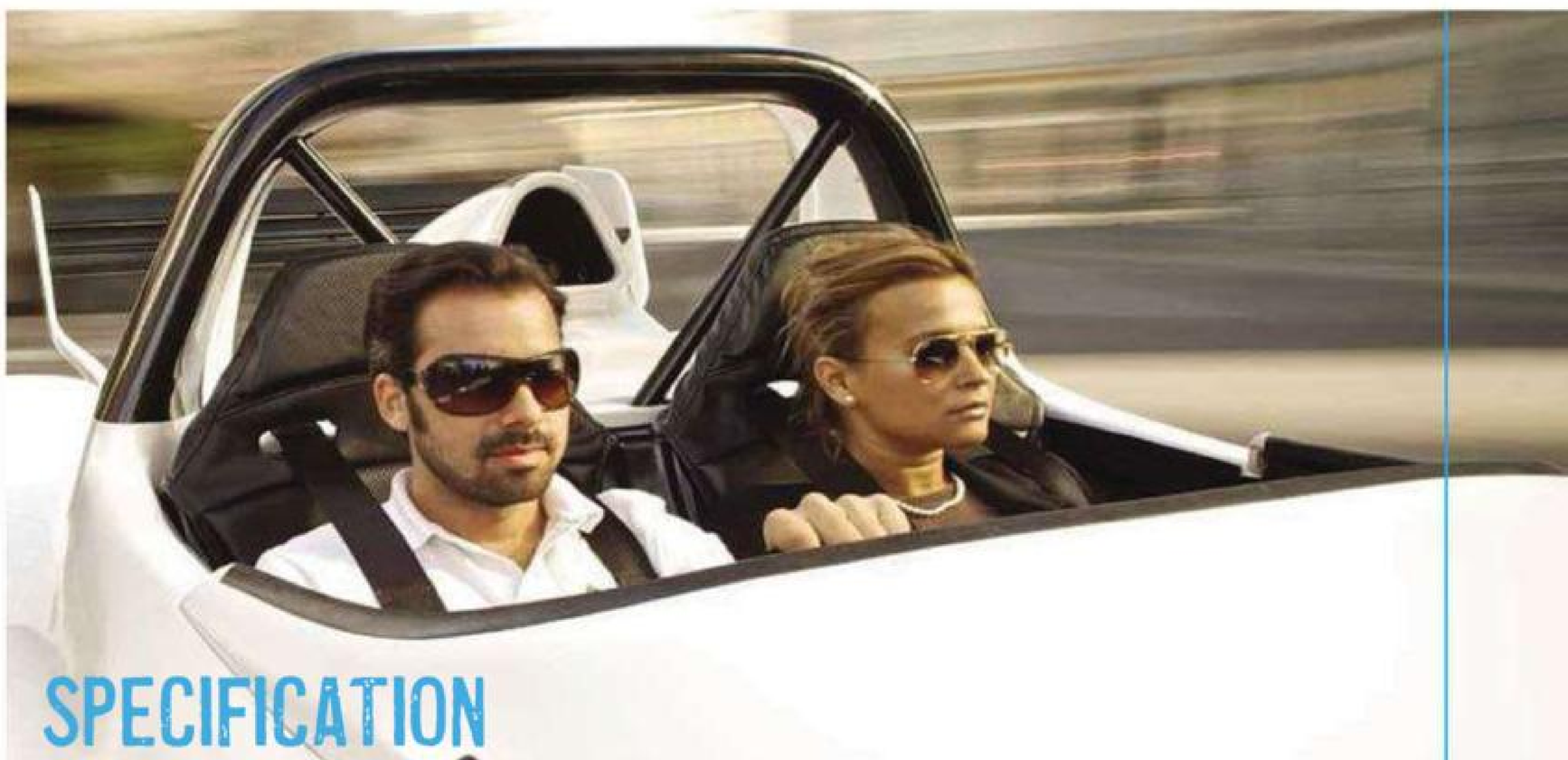

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BRIAN JOHNSON

THE ENTHUSIAST

I'VE JUST FINISHED reading a book called *The Hunt for the Blower Bentley*, by Kevin Gosselin. It's pure magic if you're a car man or woman. It's not a whodunnit, more a 'whereisit', and each chapter jumps between the war years in Britain to the present, telling the tale of Bentley chassis number SM3912.

I don't want to give too much away, but the car is driven in the Second World War by some nefarious bloke called Stephan Sidlow, and he uses it to get him around the country as quickly as possible. In the modern-day chapters a fella called Faston, who is a car detective, has been asked by a collector to find the car – but there's some other geezer called Patrick who is building an exact copy of SM3912 to sell at auction and make millions. Faston has to find the real one before the replica gets to auction.

All exciting stuff, and it got me thinking about recreations and reproductions, or 'continuations' as they're called these days. They are proving quite a dilemma, for the quality of some of these copies is superb.

Last week I was at Sebring Raceway, where a man called Dennis Olthoff, from South Africa, was racing a Ford GT40 that his company had built from a Superformance kit. I went over to admire it and couldn't believe how real and perfect it looked, right down to the period decals. He was very proud of his recreation, and I asked him how much a road-going version would cost. 'Ooh, Ah theenk abart $100,000 American,' he said. Superformance manufactures them in South Africa, along with the superb Daytona Coupe.

I've been driven through the country lanes near Ascot in Chris Evans' Ferrari 250 Testa Rossa recreation, which is ball-breakingly quick, and it held the road and held its line as would a real one, which shows that the builders of these cars take the chassis, suspension and brakes very seriously indeed. It truly felt as safe – or as scary – as an original.

Chris Rea, a fellow Geordie and car nut, went so far as to recreate a Ferrari Dino 'shark nose' Type 156 Grand Prix car that von Trips drove and died in. It was built because there weren't any real ones left – so less a copy, and more a second coming. Once again it raced on tracks, and was also filmed for the film *La Passione* in all its glory. Well done, Chris.

Bob Petersen's Bentleys are gorgeous to look at and drive, and are a fraction of the cost of a 'real' vintage Bentley. Thing is, apart from the experts, just who knows they are not the real deal?

My Lola T70 is a genuine 1965 model. While I was at Savannah a couple of weeks ago, a guy brought along his brand new T70, and it was beautiful. He said it was a continuation model he'd bought for $200,000. 'From who?' I asked. 'Lola in the UK build them,' he said.

Bloody hell – Lola are making their own recreations! But doesn't that make them genuine Lolas? Honestly, I couldn't tell the difference between the two cars.

But of all the replicas, I have one firm favourite, one that is so rare and beautiful it stands alone: the Lynx C-type, which has a 3.4-litre XK120 engine tied to a Moss 'box. It is Marilyn Monroe with knuckle dusters – in fact everything a lad needs.

Of course, you do have to be careful about some of the copies out there. AC Cobra lookalikes are everywhere, and some sound and drive like an Abba cover band, and have the build quality of a rickshaw. But the truth is, if you want to drive your dream car without the worry about leaving it parked somewhere, or without the high insurance premiums, and you want to thrash it on track days, a reproduction really is a great alternative.

> 'SOME AC COBRA LOOKALIKES SOUND LIKE AN ABBA COVER BAND, AND HAVE THE BUILD QUALITY OF A RICKSHAW'

I realise that the 'genuista' will be choking on their Castrol and calling for me to be flogged vigorously, and I understand they don't want their rare cars surrounded by wannabes. What do *you* reckon? Answers on a postcard, please.

This is my last column for the time being, so thanks to *Octane* and to Nick Mason for letting me talk to you – it's been fun. I know that sometimes I only open my mouth to change feet, so I just hope I haven't devalued my Lola T70...

I'll leave you with these thoughts:

'I have seen the enemy, and the enemy is convention.

'The enemy is derivative.

'He is an endless repetition of apathy and mediocrity.

'And he better pray he never finds himself pulling up next to me at a traffic light.'

BRIAN JOHNSON

Brian joined AC/DC as lead singer in 1980, just before releasing *Back in Black* – the second-best-selling album of all time. A keen historic racer, he started with a Lotus Cortina, now has a Lola T70, and also drives a vintage Bentley. He has been standing in for Nick Mason.

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WITH THANKS TO

TONY DRON

THE RACER

'NOW WE'RE FOR IT,' I thought. I was the passenger in a sports-racing car, belting along the Alipore Road towards the roundabout on the southern side of Calcutta's horse-racing course. A policeman, wearing a splendid white uniform and standing on a white platform, was controlling the traffic – and he had seen us, no doubt about it.

Driving in Calcutta in those days made motoring in Rome seem like child's play, but this was one big step further. To my amazement, the grinning policeman blew his whistle and stopped all other traffic. My driver, Mike Satow, braked late, turned in at a good pace and swept through the roundabout under power, with a trace of opposite lock. Every witness to this unlikely scene appeared to enjoy it hugely.

The date was late August, 1964, and I realise now that I was riding in one of the legendary racing cars of Indian motor sport, the Cheetah, an amazing one-off car that Mike Satow had created himself. When he heard that I was an 18-year-old, mad keen on motor racing, who was staying round the corner from his house, he had invited me over.

Those two months in India, immediately after I left school, were the trip of a lifetime. I was invited there by the parents of a schoolfriend who had stayed with us in England during many school holidays. While some of my contemporaries went to India back-packing, whatever that is, apparently in search of some mystical experience, nothing so ludicrous would ever have appealed to me.

We lived the high life. After breakfast, the chauffeur would take us in the Hindustan Ambassador to the exclusive Swimming Club, where we would enjoy an al fresco lunch. It was another world: I remember doing the backstroke up the pool at about midday and calling out: 'Bearer, get me another gin and lime.' Flashman would have approved.

In the afternoons we would go to a palatial club, the Royal or the Tollygunge, to play golf or tennis, and every night there was the most fabulous entertainment, usually a big party at somebody's old colonial house. At one of these bashes I was introduced to Mike Satow, local racing driver – and that's when he invited me to see his Cheetah.

It was an astonishing piece of work. Satow had designed his own chassis and a very impressive open two-seater racing body. The engine was a highly modified Ambassador unit but I was most impressed by the final drive and rear suspension. Mike had cut the extensions off the Ambassador's live axle and built an independent rear end entirely of his own design.

As a wet-behind-the-ears kid, I was all goggle-eyed and that high-speed drive through Calcutta blew my mind. It hardly dawned on me then that Mr Satow was such a big wheel in so many fields. At that time he was the chief executive of ICI in India.

I now discover that he was also one of the founders of the National Rail Museum in New Delhi and made time to co-author a book, *Railways of the Raj*. Mr Satow was also responsible for rescuing and restoring an ancient steam-driven locomotive and carriage from the Patiala State Monorail Tramway. This bizarre but ingenious and successful early urban transport system can be seen running today. It is right up our street.

> 'INDIA'S FIRST GRAND PRIX WENT WELL BECAUSE, UNLIKE OTHER COUNTRIES EAST OF SUEZ, IT HAS ITS OWN RACING HERITAGE'

Before I deviate too far from motor sport, these thoughts were prompted by India's first Grand Prix, which stood out as a brilliant success, partly because the new Buddh circuit near New Delhi is such a very good design. With its undulations and fast, challenging corners, it makes a refreshing change from the tight hairpins and chicanes that are all too common at other brand new tracks.

However, India's inaugural Grand Prix went extra well because, unlike most other countries East of Suez, India has a racing heritage of its own. Mike Satow's Cheetah, which he raced at Alipore and Barrackpore, was part of that. It astonishes me that I was given such a vivid glimpse of it 47 years ago. The Cheetah seems to have been lost without trace, but there's a picture of it in Gautam Sen's book *The Maharajahs and Their Magnificent Motor Cars*, which opens with a short history of Indian motor sport.

When the modern F1 circus arrived in India this year, there was a large and appreciative audience ready and waiting for it. Motor sport in India dates back to 1904 but now seems poised to enter its greatest golden era. They know their history and that makes all the difference.

TONY DRON

Having started his racing career in Formula Ford, Tony made a name for himself in 1970s Touring Cars and since then has raced an astonishing variety of sports and historic machinery. He is also a hugely respected journalist.

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ROBERT COUCHER

THE DRIVER

JUST RETURNED FROM the *Octane* track day at Goodwood circuit, which was wet, wet, wet. I took the old Jaguar XK140 out and was stunned at its almost total lack of grip. Hardly having got up to a canter, it was into Madgwick corner and the car immediately started to slide and was heading for the slippery grass on the outside of the bend that leads directly to one place – the unforgiving tyre wall.

Running on narrow '50s-style Pirelli Cinturatos, the Jaguar proved a real handful all around the circuit. Many of the other drivers in classic cars were struggling to keep their 'Healeys, MGs and Alfas on track, while a Porsche 356 spun three times on the opening lap. Great fun, of course, if a bit nerve-wracking.

The first car to come sailing past the Jaguar was a Lotus Elise driven by Sarah Thorne, which coursed through the bends with ease. Glen Mason's planted Ford GT40 replica was on a different planet, and next up was *Octane* test-driver and racing instructor Mark Hales in a Mazda MX-5.

We know that Hales has won at Goodwood several times and he did a tremendous job of finishing second in the TT race at the 2011 Revival, co-driving with Martin Brundle in Nick Mason's very original Ferrari 250GTO against the Cobra hot rods, but watching him slide the little Mazda past the lumbering Jaguar was an incredible display of car control right on the ragged edge. Hales later rubbed salt into my wounds by explaining he'd switched off all traction control and was having a laugh throwing the underpowered MX-5 about on its skinny tyres. But he did have the grace to point out that a car with serious grunt would be about 15sec a lap slower than normal around Goodwood in wet conditions like these. Not my Jaguar then...

This lesson brought home the crucial factor of weight. The XK140 is in full-fat, roadgoing trim with heavy bumpers and all its upholstery. On the slippery circuit I could feel all that lard transfer to the outside tyres, and the car began to slide at very sedate speeds. Power was almost irrelevant as the Lotus and MX-5 displayed, helped by the skill of their drivers. The GT40 has the added benefit of lots of power allied to lightness. The XK weighs around 1350kg, heavy for a classic car, but not for a modern. And that neatly segues into this month's cover car: the Ferrari F40.

I would have declined any offer to drive a non-cat 486bhp twin-turbocharged F40 around Goodwood on this wet day but, having once enjoyed punting one along dry and sweeping Alpine roads in Switzerland, I can understand why the F40 has again become *the* Ferrari every sporting driver wants. Its phenomenal power-to-weight ratio of 433bhp per tonne is electrifying – thanks to less weight rather than more power. The latest Ferrari supercar, the 458 Italia, only manages 378bhp per tonne.

Modern sports cars are usually heavier than their precursors; the Porsche 911 weighed around 1150kg in the 1970s while the current 997 stands at 1380kg. Manufacturers rightly claim that cars have to be engineered with added safety measures and green technology, but we know that the marketing departments insist cars become bigger to add status.

Manufacturers have to satisfy the huge rise in demand for large 4x4s, stretched limos and supercars from China, the Far East, India and Russia, which flies in the face of our Western needs for smaller, more efficient cars. Ferrari claims its Enzo replacement will feature a V12 yet be smaller and lighter. Porsche is about to release its latest 911 to road-testers, and has worked hard to reduce the its weight by 35-45kg. Commendable, but that figure should really be 150kg!

Please can we have a smaller and lighter 911? No, because that is a Porsche Cayman or Boxster according to the marketing department!

> 'I COULD FEEL ALL THAT LARD TRANSFER TO THE OUTSIDE TYRES, AND THE CAR BEGAN TO SLIDE AT VERY SEDATE SPEEDS'

The chat at the *Octane* track day lunch was about simpler and lighter sports cars like the F40. Paul Auston was having a great time keeping his big 'Healey on the track but admitted to recently purchasing a Porsche 944 'for virtually nothing' (see *Octane* 102). He felt it would have been much more enjoyable on the circuit. Neil Clifford had arrived in his immaculate Porsche 968 and could not believe it was the cover subject of the last issue of *Octane*. We like to be on the pulse.

The Ferrari F40 is certainly King of the Road, and this is reflected in its strong pricing. But thankfully there are plenty of more affordable classics out there that are great to drive simply because they are light.

ROBERT COUCHER

Robert has grown up with classic cars, having owned a Lancia Aurelia B20GT, Alfa Romeo Giulietta and a Porsche 356C. He currently uses his properly sorted 1955 Jaguar XK140 as his daily driver, and is a founding editor of this magazine.

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Chris Evans

TV and radio host, and Ferrari 250GTO owner

Words and photography Steve Havelock

EFFERVESCENT BBC Radio 2 and *One Show* TV presenter Chris, 45, lives life at 100mph and has a fleet of historic Ferraris, including a 250GTO and an ex-Fangio 860 Monza. Born in Warrington, Cheshire, he left school at 16, rose through the ranks of local radio then broke into TV, hosting and then producing such hit shows as *TFI Friday*. His business and private lives have been spent in the glare of publicity: 'I still have a headache from the roller-coaster ride of my life,' he says. Married to Natasha, he has a two-year-old son Noah, and has re-established contact with his estranged daughter Jade. Chris is a 13-handicap golfer, a qualified helicopter pilot and owns a pub. He puts his Ferraris to good use and for the last few years has auctioned drives in them in aid of the BBC Children in Need charity.

1 // PAUL McCARTNEY'S *RUPERT* BOOK
This was a birth present from a friend to my son Noah and it is the first recorded signature of Paul McCartney. It says 'This book belongs to Paul and Michael McCartney, 72 Western Avenue' and has all his scribblings.

2 // FERRARI 250GTO
My first car was a Mk3 Spitfire. I never thought I'd own a GTO and now I do. I had to sell six cars to buy it. It's hard to buy a GTO and hard to sell one. No-one admits theirs is for sale and no-one admits to wanting to buy one because the price can go stellar. They have a certain mystique and I get a lot of very weird phone calls about it.

3 // *STAR WARS* FIGURES
These are the first 'man cave' memorabilia items I ever bought. I paid £25 at a collectors' fair in Camden in 1990. I don't like *Star Wars* but I love these 'double act' characters.

4 // BUSH RECORD PLAYER
A present for my 40th, it's a thing of beauty. When I come into my garage everything slows down for me and this is one of the reasons. It even takes time to warm up. I ditched all my records so I'm starting again.

5 // CAST OF NOAH'S HAND AND FOOT
This was my first Father's Day present from my son. It was cast when Noah was four months old. Getting married to Tash, making contact with my daughter and having a son has been a huge turning point in my life.

6 // *FERRARI LEGENDS* BOOK
The first birthday present bought by my daughter when we got back together a couple of years ago. On the cover is an ex-Fangio 1956 Ferrari 860 Monza, the most beautiful car I had ever seen. Now I own it.

7 // BOYHOOD MODEL YACHT
My mum recently gave all her kids stuff from their childhood that she'd saved. This yacht was so cool. She gave it to me to give to Noah and for a father to pass his toys on to his son is a really big moment. I loved it.

8 // 1965 DAVID BAILEY PHOTOGRAPH OF MICHAEL CAINE
I bought this from David Bailey. It's an iconic image of the '60s. Half-lit, cigarette in mouth, thick-rimmed glasses. I've always worn thick, obvious specs. Maybe that comes from him as I've known this picture from when I was a little boy.

9 // DAD'S CIGARETTE CASE
My dad died when I was 13. My mum bought this for his birthday. It's him all over. He used to smoke Woodbines. It's really important to me. It almost makes me want to smoke.

10 // *WITHNAIL AND I* COAT
It's my favourite film. This is the actual coat worn by Richard E Grant, auctioned to help schools in Zimbabwe. It's signed by the cast and it fits me perfectly. I also bought a copy of the script, signed by the whole cast.

11 // GARAGE FRANCORCHAMPS SIGN
This was from Jacques Swaters' garage, the first franchised Ferrari dealership in the world, in Belgium. Jacques sadly passed away late last year but before he did he had a sale of his stuff at the factory in Maranello. I bought a wooden sign and this tin sign and he signed them and I shook his hand.

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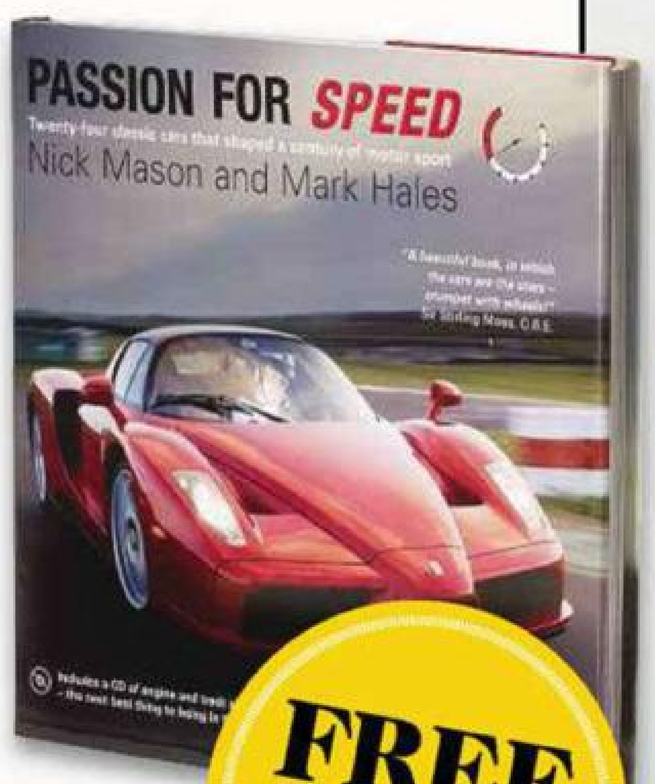

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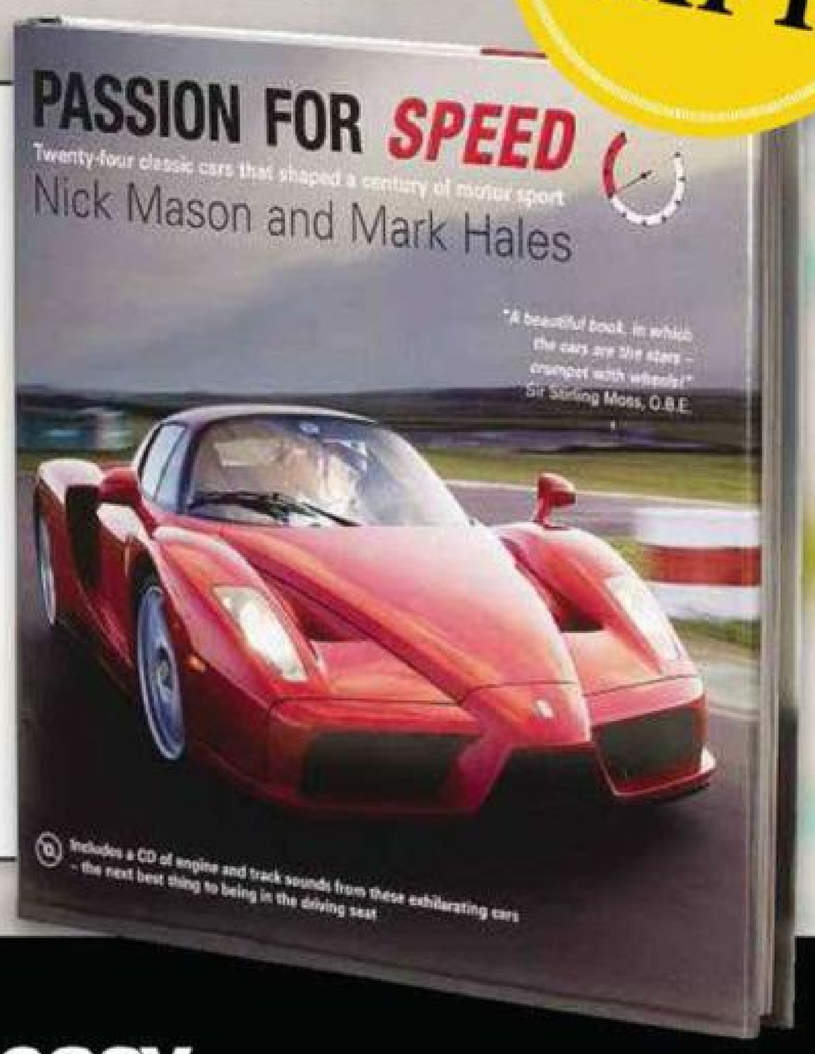

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FERRARI'S GREATEST ROAD CAR

Celebrate with Octane *as the pinnacle of Enzo Ferrari's career reaches its 25th anniversary*

Words Robert Coucher // Photography Alex Howe

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THE FERRARI F40 is regarded by some of the most experienced road-testers as the greatest road-going Ferrari ever. This is interesting because, prior to its launch in 1987, supercars were huge monsters that usually sported a massive, normally aspirated V12 engine, not a relatively diminutive V8 wearing twin Japanese IHI turbochargers. The F40 was a real game-changer.

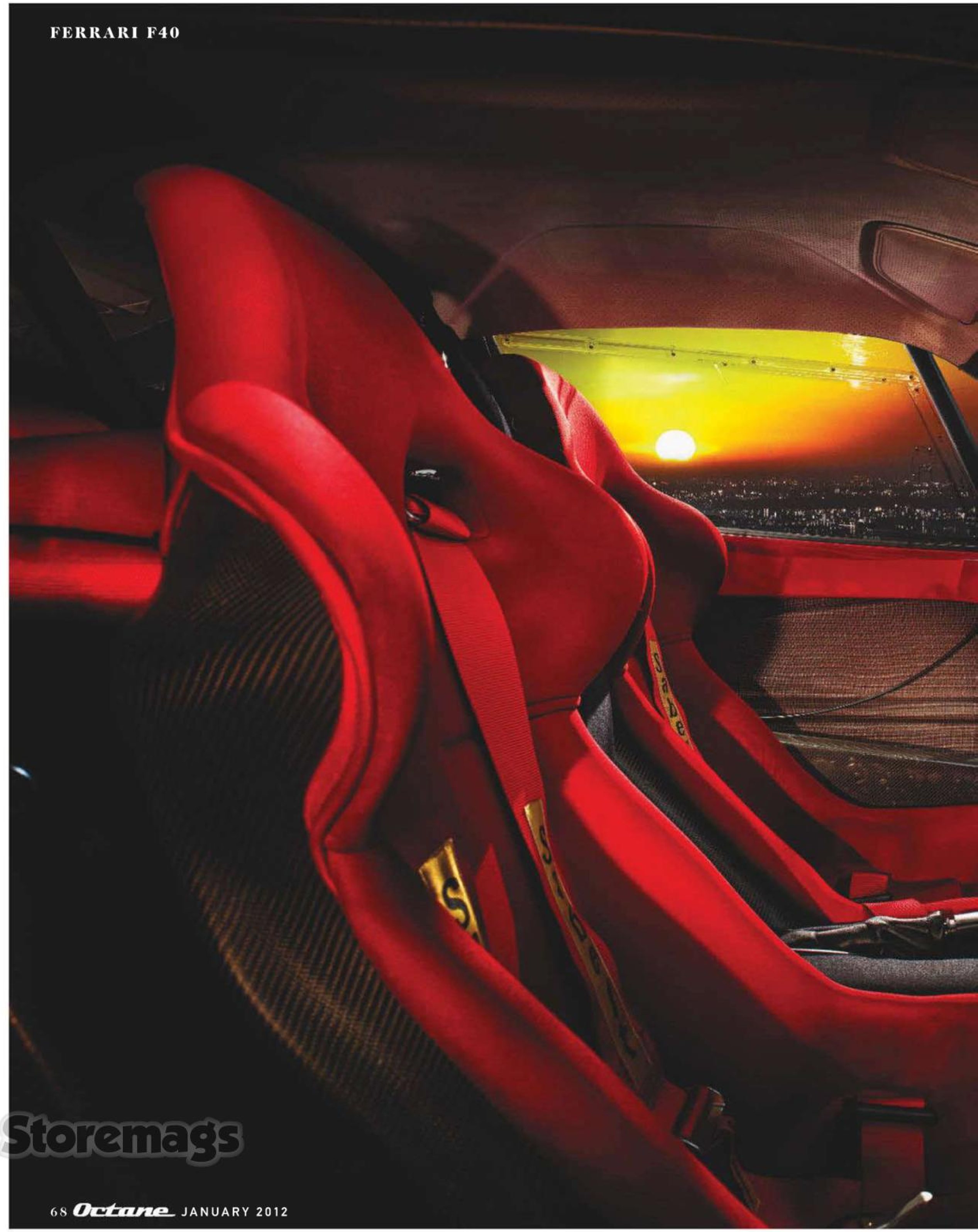
Before its launch, the *über*-car of the day had been the complex and very competent Porsche 959. Back in 1983 the fastidious engineers of Stuttgart had trumped Enzo Ferrari's previous best effort, the 288GTO, by developing the Gruppe B, later to become known as the 959. As a celebration of Ferrari's 40th anniversary, Enzo responded with the F40, a car at the opposite end of the engineering spectrum from the Porsche. The F40 was not built actually to race – although a number were track-prepared by Michelotto for privateers – so the £193,000 road rocket initially came in for some criticism as a bit of a poser's car. The McLaren F1 of 1992 was not designed as a racing car either, but went on to win at Le Mans in 1995 against all the odds, guaranteeing its perfect credentials.

The Leonardo Fioravanti-designed F40 was the last Ferrari completed under Enzo's reign, and history has proven The Old Man got it spot on. So much so, the initial production run of just 300 examples was radically increased to 1315 when production ceased in 1992. Ferrari had developed the first production car that could breach a genuine 200mph; a hypercar that was raw, dangerous and exciting. It went against the accepted consensus of ever-more-powerful supercars needing ever-more-complex computers to shield the drivers from themselves.

The F40 is not simple: it is pure. It is extremely cleverly engineered, being constructed of Kevlar, carbonfibre and aluminium. With its double overhead-cam, flatplane-crank, fuel-injection 2.9-litre V8 treated to forced induction, the F40 weights just 1104kg and pumps out nearly 500bhp (see following F40 facts), which translates to a white-knuckle power-to-weight ratio of 433bhp per tonne. With no ABS, no power steering, no airbags, no brake servo and not even a radio fitted as standard, the F40 was de-contented to the point of austerity in order to preserve an absolutely focused and intimate experience of raw speed and razor-sharp handling.

Almost unbelievably, the F40 is 25 years old. Looking back on it, you understand why it is now appreciated as one of the finest drivers' cars ever. It provides old-school driver involvement with brutishly supercar levels of performance. It will beat the 5.0sec barrier in the dash to 60mph, and the unrelenting acceleration continues right up to 201mph. Classic car types relish the F40 because subsequent supercars have become heavier, more complex, computer-controlled variations of each other. In our world, the Ferrari F40 is appreciated as the best analogue sensation in a sanitised digital age. →

'THE F40 WAS THE LAST FERRARI COMPLETED UNDER ENZO'S REIGN. HISTORY HAS PROVEN THE OLD MAN GOT IT SPOT ON'



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'EVERY TIME I CLIMB out of an F40 after a drive I feel exhilarated – and lucky to be alive!' says experienced historic racing driver James Cottingham. 'Each drive is a dramatic experience. The F40 is so thrilling and alert. The rush of power after 3750rpm – once the turbos have spooled up boost pressure – is totally addictive and intoxicating. That turbo kick has to be experienced to be believed, although the turbo lag takes a bit of getting used to and the power drops off at over 7000rpm, so extracting the maximum from this narrow powerband requires concentration.'

Although light and superbly balanced, the Ferrari F40 is not an easy car to drive really quickly. Sure, on a straight road, it is simple to shove the firmly sprung throttle pedal down as far as it will go, wait for the needle on the revcounter to break 3500rpm, and then hold on as the projectile goes ballistic. The clutch is heavy and the dogleg five-speed manual gearbox is obstructive which, combined with turbo lag, makes the F40 hard work. But as with all fast vintage or older classic cars, give it time and learn its foibles and the Ferrari will reward.

Smooth inputs reveal astonishing levels of acceleration and road speed. This is enhanced by the ever-so-direct and sensitive steering, one of the car's best attributes. Once ignited, the whoosh and hiss of the twin turbos overlays the exhaust note (unless you have a Tubi-style straight-through system fitted), and the lovely unencumbered steering has to be minutely adjusted to keep the lightweight F40 on your chosen course. The ride jiggles but it will absorb rather than crash over road bumps, while the carbonfibre bodywork transmits every squeak, boom and rumble into the cockpit, along with a huge amount of road roar.

Yet this sensitivity communicates the road surface directly to your fingertips and the seat of your pants in a wonderfully tactile manner. Dynamic timing makes every drive in an F40 an unforgettable experience, as does judging the braking distance accurately because closing speeds can be immense. But get everything right and you will come away feeling like you have truly tamed the *Cavallino Rampante* – and no motoring encounter is more vivid, exciting or satisfying.

25 AT 25

F40 FACTS FOR THE TIFOSI

01 THE ONE TO HAVE

All Ferrari F40s built from 1987 to 1992 were red with red interiors. And all were left-hand drive, except for the seven especially constructed for Brunei. Ferrari initially proposed to limit production to just 300 examples but demand was so prodigious that 1315 were actually manufactured. The price new in '87 was £193,000. Values peaked in 1989 at a million, with a low point of £100,000 in 1991, but now the best examples command around £400,000. So, with all the cars pretty much the same, what determines the top value? Low mileage is all. Low mileage plus being an early non-cat, non-adjust, sliding-window, British-spec, accident-free example (see points 9, 11 and 15). There are a surprising number of F40s with mileages under 15,000, which makes you wonder what the hell the owners did with their fabulous road racers.

02 GO FIGURE

The Ferrari F40 was the first production road car with a top speed of over 200mph – just, at 201mph – and it had a 0-60mph time of 4.5sec thanks to official figures of 478bhp at 7000rpm and 426lb ft of torque at 4000rpm. Weighing a nimble 1104kg, it gives 433bhp per tonne (see fact number 9).

03 WEAK BLADDER

Ferrari F40s are fitted with racing-car-style bladder tanks. One in each sill. The bladders are 'lifed' for ten years and cost about £13,000 to renew from Ferrari itself, although specialists can replace them for around £7500. This used to be an issue when F40 values were on the wane but, now that prices are strongly on the up, the expense is amortised by the increased equity in the car. Another solution is to swap them for two aluminium tanks at around £5500. Fit and forget.

04 ANCHORS AWEIGH

With 478bhp to play with, it is easy to pile on the acceleration – but less easy to slow down, thanks to the F40's underwhelming brakes. The four-wheel, non-servo-assisted, vented discs are its weak point, so brake upgrades are popular. Better disc and pad materials are available and some owners fit bigger brakes, but that necessitates larger alloy wheels (see point 6), which some purists decry.

05 BURN RUBBER

Tyres are another sensitive area. Originally the F40 was supplied with Bridgestone, Michelin or Pirelli tyres. Jeremy Cottingham suggests: 'The Bridgestones are no good in the dry, the Michelins are no good in the wet, so the Pirelli P Zeros are the best option.' James Cottingham adds: 'The more modern Michelin Pilot Sports are the best all-round tyres but are not ideally suited to track work because they can overheat.'

06 WIZARDS OF OZ

Original F40 wheels are a modest 17 inches in diameter and are not that effective at extracting heat, so OZ and Japanese Enkei alloys are a popular upgrade, especially when fitting bigger brakes and tyres. The Michelotto race-prepared cars ran on OZ alloys. →

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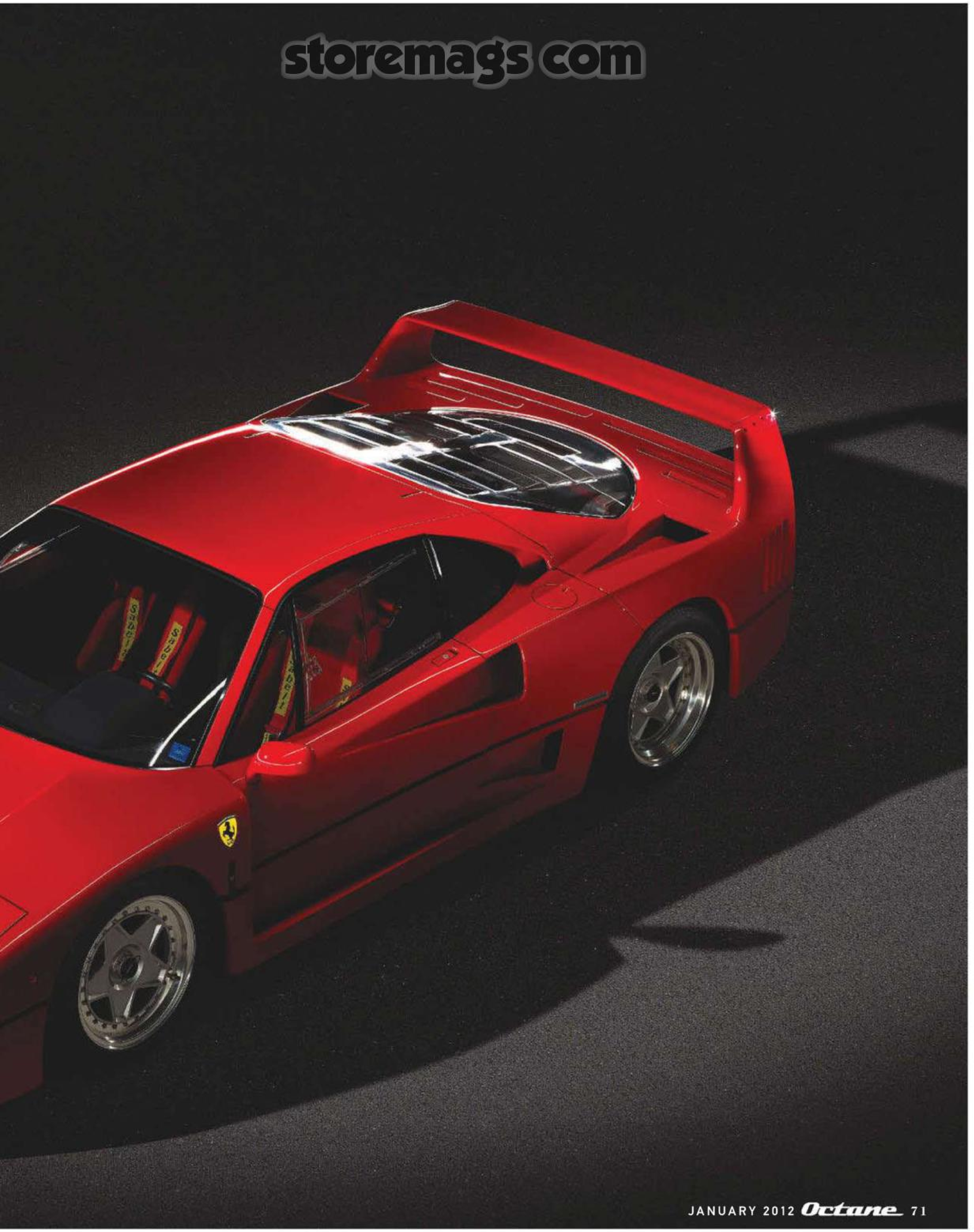

07 DRAG QUEEN

The Ferrari F40 was styled by Pininfarina's Leonardo Fioravanti, the artist behind the Daytona, 512BB and 308GTB. His previous designs were curvaceous and beautiful, while the F40 is sharp, angular and efficient, with a low drag coefficient of Cd0.34.

08 RACING OR NOT

Ferrari never intended the F40 to go racing. But it made its racing debut in 1989 when a couple of privateers campaigned F40s in the IMSA series at Laguna Seca and the BRP Global GT series in Europe in 1994, winning the 4 Hours of Vallelunga. In LM guise they were beaten by the McLaren F1 GTR at Le Mans. The F40 was always fast; staying the course was the problem.

09 ITALIAN STALLIONS

Ferrari quoted 478bhp for the catalyst-equipped F40 and we all know that Italian horses are usually bigger than others. But with the early cars not fitted with catalytic converters, which were quoted at 486bhp, the power is actually nearer to 500bhp. That's a nice bonus and it's why pre-cat cars are the most desirable.

10 PASTA-FREE DIET

Ferrari's current hotshot 458 weighs a portly 1485kg and gives 378bhp per tonne. This puts the F40's very light 1104kg weight into perspective – it's about the same as a 1973 Porsche 911 Carrera RS 2.7 Touring and considerably less than the (admittedly more complex) four-wheel-drive 959 competitor of the time, which weighs 1450kg. →

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G920 CLK

'PETROL WILL BURST THROUGH THE FILLER CAPS, THROUGH THE NACA DUCTS, INTO THE TURBO. KER-POW!'

11 ADJUST VERSUS NON-ADJUST

Later F40s had hydraulically adjustable suspension, which causes problems. Some people actually need adjustable suspension for steep driveways or speed humps but it's best to do without. The suspension has three settings: highest under 30km/h, then it drops and drops again at over 50km/h. You can feel if the hydraulic system has packed up when the car fails to lower or porpoises along the motorway. Also, the F40 could be ordered with two ride heights, set by the factory by adjusting location points on the wishbones.

12 AMERICAN SPEC

In total 600 F40s were built to American spec and they are not as desirable: less power, more weight because of extra crash protection, catalysts, adjustable suspension, additions to the bodywork, strange seatbelts and so on.

13 NUMBERS GAME

Something for the real anorak: F40 chassis numbers begin ZFFGJ34B0007… followed by the car's personal four digits. The first cars' number started with a 7 and, of course, these are the most desirable. Those beginning with 8 are the most common; the later cars' start with a 9.

14 SEAT OF THE PANTS

The F40 could be ordered with three seat widths: small, medium or large. The majority were fitted with medium, as small is really tight. Most small seats come with nicely turned little aluminium blocks that fit under the runners so those of Alain Prost dimensions can actually see over the steering wheel.

15 TRIMLESS

The cockpit of an F40 is a very sparse place. The red cloth seats do not adjust for rake; seatbelts are either inertia reel or a harness; there is no stereo or central locking; the simple, unassisted steering wheel is airbag-less; carpeting is totally absent, exposing the carbon/Kevlar weave; the drilled alloy pedals are functional and the brake pedal does without a servo or ABS; the manual, dogleg five-speed shifter sprouts from an exposed gate; and the first 50 F40s even had sliding windows. Pure, uncomplicated, functional and race-car exciting. OK, air conditioning *was* fitted, and is well received.

16 CLUTCHING AT ROARS

The clutch on an F40 is always weighty and gets heavier as it wears. Replacing it is a big job, as the rear valance and gearbox have to be removed to get at the clutch unit. The cost is around £3000 to have it changed but they don't wear excessively – although it is possible to burn one out in ten minutes through excessive slipping. On or off is the best way.

17 BELTS AND BRACES

Unlike the later 355, which requires the engine out, the F40's cambelts can be replaced with the V8 engine in situ, as the belts can be accessed by removing the seats. Costs around £1800.

18 BLINDED BY THE LIGHTS

Want some lights on? You have to move the stalk up and down and twist it as well. Altogether too easy to turn the flip-up main headlamps off completely when going for dipped beam. Not fun.

19 TUBI-LA-BELLS

An F40 is hardly for the shy and retiring but in standard trim the turbocharged engine is actually fairly quiet, even if it features the signature three tailpipes. Most owners opt for a modified Tubi system. These can be had in three levels of excruciation: 'cans' give a great howl, 'straight-through' is even louder, and the 'LM bypass' pipe will have your ears bleeding before you reach the end of the *autostrada*!

20 WONDER WEAVE

The F40 is constructed of a spaceframe and chassis and the bodywork consists of 11 carbon/Kevlar panels. The front clip is available for more than £14k; the rear more like £25k. Make sure you watch out for those speed bumps on your commute, then.

21 WHO'S WHO

As the ultimate supercar of its day, the F40 was owned by a number of well-known personalities:

// Nigel Mansell, *F1 World Champion. He sold his for £800,000*
// Alain Prost, *F1 World Champion*
// Patrick Tambay, *racing driver*
// René Arnoux, *racing driver*
// Jacques Laffitte, *racing driver*
// Jean Todt, *ex-CEO of Ferrari*
// Gianni Agnelli, *ex-owner of Ferrari. Had a Valeo semi-automatic gearbox*
// Luciano Pavarotti, *opera singer. How did he squeeze in?*
// Nick Mason, *musician. His is probably the highest-mileage example*
// Jay Kay, *musician*
// Chris Evans, *radio and television personality*
// Rod Stewart. *Had his painted Giallo Fly. That's yellow to you and me*
// Sir Anthony Bamford, *chairman of JCB. Thankfully not in JCB yellow…*

22 TURNING JAPANESE

And from those proud Modena engineers we bring you… twin water-cooled IHI turbochargers from Ishikawajima Harima Heavy Industries in Japan! Well, they provided the highest technology turbochargers at the time, and the good news is that to recondition one costs a reasonable £600.

23 SCARLET FINISH

'To keep the F40's weight down to 1104kg, only two litres of red paint were used on each car,' says DKE's Harvey Stanley. 'The finish was not great and the thin covering means that the weaves in the body panels are visible.' Must give Ferrari concours queens apoplexy – the reason why you find so many cars have been repainted, as the original finish was apparently so poor.

24 REAL RACERS

Race preparation specialist Michelotto was supplied with bare F40 chassis, which they used to build F40 LMs from new. The Michelotto F40 GTs were converted road cars, and the successful Michelotto GTEs were never officially sanctioned. The cars were raced until 1997 and gave the McLaren F1 a good run.

25 KER-POW!

And here's a rather useful tip from James Cottingham for budding track day racers. 'If you take your F40 along for some fast work at a circuit, don't brim the twin fuel tanks. The weight and pressure of the petrol will burst through the cheap and nasty filler caps. The gas will then be funnelled straight into the conveniently placed NACA ducts that feed the engine and directly into the hot and spinning turbocharger.' Ker-pow! Game over, as the pop artist Roy Lichtenstein might have put it. →

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1990 FERRARI F40

ENGINE 2936cc twin-turbo V8, DOHC per bank, 32-valve, fuel injection **POWER** 478bhp @ 7000rpm **TORQUE** 426lb ft @ 4000rpm **TRANSMISSION** Five-speed manual, rear-wheel drive **STEERING** Rack and pinion **SUSPENSION** Front and rear: double wishbones, co-axial springs, telescopic dampers, anti-roll bar **BRAKES** Vented discs **WEIGHT** 1104kg **PERFORMANCE** Top speed 201mph. 0-60mph 4.5sec

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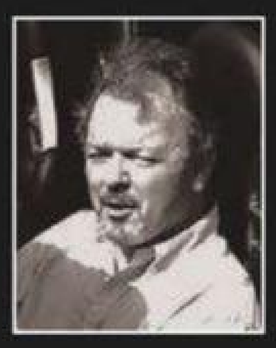
'I WAS THERE IN 1987' JOHN SIMISTER



IT'S A SUNNY day in July 1987, but inside Maranello's Civic Centre all is dark. So Enzo Ferrari, wearing his trademark dark glasses in what was to be his last public appearance, wouldn't have seen clearly the crowd of eager journalists gathered for the unveiling of the mystery supercar.

We knew the sharp-edged shape under the red cloth was something special, intended to celebrate Ferrari's 40th anniversary. But what? The 288GTO we'd seen, the *evoluzione* racing version we knew was imminent, but this was something different again. Ferrari's technicians had already given the mystery car the working title of LM, as in the 250 and 275LMs of the 1960s, but would the world have been gathered here just for a racing car's unveiling?

The red sheet was swept aside. The red car beneath, obviously derived from the GTO but whose Pininfarina styling was altogether more chiselled and menacing, wore a new name on the uprights of its huge, integrated rear spoiler: F40. Mr Ferrari then introduced his latest creation, an idea he'd hatched on 6 July 1986. 'It is a car to be remembered like an LM or a GTB,' he said. Ten days later, director general Giovanni Razelli and Fiat Auto supremo Vittorio Ghidella approved the idea, with 450 examples to be made. (And the rest…)

As well as its extraordinary rear wing, the F40 showed front air intakes redolent of those 1960s LMs', a 'face' much more characterful than the bland grids usual on 1980s Ferraris up to then. And the F40 was wonderfully basic, even down to sliding plastic side windows. The sills were unpainted carbonfibre, reinforcing the tubular structure beneath; this material, together with Kevlar, also formed the body panels and was, declared Ferrari, the first time such composites had been used in a production car.

An hour later, we reassembled at the Fiorano test track. Two F40s in full flight, flat-crank, twin-turbo V8s bellowing their 478bhp past the pit and crackling like F1 cars as they slowed for the corner. The world's fastest road car in action. We couldn't drive one nor even ride in one; with so many eager potential participants, favouritism would have caused a riot.

For me, that came a year-and-a-half later – in Nick Mason's car, F40 NPG, probably now the highest-mileage F40 of all and blessed with the luxury of wind-up windows. It was insured for £1m. I'd never experienced wheelspin in third gear before, and I'm happy to admit that the F40 frightened me. The greatest Ferrari road car ever? Probably, with familiarity; it's certainly the most savage, visceral, tactile and challenging. And we love it for that. End

THANKS TO Jeremy Cottingham, James Cottingham and Harvey Stanley of DK Engineering, www.dkeng.co.uk, +44 (0)1923 287687.

'THE GREATEST FERRARI? CERTAINLY THE MOST SAVAGE AND CHALLENGING'

MERCEDES-BENZ C-CLASS COUPÉ

Our winning test drivers hit the road. Join them as they put the stylish Mercedes-Benz C-Class Coupé through its paces

MIKE KNEE
Winner

Mercedes-Benz C 250 BlueEFFICIENCY AMG Sport Edition 125
Engine: 1.8-litre four-cylinder turbo, 204hp
Transmission: 7G-Tronic Plus 7-speed automatic, rear-wheel drive
Economy: 40.4mpg
CO2: 163g/km
0-62mph: 7.2sec
Equipment: 18in AMG alloy wheels (7-spoke design), AMG bodystyling, LED daytime running lights, COMAND Online with Media Interface
Prices from: £34,580
On sale: Now

'WHAT'S THE surface area of a cow?' is my first thought as I settle into the leather seats of my technology-laden Mercedes-Benz C-Class Coupé. Fresh from 'flying' to Mercedes-Benz Ipswich in the gullwing SLS AMG, my state of mind is delicate. The car is VERY red. Not cheap, see-through red, but proper, deep, shiny red. I spot cross-drilled brake discs behind the 18in AMG alloys, and a panoramic roof runs from the top of the windscreen back to the boot in one long, black sweeping arc. The car has a hunched, mean, menacing look – this is going to be fun!

I drop into the low-slung seat for an introduction to the car. The man from Mercedes-Benz is very nice, and tells me not to turn off the electronic stability control.

But I barely hear. I'm like a magpie drawn to the array of shiny alloy switches, dials and the colourful COMAND Online system. It's so completely stacked with kit, I'd almost expect to find an ejector seat!

The cabin is very much Mercedes-Benz v2.0. There's no sign here of the 'Olde Worlde' wood I remember from my dad's 1970s 280TE. It's all modern 'jet black' trim and soft-touch materials. The dash integrates beautifully into the cabin. The switchgear is solid, all the opening bits 'n' pieces are nicely damped.

Fast-forward 12 hours and I am on the road again. It's dark, wet and windy as I make my 135-mile commute from Suffolk to Staines. The serenity of the motorway driving experience is striking; the car is quiet, stable and assured. The C-Class Coupé appears immune to the notoriously nasty crosswinds on the Orwell Bridge – and it fills you with confidence on damp and slippery roads, handling perfectly, steering accurately and always braking strongly and progressively.

The lights are bright enough to turn night into day, and even take care of dipping themselves when another car appears. The seven-speed gearbox drops ratios smoothly and quickly, offering strong acceleration. Cruise control and speed limiter make the commute a breeze. So much so, I'm tempted to have a nice lie down in the back while the car gets on with driving round the M25.

And that's the thing – with all the technological assistance you sometimes wonder if the car would get on with the job better if the driver just stopped interfering! But, then, you'd be missing out on all the fun.

Returning to my bovine conundrum, the optional COMAND Online, with in-car internet access, is perfect for asking Google about the size of a cow – 50 square feet! Who'd have thought a cow was so big?

VERDICT

I've really enjoyed my time with the C-Class Coupé. It transformed my commute and, with its sharp looks, raised a few eyebrows on the school run. It'll be hard returning to my usual car, with its temperamental visor-mounted Bluetooth phone connection, ordinary headlights, sat-nav wobbling on the windscreen, and hearing and feeling the national speed limit. I can't thank Mercedes-Benz enough for loaning me such a magnificent car.

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REBECCA JACKSON
Winner

Mercedes-Benz C 350 BlueEFFICENCY AMG Sport Edition 125
Engine: 3.5-litre V6, 306hp
Transmission: 7G-Tronic Plus 7-speed automatic, rear-wheel drive
Economy: 40.4mpg
CO2: 164g/km
0-62mph: 6.0sec
Equipment: Agility Control Suspension, steering wheel gear shift paddles, optional panoramic sunroof, optional Driving Assistance Package
Prices from: £38,140
On sale: Now

WITH AN explosive combination of cutting-edge looks, performance and excellent fuel economy, the Mercedes-Benz C 350 Coupé is an easy car to fall in love with. And it's something you'll never get bored of looking at either – this is one of those vehicles you park, then glance back at one more time as you walk away. Its decisive road presence, arcing roofline and angular detailing give it a timeless appeal.

Inside, the C-Class Coupé exudes the high-end class and comfort you would expect of a Mercedes-Benz. Nothing looks or feels cheap – from the brushed aluminium trim on the doors to the fine quality leather used to upholster the seats, which can be adjusted for height, lumbar support and position. Standard equipment includes DAB digital radio, air conditioning and electric windows. Optional equipment includes the Driving Assistance Package that makes driving safer and easier.

I really liked the Active Blind Spot Assist, which alerts you to traffic lurking in the blind spot. Active Lane Keeping Assist vibrates the steering wheel, if the car should start to veer out of its lane. The other stand-out feature is Distronic Plus – an advanced cruise control system that maintains a safe distance between you and the car in front, even if it comes to a complete standstill in stop-and-start traffic.

On the open road, performance is strong. The 3.5-litre V6 petrol engine pushes 306hp to the 18in AMG alloy rear wheels. With a 0-62mph sprint time of just 6.0 seconds and top speed electronically limited to 155mph, this car is fast. But it's also economical: the C 350 Coupé's fuel consumption impresses at 40.4mpg.

At low speeds the Agility Control Suspension absorbs the lumps and bumps in the road, the ride is smooth, and the cabin is quiet. However, as you increase speeds and suspension load, the system reacts to driving style and road surface, giving the extra control required. In my test car this was further enhanced by the optional Dynamic Handling Package, which includes a sport mode with firmer damping and faster throttle response. Driven hard, the C 350 Coupé dances through corners – while the tone of the V6 makes the hairs on the back of your neck stand on end.

VERDICT

The beautiful C 350 does everything it should for someone who wants to travel in style, show off a bit of class, and enjoy good fuel economy. And when the 'I'm in a mood to play' hat is on, it is a very capable car to have some fun in, every day.

FIND OUT MORE ONLINE

Visit **www.octane-magazine.co.uk/coupe** for exclusive video footage of the C-Class Coupé in action – take the challenge yourself and book a test drive. Range starts from £30,720.00 OTR. For more information, visit mercedes-benz.co.uk/ultimate

Some combinations of features and options may not be available. Please contact your Mercedes-Benz Retailer for availability.

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Ahead of the curve

You might not have heard of the Borgward RS, but you now take for granted the avant-garde technology it boasted to take on the likes of Porsche

Words Keith Adams // Photography Matthew Howell

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IT CASTS LONG shadows in the golden light of an autumnal Bavarian afternoon. The Borgward RS that we've taken to the hills looks absolutely amazing in this setting – low, lean and delicately curvaceous. And far too pretty for the stark functionality of motor sport. If its ability to win were influenced by its looks, its maker would now be venerated alongside the greats. You know, Porsche, Ferrari, Borgward… Instead, you hear the name Borgward and your thoughts turn to worthily engineered saloons that only the few really appreciate.

But the Borgward RS is something quite different. It encapsulates the story of the missed opportunity and driven ambition that was part and parcel of the now-defunct company that produced it.

The company's history is all too brief. Carl FW Borgward bought into a small engineering company in Bremen, Germany, after returning wounded from World War One. Within a few years he'd taken control of the company and grown it into an important automotive parts supplier. He moved into motor manufacture in 1924, with the introduction of the three-wheeled 200cc Blitzkarren in 1924, then Goliath light commercials, which expanded the business significantly.

Borgward made his first inroads into the car business in 1929 by buying shares in Hansa-Lloyd, which was suffering in the hostile economic climate. One year later he took a controlling interest.

Borgward moved quickly, overseeing the launch of the Goliath Pionier and Hansa 1100/1700 range of cars. During World War Two, Borgward built military vehicles and, along with a number of German car manufacturers, then found itself without a factory once hostilities ceased.

But that failed to dent Carl Borgward's ambition, and by 1949 he had set-up a new factory and managed to get the Hansa 1500 into production – the first all-new post-war German car. The streamlined styling reflected Borgward's appreciation of the benefits of aerodynamics, and would go on to influence the future models introduced under both the Hansa and Borgward marque names – and, as we can clearly see, the study of airflow greatly influenced the way the company's motor sport contenders would look.

The Borgward Group remained busy throughout the 1950s, producing a range of cars that spanned the 300cc Lloyd microcars, through the mid-range Hansas to the elegant and beautifully engineered Borgward Isabella. The cars that bore the surname of the company's single-minded, rather autocratic leader would supplant Hansa. And it was the delicious Isabella saloon and coupé that would become a 200,000-plus selling high-watermark… until the ill-fated technical-marvel *grosse* Borgward, the P100.

During this fertile period in the Borgward Group's history, the company embarked on a truly ambitious race campaign that was waged with limited resources in comparison with its German rivals. Under the leadership of the company's research director Wilhelm Büchner, Borgward entered European 1.5-litre sports car racing. According to Karl Ludwigsen's detailed history of Borgward's racing exploits, Büchner was quoted as saying: 'We're not like Daimler-Benz, who periodically turn their whole technical strength toward racing for powerful commercial reasons. Nor do we resemble Porsche, who build cars and race them out of sheer enthusiasm. We're Borgward, where time and money to build racing cars must literally be stolen – when possible – from our prodigious car and truck development programmes.'

Despite his rather testy attack on his rivals, Büchner had a point. The achievements Borgward delivered on the track came from a race programme run on a budget – cooked up by engineers who spent time divided between microcars, family saloons and commercial vehicles.

Despite these limited resources, and working under the direct auspices of Carl Borgward (who retained tight control of his company and wasn't averse to shutting down projects without notice), Büchner pieced together an impressive little racing operation. Borgward's racing ambitions had been instigated in 1951, when one of the company's engineers, Martin Fleischer, began work on a sports car based on an elegant lozenge-shaped tubular chassis. This was very much only a beginning, although national victories would start to come to Borgward from 1952.

That tube frame was quite weighty in its original form so, for the 1957 season, a new spaceframe was built, saving 18kg. It should have been an important step towards Borgward's competitiveness in 1.5-litre racing, after attempts to drill and brace the original item proved fruitless. But in pre-season testing, Borgward's mechanic/driver Fritz Jüttner crashed the development car at the Nürburgring, leaving the team to campaign the older-style chassis as there wasn't enough time to build another of the new spaceframes. Despite that, what emerged for 1957 was a beautifully engineered compromise; the product of considered evolution.

That depth of thought oozes from every rivet of the 1957 Borgward RS we've driven into the Bavarian mountains. It's the very car that was raced by Jo Bonnier at AVUS in 1958 and, as we shall see later, gave Porsche a severe fright at the Berlin racetrack. It was once owned (and also comprehensively documented) by Karl Ludvigsen, but is now being looked after by specialist race-car restorer Tom Fischer. Although it's been restored and recommissioned, its original qualities continue to shine through.

'It's been restored but its original qualities continue to shine through'

We're puzzled when we set eyes on the Borgward in Fischer's Bavarian workshop: it's almost impossible to believe it's more than 50 years old. It's not just the shapely curves and timeless silver paint that serve to confuse and seduce – when Tom lifts off the clamshell engine cover, even a cursory glance reveals its prescient technical features. It's striking to see direct fuel injection and double ignition for the twin-cam power unit. Was this really put together on a such a tight budget?

It's worth taking a closer look at that magnificent engine, as it truly is the star of the Borgward package. Karl Ludwig Brandt was in charge of engine development and, like most of the management within the company, his talents were spread across road and race cars, as well as commercial vehicles. But his passion lay with high-performance engines, and he soon got his teeth into getting more power out of Fleischer's twin-cam four-cylinder, first seen in 1952. His development path took that clever aluminium cylinder head and mated it with the Isabella's shorter-stroke 1.5-litre block and mechanical fuel injection.

Brandt wanted individual throttle bodies for each of the four cylinders, but that proved too complex. Even so, the 1954 power unit was able to deliver 116bhp when running on alcohol – an impressive output for a naturally aspirated 1.5-litre. Yet Brandt wanted more.

The following year he began work on an all-new power unit designed with production in mind. His design featured forged conrods that were polished to a chrome-like finish. Exotic materials were used too, such as finely detailed Silumin (high-silicon aluminium) for the block/crankcase casting. The heavily revised cylinder head, which now featured 16 valves, was married to a new aluminium block, meaning that the more powerful new engine would carry no weight penalty.

Through 1954 and '55, Brandt continued to develop the impressive new engine. Oil feed problems were encountered and solved, and particular attention was paid to the cooling system – so that, by the 1957 season, it was reckoned that the Borgward was going to be able to match Porsche in 1.5-litre racing. →

Left, right and below
Borgward RS in action at Watkins Glen, USA, in 1958; now fully restored, the Borgward is very Porsche-like in its Teutonic minimalism.

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‘There’s a strong possibility the Borgward RS had the first racing engine never to have run on carburettors’

Right
The Bavarian Alps make the perfect playground in which to test the racebred Borgward. It’s compact, nimble, quick and characterful.

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Another innovation was Brandt's direct fuel injection, made easier by the four-valve cylinder head, which allowed the injector nozzles to be placed in the centre of each combustion chamber. Ludvigsen states in his notes about the 16-valve engine: 'Because the smaller valves weigh less than the parts for a two-valver would, Brandt could enjoy high revs without the expense and complication of desmodromics. A four-valver can be complex, but this trap had been avoided by ruthless simplification.'

The four-valve head went against conventional thinking, which saw the almost universal use of a two-valve hemispherical chamber. It might have been the accepted norm that two valves were the optimum for racing, but as Brandt said of the Borgward: 'It didn't turn out too badly!'

Ludvigsen states that there's a strong possibility the Borgward RS had the first racing engine never to have run on carburettors. It was certainly conceived to have fuel injection – quite a step in 1954. For the 1957 car, the results speak for themselves. It might not have been the lightest 1.5-litre engine out there at 128kg, but with an output of 165bhp at 7500rpm, and the ability to be held at full throttle on the test bench for as long as ten minutes at 8000rpm, it was something very special.

Despite ambitious production plans for the rest of the Borgward Group, the RS's European racing career remained the focus of Brandt and Fleischer. But its competition history never really amounted to as much as it should have, despite some early successes. Hans Herrmann came second in 1957's European Mountain Championship, and the Borgward often found itself beaten into second and third places the following year by the Porsche of Wolfgang von Trips. It would become a recurring theme.

The RS's best chance of success was in 1958, when it had all the ingredients to become a race-winning car. The all-aluminium body had been honed to its slipperiest form, and the talented Jo Bonnier joined the team as its lead driver. The 1958 AVUS Grand Prix was arguably the car's crowning glory, when in two events there Bonnier took the fight to Behra and Gregory in their works Porsches, trading places with them in an exciting race to finish a mere 0.8sec adrift after 206 miles of racing. Impressive, considering the Borgward was 80kg heavier than the Porsche. It was the same story in the European Mountain Championship, where Bonnier also scored a second place – although he won the Freiburg hillclimb that same season. →

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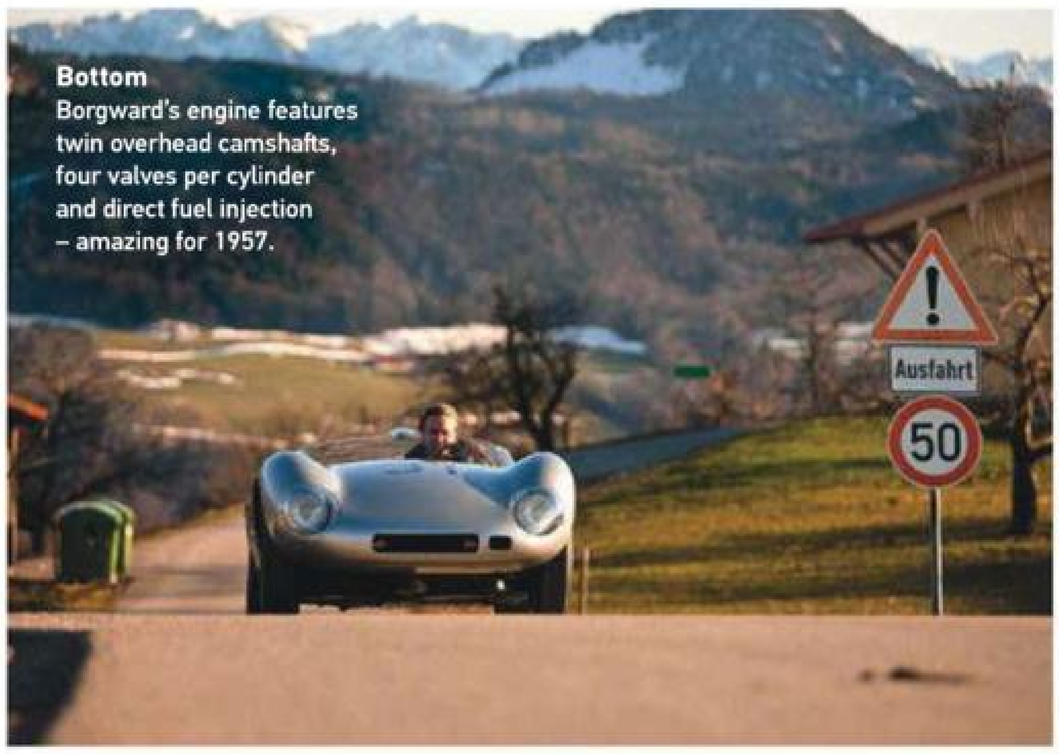
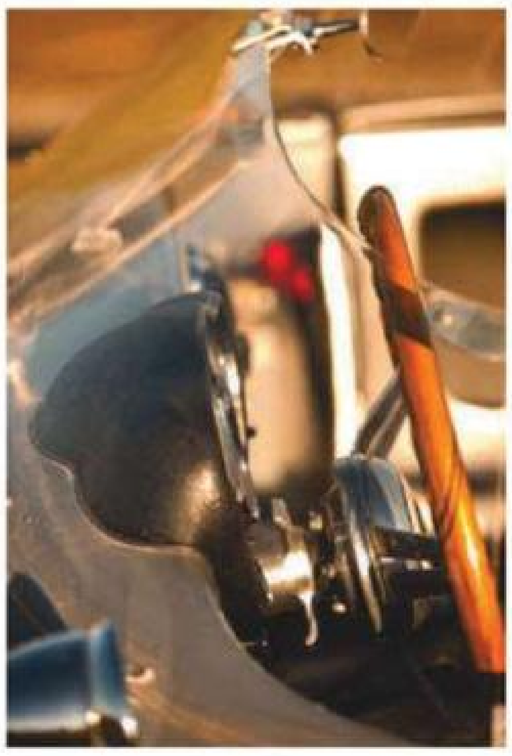
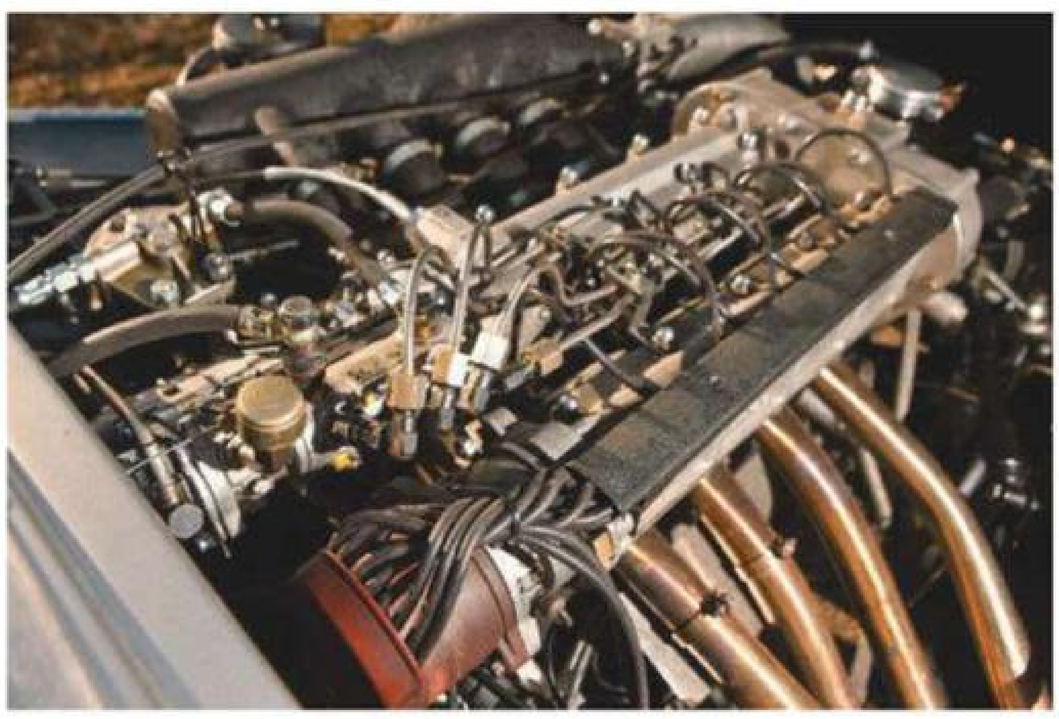
‘The light and accurate steering marks the RS out as a pure racer’



Bottom
Borgward’s engine features twin overhead camshafts, four valves per cylinder and direct fuel injection – amazing for 1957.





But that really was it for the Borgward RS; the works team withdrew before the beginning of the 1959 season. But the power unit lived on. Borgward and Rob Walker, Stirling Moss Ltd and the British Racing Partnership struck an engine deal. Early in 1959 four engines were installed in Cooper Formula 2 chassis and soon proved their worth, as they produced 20bhp more than the rival Climax 1.5-litre.

Long intake pipes along the side of the body marked out the Borgward-equipped Coopers, and with continued development the 16-valve engine gave 172bhp. Chris Bristow and Moss both raced Borgward-Coopers in the 1959 Formula 2 season, and there were hopes of carrying the engine forward into Formula 1 when it went 1.5-litre in 1961 – but, due to the Borgward Group’s collapse at the end of 1960, Brandt’s masterpiece never achieved the glory it had a glimpse of.

Bonnier’s RS was bought (along with a service truck) at Borgward’s insolvency sale by Horst Frischkorn, who rented it out to several drivers, including Heinz Gilges, who crashed it in 1964 at the Nürburgring and spent a long time paying for it. The RS was subsequently bought from Frischkorn and rescued from obscurity in 1967 by Karl Ludvigsen, who spotted it for sale in *Auto Motor und Sport*. He wanted to take it racing, and passed it over to Don Lefferts at Vintage Auto Restorations. ‘I had the benefit of the advice of the genial Fritz Jüttner, former works mechanic and sometime driver,’ says Ludvigsen. ‘During a visit to his home, he handed me a small cardboard box containing some special tools for the RS engine and a supply of the unique ring-shaped shims for adjusting the engine’s valve clearances. That’s what you call friendship.’

He continues: ‘Over several seasons at the end of the 1970s I enjoyed racing the Borgward in Vintage Sports Car Club of America events on the East Coast. We won the fast-car handicap race at Thompson Raceway in July 1978. I drove her at my favourite track, Bridgehampton, where I won my event, and also at Lime Rock and Watkins Glen. She was a delight to drive, with a compact gearbox pattern, balanced handling and just enough power from the engine to make me well aware that I was driving something that had to be treated with real respect.’

A career change saw Ludvigsen sell the RS in 1980 but it has remained in Germany ever since. It’s a reflection of Tom Fischer’s work that the car looks as good today as it must have done when it first caught Ludvigsen’s eye back in 1959, when he wrote about it for *Sports Car Illustrated*. The RS remains a mainstay of European historic racing, most recently scoring a win in the 2011 ADAC Salzburgring Classic’s Sound of Speed Trophy with Tom Fischer behind the wheel.

When it fires up the RS sounds crisp and purposeful and it’s clear that it remains a very quick car – straightline pace is on the right side of rapid, while the engine, which sings stridently at high revs, is matched by a controlled, albeit loud, exhaust note. But it’s the light and accurate steering and roll-free cornering that mark this out as a pure and well-developed racer. At no point on admittedly smooth roads does the RS look remotely close to getting out of shape in the bends. Clearly it could go well with more power.

Yet it’s the beguiling looks of this elegant car that get our juices flowing – as well as attracting attention from inquisitive Bavarians. Many assume it’s a Porsche, and few relate to the Borgward name if you have the chance to tell them, but they’re all just happy to learn that it’s German.

We come away from our all-too-brief time with this wonderful car lamenting what might have been, and wondering why it took so long for the rest of the industry to pick up and run with its technical innovations. Sometimes the car industry throws curveballs like the Borgward RS, a car that given more favourable circumstances should have become a race-winner – leaving the opposition very much in its shadow. End

THANKS TO Karl Ludvigsen, www.karlludvigsen.com; and Tom Fischer, www.tom-fischer.de.

1957 BORGWARD RS

ENGINE 1488cc four-cylinder, DOHC, 16-valve, Bosch mechanical direct fuel injection, twin fuel pumps **POWER** 165bhp @ 7500rpm **TRANSMISSION** Five-speed manual, rear-wheel drive **STEERING** ZF Rack and pinion **SUSPENSION** Front: wishbones, coil springs, telescopic dampers, anti-roll bar. Rear: de Dion tube, trailing arms, upper V-arm, coil springs, telescopic dampers **BRAKES** Discs **WEIGHT** 620kg **PERFORMANCE** Top speed 155mph (est)

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A VERY ENGLISH AFFAIR

Rowan Atkinson's new movie *Johnny English Reborn* features a very special Rolls-Royce Phantom Coupé – with an experimental V16 engine. *Octane* went on a spying mission

WORDS Mark Dixon // PHOTOGRAPHY Paul Harmer

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OH, the irony. Rowan Atkinson's new movie, *Johnny English Reborn*, may be an unashamed parody of the James Bond films, but not only has it been made with a Bond-film budget and at Bond-film locations, it has well and truly out-Bonded Bond when it comes to personal transport for British Intelligence's top agent.

In the first *Johnny English* movie, made in 2002, the eponymous hero – played by Rowan, then as now – drove an Aston Martin DB7 Vantage. For the new film, released in September 2011, he is upgraded to a Rolls-Royce Phantom Coupé. And not just the regular V12 Coupé, but one powered by a 9.0-litre V16 engine. For anyone who remembers the disappointment of seeing Pierce Brosnan driving a BMW Z3 in *Goldeneye* – and not even an 'M' Coupé, but a hairdresser's Roadster – there's a peculiar satisfaction in that.

Rowan, of course, is a great car enthusiast, who is able to afford the very best but who buys cars to drive rather than to show off as status symbols. He's previously owned a Phantom saloon in which he racked-up nearly 80,000 miles, and it was his appreciation of the car that sent him knocking at Rolls-Royce's door when it came to choosing a 'star car' for *Johnny English Reborn*.

'I felt that the Aston thing had been rather overdone, and I'd become quite a fan of the Phantom,' he says. 'But I wanted to give the car a little USP, something special that no other Phantom had. Such as a 9.0-litre V16 engine.

'Rolls-Royce had built three or four of these engines while developing the Phantom and then stuck them away in a warehouse somewhere. But I knew that they existed, so I got in touch with Rolls-Royce and said, would you mind squeezing one of them into our *Johnny English* Phantom Coupé, and very sweetly they agreed to do it.' →

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Left and below
Boffin Pat Quartermain introduces Johnny English to his new company transport; alloy cam covers are evocative of great RR aero engines.

Rowan's powers of persuasion seem all the more remarkable, given Rolls-Royce's (or, more accurately, BMW's) coyness in talking about these experimental V16s. In best Radio 4 *Today* programme style, nobody from the engineering department was available for interview. Instead, we were invited to submit a list of questions for written responses. Here are some of them:

Octane: What are the exact power and torque figures and at what rpm?

Rolls-Royce: Not info we can supply.

Octane: What are the bore and stroke dimensions of the cylinders?

Rolls-Royce: We can only confirm the displacement, 9.0 litres.

Octane: What make and type of fuel injection is used?

Rolls-Royce: Not information we are willing to disclose…

And so on. Best guess about the power and torque figures is just under 600bhp and maybe 670lb ft, respectively – a normally aspirated V12, as used across the Phantom range, puts out 453bhp and 531lb ft in comparison. It's a Rolls-Royce quirk that their most expensive cars have less powerful engines than their 'entry level' model, the Ghost (563bhp and 575lb ft); because, the company argues, the throttle response and torque characteristics of the unblown V12 make it better suited to the character of the Phantom.

The official history is that the V16 was designed *after* the Phantom had been launched, and was never seriously considered for production. It was, says Rolls-Royce, purely an experiment for project 100EX – the show car that was a precursor to the Phantom Drophead Coupé. But rumours persist that it was originally destined for the Phantom four-door saloon, which has a bigger engine bay than the Coupé – and Rolls-Royce did keep very quiet about the V16 when 100EX was

'Making the V16 work reliably in a movie car was the biggest challenge that the Rolls-Royce team faced'

presented. The company line now is that '…we could not be confident that a V16 could deliver on Rolls-Royce attributes of effortless performance, silence and magic carpet ride'. Insert your own conspiracy theory here.

What's not in dispute is that one of the three V16 engines built was fitted into a four-door Phantom test mule, and Rowan remembers being driven in it at Goodwood about two years ago.

'It felt very sorted, and had a "wonderland waftability" about it. But a V16 is very off-message at present, given the environmental sensitivity of the BMW group as a whole. Rolls-Royce was certainly nervous about the engine being used in the Johnny English car.

'Personally, I feel that a normally aspirated V16 would have been appropriate for the Phantom. Glamour and rarity counts for much with Rolls-Royce owners, and I myself would certainly be a customer for a V16 Phantom. I'm not sure how "on message" Rolls-Royce really needs to be!'

So why won't the company offer a V16 Phantom, and to hell with the Green lobby? Simply because its parent BMW cannot afford to be so insensitive to public opinion. A V16 would appear unacceptably profligate to many.

BMW has actually been here once before. In late 1987, an experimental 6.7-litre V16 was developed from the 5.0-litre V12 used in the then-new E32 7-series. It was slotted into a modified 750iL bodyshell and codenamed Goldfish – reputedly because the 750 shell was already painted gold. The extra length of the V16 didn't leave enough room in the engine bay for a radiator, so two smaller ones were angled across corners of the boot, and in this form the car was tested several times at the Norisring in Austria. Even in a soft state of tune, the V16 gave 408bhp and 461lb ft of torque, a huge increase over the V12's 300bhp and 332lb ft.

But there was never any serious intention to put this 1980s V16 into production; it was simply a technical exercise to give BMW's engineers their head. And that, insists Lars Klawitter, the head of Rolls-Royce's 'bespoke' department, was exactly the rationale behind the RR V16, too.

'It was built to push the envelope, to see what could be done,' he says. 'The Phantom had already been signed off two years earlier, and the V16 was purely intended to go into 100EX. Five sets of parts were made, and three engines built up – one went into the Phantom test mule, one into 100EX and, now, one into the Johnny English car – but some of the spare parts were destroyed during testing, so if we now needed, say, a new piston, we'd have to machine it from scratch.'

Making one of these three V16 engines work reliably in a movie car was the biggest challenge that Lars and his team faced, given a very tight schedule. 'The project began in August 2010 and the first scenes with the car were shot that →

…and this is the one you can buy

It doesn't have a V16 engine, but the production Phantom Coupé manages just fine with its V12, says ***Mark Dixon***

THERE'S NO OTHER car like a Phantom Coupé. Nothing looks like it and nothing can touch it for sheer presence. Marek Djordjevic's brutalist styling – Ian Cameron was in charge of design, but Djordjevic penned the outline – divided opinion about the Phantom when it first appeared in January 2003, but it has proven timeless in its idiosyncrasy.

Oddly enough, the Phantom is neither as fast nor as agile (truly!) as its less expensive sibling, the Ghost saloon, which has a twin-turbo version of BMW's 6.75-litre V12. But the Phantom Coupé has 'adequate' performance by any standards, and you can fully understand why RR felt no need to spend zillions developing a V16 as a vanity project.

It's the sheer quirkiness of the car that makes it so attractive. From the electrically closed 'suicide' doors to the deliberately overstated front quarterlight pillars, it's just unique. There's a fascinating contrast between the elegant simplicity of the facia and fripperies such as the 'starlight roof' option, which, as our picture shows, features hundreds of tiny LEDs set into the headlining. OK, so it costs £8010 – our test car was priced up at an eye-watering £334,660 – but it is a must-have, drawing 'oohs' and 'aahs' from all who witness it.

Having covered thousands of miles in a Ghost (see *Octane* issue 99) and several hundred in the Phantom, I'd be hard pressed to say which I prefer. The Phantom feels less adept at lower speeds on back roads, with a tendency to wallow and pitch – but it seems to become more composed the faster you go, and in town or on a motorway it is fantastic.

More importantly, the Phantom just gives you a feeling of wellbeing that you get from no other car. Maybe the simple truth is that the Ghost is a better car, but the Phantom Coupé is a better Rolls-Royce. I loved it.

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Above and below
Rolls-Royce went to great lengths to make Johnny English's Coupé a fully functioning car – and *Octane*'s deputy editor was uniquely allowed behind the wheel of it.

October,' he explains. 'We provided two cars: one fitted with the V16, and another one that was dummied-up as a stunt vehicle, plus a spare set of seats and a stand-alone facia for close-up filming.

'We could have made life much easier for ourselves by just cladding a V12 with a fake engine cover so that it looked like a V16, but that's not the Rolls-Royce way of doing things. We felt it was important that the car actually worked in the way it was supposed to.'

Fortunately, Rolls-Royce's commitment has been rewarded with quite a lot of screen time in the movie. The engine itself, clearly badged as a V16, is shown off to Rowan's character by the film's equivalent of Q, Pat Quartermain – played by *Blackadder* veteran Tim McInnerny.

Of course, the Phantom has a couple of non-standard options, of which the most memorable is a Spirit of Ecstasy mascot whose 'eyes' fire lasers. Ironically, although the V16 slotted into the Phantom's engine bay without any need to alter the rear bulkhead or relocate the radiator, it did mean that the production car's electric retracting mechanism for the mascot had to be sacrificed. A special rig was built for the close-up of the mascot rising out of the radiator surround.

Rowan told *Octane* that he would have liked to make even more use of the Phantom – which is known as 'Royce' – in the film. 'I had this idea of a car chase in which the baddies are driving a Lamborghini Gallardo flat-out, all smoking tyres and sideways cornering, while Johnny English calmly follows them in the Phantom, steering it with one finger and looking totally relaxed. And we actually filmed one scene that didn't make the final cut, in which henchmen are firing sub-machine guns against the Phantom's windows, which causes Johnny to turn to his sidekick and enquire casually, "Can you *hear* something?"'

> 'The most memorable non-standard option is a Spirit of Ecstasy mascot whose eyes fire lasers'

Rolls-Royce has turned down all requests by the world's media to drive the V16 Phantom, since it is not a properly sorted car – but *Octane* was uniquely privileged to give it a quick spin around the Goodwood factory site. It was impossible to glean anything meaningful from such a 'test', other than that the extra weight and size of the V16 were unnoticeable – although we did feel it wasn't quite as turbine-smooth as the V12. Just as the company predicted, in other words.

Amazingly, you can now order your own Johnny English Coupé replica, in the same North Shore Blue paint and with the same colour-coded wheels, albeit with a V12 engine. And there'll be one tiny but significant other difference – the replicas won't have red badges on the front wings. Those are only fitted to experimental cars, and the company is adamant that no exceptions can be made. We suspect Johnny English will be feeling rather smug about that. End

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The *real* ur-Quattro

You're looking at the very car that changed the rules of rallying forever. Time for *Octane* to delve a little deeper

Words Paul Hardiman // **Photography** Simon Stock

Above and right
The first four-wheel-drive rally car was a prototype of the production car – but plenty of specialist work went on under the warpaint, and inside.

THE FIRST QUATTRO rally car changed the face of competition. That was 31 years ago in Portugal, and… 'At that moment, we knew we had a winner,' says Hannu Mikkola. And he'd know: 31 years ago, he'd just completed back-to-back testing in his native Finland against a Group 4 Ford Escort Mk2 – the hottest ticket thus far and a car with which he was very familiar – driving the world's first turbocharged, all-wheel-drive rally car.

IN-NE 3 is the car that changed the sport. It might not look radical now, but it rocked the rally world when, unable to compete in the 1980 Algarve Rally before homologation, Audi ran it as course car for the Finn, to see what the revolutionary contender would do in a real rally environment. Had their times counted, Mikkola would have won the rally outright, by more than 30 minutes – an astonishing margin even in the Group 4 days, when cars were separated by seconds. He reeled it in a bit to let Porsches win some of the stages, but was still fastest on 24 of the 30 over five days and 1430km. The car wears its zero proudly today. As Mark Donaldson, who's brokering it for sale, puts it: 'The two-wheel-drive teams must have looked at this and gone "We're stuffed!"'

The Quattro was homologated in January 1981 (certificate no 671, interestingly specifying the bootlid as steel, but with lots of 'factory options' to come later) and its first win was on the Castrol Janner Rally in Austria, where Franz Wittman won by 20 minutes. The first big win that mattered was on the 1981 Swedish Rally in February, two minutes ahead of eventual Championship winner Ari Vatanen's (privateer) Escort RS1800, and Mikkola is on record as saying at the press conference afterwards: 'Someone asked whether I only won the rally because of the car I was driving. Unfortunately the answer is yes!'

That was its first World Rally Championship win. It had shown its pace before retirement on the Rallye Monte Carlo two weeks before, another round where there is guaranteed to be snow. IN-NE 3 was Michèle Mouton's practice car for the Monte, and you bet she wishes she'd used it instead, but in 1984, Quattros were 1-2-3 in the Alpes-Maritimes.

Until the '80s, if you followed a normal rally car through a stage, you'd see just two tyre marks on the road. The Quattro left four, as it hurled stones from each tyre: very peculiar. And that's all the other competitors saw of the flying Finn on the European-Championship Algarve rally. By that time, Mikkola and Hertz had completed about 1000km of testing in Portugal, and Audi's technical co-ordinator Freddy Kottulinksy had also put thousands of kilometres on Quattros since 1980.

Right after that, Mikkola said (in an interview with Chris Drake in *Rallysport*): 'It is not a sideways car like the Escort – when the wheels slide, all four of them slide, sort of like understeer and oversteer at the same time. I am still developing the car and my driving too. The Quattro feels like a front-wheel-drive car in most situations. I drive slower into corners and straighter but faster out of them. The car is very good in straight lines, so you must make the straights as long as possible.' All that would change, of course… though Mikkola admitted he was already using left-foot braking – and predicted that the Renault 5 turbo would be the main competition in 1981.

It wasn't that four-wheel drive wasn't allowed in rallies – it had been since a rule-change in 1979, just that nobody had thought of it before, and a Range Rover was never going to be competitive against the lightweight rear-drive Escorts, Chevettes, Asconas and, later, more specialised kit such as Lancia 037s. But when Audi achieved the masterstroke of stuffing four-wheel-drive Iltis off-roader running gear into an 80 saloon, just as an experiment to see how it could cope with icy Bavarian and Austrian winters, the knock-on effect was to change the rallying world forever.

Four-wheel drive could put the power down better on all but the most perfect surfaces – and there aren't many of those in rallying – from the ice of the Monte, to the gravel of Wales and the plains of Kenya. Soon every manufacturer had four-wheel-drive prototypes designed, built and pressed into service. The strange thing is that, though the Quattro looked ever more prototypical though its six-year career, it was always related to the roadgoing saloon.

Wild paint job aside, IN-NE 3 doesn't look much different from that road car. OK, there's a

little negative camber at the front, maybe a tad more ride height, but the bodywork is near-standard and it rides on the same Fuchs alloys as the first production Quattros.

Climb underneath and things start to get more interesting. This car bears the fingerprints of a team feeling its way, making it up as it went along, advancing over new ground. The shell is mostly seam-welded and the chassis rails are extended rearwards to the back of the floorpan, growing crude outrigger jacking points; fairly standard stuff. But the rear subframe mounts are capped, both to strengthen them and provide a little more clearance – you can imagine the faithful minions with their gas-axes and torches adding metal until it looked right.

The exhaust is tunnelled, something the factory denied it ever did – until presented with a photograph showing the evidence taken as the car was being built. The chassis rails on this car are notched and relieved to provide more driveshaft clearance, a later modification. The subframes and wishbones are seam-welded, and the outer joints changed for massive rose joints that, as well as adding strength, allow for some adjustment. The rear wishbones are further located fore and aft by radius arms mounted to extra frame tubes, features the road cars never had.

At the front, there are two extra crossmembers, one running around the front of the motor and one under, tied back to the rollcage by more alloy tubes, clamping down on the strut towers by massive elephants' feet bearers. You could probably cut most of the shell off and the rest of the car would stay exactly where it was. The doors, bonnet and front wings are aluminium, later homologation additions along with that plastic boot, which on this car is a pre-production part stamped 1979, and the sump and diff shields are thick, ribbed composite.

Inside, apart from the accessory-store quick-release dash, it looks alarmingly standard. There's a 200km/h speedo and 10,000rpm tachometer (with the tell-tale at seven-five…), fuel, oil and boost pressure, oil and water temperature dials by VDO. There are none of the hydraulic rams to crush your feet as on the crude auto-clutches of later cars, just a better gear linkage and the steel footbraces that mark out the early ones. The tools sit in a bag clipped to the rear bulkhead, a carry-over from Escort practice that Mikkola insisted on. The fuel injection brains live under the dash, next to the ignition coil.

Ah yes, the fuel injection. Early rally cars ran Pierburg injection, which basically means the car either starts or it doesn't. 'We call it the voodoo pump,' says owner John Hanlon, one of the few people who has been able to run one of these cars outside captivity. It's a six-plunger pump with one port blanked off, and a variable mechanical linkage to set the volume. Think simultaneous equations performed as a duet on slide rule and the Enigma machine and you're getting near: →

'If you followed a normal rally car through a stage, you'd see just two tyre marks on the road. The Quattro left four'

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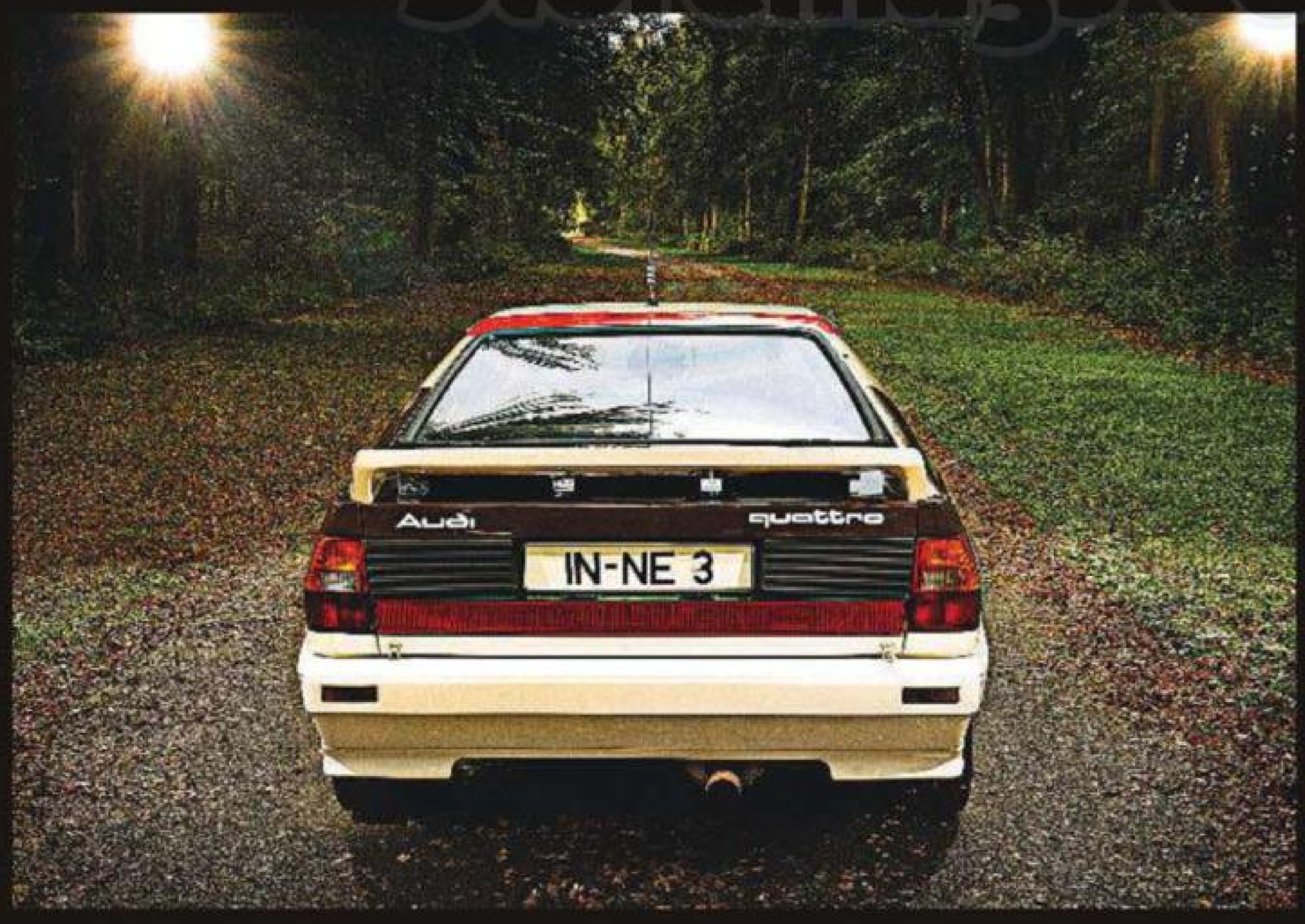
'This car bears the fingerprints of a team feeling its way, making it up as it went along, advancing over new ground'



1980 AUDI QUATTRO PROTOTYPE

ENGINE 2144cc five-cylinder, SOHC, Pierburg DVG mechanical fuel injection, KKK turbocharger **POWER** 320bhp @ 6500rpm **TORQUE** 304lb ft @ 3250rpm **TRANSMISSION** Five-speed manual, four-wheel drive, 50:50 torque split, ZR rear limited-slip differential (75%), Fichtel and Sachs competition single-plate clutch **STEERING** Rack and pinion, hydraulically assisted **SUSPENSION** Front and rear: spring struts, lower wishbones, Boge dampers **BRAKES** Vented discs, alloy calipers, twin master cylinders, adjustable front/rear bias **WEIGHT** 1240kg **PERFORMANCE** Top speed 108-158mph. 0-62mph 4.9-5.2sec (depending on gearing)

'Unless it's got 10bar of pressure on the gauge it's not going to start,' says Hanlon. 'You get attuned to listening for the specific pitch it makes when it's ready, sort of a *wheeee-ooww*, and you have to catch it quick.'

As it happens, this one does start repeatedly during the day, every time building up to its malevolent off-kilter howl (and yes, it pops on the over-run, and even ticks over, as it returns, jiggling on its high, stiff suspension), which is handy when you're running at the Goodwood Festival of Speed, where it has appeared twice, driven by its original hero Mikkola. In this spec, 0-60mph passes in around five seconds, 0-100mph in under 13 – about as quick as a Cobra. But not today, as the brakes aren't up to scratch… Take it from the owner: 'They can be a bitch on tarmac, but great fun on knobblies – it's sideways everywhere.'

Mechanically, it's nowhere near as wild as the ultimate 600bhp S1s (Hanlon has two of those, plus an E2) or the bewinged Pikes Peak record-breakers, having around 300bhp and a locked central diff. The iron-block 'five' has extra heat treatment of its forged steel crank, and dry-sump lubrication; there's a KKK turbocharger with enlarged air-to-air intercooler with 1.6bar wastegate-controlled maximum boost. Ignition is by Hitachi, later Bosch. The cam timing is unspecified, but inlet valve size went up from the production 38.2mm to 41.1mm, exhaust from 33.3mm to 35.2mm.

Everywhere you look, thoughtful touches abound. The motor, running a Polo-sized radiator, breathes from an inlet placed far back on the scuttle, where flood water from deep-fording can't get to it, and the Kevlar intake trunking has hooks and eyes to stop turbo pressure or blowbacks from parting the joints – all in the name of preventing the car from stopping on stages. The engine and transmission have their own mounts so the whole subframe and suspension can be dropped off without disturbing the driveline, and, equally, the exhaust is mounted via quick-release pins.

On this car, the power steering pump runs off the back of the camshaft. Unlike the later cars, which were crammed with a mass of radiators in the back, this one has three modest oil coolers under the spoiler on the top of the plastic bootlid (very hand-done welding is still evident on the joints), and a square oil tank – a bad idea, and the factory soon learned to use round ones that helped prevent foaming. There's one of the first uses of a composite fuel tank, too, a Kleber rubber item with foam filling in this case.

Incredibly, this very important car was discovered languishing in Audi's UK storage facility in 2000. After a career as a test mule, and then a second life as a rallycross competitor in Ireland with wide wings (from where Audi UK had bought it), the car was looking sorry for itself, with the engine in the boot and various body plastics piled up on top of it. Arch Quattro hunter Hanlon heard about it and wouldn't let up until it was his, but as one of the most important – perhaps *the* most important – rally cars of all time, there was no question about whether it would be restored meticulously back to its original form.

'Luckily the fingerprints were all over it,' says Hanlon, 'and it would pass any X-ray or forensic test.' Some of the welding is, frankly, a bit rough, but it's been left as it was. The story is that Hanlon's body man worked for 13 months on this car, really getting into the concept of preserving originality. When he was done, he retrained as a plumber. 'How can I go back to bolting wings onto Mondeos after that?' he said. Much of the outer panelling was replaced, and Hanlon was lucky enough to find a pair of aluminium front wings, doors and bonnet at the factory.

It seems incredible that Audi didn't know what it had – but then, after years of rallycrossing, everything was covered in thick layers of yellow paint. Hanlon was keeping quiet until he'd got it out of the building.

'I wanted it because it was the earliest Quattro I'd seen – I like first, last and winners!' Then 'R6' was found on one of the front reinforcing struts… 'The body has a special prototype number 00005 – and when you find that, you go "oooh".'

Hanlon is clearly passionate about his 'first' Quattro. So why is it for sale? 'I've done what I wanted with it – I can't use it and thrash it, and it'll always be preserved. It was the first thumbprint. It's safe with me but it wants to go somewhere it can be seen and adored, not stuck in a workshop. If they hadn't had that Algarve run in IN-NE 3, there wouldn't have been an '87 Pikes Peak Quattro.'

Simple as that.

THANKS TO Mark Donaldson, who is brokering the sale of the Audi, www.markdonaldson.com.

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Top
Characteristic turbo five-cylinder is tuned to a relatively mild 320bhp, but accessing that means getting used to the sometimes recalcitrant Pierburg fuel injection.

Hannu Mikkola on this Quattro – and *that* rally…

MIKKOLA SHOWED OFF the Quattro for the first time on the 1980 Algarve rally – with spectacular results.

'We were confident,' he says today, 'but you never know in a rally what happens. We did a lot of testing in Finland, but there were problems with the handling. I couldn't extract the maximum potential from the car on the narrow stages but on the open stages, it was incredible – so very fast! It turned out that the front struts were flexing and that made the Quattro unpredictable in the corners, so we had to find a way to strengthen the front suspension to prevent the struts from moving under rally conditions, you know, to make it turn properly! It was modified for the Algarve rally and then we finally had something that handled.

'In Finland, I had to leave [development engineer] Freddy Kottulinsky to carry on testing for one more day and unfortunately he rolled our test car. My technique for driving was always to left-foot brake to make it work, but that was a system I had to develop by myself. On the first stage of the Algarve, I was over one minute faster on the same section than I had been on the previous year in an Escort. I remember it exactly: the first stage was approximately 15km long and it was all uphill including hairpins. The Quattro was incredibly fast there. I knew then that we had a car that was going to win rallies.

'There was no strategy, we just agreed that the purpose was to show the full potential of four-wheel drive with turbo, Audi's new concept. We wanted to make a genuine evaluation. Audi was trying to persuade Walter Röhrl to drive for them and so they sent him all of the data and stage times – we kept nothing secret. But Walter didn't dare to join.'

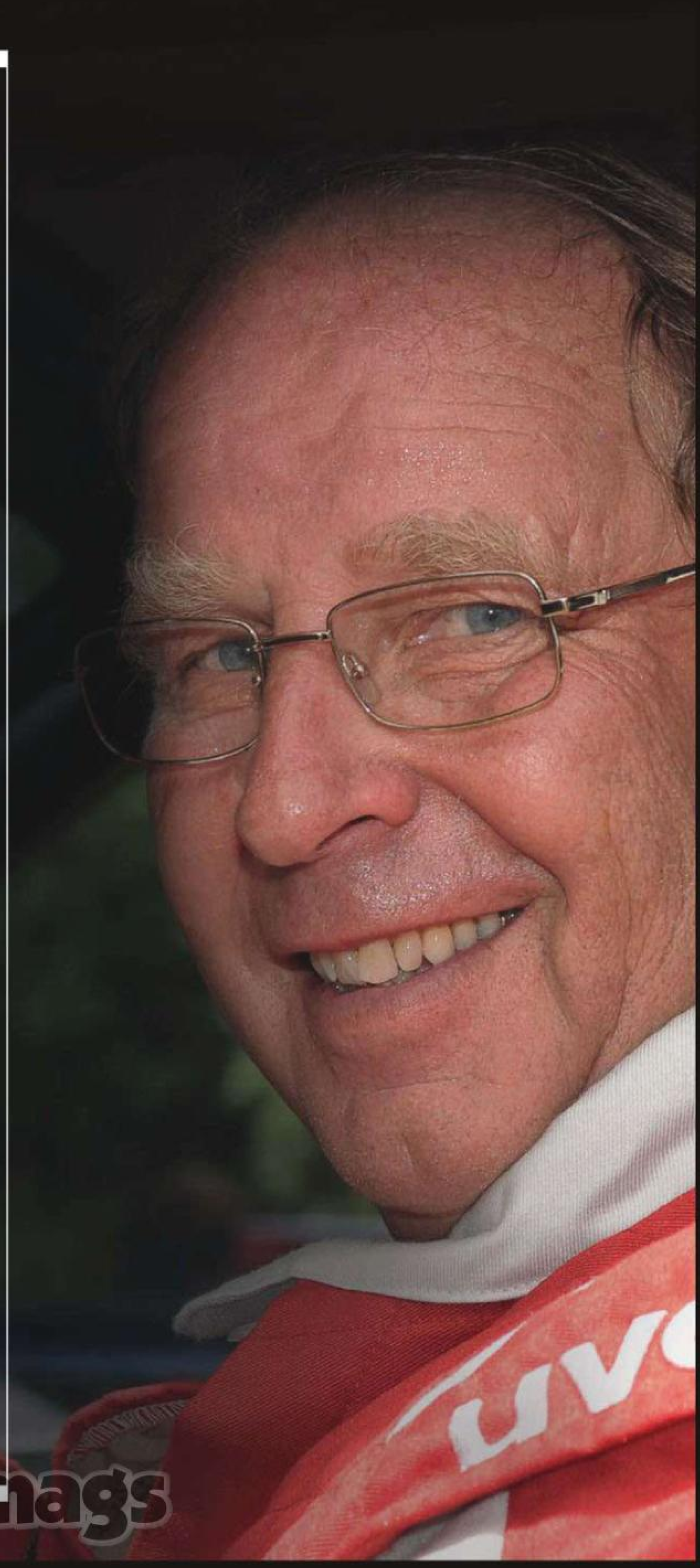
Less widely known is the story behind the early testing of the Quattro. Freddy Kottulinsky was instrumental in that, and so was a Group 4 Escort bought on the quiet…

'We secretly bought an Escort from David Sutton to take to Finland and other places to do back-to-back testing against the new Quattro; that's when I knew how much faster I could be with this new system. It was amazing to see the times that we achieved on the stages with this first Quattro, but that does not mean it was easy to drive. We had a hell of a lot of lag on the turbo engine and I wasn't so familiar with left-foot braking.'

The Quattro still impresses today. 'Just last week I completed Rally San Marino in an A2 Quattro with a factory mechanic who I was with in the Algarve in '80. He's retiring soon, so it's interesting that he did his first and last rally with me and the Quattro. I was still surprised about how much lag you have on the car – but still it was very good, once more!

'We did the first night on serial tyres, but the next day we changed to slicks and actually it went very fast. But it again was difficult – you always have to put first gear in for the hairpins and you can't pull more than 2-3 seconds, and then you have to put second gear in and it doesn't pull really well there!

'These cars are still incredibly fast, and it's amazing how they keep everyone's interest and people are interested in that period of time – there are still so many fans who want to have pictures. It's so long ago, yet they still are coming to see these cars.' End



'The Quattro was incredibly fast. I knew we had a car that was going to win rallies'

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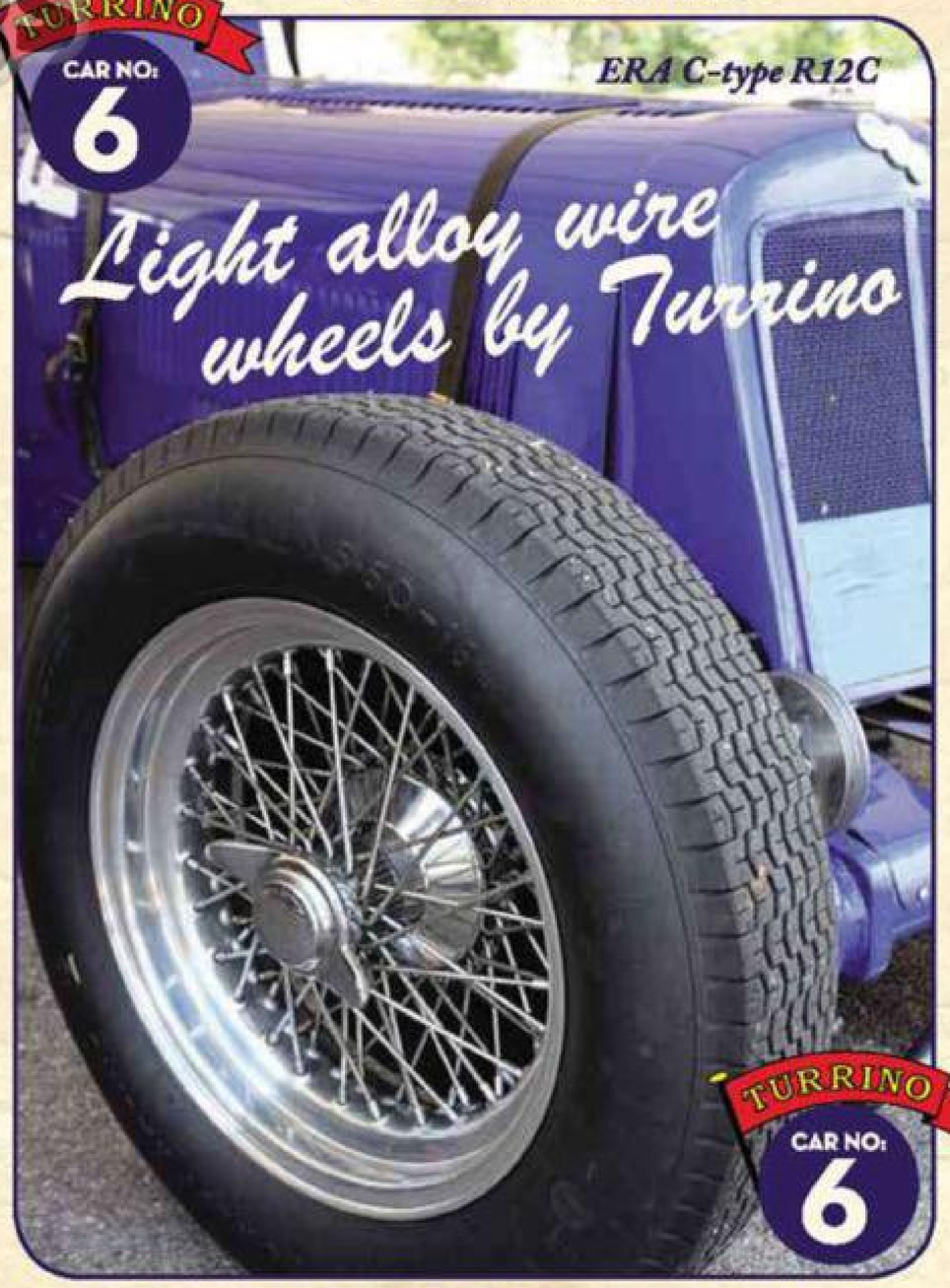

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Re-tracing the 49 steps

Before Austin took over, 19 pre-production 'Healey 100s were built. This is one of the few survivors – now with all 49 differences restored

Words David Lillywhite
Photography Stuart Collins

IF YOU KNOW YOUR 'HEALEYS – *really* know your 'Healeys – the sight of AHX 11 on this page may have caused you to take a deep breath.

Sure, it looks basically like any other 'Healey 100 at first glance, but this is special: this is the sixth road car made, the 1953 Turin Show car, one of a batch of 19 that was built at the Healey Motor Company's modest base in Warwick rather than at Austin's Longbridge factory, and a piece of history so significant that it's now valued at over £100,000. Not that you'd have known that from the restoration it was subjected to a decade ago, which took three years to put right.

But let's start from the beginning. When Donald Healey famously shook hands on a production deal with Austin's Leonard Lord at the 1952 Earls Court Motor Show, he was taking on a workload that the modest Healey Motor Company team was only just capable of fulfilling – that of developing the prototype into a production-ready car in less than six months, while simultaneously promoting the new model worldwide, on a shoestring budget.

And when it became clear that the planned 20-cars-a-week production rate would be more like 100-plus a week, the pace really hotted up. The plan had been for Tickford to build the bodies, but Tickford wasn't geared up for such →

high production numbers, and so the contract went to Jensen, already involved with Austin via the deeply underwhelming A40 Sports.

Austin needed time to lay down a new production line, but the Earls Court appearance had started something that couldn't be stopped. So the Healey engineers had no choice but to begin the dual tasks of building cars for publicity tours as well as working with the Austin engineers to move the design from a prototype intended for eventual low-volume production to a car that could be turned out in much greater numbers on a major manufacturer's factory line.

Healey set out to build 50 pre-production cars but, as it turned out, just 19 were assembled before Austin was ready to take over manufacture, in March 1953. The significance of the first cars has increased over the years, as experts began to understand just how different they were, and how the differences (all 49 of them) effectively document the development of the Healey 100 from the Earls Court prototype to the highly successful production model, and provide an insight into the mindset of the 'Healey engineers – Geoffrey Healey, experimental department head Roger Menadue, chassis designer Barry Bilbie, stylist Gerry Coker and works manager Harry Brandish, to name but a few.

All the Warwick-built 'Healeys received commission (or build) numbers prefixed with 'AHX' (or 'AHR' for the four Special Test cars), often remaining unregistered to avoid purchase tax on the condition that the cars were scrapped rather than sold off once finished with.

Consequently the survivors are few and far between, though their initial destinations say much of how Healey planned its publicity campaign. The first three were shipped out to the USA, and only one of those is known to survive. AHX4 was built for the Frankfurt show, AHR5 for Geneva; only the latter is still around, having been later rebuilt as a 100S and relocated to the USA.

AHR6 was registered as NOJ 392, to become the famous press car for *The Autocar* and *The Motor*, and it still exists, while AHR7 was registered NOJ 393 and became the 1955 Le Mans entry, as a 100S, also still surviving (and due for sale at Bonhams on 1 December). It's not until the ninth Warwick car built, AHX9, that we find the first right-hand-drive 100, but sadly that's known to have been scrapped in 1955, having been used as a test car at MIRA. AHX10 is a mystery, almost certainly never actually built at all – hence the 19 cars built out of 20 apparent commission numbers.

And so we come to 'our' car, AHX11, which was registered – with its build number, as you can see – on 1 April 1953 so it could be driven to Italy by Geoff and Margot Healey for the 1953 Turin motor show. (Curiously, its build number is AHX10, overstamped AHX11, backing up the theory that AHX10 was never built.) It was finished in the same light metallic blue as all the Warwick road cars, a colour copied from a Jaguar shade admired by Donald Healey, and fitted with an internal boot release rather than an external handle, apparently a request from Geoff to prevent his and Margot's possessions from being stolen at the show.

The three cars that followed AHX11, originally shipped to the USA, have also survived, though the next along, AHX15, is missing without trace. AHX16, still around today, was registered NUE 854 and sold to racing driver Betty Haig, but nothing is known of AHX17 and AHX18, nor of AHX20. Fortunately AHX19 – registered NUE 855 – is not only alive and well in Bournemouth, UK, but is thought to be the most original of all the survivors.

So, just ten left, and AHX11 the oldest known 'Healey 100 in Europe. The Healey engineers were honing the production processes, tweaking the design a bit at a time, and learning what worked and what didn't. Meanwhile, the bodies were being farmed out to Jensen, who also seemed to be changing the design – without the knowledge of the Healey engineers – by finding shortcuts where they could get away with them.

AHX11 was no different, and it went on to endure a typical lifecycle for a British sports car, living in the USA for much of its life, used hard, suffering the usual corrosion and rough repairs. When it was finally returned to the UK it was in need of serious restoration, but what it received instead was a horrific series of bodges by a now thankfully defunct specialist. In 2004 it was sold at auction for a not insignificant £36,000. Even then, the owner was aware of problems with the car, but it was only when he delivered AHX11 to Cape International in Coventry that the full horror of the restoration began to emerge.

Cape's Steve Norton knows 'Healey 100s, including the Warwick cars, inside out and is now involved in the restoration of the 1955 Earls Court car. He had already noticed plenty of discrepancies and problems, some as basic as the engine having been painted the incorrect colour (Warwick cars should have duck-egg-blue engines). But some faults ran much deeper: the doors didn't open and close cleanly, the shape of the rear shroud was incorrect, and the car drove badly. The Cape team began to dig deeper, and it was soon agreed with the owner that another restoration was needed.

'The dilemma was that each Warwick car was different,' says Steve, 'so it was difficult to find a reference point. Was I looking at someone's hack job in the 1970s, the restoration work from 1999 or some last-minute factory revision? You've just got to hold stuff and say "Bloody hell, this feels quite honest."'

In fact, Steve went well beyond the 'honesty' test, and commissioned Coventry Prototype Panels to analyse the welding techniques and the age of the welds to ensure that none of the original Warwick work was destroyed.

What a shame that the previous restorers hadn't been so conscientious. As Steve points out, Healeys are difficult to get badly wrong, because the chassis mounts act as datum points. And yet AHX11's sills had been fitted at the wrong height, and to overcome this the bottoms of the aluminium wings had been cut, overlapped with the sills, riveted (yes, riveted!) into place and filled over.

The rear end was wrong, having suffered →

1953 AUSTIN-HEALEY 100

ENGINE 2660cc four-cylinder, OHV, twin SU H4 carburettors **POWER** 90bhp @ 4000rpm **TRANSMISSION** Three-speed manual with overdrive, rear-wheel drive **STEERING** Burman steering box **SUSPENSION** Front: coil springs, wishbones, anti-roll bar, lever-arm dampers. Rear: live axle, leaf springs, Panhard rod, lever-arm dampers **BRAKES** Drums **WEIGHT** 914kg **PERFORMANCE** Top speed 107mph

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‘The significance of the early cars has increased, as experts began to realise just how different they were’

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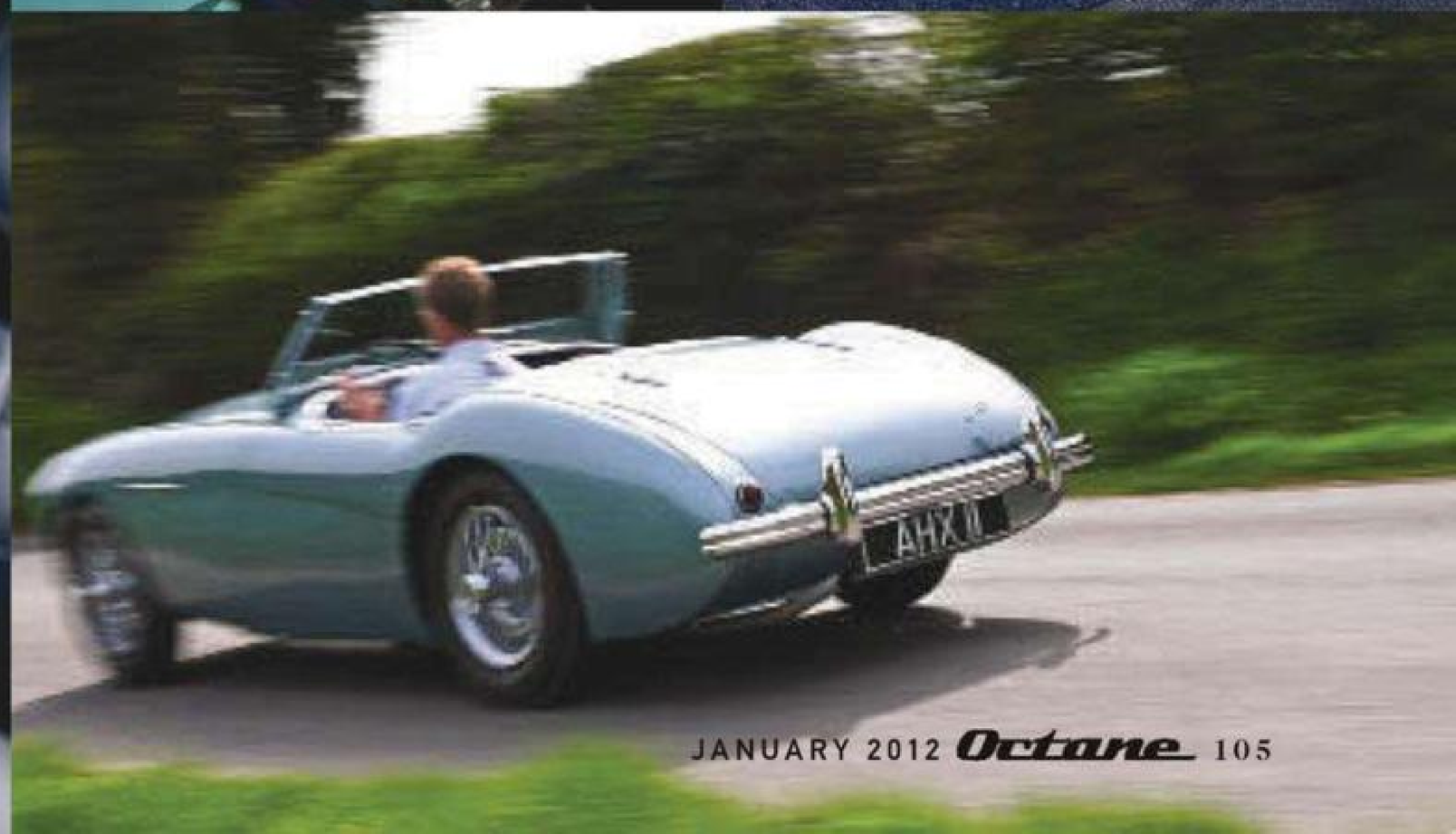

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accident damage at some point and then been fitted with a new rear end that was (incorrectly) attached with odd little fillets of metal.

The rusty chassis outriggers, just £25 each to replace entirely, had instead been roughly plated, the chassis brackets were wrong, the engine mount brackets were fitted so badly out of line that the rubber mounts had torn, the uniquely shaped inner wheelarches were badly patched, the original bootlid was missing, the body was full of spray filler… it's a long and saddening list, topped off with the most badly worn wire-wheel splines Steve had ever seen on a 'Healey.

But it wasn't all bad news. The majority of the most important original features had survived intact, including the chassis (welded flush, without the production chassis' central raised lip), the hand-folded steel front substructure, the fabricated scuttle, the floors with '100' pressed in at a smaller size than on the production cars, the smaller footwells, and the signature Warwick three-piece sills complete with wooden formers to form the step for the alloy sill finishers.

The engine was original, and retained its distinguishing Warwick features such as castellated nuts on the main and big-end bearing caps, different flywheel, clutch mechanism and timing cover, and curved cooling fan blades.

Now clearly this is for the true 'Healey anorak, but isn't it satisfying to know that those little differences are still in place? And they carry on, to greater significance, in the bodywork.

The production cars used machine-pressed panels, with (after a short changeover period) steel wings, doors, bonnet and boot, and aluminium alloy front and rear shrouds. The Warwick panels were all hand-formed aluminium, and the difference can be seen in the crispness and depth of the swage lines.

With skilful repair work AHX11's original doors and front and rear shrouds were retained; the front wings had to be replaced, but the swage line was remade to match the Warwick shape. As for the missing bootlid, remarkably it was tracked down to Chicago, and reunited with the car.

And then there were the touches designed for the Turin show. The wire wheels were chromed rather than painted, as were the brake drums, the cockpit trims and even the wiring loom P-clips.

Every aspect of AHX11's rebuild required detective work, and Steve was assisted in this by other Warwick car owners. The result is a stunning restoration, with as much original metalwork retained as possible – and all 49 of those special Warwick features either kept or replicated.

Intruigingly, NOJ 393, one of the 19 cars built alongside AHX11 at Warwick, is thought to have the potential to become the first million-pound 'Healey due to its race history. Where will that leave AHX11 and the other Warwick cars? End

THANKS TO Steve Norton at Cape International, +44 (0)1676 542292, www.cape-international.com.

RESTORING AHX11

How crucial historical features were retained and replicated

Stripped to the bare structure
The outer panels were removed and the chassis structure cleaned off to bare metal (and then primed, as shown). The rear inner arches, seen here in front of the car, were junk, the rear end having been damaged and replaced years before. The front inner arches are original, with unique stiffening grooves, a distinguishing Warwick feature.

New rear panels
Warwick-built boot floor, rear bulkhead and rear arches were different from the Longbridge cars' panels, having been hand-folded from flat sheet, without the pressed details that would follow. Although the chassis was original, AHX11's rear end panels were Longbridge-spec, so they were replaced with replicas of the Warwick panels. Note the remains of the bodged sill ends still visible here.

Original shrouds, new wings
The original front and rear shrouds were battered and filled, but the craftsmen at Coventry Prototype Panels were able to repair them. All four wings had to be replaced but they were first reworked to replicate the deeper swage lines of the Warwick cars. The metalwork of the front substructure was retained intact – a crucial point because it's quite different from those of the Longbridge cars.

Practice assembly
Before AHX11 could go for paint, the body went through a complete mock build. All mechanical parts were stripped and rebuilt, revealing many more unique-to-Warwick touches, including a 32% overdrive (production cars were 22 or 28%), redundant starting handle hole in the radiator, adjustable joints on the steering outer links, and more.

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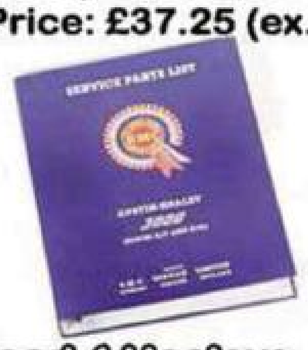

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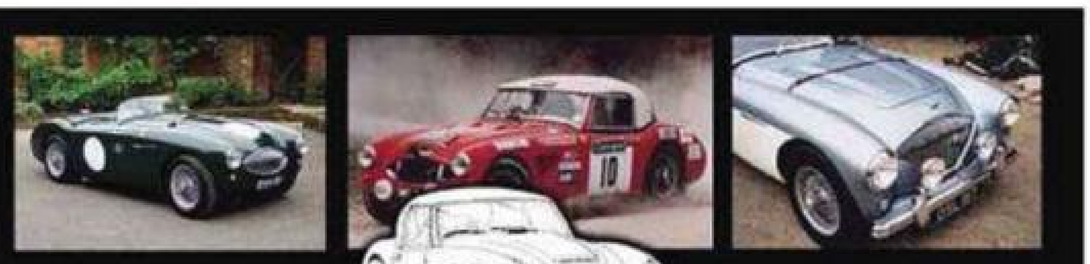

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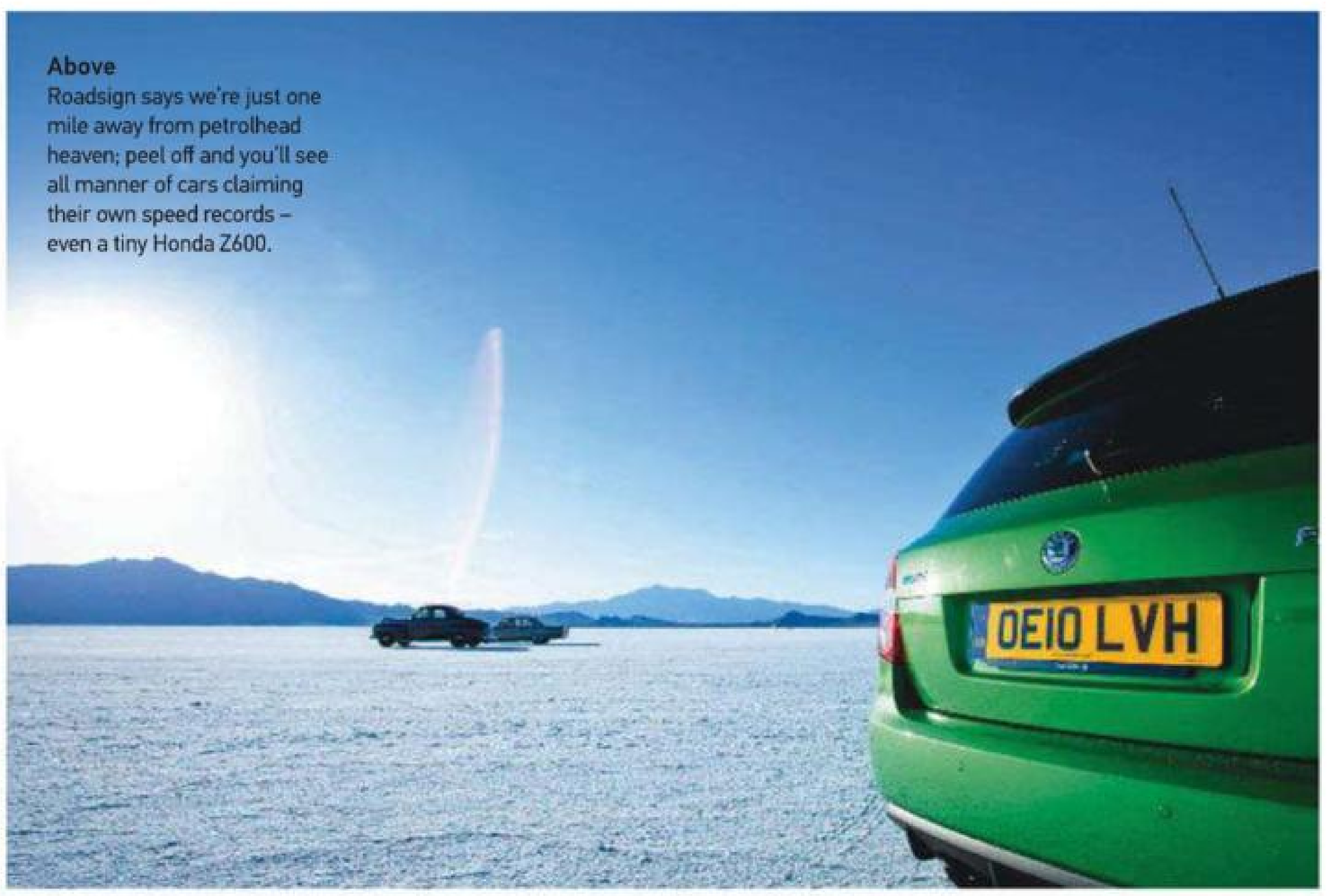
YOU TO DRIVE AT TOP SPEED...'

That was the advice given in *Fear and Loathing in Las Vegas*. Just as sound for scoring a record run at the Bonneville Salt Flats in a Skoda – before making an 800-mile adventure to Los Angeles via Sin City

Words Richard Meaden // Photography Malcolm Griffiths

‘SHARING SALT WITH 400MPH STREAMLINERS, IT SAYS A LOT FOR THE FABIA THAT ANYONE NOTICES IT AT ALL’



Above
Roadsign says we're just one mile away from petrolhead heaven; peel off and you'll see all manner of cars claiming their own speed records – even a tiny Honda Z600.

‘HEY BUDDY, neat car! What is it?’ If I had a dollar for every time someone stops to quiz us on our car I’d be one wealthy man. Admittedly, a 1.4-litre Czech-built hot hatchback is a quirky choice of chariot to take on a road trip from the God-fearing state of Utah to California’s City of Angels, but this was never going to be a conventional visit to the United States.

Earlier in the week I’d driven a specially built Skoda Octavia vRS to a new production class record (see panel, overleaf) at Bonneville SpeedWeek for *Octane*’s sister title *Evo*. Now, to stave off post-Bonneville blues, I’m embarking on a drive from the splendid isolation of Utah’s hallowed salt to the immense urban sprawl of Los Angeles, via the sickly neon of Las Vegas and furnace-like heat of Death Valley in the UK-registered Skoda Fabia vRS we’ve been using to drive to and from the salt during SpeedWeek.

More than 800 miles of endless vistas, winding canyons and blistering temperatures is a big challenge for any car, let alone a small hot hatchback that’s 6000 miles away from its natural habitat. A tough test, then, not only of the car but also the curiosity of American car enthusiasts. Will the Fabia wilt in the heat and struggle on the Interstate? And will American car enthusiasts warm to a car equipped with an engine of smaller capacity than the average pick-up’s cupholder?

If the response we get from the competitors and spectators at SpeedWeek is anything to go by, the little Fabia is a great way to make friends. I’m sure the colour helps – it looks like someone liquidised Kermit and threw some sparkly glitter into the mix – as does the unfamiliar winged arrow badge, but the Fabia’s businesslike stance sends out a kind of visual pheromone that draws people in. And it has a trick under the bonnet too.

There are few more car-savvy sample groups than members of the Southern California Timing Association, whose members like nothing better than baking themselves in 100º heat at this original festival of speed. Yet, when you’re sharing salt with 400mph streamliners, precarious-looking 1930s roadsters and all manner of weird and wonderful machinery, it says a lot for the Fabia that anyone notices it at all.

Those who wander over to take a look are soon poking around under the bonnet. Talk inevitably turns to output, which is my favourite part of the ‘Hey buddy…’ conversation. Peaks of 180bhp and 184lb ft are hardly going to drop jaws out here, but eyebrows never fail to rise when I explain the engine is a 1.4-litre in-line four-cylinder fitted with a turbocharger *and* supercharger. When told it also features a seven-speed, double-clutch paddleshift transmission, hits 60mph in just over 7sec dead, tops out at 140mph and does the best part of 50mpg, even the hairiest and most heavily tattooed hot rodders are bowled over by our diminutive Czech mate.

I’m sad to leave the Salt Flats: if you’ve even a drop of petrol in your blood they are holy ground. Unfortunately the same can’t be said of the nearest town to the salt, Wendover. Straddling the Utah-Nevada border, it’s a tawdry, bipolar outpost of the Midwest: modest and a bit scruffy on the Utah side of town, brash and crass on the casino-peppered Nevada side. Wendover’s other claim to fame is the old airbase where all the USAF’s heavy bomber crews were trained during World War Two, and also where the B-29 Stratofortress *Enola Gay* was loaded with the world’s first nuclear bomb before leaving for her grisly world-changing atomic raid on Hiroshima.

We head due south on Highway 93A, destination Las Vegas. As Wendover recedes in our rear-view mirror, it’s a shock to find we’re almost immediately in the wilds of Nevada. Dwarfed by the Toana mountain range, we skirt by the evocatively named Wildcat Peak. It’s a beautiful, barren wilderness of such vast scale you barely seem to make progress, even at 90mph. That sounds fast, but we have to maintain it to avoid being steamrollered by the 18-wheelers that thunder by like runaway trains.

I love driving big distances through wide-open America, for it always feels like an adventure. Mesmerising and memorable, tedious, humbling and quirky all in the space of a few hours, it also underlines the unique sense of freedom a car and

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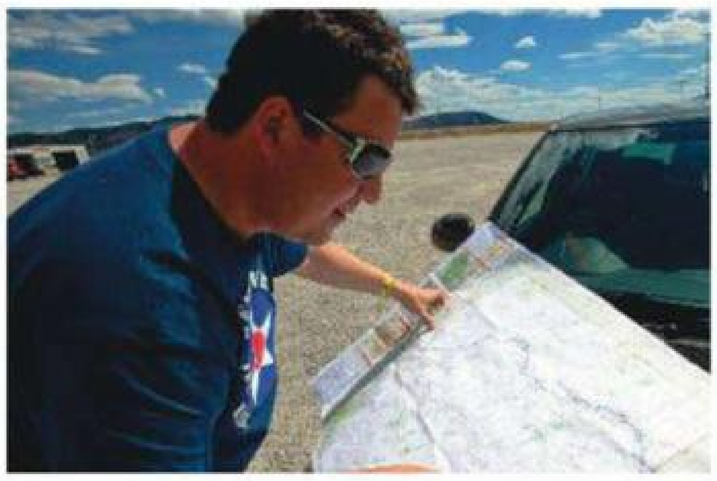
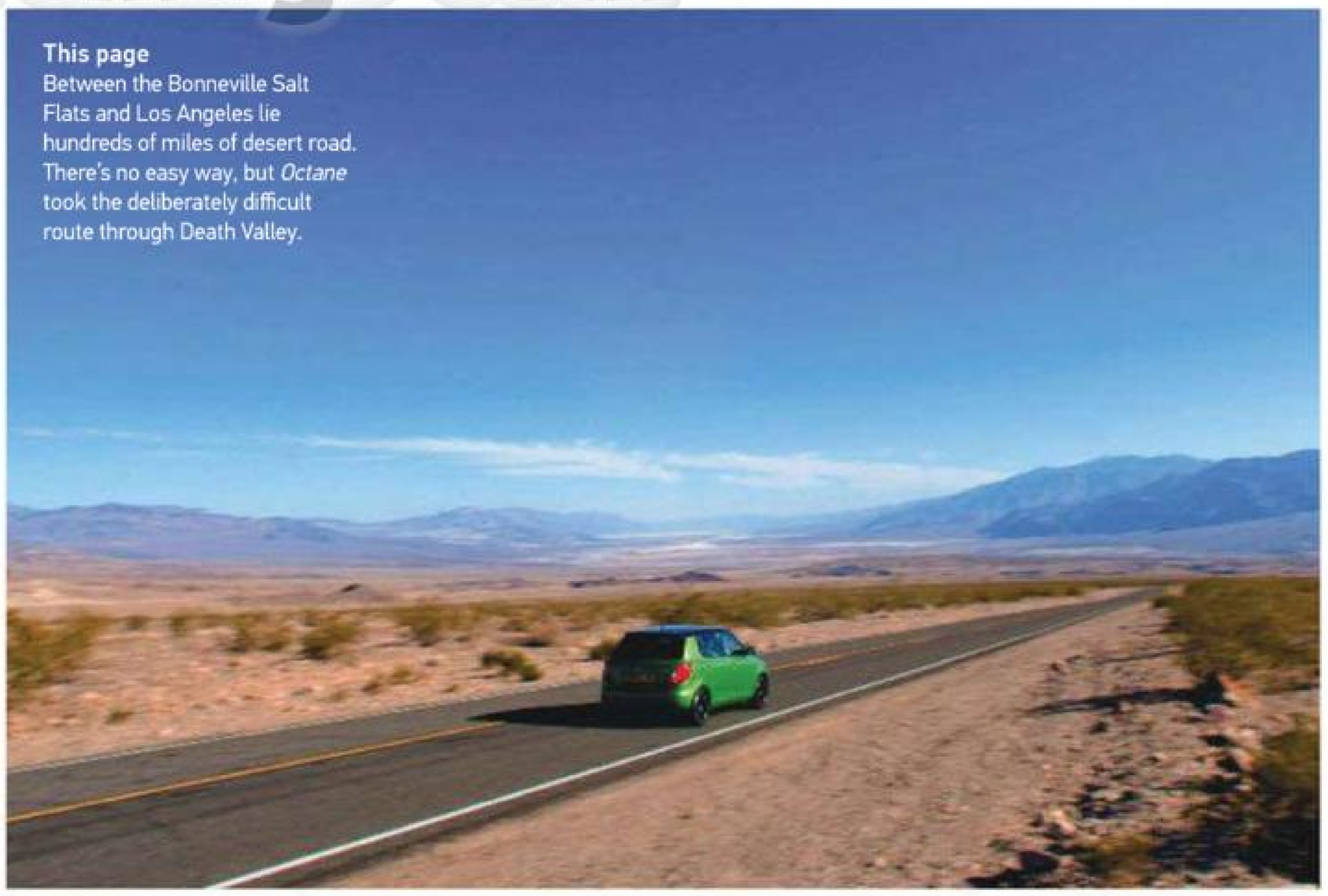




This page
Between the Bonneville Salt Flats and Los Angeles lie hundreds of miles of desert road. There's no easy way, but *Octane* took the deliberately difficult route through Death Valley.

a full tank of gas bestow upon you. No wonder America's bond with the automobile is so strong.

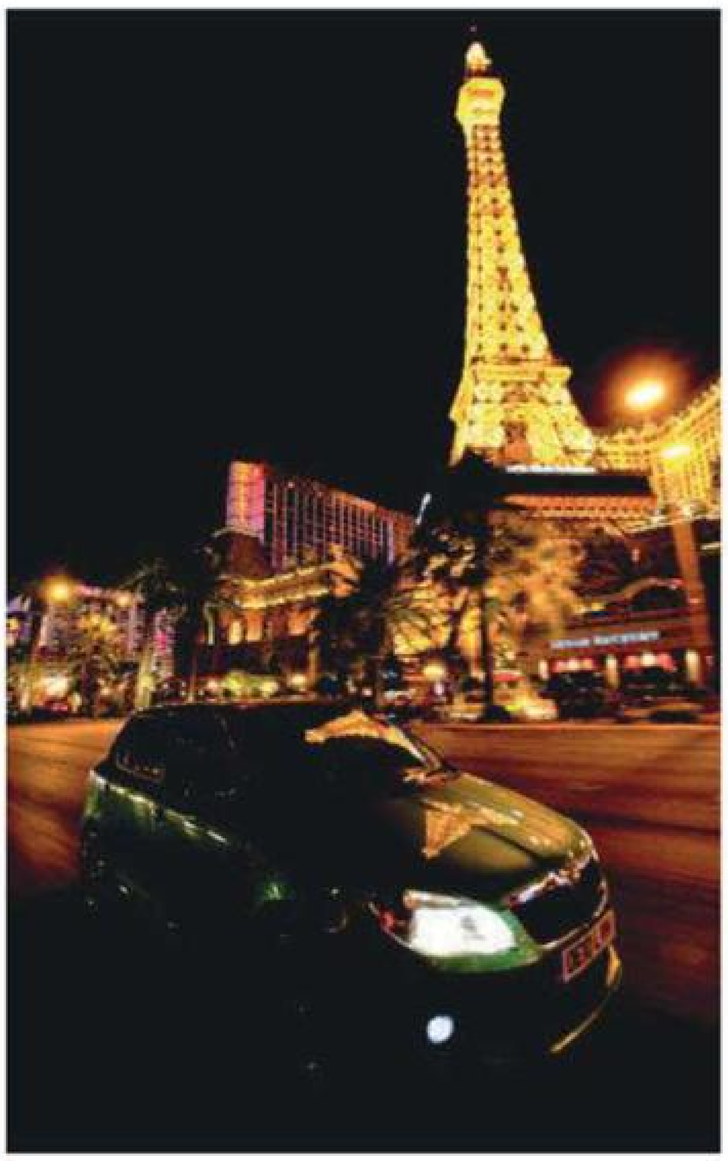
Smalltown America remains a heartland for homegrown metal, but there's no doubt the steady influx of cars built by European and Far Eastern brands (often in new US-based plants) means America's roads are far more cosmopolitan than ever before. No other Skodas though, thanks to a VW Group brand strategy that denies the Czech brand a presence in the USA. In a nation boasting 250,000,000 registered passenger vehicles, knowing you're driving the only car of its kind in the country feels very strange.

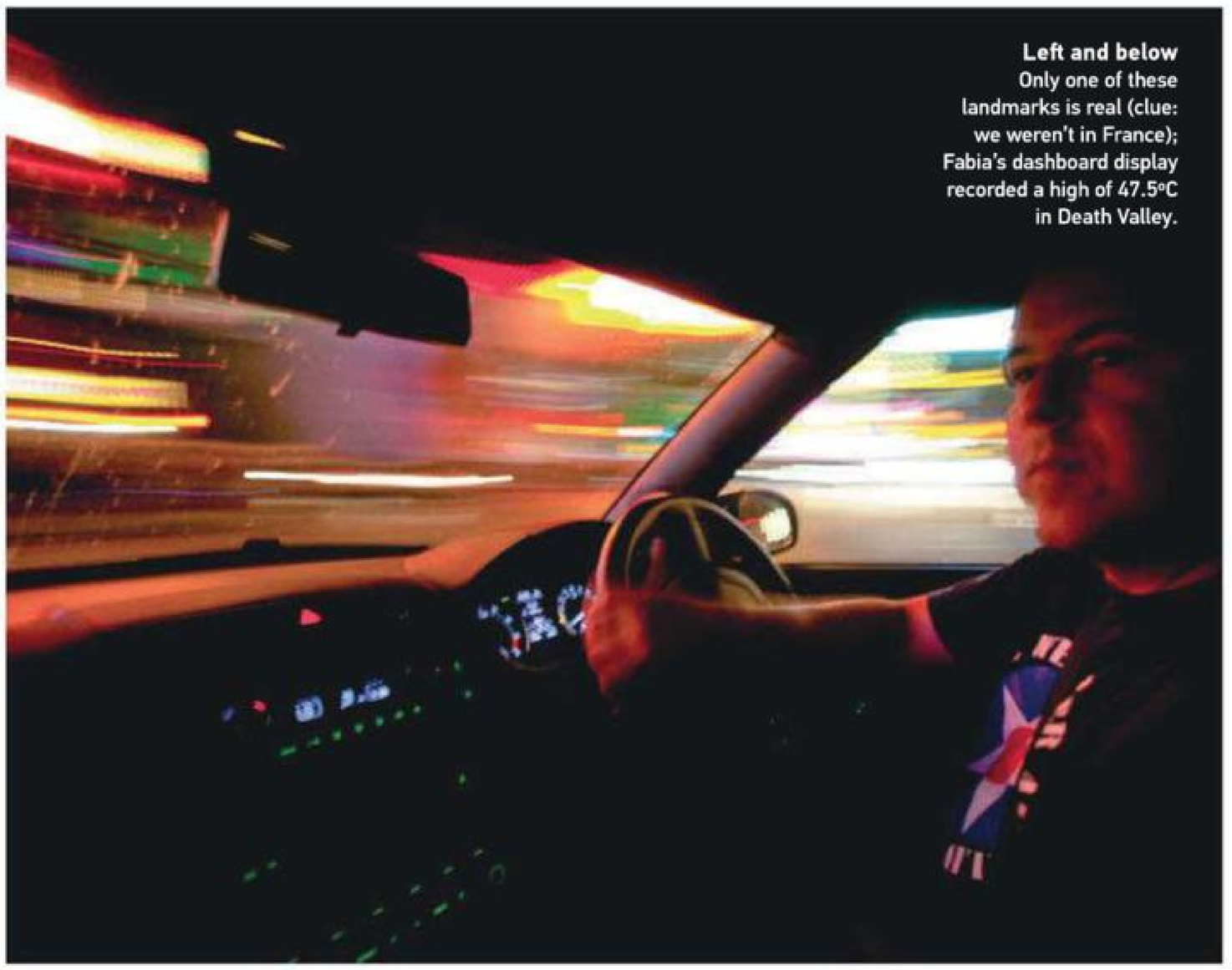
Just over 120 miles south of Wendover is the town of Ely. I've always wanted to come here, not because of any great cultural significance, but because the road out of town is closed once a year for the Silver State Classic. An open-road race (actually it's more of a time trial) in which competitors tackle a 90-mile course as fast as they dare, the Silver State has a route largely comprised of endless straights cutting through the rattlesnake-infested scrub. Some are as much as 14 miles long, with hidden compressions to launch the unwary into Low Earth Orbit. There's also a fabulous canyon section that sweeps and swoops through a rocky gorge. By the time we reach it, the crags and cliffs are bathed in intense orange light as the sun snuffs itself out over the Sierra Nevada.

The temptation to emulate the Silver State Classic's flat-to-the-boards style is hard to resist, but an earlier run-in with a local Sheriff has at least partially sated our appetite for speed. No matter, for the vRS is just as happy to cruise for hours at a time as it is to zip through the welcome twists and turns of the canyons, where its grip, agility and infectiously enthusiastic character are given a rare and welcome opportunity to shine.

It's gone 10pm by the time we approach Las Vegas. We crest a rise on Interstate 15 and the sinful city's shimmering lights spill across the inky black desert like a sea of sparks. As we draw a little closer the infamous 'strip' dominates the scene, with its surreal collision of cultures; the Eiffel Tower, Statue of Liberty, a Venetian palace and huge black pyramid all jostling for attention. The Fabia's livid green paintwork comes to life beneath the neon and we find unexpected sport in cutting and thrusting between the stretched limos and pimped supercars, the Fabia's plentiful low-rev torque and instant gearshifts combining to great effect. Eventually we dart into the sanctuary of our hotel, where the Skoda causes something of a stir amongst the valet parking team. 'Good evening sir, may I welcome you to the Mandarin Oriental. Er, neat car. What is it…?'

Vegas is best viewed at night, for the harsh light of day peels back the glossy neon veneer to reveal →





Left and below
Only one of these landmarks is real (clue: we weren't in France); Fabia's dashboard display recorded a high of 47.5°C in Death Valley.

an ugly, sun-baked husk filled with hungover visitors struggling to make it through the morning after the night before. We make our escape, heading into the unspoilt desert, skirting the mysterious Area 51 en route to Death Valley and journey's end in the iconic Hollywood Hills.

Another long day's drive, and all the local guidebooks warn of the dangers that await visitors to Death Valley. Take plenty of water; always stop for fuel if you're close to half a tank; don't drive with your air-conditioning on constantly as it can overheat the engine. Seems the place got its name for a reason.

The aptly named Furnace Creek is an extraordinary and rather intimidating place. The Fabia's running fine, its air-con delivering chilled air without protest, but the exterior temperature gauge is registering incredible temperatures: 40°C soon rises to 45°C, then peaks at 47.5°C. So we park the car and get out for a stroll. There's a strong, desiccating wind blowing through the valley – the result of potent convection currents – and the sensation is alarmingly similar to the moment you throw open the door of your fan-assisted oven to cook the Sunday roast. We retreat to the chilled cockpit of the vRS and wonder how hard it must have been to pass through here in the gold rush of the late 1800s.

The sun is beginning to set as we work our way out of the 3,000,000-acre National Park. There's little traffic, save for a team of Audi engineers putting a prototype A3 hatchback through its paces in the world's best natural hot weather test facility. The roads are awesome: fast, clear and with a mix of surface quality from freshly laid and smooth to gnarly and sun-baked. It's impossible not to have a bit of a hoon, even though there might be a police patrol lurking in the heat shimmer. I reckon if Sheriff Buford T Justice has sat in wait this far into the wilderness, then he probably deserves to catch us.

We make it to Burbank in the suburbs of LA without incident and get a good night's sleep before rising early the next morning to catch a 'cars and coffee' meeting at a large parking area in nearby Woodland Hills. Held every Sunday from around 7am, these impromptu gatherings can see literally thousands of cars converge on the area. Today is quiet by comparison, perhaps because the Pebble Beach Concours is taking place just up the Pacific coast, but still there are lots of cars present, from muscle cars and RS Porsches to original Minis and Italian exotica. Just as at Bonneville, the UK-registered Fabia – now joined by the salt-encrusted Octavia record-breaker – arouses curiosity and attracts many compliments.

There's one place left to go before the Fabia heads for the Port of Long Beach and its long trip home to the UK, and that's Hollywood. The whole Hollywood sign photo opportunity is a terrible cliché, but you'd somehow feel cheated if you didn't take a look. The best view of the sign is on a tight residential street, but we squeeze through the conga of cars, park and get the shot.

As I find somewhere to do a U-turn, I inadvertently drive into a layby occupied by a police cruiser. The occupant lowers his sunglasses and looks the Fabia up and down. Fearing I've just performed some kind of traffic violation I give him a weak smile, but I needn't have worried. 'Morning sir. That's a neat car you got there. What is it…?' End

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BREAKING RECORDS IN THE WORLD'S FASTEST SKODA

The reason we were in Bonneville? To smash the 200mph barrier in a family hatchback – by quite a margin

BONNEVILLE SPEED WEEK is an event I'd always wanted to experience, so to be offered the chance to compete was a life's ambition fulfilled. I never thought the chance would come from Skoda, but that shows how far the marque has progressed recently.

The Octavia I drove was built and run by a team from Skoda UK to celebrate ten years of the vRS performance brand. We were to compete in the G-PS class for production cars with forced induction engines up to 2.0 litres. Externally it was stock bar skinny Goodyear rubber, Moon discs – and a parachute brake...

Inside, the car was stripped, its fixtures and fittings replaced by a strong and comprehensive rollcage, fire extinguisher system, full harness and bare metal 'containment' seat to keep me safe if the worst happened.

The 2.0-litre TSI engine was largely stock: standard block, pistons, crankshaft, gaskets, ECU and ignition, but a much bigger Garrett turbo and beefed-up cooling system, resulting in close to 600bhp at the front wheels – yet there were many more standard components than competition items. To lengthen the Octavia's stride, a six-speed transmission from the eco-friendly Greenline diesel model was used.

Driving fast on salt is, perhaps not surprisingly, like nothing else. It's very slippery and inconsistent, so traction is limited and high-speed stability totally at the mercy of crosswinds.

Our original objective was to hit 200mph, but such was the Octavia's pace we'd done 202mph (in fifth gear!) with four days of SpeedWeek remaining, so we decided to try for the class record of 216mph. I'm pleased and incredibly proud to say we smashed it on the final day, setting a new record of 227.080mph.

Above
How to achieve 227mph in a car you could almost mistake for a taxi? Bigger turbo, 600bhp, the endless Bonneville Salt Flats, a parachute brake... and very big balls.

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F1 IN CAMERA

JOIN *OCTANE* FOR A KODACHROME TRIP DOWN MEMORY LANE TO THE BIRTH OF FORMULA 1 – AND THE GREATEST CARS AND STARS OF THE ERA

Words Paul Parker

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IT WAS THE ERA in which Formula 1 made its debut, and also the final decade of the classic front-engined Grand Prix car – even though Ferrari, Aston Martin, Scarab and a half-hearted Vanwall soldiered on into 1960. Maranello had one last hurrah by winning the 1960 Italian GP that was boycotted by the British contingent, and, of course, the four-wheel-drive Ferguson P99 unsuccessfully contested the 1961 British GP but won the Oulton Park Gold Cup, though these were fleeting aberrations.

The final years of the 1.5-litre supercharged/4.5-litre naturally aspirated formula starred updated versions of pre-war cars (Alfa Romeo, Talbot Lago and occasionally ERA), while the majority of others had evolved from their late-1930s predecessors. The obvious exceptions were Ferrari and Gordini, the latter a lightweight, simple device that was more modern but underpowered and underfunded.

In 1952/53, the stopgap Formula 2 years produced more variety but the historic status quo remained intact within the regulatory limitations and continued on into the new 2.5-litre F1 that began in 1954. Ironically this was briefly dominated by a car with an engine layout that belonged firmly in the pre-war years and the period up to 1952: the almost omnipotent straight-eight-powered Mercedes-Benz W196.

Ferrari meandered between four-cylinders, V8s and V6s, Maserati stayed with its twin-cam straight-six, and British cars were solidly four-cylinder. Connaught could not bear the ever-rising costs of F1 and folded in 1957.

Eventually Maserati also ran out of money (not before Fangio had provided its one and only Championship title, in 1957), as did Lancia, whose D50 was soon bequeathed to Ferrari. By 1958 Ferrari faced rival Vanwall, which resulted in Hawthorn winning the Drivers' title but Vanwall taking the inaugural Constructors' Championship.

During 1959, the already menacing presence of Cooper's small rear-engined devices – which had taken the first two Grand Prix races of 1958 – had seemingly become unstoppable. Jack Brabham was the new World Champion and Cooper won the Constructors' title with the help of Stirling Moss and Rob Walker. It was a new dawn in racing.

The pictures you see here have been selected from the new book *Formula 1 in camera: 1951-59*. They capture the ethos and as-you-find-it nature of the circuits and the facilities of the era – the antithesis of everything F1 has become. Time to immerse yourself in the essence of days gone by.

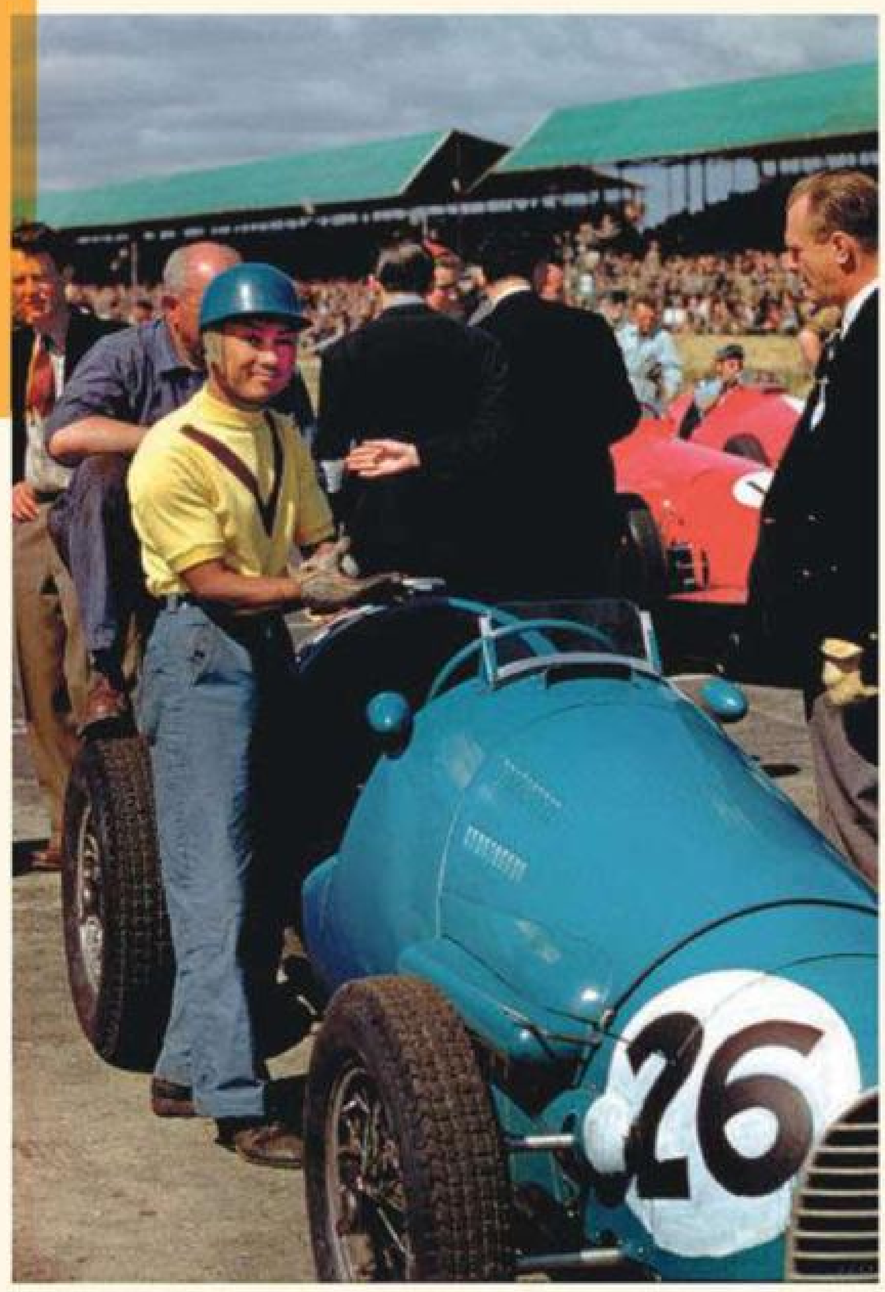
1950 French Racing Blue at the Silverstone International Trophy on 26 August 1950 with Pierre Bouillon, better known by his tragic alias Pierre Levegh, leading Yves Giraud-Cabantous in their ubiquitous Talbot Lagos. They finished sixth in heat one and 11th in the final, and eighth in heat one and seventh in the final respectively. The race was dominated by the Alfettas of 'Nino' Farina and Juan Manuel Fangio.

PHOTOGRAPH: KLEMANTASKI COLLECTION

1951

Juan Manuel Fangio (below) wins the first of his five World Championships, and the final victory – and, indeed, race – for Alfa Romeo's astonishing 158/159, 13 years after its creation. He acknowledges the crowds and movie camera at Pedralbes as he finishes the Spanish GP. By now the 190mph-plus Alfetta had grown quite corpulent, startline weight having risen to 1069kg (2352lb) thanks to the huge fuel tanks necessary for the staggering 1.6mpg thirst of its 1.5-litre straight-eight (running on a 98% methanol mix) and its seven-gallon oil tank.

PHOTOGRAPH: LAT PHOTOGRAPHIC



1952

The Eton and Cambridge educated Siamese Prince Birabongse Bhanudej Bhanubandh (B Bira; above right) was bought an ERA (forever known as *Romulus*) for his 21st birthday in 1935 by his cousin Prince Chula. This and other cars were run by Chula's famous White Mouse stable, which employed the future Jaguar team manager 'Lofty' England. Pre-war, Bira was one of the most successful voiturette racers and an all-round performer but the money ran out after Chula departed in 1948, so he became a Maserati privateer. By 1952 he was driving for Gordini and here he is in the Siamese racing colours of blue and yellow on the third row at Silverstone for the British GP. Had World War Two not intervened he might have become a front-running GP driver. A skilled glider pilot and accomplished sculptor who studied under Charles Wheeler during the 1930s, he was also an Olympic sailing competitor in the 1956, 1960, 1964 and 1972 games. The much-married Bira suffered a fatal heart attack on London's District Line Baron's Court underground station on 23 December 1985, an ignominious end for someone of such august origins.

PHOTOGRAPH: KLEMANTASKI COLLECTION

1953

Ferrari won all the World Championship races bar one during the F2 seasons of 1952/53 with its four-cylinder 500. They also built some customer versions, colloquially known as 'Starlets', and this (right) is Ecurie Francorchamps' chassis 208 in Belgian yellow at the 1953 Silverstone International Trophy, where Tom Cole finished last in heat one but did not appear for the final. In the background are the Porsche 356s of Porsche team manager Baron Huschke von Hanstein (no 6) and Hubert Patthey (no 7), which competed in the sports car support race. Note, too, the voluptuous curves of a brace of Austin Hampshires alongside, typical of the cars that graced Britain's roads during the early 1950s.

PHOTOGRAPH: FERRET FOTOGRAPHICS

'The 190mph-plus Alfetta had grown quite corpulent, thanks to the huge fuel tanks necessary for its staggering 1.6mpg thirst'

Stevenage

1954

This year was to be the last World Championship Spanish Grand Prix until 1968 and here are the works Maserati 250Fs parked on the left in a typically ad-hoc fenced-off street in Pedralbes with adjacent villas and gardens. They are headed by chassis no 2501, which Moss drove briefly while awaiting the arrival of his own car, but Stirling crashed the car after being confused by its central accelerator pedal. At the rear is Franco/American Harry Schell's ex-works 2505, appropriately painted in the American racing colours of blue and white. Nearest the camera on the right is the Owen Racing Organisation's (BRM) 250F (2504/2509), an amalgam of Bira's customer car and the team's own after Ron Flockhart crashed the Bira machine during the British GP. Unlike the factory 250Fs, it is fitted with Dunlop cast magnesium alloy wheels and disc brakes, and was soon to be driven to eighth place in the race by Ken Wharton. At a mundane level, just visible at the feet of the woman dressed in green is a tin of Brasso metal polish, a product that first appeared in 1905.

PHOTOGRAPH: GP LIBRARY

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1955

On a sunny day Eugenio Castellotti (on left) and Cesare Perdisa bracket a beautiful woman pre-race at the Monaco Grand Prix while, in the background, Harry Schell is thinking the obvious... They were driving for Lancia, Maserati and Ferrari respectively. Bolognan-born Perdisa (1932-1998; the son of a wealthy Italian publisher who disapproved of his son's racing career) only contested eight Grand Prix events in total, retiring after Castellotti suffered a fatal accident when testing at Modena in March 1957. Here Castellotti finished second and his chum Perdisa finished third in Behra's car after 'Arree' retired.

PHOTOGRAPH: LAT PHOTOGRAPHIC

1956

The long, open roads of Reims (left) and the Vanwall pit, with Harry Schell's no 22 being attended, and Mike Hawthorn's no 24 behind. There was a third Vanwall for Colin Chapman, which failed to start after Colin punted Hawthorn's mount due to brake problems during practice. The Lotus boss was recommended by Stirling Moss after Wolfgang von Trips was rejected on the grounds that Vandervell's customers would not want a German driving the car. Meanwhile, BRM was not attending so Hawthorn, who was already driving in the accompanying 12-hour sports car race for Jaguar, took the Vanwall drive as first choice (Maurice Trintignant was driving for Bugatti and second-choice Farina was *hors de combat* after an accident). Schell's car lasted only five laps so he took over from an exhausted Hawthorn and proceeded to catch the leading Ferraris of Collins, Fangio and Castellotti before throttle linkage problems caused him to finish tenth, five laps adrift.

PHOTOGRAPH: GP LIBRARY

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1957 Following the de Portago tragedy in the Mille Miglia which heaped public and papal opprobrium upon Enzo Ferrari, *Il Commendatore* vowed never to race again on Italian soil until he was absolved of any blame. As a result the team did not officially attend the Pescara round (shoehorned into the calendar after the Belgian and Dutch GPs were cancelled), although Musso pleaded and got a car ostensibly entered by himself. However, at the next and final race of the season at Monza (above), all such sentiments were forgotten and four cars were entered (from left to right) for Collins, Musso, Hawthorn and von Trips. It was not a successful race, as the Ferraris were outpaced and Collins retired, while the others finished respectively third, sixth and eighth. Note the Enicar watch banner above the pits endorsed by Stirling Moss, testament to the business acumen of Moss and his manager Ken Gregory.

PHOTOGRAPH: FERRET FOTOGRAPHICS

1958 Another Reims shot but too tempting to ignore. The 1958 French GP was to be Juan Manuel Fangio's final and 51st Championship start – of which he won 24, a remarkable percentage in the days when racing cars broke more often than finished. He was not, however, happy with this special, shorter, lighter Fantuzzi-bodied car (2533), nicknamed 'Piccolo' by Modena-based Swiss journalist Hans Tanner, and which Fangio considered inferior to the 1957 versions. Nevertheless he duelled with Moss and Behra for second before the clutch pedal snapped off – it had been drilled too full of holes to save weight; shades of Moss's snapped-off brake pedal in the 1957 Mille Miglia. After stopping to remove the errant piece he rejoined seventh and fought his way to fourth. The five-time World Champion exits Thillois in this wonderful Pete Coltrin picture; a fitting reminder of his genius.

PHOTOGRAPH: KLEMANTASKI COLLECTION

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1959

The advent of compulsory Avgas fuel and shorter race distances in 1958 had merely advanced the inevitable end for the traditional front-engined GP cars. In this final year of the decade, Coventry-Climax had produced a full-size version of its four-cylinder engine and Jack Brabham made full use of it to win the World Championship with Cooper. However, he had some luck as the similar Rob Walker cars of Stirling Moss suffered from inherent Colotti gearbox problems, and the cancellation (again) of the Belgian GP denied Tony Brooks – who had moved to Ferrari from Vanwall – an almost certain victory. In the final race at Sebring for the first US GP, poleman Moss quickly retired, and Brooks was delayed after team mate von Trips collided with him, eventually finishing third when he might have won, and Brabham ended up fourth after running out of fuel – but it was enough. At Monaco, Brabham, seen here during practice, had already won his first F1 race, the International Trophy at Silverstone, and he would go on to win here despite gearbox problems after Behra and Moss retired. Behind, team mate Masten Gregory (still battered and bruised from a Lister shunt at Silverstone) chats to John Cooper. End

PHOTOGRAPH: FERRET FOTOGRAPHICS

'Shorter race distances in 1958 had merely advanced the inevitable end for the traditional front-engined GP cars'

BUY THE BOOK!
These images come from Haynes' *Formula 1 in camera: 1950-59*, which focuses on the birth of the F1 Championship. Price: £35; ISBN 978 1 84425 553 5.

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Time with...

Ercole Spada

More than 50 years after he designed the sublime Aston DB4GT Zagato, *Octane* meets one of Italy's lesser-sung style heroes

Words Richard Heseltine // **Photography** Piotr Jablonski

HE'S FAR TOO SHREWD and well-mannered to fall for such a loaded question. When first we meet, legendary designer Ercole Spada appears genuinely baffled by the attention. More than 50 years have passed since the Aston Martin DB4GT Zagato was launched, a car he penned when barely out of his teens, and one of these style icons just happens to be nearby as we make for a shady spot at the Concorso d'Eleganza Villa d'Este, in Italy. Even closer is the latest collaboration between the profoundly British marque and the Milanese design house, the V12 Zagato. When asked to comment on the new strain, there's a contemplative pause, a look of playful incredulity and the implicit suggestion that we might want to change the subject.

Spada metes out his words carefully but it pays to listen. In a career that has lasted half a century, he has shaped umpteen blue-chip classics but his name is rarely uttered with such reverence as, say, Giorgetto Giugiaro's or Marcello Gandini's. Not that he appears remotely bothered by this; quite the opposite, in fact. 'It is satisfying that people get enjoyment from cars I designed, and I understand that some are now worth a lot of money, but I have no interest in the spotlight,' he offers. 'When I was designing cars for Zagato, I never thought of how they would be considered in 20, 30 or even 50 years' time. When people say how much they like the DB4GTZ I am flattered but, really, it was done very quickly.'

He shrugs as though this fact could not be more plain, but what Spada neglects to mention is that the Aston happened to be his first-ever complete car design. The then 22-year-old had little prior training. 'I had been drawing cars ever since I was a boy, and had always been interested in them,' he says. 'After I had completed my technical studies, I joined Zagato in 1960. I was asked if I could do full-scale drawings and I said "yes" when I had never

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Right
The 74-year-old designer still hasn't really managed to retire. Here, he's sitting behind the wheel of the Zanzara, a car he built himself in the 1960s, based on Fiat 500 running gear.

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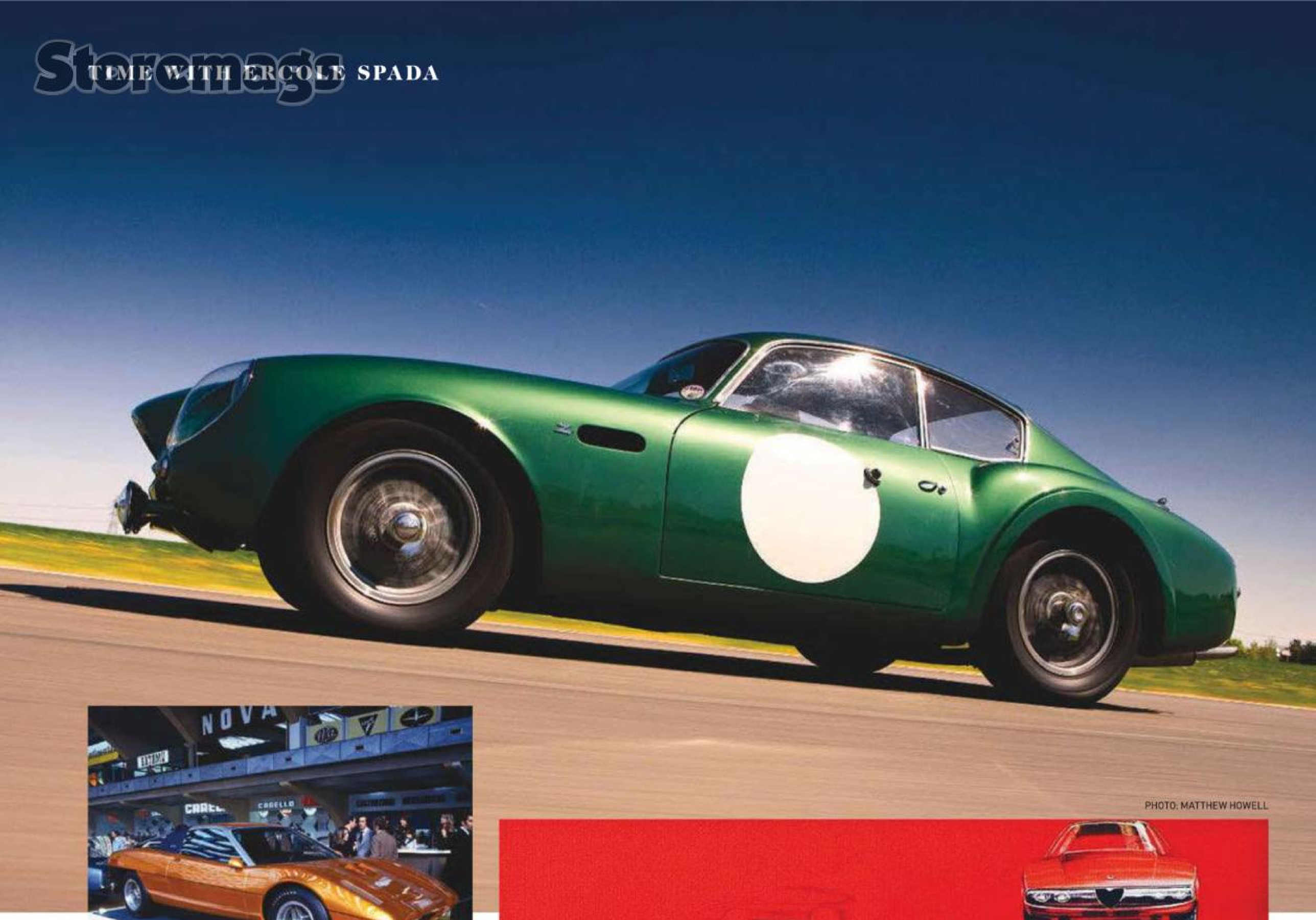
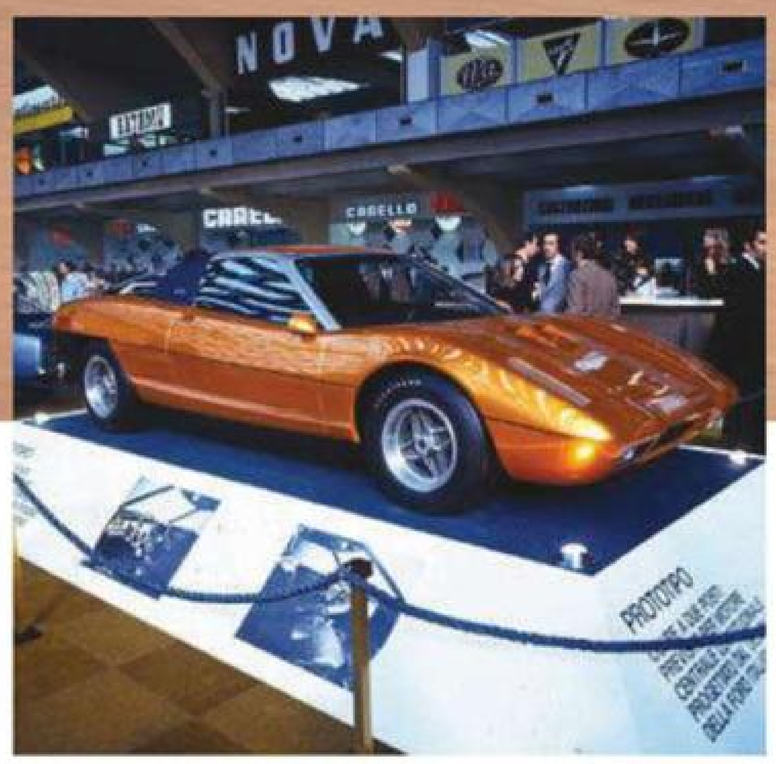


PHOTO: MATTHEW HOWELL



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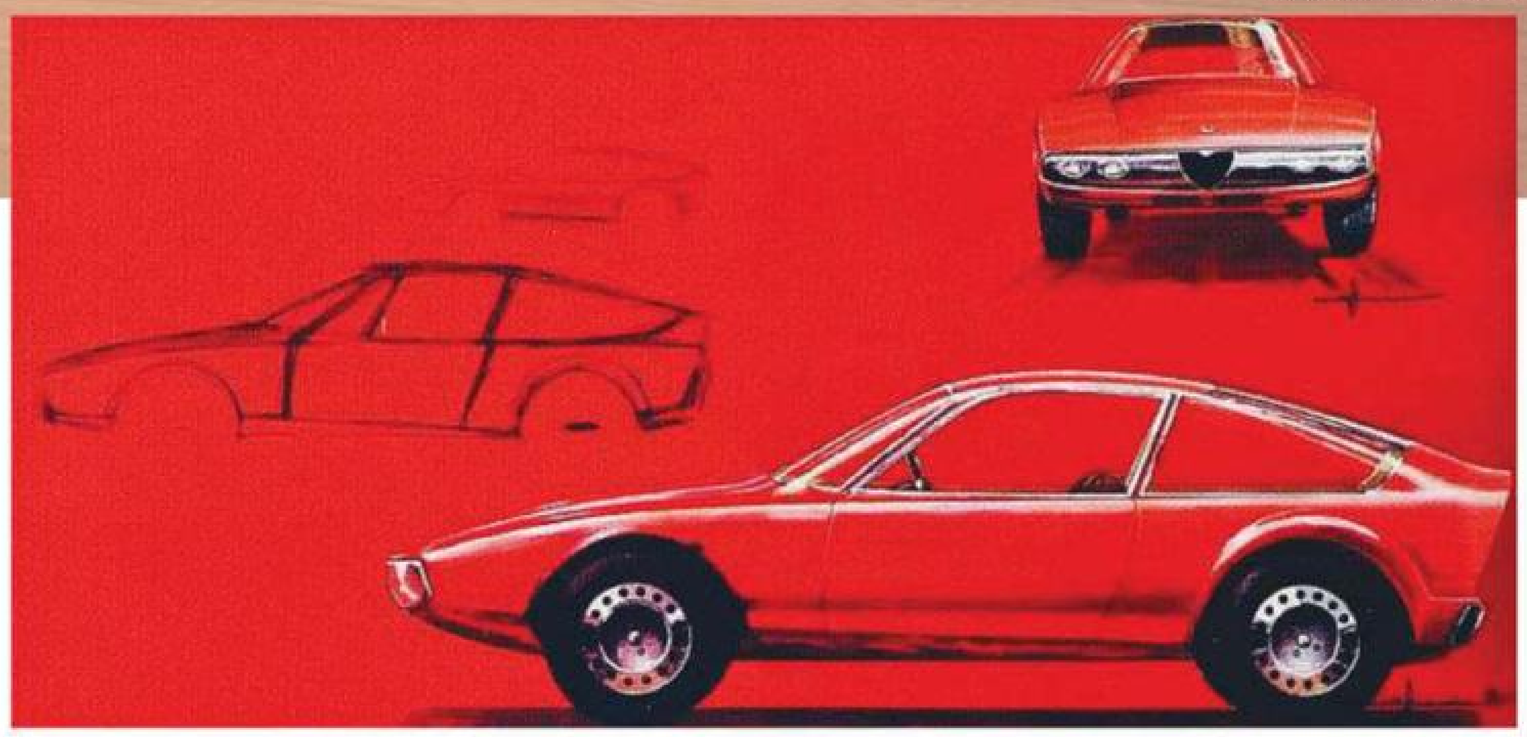

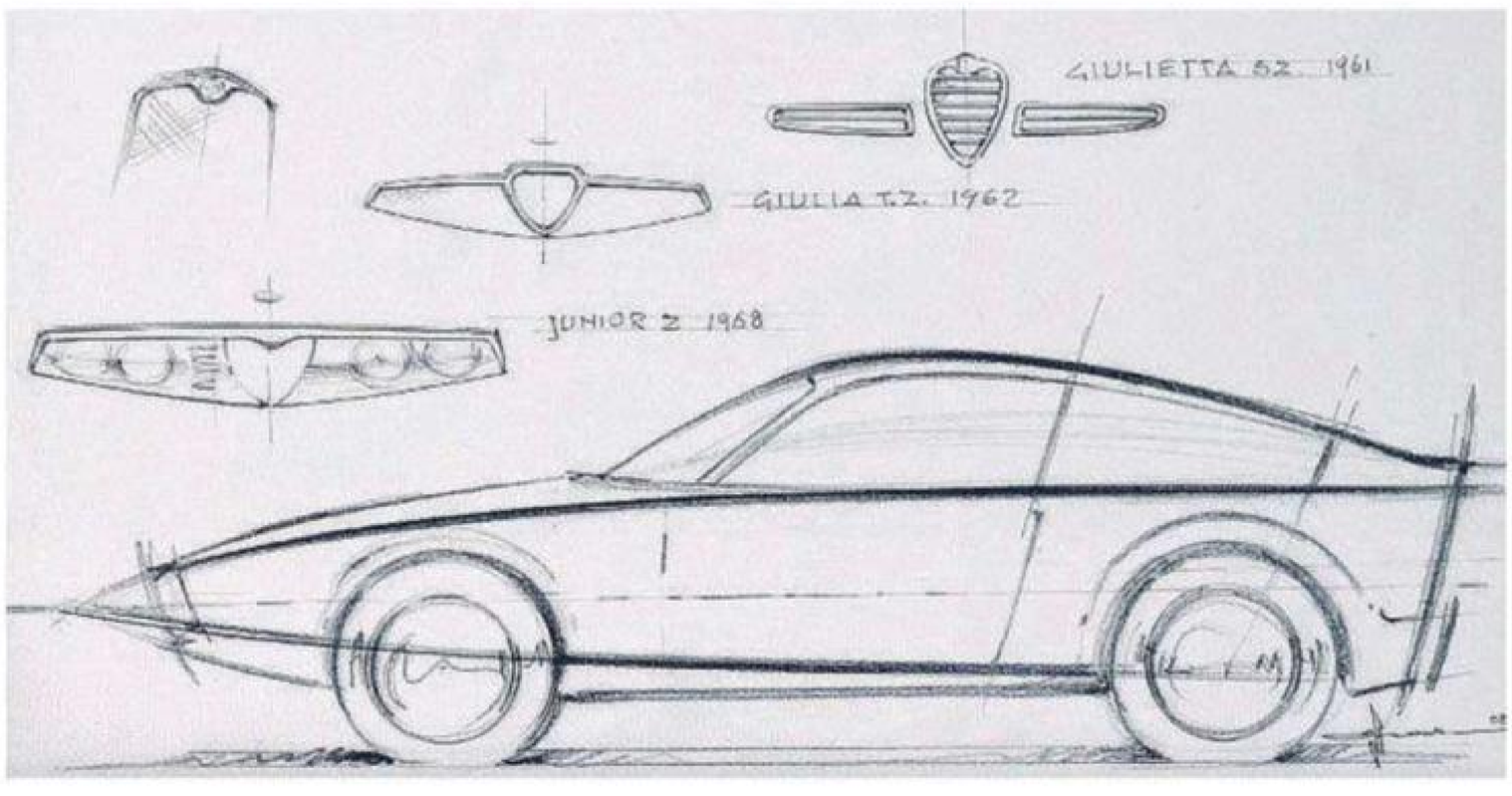

Clockwise from above
The unique Ferrari Testarossa-based 1993 FZ93; Spada's proposal for the GT70, designed while he was at Ford; possibly his greatest moment? The Aston Martin DB4GT Zagato; (facing page) styling sketches for the Lancia Fulvia Sport Zagato; and (this page) the 105-series Alfa Romeo Junior Zagato.

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'The Aston DB4GTZ was Spada's first-ever complete car design. He was 22 years old'

done one in my life! I learned quickly, though. Zagato in that period was very busy. There was no design department as such. This was the age of cars being made by craftsmen, and quickly – about as quickly as you could sketch something. Zagato was still in the old factory, which had been bombed by the British during World War Two, and Ugo Zagato, who had founded the business, may have been old but he would be there before anyone else in the morning. He still influenced how things were done.'

Even so, Spada found a mentor and foil in second-generation studio head Elio Zagato. And by the time the Aston DB4GTZ broke cover at the 1960 Earls Court Motor Show, they had already rustled up the glorious Alfa Romeo Giulietta SZ 'Coda Tronca'.

'Elio was a successful racing driver and very particular about how a Zagato car should look,' says Spada. 'At that time, a lot of coachbuilders were copying the Americans with the use of chrome and so on. Elio didn't want any of that; he didn't like ornamentation. For him, cars had to be light and aerodynamic and we spent many hours on the autostrada testing just how streamlined our cars were. The Coda Tronca was a big step forward over the round-tail SZ and won its first race. That led to the TZ – Tubolare Zagato – Alfa Romeos, although the TZ1 actually started out as an Abarth project.'

The '60s saw Zagato at its creative peak but it was also the decade during which newfangled build practices chafed against traditional construction methods. While there would be many penny-number production runs and one-off confections, Zagato ultimately chased volume and moved over to steel pressings with the Spada-styled Lancia Fulvia Sport Zagato. This move would have far-reaching consequences for the firm in the hardscrabble '70s, as manufacturers gradually brought niche products in-house. However, Spada had by then departed for the bright lights of the Ford Motor Company.

'I can remember thinking that this was the big time! It was nice to be with a large international company, and I worked on various projects for European and American vehicles, but in 1976 I got involved with Audi, which didn't work out. I didn't like the way I was treated by the head of design and moved on very quickly. I was delighted to move to BMW and Bavaria. My years there were wonderful. I enjoyed having the freedom that comes with working in a large studio. BMW had previously gone to Bertone but now design was being done internally and a few of the cars I did went into production [the E32 7-series and E34 5-series].'

A return to his homeland beckoned in 1983 after Spada was handpicked to run I.DE.A (Institute of Development in Automotive Engineering) in Turin, which ascended to prominence within the design community over the ensuing decade. 'We were involved in a lot of projects for major manufacturers, including several Japanese firms such as Daihatsu, Nissan and Lexus. We also did a special Ferrari, which was sponsored by PPG, and a family of cars for Fiat.'

These emerged as the Fiat Tipo/Tempra, Alfa Romeo 155 and Lancia Dedra, all of which shared the same central structure. 'It was a massive challenge and I think we did a good job despite so many restrictions.'

The '90s, however, witnessed a surprise return to Zagato. Third-generation principal Andrea Zagato continued from where his father Elio left off and roped in Spada to design a new Lancia coupé, which ultimately came to nought. Manufacturing cars in large numbers was no longer on the radar, but the name still had some currency; there were enough wealthy patrons out there to keep the firm occupied as it set about fighting off insolvency. Sugar-daddies such as Roberto Tonali, for instance, who commissioned a new one-off Ferrari based on a lightly pranged Testarossa. He wanted something unique; something that wasn't Testarossa-shaped.

The wild FZ93 made its debut at the 1993 Geneva Motor Show and, as with so many of Spada's earlier designs, it was immediately deemed controversial. This uniquely leftfield vision foretold many supercar styling trends – it's just that not all of them belonged on the same car, according to some onlookers. 'That was an interesting project,' Spada smiles. 'I knew it would surprise people but, to me, the Testarossa was too heavy-looking. I wanted to remove that sense of mass and, if you look at a lot of today's supercars, I think you can see elements of the Zagato car. It didn't matter to me that some people didn't like it. If you try to design a car that pleases everyone, you will make a car that pleases no-one.'

Retirement beckoned, only for Spada to be talked into penning the car that gave him the greatest satisfaction and biggest disappointment of his career – the OSCA 2500GT Dromos. 'That was commissioned by a Japanese businessman in 1997 and was a real clean-sheet-of-paper car. It had a Subaru flat-four engine and I did the styling, the packaging and the layout. Unfortunately, the money ran out in 1999 and that was that. I don't have many regrets but I would have liked for the OSCA to have become a production car,' he says.

Asked if there were any other projects that died prematurely, he ponders for a moment before adding: 'I was sad that my design for the Ford GT70 didn't go any further. That was just about the only car I did for Ford that was ever seen publicly, even though it was only a full-size model. I didn't like the original GT70 very much, and I hoped that my design would go into production, but sadly there was no need for it within Ford.'

Winningly self-effacing, Spada seems impervious to praise. However, he does crack into a broad smile when mention is made of an *Octane* favourite, the 105-series Alfa Romeo Junior Zagato coupé. 'I liked that car very much although, again, not everyone was very kind when it came out [in 1969]. To be honest, I didn't much like the Bertone car from that time, which was too baroque. Our car was more radical-looking. I think it was quite influential: Honda admitted that it took inspiration from the Junior Zagato when it did the first CRX.'

Quiet self-belief and lack of pretension clearly run in the family, the instantly likable Paolo Spada following in his father's footsteps via his Spadaconcept concern. The difference is that Spada Sr never seriously entertained becoming a freelancer in period. 'I never wanted to run my own studio. I did work for myself briefly between leaving Zagato and joining Ford, but having to go out and find work didn't appeal. I helped Paolo form the business as I figured I could lend my expertise and experience. To be an independent designer these days is very difficult, so I am proud of how far he has come.' He had a great role model. End

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Ercole Spada is not professionally associated with Chopard

THE BIRTH OF AMERICAN THUNDER

In 1923, the HCS Special became the first car built by the great Harry Miller to win the Indy 500 – and the forefather of every American purebred race car since

WORDS Dale Drinnon // PHOTOGRAPHY Martyn Goddard

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BURST OF American thunder is different from any European thunder I've known. Not necessarily better, just different. It almost always arrives as a great jostling, exhilarating mass. Nine hours after a storm blasted me out of bed at 3am, I'm at Michigan International Speedway in the first Miller automobile to win the Indy 500, the 1923 HCS Special, with its straight-eight exhaust growling down the trembling pipe three inches below my right elbow and bouncing back off the straightaway wall. Thunder indeed.

The sound starts as a deep, throaty bark and builds with the revs to a ripping rumble that shreds the air, surges up your spine and squeezes you within your chest. And I'm thinking, if anyone or anything deserves the credit for giving America its own thunder, it must surely be Harry Arminius Miller and cars like the HCS Special.

You may not be familiar with Miller, or of a generation post-dating treaded racing tyres. But Harry Miller was American motor racing's creative giant, and left an indelible imprint on the nation's car culture. He was an artist and an artisan who believed the machinery inside should be as elegant as the shape outside; he was an innovator and a game-changer who pioneered technologies such as front-wheel drive and four-wheel drive in serious motor sport. He was also the first US designer to series-produce complete, bespoke racing cars; nothing on a Miller was converted road-car equipment, and virtually everything except the block casting and ignition was made in-house.

Harry Miller was in essence the North American Ettore Bugatti and Colin Chapman rolled into one – had any of their creations remained totally dominant for over half a century. A Miller engine first won the Indianapolis 500 in 1922, powering a Duesenberg, and last won it in 1976, in the form of the twin-cam four evolved by disciples Fred Offenhauser and Leo Goossen from a Miller marine engine, and they topped all but 12 of the runnings in-between. They also took all but ten of the American national championships during that timeframe too, and in both cases the bulk of missing wins were at the very end.

Two other Harrys, however, would figure prominently in the history of perhaps Miller's most historic car. The first was Harry C Stutz, himself a figure of considerable fame for the Stutz cars he produced from 1912; by 1923 he had sold off and started a new venture branded with his initials, HCS. Stutz knew well the promotional benefits of motor sport, having launched his 1911 prototype at the inaugural 500, and thinking to score HCS some reflected Indy glory, he went by Miller's Los Angeles shop to see the newest model.

It was the Miller 122 and, by the standards of the age, it must have been sex on wheels. Designed specifically for the 2.0-litre, no-riding-mechanic formula debuting at Indy that year, the 122 pushed a mere 18in-wide body through the air, and thanks to Miller's compulsive phobia of needless ballast it weighed a piddling 1350lb (612kg). It was slim, sleek and impeccably assembled; if a shaft passed through a hole on a Miller, both were machined to the same size and reamed and lapped until the fit was perfect.

Like the late examples of the preceding 183 – Millers of the period are named for their cubic-inch displacement – the 122 was a straight-eight twin-cam, but with two valves instead of four to give a hemispherical combustion chamber, and with a stronger, five-main bottom end for higher revs. Induction was through four of Miller's own best-selling dual-throat updraught carbs and output was 120 horses, only five fewer than the 183, despite giving away a full litre.

In 1924 a Miller 122 would run 141mph at Muroc Dry Lake, a world record for its class. Furthermore, Tommy Milton, national champ for 1922 and the '21 Indy winner, was so involved in the design that the 18in width was reportedly his hip measurement. Stutz agreed to sponsor two of the cars in the 500, with Milton as the lead driver, and called them the HCS Specials.

In the race itself the only real question was which Miller team – HCS or the eight-car Cliff Durant effort – would come home ahead. It turned out to be the HCS of Tommy Milton, who took pole at a track record 108mph and led 128 of the 200 laps. Besides being Harry Miller's first Indy win as a constructor, it was the first single-seater 500 victory, the second win from pole (the first being the Miller-Duesie in 1922), and it made Tommy Milton the first two-time Indy champion. Millers filled six of the top ten places, won every race of the 1923 Championship and, to cap off a banner season, a 122 finished third in the Italian GP.

As for Milton's HCS, well, it went the way of all race cars. Milton triumphed with it again in September, on dirt, but by the next season things had moved on. The car finished tenth at Indy in 1924 and 14th in '25, both with journeyman Bob McDonogh driving, but later that year it was back in the Miller 'shop, where the third Harry entered its life. Col Harry Hooker was a West-Coast dirt-track entrant well known for his highly successful Model T-based 'Hooker 99' with Miller's twin-cam conversion; when it crashed heavily in late '25, he went to Miller asking about a chassis for his left-over engine and driveline. Miller said I've got precisely what you need, my boy, and quietly swapped Hooker's bits into the Milton HCS.

Hooker campaigned the car so well through the '20s and '30s that the Hooker 99 became a legend in its own right, and when the family finally let it go in 1959 after his death much had been modified. Its exact HCS origins, never really publicised, were long forgotten. A succession of subsequent collectors were pleased to own it as the Hooker and, when Ted Thomas bought it in 1999, he was overjoyed.

Thomas, a businessman from Birmingham, Alabama, long-time racer in everything from Winston Cup to historic sports cars, and enthusiast of impressive taste, had always wanted a Miller and felt he'd done well, given their scarcity, to snag a car with at least some established Miller connections. He then commissioned leading specialist Zakira's Garage of Cincinnati to restore it to its dirt-track heyday.

Had it gone anywhere else that's undoubtedly what would have happened, too, but Jim Himmelsbach of Zakira's happens to be a Miller authority of genuine note, and Zakira's happens →

'Harry Miller was in essence the North American Ettore Bugatti and Colin Chapman rolled into one'

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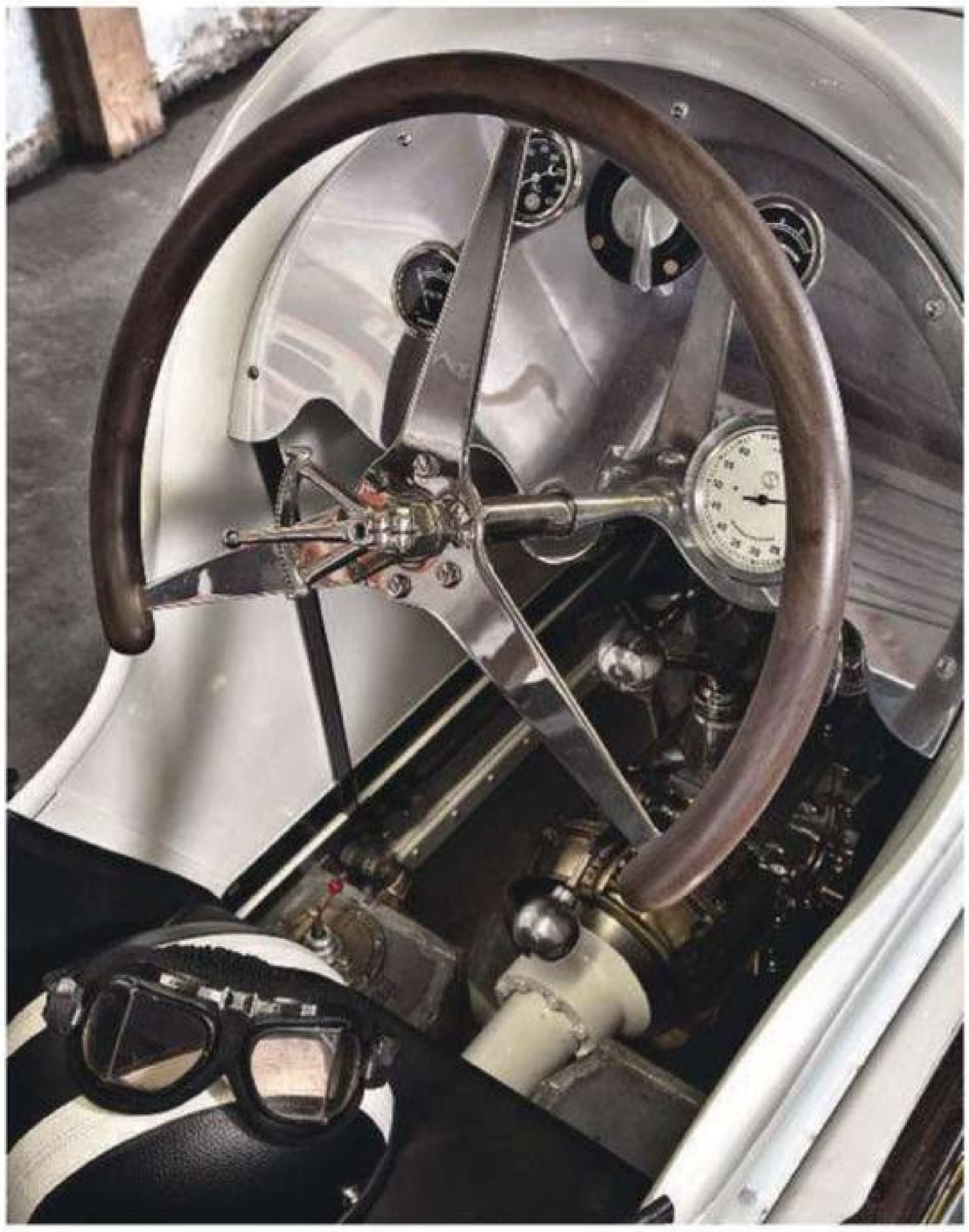


This page
Miller HCS Special was born as the result of collaboration with Harry C Stutz and is packed with exquisite detailing. Cut-off steering wheel makes way for driver's legs in the cramped cockpit; body is only 18in wide.

to have a treasure-trove of Miller's official drawings. Early in 2000 Jim noticed an odd thing about the chassis rails. They swept an inch higher at the rear axle arch than on other Millers, and the only place that configuration could be found was on the Model 122 drawing labelled 'Milton Special'. Further details checked against the original blueprints confirmed it: after 75 years, Harry's first Indy winner had resurfaced.

Restoration back to the correct, 1923 Indy specs was completed in 2011, just in time for the 500 Centennial celebrations at Indianapolis. Although unable to attend himself and to his eternal credit, Ted decided also to send his baby to Detroit with Jim for the Concours d'Elegance of America at St John's (formerly known as Meadow Brook), where the anniversary was being marked with a full Indycar display grid on the grounds and, uniquely for any major concours, an Indycar track day at MIS. 'I built this car to run,' he says, 'not to stay safe indoors. People need to be able to see these cars in action.'

Fortunately, though, people don't necessarily need to see yours truly initiating that action. Tommy Milton wasn't just narrow, he was apparently exceptionally thin and somewhat short, and while there's more or less adequate room once snuggled in, mounting up isn't the most flattering of manoeuvres. Cold-starting is strictly via tow-rope and stubborn even then, but thereafter it's just a matter of hand-pumping the fuel pressure to 2psi, flipping the switch, and a little push.

Launch is surprisingly easy; a tiny clutch-slip and you're away, and the engine pulls from low revs almost like a road car's. Having been forewarned, I test the brakes immediately, and naturally Jim was right: there are none. Let me clarify that: typically when someone says 'there are no brakes', they just mean 'push hard'. With the HCS, they're speaking almost literally. There. Are. No. Brakes. Being intended exclusively for '20s speedway use (Millers could be had with any brakes you wanted, and Harry actually later tried discs), where drivers never touched the binders outside the pitlane, the car has only front drums and those of only three-quarter-inch shoe width, plus an equally anaemic transmission brake. Planning ahead is highly advisable, to say the least.

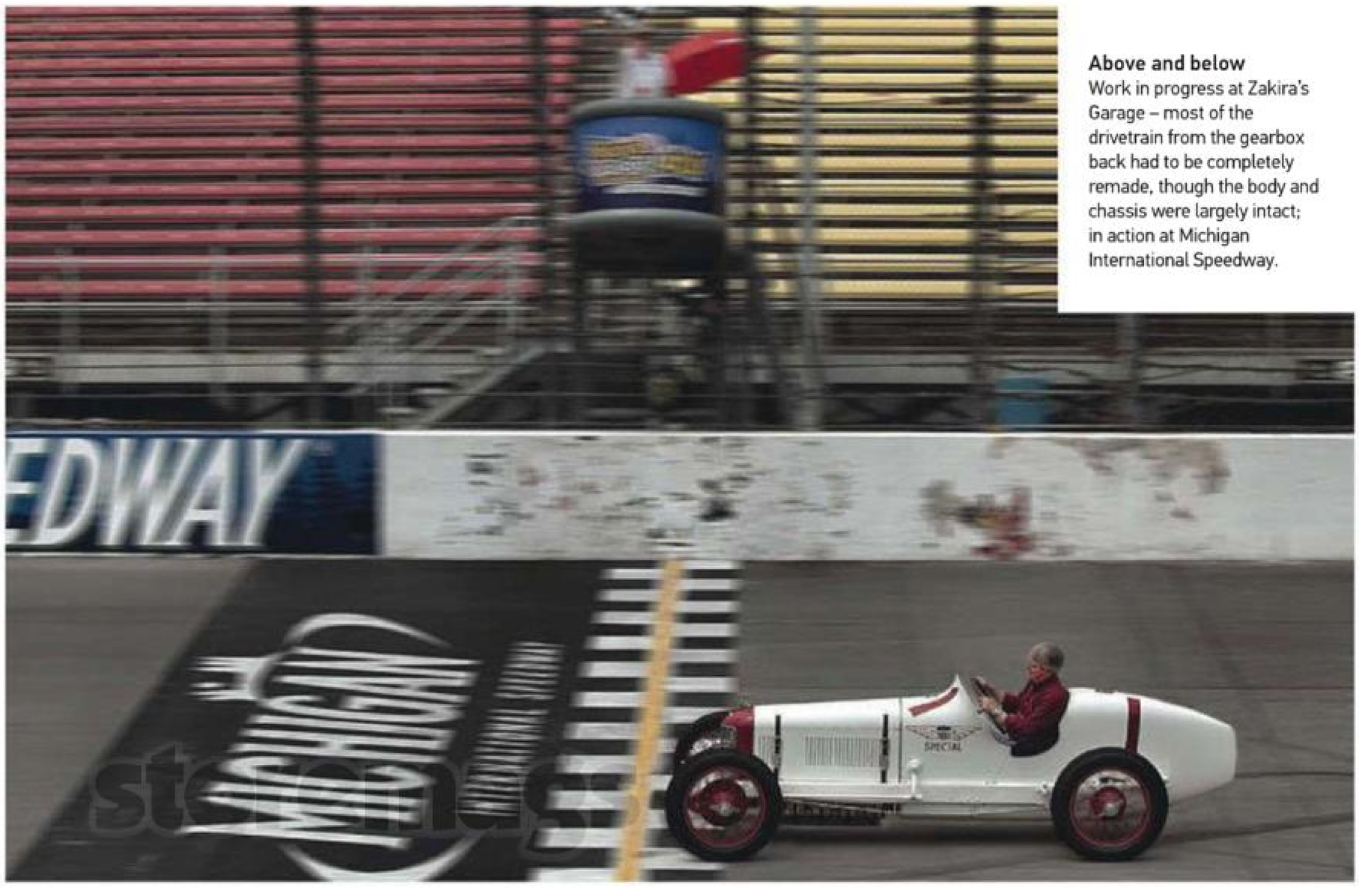
Shifting is also an issue of some deliberation, and for similar reasons. The three-speed transmission was made for high-speed oval reliability, not shifting; the lower gears are obviously straight-cut and non-synchro, and top is actually a separate direct-drive dog-clutch sort of arrangement of its very own. Double-declutching is useless, up or down, and the accepted technique seems to be to upshift by riffing the throttle repeatedly and ignoring the gut-wrenching sounds until something grabs – and never, ever downshift at all.

Ah, but is it ever sweet at what it was built for. The steering is precise and nicely loaded, gear whine is minimal, throttle response is crisp, and the car absolutely tingles with eagerness. In its time, it was a tool that matched its task to total perfection, like no other made – with a genuine thoroughbred, that always shines through. And I'm glad to see as I pull away that the pitlane is lined with people who have drifted in from all around the paddock to watch. And, of course, to listen. American thunder isn't necessarily better, and it's certainly not worse. But it is different, and people who haven't heard it just don't know what they're missing. End

THANKS TO owner Ted Thomas, Brian Joseph and Hank Gabbert of the Concours of America at St John's, Michael Barry of The Stutz Club, and Zakira's Garage.

1923 MILLER 122

ENGINE
1980cc straight-eight, DOHC, four Miller dual-updraught carburettors
POWER
120bhp @ 5000rpm
TRANSMISSION
Three-speed manual, rear-wheel drive
STEERING
Miller-fabricated worm and wheel
SUSPENSION
Front: beam axle, leaf springs, four Hartford friction dampers
Rear: live axle, leaf springs, two Hartford friction dampers
BRAKES
Front drums, transmission brake
WEIGHT
612kg
PERFORMANCE
Top speed 141.17mph (1924 speed record trim)



Above and below
Work in progress at Zakira's Garage – most of the drivetrain from the gearbox back had to be completely remade, though the body and chassis were largely intact; in action at Michigan International Speedway.

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David Purley

Best known for his attempt to rescue a fellow racer from a burning car, this gentleman driver was nothing if not brave

HOW UTTERLY APT IT IS that motor racing should revere a driver whose signature accomplishment within the sport was an attempt to save a fellow competitor's life. We have a peculiar relationship with death, we who harbour a certain old-school purist attitude towards motor sport. We despise it, and we remember well the day it claims our own personal idols; we especially deplore the crass, sensationalist prattle of the uninformed that inevitably accompanies its visits.

But we also acknowledge that death is there and always will be; that accepting the risk of it is an essential part of what makes a racing driver a different kind of human being, and, though we are loathe to speak it aloud, that racing would be somehow diminished if the risk vanished completely. And those who might try some small, modest sample of the real thing themselves will often find the moments they treasure dearest are the moments when they discovered nerve they didn't know they had.

So it's perhaps understandable that David Purley should have a cult following among Formula 1 fans, despite taking no F1 wins, poles or points. He wasn't actually a racing driver at all, not by serious, professional Moss or Schumacher standards, totally dedicated to the science of winning. He was an adventurer, and what he valued from motor sport would be familiar to many of us, if we could but admit the elephant in the room: he loved the pure thrill of going fast, and the satisfaction of facing his fears and pushing beyond them.

'PURLEY STOPPED, STRUGGLED TO RIGHT THE CAR ALONE, AND FOUGHT THE FIRE ALONE, ALL THE WHILE PLEADING FOR HELP THAT DIDN'T COME'

Purley, of course, never met an elephant he wouldn't tackle. Born in 1945 in Bognor Regis on England's south coast, he was Britain's youngest licensed pilot at 17, and passed up his father's prosperous refrigeration business to join the military. He served in combat as an officer of the Parachute Regiment in Aden, surviving a canopy failure on a training jump by 'hitch-hiking' aboard his instructor's, and a landmine detonation on an armoured car that killed six of his comrades.

His racing career began after leaving the Army in 1967, first with a Cobra (why start slow?) and moving soon into Formula 3. He had flashes of brilliance, usually on tracks that rewarded speed and courage: he took three straight wins at the wicked old Chimay road circuit, against equally bold competition like James Hunt. Purley also showed well in British F5000, winning the 1976 Championship, and before a near-mortal 1977 shunt basically ended his driving days (head-on into a barrier, worth 180*g*, they said), he had a fairly earnest go at F1, even commissioning his own chassis. For the most part, though, he was a likable, moneyed gentleman hobbyist of the sort that rarely leaves a large mark in the record books.

Then came that day at Zandvoort. It was 1973, only Purley's second F1 race, and he was following Roger Williamson (also British and in his second GP) when Williamson ran wide and flipped, ending up engulfed in flames and trapped beneath the car. Purley stopped immediately (internet video footage is easy enough to find but you wouldn't want to watch it more than once), struggled to right the car alone, fought the fire alone, all the while pleading for help from someone, anyone, that didn't come. The race didn't stop either, and Williamson died on the spot while the field filed by repeatedly.

Purley won the George Medal for his efforts, but he never claimed they were anything more than simple reflexes based on military experience. 'In Aden, if one saw a burning tank, one tried to help the people inside,' he said, and in fact he remembered nothing at all about the incident. Nor were he and Williamson close friends, as is often quoted, and his opinions on driver safety didn't really change.

What angered Purley most was the inadequacy of the emergency response, and that no other drivers came to his aid. Ultimately, though, he felt once the obvious stupidities were eliminated, a driver's mistakes are his own responsibility.

He turned to aerobatic flying when his racing was over, and in 1985, aged 40, fatally crashed his Pitts Special biplane into the sea off Bognor Regis. Responsibility is by nature cruel, no matter how willingly we accept the risk.

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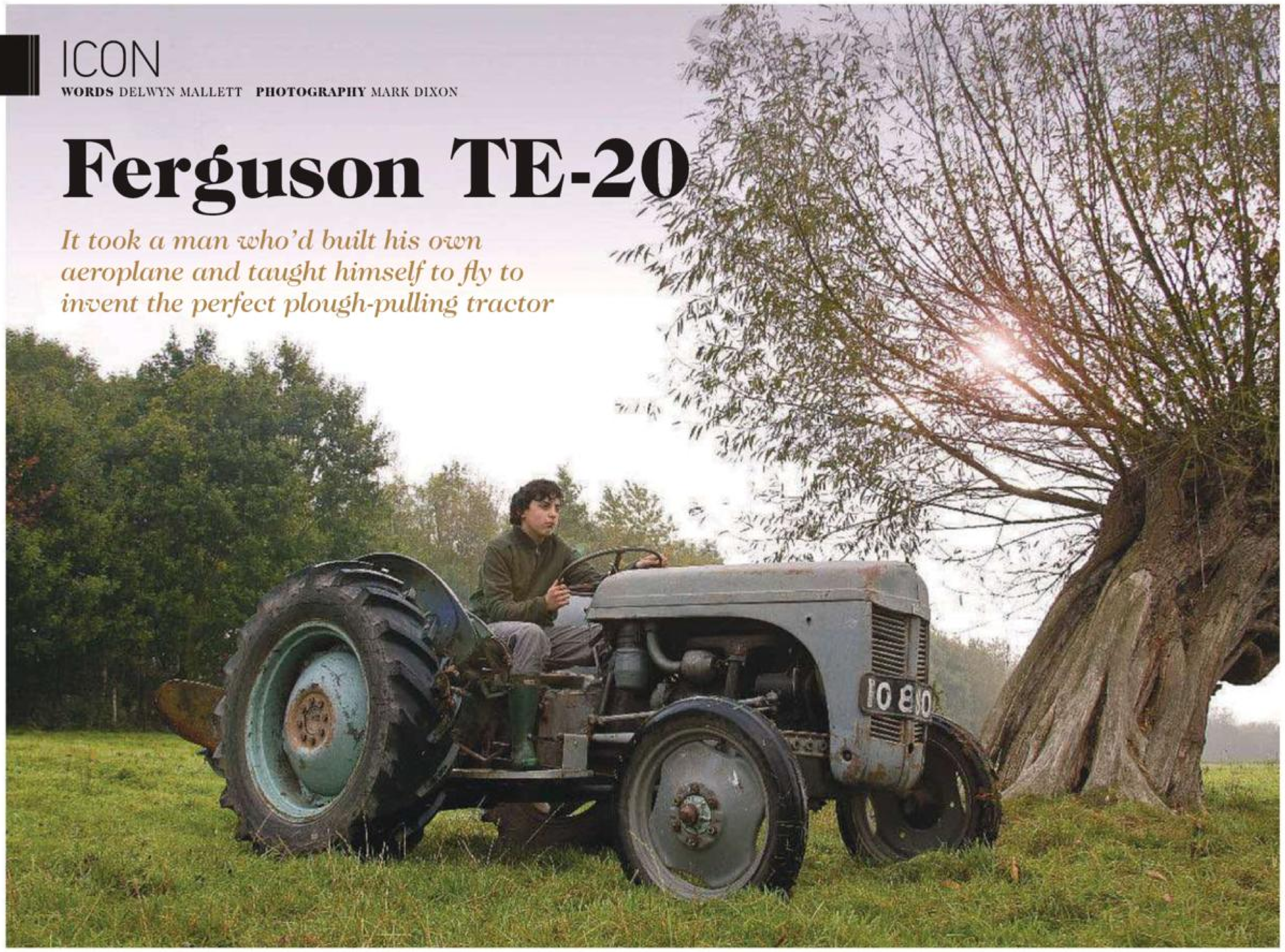
WORDS DELWYN MALLETT **PHOTOGRAPHY** MARK DIXON

Ferguson TE-20

It took a man who'd built his own aeroplane and taught himself to fly to invent the perfect plough-pulling tractor



HARRY FERGUSON didn't set out with the intention of making tractors. After he'd built his own aeroplane and in 1909 become the first man in Ireland to fly, a career in aviation surely beckoned, but his future lay much closer to the soil. Harry devoted his working life to building a better plough and, as an afterthought, a better tractor.

Henry George 'Harry' Ferguson was born in County Down on 4 November 1884. In 1902 he started work with his brother Joe as a mechanic in Joe's bicycle and car repair business but soon fell out with him and left to become an agent for Vauxhall and Darracq cars and the American Oliver 'Overtime' tractor. Harry embarked on a demonstration tour of Ireland with his tractor, becoming an expert in ploughing and only too aware of the deficiencies of the existing machinery.

With the arrival of steam and then in 1889 the first petrol-driven tractors, ploughing had developed rapidly, as engines could pull many more blades than a team of horses. Yet the tractor was still viewed as a mechanical substitute for the horse, with a simple hitch where the tail should be. A plough was difficult to control from the tractor, which could be rudely upended if it snagged a buried object. Harry's conceptual leap was to visualise the plough as part of the tractor rather than as an implement to be towed.

'HARRY'S CONCEPTUAL LEAP WAS TO VISUALISE THE PLOUGH AS PART OF THE TRACTOR RATHER THAN AS AN IMPLEMENT TO BE TOWED'

After several false starts the breakthrough came in 1925 when Ferguson patented a duplex coupling system, with a wheel-less plough attached solidly to the rear axle of the tractor. The geometry of the linkage fed the forces acting on the plough back into the tractor frame, increasing downforce at the front wheels as drag increased, considerably reducing the chance of upending. The system was further improved in 1930 with the introduction of a three-point, hydraulically controlled linkage that remains the standard of virtually all tractors to this day.

Harry tried to persuade British and American manufacturers to incorporate the Ferguson System into their machines. A deal with David Brown in the UK foundered, so in 1938 Harry shook hands with Henry Ford. The Ford-Ferguson Model 9N, any colour you like as long as it was grey, was the result. Unfortunately, Harry had not shaken hands with Ford of Britain, or Henry's grandson and Ford's new president, and after World War Two he again found himself without a manufacturing partner. Harry then approached the Standard Motor Company, who agreed to turn their redundant wartime aero-engine facility into a tractor factory, and provide a new engine, which would also be used in a slightly enlarged form in the Vanguard saloon and TR sports car.

The new Ferguson tractor was designated TE-20, for 'Tractor England – 20hp', with export models carrying the prefix TO, for 'Tractor Overseas'. More than half a million would eventually roll from the Coventry factory and be exported to all corners of the world.

Harry's tractor appeared in many guises but the most extraordinary must be the team of specially adapted 'Fergies' that in 1955 became the first vehicles to be driven to the South Pole by Sir Edmond Hillary's Commonwealth Trans-Antarctic Expedition.

In 1953 an ailing Harry unexpectedly sold his company to the Canadian company Massey-Harris. A final price could not be agreed and Harry suggested tossing a coin for the million-dollar difference. He lost! In 1956 a new Massey-Ferguson tractor and a new red and yellow livery appeared, carrying Harry's name into the future long after the man himself died in 1960.

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WORDS NICK FOULKES

A stitch in time

Watchmaker teams up with purveyor of fine knitwear. Result is elegant watches with enduring appeal

FASHION WATCHES. Once a dirty word – well, a pair of dirty words; shorthand for a world of cheap branded time-telling tat, as disposable as last year's high street styles.

All that is beginning to change. The most significant recent entrant into watchmaking from the world of fashion is Ralph Lauren, who has taken the fashion watch out of the accessory ghetto and imbued it with the sober and enduring lines of the design classic. And now another heavyweight of fashion has entered the watch market: Ermengildo Zegna.

Zegna is big in cashmere and, if you have 500 quid burning a hole in your pocket, I can think of few places better-equipped to supply you with a cashmere pullover. Indeed I have been badgering Gildo Zegna, the current head of the family fashion house, to open a shop that sells only brightly coloured cashmere V-necks. It would cheer things up no end during the grey of a northern European winter.

Anyway, in my other life as a commentator (of sorts) on male vanity, I had of course come across Gildo and his charming sister Anna, but I have only really got to know Gildo Zegna since we were introduced by the late watchmaker Gino Macaluso. Macaluso died a year ago and I still miss him. Readers of *Octane* will remember him as a rally driver; I remember him as a friend. Through that informal network that connects Italian industrialists, Gino and Gildo got together and came up with a watch to celebrate the centennial of the Italian clothier and cloth merchant last year.

The resulting timepiece was a very handsome, slim, gold annual calendar watch with an unusual dial configuration, featuring the month displayed in a window at five o'clock, running seconds in a small subsidiary dial at nine o'clock, and a larger subdial at about one o'clock giving the date. Not cheap, but quality seldom is, it was made in a run of 100 pieces. Take-up was impressive. Knowing that I knew Macaluso well, two friends called to ask if I could help them get hold of one as they were experiencing difficulties in tracking them down; alas I was unable to help. All the 100 made were sold in Zegna stores.

Emboldened by their success, Gildo and Gino agreed to a partnership that would see Girard-Perregaux develop a watch business with Zegna over the coming decade, and I was invited to watch this partnership as it develops, following designs from the drawing stage to the finished product.

The complex interlinking of two very different cultures was interesting to experience. In apparel – I hesitate to say fashion, even though much of Zegna's output is fashionable – cycles are quick: they move in seasons and no longer just the old winter and summer, but such interstitial periods as 'pre-fall'. Watchmaking, however, while it may make products that deal in minutes and seconds, thinks in years and decades.

The first collection of Monterubello watches (the Zegna family holds the title Count of Monterubello, a large mountain that they own – long story) has appeared; handsome timepieces in the manner of Girard-Perregaux's acclaimed 1966 models. There is a plain hours-and-minutes watch, and an especially handsome chronograph that, with its retro pushpieces and elegant etiolated Breguet numerals, makes a discreet understatement. It is the kind of watch that you will be as happy to wear in a decade as you are today. Something a little sportier is being prepared at the moment.

If the Monterubello watches seem unusually assured for a horological debut, this may be because there is a watchmaking gene locked somewhere in the corporate and personal DNA of Zegna. You see, long before the family became cloth and then clothing manufacturers, Gildo Zegna's great-grandfather Michelangelo Zegna was a watchmaker by trade.

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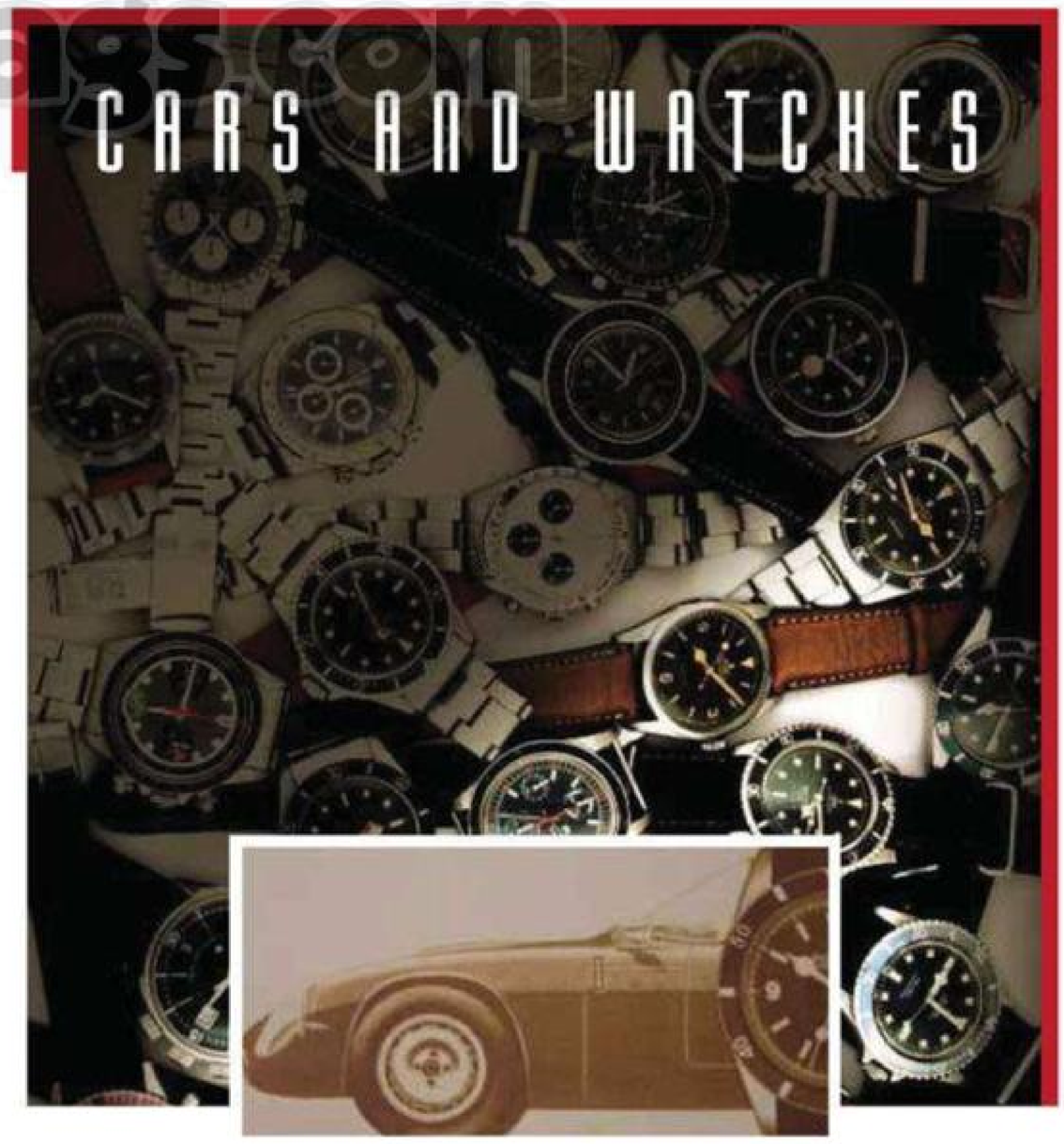

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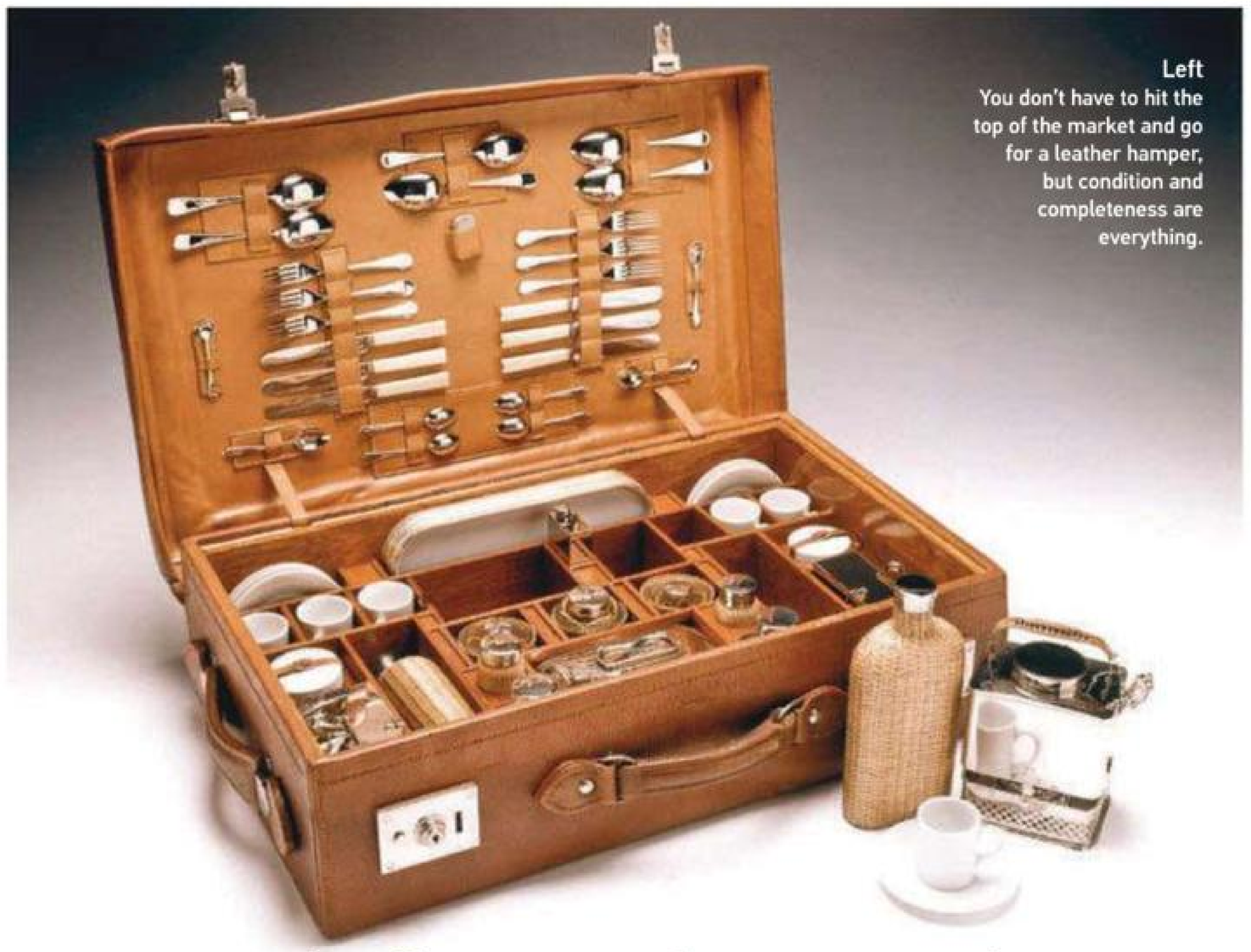


Left
You don't have to hit the top of the market and go for a leather hamper, but condition and completeness are everything.

Food for thought

Take advantage of winter and start your hunt for next summer's must-have accessory: the classic picnic set

WINTER IS ENSCONCED, tethered by economic despondency. It seems like aeons before our cars can be enjoyed once again. And yet, for certain things, now's actually the time to buy.

Wily punters only kick the tyres of secondhand Range Rovers in sunny June; chilly autumn is good for roadster hunting. And now's the time to bag a vintage picnic hamper, when lying in the long grass with salmon sandwich, dappled sunlight and distant bee droning is off the radar.

Picnic sets and hampers have been buffeted by recent financial gusts. According to Toby Wilson of Bonhams' Automobilia department, there are three strata: top-of-the-line, leather-heavy numbers; handsome mid-range wickerwork models; and cheaper, mass-made versions. 'A picnic set is a luxury,' he says. 'It's got to look appealing. Tired ones are hard to sell. Buyers only want them to get spare items.'

Illustrating his point was a two-person travelling tea set by Leuchars of London in Bonhams' Rolls-Royce and Bentley sale last June. All the beverage-making paraphernalia was present, down to Royal Worcester cups and sugar tongs, but the case's exterior was damaged, so it made just £60 and not the £200-300 estimated. Yet in the same sale was a c1905 Barratt of Mayfair two-person set in fine honey leather, with china cups and plates and an early Thermos flask. It was choice for a London-Brighton veteran but still made a startling £2160 against a £700 top estimate.

Motoring picnics were highly fashionable in upper-crust Edwardian life. Some of the finest sets were made between 1900 and 1914, typified by the En Route range from Drew & Sons, which stretched from a singleton set to one for eight that needed two fit chauffeurs to hoick it. Four-person Drews are the most common, sixes unusual, eights very rare. An En Route for six sold at Bonhams' Goodwood Revival sale for £2250, a stunner in its black leathercloth case with wicker-wrapped bottles and wicker-handled cups.

The picnic set – wicker hamper, quasi-suitcase or upright front-folder – was a British institution, driven by the need for decent char. 'Apart from the novelty of self-sufficiency in the country, tea was key,' says Wilson. 'A tea basket came with its own kettle and burner, while a picnic basket usually had a flask. A kettle adds to the fuss, and the occasion, of a picnic. It added 10% to the price, and that's reflected in values today.'

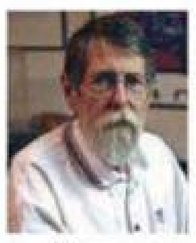
As picnicking spread to the motoring masses by the 1930s, so aristocratic motorists found there were fewer rural idylls at which to lunch without the newly mobilised plebs turning up in their Hillmans. Picnic sets became more accessible too, with Scott & Sons' Coracle range easily purchased from department stores. These are increasingly well regarded, while even later models, with Bakelite and Rexine elements, have plenty of kitsch interest if sound and complete.

Rolls-Royces and picnics dovetail perfectly (Jags are more about hip flasks and dark chocolate in the glovebox). A four-person Gadsby & Co hamper from the 1990s Rolls accessory range, awash with R-R logos on platinum-handled cutlery, made £744 at Bonhams in June. Meanwhile, Rolls-Royce delighted Villa d'Este visitors in 2010 with a bespoke modern picnic set, a sleek, four-person number with touches like magnets inside chopping boards to restrain knives, that took six months to design and build in oiled teak and saddle-tan leather.

That would surely mystify the average French sports car driver, happy with strong coffee, a slug of good wine, baguette and ponging cheese. And not everyone would agree with chef Nigel Slater: 'Nothing takes the edge off a picnic like drinking wine or, worse, champagne, out of paper cups.' Then again, even the most roughing-it could appreciate the no-nonsense Gordon Hamper from Fortnum & Mason. Chosen by *The Independent* as one of its top ten picnic sets, it boasts, for £250, its own rug, tablecloth, mugs, tumblers and flask. Here's to summer.

ARTIST PROFILE

David Kimble



THEY ARE commonly known as cutaways and are the subject of a new book, *Cutaway: The Automotive Art of David Kimble*, but David himself prefers to describe his fascinating artworks as 'see-throughs'. The idea, he says, is that from a distance the subject – be it a car, a building, or even *Star Trek*'s USS *Enterprise* – appears whole, only revealing its inner workings as you approach more closely.

David's techniques and materials are unashamedly traditional in this computer age. He uses litho film-positive transparent film as a base, building up his illustrations with Windsor & Newton gouache that is brushed and airbrushed onto both sides of the film. His studio for the last 19 years has been a restored pre-war cinema and variety hall, in a small town in what he calls 'The Big Empty' in West Texas – where, he says, he can still indulge his passion for speed at the age of 76.

To order David's book, see www.cartechbooks.com.

Clockwise from above
Three cutaways from David Kimble's new book: F40 , M-B 540K Sindelfingen Coupé and Chaparral 2E.

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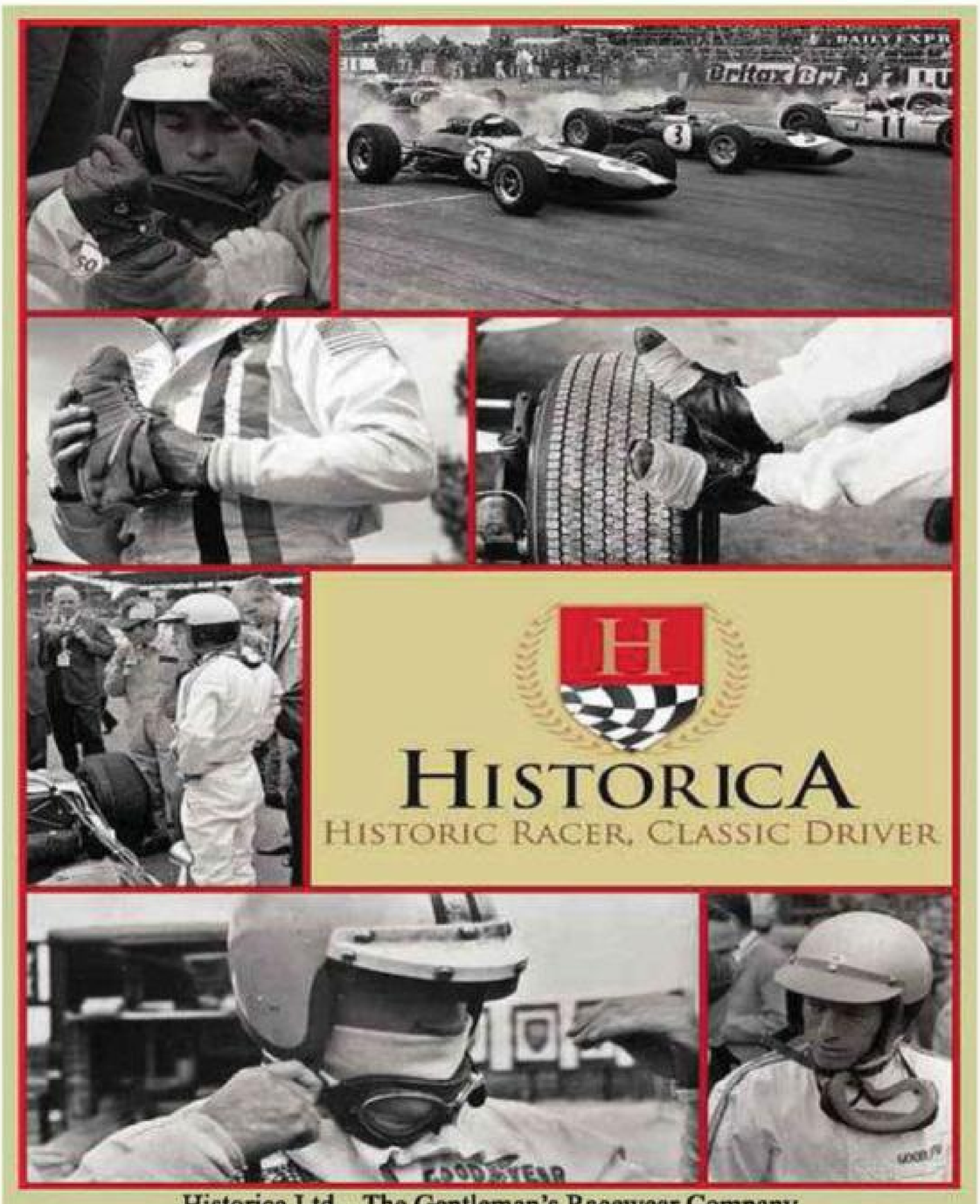

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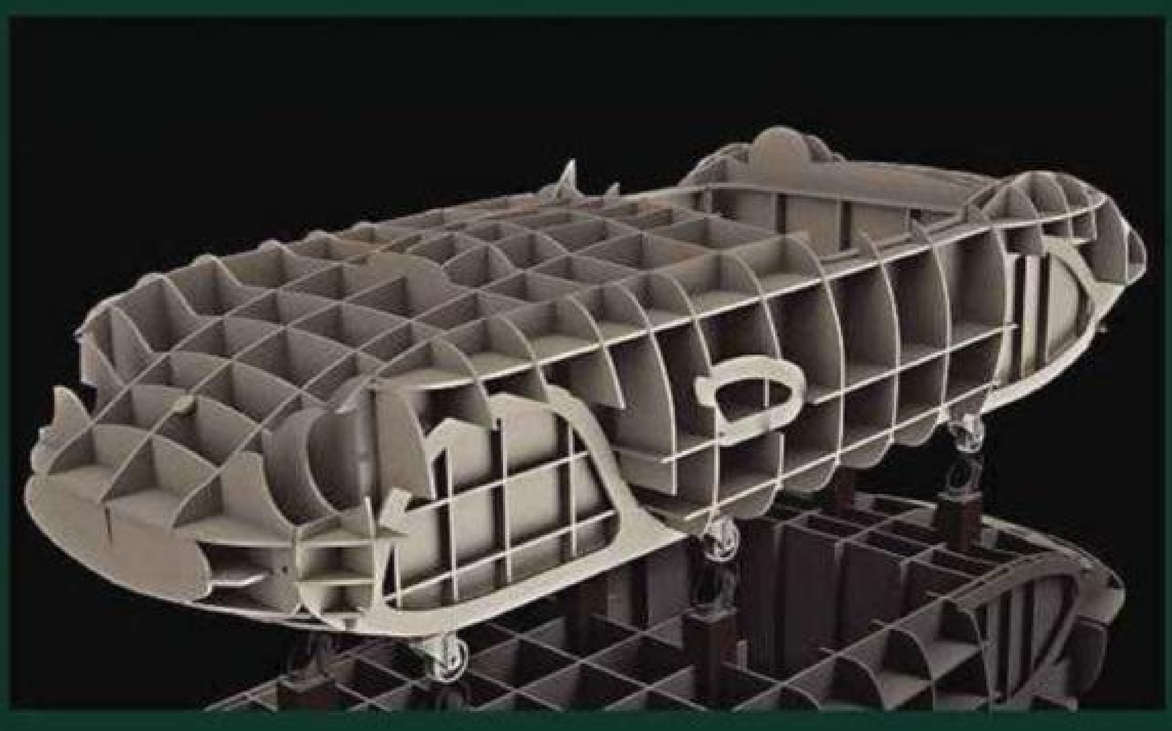

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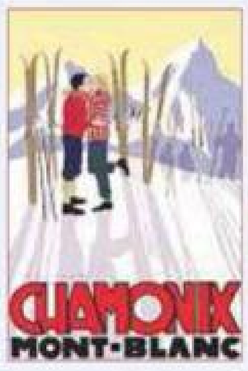
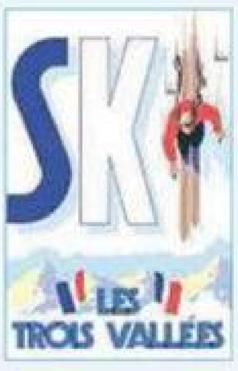
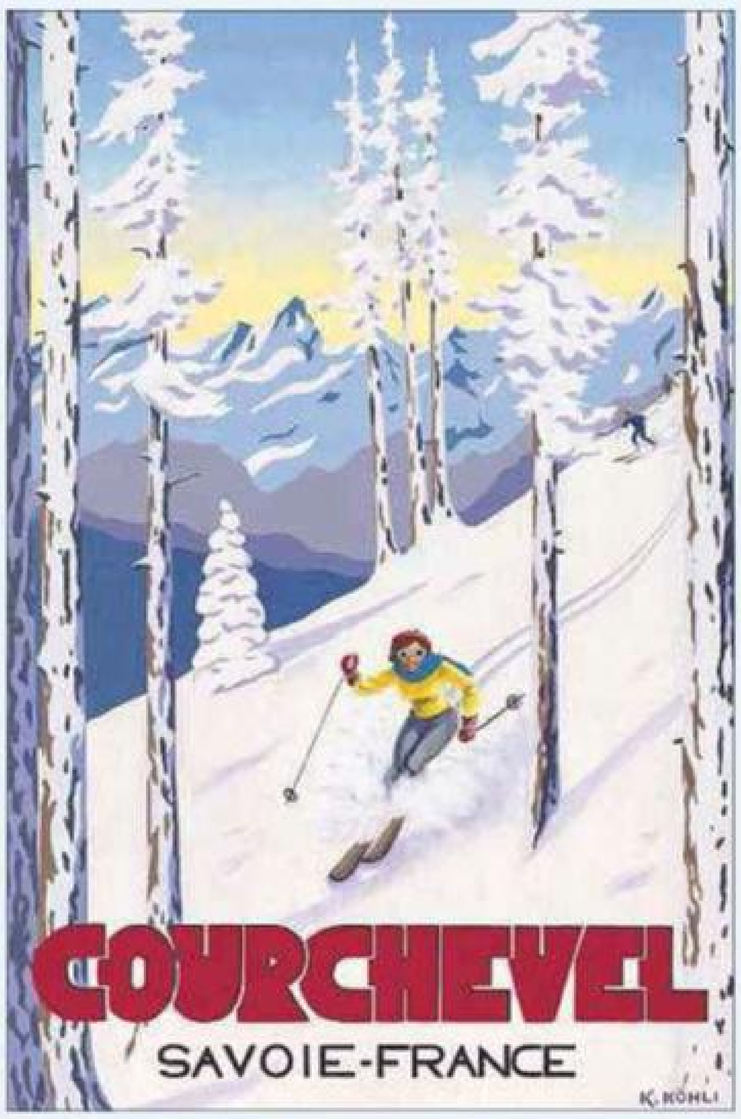
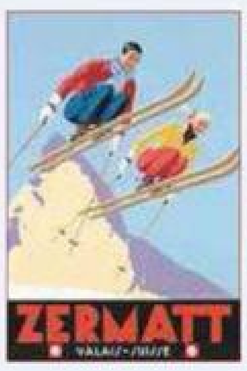
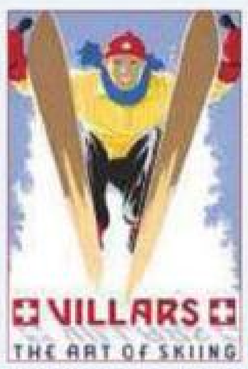
Winter Sports poster collection

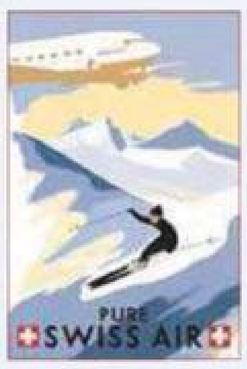












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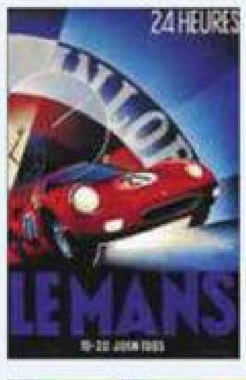
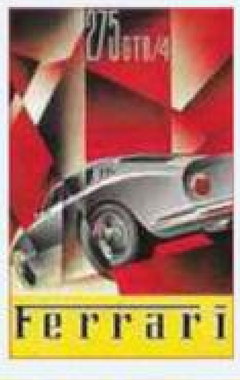
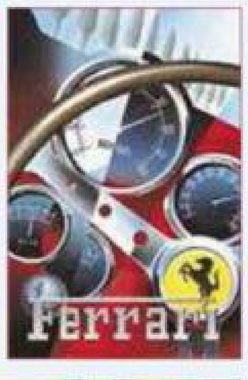
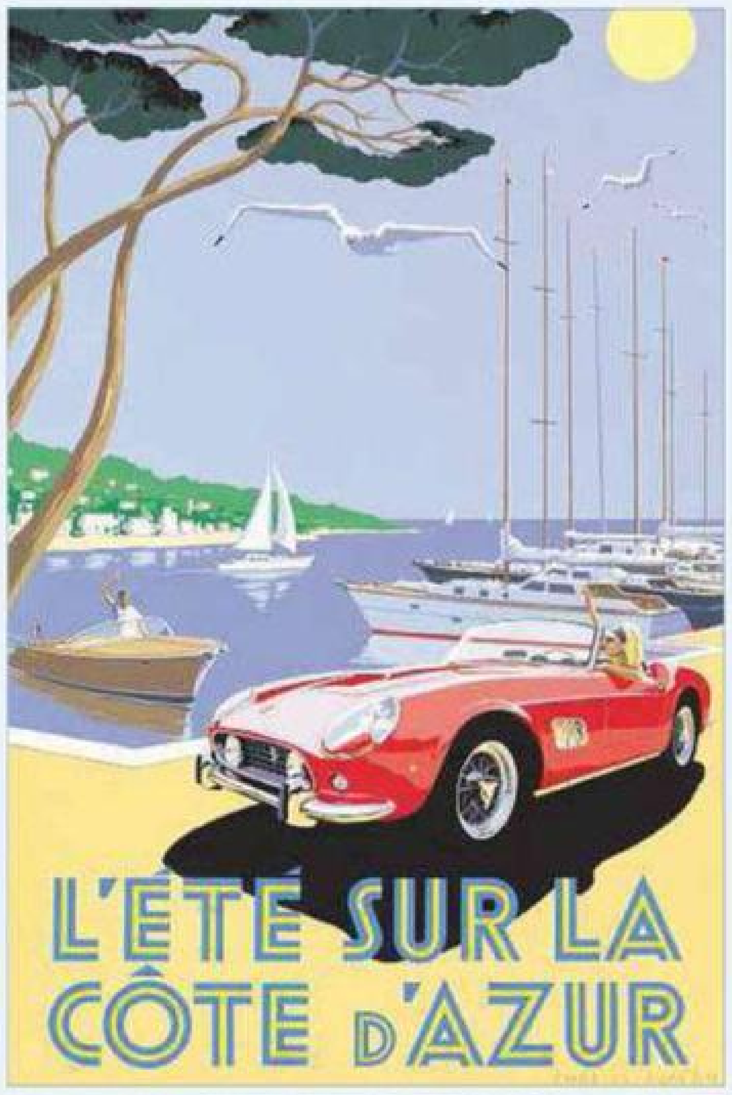
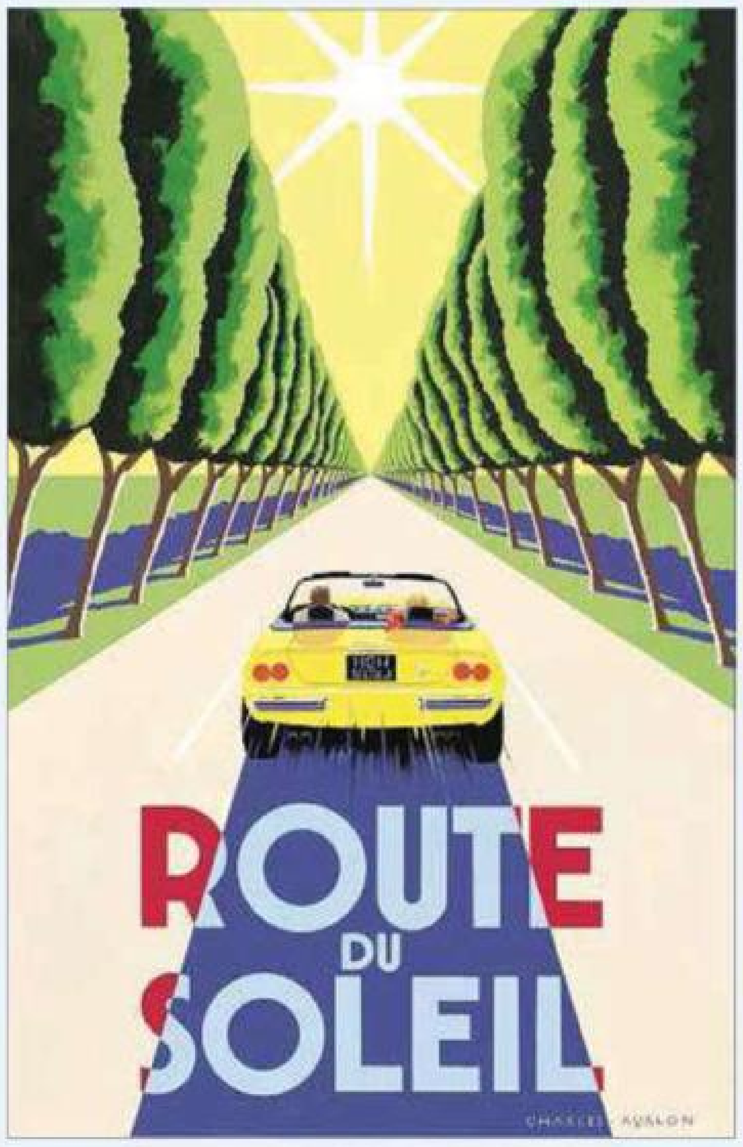
Legends of Road and Track

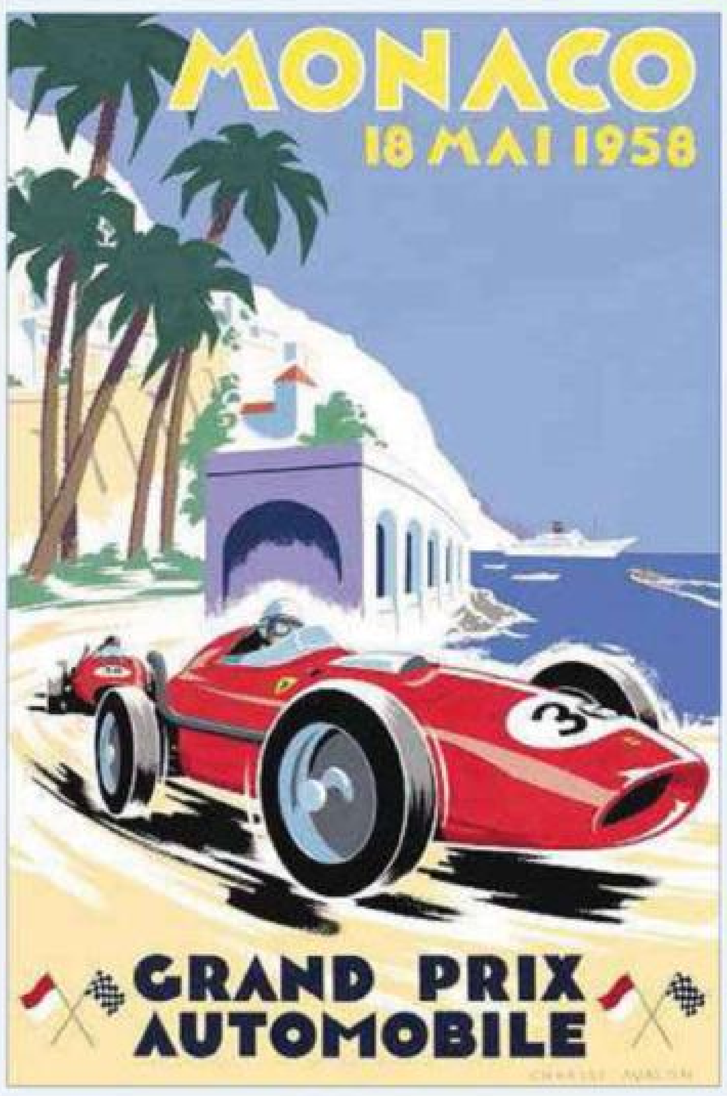


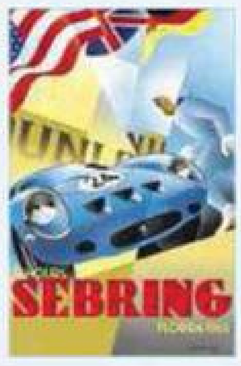


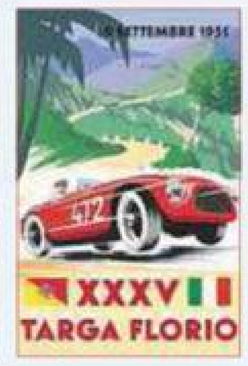












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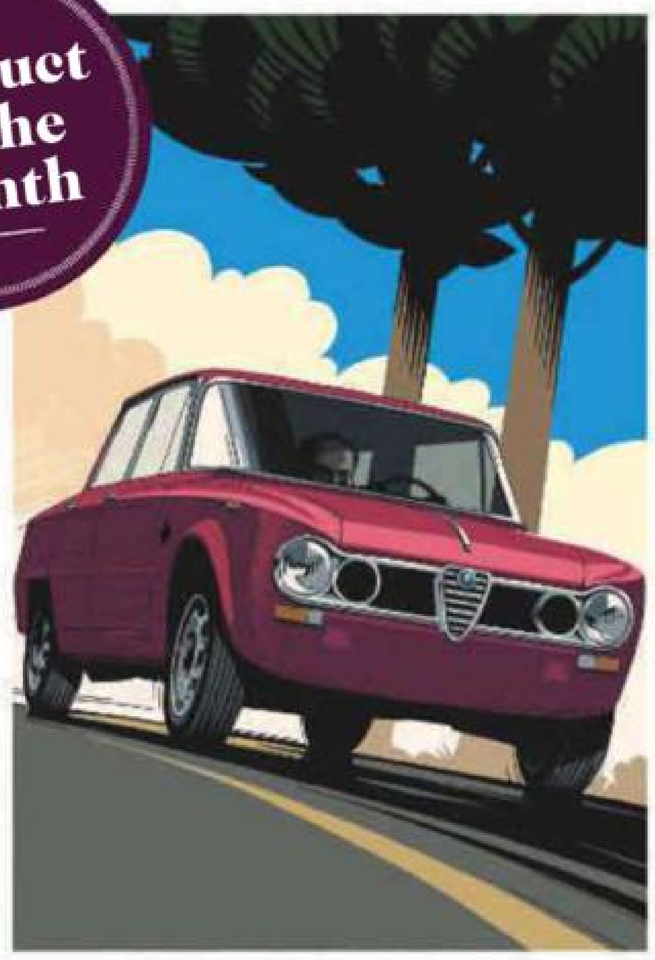

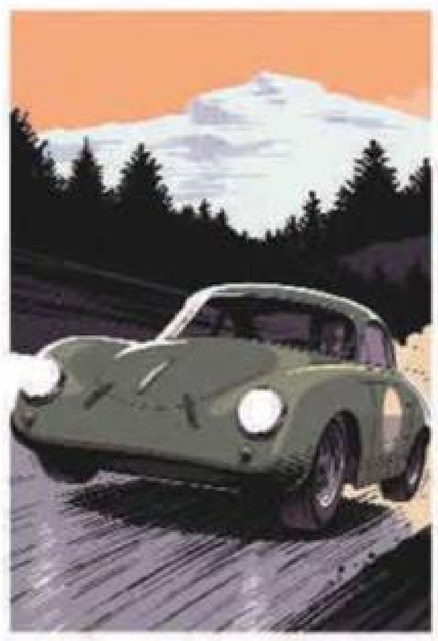

GUY ALLEN, creator of *Octane*'s Felix Petrol cartoons, has released a series of new limited-edition prints of the Alfa Romeo Giulia Super and Porsche 356 seen here, plus a Ford Mustang in the classic blue with white racing stripes. Each one is 297x420mm in size, printed on 300gsm fine art paper, limited to 150 editions, and numbered and signed by Guy Allen.

T-shirts from Live2Race

£20 each. www.live2race.co.uk

TWO NEW T-shirt designs from Live2Race are this 'Mexico 77', available in sand or slate grey, featuring the Rothmans Escort Mk2, and 'Charger 71' in black, depicting a Dodge Charger.

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Victorinox Tomo Swiss Army Knife

£17.99. www.victorinox.com

SWISS ARMY KNIFE in redesign shock! First the first time in its history, the Victorinox Swiss Army Knife has been redesigned and is now available in a range of colours. The new version, created by Kazuma Yamaguchi, is called the Tomo, which is Japanese for friend.

Fujifilm FinePix X100 camera

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FOR ANYONE improving their classic car's cooling system, these alloy header tanks from OBP are a useful (and good looking) addition. The company also sells oil catch tanks, swirl pots for fuel-injection conversions, and pedal boxes and hydraulic handbrakes.

Franck Muller Giga Tourbillon

£1m+. www.marcuswatches.co.uk

FIRST THINGS first. This watch is expected to retail for over £1 million. Yes, you read that correctly... There's a lady's version too, but this is the skeleton-design men's watch, in which you can see the central 20mm-diameter tourbillon, which is powered by four rather than the usual two barrels. It's quite special!

WRC 2 console game

X360 & PS3 £39.99, PC £29.99. wrcthegame.com

THE EVER-POPULAR World Rally Championship console game for X360, PS3 and PC has been updated to include the latest WRC cars and improved graphics. There are now 32 cars available, including Group B and Safari Car Legends. Great fun!

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THE GOOD old Ford Pinto, as fitted to Escort RS2000 and many others, loses its wheeziness with hotter camshafts, so Piper has increased its range of Pinto cam profiles.

MG TD & TF Midget damper conversion

£535.96. +44 (0)20 8867 2020, www.moss-europe.co.uk

MOSS EUROPE now stocks bolt-on Koni telescopic rear damper conversions for the MG TD and TF, for improved rear axle control. The dampers are adjustable.

Triple Weber manifold for Ford Cologne V6

£595. +44 (0)1932 787100, www.webcon.co.uk

FOR ULTIMATE Ford V6 power, it's hard to better the firepower of the triple Weber DCNF set-up. This new manifold from Webcon suits both the 2.3- and 2.8-litre Cologne V6s.

StoreMags.com

Racers

ANTHONY PRITCHARD, Palawan Press, £300

WE HAVE BEEN eagerly awaiting this thumping hardback, not least because it isn't just another love-in of motor sport grandees. As brilliant as the likes of Fangio or Clark were, endless texts on their careers rarely offer fresh insight – and don't get us started on Senna. Here, veteran author Pritchard has instead interviewed the bit-part players, the privateers and the relative unknowns from the 1950s through to the '70s. And it's a much more interesting work as a result.

It's such a winning conceit: get 26 gentleman – and lady – drivers to discuss their careers in their own words; the sort of high achievers who for the most part had little interest in turning professional. Drivers such as Chevron racer John Lepp, for example, certainly didn't *look* like racing drivers, but the follically-challenged jeweller was as quick as anyone in period. Then there's Jonathan Sieff, who tamed Jaguar D-types as an owner-entrant before buying the Cooper Formula 1 squad in the mid-'60s. And let's not forget Hugh Dibley, who, when he wasn't a pilot for BOAC, braved the turbine-powered Howmet sports-prototype and also established the line of Palliser single-seaters.

Each yarn is genuinely interesting and they are all matched by high-quality images. So many are hugely evocative, such as Mike Anthony harassing a Merc SSK at Goodwood aboard his Jaguar SS90 in 1949, or the ever-amiable Lloyds broker-cum-racer Eric Thompson gritting his teeth aboard Rob Walker's Formula 2 Connaught at Silverstone in 1953.

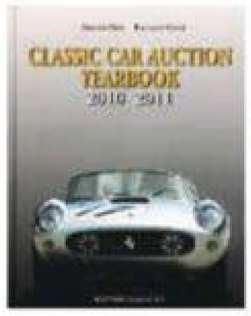
Particularly commendable is the way the photos are allowed to 'breathe'. So often pictures in books of this type are cropped in, when quite often the real point of interest lies in what is going on in the background. Also, the use of graphics and period ephemera such as race programmes, letters and so on adds to the sense of nostalgia. The design of this book really does suit the subject matter and it is a lesson to other publishers.

At £300 for the regular clothbound edition, or a thumping £750 for the leatherbound version, *Racers* certainly isn't cheap, but it is more than just vanity publishing. It's a genuinely cracking read and something to savour.

Factory-original Jaguar E-type

ANDERS DITLEV CLAUSAGER
Herridge & Sons, £30
ISBN 978 1 906133 36 8

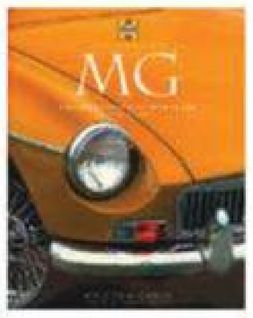
WHILE THE FORMAT might be familiar, the first in the *Factory-original* series is incredibly comprehensive. Prolific author Clausager is an expert guide to the seemingly endless permutations of E-type and offers a breakdown of key differences between iterations. That's everything from speedometers to heater air intakes, plus corresponding part numbers. While it is exhaustive, this well-produced hardback isn't exhausting to read. However, it is clearly aimed at the restorer and potential Jaguar buyer. The corresponding images are all pin-sharp, too. The next in the series will be on hot Escorts.



Classic car auction y'rbook 2010 2011

ORSI/GAZZI, Historica Selecta
€44.90, ISBN 978 88 96232 03 3

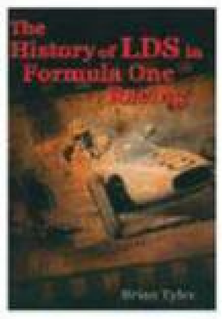
IT MAY NOT be a riveting read, but Historica Selecta's latest *Yearbook* is destined to be found in every major historic car dealer and auctioneer's library. Detailing some 3933 sales results from 18 2010-2011 auctions, and with corresponding descriptions of each car, you can gauge the price disparity between seemingly identical models, be it BMW Z1s or Studebaker Flight Hawks. Also included are mini-features on the top ten highest earners and the top 100 cars of the season – in which Ferrari blankets the upper half, predictably. Plenty of graphs and statistics, not to mention 880 images, round things off.



MG – Britain's favourite sports car

MALCOLM GREEN, Haynes, £25
ISBN 978 0 85733 107 6

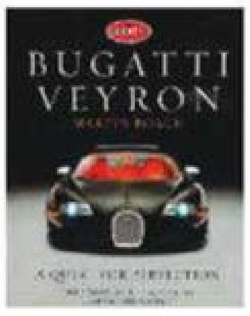
WHILE THE whole 'favourite' part of the title is a mite subjective, this is a highly accomplished potted history and buying guide of the popular sporting brand, written by marque expect Green and updated for this, the third edition, by Andrew Roberts. Away from all the mainstream heartland fare, it was a pleasure to read about some of the more obscure or esoteric MG avenues, not least the Lenham-bodied 'Spridgets' and the Ray Mallock-fielded Le Mans effort with the Lola-MG EX264 that won its class in 2005. A summary of the marque's rebirth in Chinese ownership brings things full circle.



The history of LDS in Formula One racing

BRIAN TYLER, Brian Tyler Prods
£20, ISBN 978 0 620 48346 9

THOUGH LOW ON gloss, this is undoubtedly high on substance. The LDS marque was, until recently, relatively unknown outside its native South Africa, but Ian Ashley's efforts in British historics have done much to redress the balance in recent years. Here, Tyler recounts the story of the cars' constructor/designer Doug Serrurier and relates the history of all ten chassis built. And some didn't remain as single-seaters either, being converted into sports cars in later life. This is a great effort and, as Tyler himself says, likely to be the only book in the world for which the author has raced 20% of production. Email paratativ@yahoo.co.uk to order.



Bugatti Veyron

MARTIN ROACH, Preface, £20
ISBN 978 1 848 09348 5

THE BLURB ON the dust jacket states in a rather large font that this was 'written with the full support of Bugatti'. You can tell. It's not exactly a conventional history of the hypercar, though. Prolific ghostwriter Roach does trace the car's genesis, speaking to engineers and celebrity owners and detailing the many variants, but it's also part travelogue as he bids to get behind the wheel of the 253mph machine himself. Ultimately, it's a bit of a jumble but a fun read nonetheless, as Roach has a self-deprecating turn of phrase. It's also well worth a punt at just £20. However, there is still room for a definitive history of the reborn Bugatti marque.

storemags

Le Mans
the official history 1949-59

QUENTIN SPURRING, Haynes, £45, ISBN 978 1 84425 537 5

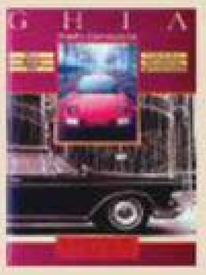
THE 1950S WITNESSED great upheaval and equally epic battles at the Circuit de la Sarthe, as recalled with great clarity in Spurring's latest Le Mans history. As with the two sister volumes, it offers a blow-by-blow account of each year's race along with comprehensive results tables. But what really appeals are the many underdog stories that get potted coverage, be it the account of the Peter Jopp / Percy Crabb run in a Peerless at the 1958 event, or such French oddities as Just-Emille Venet's leftfield 750cc VP, which lasted only 15 laps the previous year.

This is a great read but what really captivates are the many images, some of which are unfamiliar. Particular favourites have to be the colour shots of the works Stanguellini harassing a factory DB through the Esses in '57, and a rare pic of the disastrous Talbot-Maserati from the same year. Highly recommended.

COLLECTOR'S BOOK

Ghia: Ford's carrozzeria

DAVID BURGESS-WISE, Osprey, 1985, value £30



THIS SPLENDID BOOK covers the entire span of this styling house, right up to its name becoming shorthand for glammed-up Fords. The narrative takes in Giacinto Ghia forming the *carrozzeria* but comes alive with the 1950s era of the savvy Luigi Segre and his Chrysler show cars. The erudite author has a great turn of phrase – the Ghia Checker's roofline was designed for 'people wearing top hats'– and he also sums up the '73 Mercury Monarch perfectly: 'It was somewhat lacking in elan.'

Porsche and me

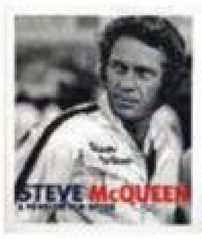
HANS MEZGER with PETER MORGAN, PMM Books, £45
ISBN 978 1 906712 08 2

METZGER'S IMPORTANCE in Porsche's sustained success from the 1950s to the '90s – and, by extension, motor sport lore – cannot be overestimated. This brilliant engineer led the 1960s Race Design department which resulted in the mighty 917. He also oversaw the TAG-turbo F1 engine that propelled McLaren to three straight World Championships.

This is a great read, but what really strikes you is the breadth of his achievements. We were fascinated to learn of the vee-twin Porsche produced for Harley-Davidson. It was also a pleasure to get the inside gen on the Indycar programme, which promised much but was ultimately killed off by political pressure before its proposed maiden race in 1980. Great stuff.

Steve McQueen – a passion for speed

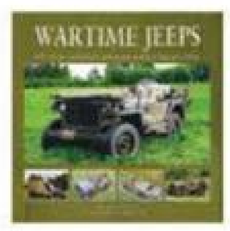
FREDERIC BRUN, MPI, £25, ISBN 978 0 7603 4248 0



STEVE McQUEEN the man may be dead but Steve McQueen the brand is very much alive, as evinced by yet another book on The Cooler King. While some of us may be suffering from McQueen fatigue, this is a nicely produced hardback that, despite not telling us much we hadn't already read elsewhere, has some cracking images. Many of these have never been published before, not least the two shots of McQueen trying a Brabham F2 car for size between shoots on the set of *Le Mans*, as the car's regular driver Derek Bell looks on. That said, you may or may not care to have quite so many shots of McQueen by the pool, abusing a punching bag and so on, in the section *The body as tuned machine*. Homo-eroticism, anyone?

Wartime Jeeps

GRAHAM SCOTT, Herridge & Sons, £25
ISBN 978 1 906133 37 5



MUCH MORE than just another history of the iconic Jeep, this engaging read focuses more on the machine's extraordinary versatility. Eleven prototypes and variants are studied here, including the Bantam BRC-40, the Budd Pygmy, the Ford GP Four Wheel Steer and the amphibious Ford GPA – or 'Seep' as it was colloquially known – as well as our particular favourite, the Willys T-28 Half-Track.

Scott's prose is concise, informative and easy to digest, while images by Simon Clay show each vehicle in great detail. While it's perhaps aimed at the Jeep expert, there's plenty here for the newcomer. Marvel at the Willys MA 'axle twister' and look in awe at the armoured SAS-spec MB.

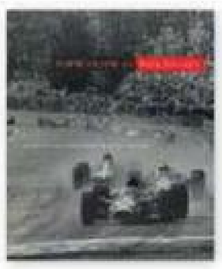
Donald Campbell, *Bluebird* and the final record attempt

NEIL SHEPPARD, The History Press, £30, ISBN 978 0 7524 5973 8

THERE HAVE BEEN several texts already dedicated to the story of Donald Campbell's record attempts but this is something else entirely. Sheppard grew up in the Lake District, scene of Campbell's many record-breaking attempts, and is an acknowledged authority on the speed merchant. Here he charts in diary format the beginnings of Campbell's formative plans in May 1966, through the preparations and modifications to *Bluebird* K7 and the many trials, mechanical setbacks, and unsuccessful runs made in December of that year, to a discussion of why disaster was not inevitable. The author offers a scientific analysis of the fatal crash, and has uncovered hitherto unreported trials and headaches faced by Campbell and his team as time marched on and the media became increasingly caustic. Well written and a compelling read.

Formula One at Watkins Glen

MICHAEL ARGETSINGER, David Bull, £29.99
ISBN 978 1 935007 14 2



GIVEN THAT THE US now has two Grand Prix races scheduled for 2012 following several years with none at all, the arrival of this attractive hardback is timely. Celebrating the venue that for many is the spiritual home of F1in the country, it's a fitting tribute, even if it is essentially a picture book. And what pictures. What we really loved was seeing the many peripheral players and behind-the-scenes shots. That's everything from Ferrari's Lorenzo Bandini watching intently as BRM chief mechanic Cyril Atkins makes an adjustment to the 16-cylinder P83, to the GT40 with a cumbersome camera mounted in the front that's being used to shoot background footage for John Frankenheimer's *Grand Prix*.

Ferrari race car transporter

1:18 CMC

PRICE £639.95 **MATERIAL** Metal handbuilt
QUALITY ★★★★★ **VALUE** ★★★★★

STRANGE HOW EXCITED you can get about a model of a truck – actually, the full-size transporter was based on a Fiat 642 bus chassis – but CMC's latest offering is simply one of the best models we've ever seen. And it's huge: about half a metre long.

It's impossible to describe fully here, but here are a few random facts and figures. It's assembled from 3115 individual parts. There's a fully detailed engine and chassis, with working metal leaf springs. The upper ramps have scale, working wire ropes and pulleys. All the many flaps and lockers open. Seats are trimmed in leather. And so on.

In short, it's absolutely fabulous. The question is not whether you should buy it – but do you also buy a CMC 'sharknose' to adorn the upper deck? Just breathtaking.

Models shown are available from Grand Prix Models, +44 (0)1295 278070, www.grandprixmodels.com. P&p is free to UK customers.

1:43 SCALE

1 // ALFA ROMEO ABARTH 750 PROTOTYPE BY ABC BRIANZA
PRICE £217.85 **MATERIAL** Handbuilt
QUALITY ★★★★½ **VALUE** ★★★½☆
Made of resin with metal detailing, this handbuilt model has a few flaws, despite its high price. As a kit, it costs £86.20.

2 // MOLIVIO ALFA ROMEO RACING BOAT BY TRON
PRICE £131.95 **MATERIAL** Handbuilt
QUALITY ★★★★½ **VALUE** ★★★★½
First of a range of racing hydroplanes, this model of a 1968 Alfa-powered boat is sold under the Racer Wake label.

3 // DELAGE D120 VILLARS BY MARSH MODELS **PRICE** £206.95
MATERIAL Handbuilt
QUALITY ★★★★★ **VALUE** ★★★★½
Modelled on the car owned by collector Sam Mann, this D120 can also be bought with hood up, or as a kit for £72.

4 // FERRARI 458 SPIDER BY LOOK SMART **PRICE** £129.85
MATERIAL Resin and metal handbuilt
QUALITY ★★★★★ **VALUE** ★★★★★
Look Smart is up-to-the-minute with this fine handbuilt of Ferrari's new soft-top. The interior detail is particularly good.

5 // HONDA S600 COUPE BY EBBRO
PRICE £31.95 **MATERIAL** Diecast
QUALITY ★★★★½ **VALUE** ★★★★½
The casting quality isn't perfect, but this little model is relatively inexpensive and has nicely rendered brightwork.

6 // JAGUAR XK120 DHC BY SPARK
PRICE £52.95 **MATERIAL** Resincast
QUALITY ★★★★★ **VALUE** ★★★★½
Delicately framed side windows add much to the appeal of this XK model, as does its understated blue paint finish.

7 // JOHN LENNON'S FERRARI 330GT 2+2 BY BBR **PRICE** £202.35
MATERIAL Handbuilt resin/metal
QUALITY ★★★★★ **VALUE** ★★★★½
Oddly, no registration numbers on this excellent model of Lennon's first car – are the lawyers involved, we wonder?

8 // LESTER MG BY MACONE
PRICE £129.95 **MATERIAL** Handbuilt
QUALITY ★★★★★ **VALUE** ★★★★★
From Spanish firm Macone Models, this is a pretty and nicely finished replica of the 1952 British Empire Trophy winner.

9 // RILEY TT SPRITE BY GCAM
PRICE £138.50 **MATERIAL** Handbuilt
QUALITY ★★★★½ **VALUE** ★★★★½
Look really closely and the panel lines are a bit wobbly, but overall this model of the 1937 Le Mans entry is very attractive.

CLASSIC MODELS

Hallmark's Christmas Corvette

WORDS AND PHOTOGRAPHY: ANDREW RALSTON

TODAY, MORE THAN HALF the greetings cards sold in the USA are produced by the Hallmark company, a business founded in 1910 by Joyce Clyde Hall, who had started out at the age of 18 selling postcards in Kansas City.

Hallmark has always been well aware of the sales potential not just of cards but of anything with a seasonal connection, hence the introduction in 1973 of 'Keepsake' ornaments designed for use as Christmas tree decorations. It wasn't until 1991, though, that the company came up with the idea of cashing in on the growing model car collecting market by issuing a Keepsake series based on classic American cars.

From the marketing point of view, it couldn't fail to catch on, as it ticked all the boxes – seasonal appeal, nostalgia and, for those of a 'completist' mentality, the desire to collect the entire series year by year.

First of the Classic Americans was a 1957 Chevrolet Corvette, moulded in plastic to make it light enough to hang on the tree, yet sufficiently detailed to be perfectly acceptable as a model in its own right - so long as you don't mind that little metal hook on top of the windshield!

Finished in a festive red with a Christmas tree on the passenger seat and a boot rack laden with gifts, the Corvette is the first and most desirable in a series that's now been running for 20 years. It was followed in 1992 by a '66 Mustang convertible and the next year by a '56 Thunderbird coupe. A 1968 Mustang GT in dark green is currently on sale for Christmas 2011.

The success of the Classic American Car series has been followed up by other ranges of vehicles, such as Vintage Roadsters, All-American Trucks and Fire Engines. Most of them carry the trademark pile of gifts or miniature Christmas tree, and sometimes both. A few are made of diecast metal rather than plastic, which means they're even more acceptable to the model car collector. Just don't hang too many of them on the Christmas tree or it might topple over!

StoreMags

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BY JOHN WESSELS

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For more info or to order, please visit www.autcouture.com or email John at art@autcouture.com Contact numbers: Telephone: +27 11 485 3600 Mobile: + 27 82 653 3327 Fax +27 86 651 3331

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FIAT 642 Bartoletti Ferrari Race Transporter

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Post Free UK. Overseas post at cost. *Model due November, RRP £639.95

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Left and below
David eases the rebuilt instrument panel back into place; replacing the cracked dashtop meant further interior carnage.

Citroën's interior takes priority

1973
CITROËN SM
DAVID LILLYWHITE
EDITOR

THERE'S NO ENGINE YET, but my Citroën SM does at least have an interior again. As illogical as it seems, first priority on the rebuild was to clear space in the garage, and the rear seats were taking up the most room. How difficult could it be to fit those?

Ha! Such naivety. To do that the rear side windows had to go in. So I fitted them, only to 'unfit' them when I realised I should have riveted on the external gutter trims first.

I thought the interior trim panels would be able to go in then. But not until I'd rustproofed the various cavities and replaced the carpets and the speakers in the side trims, which had disintegrated. The carpet set came from Coverdale, who initially sent a variety of colour samples. Once ordered, the new carpet set – all 23 pieces of it – was with me within ten days. Best of all, the new pieces fitted perfectly. What a pleasure – even for the significant £397 outlay.

All sorted then? Of course not. I'd forgotten that the fixing screws for the A- and B-pillar trims are hidden under the dashboard top and the rear side panels respectively. And the coverings on those trims had disintegrated.

Stuart Ager at Brodie Engineering (Stuart took over the SM spares business from SM guru Andrew Brodie several years ago) found a couple of decent used trims, and sent me some sections of old headlining to re-cover the remaining ones.

The dashtop had to come out anyway, because it was badly cracked, but that's not an easy job either, and while the dashtop was off it would have been mad not to replace the US-spec instrument panel with the Euro-spec panel to be rid of the ugly American seatbelt warning light.

So now, finally, I have an uncracked dashtop (sourced by Andrew Brodie); spotless instruments in a Euro instrument panel (the latter from Stuart Ager), re-covered pillar trims, new carpet, new speakers, heavier-duty speaker cable, cleaned and fed leather trims and seats, everything cleaned and polished, and much more...

Coverdale Carpets, www.carcarpets.co.uk; Andrew Brodie Engineering (Stuart Ager), www.brodie.co.uk; Andrew Brodie, andrew.brodie@btinternet.com.

Putting the 'rest' into restoration

1932
AUSTIN SEVEN
TONY DRON
TEST DRIVER

A SEVEN IS ONE of the few very ancient cars that you can find all the bits for: original, or remanufactured by numerous excellent specialists, they are there. It takes time, but so what? Just mentioning a few points, the decayed fabric roof had to be replaced, we needed new running boards and the rotten windscreen frame was lacking its opening mechanism.

Back in the 1950s, having given up on that charming opening screen, a DIY bodger had glued the remains into place. We were not pleased with him. Ace body restorer Rob Ransley had a hell of job to bring that area back to perfection. Meanwhile, I found a replacement original windscreen on eBay, bidding keenly to a successful conclusion. A correct windscreen handle, rare now, was bought from a friendly dealer and I restored that myself at home.

Rotten running boards were worrying until I found Andrew Goodfellow, near Dundee, who fabricated perfect copies quickly at a sensible cost. I have now collected hundreds of little bits and pieces from everywhere and the only part still missing before painting can start is the steel projection at the rear – a sort of bumper bar on which numberplate and rear lights are mounted. An enthusiast in Surrey is making a batch; one has my name on it.

Meanwhile the new fabric roof has been completed at Rob's place, and it looks superb. Rob says he could push on faster if necessary but I prefer this relaxed pace – and Rob seems equally happy. Who needs stress?

Summer's over

1989 BMW
320i CONVERTIBLE
GLEN WADDINGTON
PRODUCTION EDITOR

SAD TIMES AHEAD. I nipped to the Post Office at lunchtime for a SORN (Statutory Off-Road Notification) form. The BMW's taxed until the end of February 2012, but I've already woken up to frost for the first time since last winter and I won't be driving *this* car on gritted roads. Time to claim back a couple of months' unused road tax.

There has been something of an Indian summer though. A minor heatwave hit Britain early in October, introducing me to a new experience: extremely warm evenings even though it's pitch dark by 7pm. So I took the BMW for a moonlight drive, roof-down (wearing shorts and T-shirt!). Stars all around and that feeling of, oh, I don't know, optimism, I suppose. In the face of winter. Fab! And what else do you notice? The smells outside. They seem magnified on such a warm, still evening.

Then, over the weekend just gone, we had bright, sunny weather. Not so warm, but hardly bad for mid-October. And the Friday had been a long one, seeing the last issue of *Octane* to the printers. But I had that rare treat on the Saturday: wife and daughter visiting family and a whole day to myself. So I took the BMW out, roof-down again, buttoned-up and making the most of its heated seats.

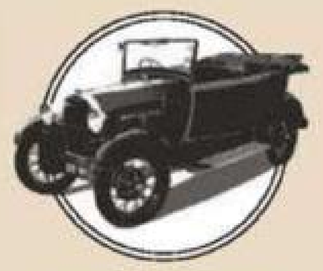
Unlike its stablemate, my Mazda MX-5, the BMW is a mollifying drive. Country-lane switchbacks aren't about tingly steering and tailslides; they're about watching scenery you think you're familiar with unfold itself in a whole new way. And while the MX-5 is undeniably more agile, there's still huge satisfaction to be had from the Three's poise, balance and pliant ride.

I'm not big on winter and I'm going to miss the Beemer during its hibernation. Roll on next spring.

OCTANE'S FLEET

DAVID LILLYWHITE
Editor
1971 MGB GT, 1971 Saab 96, 1973 Citroën SM, 1976 Zip Shadow Kart

ROBERT COUCHER
International editor
1955 Jaguar XK140, 1983 Porsche 911SC



MARK DIXON
Deputy editor
1927 Ford hot rod, 1928 Ford Model A Phaeton, 1963 Fiat 2300S coupé, 1971 Range Rover, 1978 Porsche 928, 2001 Honda Insight

GLEN WADDINGTON
Production editor
1989 BMW 320i Convertible, 1997 Mazda MX-5

KEITH ADAMS
Assistant editor
1976 Rover 3500, 1982 Alfa Romeo Alfasud, 1988 Saab 900T16S

DELWYN MALLETT
Contributor
1936 Cord 810 Beverly, 1946 Tatra T87, 1948 Ford Tudor, 1952 Porsche 356, 1955 Mercedes-Benz 300SL, 1957 Porsche Speedster, 1960 BMW R69S, 1963 Tatra T603

StoreMaster

1927 FORD HOT ROD
MARK DIXON
DEPUTY EDITOR

From left
First head gasket failed between two cylinders; AA man appreciated hot rod's lack of wings.

Off with the hot rod's head – again

'SHOW-OFF!' yelled the bloke waiting at a bus stop as I pulled into the petrol station in 'Alex', my vintage hot rod. I couldn't disagree – it's pretty much impossible to do anything else but show off in this car. And naturally I couldn't resist fishtailing away from the petrol station after filling up.

I had my comeuppance about three miles down the road. As I was blatting along at 55mph or so, the engine started to falter, then spit back through the carbs. I knew exactly what was happening, because it had happened just a fortnight ago. The head gasket had failed. Again.

The first time it went, the car was over with my friend and mechanic Derek Magrath, having a carb overhaul. Derek couldn't understand why, after he'd rebuilt the Stromberg 97, neat petrol was being blown back through it on the road. He then ran a compression test – and two adjacent cylinders had none. So fuel was being forced back through the inlet system, as each cylinder was alternately pushing mixture into its neighbour.

Alex's engine has been overbored to the max so there's very little 'meat' between the cylinders, and it's producing more than twice the horsepower of the standard Model A it's based upon. So head gaskets are put under a lot of pressure. First to go was a specially made composite type, a sandwich of copper and asbestos. When that failed, we tried a solid copper version – also specially made. Clearly it's not the gasket material that's the critical factor, here.

I called the AA, who towed Alex back to Derek's workshop. Derek had the head off next day and discovered that the block/gasket/head joint is leaking but the gasket hasn't blown. The question is how to keep everything stuck together...

Beats camping at Prescott

1955 JAGUAR XK140
ROBERT COUCHER
INTERNATIONAL EDITOR

IN AUGUST Martin and Tanya Chisholm hold a pre-Prescott hillclimb party at their lovely country house in Gloucestershire. My wife Angela and I motored out through Oxfordshire in the XK140 to join them. Driving at the speed limit the XK is quiet and comfortable and, now that Tim Waddingham has rebuilt the engine, it remains oil-tight so no engine fumes enter the cockpit. Girls don't like the odour of a hot and oily engine.

We took the backroads from Brockhampton through Winchcombe to Prescott to say hello to deputy ed Mark Dixon, who was camping there and had turned up in his Ford hot rod. The campsite looked fun but, with rain starting to come down, we were rather pleased to have a warm and comfortable bed on offer at the Chisholms'.

Arriving at the farm, we were met by the sight of a number of interesting motor cars, including Julia Baldanza's special-bodied convertible Alfa Romeo and Patrick Blakeney-Edwards' Frazer Nash – fitted with a special saloon body suitable for the whole family!

Chisholm has a number of barns and outbuildings full of wonderful machines ranging from a 1911 Austin, Rolls-Royce Silver Ghosts and a couple of WO Bentleys to 1960s Ferraris, secreted away behind old green doors. As usual an enormous spread was served and a really great band belted out the music.

The evening finished late that night around a huge bonfire and then everyone staggered to bed. I thought about the mad buggers at Prescott, camping in the rain...

But only briefly.

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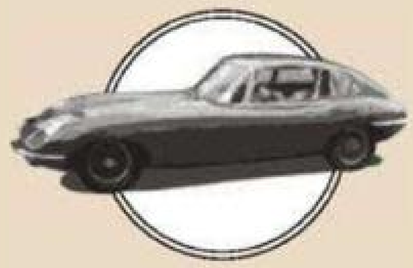

SUE FARROW
Advertising sales
1968 Jaguar E-type 2+2

TONY DRON
Test driver
1932 Austin Seven

JOHN SIMISTER
Contributor
1959 Morris Mini-Minor,
1961 Saab 96,
1987 Peugeot 205GTI 1.9

SARAH BRADLEY
Contributor
1929 Ford Model A hot rod,
1956 Chevrolet pick-up,
1969 Plymouth Roadrunner

RICHARD MEADEN
Contributor
1966 Alfa Romeo Giulia Sprint GT

MARTYN GODDARD
Photographer
1965 Austin-Healey 3000 MkIII,
1974 Norton 850 Commando

STEVE HAVELOCK
Contributor
2003 Corvette C5 Coupe

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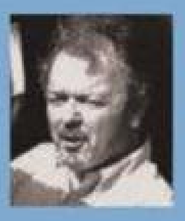
Class of '61 reunited



1961 SAAB 96
JOHN SIMISTER
CONTRIBUTOR

I'VE HAD THE SAAB for ten years now. Several other classics have come and gone, but the Saab is a permanent fixture. The reason is simple: I always love driving it, and I invariably get out of it feeling better about life than when I got into it.

That, to me, is the ultimate test. If the car fails that test, then it goes. I've fallen in love with the idea of several other cars, then fallen out of love with the reality and off they have gone. The Fulvia HF, sadly, is the latest victim of this, due mainly to general motion cacophony and an ultimate unsuitedness to Britain's pockmarked road surfaces which even the fine set of new tyres couldn't entirely eradicate. I'm hoping this won't happen with my recently acquired supercharged Mini, and it's such an intriguing machine that its fate is surely secure. It's due back from the bodyshop this week after a top-quality repaint.

The Saab and I joined two friends, driving respectively an E-type and a timewarp Anglia 105E with a Cortina 1500GT engine (a perfect 1960s mod), on a jaunt to Brooklands on Drive It Day. We were the Class Of '61, all three cars being made in that year. It was the Saab's first long run since I'd replaced the vital central bush in the rear suspension, which was disintegrating and causing a leftward pull. A new one came from Skandix in Germany; fitting it to the removed axle took so much effort that it broke my vice, so I had to borrow my friendly MoT garage's bush-fitting tools. New rear wheel bearings completed the job.

Next up was the Guild of Motoring Writers' run to France, during which the Saab ran faultlessly but the split driveshaft boots didn't heal themselves. I meant to fit new ones from the excellent Svenska Saabklubben just before Mrs S and I headed off on our summer hols in a haze of blue two-stroke smoke, along with four new front brake cylinders, but have only recently found the time. Now it's mechanically tip-top, so later in the year the 96 will finally get the repaint that I've promised it for the last decade.

From top
Replacing split driveshaft boots; joining other classics on The Guild run to France; Drive It Day, in company with 1961 E-type and 1500cc-engined Ford Anglia.

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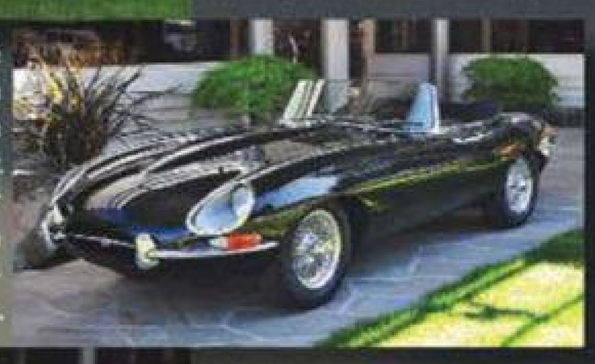

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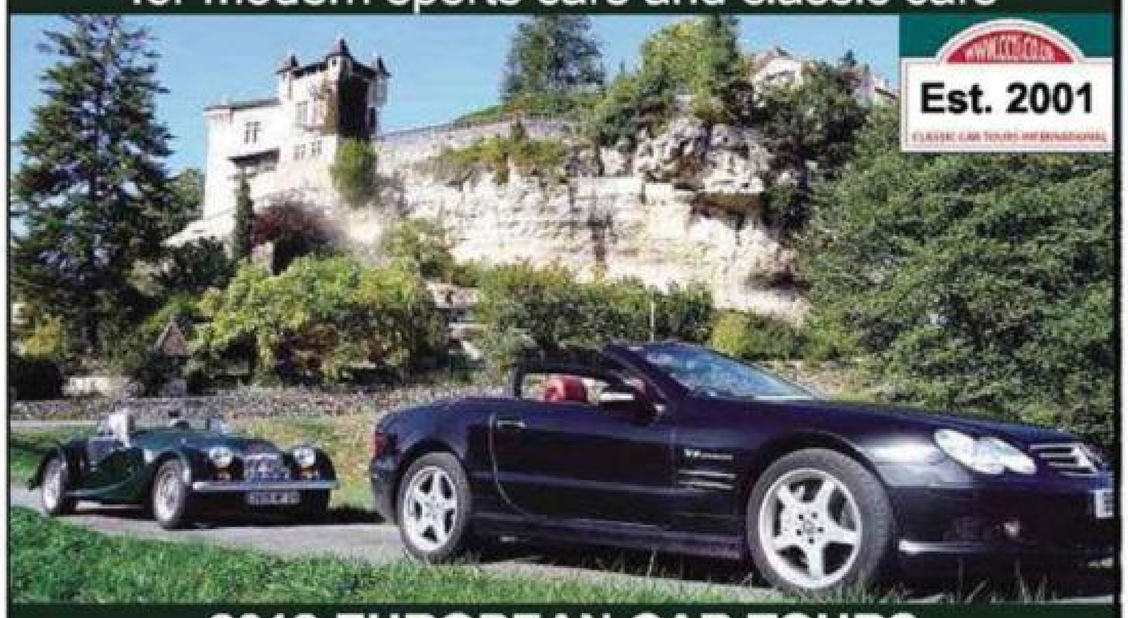

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Kart champs kick off

5-6 May 2012 Donington Historic Festival, Leicestershire, UK

THE FIRST EVER Historic Kart World Championships will take place at the 2012 Donington Historic Festival on 5-6 May. Up to 150 historic karts, including machines originally campaigned by Graham Hill and Ayrton Senna, will join the racing action on a specially laid-out circuit using the Donington GP Loop.

Among the stars entered for this world first is the British Historic Kart Club patron Barrie 'Whizzo' Williams, set to race one of his father's creations, a 1959 Fastakart/Villiers. Karting legends scheduled to appear include the 1967 World Karting Champion Edgardo Rossi (Switzerland) and 1978 World Champion Lake Speed (USA), plus former British champions Reg Gange Jr, Bill Longden and Bob Phair.

A strong contingent of lady competitors includes the current European Champion 100cc vintage, Tania le Couilliard; British Champion 250cc classic, Claire Atkinson; and the Dutch racer Miranda van Middendorp.

Significant karts taking part include the 1959 Progress in which Graham Hill won the first ever kart race held in the UK. This will compete alongside the famous front-engined Del-kart/Suzuki that was part of the Donington Collection for 30 years – both karts racing for the first time in several decades. Ayrton Senna's World Championship DAP kart – last raced in 1979 by the great man himself – will compete for Classic Class 1 honours, while former champion Peter Burgess will pilot the Martin Hines-built Burgess Special Zip/Bultaco.

There will be demonstration laps by some rare machines, including the very first kart ever made by Art Ingels, and the Biagi 701/Bultaco, the creation of 1961 Scottish champion Paul Biagi.

Tickets are on sale at £18 per adult, in advance, with 16s and under free. For more information see www.doningtonhistoric.com.

In brief

HISTORIC MGBS UNITED
The HRDC MGB50 series marked its launch at Goodwood on 1 November with a gathering of four original works MGB competition cars – 'Probably the first time they had ever run together!' said HRDC founder Julius Thurgood. They were: DRX 255C, the Le Mans car; GRX 307D, the 'Old Faithful' Marathon de la Route car; BRX 854B, the Spa-Sofia-Liège rally car; plus the 1964 number 47 Sebring car. The six-round HRDC MGB50 Series for pre-66 FIA cars (and non-FIA invited runners) starts at Castle Combe on 9 April. Find out more at www.hrdc.eu and www.mgb50.eu.

HINDIS FOR HIRE
H&H Classic Rallies (see Chequered Flag, *Octane* 102) has announced that it has a small number of the classic Indian Hindustan Ambassadors available on a first-come-first-served basis for its first event, the 2600km 2012 Rally of Rajasthan (23 Feb – 13 March). The entry fee is £17,500, with an £800 damage waiver on top if you want an 'Ambi'. See www.hhclassicrallies.com or call +44 (0)1252 717175.

TOAST THE MCC
The Motor Cycling Club – which runs the Lands End and Exeter Trials, among others – celebrated its 110th birthday on 19 November, as one of the oldest motor clubs in the world. Members, wherever they were, drank to its health at 9pm! See www.themotorcyclingclub.org.uk.

Storemags

Summer's final port of call

20–23 October Algarve Historic Festival, Portimao, Portugal

THE FOUR-DAY Algarve Historic Festival attracted more than 300 historic racing cars in action in the late summer sunshine. The stands at this reputed €180 million facility remained rather empty but full grids meant drivers had a tremendous weekend. Grids included Historic Formula 1; F2, F3 and Single Seaters; HGPCA F1 Pre-61 and Pre-66; Lurani Formula Junior; Group C; 1000km Pre-72 Prototypes; GT & Sportscar Cup and Italian Historic Car Cup; the Motor Racing Legends Stirling Moss Trophy, Pre-War Sportscars and JD Classics Challenge; as well as U2TC Touring Cars.

The 42-car field for the GT & Sports Car Cup end-of-season round, incorporating pre-1966 Italian Historic Car Cup cars, was one of the highlights. Richard Attwood and Gregor Fisken on pole in the Dino Ferrari 206P were chased by Jon Minshaw's Jaguar E-type ahead of Rick Hall's AC Cobra, until a pit stop to change vibrating wheels. As all three leaders retired with mechanical problems by half-distance, Simon Hadfield (who had taken over Leo Voyazides' charging AC Cobra) inherited the lead to take a hard-fought win from the back of the grid. John Emberson's Morgan Plus 4 SLR took the GT3 class win as well as a remarkable eighth overall, while Hermann Wildenburg's Alfa Romeo TZ2 won the GT2 class and Franck Trouillard's Lotus 11 ended a very successful season with another SP1 class victory. First Italian Historic Car Cup home was the Bizzarrini of Belgian pair Eric Mestdagh and Pierre-Alain Thibaut, fifth overall.

In the second round of the JD Classics Challenge, run by Motor Racing Legends, 18 touring cars from the 1972-85 era took the rolling start for the one-hour race. Among the Jaguars, BMWs, Ford Capris and a lone Golf GTI were nine entries from Portuguese drivers. On pole was the Ford Capri RS3100 of Antonio Nogueira, who increased his lead in the early laps only to be stricken by a puncture. Oil on the track red-flagged the race ten minutes from the end, where first and second places were taken by the TWR XJ-S of Alex Buncombe/Gary Pearson and the BMW 3.0CSL of John Young/Andrew Smith. The Cologne Capri of Dan Cox/Vince Woodman was third.

Roger Wills set the pace in the Lotus 15 he shared with Joe Twyman for the two-hour Stirling Moss Trophy in fading daylight. The Ferrari 246S Dino of Gregor Fisken/Bobby Verdon-Roe suffered suspension failure on the ultra-demanding circuit, allowing the Lister Knobbly of Alex Buncombe/Gary Pearson to take the flag. Second was the Knobbly of Jon Minshaw/Martin Stretton; the Wills/Twyman Lotus 15 hung onto third.

The Pre-War Sports Cars race came in two halves: 30 minutes each on Saturday and Sunday. At the end of Race 1, the three leaders were the Alta Sports of Alex Ames, the Frazer Nash Super Sports of Charles Gillett/Patrick Blakeney-Edwards, and the Alta Sports of Sam Stretton – and each managed to hold onto their positions through to the end of Race 2.

Above, left, below Minshaw's E-type briefly leads Attwood/Fisken 206P; Wills sixth in Talbot in his first vintage race; second round of the JD Classics Challenge included *Big Sam* 240Z.

Final scores

22 October HSCC finals, Silverstone, UK

PETER McFADYEN

Top and left Roger Godfery's 22nd and second in class won him the Historic Touring Car title; James Dodd took the Guards Trophy in former hillclimb Ginetta G16/BMW.

THE HSCC CLOSED its busy season with a nine-race programme of Historic Touring Cars, Historic Road Sports, '70s Road Sports, Historic Formula Junior, Historic Formula Ford, Classic Race Cars, Classic Formula 3, GT and Sports Racing Cars and the Derek Bell Trophy for Historic F2 and Formula 5000 single-seaters.

Roger Godfrey finished 22nd overall but second in class in his Mini-Cooper in the shortened Historic Touring Car race – but that was enough for him to clinch the Championship in this final round. Race-winner was Mark Jones in his Ford Lotus Cortina, two-wheeling through Becketts on every lap.

James Dodd shook off the Chevron B8s of Nick Fleming and Steve Hodges to score a comfortable win in the HSCC Guards Trophy race for GT & Sports Racing Cars in his Ginetta G16. James did well to qualify on pole and take fastest lap at 95.12mph.

Having proved himself in Formula Renault and the British GT Championship, Michael Lyons topped a cracking 2011 season with a win in the Derek Bell Trophy Race in the ex-Parnelli Jones Racing Unser Lola T400, notching up the fastest lap at 108.87mph.

Jon Milicevic took his customary win in the Historic Formula Junior race in his Cooper T59, while Matthew Truelove won the Historic Road Sports race in his TVR Griffith, and Paul Conway won '70s Road Sports in his Morgan Plus 8

Mudplugging in Wales

8-9 October VSCC Welsh Trial, Presteigne

THE VSCC'S WELSH Trial started with a 100-mile road run to Presteigne, then took in 14 hills in all. Overall winner was Alan Bee (Austin Chummy) who dropped only two points over the whole event - on Harley's Mountain where many others easily reached the top.

The forecast showers came all at once as Sunday afternoon's final hills, all at Cwm Whitton Farm, were being tackled and the downpour robbed Jamie Quartermaine – whose Austin 7 Gordon England Cup had cleared every one of the hills up to that point – of a seemingly certain victory. With only three points scored out of a possible 25 on the final rain-slick hill, he dropped to ninth in class. David Johnson in another Chummy headed the standard short-wheelbase class where Peter Flood (right) took a second-class award in his Austin 7 Ulster.

Stephen Fathers (Ford Model A) took the standard LWB class while Tim Dutton, also Model A mounted, took the LWB Specials division.

PETER McFADYEN

Jag wins ACOC Sprint

5 November Goodwood, Sussex, UK

PETER DE ROUSSET-HALL

ANDREW KEITH-LUCAS was fastest at the annual AC Owners' Club Sprint, setting a 98.31sec lap in his Jaguar E-type Low Drag coupé. In this format, cars are sent off at 20sec intervals to complete flying laps, each counting as a run, allowing drivers to get a real feel for the flowing course. Kevin Kivlochan was fastest AC in his Cobra MkIV at 113.18sec and his wife Sharon was fastest lady in the same car at 121.80sec, while Andy Shepherd was once again fastest Ace at 106.48sec.

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In brief

BHRC DATES ANNOUNCED
Dates for the 2012 Dunlop/ WONAGO MSA British Historic Rally Championship have been announced, after organisers took the difficult decision to drop the Isle of Man Historic Rally until at least 2013: Mid Wales Stages (gravel) 4 March: ; Bulldog Rally (gravel) 31 March; Pirelli Historic Rally (gravel) 28 April; Severn Valley Stages (gravel) 9 June; Harry Flatters Rally (asphalt) 29 July; Ulster Historic Rally (asphalt) 17-18 August; Tour of Flanders (asphalt) 7-8 September; Colin McRae Stages (gravel) 6 October. For more information see www.hrcr.co.uk.

THROCKMORTON A TRIAL
More than 80 classics entered the novel Throckmorton Challenge at RAF Pershore in Warwickshire on 15 October. The Historic Endurance Rallying Organisation's annual event combines sprints with reliability trials, demanding a set average speed – including a four-mile on-site route that caught a few out. Michael and Simon Baker won the Clubman event in a Porsche 911SC, while Andrew Buzzard and Robb Lyne won National B in an Alfa Romeo Giulia Sprint GTV, with Tony Sheach and Richard Lambley second in a Triumph TR4. The date for 2012 has been confirmed as 13 October. More at www.heroevents.eu.

GOODWOOD'S YOUNG GUNS
The theme for the 2012 Goodwood Festival of Speed (28 June to 1 July) is 'Young Guns – Born to Win', celebrating drivers and riders, designers and engineers whose supreme talent and insatiable thirst for speed shocked the establishment, affording them immediate superstar status. Tickets are advance only: for pricing and more, see www.goodwood.com/motor sport.

1958-1963 Formula Junior

{£28,000-100,000}

IT'S SOME OF THE closest, most accessible historic single-seater racing today. Formula Junior ran for six years from 1958 and, thanks largely to the unstinting efforts of Formula Junior Historic Racing Association registrar Duncan Rabagliati plus others, has been in revival for the last 20 years. With power coming mainly from BMC (A-series) and Ford (Anglia three-bearing) pushrod four-bangers running a single sidedraught Weber, the cars are both light and simple, so maintaining one is simple, and they don't need a big trailer. Most racers only have one set of tyres, which might last a season.

Historic Formula Junior is open to original single-seat FJ cars raced before 31 December 1963. Continuation cars and replicas are not allowed. There's the FJHRA/HSCC British championship sponsored by Millers; an Italian championship sponsored by GPS Classico; and an FIA International championship known as the Lurani Trophy, plus plenty of support for the cars in Australia and New Zealand.

The class structure broadly follows the five different stages of FJ evolution, split into pre- and post-1960 cars, starting with front-engined ladder-chassis cars, through BMC and Ford front-engined with drum brakes, then rear-engined with drum brakes, and then rear-engined with discs. The up-to-1.0-litre class structure is paralleled by an 1100cc class, with a minimum weight limit of 360kg for the former and 400kg for the latter. Gearboxes are most likely Renault and Citroën, plus VW and Hewland

THE EXCITEMENT OF SINGLE-SEATER RACING DOESN'T GET MORE ACCESSIBLE THAN THIS

WORDS: PAUL HARDIMAN

allowed if they were fitted originally. Drivers will need to be members of FJHRA, which runs or co-ordinates most of the races; and, for the UK Championship, the HSCC as well.

There are around 450 Historic Formula Junior cars running and always quite a few for sale, from the mass-produced Cooper, Elva and Lotus to a few one-offs, with every chance you will encounter Renault, Panhard or even two-stroke DKW power. Planned for next year is a class for disc-braked cars with non-Ford engines.

'You start around £28,000,' says Rabagliati, 'though you might find a restoration project for under £20,000. A drum-braked, front-engined Elva 100 will go to £34,000; the rear-engined Elva 200 into the high £30,000s.' Ford-engined cars fetch a little more, though there's a move to put cars back to BMC power if that's what they originally had. The Lotus 20 starts in the £40,000s, rising to £65,000 for a Lotus 22 with really good history. Says Rabagliati: 'At the top of the pile, you'll pay over £100,000 for a Lotus 27. It depends on condition, age, and the perception of the car.'

Top engine builder for Ford 'screamers' is Geoff Richardson, closely followed by Stuart Rolt, with Swiftune the folk to go to for a BMC. A full-house Ford might cost up to £15,000, with a refresh up to £4000. Most racers use a single Weber 45 but if pairs are used the maximum size is a 40 DCOE. Pairs of 1½in SUs are allowed, or a single 1¾in.

Maximum rim width is 5in (127mm or 5J) for Period E (pre-1960) FJ1 cars and 6½in (165mm or 6.5J) for FIA Period F (1961-63) FJ2 cars, though you must use the same or smaller rim widths as those originally fitted in period; diameter must be as originally fitted.

All cars run on Dunlop racing tyres ('L' section 204 compound and tread pattern CR65) as a control, which further limits costs: budget around £500 a set. 'I'm onto my second set this season because I do a lot of races, but many people have just one set and a couple of spares,' says Rabagliati. Brake wear is pretty negligible.

'There's great racing out at the front,' enthuses the racing registrar, 'and the first ten are usually very close and competitive.'

WEBSITES

Formula Junior Historic Racing Association
www.formulajunior.com

Geoff Richardson Engineering
http://home.btconnect.com/geoffrichardsonengines

Swiftune Engineering
www.swiftune.com

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Competition cars for sale **page 211** // Historic motor sport advertising **page 237**

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Mark Hales

THE LIMITED-SLIP DIFFERENTIAL: HOW IT WORKS

LAST MONTH we took a brief look at the differential, the device that allows torque to flow to a pair of wheels which are turning at different speeds. It is a ubiquitous device – even Nick Mason's 1901 Panhard has one, completely original, looking nothing like its 110 years. Limiting the slip, though, is a slightly more modern requirement.

The enormous power that Dr Porsche extracted from the engine of the 1930s Auto Union Grand Prix cars highlighted the need. Tyre development was some way behind the engines and, when Bernd Rosemeyer tried to use his power to accelerate out of a corner, the unladen inside wheel would spin and the power would disappear in rubber smoke.

So Dr Porsche commissioned transmission experts ZF to design something that would limit the slip of the inside wheel while still allowing the engine to drive, and crucially, the wheels to rotate at different speeds because they are scribing differing arcs through the turn. This is the clever bit. If the good doctor had wanted no slip at all he could have locked the wheels together via a solid axle, but that would have compromised the ability of a front end that was already lightly loaded thanks to the Auto Union's rear-mounted engine.

The design of the limited-slip device (slipper for short) and the variations on the theme would fill several books, but essentially there are two types: those which sense a difference in speed between the driven wheels, and those which sense a difference in the amount of torque which is able to flow to them.

The original ZF was speed-sensitive and used clutch plates operated by ramps. If there was a difference in the speed of each wheel, the ramp applied pressure to the plates and the rear wheels were progressively locked to each other. Greater speed difference equalled more pressure and more locking. The clutch would ensure the torque kept flowing to both wheels while slipping enough to let them rotate at differing speeds – rather like slipping the clutch does on a hill start, the amount of torque provided by the engine varying according to the weight of the driver's foot on the pedal.

The shape and slope of the differential's ramps can also be designed so that the clutch only works when the engine is driving. That means the differential is open (or free) as the driver comes off the power and eases into the turn, which doesn't compromise the front end. You don't have to do it like that though, and having mentioned the effects on the front, if that was hyperactive for whatever design reason, you might be able to use the limited slip to lock the rears together and reduce the sharpness at the nose. That anyone would want to give away front-end grip in the modern era sounds unlikely, but it has been done.

ZF also pioneered a system in which the clutches are replaced by locking pawls. The ramps determine what level of speed difference will lock them but the lock is less progressive.

> 'I went in deep and fast, snaking the car on the brakes, then flicking it round and tromping the gas before the apex'

The bonus is no drag whatsoever until they activate and it's an arrangement traditional in Hewland-equipped single-seaters, in which the design objective is to take as much speed as possible into the corner, rotate the car and then have maximum traction when the car is pointing straight. Anything that might compromise the front end's grip is to be avoided.

That should remind us that this is not just about transmitting power. The tyre is also providing lateral grip to hold the car through a turn and it will give up a great deal of its stick if it spins or locks. Limiting the slip, then, is an even more critical necessity in the front-driven race car. The engineers go to great lengths to ensure both front tyres are kept firmly planted to the road, so they can point the car better round the turn, but if the inside one spins, the car washes out and the driver has to lift.

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The sadly missed David Leslie gave me a lesson on that at Brands Hatch. I couldn't believe how gently he braked, how early he turned and how long he waited before getting on the power. Not me... I went in deep and fast, snaking the car on the brakes, then flicking it round and tromping the gas before the apex. It felt so much faster, but the telemetry suggested otherwise. The difference had much to do with driving technique but, without the benefit of a sophisticated limited-slip differential, the gap would have been even bigger.

As I mentioned, the variation on the limited-slip theme is enormous. The clutch-type slipper reacts to speed but the Torsen slipper reacts to torque, 'sensing' the difference across the axle, hence its name. It has no clutches and instead uses a chain of cone-shaped gears to multiply and redistribute the torque rather than trying to lock or limit it. That sounds more sophisticated but the downside is that they don't work when one wheel is very lightly loaded, whereas the clutch- or pawl-type will.

There are plenty more, such as the Quaife torque-biasing diff (similar to the Torsen), the viscous-fluid diff beloved of 1980s turbo Fords (speed sensitive), Detroit lockers (speed sensitive but which unlocks the faster turning wheel and drives the slower one) and so on. There are also specialist slippers to control torque between front and rear axles on a four-wheel-drive car.

This is a necessarily shallow dive into a hugely complicated topic, but the development of electronic controls has changed the game somewhat, as it has in engine management. The clutches in the slipper can be hydraulic, fed by valves controlled by microprocessors that get their information from a host of different sites. The slipper becomes much more proactive and its range of operation much more varied – the electronic 'ramp' can change its shape before and throughout a corner but need exert no influence until it is necessary.

The same principle even appears on a number of road cars now. The ABS sensor detects a difference in wheel speed and alerts the electronic control, which sends fluid from the electric brake pump to one front caliper. This pulses at a rate which limits the slip of the wheel while allowing it still to rotate.

More technique than technicality next month.

Competition cars for sale **page 211** // Historic motor sport advertising **page 237**

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1963 Lola Mk6 GT Chevrolet.

Ex-John Mecom and raced by Augie Pabst in both Europe and America. A potential winner in historic racing.
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1953 OSCA MT4 1500c.c.

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1956 Lancia Aurelia B20 Coupe 6th Series.

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1948 Delahaye 135MS Coupe

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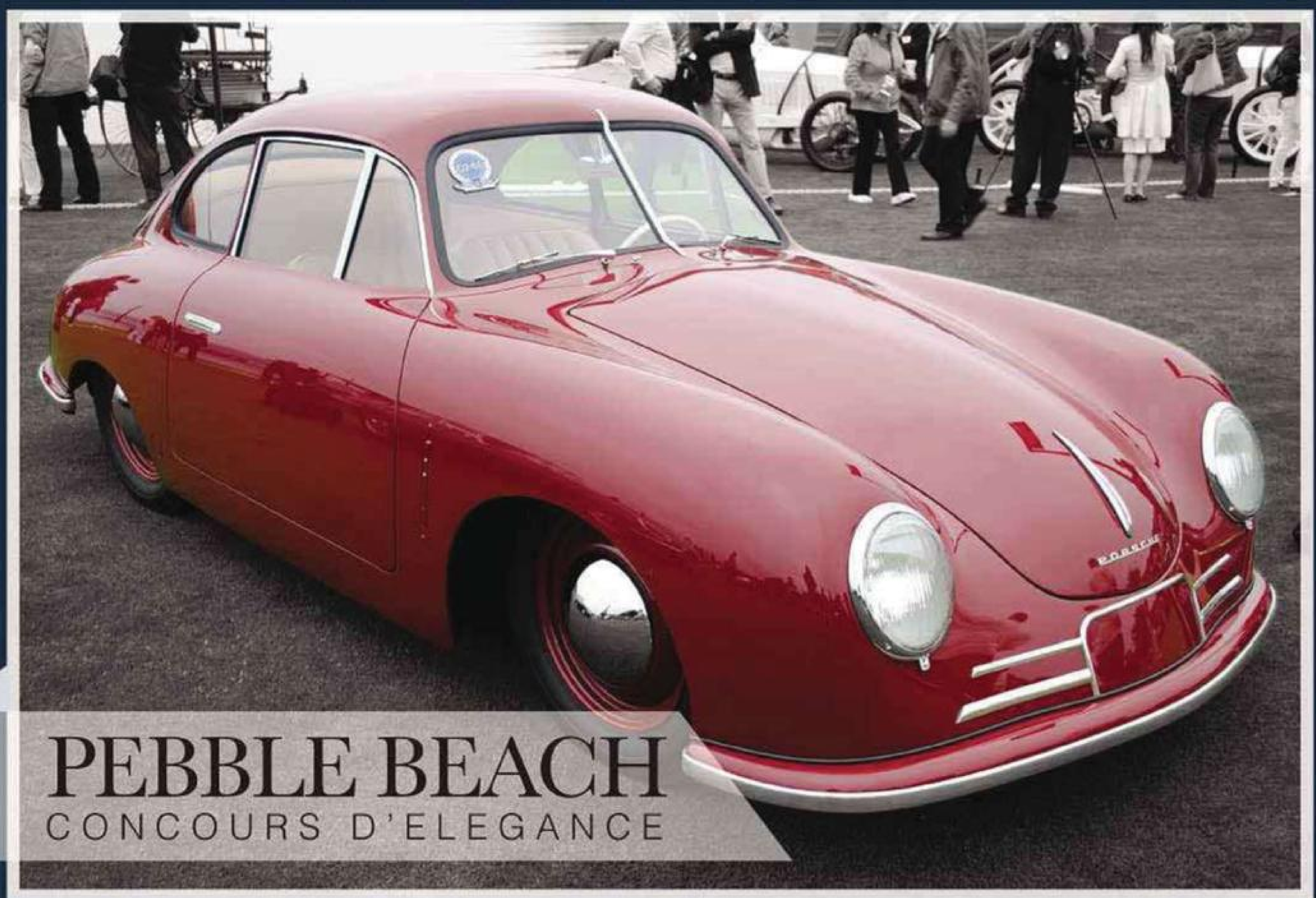

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- *4 Porsche Club Zuffenhausen Awards for scoring 295 out of 300 points*
- *1st in Class Pebble Beach Concours d'Elegance*

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THIS MONTH RM's London sale // **Concours-led market moves** // Looking ahead to Scottsdale // **Porsche collection up for sale** // Buying the bargain Lotus Europa

Tour de France takes £2.24 million

Ferrari tops a London sale that presages the mood in Paris only days later

A RESTORED 1958 Ferrari 250GT Tour de France contributed a premium-inclusive £2,240,000 to the £13.3-million gross at RM's annual Battersea Park sale on 26 October.

That's right on the money for one of these choice competition-bred machines – and this one *was* choice: matching numbers, restored, one of 36 single-side-louvre, covered-headlamp alloy-bodied 250GT LWB berlinettas – and it had featured in *Octane*.

A year before, RM's Battersea gig had grossed £19 million, the highest take for any classic car auction held in the UK. This time around there were no records but, on the evening of a day when the euro hit crisis point, the £13.3 million taken still made it the most valuable UK auction of 2011.

A few days later, at Artcurial on 30 October in Paris, a 1967 Renault 8 Gordini hit a high water mark of £43,500 (€52,420), the most ever paid at auction for one of these breezeblock pocket-rockets. The sum of £170,000 (€204,500) was also an auction high for a Facel Vega HK2. That just shows what variety there is in today's auction market. This was a more compact affair, grossing £2.3 million (€2.8 million), with 62 out of 69 cars sold (90%). RM's final count was 78 of 102 cars sold (76%).

Most of all, today's market is all about choice. Both line-ups featured Mercedes-Benz 300SL Gullwings; both had Facel Vega HK2s. One choice is to wait for the right car to come along. Today's discerning buyers don't feel quite such urgency. **Dave Selby**

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TOP 10 PRICES OCTOBER 2011

$4,620,000 (£3,388,930)
1884 DE DION STEAM RUNABOUT
RM Auctions, Hershey, USA
8 October

£2,240,000
1958 FERRARI 250GT LWB TOUR DE FRANCE BERLINETTA
RM Auctions, London, UK
26 October

£644,000
1965 FERRARI 500 SUPERFAST
RM Auctions, London, UK
26 October

£588,000
1972 ALFA ROMEO TIPO 33/TT/3
RM Auctions, London, UK
26 October

£560,000
1954 MERCEDES-BENZ 300SL GULLWING
RM Auctions, London, UK
26 October

£487,200
1964 FERRARI 250GT LUSSO BERLINETTA
RM Auctions, London, UK
26 October

£425,600
2005 PAGANI ZONDA C12 7.3S ROADSTER
RM Auctions, London, UK
26 October

€460,000 (£392,980)
1969 BMW BERTONE 'SPICUP' CONVERTIBLE COUPÉ
Bonhams, Munich
1 October

£380,800
1935 AVIONS VOISIN C25 CIMIER COUPÉ
RM Auctions, London, UK
26 October

$562,500 (£352,150)
1969 CHEVROLET CORVETTE L88 COUPE
Mecum, Dallas, Texas, USA
7-8 October

Storemags.com

Gable's Packard heads US sale

Gooding & Company, Scottsdale, Arizona, USA 20-21 January 2012

MPTVIMAGES.COM

THE OPENING US sales of 2012 take place in and around Scottsdale, Arizona, and will see the big boys (RM, Gooding, Barrett-Jackson, Bonhams and Russo and Steele) going head-to-head in a frenzied few days of auction activity. But it's Gooding & Company that appears to be making the early running with a fine selection of cars already consigned. Top of the list is the estate sale of Thomas A Moretti's six Packard Twelves.

He was generally regarded to be the USA's pre-eminent Packard authority, and restored all 12 cars to a 100-point concours standard. The most famous of them is the Clark Gable 1932 Packard Twin Six 905 Convertible Coupe (estimate $650,000-850,000), which film star Gable was photographed with on a number of occasions (see above). Gable loved his cars, and owned a series of Duesenberg and Packard cars before World War Two, then Mercedes-Benz and Jaguar afterwards. In Moretti's care, the fully-restored ex-Gable Packard won its class at Pebble Beach and Amelia Island, and is bound to attract competitive bidding.

Also at the sale is the 1969 ex-New York Auto Show Iso Grifo 7 Litre (above right), the $350,000-550,000 sale estimate of which indicates that these Euro-US hybrids are now regarded as true supercars within the trade. One of only 66 built, this example is well known in the USA thanks to appearances on the show circuit and Best in Class at Concorso Italiano and Avila Beach events.

Finally – and we're saying this every month, it seems – keep an eye out for another potential Ferrari sale-topper. Gooding has consigned a 1956 Scaglietti-bodied Ferrari 500 Testa Rossa (estimate $2.1-2.6m), as formerly campaigned by John von Neumann, Bruce Kessler and Pete Lovely. You may have seen it doing the rounds at Laguna Seca or Palm Springs.

It's described by Gooding as featuring its 'original body, and restored to the condition a race car should be in' – but we at *Octane* think the real excitement about this car is that it's one of the few extensively raced four-cylinder Ferraris in the USA, and it's ready to go again.

// **www.goodingco.com**

ONE TO WATCH

1967 Rolls-Royce Silver Shadow Coupé

Barons, Sandown Park, Surrey, UK
13 December

IT'S NOT JUST nuance; there is a world of difference between a bog-standard Rolls/Bentley Silver Shadow/T1 saloon and the coupé version. The two-door coupé version, introduced shortly after the saloon, was harder to get into and out of and hugely more expensive. Although its proportions were close to those of the saloon, the subtly adjusted Mulliner-Park Ward styling, with its nipped waistline, was so much more elegant. And if that didn't say enough about you, being the most expensive British car of its day at £11,560 certainly did.

What the coupé offered was a degree of separation from the ordinary saloon, which was nearly four grand cheaper. Compared with 16,700 Shadow 1 saloons, a mere 606 coupés were built. And coupés – we don't call them Corniches as that name was only applied from 1971 – tend to have led more sheltered lives, often cherished in long-term ownership.

One such seems to be this right-hand-drive 1967 example which had remained with one family since 1972. It's in a good colour (Astral Blue), was repainted five years ago, and retains a high degree of originality. A long sojourn in California has been kind to its bodywork. Estimate is £17,000-19,000 and, while few Shadow 1s enter that territory at auction, it doesn't seem extravagant for something so distinctive – a Mercedes-Benz 280SE 3.5 coupé would make more than double the money). Best of all, it hasn't got an Everflex roof.

Dave Selby

ALSO LOOK OUT FOR

ARTCURIAL WATCHES

Parisian auction house Artcurial has put together a unique auction devoted exclusively to Jaeger-LeCoultre timepieces. The 550-lot auction on 29 November encompasses the company's entire output, from vintage models such as a rare blue-faced stainless steel Reverso (est: €8000-12,000) to a rare 2008 limited-edition pink gold minute-repeater, with expectations of €65,000-85,000.

In brief

EX-WORKS 'HEALEY

Bonhams, Brooklands, UK. 1 December
Topping the bill is this unrestored works racing team 1953 Austin-Healey 100 Special Test Car (below), that was campaigned at Le Mans by Lance Macklin and Gordon Wilkins. The car will be offered in barn-find condition, and goes on sale for the first time in 42 years. It's a veteran of the 1953 and '55 Le Mans races.

However, its history is darker than that – it was involved in the catastrophic 1955 Le Mans disaster, when it was rammed from behind by Pierre Levegh's works Mercedes-Benz 300SLR. This historic ex-works Austin-Healey was subsequently impounded by the French authorities for 18 months, before being released blame-free back to the Donald Healey Motor Company.

It was then restored and returned to competition in private hands through the late 1950s into the 1960s, before being acquired by its current owner in 1969, since when – for 42 years – it has been stored, untouched. Bonhams is talking of an estimate of 'in excess of £500,000'.

// **www.bonhams.com/cars**

A JAGUAR STEAL

Barons, Sandown Park, UK.
12-13 December
Just as Dave Selby points out that Jaguar XJ6 Series 1s are underpriced (page 170), Barons reminds us that the S-type still lags behind the Mk2. And to prove it, here is a 3.8-litre model with manual overdrive, and £15,000 worth of recent work. It's in opalescent silver blue and, at its estimate of £6500-7500, seems like a bargain.

// **www.barons-auctions.com**

THE FORGOTTEN V8?

Brightwells, Hereford, UK. 30 November
With the upcoming MGB 50th birthday celebrations, will its V8-powered sister be caught in the hype? With honest examples like this one (below) – 59k, three owners, continuous history, rot-free body and an attractive £5000-6000 estimate – we'd be tempted to go for it now.

// **www.brightwells.com**

THE £70k CHEVETTE

H&H, Buxton, UK, 7 December
Another ex-works car, although somewhat more modern – and affordable. This 1981 Vauxhall Chevette HSR (below) was run by Dealer Team Vauxhall and, according to DTV's records, it's one of only nine FIA Group 4 team cars built in four years. KFL 305W tackled three International rallies in that year, when Tony Pond won the Circuit of Ireland and the Manx Trophy events outright.

Then, for 1982, it was reallocated to team recruit Russell Brookes, when it carried the iconic Andrews Heat for Hire livery. In this form it started five events, taking second place on the Circuit of Ireland and in the Belgian Haspenguow events. It was not used by DTV after mid-1982. Its key attraction is that it's been campaigned by two rallying legends.

The car has been with its current owner since 1989, and has not been driven since a major restoration by RED (Rally Engineering Development, Widnes). In terms of continuous history, the Chevette retains its last DTV-period bodyshell and is powered by an original 2.3-litre Bill Blydenstein engine. Estimate is £60,000-70,000 – a fraction of what you'd pay for an equivalent Escort.

// **www.handh.co.uk**

Scottsdale sale round-up

Barrett-Jackson 16-22 January // Bonhams 19 January // RM Auctions 19-20 January // Russo and Steele 19 January

WHETHER YOU'RE A serious collector or an enthusiast looking for a new classic, Arizona is going to be *the* place to be. With so many major heavyweights in one location, what crosses the block is bound to have a bearing on how the analysts forecast the market into 2012.

The big Scottsdale news is that **Bonhams** will be making its debut there. Early consignments include a fully restored 1924 Isotta-Fraschini Tipo 8 Torpedo Tourer, 1932 Packard Model 904 Custom Convertible Victoria, and an ex-Marlene Dietrich 1929 Rolls-Royce Phantom I. The Phantom I was given by director Josef von Sternberg of Paramount Studios to Dietrich in tribute to her role as Lola Lola in *The Blue Angel*. Von Sternberg also collaborated with Dietrich in the movie *Morocco*, in which this actual car was featured.

RM Auctions is leading the continuing Ferrari charge with its beautifully restored Scaglietti-bodied 1957 Ferrari 410 Superamerica (right). It was originally built for Genovese whisky importer Dottore Enrico Wax. Its sale estimate is $1,750,000-2,250,000, and it will be interesting to see how much its unique looks have a bearing on how well it sells.

Barrett-Jackson returns to Scottsdale for the 41st time, and is putting on its usual super-sized five-day extravaganza. An early addition to the already enormous lot-list is the car collection of food entrepreneur Jimmy Richardson. It numbers 27 cars, including our favourite, a 1965 AC Cobra CSX4000, which is being offered at no reserve, a B-J speciality.

Finally, **Russo and Steele**'s five-day, 700-car sale stars a 1965 AC Cobra 427 prototype.

Auction calendar

30 November
Coys Essen, Germany

30 November
Brightwells Hereford, UK

1 December
Bonhams Brooklands, UK

1-3 December
Mecum Kansas City, USA

3 December
Historics Brooklands, UK

7 December
Coys London, UK

7 December
H&H Buxton, UK

8 December
DVCA Templecombe, UK

12-13 December
Barons Sandown Park, UK

12 January 2012
Coys Autosport, Birmingham, UK

16-22 January 2012
Barrett-Jackson Scottsdale, USA

18-22 January 2012
Russo and Steele Scottsdale, USA

19 January 2012
Bonhams Scottsdale, USA

20 January 2012
RM Auctions Biltmore, Arizona, USA

20-21 January 2012
Gooding Scottsdale, Arizona, USA

1 February 2012
Bonhams Paris, France

3 February 2012
Artcurial Paris, France

24 February 2012
RM Auctions Boca Raton, Florida, USA

24-25 February 2012
Mecum Long Beach, USA

27 February 2012
Barons Esher, UK

6 March 2012
Coys Essen, Germany

9 March 2012
Gooding Amelia Island, USA

10 March 2012
RM Auctions Amelia Island, USA

30-31 March 2012
Mecum Kansas City, USA

11 April 2012
Historics Brooklands, Surrey, UK

16 April 2012
Barons Esher, UK

21 April 2012
Coys Ascot, UK

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Storemags.com

INSIDER

UK AND EUROPE COMMENT

Dave Selby Putting a value on the Pebble Beach effect

TOP CONCOURS PLAUDITS guide taste and advance values. Of that there's no doubt. But does that make that model a smart buy? That's a completely different matter. Following Peter Mullins' win at Pebble Beach with his 1935 Voisin C25, millions more enthusiasts now know what one is, thanks to the thousands of images and stories in publications all over the world and on the web.

Later Voisins, with their cubist clash of curves and straight edges – both in the body form and hallmark Art Deco interior fabric – are as quirky as quirky gets. Rare too: only around 28 C25s were built. Perhaps it was the Pebble Beach result that tempted one to market at RM. This was not a streamlined Aerodyne four-door saloon like the Mullins car, of which just seven were built, but a two-door Cimier coupé, of which a similarly small number were built. However, for once it's not the coupé version of a model that is most coveted, for the Cimier with its more conventional stepped rear-window transition and faux-saloon appearance simply doesn't have the exuberant flourish of the Aerodyne's extravagant curves.

The 1935 Cimier at RM bore the marks of a life lived and was more engaging for it. Underneath, the tricky and famously quiet 3.0-litre sleeve-valve six-cylinder engine was reckoned to be even quieter than others and well-sorted. But enough about cars, what about money? In fact, when this very car appeared at auction in 2006, interest petered out at around £80,000. This time, post-Pebble, RM reckoned on £270,000-320,000; it easily surpassed expectations, selling for £380,800 including premium. How much of that is down to Pebble Beach is open to question, but there is certainly an impulse among some collectors to own something like something that won something. And nothing wrong with that.

But that's not the point. To frame it in the basest terms possible, C25 Voisins are done, over. Well, you're not going to win Pebble Beach with one next year, are you? What you really want to buy is the car that's going to win Pebble Beach in 2012. Can't tell you what that'll be, I'm afraid.

All good auctions have both strong prices and bargains and on that basis RM's Battersea Park, London, auction in October was a very good one for the dealer who bought the 1958 Lister 'Knobbly' Chevrolet sports-racer for a premium-inclusive £198,800. That really amounts to a massive discount and, indeed, the auction estimate was for £460,000-590,000. Very recently a 1958 Jaguar-engined Lister-Knobbly that failed to sell at Bonhams' September Goodwood auction changed hands in a private transaction for around half-a-million quid *more* than that.

Auctions also provide a great opportunity for comparison and at RM two Mercedes-Benz 600 Pullmans couldn't have offered greater contrast. One was a barn-find 1969 long-wheelbase four-door Pullman that fetched £25,200. The next lot, a smart-looking, fully restored 1973 long-wheelbase *six*-door Pullman, sold for £81,200. On that basis you'd have to say the cheap car was the one that cost more to buy, as you could easily spend multiple six-figure sums to restore the barn-find.

Sometimes, though, comparisons don't count, even when you're comparing like with like. The dealer who entered the 1964 Facel Vega II for sale at RM was justifiably proud of the high-quality restoration of his car, yet disappointed when it failed to sell against an estimate of £190,000-240,000.

'What Frenchman wouldn't covet a car of the marque that killed the philosopher Albert Camus?'

Then, three days later at Artcurial in Paris, he was perplexed to discover that another, older-restored 1964 Facel II, which he considered a lesser car, sold for £169,700 (€204,500). That's a new auction record for the model. Bear in mind that just 184 of these great Chrysler V8-powered cross-bred French fancies were built.

But even though these two particular cars were the same model from the same year, comparison was pointless. They were unrelated and of little relevance to one another. The car offered in the UK at RM was a very rare right-hand-drive example, one of only 23 known survivors. However, in the UK the Facel is a delicacy for the enthusiast with very specialist tastes, while in France it's a downright icon – I mean, what Frenchman wouldn't covet a car of the marque that killed the philosopher Albert Camus?

Basically, while a right-hand-drive Facel II has very select appeal, in France any Frenchman who ever took a long lunchbreak would want one, but not in heretical right-hand drive.

The same car, markets divided by 20 miles of water: completely different prospects.

DAVE SELBY is the man with his finger on the UK and Europe market pulse. A senior analyst for HAGI, he shares his 20 years' experience with *Octane*.

UK highlights

H&H, BUXTON, DERBYSHIRE, UK. 19 OCTOBER
Aston Martin DB6s are well on their way to becoming the new DB5. At H&H, this 1967 automatic DB6 driver-improver made £121,000 against a mere £60,000-70,000 estimate. DS Citroën saloons are perhaps not what they were: £7260 for an extensively restored right-hand-drive 1972 D Super 5 seemed super value. Overall, 58 cars sold from 84 for £807,000 gross.

HISTORICS, BROOKLANDS, SURREY, UK. 22 OCTOBER
Thought for the day: I don't know why the Metropolitan Police traffic unit bought 26 Daimler Dart SP250s when the E-type was faster and cheaper. This sale featured a restored 1962 Dart cop car with all the bells (and whistles). It made £43,450, very strong money for a Dart at auction. The buyer was racer Win Percy, who'll use it in his role policing driving standards at the Goodwood Revival. Overall, 61 cars sold from 92 for £1 million.

CHRISTIE'S, LONDON, UK. 3 NOVEMBER
Posters take up less space than cars and don't fail MoTs. Top motoring-related item in this near-£500,000 grossing automotive art auction was a 1935 Monaco Grand Prix poster by Geo Hamel; the highly stylised, boldly coloured lithograph made £12,500. Highest price paid was £21,250 for a Toulouse-Lautrec poster.

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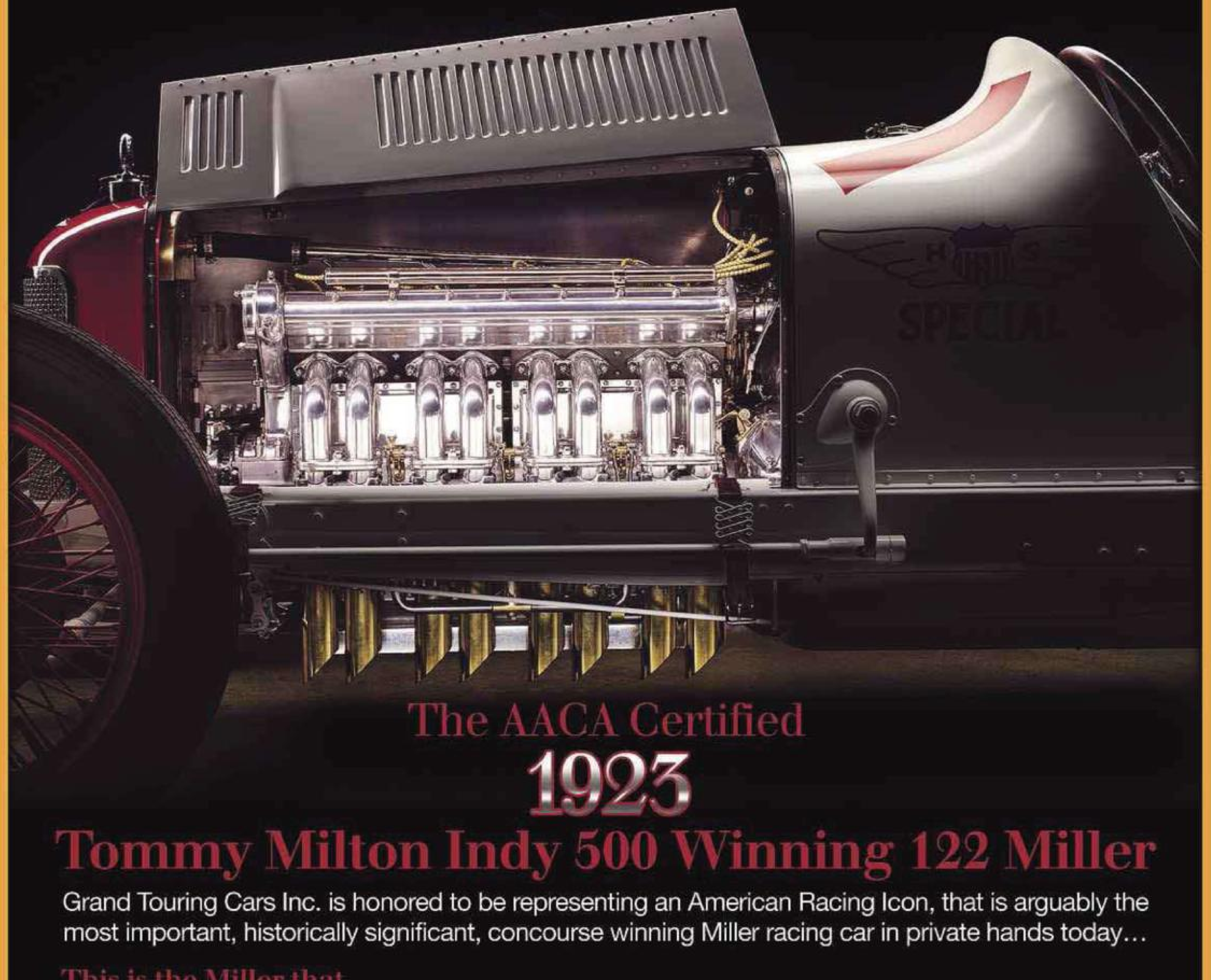

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INSIDER

US COMMENT

Dave Kinney The changing face of marketing classics

IF THERE WAS such a thing as the official end to the selling season in the colder climates of North America, it could be directly traced to that weekend in October when Americans celebrate Columbus Day and Canadians hold their Thanksgiving celebration.

That same weekend is also the Antique Automobile Club of America's annual fall meet, generically known as Hershey. RM hosts an auction, with a concentration on pre-war cars, in Hershey, Pennsylvania. This year's Hershey sale featured what was billed as the oldest running motor car in the world: the 127-year-old, steam-powered 1884 de Dion Bouton ET Trepardoux Dos-A-Dos. Sold from the estate of the late collector John O'Quinn, it carried a pre-sale estimate of $2-2.5m. It sold for well over twice its lower estimate, bringing $4,620,000, including fees.

More signs that the top-end, investment-grade collectable-car market is on fire? Probably. But even though auction records seem to be falling on a regular basis, it appears that the actual selling part of the equation is not getting any easier. In fact, it might be getting tougher.

At Hershey the sales percentage was strong at just shy of 85%; 101 of 119 cars offered were sold for a total of $10,070,500. With $4,620,000 as your top seller, the drop to number two in this case was a big one. Selling for $253,000 was a 1912 Mercedes 28-50 PS Town Car with an American-built Brewster and Company body. It's a rather rare, early amalgamation of European underpinnings and American coachwork.

The sale, held over the course of two days, played to a well-attended house, but a rather small venue by American standards. While very few absolute bargains snuck out the door, a stand-out, strikingly original 1966 Cadillac Coupe de Ville, showing only 5200 original miles on its odometer, brought $31,900. That's quite likely only a small percentage of what you would have to spend to make a mediocre example this nice.

But $31,900 doesn't really sound like a bargain on a 1966 Cadillac two-door, does it? Nor does the $19,800 that a nice but far from perfect 1972 Volvo 1800E brought at the same sale. I don't think anyone has quite yet done a thesis paper about marketing classic cars in the 21st century but I am willing to head out on a limb here and make a blanket statement: cars still sell for more money when viewed in person than on a computer screen or between the pages of a magazine.

At the time of writing, my computer does not have feel-o-vision, or touch-o-vision or even the long awaited smell-o-vision. It seems we've all been there and done that when it comes to buying older vehicles. One person's version of a really nice example of an old car is still the next person's bloody nightmare. Buying a classic car is not the same as buying a pair of socks, a fuzzy bathrobe or even a microwave oven.

I've had it happen to me too many times to know that it can't be a controlled study done by someone studying for a marketing degree at university. Scanning the classifieds, electronically or not, does not get the 'buy me now' juices flowing like being there in person.

'Scanning the classifieds does not get the "buy me now" juices flowing like being there in person'

I'll extend my theory to say that the individual seller in 2012 is still at a distinct disadvantage against a dealer or an auction house unless their vehicle is so compelling for reasons of price, exceptional history, extreme rarity, being a desirable model or the like. This is showing up in the disparity recently witnessed in prices with what might be called 'lower-end sporting cars' at auction versus what is offered and sold on eBay, Craigslist, in print and in the online classifieds. Own a BMW 2002 or a Volvo P1800, S or E? If it's a nice example, you might be leaving a lot of money on the table by hand-selling it.

While no auction company is ready to admit publicly that they are having a challenging time selling lesser cars or cars that can't be billed as an investment, it won't take more than a few auction visits to determine that this is the new normal. For mere mortals, credit remains tight even as interest rates are at historic lows. The euro-zone crisis and 9% unemployment in the United States make a classic car purchase tougher for that part of the brain that gives you permission to buy but holds you back, even when the bank account is sufficient.

The 2012 horizon points to more of what we saw in 2011: record prices for exceptional cars, with continued (or possibly increased) tough going for the more pedestrian examples of the cars we like. If that means more Espadas and fewer Miura SVs, I'll also go on the record and say that I'm OK with that.

DAVE KINNEY is an auction analyst, an expert on the US classic car auction scene, and publishes the USA's classic market bible, the *Cars That Matter* price guide.

Picks of the month

BRANSON AUCTION, MISSOURI, USA. 21-22 OCTOBER

How many more chances will you have to buy a one-owner 289 Cobra? CSX2305 sold for $513,000. Owned by Missouri medical examiner Ed Johnson, and displayed with the trophies he won while competing with the car early on, this nicely patinated example looked the part of a retired racer ready to enter the next phase of its now more comfortable existence – and the new owner gets to brag he bought it secondhand.

MECUM, DALLAS, USA. 6 OCTOBER

Said to be one of two 1955 Speedsters restored by Joe Harris, this car came with an invitation for display at next spring's Amelia Island Concours. Speedster prices have been on a roller-coaster ride for the last few years, but if this example lives up to its billing, at $177,550 it will seem like the buy of the year soon enough.

RM AUCTIONS, HERSHEY, USA. 8 OCTOBER

This 1928 Ford Model AA truck came with a Cretors popcorn body. Although the popcorn part is a replica, you could sell real popcorn from it and make real dollar bills. Fetching $55,000, it came with a custom-built 24-foot three-axle trailer, so you could even tow it to faraway towns. Fancy touring the fairgrounds?

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PETER BRADFIELD LTD

1962 Shelby Cobra CSX 2016
A highly original early Cobra in great condition. 289 and 260 motors included. Competition eligible and potential winner in Pre '63 GT

1956 AC Ace Bristol
Beautifully prepared and with a significant international competition history. A well known car and eligible for all the best events. FIA papers.

1956 Bentley S1 Continental Fastback
A well maintained Automatic recently repainted in Brewster Green with matching leather.

1957 AC Aceca Bristol
Highly original. Ex John Bolster then 45 years with next owner. Mille Miglia eligible.

1950 Healey Silverstone
One of 105 examples built for road and competition use. Mille Miglia eligible.

Also Available:
1958 Aston Martin DB Mk 3
1937 Bentley 4 1/4 Litre Sedanca Coupe
SIMILAR CARS ACCEPTED FOR CONSIGNMENT SALE

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peter@bradfieldcars.com Tel: 020 7589 8787 www.bradfieldcars.com

£2.5m Porsche collection for sale

Maxted-Page handles sale of seven-strong group of rare Porsches

LEE MAXTED-PAGE has consigned an impressive collection of Porsches to be sold. These rare road and competition Porsches have been acquired by Gerald Harrison over ten years, but now his passion for speed has taken him into aviation, so the cars are on the market, either separately or together.

'The cars are all together and here with us to be sold,' said Maxted-Page, who estimates the total value at £2.5m. 'They have only just come to the market, but we are starting to receive strong interest from both Europe and the US. We are very close to agreeing the sale of the 906.'

The cars range from a concours 1951 356 Pre-A Coupé to a 2005 Ruf Turbo R, with the cream of Porsche aristocracy in-between: the ex-Peter Gregg / Brumos Porsche 1964 904GTS; the first production 906 Carrera 6, which ran in the 1966 Targa Florio; the ex-Vanina Ickx 1972 911 2.4S; the four-times Le Mans and 1981 GT Class-winning 1976 934; and a 17,000-miles-from-new 1996 993 Carrera GT2.

For details, see www.maxted-page.com.

THE ALTERNATIVE SELL

HERE'S A GREAT – if not a little cheeky – way of marketing your car. Park it right outside the biggest auction in London, where every serious buyer is either present or has agents roaming. That's what Alan Carrington did. Arriving just after bidding had commenced, he found a slot in the limited parking area outside the main entrance to the RM Auctions Battersea sale, and gamely attached 'For Sale' signs to this lovely 1956 Bentley S1 Continental by Park Ward. It's 'POA' and currently 'having some paint', but expect a price approaching £250k. See www.alancarrington.com.

FORD BRONCO RENEWED

NEWLY UNVEILED at the SEMA motor show in Las Vegas, USA, the Icon Bronco is a renewed version of the classic Ford off-roader of the same name, now being sold by Icon 4x4. The car is built from the original shell of a classic Ford Bronco (built from 1966-1977), and is powered by one of Ford's latest 5.0-litre V8 engines developing 412bhp and 390lb ft. Power is transferred through a five-speed manual gearbox to an Atlas II transfer case and finally to stout custom-built Dana 60 and 44 solid axle assemblies. It joins Icon's existing Jeep-based CJ and FJ series. For more details, see www.icon4x4.com.

FT, NO COMMENT

WE SUSPECT that this 1967 Bertone-Jaguar is a real love-or-hate car. The FT was supposed to be one of a run of seven, but the man who commissioned it, Ferruccio Tarchini – the Italian Jaguar importer – called it a day with one built. This one is based on a 420 3.8-litre platform, and was sold to a customer in Madrid – where it remained, languishing in a garage. Recently Belgian dealer Albion Motorcars 'found' it, and now has it for sale. It's 'POA', and is original but needing a full repaint – once restored, it should gain you access to the top concours events. See www.albionmotorcars.com.

FORECOURT STAR

1953 Works Sunbeam Alpine £74,995

MKV 23 is one of six works Sunbeam Alpines that competed in the 1953 and '54 Alpine Rallies, driven by Ronnie Adams and hotshoe Peter Collins, one of the sister cars to MKV 21, driven by Stirling Moss – though Collins broke the diff and it did not finish. It vanished for 28 years and was then restored a few years ago. Fitted with a tuned, Weber-carbed engine and a four-speed floor change, it's perfect for historic rallies. See www.sherwoodrestorations.co.uk.

DEALER TALK

Melvyn Rutter

Melvyn Rutter Ltd

'Mr Morgan' for 35 years

When did you get your first Morgan, and how many are now in your personal collection?

My first car, at the age of 16, was a 1937 F2 three-wheeler. I now have five, including the MX4 Supersport I have owned for 31 years.

Have the buyers changed in age since, say, the 1970s?

Yes, the average age is now nearer to 60. Back in the 1970s it was more like 25 to 30.

And have the famous waiting lists come down?

Yes, these days it's down to around four months, except in the case of the new 3 Wheeler, for which it's approximately one year from ordering.

What's the most popular model today?

In the classic range, the 1.6- and 2.0-litre models – getting 200bhp from the Duratec engine is quite exciting! They're followed in popularity by the Roadster V6.

What do you have to pay now for a decent, early Plus 8?

They were £25k about ten years ago but they've really taken off in recent years. A Moss-gearbox Plus 8 in good order is now worth £40,000 to £50,000.

You're not just a dealer, are you...

For 11 years I've been publishing *The Morgan World* magazine biannually.

How long did it take your wishes for a new three-wheeler to come true?

It's only 20 years since I mentioned it to Peter Morgan!

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Hendon Way Motors was established in 1952, and is now one of Europe's leading Ferrari and Porsche specialists. Please visit our website at ***www.hwm.biz*** for more information on the company and our stock.

PORSCHE 997 - TURBO / C4S / C2S / C2

2011 - 997 TURBO 'S' COUPE PDK (GEN II) (BASALT BLACK)

1 OWNER. Black Leather Interior Sport Chrono Plus PDK 7 Speed Transmission (PCM/Voice Control/TV Tuner/PSM/PASM/Touch Screen Sat Nav/Tel.Module) BOSE I-POD/USB PDK & Multi-Function Steering Wheel Sunroof Heated/Full Electric Seats Heated Steering Wheel Climate Control Xenon Headlights 19" Turbo II Alloys (OPC Service History)

2009/10 - 997 TURBO COUPE PDK (GEN II) (GT SILVER) 13,000 Miles.

1 OWNER. Black Leather/Grey/Silver Alcantara Interior Sport Chrono Plus (PCM/Voice Control/PSM/PASM/Touch Screen Sat Nav/Tel.Module) BOSE I-Pod PDK Paddle-Shift Steering Wheel Porsche Carbon Fibre Interior Pack/Race Seats Climate Control Xenon Headlights 19" RS Spyder Centre-Locking Alloys in Black (OPC Service History)

2008 - 997 TURBO COUPE MANUAL (BASALT BLACK) 20,000 Miles.

Black Leather Interior Red Seat Belts Sport Chrono(PCM/PSM/PASM/Sat Nav/Tel.Module) BOSE I-POD Short Shift Sports/Full Electric/ Memory/Heated Seats Multifunction Steering Wheel Sunroof Climate Control Xenon Headlights 19" Turbo Alloys (OPC Service History)

2006/07 - 997 TURBO COUPE MANUAL (ARCTIC SILVER) 4,000 Miles.

1 OWNER. Black Leather Interior Sport Chrono (PCM/PSM/PASM/Sat Nav/Tel. Module)
BOSE Full Electric/Heated Seats Cruise Control Sunroof Climate Control Xenon Headlights 19" Turbo Alloys (OPC Service History)

2009 - 997 C4S CABRIOLET PDK (GEN II) (BASALT BLACK METALLIC) 9,000 Miles

1 OWNER, Full Black Leather Interior, Sport Chrono Package Plus PDK 7 Speed Double Clutch Transmission, (PCM/Voice Control/ PSM/PASM) Extnd Sat. Nav.(Touch Screen), BOSE Sound System/ Telephone/Bluetooth/I-POD / USB Connection/On Board Computer/ VTS Tracking System Auto Dimming Mirror/Rear Section Console Leather/Sport Seats/Heated seats/Rear Park Assist/Porsche Colour Crested Wheel Centres, Cruise Control, Xenon Headlights 19" Porsche Turbo II Alloy Wheels, Full Official Porsche Centre Service History (just been serviced)

2006/07 - 997 TURBO COUPE TIPTRONIC (ATLAS GREY) 37,000 Miles.

Black Leather Interior Sport Chrono (PCM/PSM/PASM/Sat Nav/Tel. Module) BOSE 6CD Changer Sports Exhaust Heated/Sports Seats Silver Seatbelts Sunroof Climate Control Xenon Headlights 19" Turbo Alloys (OPC Service History)

2006 - 997 C4S COUPE TIPTRONIC (BASALT BLACK) 25,000 Miles.

Black Leather Interior (PCM/PSM/PASM/Sat Nav/Tel. Module) 6 CD Changer Multi-Function Steering Wheel Full Electric/Sports Seats Climate Control Xenon Headlights 19" Porsche Carrera S Alloys (OPC Service History)

2006 - 997 C4S COUPE MANUAL (BASALT BLACK) 36,000 Miles.

Black Leather Interior Sport Chrono (PCM/PSM/PASM/Sat Nav/Tel. Module) 6CD Changer Sunroof Upgraded Sound System Heated/ Sports Seats Cruise Control Climate Control Xenon Headlights 19" Carrera Alloys (OPC Service History)

2004/5 - 997 C2S COUPE MANUAL (GT SILVER) 24,000 Miles.

Black Leather Interior (PCM/PSM/Sat Nav/Tel.Module) BOSE 6CD Changer Sport Steering Wheel Sports Exhaust (Switchable) Alcantara Headlining Electric Seats Rear Park Assist
Climate Control Xenon Headlights 19" Carrera Alloys (OPC Service History)

2005 - 997 C2S COUPE TIPTRONIC (SEAL GREY BLACK METALLIC) 29,000 Miles

Full Black Lthr Int. (PCM/PSM/PASM/Extended Satellite Navigation) BOSE, Telephone, On Board Computer, Auto Dimming Mirror, Rear Section Console Leather, Sprt Seats, Htd seats, R/Park Assist, Xenons, 19" Porsche Turbo II Alloy Wheels Full Official Porsche Centre Service History, (just been serviced)

2008 - 997 C2S CABRIOLET TIPTRONIC (COBALT BLUE) 26,000 Miles.

Grey Leather Interior Blue Hood (PCM/PSM/Sat Nav/Tel.Module) 6CD Changer Heated Seats Rear Park Assist Cruise Control Climate Control Xenon Headlights 19" Turbo Alloys (OPC Service History)

2006 - 997 C2S CABRIOLET MANUAL (MIDNIGHT BLUE) 28,000 Miles.

Metropole Blue Leather/Blue Hood (PCM/PSM/Sat Nav/Tel.Module) BOSE 6 CD Changer Sports Seats Rear Park Assist Climate Control Xenon Headlights 19" Carrera S Alloys (OPC Service History)

2005 - 997 C2 CABRIOLET MANUAL (MIDNIGHT BLUE) 30,000 Miles.

Metropole Blue Leather Interior/Hood (PCM/PSM/PASM/Sat Nav/Tel.Module) BOSE 6CD Changer Multi-Function Steering Wheel Cruise Control Heated Seats Wind Deflector Climate Control Xenon Headlights 19" Carrera S Alloys (OPC Service History)

2004/5 - 997 C2 COUPE MANUAL (CARMON RED) 40000 Miles

Manual, Grey Leather Interior, Carmon Red Metallic, (PCM/PSM/PASM/Sat Nav/Tel.Module), Computer, Telephone, Climate control, Rear Wiper, Park Assist, 19" Alloy wheels, Full Porsche Service History

PORSCHE 996 - GT3 / GT2 / TURBO / C4S / C2 / C4

2002 - 996 GT2 COUPE MANUAL (POLAR SILVER) 25,000 Miles.

Black Leather Interior (PCCB/Sat Nav) Aluminium Pack Bucket Sports Seats Recent Service & New Tyres Park Assistance Climate Control Xenon Headlights 18" GT2 Light Weight Alloy Wheels (OPC Service History)

2001/2 - 996 TURBO COUPE MANUAL (MERIDIEN SILVER) 44,000 Miles.

Mid Grey Leather Interior (PCM/PSM/Sat Nav/Tel.Module) BOSE Sunroof White Dials Computer Climate Control Xenon Headlights 18" Turbo Alloys (OPC Service History)

2002/3 - 996 TURBO COUPE TIPTRONIC (ARCTIC SILVER) 47,000 Miles

Grey Leather Interior,(PSM/PSM/Sat Nav/Tel.Module) Computer Sunroof Electric Seats Memory Seats, Heated Seats, Lumber supports, Rear wiper, Porsche Crest Embossed in headrest, Rain sensors, Cruise Control, BOSE, 6 CD Changer, Sports Exhaust, Rear Park Assist, Xenons, 18" Turbo Alloy wheels, Full Porsche Service History.

2005 - 996 C4S COUPE TIPTRONIC (MIDNIGHT BLUE) 48,000 Miles.

Metropole Blue Leather Interior (PCM/PSM/Sat Nav/Tel.Module) BOSE Switchable Sports Exhaust Aluminium Trim/Threshold-Plates Electric/Heated/ Memory Seats Climate Control Xenon Headlights 18" Porsche Techno Alloys (OPC Service History)

2004 - 996 C4S COUPE MANUAL (ARCTIC SILVER) 64,000 Miles

Manual, Arctic Silver Metallic, (PSM/ PSM/ Sat. Nav/ Tel), Computer, Cruise Control, Bose, 6CD Changer, Sports Exhausts, Rear wiper, Electric Seats, Memory Seats, Alcantara roof lining, Xenons, 18" Turbo Alloy Wheels, Full Porsche Service History.

2002 - 996 TARGA TIPTRONIC (SEAL GREY) 74,000 Miles.

Black Leather Interior (PSM/Sat Nav/Tel.Module) BOSE Crested Headrests Full Carbon Pack Cruise Control Sports/Electric Seats Climate Control Xenon Headlights 18" GT3 Split-Rim Alloys (OPC Service History)

2002/3 - 996 C2 CABRIOLET MANUAL (MIDNIGHT BLUE) 47,000 Miles.

Black Leather Interior (PSM/Sat Nav/Tel.Module) Kenwood Stereo With MP3 & DVD Player Stereo Pack Sports/Heated Seats Aluminum Pack Upraised Radio System & CD-Changer Climate Control 18" Turbo Alloys (OPC Service History)

2003 - 996 C2 COUPE MANUAL (ARCTIC SILVER) 46,000 Miles

Arctic Silver Metallic, Black Leather Interior (PSM/Sat. Nav/Tel.Module), On-Board Computer, Porsche Radio with CD Player, Htd Seats, Rear Wipe, Park Assist, Colour Crested Wheel Centres, Climate Control, Xenons 18" Carrera Alloy Wheels Official Porsche Centre Service History

2003 - 996 C2 COUPE TIPTRONIC (SILVER) 52,000 Miles.

Black Leather Interior (PCM/PSM) Heated Seats Rear Wiper Crested Headrests Climate Control Xenon Headlights 18" Carrera Alloys (OPC Service History)

PORSCHE 993 - TURBO / C2S / C4S / C2 / C4 / TARGA

1995 - 993 TURBO COUPE MANUAL (ARENA RED) 31,000 Miles.

Grey Leather Interior Wood Package Electric Sunroof/Seats Sports Seats Cruise Control Upraised Becker CD Player/Bluetooth/ Speakers/Sat-Nav Compatibility Climate Control 18" Turbo Alloys (OPC Service History)

1995 - 993 TURBO COUPE MANUAL (IRIS BLUE) 67,000 Miles.

Marble Grey Leather Interior Electric Sunroof/Seats Sports Seats Rear Roof Spoiler Electric Sunroof/Seats Sports Seats Rear Wiper Turbo Red Calipers Climate Control 18" Turbo Alloys (OPC & Specialist Service History)

1997 - 993 C2S COUPE MANUAL 'VARIORAM' (MIDNIGHT BLUE METALLIC) 84,000 Miles 'VARIORAM'

6-Speed-Manual, Midnight Blue Metallic, Marble Grey Leather Interior, Upraised Pioneer Stereo / CD Player, Electric Sunroof, Electric Seats, Sports Seats, Rear Wiper, Electric Windows/Mirrors, Carbon Pack, Split rear Engine Lid, Full Climate Control, 18" Porsche Turbo Alloy Wheels, Official Porsche Centre & Porsche Specialist Service History.

1997 - 993 C2S COUPE MANAUL (ARCTIC SILVER) 70,000 Miles.

(VARIORAM) Black Leather Interior Upraised Stereo/CD Player Rear Roof Spoiler With Integrated Brake Light Electric Sunroof/Seats/ Windows/Mirrors Sports Seats Full Climate Control 18" Turbo Alloy Wheels (OPC Service History & Specialist Service History)

1996 - 993 C2 TARGA TIPTRONIC (MIDNIGHT BLUE) 63,000 Miles.

(VARIORAM) Klassik Grey Leather Interior Upraised Blaupunkt DAB/CD Player Rear Windscreen Wiper Intercooler Electric Targa-Top Roof Electric Windows/Mirrors Electric Seats Climate Control 17" Porsche Alloy Wheels (OPC Service History)

1995 - 993 C2 COUPE TIPTRONIC (POLAR SILVER) 73,000 Miles.

(VARIORAM) Black Leather Interior On Board Computer Upgrade Stereo & CD Changer
Electric Windows Electric Mirrors Electric Sunroof Climate Control 16" Carrera Alloys (OPC & Specialist Service History)

1995 - 993 C2 COUPE MANUAL (AERO-KIT) (MIDNIGHT BLUE) 58,000 Miles.

Marble Grey Leather Sports Seats Sunroof CD Radio Aero-Kit Onboard Computer Electric Windows/Mirrors/ Sunroof/ Sports Seats Rear Wiper Climate Control New 18" Porsche Turbo Alloy Wheels & Tyres (OPC Service History)

1995 - 993 C2 COUPE TIPTRONIC (SLATE GREY) 81,000 Miles.

Black Leather Interior On Board Computer Electric Windows/ Mirrors/Sunroof Climate Control 18" Porsche Turbo Alloy Wheels (OPC & Specialist Service History)

1995 -993 C2 COUPE TIPTRONIC (POLAR SILVER METALLIC) 123,000 Miles

Polar Silver Metallic, Full Blue Leather Interior, Leather Headlining, Computer, Upgraded Stereo & CD Player, Electric Windows, Electric Mirrors, Electric Sunroof, Rear Wiper, Sports Seats, Rear Spoiler, Colour Crested Wheel Centres, Climate Control, 17" Porsche Carrera Cup Alloy Wheels, Full Official Porsche Centre & Specialist Service History

1994 - 993 C2 CABRIOLET TIPTRONIC (RIVIERA BLUE) 82,000 Miles.

Metropole Blue Leather Interior Electric Windows/Mirrors/Hood Turbo Rear Spoiler & RS Front Spoiler (Original Spoilers & Bumper Included Also Painted Riviera Blue) Climate Control 17" Porsche Carrera Alloy Wheels (OPC & Specialist Service History)

PORSCHE BOXSTER / CAYMAN

2007/8 - 987 BOXSTER S MANUAL (METEOR GREY) 38,000 Miles.

Black/Grey Leather Interior (PSM/PASM) BOSE Sound System 6 CD Changer Heated/Sports Seats Crested Headrests Colour Crested Wheel Centres Part Electric Seats Rear Park Assist Climate Control Xenon Headlights 19" Carrera Alloys (OPC Service History)

FERRARI - MODELS FROM 1967 +

2007 - F430 SPIDER F1 (NERO DAYTONA) 15,000 Miles.

Nero Leather With Rosso Stitching Rosso Carpets Factory Sat. Nav Upgraded Factory Stereo Bluetooth Telephone Scuderia Wing Shields Daytona Heated/Electric Seats Full Carbon Fibre Interior Yellow Rev Counter Red Brake Calipers Front & Rear Park Assist Climate Control Xenon Headlights 19" F430 Alloys (Full Ferrari Service History)

2006 – F430 SPIDER F1 (ROSSO CORSA) 25,000 Miles.

Crema Leather Interior Embossed Seats Scuderia Badges Wind Deflector Full Toolkit and Leather Folders Car Cover Electric Seats/ Windows Climate Control (Full Ferrari Maindealer Service History/Recent Service, Belts Change, New Clutch)

1998 - F550 MARANELLO COUPE MANUAL (SILVER) 53,000 Miles.

Navy Leather Interior Satellite Navigation with DVD ASR Sports Mode Electric Seats Upgraded Radio & 6 CD-Changer Climate Control (Ferrari Service History)

1973 - DAYTONA 365 GTB/4 RHD (ROSSO RED) 38,000 Miles.

Black/Red Leather Interior Red Carpets Climate Control "Ferrari Classiche" Full Continuous History Superb Provenance 3 Owners From New

1972 - DINO 246 GT (WHITE-Original Paint) 38,000 Miles.

1 OWNER. Over the last 35 years One of approximately 400 RHD cars only manufactured by Ferrari Black Leather Interior Electric Windows (Complete Service History)

1967 - 275 GTB/4 MANUAL LHD (ARGENTO SILVER) 59,000 Miles.

Full Black Leather Interior Detailed Restoration History Full History Original Build Sheets/Sales Invoice/Tool Kit/Wallet/Hand Books Numerous Concourse & Awards Winner Engine Rebuilt By Ferrari In Johannesburg 26,000 KMS Ago Comprehensive photos showing The Repaint & Work Done By Ferrari Exceptional Condition Throughout

CLASSICS - AC / BENTLEY / JAGUAR / PORSCHE

1991 - AC COBRA LIGHTWEIGHT (BLACK METALLIC) 5,000 Miles.

1 of 26 RHD Lightweights Black Leather Black Metallic Coachwork with White Stripes Full Black Leather Interior Full Weather Equipment Absolutely Stunning Condition Very Rare With Approximately ONLY 28 Vehicles Manufactured.

1974 – JAGUAR E-TYPE 5.3 V12 MANUAL ROADSTER 'Open Two Seater' (SERIES 3) (BLACK METALLIC)

Manual Transmission 5.3 Litre V12 Black Metallic Coachwork Full Black Leather Interior Royal Blue Mohair Hood 15" Wire Spoke Alloy Wheels Full Body-Off Restoration Stunning & As New Condition Throughout

1962 - JAGUAR 3.8 MARK II AUTOMATIC LHD (BLACK) 16,478 Miles.

Automatic Black Coachwork Red Leather Interior Power Assisted Steering Wire Wheels Recent Restoration To Virtually Concours Standard

1936 - BENTLEY 41/4 PILLARLESS COUPE (MIDNIGHT BLUE)

Grey Leather Gurney Nutting Coachwork 1 Owner 40 Years Extensive History A True Classic Completely Original Throughout & Has Been Exhibited At Lucki Vuitton Concours D'Elegance In Paris 2003. Full Mid-Grey Leather Interior Sunroof Produced By Gurney Nutting Chassis Completely Original Throughout

1964 - PORSCHE 356 SC COUPE LHD (SIGNAL RED)

1600cc Signal Red Coachwork Soft Beige Leather Interior Left Hand Drive 4 Speed Manual Recent Restoration To Concours Standard Eligible For Many European Events

OTHER VEHICLES

2008 - AUDI R8 MANUAL BLACK 12000 miles

Black Nappa Leather Interior (Extended Leather), Sports Bucket seats, SatelNav Navigation Bang & Olufsen 12 speaker, 6 CD Changer 450 watt stereo Phantom Black Pearl, Black Blades, Bluetooth phone prep Magnetic Ride (sport suspension), Colour coded side blades, Pearlescent Paintwork, Hill Hold Assist, Advanced front and rear parking sensors with rear camera, Tracker System, Very rare RS bucket seats with electric bolster and cushion adjustment, Aluminium foot pedals, Engine lighting package, Heated seats, Cruise control Rain and light sensors, Folding mirrors, Tyre pressure monitor, Rear view mirror compass Full Audi service history, One Owner from New, Extended warranty to April 2012

2002 - MINI COOPER S 1.6 MANUAL (SILVER METALLIC) 33,000 Miles.

Black Leather Interior (Sat. Nav/Tel.Module) Multifunction Steering Wheel On-Board Computer CD Radio Xenon Headlights Sunroof Rear Park Assist Rear Wiper 17" Mini Alloys (Full Mini Service History)

2006 - VW GOLF GTI 3DR DSG (SILVER METALLIC) 56,000 Miles.

1 OWNER. Black Leather Interior DSG Transmission Heated Seats Climate Control Xenon Headlights From New Recent Service 18" Monza Alloy Wheels Full Volkswagen Service History

2007 - BMW 335i SE AUTO COUPE (SEAL GREY METALLIC) 46,000 Miles

Automatic, Seal Grey Metallic, Full Black Leather Interior, Satellite Navigation Telephone Module, Electric Heated Seats, Memory Seats, Electric Heated Mirrors, CD Changer, Full BMW Service History, BMW Warranty, Climate Control, 2 Owners from New, 19" Alloy Wheels

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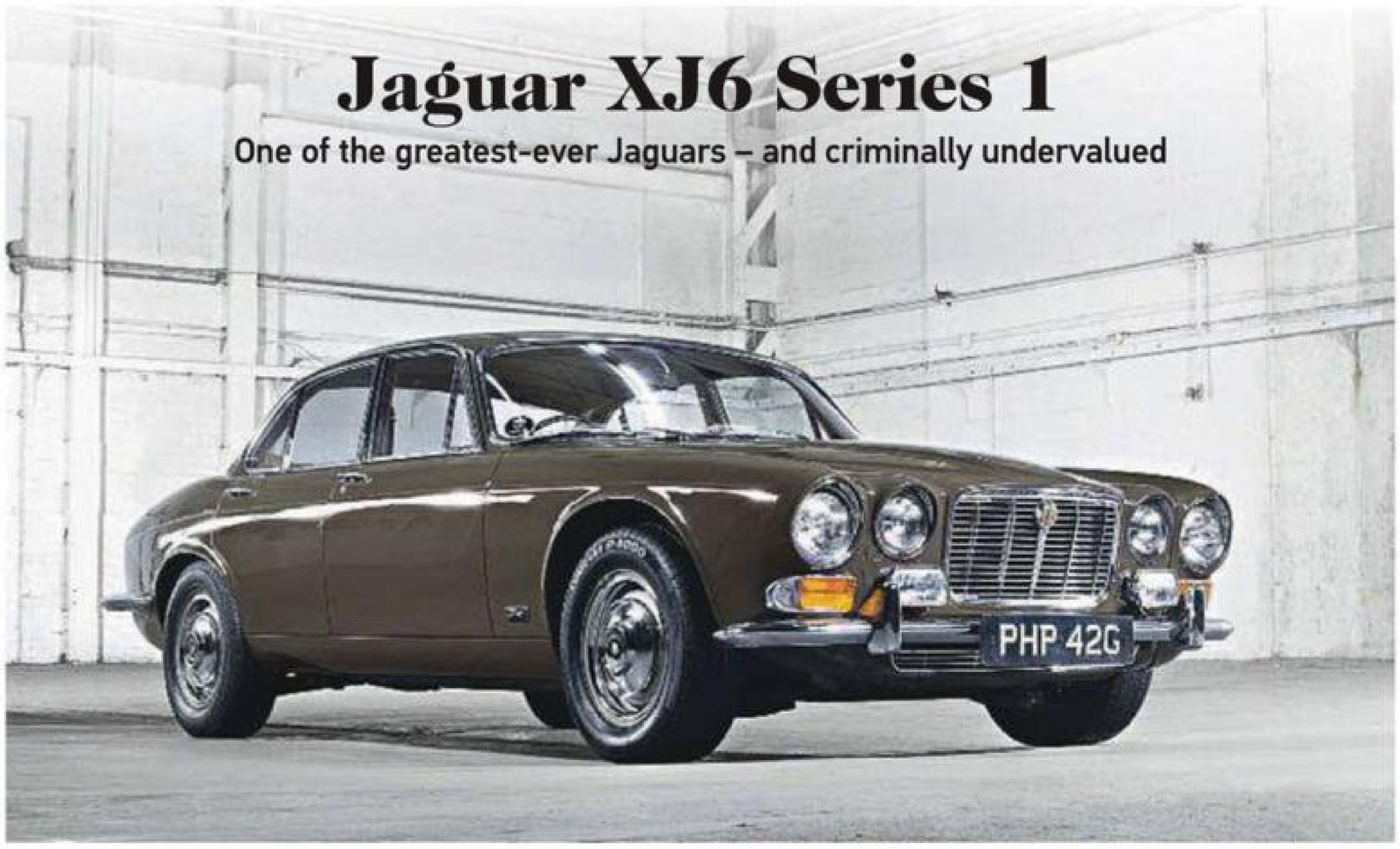
HOT LITTLE NUMBER

Jaguar XJ6 Series 1

One of the greatest-ever Jaguars – and criminally undervalued



THE ORIGINAL XJ6 must surely be one of the most underappreciated and undervalued models in the Jaguar canon. Sure, the E-type is an icon, but the XJ6 did more to secure the future of the company, creating a styling template that endured and evolved for nearly 40 years. In the later 1980s the XJ40 update hardened the edges, only for the next facelift to restore the curves of the original.

Back in 1969 the new XJ6 rationalised and reined-in a saloon product range that had fragmented almost beyond understanding. The single new model that replaced the entire dyslexic alphabet soup was also thoroughly modern. It incorporated crumple-zone technology and was the first Jaguar saloon to be fitted with rack-and-pinion steering. Ride and comfort were standard-setting.

No wonder that, in a little over three years, 94,000 new XJs had found customers, more or less matching the Mk2's entire nine-year production output. And there's one more thing that sets the XJ6 apart: it was the last saloon to bear Sir William Lyons' personal imprint.

And yet for all this, Series 1 XJs remain very affordable. The difficulty is in finding a good 1969-73 example, as so many spiralled down the luxury car buying chain, languishing as Arfur Daley forecourt smokers en route to scrapyard oblivion. At the time there was no queue of visionaries proclaiming the XJ to be an automotive landmark. **Dave Selby**

Price points

1969 New XJ6 4.2 costs £2397 (£1797 for the 2.8). Bolls-Rentley Shadow/T-type nearly four times the price; Merc 280SE cost a grand more. Neither are truly worthy comparisons for XJ.

1990s Rough runners from £1250 at auction. In 1997 £3360 buys 1971 4.2-litre XJ with 46,500 miles. Highest auction price of decade is £5827 paid in 1998.

2000s £4300 buys a 20,000-mile 2.8-litre XJ; in 2009 £6490 gets you a 4.2 auto with 34,700 miles.

Today Not even specialist Jag mags pitch the 4.2 S1 saloon at £10,000, yet coupés can make over £20,000. Original XJ still too cheap: 2.8-litre version should cost no more than two-thirds the price of equivalent 4.2. Budget of £10k gives total market choice at auction.

VIEW FROM

AUSTRALIA

James Nicholls
on a busy few months and the Motorclassica effect

AS THE Northern hemisphere's classic car industry slows down for its winter break, Australia's auction and car sales scene moves up a gear. First out of the blocks was Shannons, which held its Sydney Spring Classic, making a strong 80% sales by volume, and was topped by an AU$80,000 1929 Auburn Model 8-90 Phaeton, and a 1925 Rolls-Royce Phantom 1, sold immediately post-sale.

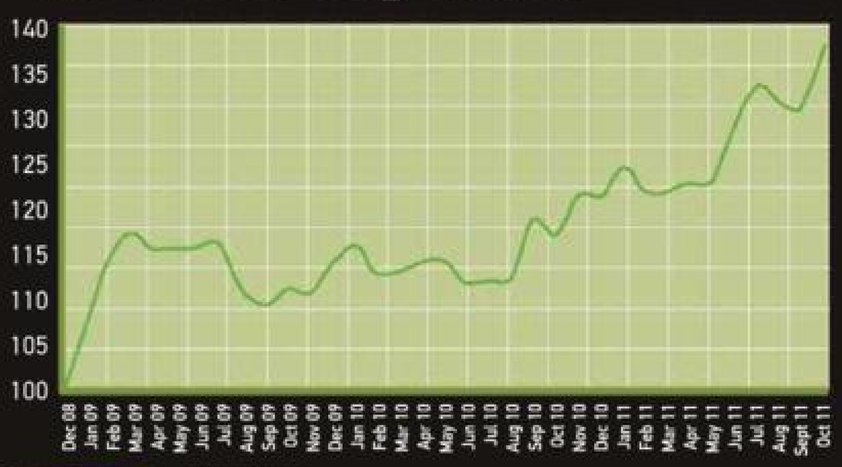
Sotheby's Australia then had its public tender sale of the 'Riviera Car', the 1923 Silver Ghost chassis 14PK. But despite all that pre-war action, these cars are proving a struggle to shift at the moment.

Now that Australia has its world-class concours, show and tour – Motorclassica (see page 32) – there's a new focal point for top-line classic buying and selling. The event's auction starred a superb Lancia Aurelia B20GT, which went for AU$159,000 (£103,000).

In other news, there's lots going on at the top end of the classic car dealer trade. Rose Motor Company, run by former Classic Throttle Shop employees, opened its doors in the same street as their former workplace. Holland Classic Cars relocated its business to Double Bay. And more changes are afoot. All in all, plenty of activity as spring came to the Southern Hemisphere.

James Nicholls is head of Collectors' Motor Cars for Sotheby's Australia, and has years of experience in the classic car industry.

The HAGI Top index



Left column represents baseline of 100 set at 31 December 2008. The HAGI Top index charts the prices of key collectable cars

STRONG PERFORMANCE in October saw the HAGI Top advance 5.36% to an all-time high of 138.05.

This growth comes after the market lost ground through August and September following an earlier peak at the end of July. In one sense the retreat from the July peak can be seen as a natural reality-check response.

Additionally, the August loss of 1.39% may be considered minimal in light of the assault on the financial markets that took place in the earlier part of that month.

That the HAGI Top has recovered and once more advanced into new territory could be regarded as affirmation of underlying strength, a view reinforced by the trend channel dating back to July 2010.

Moreover, for the year 2011 to date the HAGI Top has gained 13.94%.

Specifically, within the collector-level classic car market we've observed increased volume in terms of availability, but not in unit sales. With stocks of lower-grade vehicles building, prices are under pressure and auction sale rates are also down.

Meanwhile, growth is being powered by stronger prices being paid for fine examples of rarer, high-end collectors' staples. More than ever, quality counts.

For more in-depth analysis, see www.historicautogroup.com.

Dave Selby

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Ferrari F40 – 1988, 1,900kms from new, non cat, non adjust and equipped with the rare and desirable sliding windows - The collector's preference.

Ferrari 250 LM – Restored by DK Engineering to correct period specification. Original matching numbers motor. Goodwood and Le Mans Legends competitor.

Mercedes 300 SL Gullwing - Ivory white with red leather trim. Restored by HK Engineering to retain wonderful patina and complete with original tool roll and books.

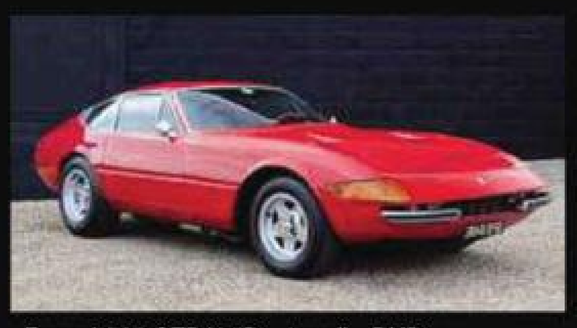
Ferrari 288 GTO – Full leather, air conditioning and electric windows, Classiche certified. 24,000kms from new.

Ferrari F50 – Giallo/Nero, all accessories, 8,700 miles.

Ferrari F50 – U.K registered, one owner until 2010, 11,700 miles.

Ferrari Enzo – Nero/Nero (red diamond stitching), 11,600 miles.

Aston Martin DB5 Vantage Convertible – Originally owned by Beryl Reid, major "concours" restoration just completed by Aston Martin Works Service 50 miles ago.



Ferrari 365 GTB/4 "Daytona" - RHD, superb history file & always maintained at no expense spared.

Jaguar XK 140 Roadster – LHD, recent restoration works by DK including engine to 3.8 Litre (C type head, carbs & inlet manifold), brakes and suspension. Interior by Turley.

Ferrari 166 MM Vignale - One of just seven cars fitted with the stunning Vignale body. Superb period race history including MM. Goodwood & Mille Miglia eligible.

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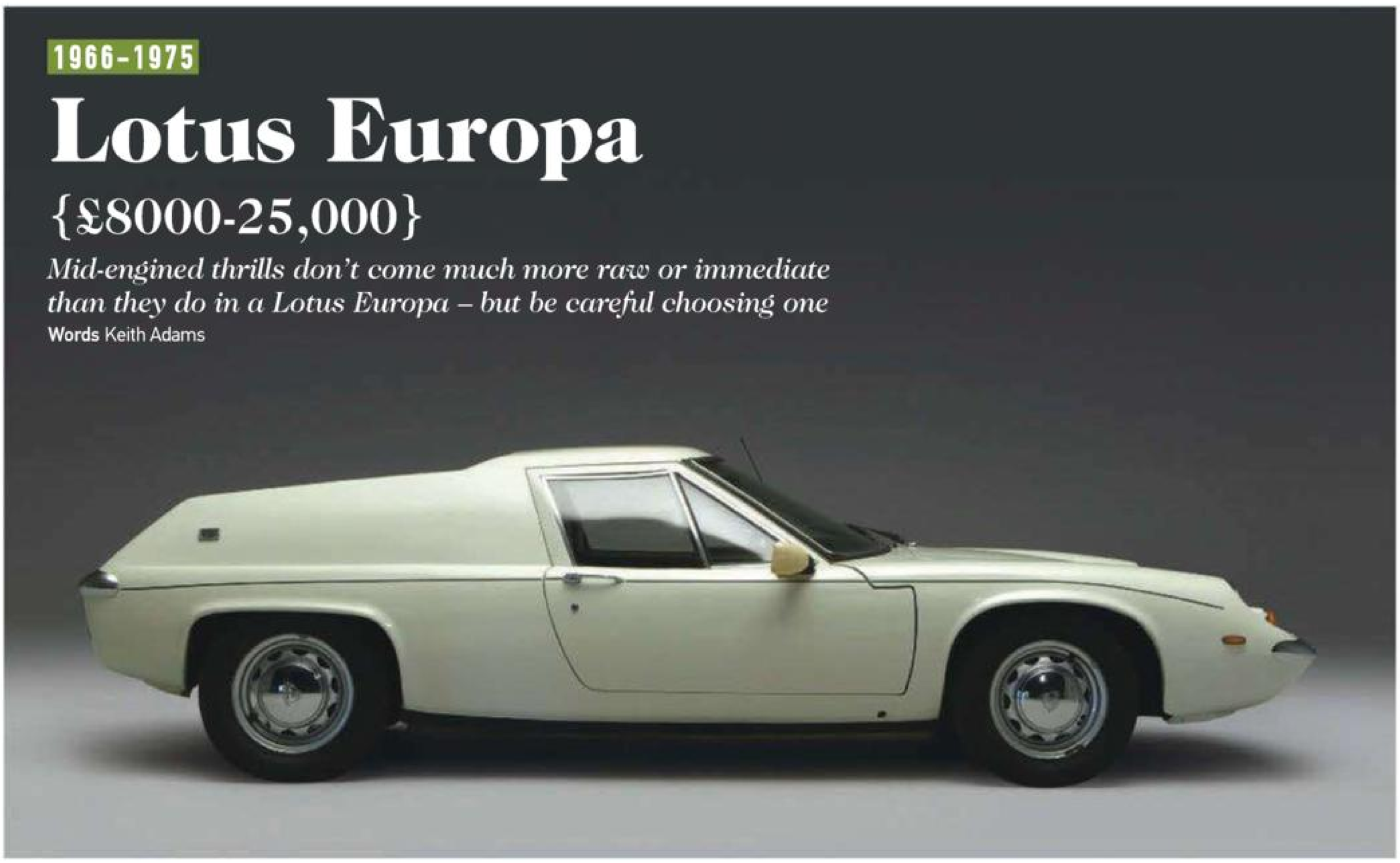
1966–1975

Lotus Europa

{£8000-25,000}

Mid-engined thrills don't come much more raw or immediate than they do in a Lotus Europa – but be careful choosing one

Words Keith Adams



Introduction

It's a curious car, the Lotus Europa. When we're asked to think of mid-engined pioneers, the usual Italian suspects are at the top of the list. It's the same with significant cars from Lotus – Elan, Esprit and Elise will be up there. But who – honestly – would think of the original Europa?

And yet Colin Chapman's vision of a mid-engined sports car for the masses is one of the most interesting cars ever to have emerged from Hethel. The engineering that made the Europa feasible was fiendishly clever – in effect, the Elan's backbone chassis was turned round, and the front-wheel-drive power-pack from the Renault 16 was installed behind the driver's head.

It was packaged in a sleek glassfibre body that stood at a mere 1067mm (42in) tall, and slipped through the air with the minimum of fuss to make the most of the original car's modest 78bhp.

Sadly, it wasn't as cheap as Chapman would have liked, and that led to unfavourable performance comparisons with its similarly priced counterpart, the Elan Sprint.

But straight-line speed was never the Europa's *raison d'être*; instead, it was all about F1-style handling. A well-driven Europa will reward the driver with effortless acceleration and roll-free cornering. Undoubtedly the later 105bhp Twin Cam is the car to have, but that's not to downplay the honest charms of the Renault-powered cars. In short, they're all gems.

Just make sure you buy a good example.

Market view

Being something of a forgotten hero in the Lotus back catalogue, the Europa's values lag behind those of the Elan.

'There's lots of focus on Lotus classics right now,' says specialist and Lotus expert Paul Matty. 'Many people are looking at Lotus thanks to the upcoming 50th birthday of the Elan, and increasing interest in classics in general. And that has led to a gentle rise in values in the last couple of years, with the promise of more to come.'

Club Lotus chairman Alan Morgan cites another factor in pricing: the cost of restoration. 'In the UK, the bottom line for an engine, chassis, interior and body restoration on a Europa is £10-15k, so it's understandable why there are still a good number of projects around – and why the good cars out there still command such a premium.'

And that they do. The top Specials will regularly fetch £25,000-plus, but 'serious investors are moving in', according to Paul Matty. 'I have seen £35k for an absolutely concours car,' he adds.

In the mid-range, the S1 cars have all but disappeared, and many Renault-powered cars have had their engines replaced by twin-cams. (Note: our photos show a Renault-powered S2 *apart* from the engine picture, which is of a twin-cam.) Realistically, S2s represent the entry point, and for usable cars, expect to pay £8000-10,000. For the more sought-after Twin Cam that rises to £10,000-20,000. As for projects – around £6000 for a car worth saving.

The Europa that still continues to attract the most interest – and therefore commands a healthy premium – is the Special, especially when in black and gold JPS-style paint livery. £25,000 is a typical upper value on this – though, as Paul Matty says, concours cars go for considerably more.

'Be careful to make sure any JPS you're looking at is original,' say Alan Morgan. 'The only way to be sure is to cross-reference the chassis number either with the factory or Club Lotus.'

History

1966 Lotus Europa is launched, initially for sale in European markets only. Powered by the well-proven Renault 1470cc engine and clothed in a GRP body bonded to a steel chassis. The following year sees the arrival of the S1A and B, with removable windows and wooden dashboard.

1968 S2 goes on sale, with the same 1470cc engine but also electric windows, new interior and dashboard, and a bolt-on body (which makes restoration easier). In UK from 1969.

1971 Europa Twin Cam hits the market, with the 105bhp, 1558cc Lotus-Ford engine. Redesigned body with better rearward visibility and new Renault gearbox introduced. Twin fuel tanks and brake servos are now part of the spec.

1972 Europa Special introduced. Big Valve cylinder head increases power to 126bhp, with a five-speed version of the new Renault gearbox fitted. A total of 3200 Specials are built.

1975 Production ceases after a total of 9230 Europas of all types have been made.

In a nutshell

'You're buying the chassis first and the car second,' says Paul Matty. And the reason for that is simple: corrosion. An outwardly nice-looking glassfibre body can disguise all manner of rust in the backbone chassis, and the best option for peace of mind in the future is a new chassis.

Paul says: 'There are three desirable types to look for – Spyder Engineering, Banks Europa or a genuine Lotus one. For investment value, the Lotus item is the best one to have.' It's interesting to note that Spyder now sells a chassis to suit a modern Ford Zetec engine conversion, too.

Places to check for corrosion are the fuel tanks, seatbelt mountings, front and rear chassis mounts, and the rear trailing links. And anywhere where the body is in contact with the chassis.

Don't under-estimate the importance of good paint, and doors that haven't dropped. There is no way of properly repairing a glassfibre body without significant expenditure (often more than for a steel body), so watch out for stress cracks and crazing in the gel coat. Dropped doors are repairable thanks to the availability of new hinge pins from Banks, but it's a difficult job to sort out.

Suspension requires regular maintenance – oil at the front – but is not expensive to put right if there are issues. 'If there's play, and the suspension has been rebuilt, it could be that it's not been put together properly. All assemblies must be Loctite'd in place.'

Ride height, damper quality and steering alignment are absolutely essential for the best ride and handling. A rose-joint conversion is a positive bonus.

The Lotus-Ford twin-cam is a well-known quantity and all parts are readily available, with extensive specialist support. Do listen for noisy cam chains and tired bottom ends, and watch for oil leaks. Parts are not so readily available for the Renault engine, but it's a tough old unit, and most 1470s will have been replaced by 1565cc units. Cooling is critical, so check for signs of overheating and the condition of the radiator.

Gearboxes can be weak and need regular care and attention. 'But it will never feel like a modern 'box, even with everything aligned,' Matty says. Linkages take a tortuous route through the car, and sometimes adjustment can drastically improve change quality. Earlier S1s and S2s benefit from the fitment of the Twin Cam's driveshaft set-up – again a bonus if it's been done.

Interiors are prone to damage from leaking windscreens, so look closely at the wood veneer dash and under the seats. Electrics can be fragile too, but that's mainly down to poor earthing.

Conclusion

The Europa rewards keen drivers with excellent handling and uncorrupted steering. Once fully sorted, it shouldn't be any less reliable than any of its mid-engined opposition. The main advice is to buy the very best you can afford, keep on top of its maintenance... and enjoy.

1972 LOTUS EUROPA TWIN-CAM SPECIAL

ENGINE
1558cc four-cylinder, DOHC, twin Dellorto carburettors
POWER
126bhp @ 6000rpm
TORQUE
113lb ft @ 5500rpm
STEERING
Rack and pinion
SUSPENSION
Front and rear: double wishbones, coil springs, telescopic dampers, anti-roll bar
BRAKES
Discs front, drums rear
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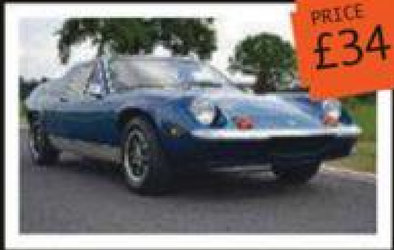
Cars for sale

Below are examples of cars for sale both privately and at dealers in the UK and elsewhere.



1974 Europa Special
Hilton & Moss, UK. Dry-stored in California, US-spec car, 5600 miles from new, original unrestored condition.

1972 Europa JPS
Paul Matty, UK. Number 16/100, recent and comprehensive restoration of a car unused since 1985. Original paperwork included.

1971 Europa Twin Cam
Paul Matty, UK. Recent thorough restoration using replacement Lotus chassis, leather interior.

1972 Europa Twin Cam
UK Sports Cars. 48,000 miles from new, original paint, engine rebuild in 2004, fully serviced and MoT'd.

1972 Europa Twin Cam
UK dealer. 90,000 miles from new, recent respray in Gold Leaf colours, comprehensive service history.

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// Classic car insurance advertising **page 224**

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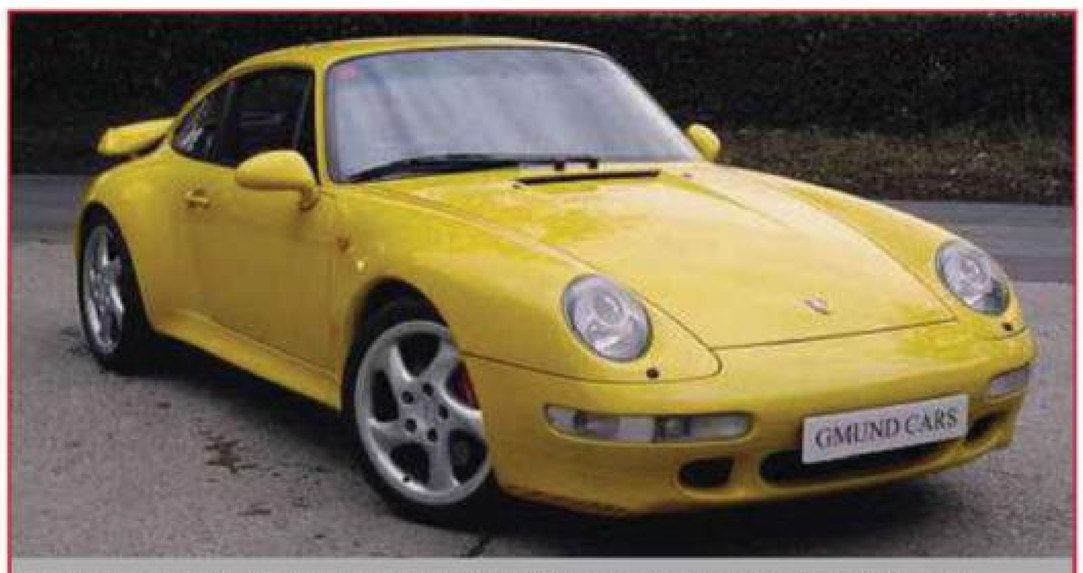
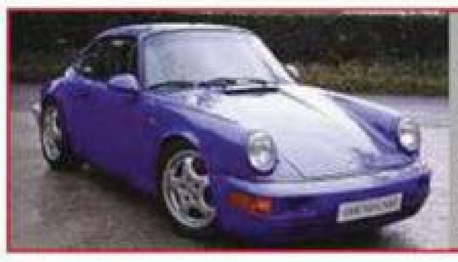
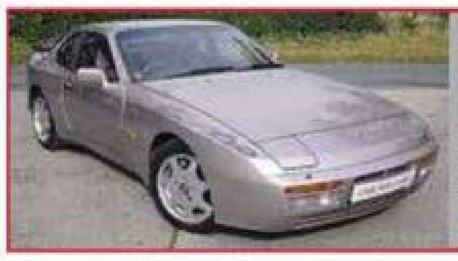


1997 Porsche 993 Turbo 430 BHP, 35k miles finished in special order RUF yellow and full black leather sports seats, sun roof, air con, factory X50 pack, OBC, full and detailed service history from new **£59,995**



1992 Porsche 964 RS, UK RHD car, 53k miles, Maritime Blue with triple grey Recaro seats, Matter roll cage, full and detailed service history records, correct Magnesium wheels **£69,995**

1989 Porsche 911 Carrera Targa, 55k miles, Guards Red with black leather, electric sports seats, 6" and 8" Fuchs alloys, full and detailed service history records **£17,995**



1988 Porsche 944 Turbo S (Silver Rose) 98k miles, Silver Rose metallic with Studio Plaid cloth, UK RHD car, correct wheels, LSD, very good condition car with lots of history **£8,495**

1985 Porsche 911 Supersport, 37k miles finished in Grand Prix White with Dark Blue leather/cloth interior, sun roof, full electric comfort seats, a very genuine low mileage factory Supersport that has spent most of its life in a collection **£27,995**

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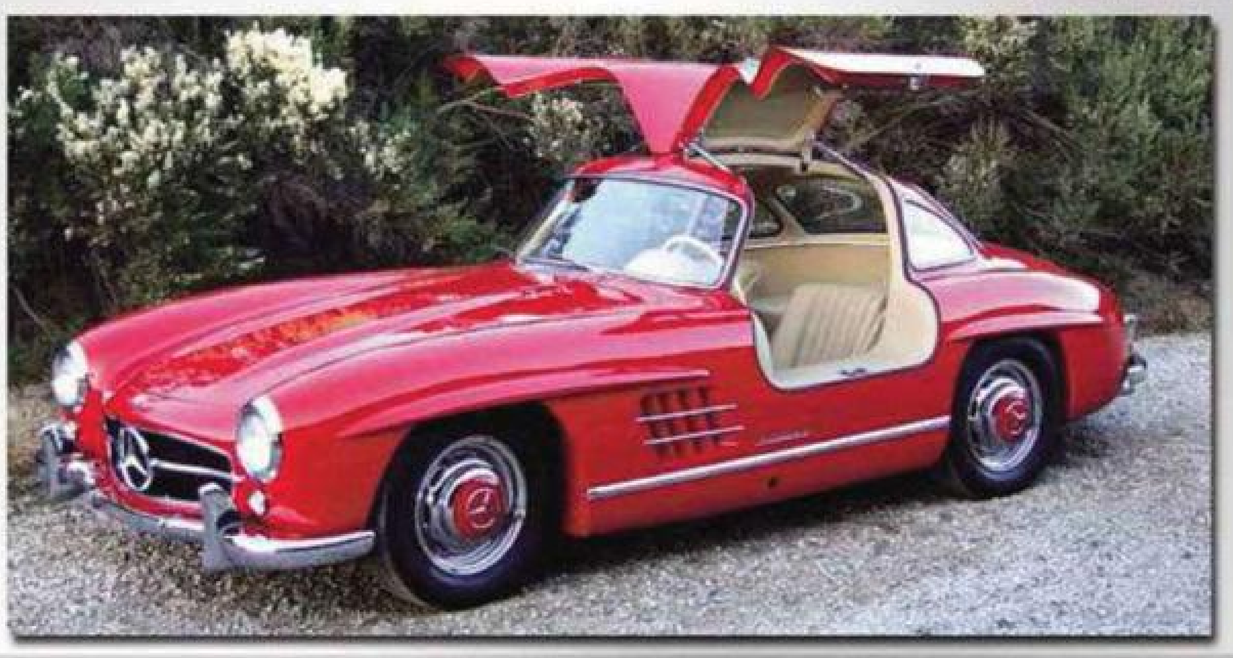

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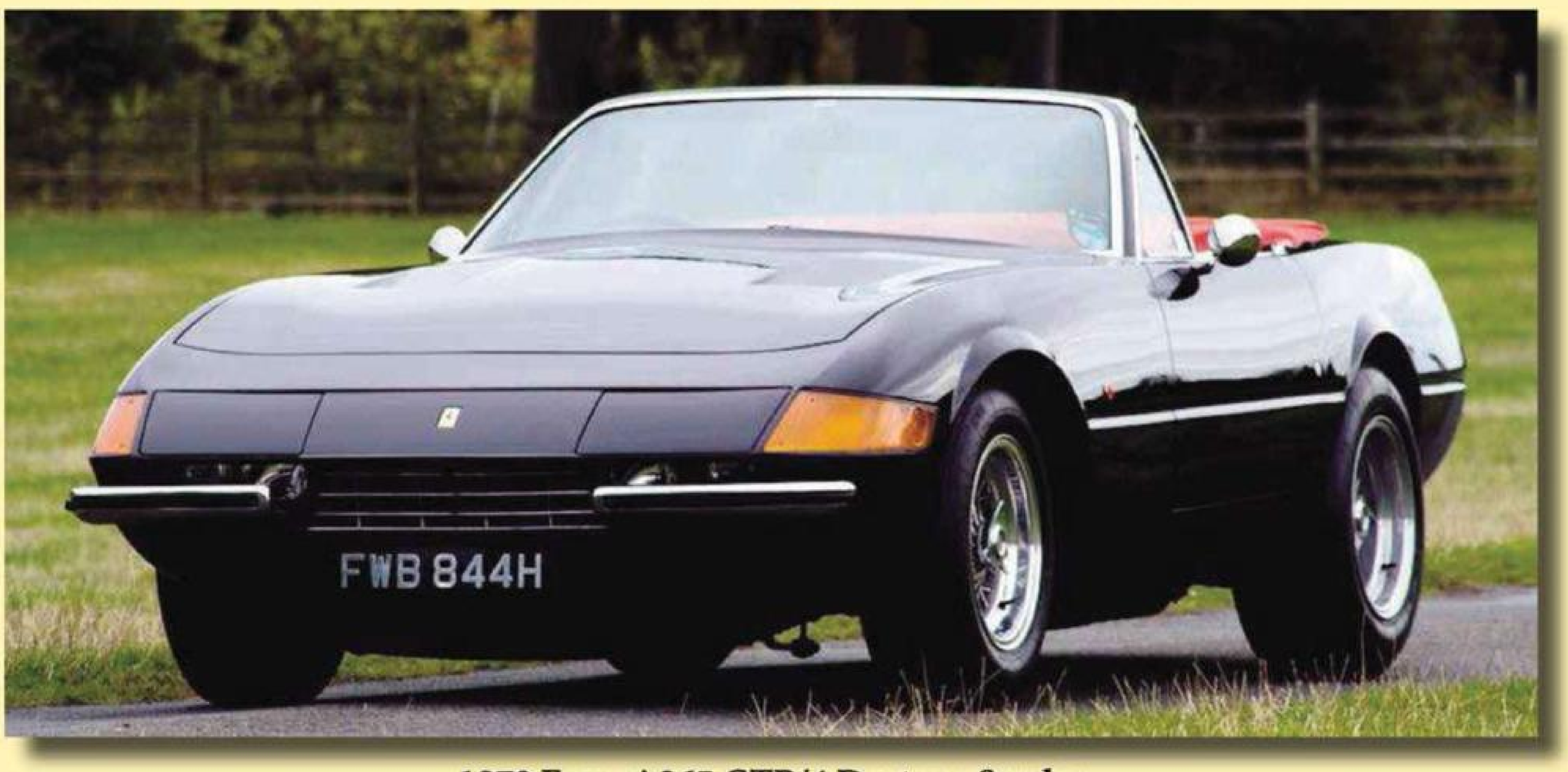

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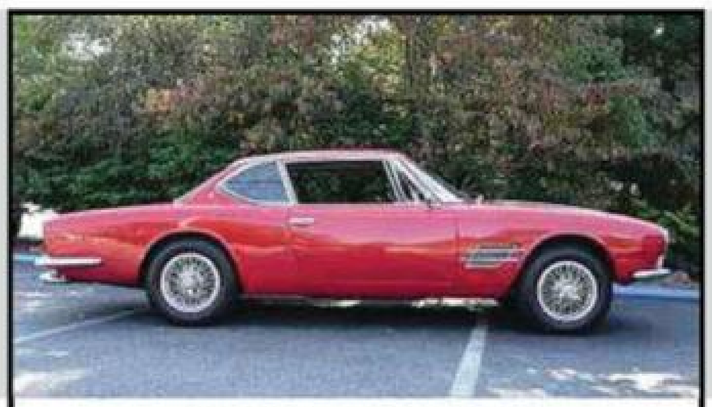

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A sampling of our inventory appears below. Each will be thoroughly prepared in our workshops so that only your enjoyment, rather than further attention will be required upon delivery. Their pricing is regularly reviewed and adjusted where appropriate, so that they may provide, in light of superior condition, excellent value as well. Your inquiries, trade proposals, and visits to our premises, if only to share enthusiasms, are all most welcome.

LSCX729- 1963 Silver Cloud III. Mason's Black, Beige hides, original Radford cocktail lockers w/flasks & glasses, 9 piece fitted luggage set in mint condition. 38,383 miles, complete pedigree w/many RROC trophies. UNQUALIFIEDLY THE FINEST ORIGINAL UNRESTORED SILVER CLOUD III AVAILABLE ANYWHERE IN THE WORLD.

BC3LDJ - 1958 Bentley S-1 Continental Park Ward DHC. 1 of 31 left drives 1955-59. Masons Black, Red Connolly hides, Black Everflex power top. Never damaged So Calif. delivered example (1957 L.A. show car) restored 1st & only time early 1987 @ 76,065 miles, in careful hands since. Present upgrade to our standards.

BC49LBG- 1957 Bentley S-1 Continental Park Ward Sports Coupe 1 of 33 left drives. Pewter over Velvet Green, Buckskin hides. Late engine & braking specification, correctly ducted upgraded air conditioning. Correct handbook, original PW Coachwork Instruction, complete tools. Delicious handling & performance.

1CX63514 - 2002 Bentley R420 Mulliner "Widebody" Continental Coupe. 420+ hp Turbo. #19 of 18 (no #13). Black, Black hides, nicely optioned. Exceptionally strong 20,235 mile example.

LCSC75C- 1966 Silver Cloud III MPW DHC- #46 of 49 left drives built. Masons Black, Red genuine (no longer available) Connolly hides. ex-Saudi Arabian Royal Family, efficient A/C fitted by ourselves 1980. Very straight well restored delightful performer, warranty available.

BC1LB - 1953 Bentley R-Continental HJM Fastback Masons Black, Tan hides. Left drive, 4 speed center shift, lightweight seats, factory 4.9 litre engine upgrade. Late 1980s body-off restoration, multiple RROC Trophies in trunk. Correctly ducted a/c as NY Show car installed 1997. Exciting performer. Warranty available

JTL15652- 1988 Aston Martin Vantage Volante "Widebody" DHC Arctic White, Maroon hides, White roof. Automatic transmission, power top. 10,178 one owner miles, complete records from new.

2CX01777 - 2002 Bentley LeMans "Widebody" Coupe. 420+ Hp Turbo. 1 of 10 specially ordered examples. Black, Duotone Autumn & English Tan hides, chrome wheels, quad exhaust tips, Green faced LeMans Edition gauges & more. 12,706 miles.

DB6/2387/LNK 1966/67 Aston Martin DB6 Vantage Radford Shooting Brake. Aubergine, remarkably preserved original Tan Connolly hides, factory air conditioning, original left hand drive. Copious documentation. Likely the only one available anywhere.

ADDITIONAL INVENTORY - PARTIAL LISTING

1939 Bentley 4¼ MR Series Overdrive Van den Plas Drophead (convertible). Disassembled interrupted restoration. Available as is or completed to suit

1965 Rolls Royce Silver Cloud III Mulliner Park Ward Flying Spur - 1 of 18 left drives, Fresh Velvet Green lacquer, Beige genuine VM3234 Connolly hides.

1965 Silver Cloud III- Old English Cream. Tan hides

1996 Rolls Royce Silver Spur Thank You. Sold **agnolia hides piped Tan. Optional steel unpadded roof, Birdseye maple veneered wrap over waist rails and door panels. 19,029 two owner miles.**

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LSGT253- 1964 Silver Cloud III Shell Grey over Garnet, Maroon Connolly hides. Exceptional well prepared 42,906 mile Southern corrosion free example w/ extensive service files. Written comprehensive mechanical warranty available (for US delivery).

XCX01561 - 1999 Silver Seraph V-2 Sedan. Black Sapphire (the deepest Blue imaginable) Autumn hides. 35981 two owner miles. Exceptional specimen, entry level pricing.

BC118LXA- 1963 S-3 Continental H.J.Mulliner Flying Spur Alloy Sports Sedan. One of 20 left drives built. Shell Grey over Black, Red hides. 2000 RROC National First Prize Winner still in wonderful order. 74,154 miles, written comprehensive mechanical warranty available.

BC16LAF- 1956 Bentley S-1 Continental Park Ward Sports Coupe. 1st of 33 left drives, ex-Jack Warner. Antelope over Garnet, Tobacco hides. 1st & only restoration of an undamaged car by ourselves 1988-89. Original split bench seating, very efficient roof ducted air conditioning incorporated. Warranty available.

1CX62609- 2001 Bentley Azure-400 Hp Turbo. Arctica White, Magnolia hides piped Autumn Tan to match the roof. Chrome 18" Mulliner wheels, blond woods w/ stainless winged "B" motifs to waistrails, embroidered headrests. Supplied by ourselves to it's 2nd owner October 2006 @ 7,250 miles, exclusively maintained by us since. 17,990 miles to date, great opportunity at a fraction of its original $350,000+ cost.

LSWC68- 1960 Rolls Royce Silver Cloud II H.J.Mulliner 7504 DHC. Shell Grey, Scarlet hides. Undamaged very nicely optioned Southern California delivered example, entirely original except for a high quality respray and an older radio exchange. Books, tools air conditioning, tachometer and first owner's fitted suitcases intact. Usable, or a good restoration candidate.

107TA - 1935 Phantom II All-Weather DHC. Black, Red hides. Show quality older restoration of a spectacularly beautiful one- off automobile.

LSGT133- 1964 Silver Cloud III- Steel Blue, original Scarlet Connolly hides. A wonderfully preserved, undamaged factory air conditioned one owner "survivor" w/ complete service files, tools, original books & warranty & a photo of the debarkation from HMS Queen Elizabeth when new. Amazing find, warranty available.

LSED345- 1957/58 Silver Cloud I H.J.Mulliner Style 7410 DHC One of 12 left drives built. Exeter Blue, Surf Blue hides piped Navy to match the power top. 4 pieces of period Antler luggage fitted. Wonderful performer, written mechanical warranty available.

2CX01001 - 2002 Bentley Azure - 400hp Turbo Magnolia, Oatmeal hides, exceptionally elegant 8,032 "no stories" well serviced example. Warranty available.

LSCX387- 1963 Silver Cloud III H.J. Mulliner DHC 1 of 25 genuine left drives built. Circassian Blue with Dark Blue top & Cream hides. Older no-expense spared restoration of an undamaged factory air conditioned example still in remarkable order throughout. 65,276 miles, fine collector pedigree. Written mechanical warranty available.

LSGE492 - 1959 Silver Cloud I HJ Mulliner Style 7410 Alloy DHC. Cashmere Beige, Cream top & hides, Tan piping. Late example of 12 left drives built with all mechanical upgrades. Unbroken pedigree. Unqualifiedly the finest available anywhere. Warranty available.

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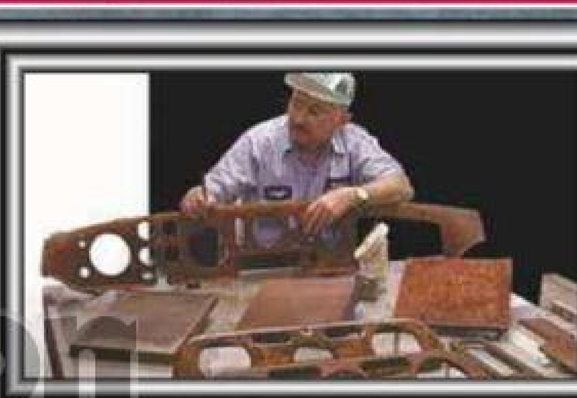

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SS100 - Please call for further details of our current stock of genuine 3.5 litres and 2.5 litre cars.

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JAGUAR XK 140 DROPHEAD, RHD - Imperial Maroon / Beige hide and carpets, 16" chromed wire wheels, subject of a total restoration 15 years ago, maintained by ourselves since. Excellent example.

JAGUAR XK 140 DROPHEAD - RHD - Black / Red hide and carpets, Black hood, 16" chromed wire wheels. An original U.K supplied car that was the subject of a total chassis off restoration. Full matching number example in superb condition.

JAGUAR XK 140 DROPHEAD, LHD - Imperial Maroon / Parchment hide and carpets, Parchment hood. 16" chromed wire wheels. A genuine MC car with full options from new. Chassis off restoration just completed. Superb example.

JAGUAR XK 140 ROADSTER, RHD – Dark Blue/Dark Blue hide and carpets, Dark Blue hood, 16" chomed wire wheels. Subject of a total J.D Classics chassis off restoration to J.D Sport specification. Touring specification C-Type engine, sandcast carbs, 5 speed gearbox, limited slip differential, servo disc brakes, uprated cooling system. Power steering, uprated electrics, burr walnut dashboard, J.D Sport extended cockpit for tall drivers etc etc. Superb example built to the highest standards.

JAGUAR XK 140, ROADSTER MC, LHD - Imperial Maroon / Beige hide and carpets, Black hood. 16" chromed wire wheels. Subject of a total chassis off restoration, 5 speed gearbox, C Type cylinder head. Superb matching number example.

JAGUAR XK 150 'S' 3.8 LITRE DROPHEAD, RHD - Dark Blue/Grey hide, Dark Blue carpets, Dark Blue hood. 16" Stainless Steel wide rim wire wheels, original UK supplied matching numbers car. Total JD chassis off restoration to JD Sport specification, touring specification engine, 5 speed gearbox, adjustable sports suspension, sports brake system, uprated electrics, power steering, handmade stainless steel exhaust system. Uprated engine cooling, Inertia reel seat belts, solid billet alloy fluid reservoirs, etc,etc. One of the best restorations you will see on an XK Jaguar and its useable in everyday traffic.

JAGUAR XK 150'S' 3.8 LITRE DROPHEAD LHD - Black/Red hide and carpets, Tan hood. 16" chromed wire wheels. Subject of a total chassis off restoration to the highest standards. One of 19 factory built cars, full matching numbers. Exceptionally rare.

JAGUAR XK 150'S' 3.8 LITRE ROADSTER, LHD - Cornish Grey/Red hide and carpets, Black hood 16" chromed wire wheels. Original matching numbers and factory colour specification. **ONE OF 14 LEFT HAND DRIVE 3.8'S' ROADSTERS**. Chassis off restoration. The rarest XK.

JAGUAR XK 150 3.8 LITRE DROPHEAD, AUTOMATIC, RHD - Indigo Blue, Grey hide and carpets, Dark Blue hood. 16" chromed wire wheels, subject of a total chassis off restoration to original specification. One of 5 factory 3.8 litre automatic cars. Excellent example.

JAGUAR XK 150 3.8 LITRE DROPHEAD RHD - Aston Martin Racing Green / Green hide and carpets, Dark Green hood. 16" chromed wire wheels, subject of a total chassis off restoration 7 years ago. Fitted with J.D. Sport 5 speed gearbox, power steering and uprated brakes. Superb example.

JAGUAR XK 150'S' 3.4 LITRE DROPHEAD, RHD - Pearl Grey/Red hide and carpets, Black hood. Original UK matching number car, original factory specification throughout. The rarest XK Drophead, one of 37 cars produced in right hand drive, original service history and full ownership history from new. Excellent example.

JAGUAR XK 150 3.4 LITRE DROPHEAD, RHD - Cotswold Blue / Beige hide and carpets, Black hood, 16" chromed wire wheels, 2 owners from new, full history including documented service history. Subject of a total chassis off restoration, 5 speed gearbox, power steering, J.D Classic full detailing just completed. Excellent example.

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JAGUAR MK1 3.4 LITRE SALOON, RHD - Black/Red hide and carpets, Black wire wheels. An original 18,000 mile unrestored car in exceptional condition. Inspected and updated by JD Classics in 2010. Please contact us for further details.

JAGUAR MKII 3.8 LITRE JD SPORT SALOON, RHD - British Racing Green/Parchment hide with Green piping, Parchment carpets. Competition chromed wire wheels. Total JD Sport restoration to customer specification 8 years ago, maintained by ourselves since. Upgrades include touring specification engine, 5 speed gearbox, power steering, alloy radiator with electric cooling fan, adjustable suspension, digital climate control, green tinted glass, JD Sport front seats, inertia reel seat belts, full leather interior etc. Featured in JD brochure. Fantastic example. Please contact us for full specification.

JAGUAR MKII 3.8 LITRE SALOON, RHD - Opalescent Silver Grey / Red hide and carpets. Competition stainless steel wire wheels, many J.D. Sport upgrades including touring specification engine, 5 speed gearbox, power steering, uprated suspension and brakes. J.D. Sport seats, parking sensors, heated front and rear screens etc. Stunning example.

JAGUAR E-TYPE SERIES 1 3.8 LITRE ROADSTER, LHD - Sherwood Green/ Suede Green hide and carpets, chromed wire wheels. Early flat floor outside bonnet lock car. Total restoration to orginal specification, factory hardtop. Stunning.

JAGUAR E- TYPE SERIES 1 4.2 LITRE ROADSTER, RHD - Opalescent Light Blue/Red hide and carpets,Dark Blue Hood. Original UK supplied car with matching numbers, chromed wire wheels. Subject of a total restoration with photographic record, uprated brakes. Excellent example.

JAGUAR E-TYPE SERIES 1 4.2 LITRE ROADSTER, RHD - Carmen Red/Light Tan hide and carpets,Black hood. Original UK supplied car with matching numbers, chromed wire wheels. Full restoration 16 years ago, last owner for 22 years. Very sound example.

JAGUAR XK 150 3.4 LITRE DROPHEAD, RHD - British Racing Green / Green hide and carpets, Dark Green hood, 16", wide rim colour coded wire wheels, total chassis off restoration to JD Sport touring specification, updates include touring engine, 5 speed gearbox, alloy radiator, uprated brakes, uprated suspension, handmade stainless steel exhaust system and exhaust manifold, power steering, alternator, burr walnut dashboard and door cappings etc. 1000 miles since completion. Stunning car.

JAGUAR XK 150 'S' 3.8 LITRE FIXED HEAD COUPE, RHD – Black/Tan hide interior, 16" wide rim chromed wire wheels, original UK supplied matching numbers car, original colour specification. 2 owners since new. Full JD body restoration, re-chrome and bare metal re-paint just completed, superb original interior. Very rare example, ideal touring car.

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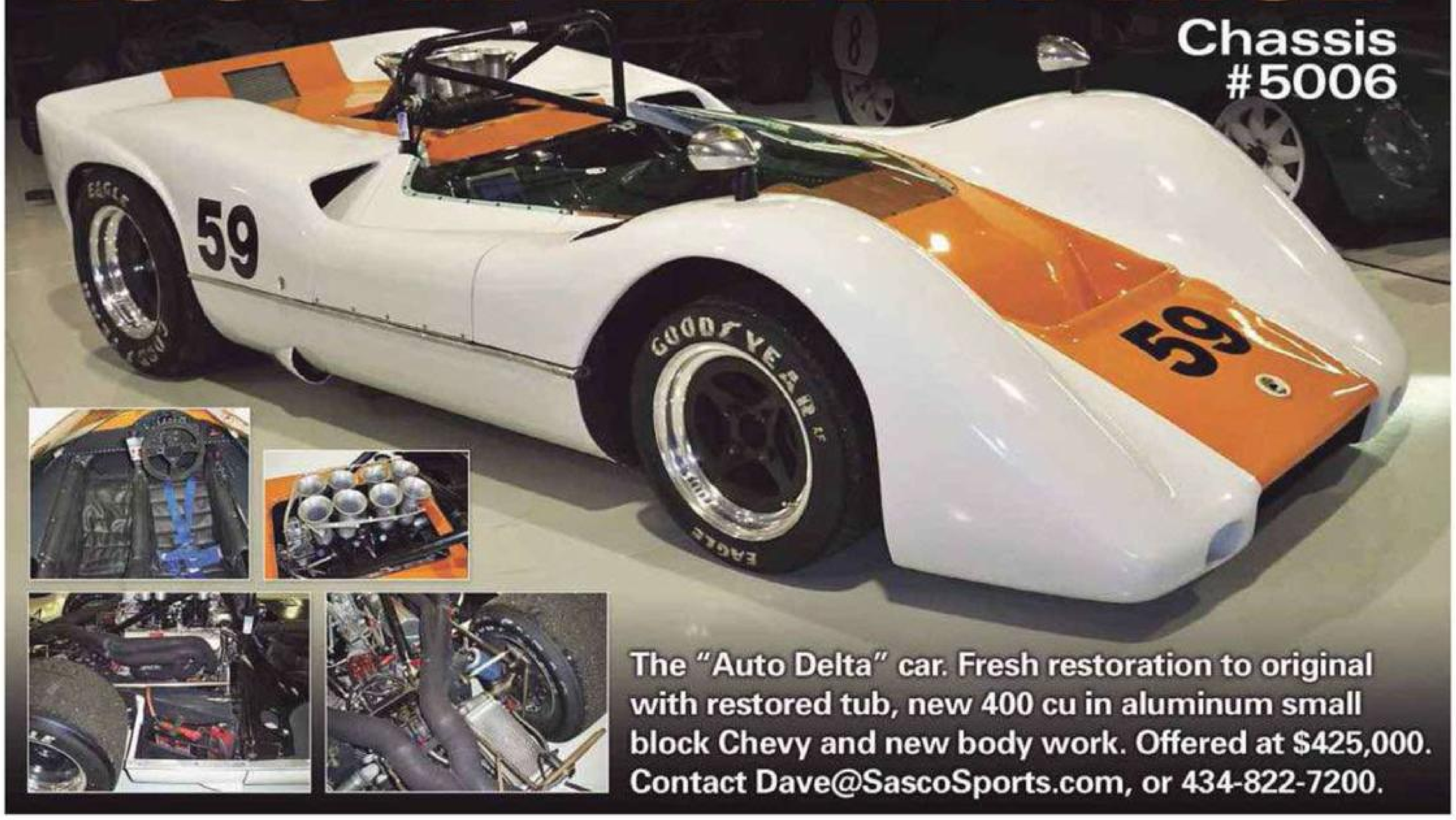

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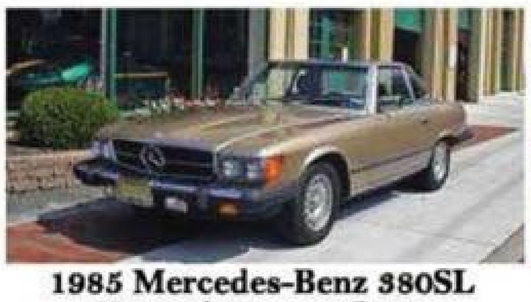

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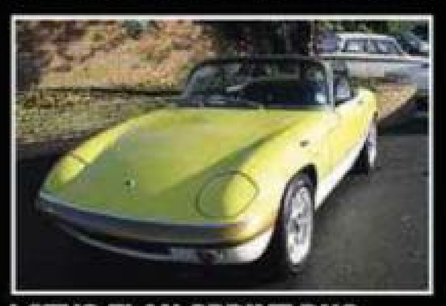
LOTUS ELAN S2
1966. Lotus Yellow with black interior. This car was the subject of a major restoration including a Lotus galvanised chassis, re-trimmed interior, new dash board, unleaded head conversion and much much more. A lovely example of this increasingly rare model.....£36,950



LOTUS ELAN SPRINT DHC
1971 'Sprint 5' spec. Your chance to own a very well known and documented car. All mechanical parts meticulously restored and discreet modifications to make this car a dream to drive. Built for foreign touring, it is superbly reliable. Just waiting for next year's 50th celebrations....£36,950

LOTUS ELAN S4 DHC
1970. This car comes with a detailed history of its rebuild, including a Lotus galvanized chassis, a Lotus five speed gear box, a Sprint engine rebuild by Eamonn Swords, a complete body refurbishment and much more. An astonishing car in every way. Must be viewed to be appreciated.....£28,950

LOTUS ELAN S4 FHC
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LOTUS ELAN S4 DHC
Well known, nicely prepared hillclimb, sprint and road car. Excellent history file. Benefiting from a very strong 1760 TC, Mag gear box, LSD, 26R spec chassis, etc. It is an extremely well presented, forgiving, competitive car. Ready for work at a fraction of construction costs....£23,950

LOTUS EUROPA JPS
Ltd Edition. Number 16 of 100 produced. This car has had a fantastic restoration, just completed. The car has been in pieces since 1985. The car is complete with original service voucher book and MOTs. Finished in the usual black and gold with sumptuous oatmeal interior and all the hard bits to find are present on this car.
.....£29,950

LOTUS ELITE
1962. This car is finished in stunning British Racing Green metallic paintwork with a Silver roof and contrasting tan full leather interior. The engine was rebuilt less than 5,000 miles ago. It was lightened, balanced and gas flowed to give excellent performance along with a ZF gear box. The car is beautifully presented throughout and must be seen to be fully appreciated.....£36,000

ELISE S
05/0515,000 miles from new with FSH and a recent C service. Lotus Silver bodywork with Navy Blue leather interior, Sony radio/CD, electric windows, central locking, factory fitted CAT1 alarm. Due to the mileage, this car is virtually unmarked and must be one of the best available.....£15,995

ELISE S
03/53 Just 24,000 miles from new. Silver paintwork with black leather interior, radio/CD, electric windows, central locking, Cobra Cat1 alarm. In exceptional condition.....£13,950

ELISE 111S
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Genuine UK supplied Vantage, finished in Storm Red with black leather interior. Matching numbers car with the desirable "Oscar India" interior, with wood veneer inlays, and the more powerful V580 Vantage engine.

2004 **Aston Martin Vanquish**
Price: **£69,995** I Mileage: **20,000**

Mid 2004 manufactured car, which makes it a series "11/2". It therefore has many of the "S" features such as glass starter button and larger brakes. Serviced by Aston Martin Works. Superb condition.

1989 **Ferrari Testarossa LHD**
Price: **£94,995** I Mileage: **626**

Concours LHD example finished in Rosso Corso with light tan leather interior. Part of a private collection, maintained but not driven, for 21 years. It has covered a total of 1002 km (626 miles) from new.

1975 **Ferrari 365 GT4 BB**
Price: **£104,995** I Mileage: **46,000**

One of only 67 365 BB's imported into the UK, and one of only five finished in exquisite "Blue Chiaro". Lovely history file, with continuous provenance from new and a total mileage of 46,000. Feature car in December's C&SC article.

1967 **Maserati Ghibli 4.7 LHD**
Price: **£82,995**

Within the first 30 Ghiblis made having been constructed in 1967. Finished in factory colour of silver metallic with black leather. Original matching numbers. Subject of recent total restoration to engine, mechanicals and bodywork. Pristine.

1962 **Jaguar Mk2 3.8**
Price: **£36,995** I Mileage: **125,000**

Original factory RHD 3.8 manual overdrive Mk2, with heritage certificate. Subject of much restoration and upgrade work, documented in the history file. Excellent condition.

1990 **Lamborghini Countach Anniversary**
Price: **POA** I Mileage: **815**

UK supplied, 1 owner from new, RHD Countach with only 815 miles from new. Finished in Rosso with Grigio leather, piped Rosso. Comes complete with unused tool kit, all books and keys, and original factory driving gloves. Total re-commissioning in our workshop. Drives perfectly.

1971 **Range Rover**
Price: **£24,995**

Very early example of the original "Range Rover" - now highly prized and sought after; this car has had a "body-off" restoration, fully documented with photographs, and featured in the September 1995 edition of Land Rover International magazine.

1974 **Rolls Royce Corniche Convertible**
Price: **POA** I Mileage: **57,000**

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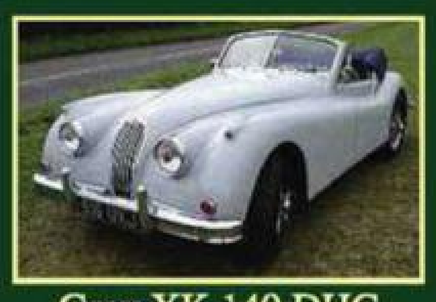

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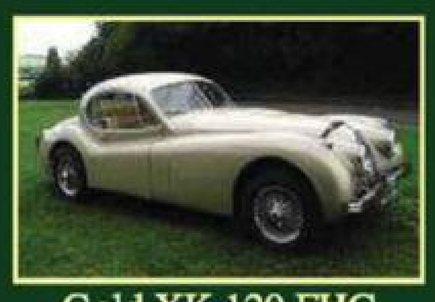

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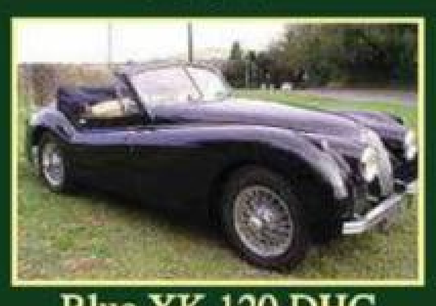

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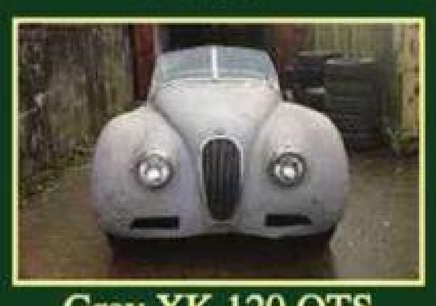

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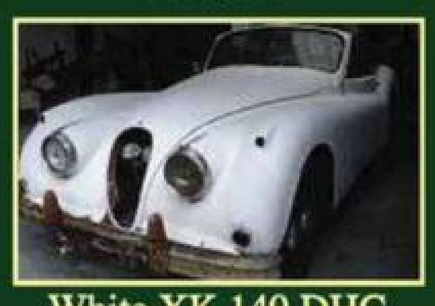

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1976 MORGAN PLUS 8 LIGHTWEIGHT FIA £69,950

This exceptionally rare Plus 8 is number 16 of only 19 factory lightweights. Meticulously prepared by the same owner/driver for 15 years, it has an extensive history file including all its race entries, programmes, and FIA papers.

1971 TVR VIXEN (COMPETITION PREPARED) £16,950

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1968 LOTUS ELAN S4 FHC £POA

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JAGUAR XJ 220 – LHD

Colour Silver metallic, grey leather interior. Original delivered in Belgium, now on Dutch registration. One owner car. This car has only 7400km and is in perfect condition.
POA

Bentley Azure - LHD – 1997

Colour black with beige interior. Car has 84000km. New delivered to Spain, now on Belgian registration. The car is in perfect condition.
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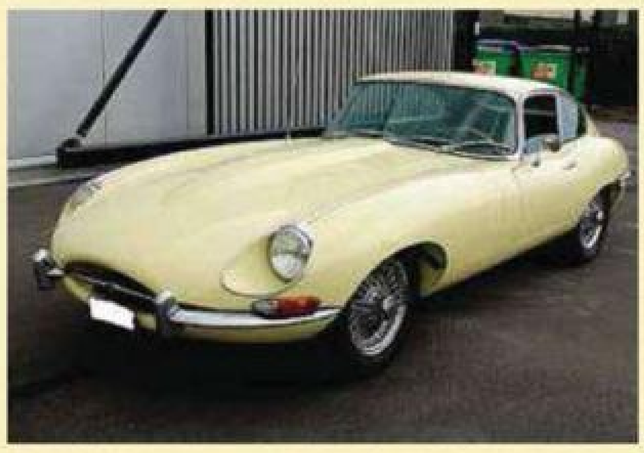

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JAGUAR MK II REVIVAL - 4.2 - LHD - 1964

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The car did only 1000 km since restoration.
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Porsche 911 – LHD – 1974

This car is completely rebuild to RSR specs. All light weight, roll cage. Turbo body used. With special suspension and wheel. Engine 3.6 tuned +/- 300HP , 50PMO carburetors, double ignition, 915 gearbox
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Bentley Continental GT – LHD – 2008

This car has only 24000km and is in new condition.
Dark grey metallic with black interior.
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Morgan Plus 4/II – LHD – 1993

This is a very rare original LHD Chassis nr. T8866. 38431 km. In very good condition.
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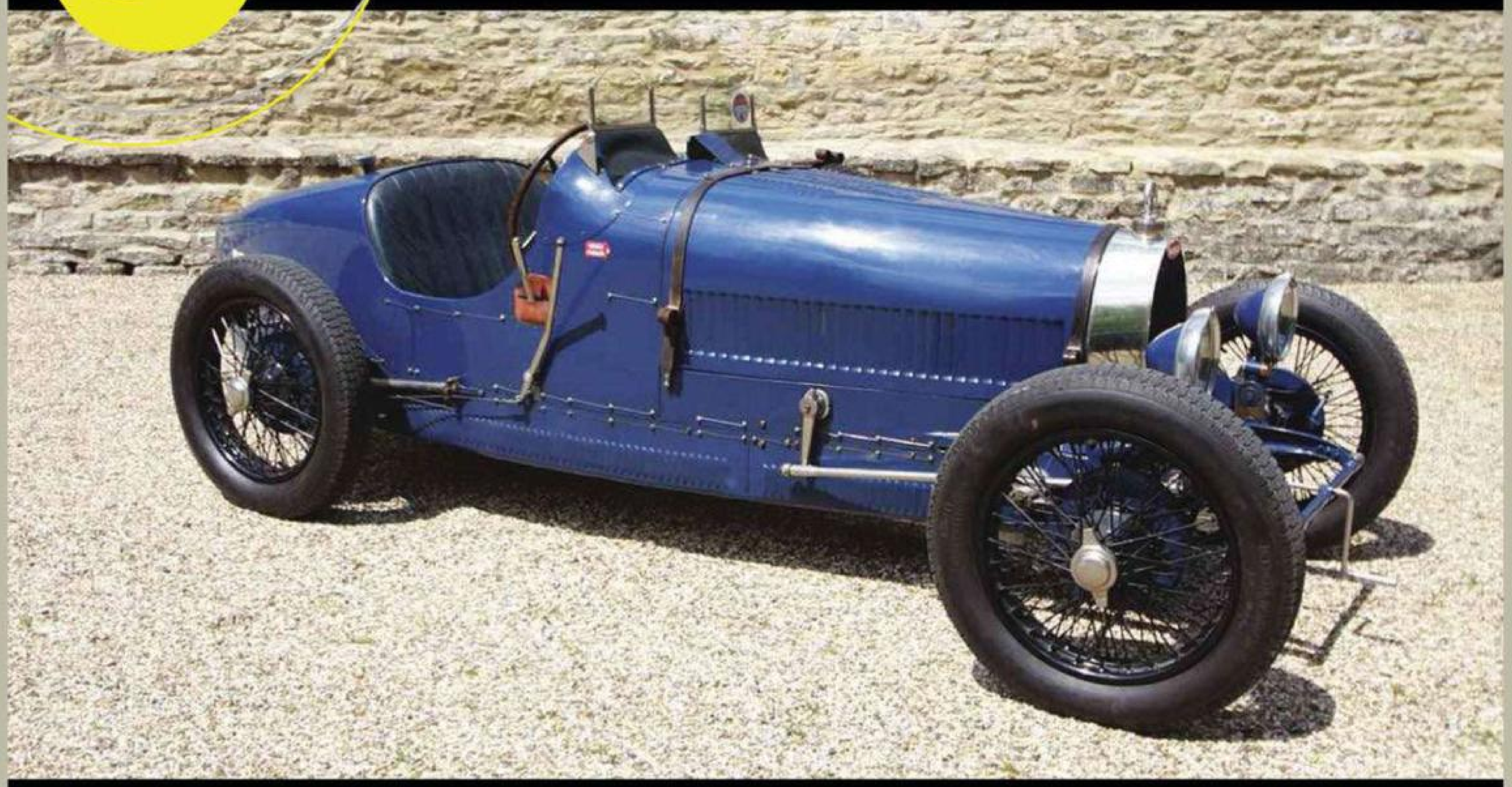

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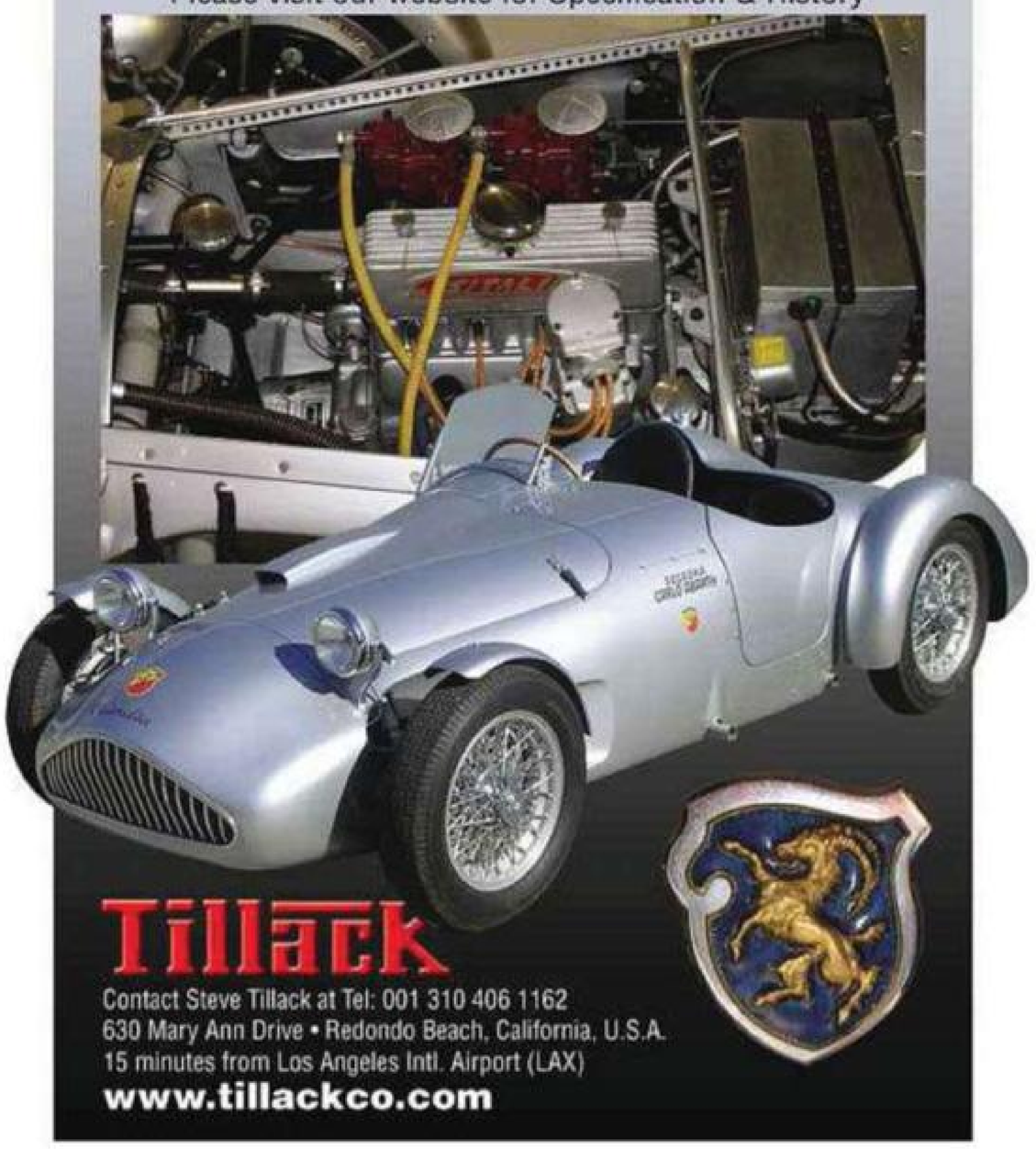

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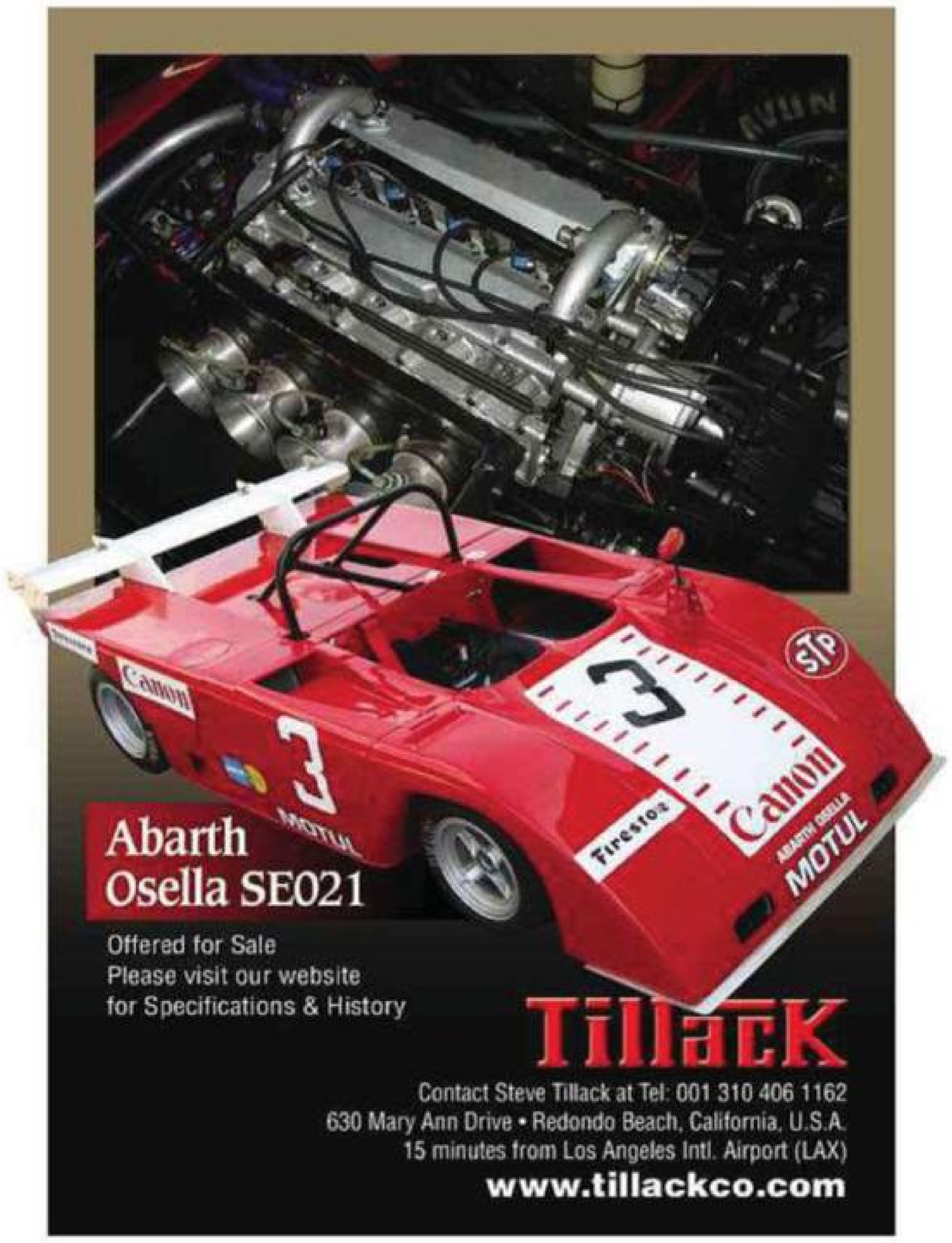

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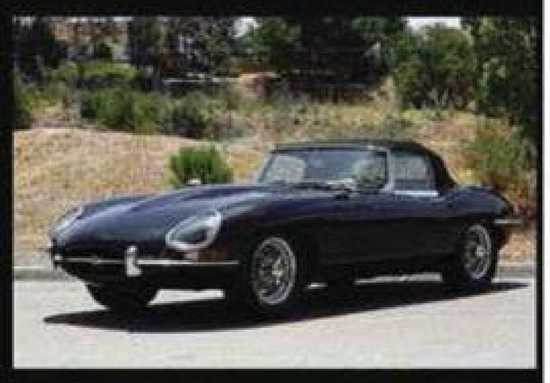

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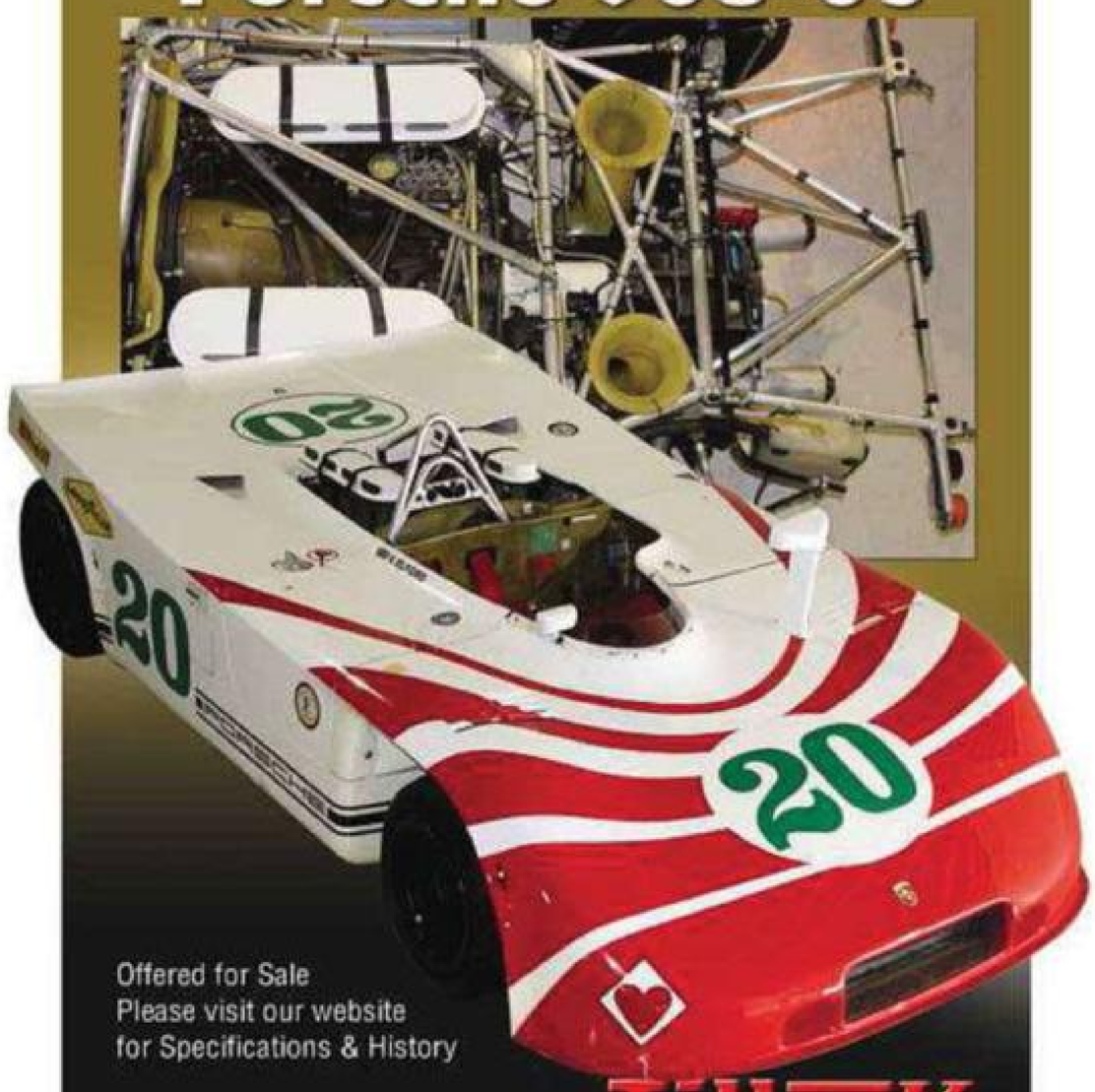

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Rosso Bordeaux w/black, S/N 15741, only 10,500 miles from new, original interior, 2010 bare metal repainting by Paul Russell and Company, 2011 detailing/sorting, original manuals, tool roll and jack.

1971 MERCEDES BENZ 280SE 3.5 CABRIOLET
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1966 FERRARI 275 GTB / 6C
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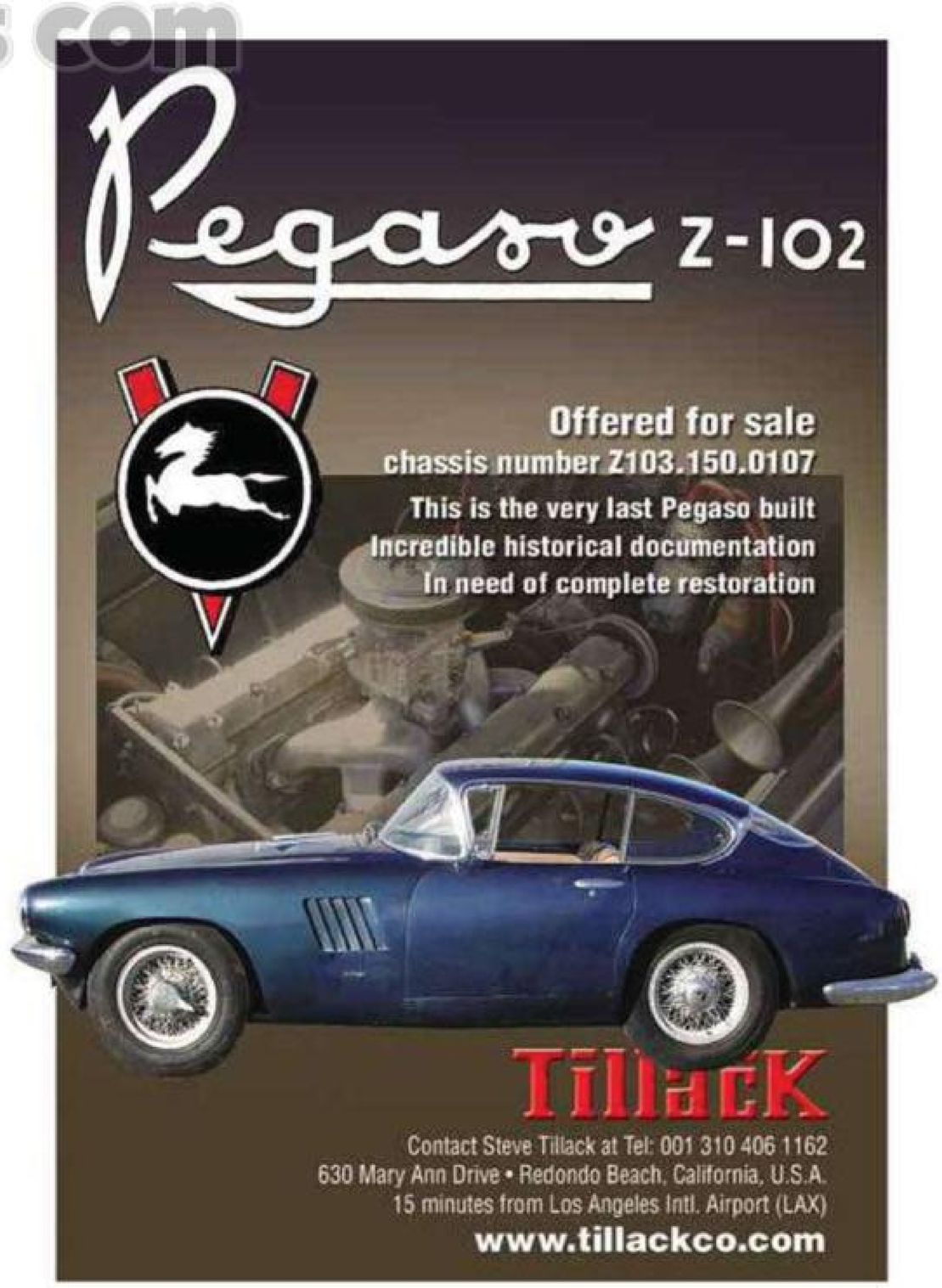
1958 FERRARI 250 GT PF CABRIOLET SERIES I
Pinin Farina cabriolet Series I, S/N 1179 GT, 36th of 40 built, 1959 Geneva Motor Show stand car, factory covered headlights, factory hard top, matching numbers.

1959 MERCEDES BENZ 300SL ROADSTER
matching numbers, ex-Steve Marx, fresh servicing by Mercedes Benz specialist Jim Cosgrove's Old Timer Restoration Center, tool roll, jack.

1967 AUSTIN HEALEY 3000 BJ8 MKIII
2.9 litre in-line 6 cylinder engine, 4 speed gear box with electronic overdrive, the last year of production, superb restoration by Healey expert Kurt Tanner.

Pegaso Z-102



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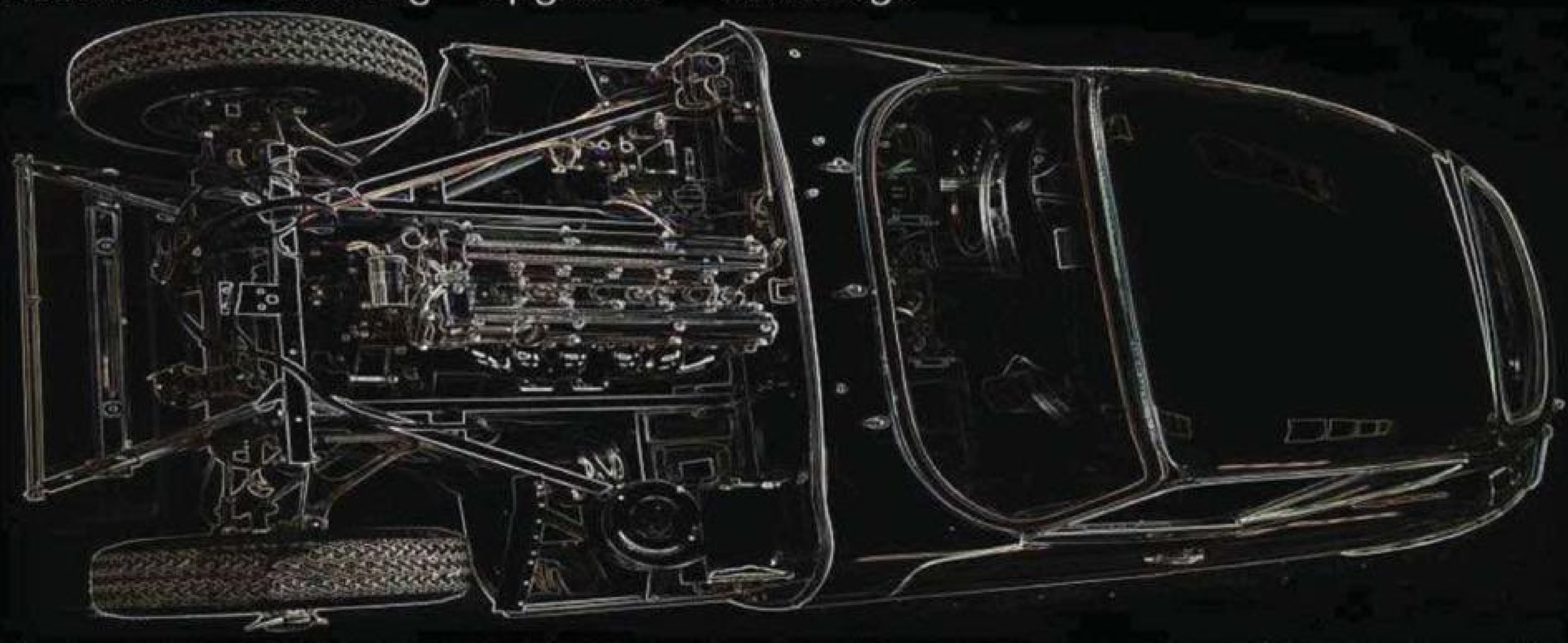

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1955 Bentley R Type Continental 4.9 Series Manual
by H.J. Mulliner

Finished in Tudor Grey with blue hide interior.This extremely rare and desirable 4.9 R Type Continental was the Geneva Show car in 1955 and has had just 3 owners from new, the last, a renowned surgeon, has owned this limited 'D' series for no less than 43 years. The engine was overhauled a few years ago and has covered little mileage since. Please call for an information pack.

1924 Bentley 3/8 litre
known as 'The Ghetto Blaster' with trailer

This eye watering 3/8 Bentley was built some 18 years ago from 3 litre chassis number 299 by well known Bentley engineer Neil Davis, it has competed in many historic races both in the UK and Europe. The Bentley has VSCC buff form and has successfully campaigned in many Bentley Drivers Club race events and is well known within the club. It competed in Spa in 2000. The dry sumped 8 litre engine was completely rebuilt in 2009 by Stuart Fearnside of FS Racing and comes with cycle wings, spare wheel and is suitable for road or race events. Currently MOT'd and taxed. Featured in Ray Roberts book "Bentley Specials and Special Bentleys" page 465.

1947 Bentley MKVI convertible
by Park Ward

Finished in Regal Red with Champagne hide interior, rare and elegant short winged version with encased spare wheel in offside wing. Extremely rare model of a very limited edition, fully restored £89,950 for immediate sale In my 43 years of dealing in all types of exotic Rolls Royce's and Bentley motor cars I have never seen a Bentley Park Ward convertible the same as this or even similar to this. Possibly it is unique example and a must for the serious post war Bentley collector.

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AC Ace-Ford 2.6 Ruddspeed

37 built by AC Cars Ltd from 1961-63; this is effectively No. 38. Chassis and registration IDs from a 1951 AC saloon. All mechanical components are early 1960s, inc Stage 5 Ruddspeed engine giving c180bhp. ROD LEACH'S 'NOSTALGIA'. Tel: +44 (0)1992 500007 (Herts), email: rodleach@waitrose.com (T).

AC Cobra 427 MkIII S/C Continuation

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1993 AC Cobra Lightweight (RHD)

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1981 Alfa Romeo GTV6 Alfetta

Rare early series 1 RHD Alfetta GTV6 finished in black with beige cloth interior. Garaged in France since 2009 and on French plates with two years MoT/CT. Fabulous 2.5 V6 engine which sounds glorious and has benefited from an overhauled fuel injection system. Gearbox is very good, with slight crunching of second gear when dead cold, but once warmed up is fine. Bodywork good – older restoration. 110,000 miles. £2250. Visit www.octane-magazine.com for details.

1960 AC Ace

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1930 Alfa Romeo 6C 1750 GS

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1929 Alfa Romeo 6C 1750 SS

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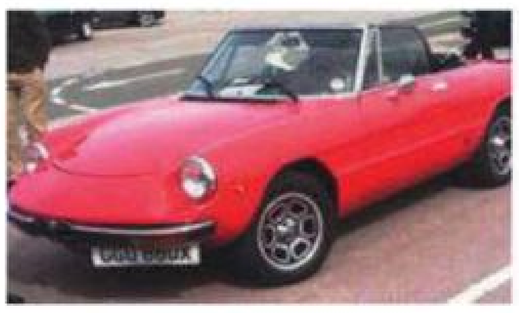
1978 Alfa Romeo Alfetta 2.0 Saloon

National Alfa Day June 2006 Concours d'Elegance Class Winner. This very rare car is a pristine example having been completely restored over a 13-year period. Since then it has covered only 1000 miles. I have owned it from new. £6500. For photos, visit: http://tinyurl.com/3xjru3. Tel: +44 (0)20 8657 8319 (Surrey).

2001 Alfa Romeo GTV 2.0 TS Lusso

Black with leather interior. MoT until February 2012, taxed till end of November. All previous MoTs and full service history. Recent bills for over £3000. Excellent condition for age, has been very well looked after. New tyres, exhaust, suspension etc. Priced to sell at £1600. Call Dave on +44 (0)7798 525167 or +44 (0)1376 325826 (Braintree).



1982 Alfa Romeo 2000 Spider Veloce

Extensive works to engine, running gear, upgraded suspension, steering box and more, all done by Benalfa Cars. Around 10k miles completed since. Recent hood and seats by TJ Coburn. Centre console tatty but interior generally good with a woodrim steering wheel. Superb stereo with Bluetooth and amp in rear. Almost new replica Momo Vega alloy wheels with new tyres. Car will have 12 months' MoT when sold. This has been a totally reliable car and I have owned it for 12 years and it has been wintered indoors. I am looking for £7500 but am open to realistic offers. Call Simon on +44 (0)7917 671311 or email simon@shop-mate.co.uk.

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1983 Alfa Romeo Alfetta GTV6

Rare spec being ex-Alfa GB. Metallic Black with beige interior. Unique leather dashboard in mustard/gold colour. Original factory air-con and sunroof. 78,000 miles. Owned by me since 1996, although known since 1991 as bought from a friend. Full MoT. Engine fully rebuilt in 1993 with unleaded valve seats. Good, solid, overall condition with extensive history file; well known in local AROC club. A rare car these days with added attraction of interesting early history. Always garaged. Good value for £2250 ono. Call Charlie on +44 (0)7979 742583.

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1987 BMW 3-Series Cabriolet BAUR

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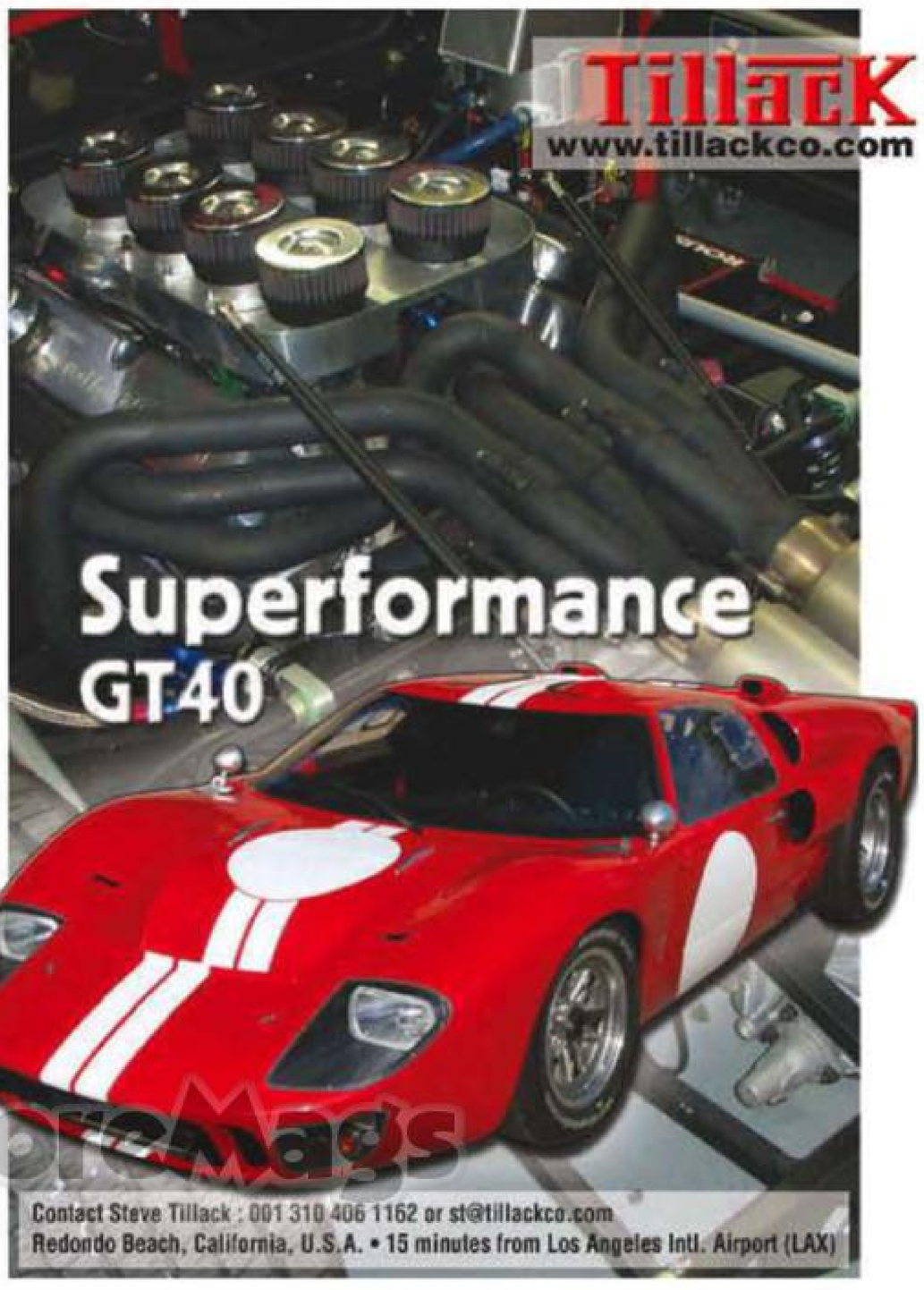

1981 Ferrari Mondial 8
X-reg, 69,000 miles, 3.0-litre, four-seater, Crema leather interior, taxed and tested, fully serviced and cambelts recently done, E/W, remote CDL alarm/immobiliser, alloys, radio/CD, Ferrari Car Cover, starts and drives brilliantly, all electrics working, excellent condition, lots of history including original manuals etc, ready to enjoy, looks fantastic for year, HPI Clear. £12,995. +44 (0)7976 285171 or +44 (0)1274 657070.

1993 Ferrari 348TS
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1997 Ferrari 456GTA
Blue with beige interior. Sports exhaust. 46,000 miles. Average condition. Goes well, drives nicely. A good everyday car. £25,000 ono. For details call Edward: +44 (0)7887 983885.

1981 Ferrari 308GTB
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1983 Mondial 3.0 QV
LHD, approx 53,000 miles. Some service history. Converted for racing during last winter. New rollcage, seat and six-point harness, Lifeline fire system. New clutch. Lowered, stiffened suspension. Momo wheel. Just serviced and ready to race. Eligible Ferrari classic, AMOC Intermarque and more. Original Italian docs. V5. MoT 4/4/2012. £12,500. FOC member. Tel: +44 (0)7944 112858.

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1992 Ferrari 348TS
Red with black interior. 52,000 miles. Manual, left-hand drive. Has had a new clutch, and a new starter motor. It is garaged in Marbella, Spain. £20,000. Visit www.octane-magazine.com for details.

1989 Ferrari 328GTS
Rosso/Crema, 32,750 miles, 15 stamps in service book. Belt-change at 31,500 miles in April '09. Recent front shocks and sports exhaust. MoT to 22/4/12. Runs beautifully and in very good condition. £29,500 firm. Mike Jopp. Tel: +44 (0)1903 893104 (West Sussex); email: mike.jopp@btinternet.com.

2003 Ferrari 360 Spider
Rosso with crema. Mint condition with fully documented Ferrari service history. This Ferrari has the full Hamann body kit and 20in Anniversary2 split-rim wheels by Hamann (cost over £20,000). Photos on request. Phone Ray: +44 (0)1992 815345 or email ray.andsue@hotmail.co.uk

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Jaguar XK120 OTS
An older restoration in very good condition with original specification, originally supplied to the USA, converted to RHD during restoration, a well maintained car that drives as a 120 should £58,000. Tel: +44 (0)2392 570900 (T).

Jaguar XK140 DHC
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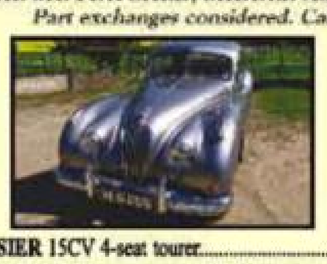

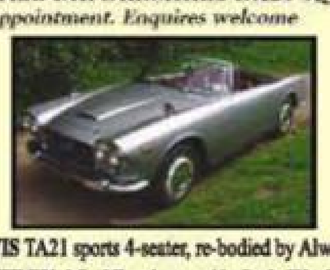

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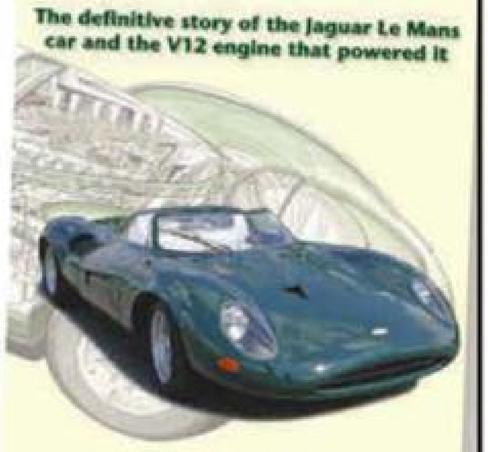

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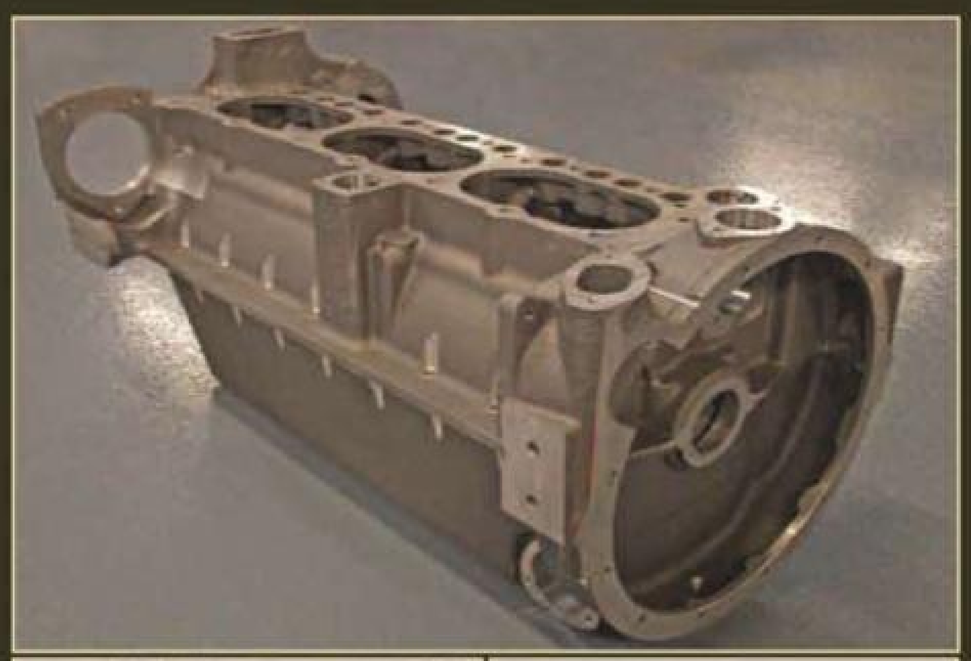

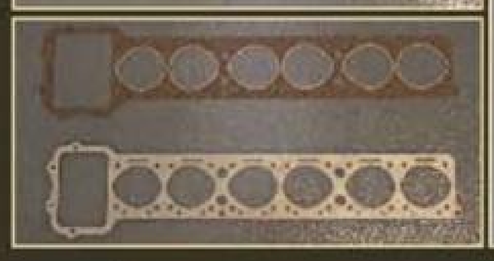

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1939 Lagonda LG6 Drophead

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1995 Lancia Delta Integrale Evo 2

Limited Edition (1 of 220) in Giallo Ginestra. Black interior. I have owned and garaged it for two years. Excellent condition: Keith at Autointegrale has looked after the car and this year fitted uprated clutch, turbo, dump valve and Ferodo pads, and an Autointegrale Eprom (original included in sales) with 3in exhaust. Oil pressure: 7 bar on start and 4 bar at 3000rpm when warm. Previously fully serviced by Walkers. Books, history and receipts, etc. Also four nearly new (2000m) Continental DWS tyres imported from the US: all-season high-performance; they work very well on snow. MoT August '12. 62,000 miles. £22,000. Visit www.octane-magazine.com for details.

1993 Lotus Esprit GT300 GT2 Le Mans Racer

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2003 Mazda MX-5 1.6

Convertible. Green, 75,000 miles, full service August 2011, MoT to August 2012, tax to February 2012. Alloys, electric windows, ABS, immobiliser, cambelt changed at 60,000 miles, two female owners, reluctant sale due to new business. £3000, offers considered. Tel: +44 (0)7793 973236.

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1973 MG Midget RWA 1380cc

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1968 MGC roadster

Beautiful black MGC roadster owned by same person for 32 years. Excellent condition, walnut dash, stainless exhaust, tuned engine, many other extras. A beautiful car for the right person. Kept garaged. 49,000 miles. £15,000. Visit www.octane-magazine.com for details.

1973 Porsche 911

1973 Porsche 911. Originally a UK 1973 2.4E, now presented as a Carrera RS. Successfully competed in the 1980s by Paul Edwards including a Giroflex Championship win. Latterly used as a trackday/fast road car and fitted with a 230bhp 3.2-litre engine. Very well presented and newly MoT'd. £24,995. For this and other fine Porsches visit www.paul-stephens.com or call +44 (0)1440 714884 (T).

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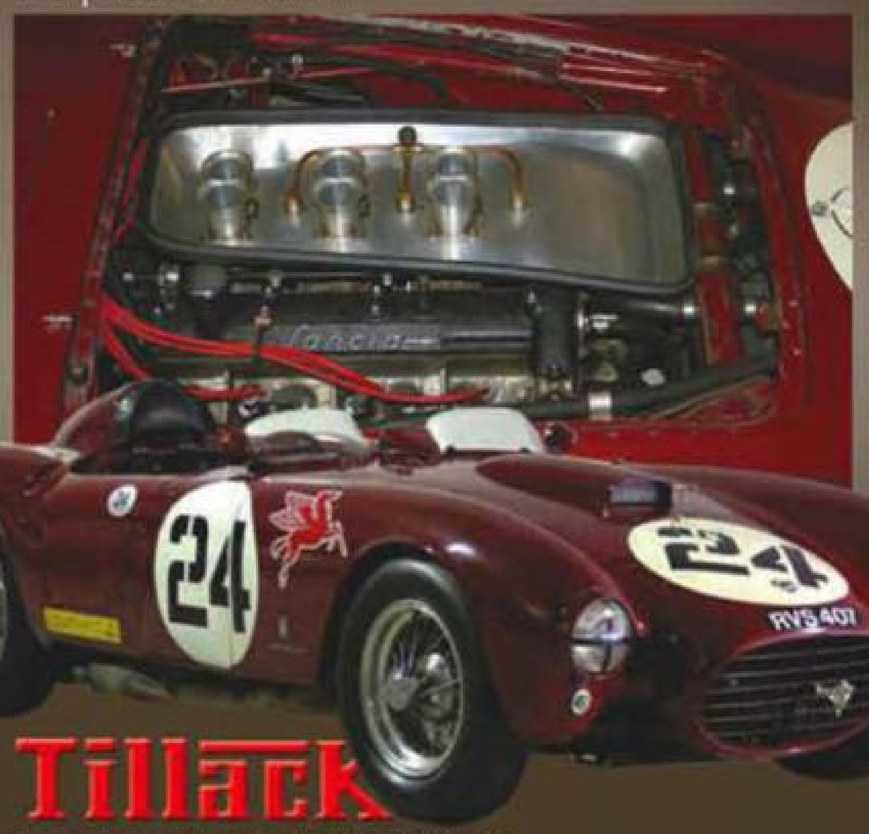

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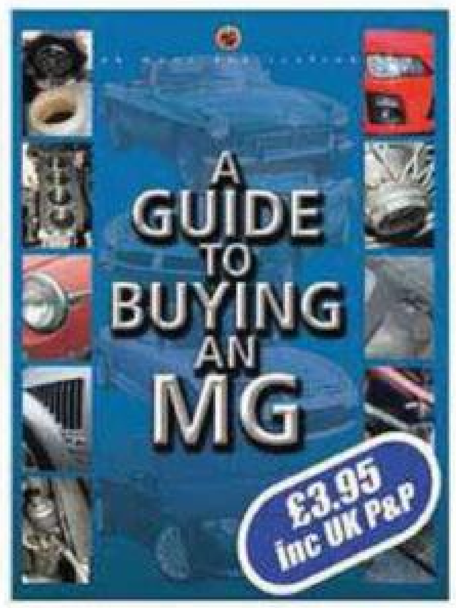

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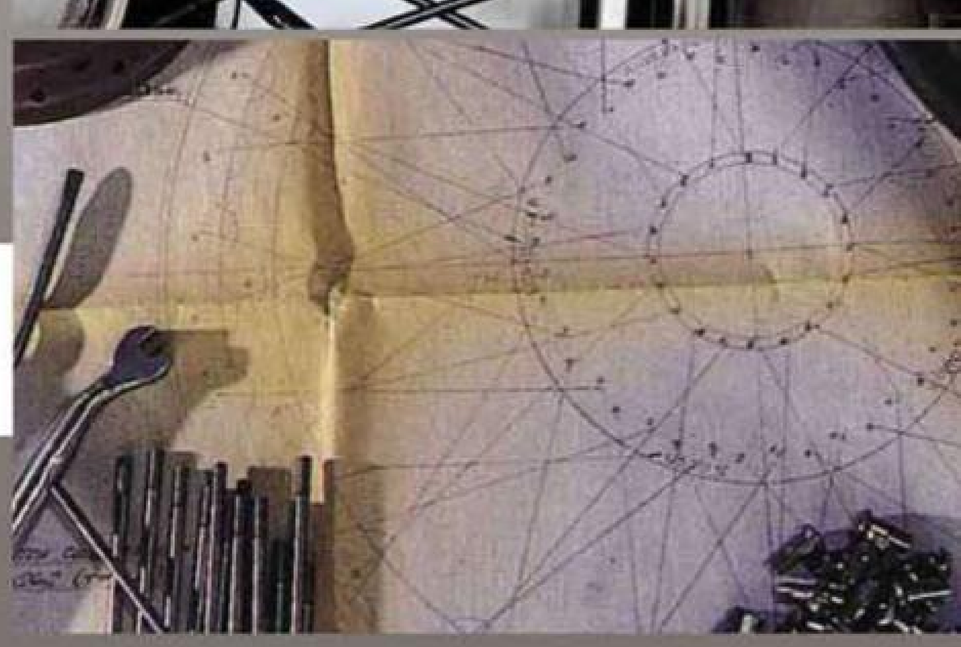

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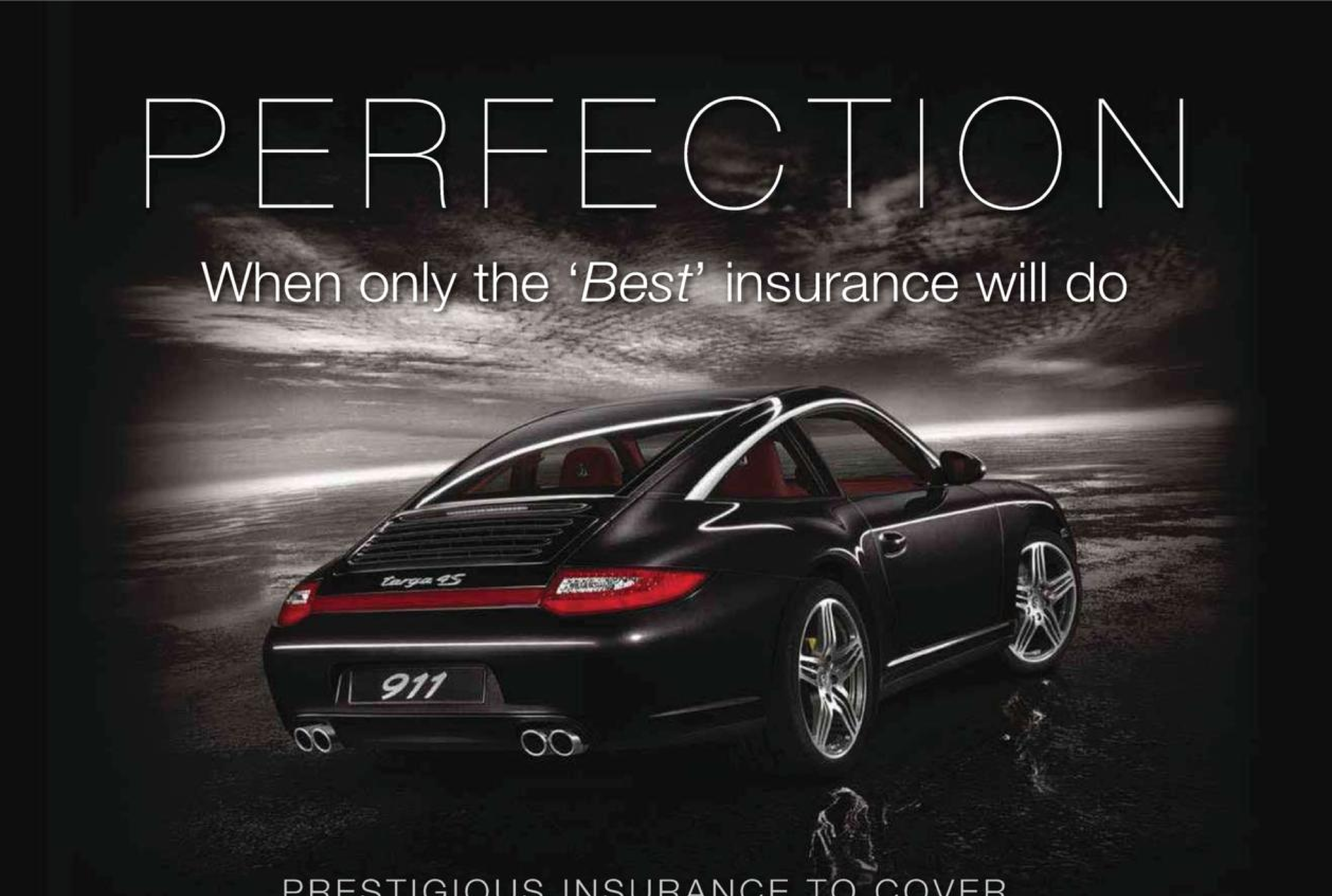

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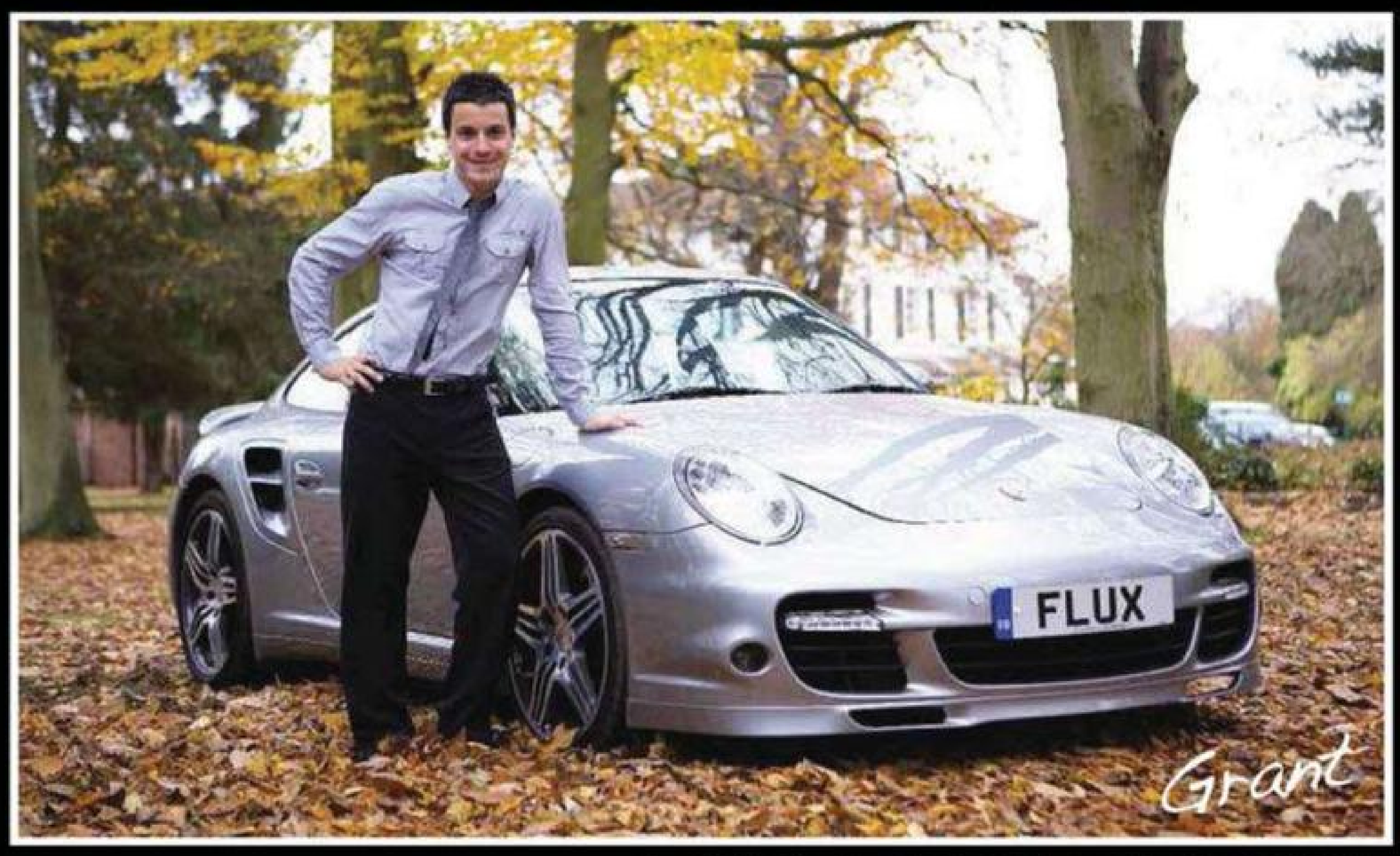

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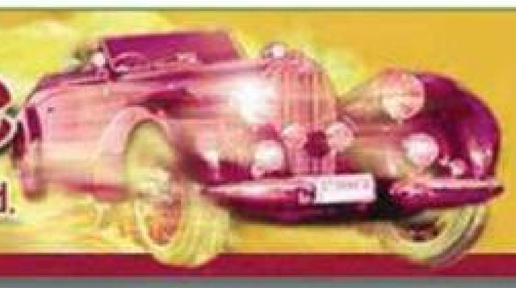

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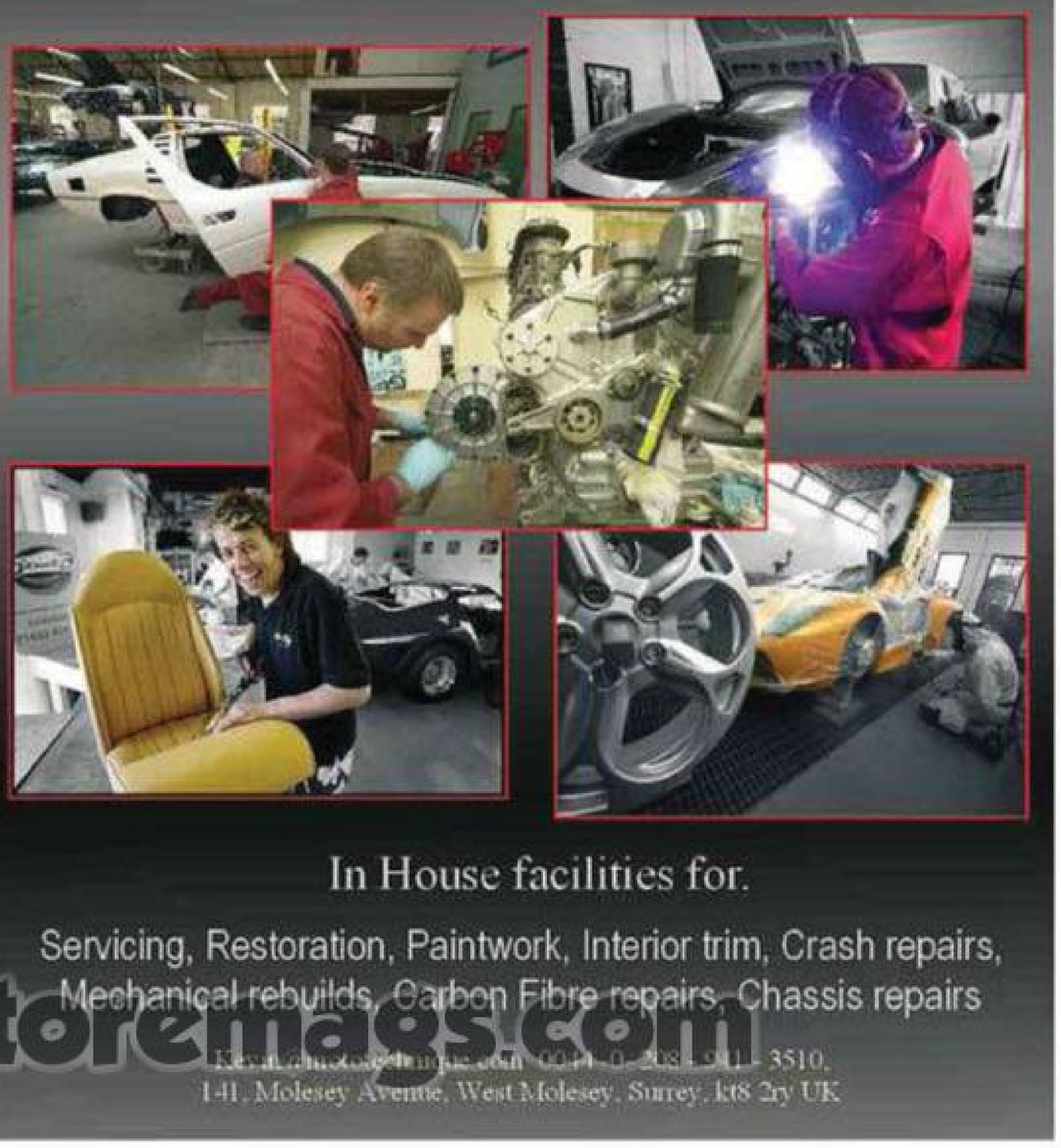

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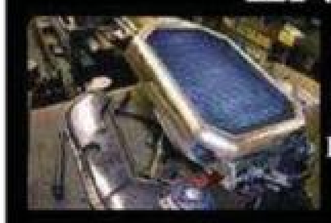

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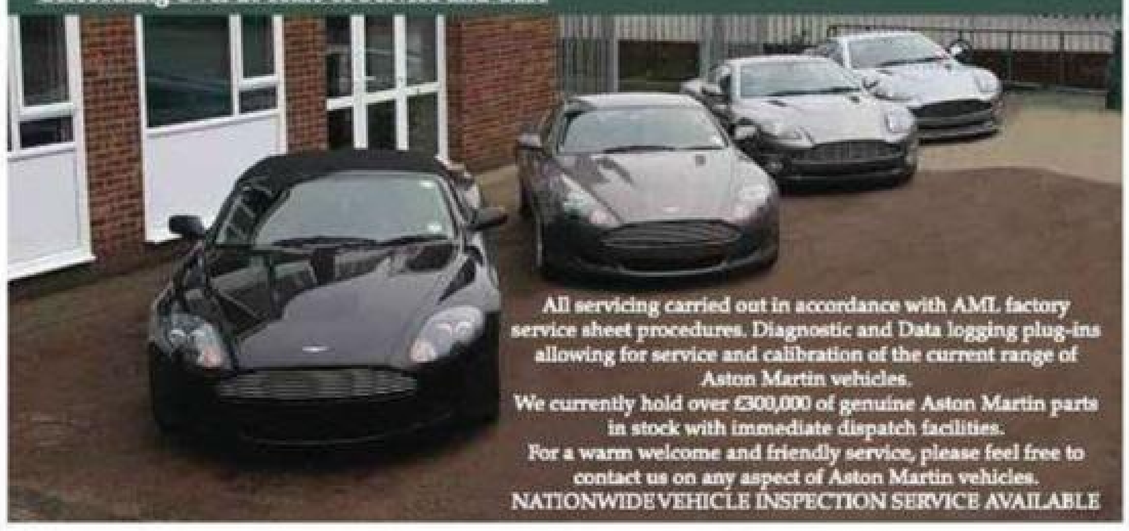

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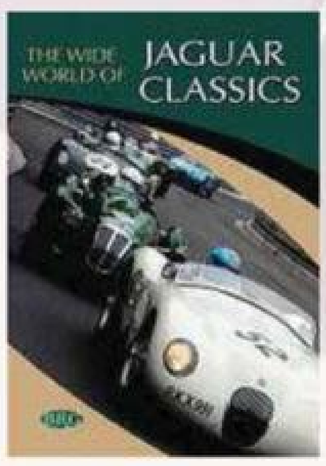

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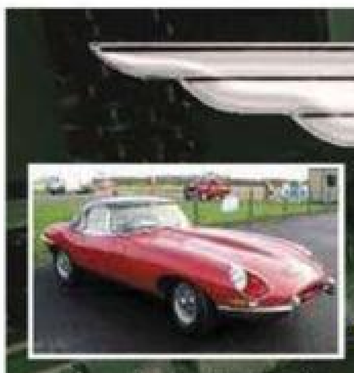

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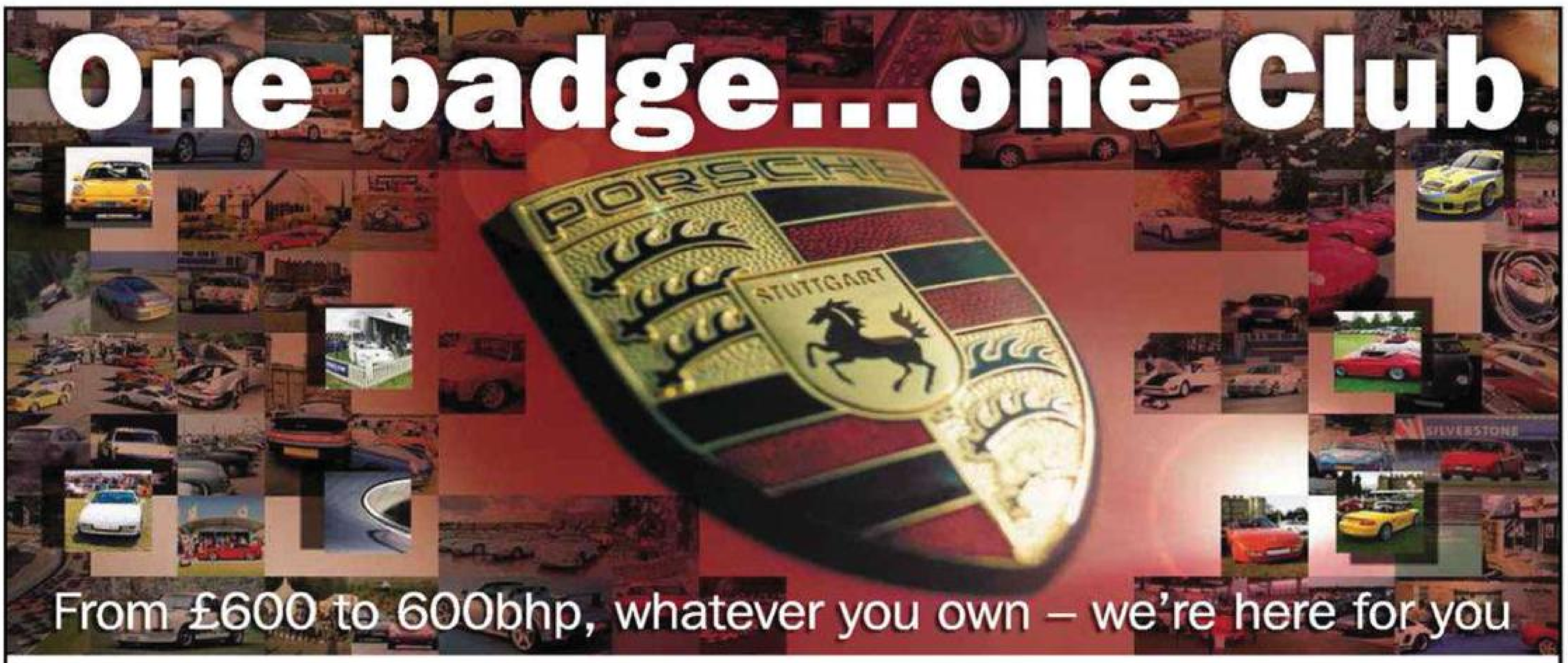

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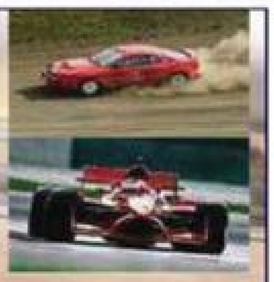

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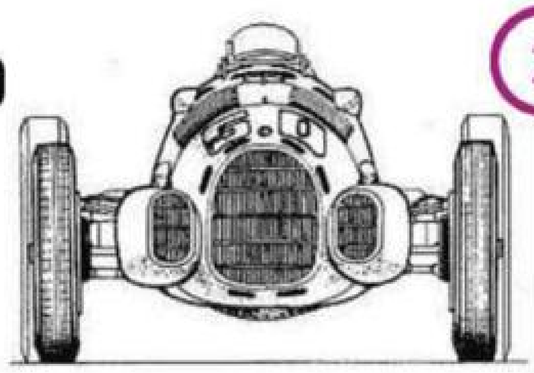

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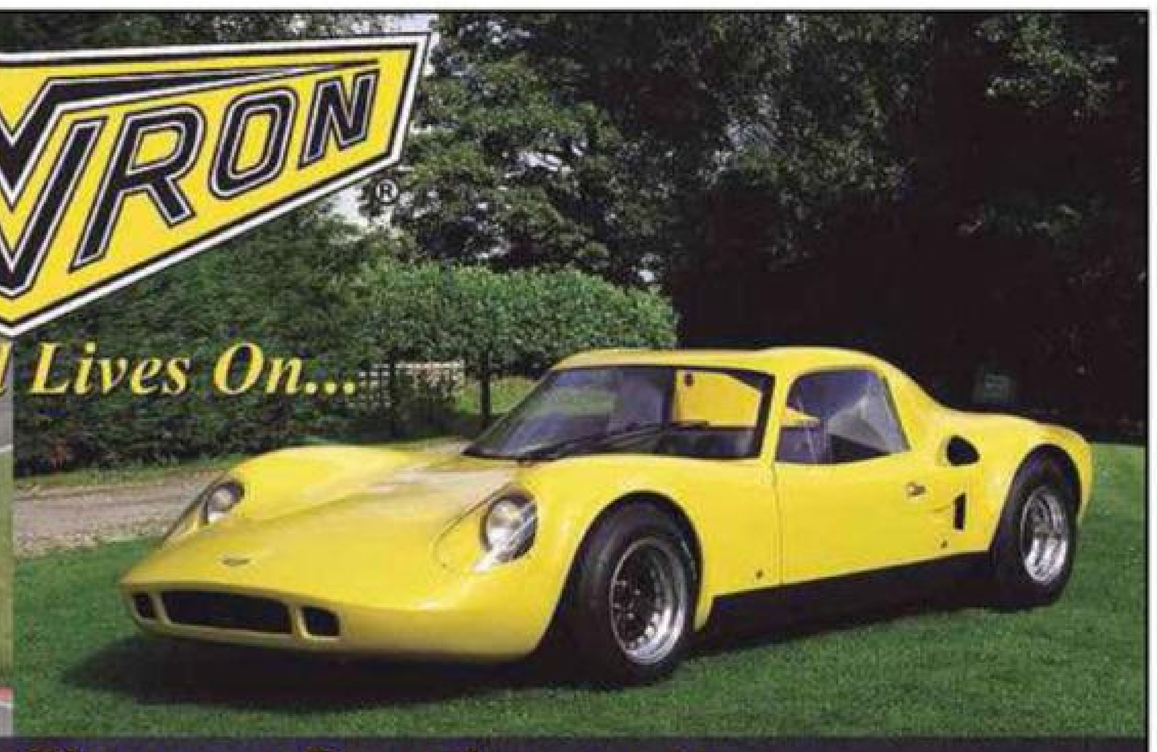

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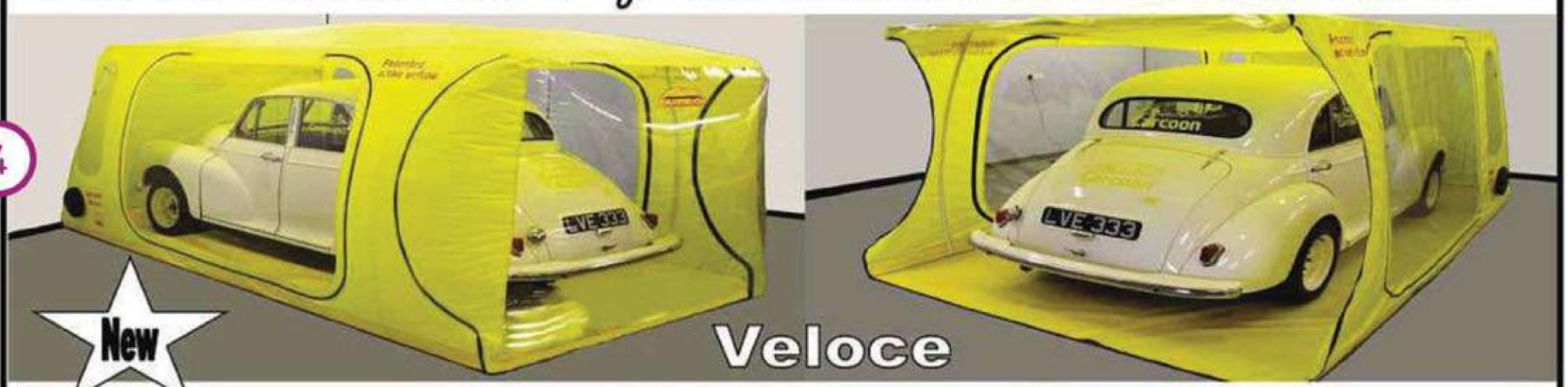

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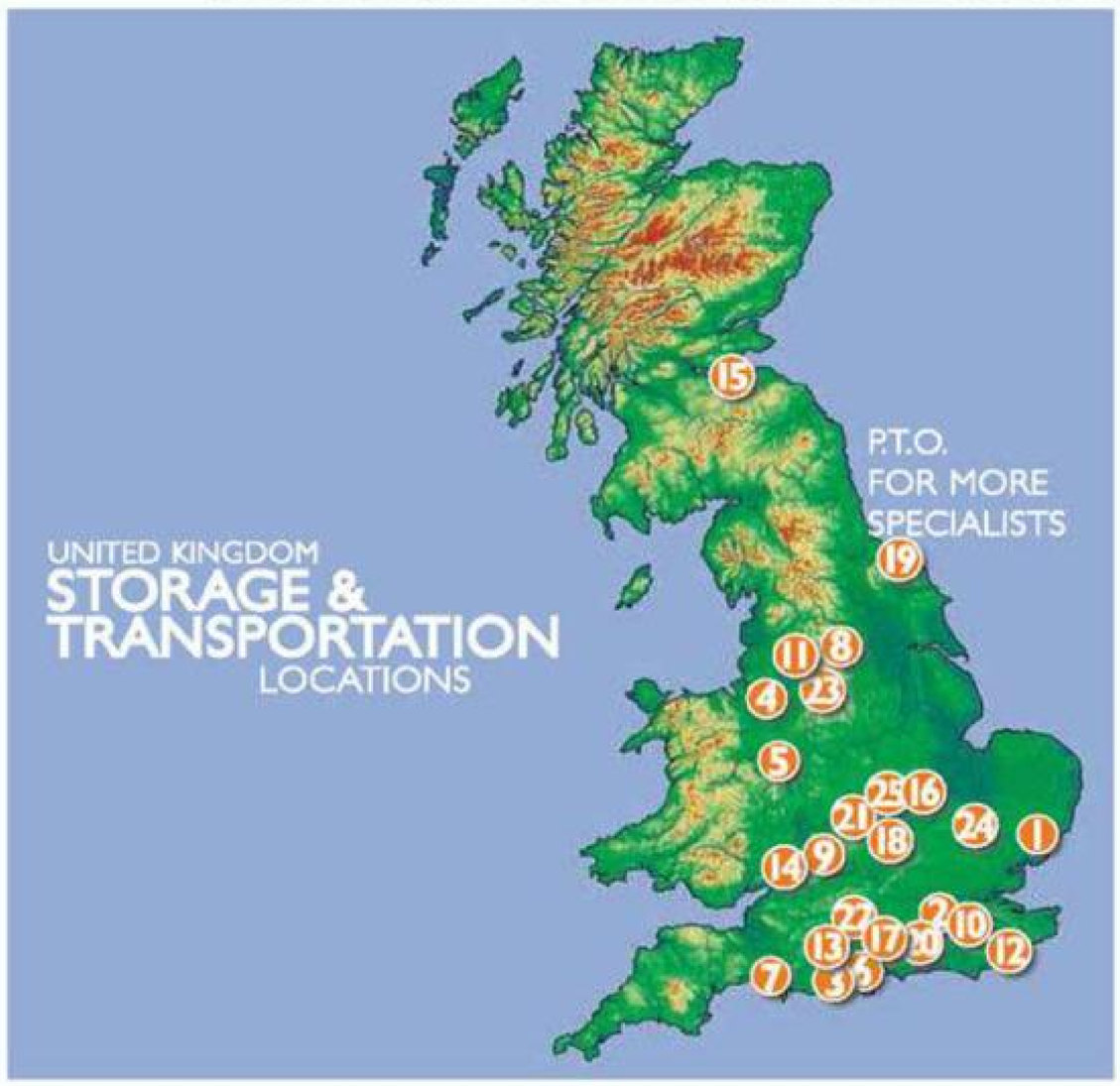

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INTERVIEW CHARLES ARMSTRONG-WILSON

Left
Sabine Schmitz: country girl, horse-rider, race-team caterer, farmer, landlady and lap record holder for racing cars without a turbo using only the Nordschleife.

Sabine Schmitz

The Nürburgring's blonde bombshell likes the quiet country life – until she hits the Nordschleife in her Porsche…

USUALLY I WAKE UP around 7.30 and jump into my working trousers to feed the animals. I have a small farm with six horses and two pigs. I also have some chickens – but the number depends on whether the fox was here overnight.

The farm is about ten hectares; enough for hay and to let the horses out. The pigs don't need much room and the chickens are usually walking in the road. We're close to the Nürburbring, about five miles away in the town of Barweiler. It's more comfortable for my animals here. Not so loud. I'm a local girl and grew up in Nürburg, where the Hotel am Tiergarten belongs to my mother.

I used to do showjumping but my showjumper is 30 years old and can't do that anymore. Now I do Western riding; it's so fun. I have American Paint horses like cowboys in the US. I want to try that cow cutting stuff [a cowboy term for separating animals from a herd] but I don't have a cow yet, so I do chicken cutting and pig cutting.

We ride through the nice countryside, up to the Nordschleife, and sometimes watch the races on horseback. The horses get used to the noise and watch the races as well. They love it.

When I've fed the animals I walk my dog Poldi – after Prince Leopold the racing driver – then I stop for breakfast; usually coffee, a bread roll, cheese, and eggs from my chickens for sure. After breakfast the washing machine goes on because I have a guesthouse in Nürburg and need to do the laundry – towels, bedding and stuff.

> 'WE RIDE THROUGH THE NICE COUNTRYSIDE TO THE NORDSCHLEIFE AND SOMETIMES WATCH THE RACES ON HORSEBACK'

Meanwhile I go to my office and check emails. I run the fan shop for our team Frikadelli. That's my boyfriend's nickname. It means meatball because in real life he produces 1000 tonnes of meatballs a week. He's the biggest convenience food producer in Germany.

Most races, I share the car with my boyfriend in the VLN championship on the Nordschliefe. We do the 24-hour race and ten heats of the VLN long-distance challenge. I had pole position twice this year but it's not easy for a private outfit to fight against the works teams: Porsche, Audi, Mercedes. It's changed since I won the 24 Hours in 1996 and '97, when it was a race for ordinary people and teams. Now it's a race for professionals, but we finish on the podium sometimes so we were very lucky with the last season here.

I've got the official lap record for racing cars without a turbo using only the Nordschleife, 7min 4sec, but with 160 cars on the track during a race, so with lots of petrol and the tyres were not great. This car can do 6min 50sec easy.

We have a GT3R, the newest model from Porsche, and we have a Cup car that people can hire. Next year we want to run some more cars. Then there's my race taxi, a Porsche GT3RS. I've been doing my own 'Ring taxi for three years now, on ten or 12 days a year, usually on the Friday before the VLN race. People love it.

We built a new workshop last year with space for repairs and a showroom for sports cars. It's really great now we have everything in one place.

I check the emails to see if there is any interest in jackets or T-shirts, send them out, then I cook for the team and we have lunch together. Most days there are two to four people in the team but at a race weekend we have more than 20.

After lunch it's time to start cleaning the stables. I have one girl that works for my business every day and we do all the work together. But this is on a day when I have no real job.

My filming I usually do near Munich or in the United States. That takes maybe 20 days a year and it's all different stuff. I'm a car tester for TV show *D Motor* and I'm coming to England for the Top Gear Live Experience shows in Birmingham and London (www.topgearlive.co.uk) during November. I have no clue what I'll be doing; just driving fast cars against other people, I guess.

Around 7pm we take the horses out before we stable them up for the night. After that there's not much to do here, just two bars and sometimes we have a beer. You always see people you know. Then you can talk some bullshit.

Sometimes it's good just to relax and watch television. I like the Discovery Channel, the news and programmes about technical things like helicopters and stuff. But usually I fall asleep after five minutes and wake up on the sofa about 11.30pm, then drag myself off to bed.

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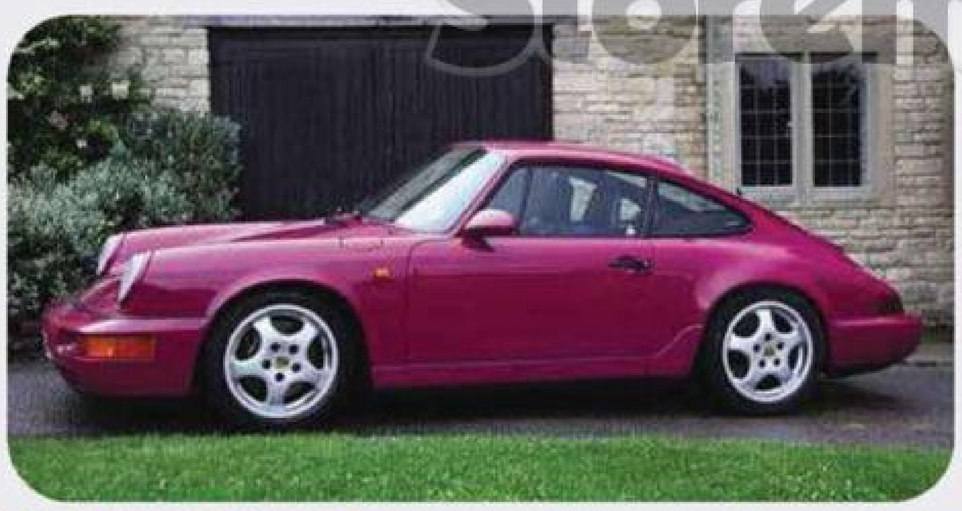

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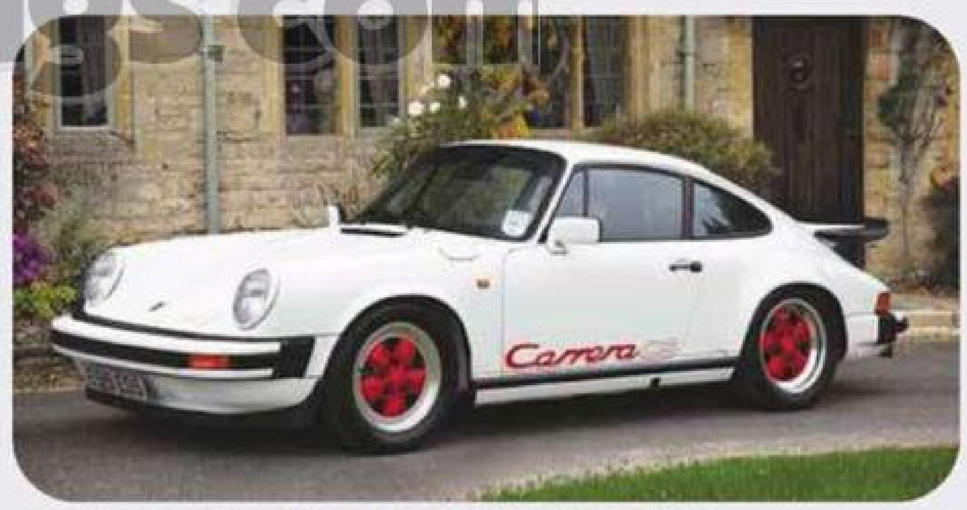

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