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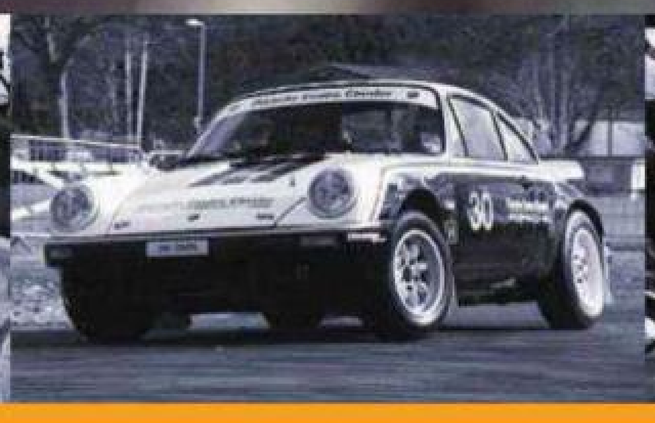

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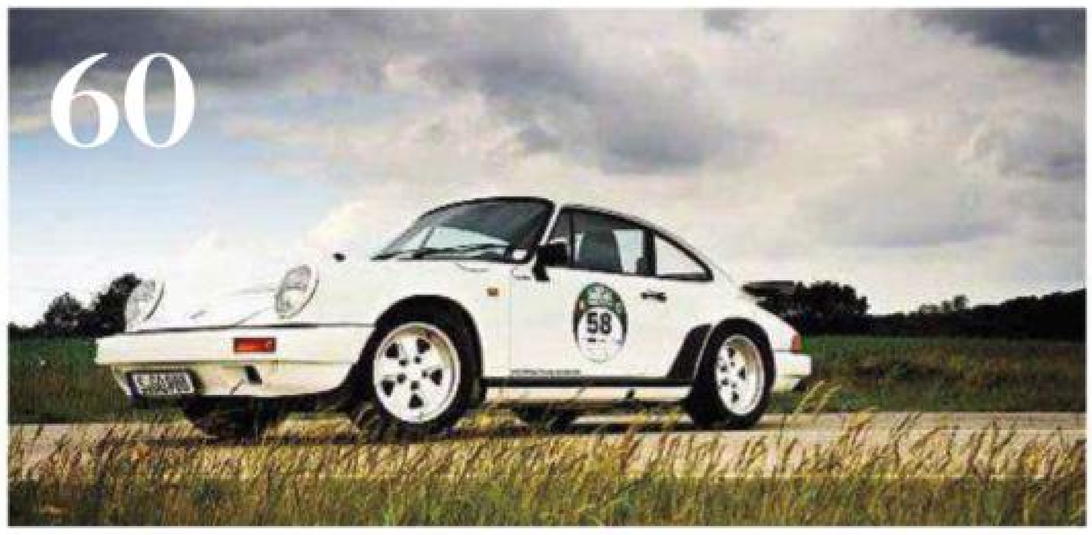

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Enjoy yourself in 2012

AS WE FINISH THIS ISSUE, memories of the New Year's Eve shenanigans are fading fast but there's still a little time left to ponder what's in store for us in 2012, and to reflect upon what went on in 2011.

The year just gone could have been a difficult one for all of us car enthusiasts. If the bottom had dropped out of the market, or if the crowds hadn't materialised at major events, the knock-on effect would have left us with fewer cars to buy, race, drive or merely gawp at. Thankfully, 2011 proved that quality is still rewarded, with the best examples of all types of classic still selling, and the best events still pulling us in by our thousands.

All the signs are that 2012 will be just as good, despite the obvious fears over the Eurozone. The message is, if you've got money in the bank then maybe it would be better turned into something you can enjoy. And if you're buying a classic, aim for the best version you can afford of a model you really love. Or buy a wreck and immerse yourself in a full restoration – a fine distraction from the realities of life.

Nothing sums it up better than the selection of Fast Fords on pages 46 to 58. These are cars with humble origins but, with their competition pedigree and the enthusiasm of a league of dedicated fans (including me, I have to say), they've been established as true classics that have transcended their roots. Enjoyable? Oh yes!

And here at *Octane*, we've made a resolution to bring you an even better magazine in 2012 (yes, really!), starting with not one but two new columnists: the first, from next month, will be racing legend Derek Bell. Incredibly, he's as excited as we are at the news!

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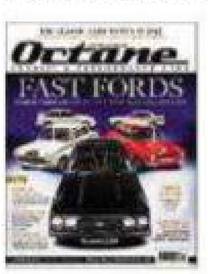

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NEXT MONTH

CLASS OF 62

It was a very good year...
GTO, MGB, Cobra and Elan

ONLY IN ISSUE 106 On sale 23 February

Plus

- Huge 21-car Bristol feature, from 400 to Fighter
- Wacky '70s Opel diesel and electric record-breakers
- One-off Alfa Zeta 6 driven
- Derek Bell
- De Tomaso Pantera buying guide

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TOP RIGHT 1929 CORD L-29 HAYES COUPE, Stunning one-off coupe designed by Count Alexis de Sakhnoffsky. The finest L-29 extant.
LEFT 1961 MERCEDES-BENZ 300SL ROADSTER, Superb restoration, Rudge wheels, hard top.
BOTTOM LEFT 1934 PACKARD TWELVE INDIVIDUAL CUSTOM DIETRICH CONVERTIBLE VICTORIA, One of only two surviving examples.
BOTTOM RIGHT 1941 CHRYSLER NEWPORT LEBARON DUAL COWL PHAETON. One of only five, the 1941 Indianapolis pace car.

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LEFT **1968 ALFA ROMEO TIPO 33/2 'DAYTONA',** 1968 Imola winner, Autodelta factory racing car.

RIGHT **1954 SIATA 208 S MOTTO SPYDER,** *Chassis no. BS 532,* Matching numbers, documented racing history. Fully restored with correct five-speed gearbox.

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Cars to buy in 2012

Want to drive your dream yet keep your money safe? These are the year's best bets

Words Robert Coucher **Illustration** Mark Sommer

A FEW WERE WORRIED that 2011 would be a tough year for classic car sales. Turns out it was a stellar year for top-end collector cars, with a world record price of $16,390,000 paid for the 1957 Ferrari Testa Rossa at the Gooding & Co auction in August. See last month's feature *The Top 100*.

Jaguar's beautiful E-type celebrated its 50th anniversary in 2011 and prices for perfect, early 3.8s and FIA racing cars rose strongly, but these seem to have steadied and ordinary examples have not been swept along with the best. On the other hand, Jaguar XKs are looking strong as buyers realise they are still value for money, not expensive to maintain and a whole army of specialists are able to turn them into concours-winners, racing cars or nicely improved drivers. (Yes, I'm feeling lucky.)

So what do the market experts think? Simon Kidston of Geneva-based Kidston SA opines: 'Mercedes-Benz 300SL Gullwings and late (alloy-block) roadsters are still increasing in value. I think the best of these will break through the million-dollar barrier at auction this year. Gullwings will always remain ahead of Roadsters – car collectors identify more with Stirling Moss than Sofia Loren.

The lucky few will have both cars.'

He continues: 'The Bugatti Veyron is worth watching. All 300 coupés are now sold so it's only a matter of time before the depreciation stops and they become collectors' cars. Not tomorrow maybe, but they're definitely an interesting long-term prospect. Avoid mileage and beware servicing costs, which make a private jet seem cheap to run.'

OPINION FROM THE USA

American contributor and concours judge Winston Goodfellow wastes few words on the matter. These are his top market tips

'69-70 FORD MUSTANG BOSS 302
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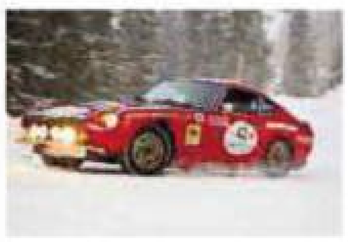
1931 ALFA ROMEO FLYING STAR
If there is one car that could be dubbed 'the most beautiful of all', this is a very strong contender. No wonder it won Villa d'Este back in the day.

AUDI'S HOARD

As-new spares hauled in from Paraguay *p18*

NEW BENTLEY

V8 Continental GT turns eco-friendly. A bit *p22*



DANCING ON ICE

Waldegård and Aaltonen in slippery Alpine rally *p26*

Then there's the Porsche 911 GT1: only 22 road cars made in the late '90s to homologate the Le Mans-winning racer. Says Kidston: 'Great looking, great provenance and makes a McLaren F1 seem common. You can own one for the price of an Enzo. Forget driving it unless you're Ronnie Corbett's height and deaf already, but it's a sensational machine and a future GTO in Porsche circles.'

His Ferrari of choice is the 250 California Spider: 'Any model will do, but a covered-headlight SWB is the most sought-after. Banish any notion of logic or good value.'

Not all of Kidston's predictions are so upmarket: 'Late Lancia Delta Integrales are beginning to appeal to a new generation. Buy only the best.'

Meanwhile, Philip Kantor, director and head of the motor cars department in Europe for Bonhams auctioneers, concurs regarding the Jaguar XK. 'Now that I have found and bought my mother's XK150 SE 3.8 FHC back into the family after 25 years, it is quite clear that XK140 and 150 coupés are the style to travel in - we agree there.

'And I agree with Simon Kidston concerning the 300SL, although to my mind the Roadsters have always been a better and more usable car, not so hot and claustrophobic and with better rear suspension – Gullwings are for a girl with long legs to get out of at the Hermitage in Monaco and for the driver to take upstairs swiftly!'

But what to buy? 'Firstly something you like; even as an investment you must like it too, preferably love it even if the value drops! Cars that are becoming eligible for the good events are interesting, such as good-history racing BMW CSLs, 635s and M3s. Same goes for the equivalent from Alfa Romeo, Ford's Capri RS2600 and even Opel with the Commodore GS/E. All interesting and successful racing cars with continuous history and good provenance. And a SWB Audi Quattro is still an interesting buy, with upside potential even at current levels.

All of those are quite serious money. By contrast: 'On a budget I would go for Alfa stepfronts, and GTV 2000 Bertones are still good value compared with a GTA, and just as good in *stradale* version. Giuliettas and Giulias are still undervalued and Lancias are starting to make bigger bucks – a nice PF Flaminia coupé or convertible is stylish transport for average money; even Flaminia Zagatos are good value at £100-130k.'

Kantor suggest that some pre-war cars remain good value for money particularly if not top marques – American cars like Packards and Lincolns (unless they have special bodies) or even post-war 1950s Cadillac convertibles.

'Not all of Kidston's predictions are so upmarket: "Lancia Delta Integrales are appealing to a new generation"'

'Maseratis remain cheap, particularly the gorgeous Ghibli. The Sebring, Khamsin and Bora are also great drivers. Good examples of these are definitely going to rise one day soon, as the marque is alive, albeit as a "disguised Ferrari",' says Kantor.

'In view of 2012 predictions, tangible assets such as motor cars are still out there as a good investment and, if the dollar hits 1.20 to the euro, America will be buying again. That's the biggest marketplace and they understand the product – that's where my bet lies for 2012 if the currency follows,' he summarises.

Leading classic car dealer Martin Chisholm says: 'The top end of the market is very strong and the very best cars, like Ferrari 250GTOs, Alfa 8Cs and Bugattis, will continue to climb. They have a long way to go yet. Vintage Bentleys have been increasing in value and the 3 Litres, which are always lovely to drive, have taken off.

'Over the last couple of years there has been a fixation with matching numbers,' continues Martin. 'Take an Aston DB6, which *Octane* astutely featured last month. If you are an enthusiast and not a collector, buy a DB6 with the correct engine but non-matching numbers and you will save yourself about 25%. For £80,000 you will enjoy the full Aston experience, so that's my tip for 2012!'

James Knight, the group motoring director at Bonhams, says: 'As to the question "What cars to buy in 2012", I'll say what I always say: the car that appeals to you. Although there is a natural tendency for certain models/types to ebb and flow, Aston Martins and veterans for example, buyers should focus towards the car that appeals to them. We've also witnessed an upward trend for 1960s Lagonda Rapides and Group B Homologation cars and I see that continuing. And the result we achieved for NOJ 393, the ex-works Austin-Healey 100S [£843,000], raises awareness and will probably have a knock-on effect with 100s and 100Ms.

'The primary market remains in Europe and the USA. Yes, there is the occasional buyer from emerging markets such as the Middle/Far East, South America and closer to home with the Eastern European countries. But the collectors' market is effectively underpinned by the traditional markets, which is something I find reassuring. We're obviously keeping a close eye on the Eurozone but to date it appears business as usual,' he says.

WORTH KEEPING AN EYE ON

BENTLEY CONTINENTAL S FASTBACK
Still very undervalued when compared with an R-Type Continental – but be quick

JAGUAR XJ220
Unloved to date, but ridiculously fast and undervalued

PORSCHE 968
One of the best-handling cars ever; prices now strengthening to over £15,000

MGB
50th anniversary this year so expect values of perfect examples to jump, as well as race-prepared examples – currently around £30,000

FERRARI F40
Back with a vengeance. Prices now north of £300,000

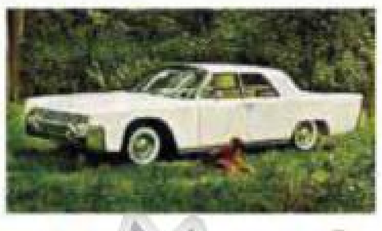
TRIUMPH TR2/3
Tough, fast, fun and great value at under £20,000. And they're eligible for everything.

PORSCHE 356
Continues to climb and now fetching £30,000. Also the 912: one to buy soon at around £15,000.

FERRARI TESTAROSSA
The full 12-cylinder symphony for around £80,000! The 365BB has gone over £100k in the last few years...

PORSCHE CARRERA GT
With that race-bred V10, it's much better value than an Enzo at *just* £300,000.

BIG HEALEYS
Cheap at £20,000-£25,000. Buy now!



1961-65 LINCOLN CONTINENTAL
By far the most cool you can buy for the amount of money you pay.

PAGANI ZONDA F
605 naturally aspirated, the-way-God-intended-it-to-be horsepower. As communicative as any classic car I have driven; will blow the pants off any.

SHELBY/AC COBRA
Preferably a 289. It is the 50th anniversary, after all...

StereMags.com

2011 OCTANE'S BEST MOMENTS

Poor pay, long hours, slave-driving bosses… but the Octane *team knows how to party. Here's the proof*

DAVID LILLYWHITE

Tackling the hill at the Goodwood Festival of Speed is great in any car. Tackling it in the legendary 1966 Jaguar XJ13 was just the stuff of dreams. The fear of failure was strong – even the gearshift is deeply challenging – and I *should* have gone faster… If only. But what a day!

ROBERT COUCHER

2011 was the year of driving. Roaring the Jaguar XK through Wales with an old friend followed by a blast down the scenic route to Barcelona, with another old friend; then a midnight run to Geneva in a Gullwing and Bugatti Type 57 with a Champagne stop at Moët & Chandon along the way.

TONY DRON

The Goodwood Revival provided my *Octane* moment of 2011. After 44 seasons, I decided these would be my last races. On a splendidly wet track, first I shared the famous Aston, 1 VEV, with Adrian Beecroft, and then drove Stefan Ziegler's Jaguar E2A. Two races in two great cars; one special day.

MARK DIXON

Best moment? Riding in a road-legal (just!) Lola T70 Spider to the Baja Cantina in Monterey, California, and having F1 designer Gordon Murray (who was dining there) step out to admire the car, and then heading back to a barbecue hosted by AC/DC frontman Brian Johnson. Days don't get much better.

GLEN WADDINGTON

Getting up close and personal with the McLaren MP4-12Cs all lined up at Ron's fabulous new, er, factory. The car's amazing enough, but the place where they build it makes most plants look like they should be knocking together Fred and Barney's wheels. Lewis and Jenson showed up, too.

KEITH ADAMS

I'm the world's biggest Lamborghini fan – so to be offered a drive in the prototype Countach LP400 through Rome alongside nine other V12 'bulls' is one of those life-affirming moments that could only happen on the *Octane* team. Driving with Valentino Balboni topped off the perfect day!

DALE DRINNON

My 2011 highlight would have to be visiting the States for the St John's Concours in Detroit and driving possibly the most important Indycar ever, the 1923 HCS Special. It was the immortal Harry Miller's first Indy winner and, for a red-blooded American boy, life just doesn't get any sweeter.

WINSTON GOODFELLOW

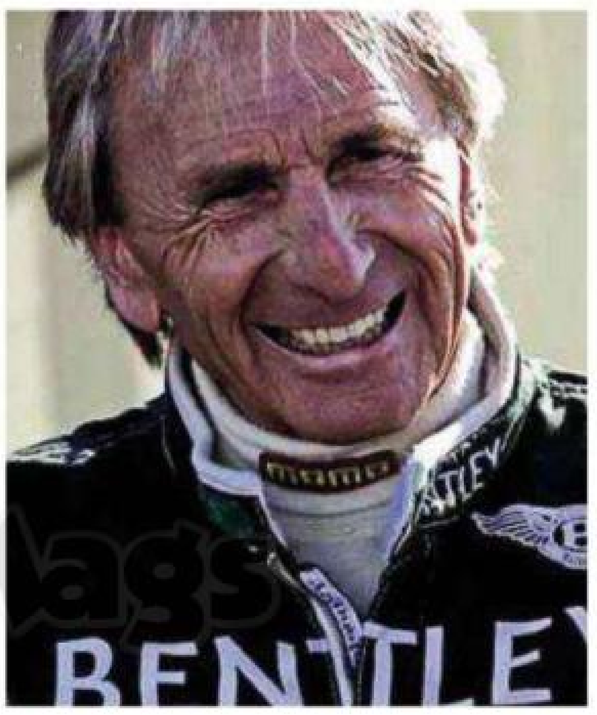
During Pebble Beach, Ford gave me a new Boss 302 for two weeks. To find out if it was true to its roots, I hooked up with a buddy who has a 1970 Boss 302, 1970 Boss 429, and 1971 Boss 351. Driving them all back-to-back was an incredible eye-opener in a good, revealing way!

and in 2012...

Derek Bell joins *Octane*

On the team from next month, parking alongside Jay Leno in the legendary Octane *columnist line-up: Mr Le Mans himself*

Words Robert Coucher



FROM THE NEXT ISSUE, Derek Bell MBE will be contributing a regular column to *Octane*. As well as being a five-times Le Mans winner, Derek was a Formula 3 and Formula 2 winner and made his Formula 1 debut with Ferrari at Monza in 1968. He also raced in F1 with the McLaren, Brabham, Tecno and Surtees teams.

Besides being dominant at Le Mans, Derek won two World Sportscar Championship titles and the Daytona 24 Hours three times. These days he divides his time between the south of England and the USA, and is an ambassador for Bentley Motors Ltd. He has been involved with *Octane* since the inaugural issue, for which he track-tested and demonstrated the Le Mans Bentley EXP Speed 8 and the Speed 8 that won Le Mans in 2003.

As well as being a regular race winner at the Goodwood Revival, Derek is a keen classic car enthusiast, owning a rare Porsche 924GTS Lightweight and a Ferrari 550 Maranello. A true gentleman as well as a motor racing legend, Derek always has amusing tales to tell. And soon you can read them in *Octane*.

Ferrari museum set to rock Modena

A new museum dedicated to Enzo Ferrari's life opens in Modena in March – as well as hosting Enzo's stunning cars, it's an architectural masterpiece in its own right

Words Keith Adams

A STUNNING NEW MUSEUM COMPLEX, Museo Casa Enzo Ferrari, has been built to celebrate the life of Enzo Ferrari. It will open on 10 March. The first exhibition to be held there, on the site of Enzo's 1898 birth, will – fittingly – be called 'The Origins of the Myth'.

The exhibition majors on the cars and events that shaped the life of the driver and constructor, and there is a permanent multimedia display that retraces the important events in Ferrari's life. He believed that 'If you can dream it, you can do it', and Ferrari saw the car as a work of art.

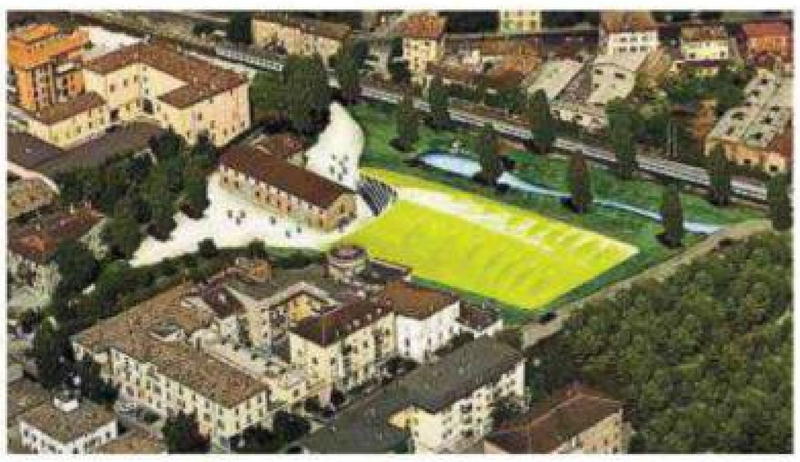
As if to prove that point, the cars themselves will take pride of place in the new gallery, on loan from the most prestigious collections and museums and exhibited as works of art. They will be surrounded by showcases containing historical documents, objects and memorabilia, together with original audio-visual footage taken in the Emilia-Romagna region.

The new building was designed by Future Systems of London, after the company won a competition held between four Italian and four international agencies. The new complex was prompted by the restoration of the house in which Enzo Ferrari was born, and is purposely striking in its yellow finish – the same colour that features in Modena's city shield, and has always been used in the background of the *Cavallino Rampante* badge that adorned all Ferrari road cars. Covering a total 54,000sq ft in area and with conference facilities plus a small cinema, a themed shop and coffee bar, the new museum project cost in excess of €20m. The cost was met thanks to sponsorship from Modena City Council, the Provincial Administration of Modena, the Modena Chamber of Commerce, Ferrari SpA and the Italian Automobile Club.

The museum is located close to the historic city centre of Modena as well as the Maserati factory, in the area outside the city walls. It's this area where Modena's transformation into today's large industrial city began, with Enzo at the forefront.

Mauro Tedeschini, president of the Fondazione Casa di Enzo Ferrari, said: 'It is with great satisfaction and enthusiasm that, after years of intense work by the Fondazione Casa di Enzo Ferrari, we are on the point of inaugurating this important cultural asset, that will tell the world the story of this great figure and the vocation for motoring of this area.'

The museum will be open 363 days a year. For details, visit www.fondazionecasanataleenzoferrari.it.



Above and left
London-based architects Future Systems won the contract to design the new Ferrari museum; inside the stunning building, cars will be displayed like works of art.

In brief

WIN A PLACE ON THE MALTS
Octane has teamed up with rally organiser HERO to offer a free place on the Scottish Malts Classic Reliability Trial, on 29 March to 4 April. The prize, for a team of two in their own pre-82 car, is worth over £5000 (winners can hire a HERO car at extra cost). See website 'WIN' for details.
// www.octane-magazine.com

RELIANT MAN DIES
Ray Wiggin, the inspirational MD of Reliant Cars for 15 years from 1959, died just before Christmas. Under Wiggin, Reliant made the brave move from three-wheelers to the sporty Sabre and Scimitar, pressed the highly successful Scimitar GTE into production and built the innovative Bond Bug.

NEW CLASSIC TYRES
Falken has introduced new tyres suitable for classic cars. The Sincera SN807 range benefits from modern tyre technology, but in 80% aspect ratio and in sizes suitable for most sports and saloon cars of the 1960s and '70s. The 10in 145 model is ideal for Minis, then diameters progress through 12, 13 and 14in, for between £40 and £60 each through Falken stockists.
// www.falkentyres-uk.com

VAUXHALL'S FILM STAR
Steven Spielberg's latest film *War Horse* features two Vauxhalls from the company's own museum: the 1911 C-Type 'Prince Henry' and 1918 D-Type Army staff car. The still from the film, above, shows the Prince Henry racing the equine star of the film – Spielberg is reported to have loved the car, which had to be driven on set by a Vauxhall expert due to its centre throttle and external gearlever.
// www.warhorsemovie.co.uk

Steeremag

Audi repatriates spares stash

Huge hoard of new/old stock Audi and VW parts to be repatriated from Paraguay and sold to classic enthusiasts

Words Thomas Wirth **Photography** Stefan Warter

IN A DUSTY warehouse on the outskirts of Asuncion, capital of Paraguay, three German parts experts from Audi Tradition and Volkswagen Classic rummage through huge old inventories. It's no accident: their presence there is the result of much detailed research.

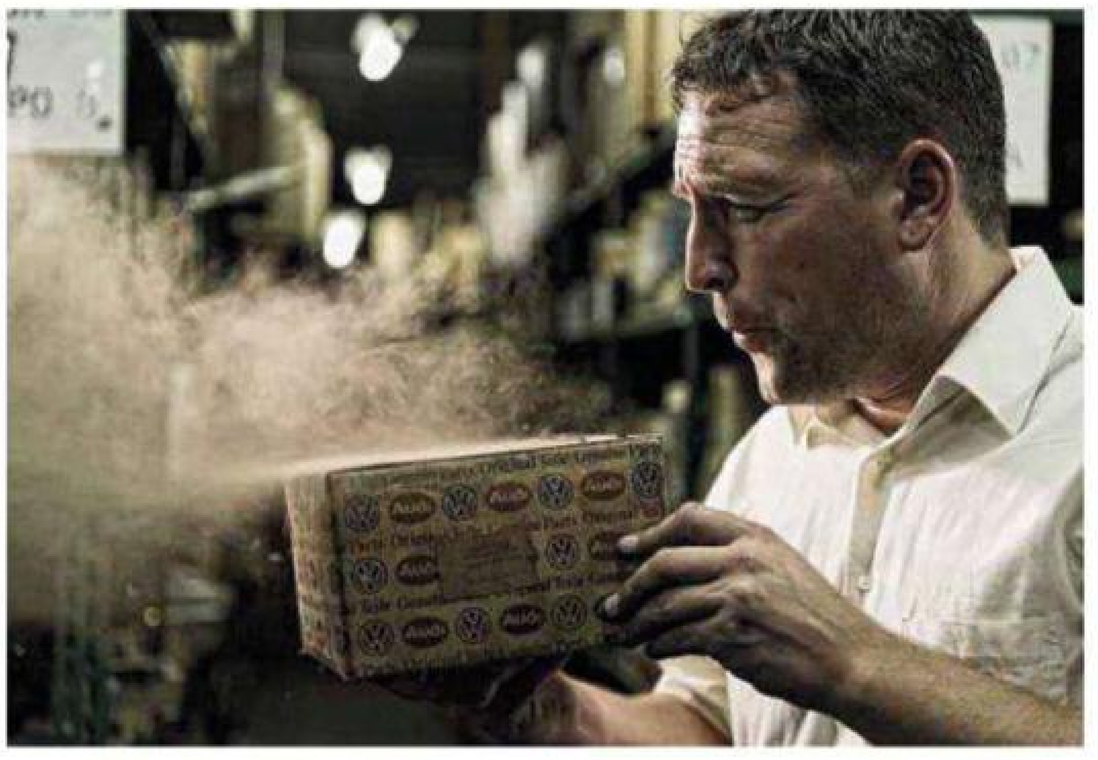
Audi and Volkswagen are the world's biggest holders of new/old stock (NOS) parts, especially in countries where the cars have traditionally sold strongly. It's particularly true of Central and South American countries – and that includes Paraguay.

The local importer Diesa SA, founded in 1953, had always kept a rich stock of spare parts on site. The company ordered great quantities from Germany, based on its own sales forecasts because back then the delivery time for parts across the Atlantic was nine months.

However, the stock of parts built up over time because such models as the Beetle were so well-made that they didn't need components replaced as often as the importer had predicted. Meanwhile, other models such as the VW K70 sold less well than was hoped. So the stock built up...

The result was that Diesa has housed 3500sq ft of spare parts ever since, including many rare items such as gears and transmissions for early Beetles, crankshaft bearings, steering gear and front axles. For the second-generation Audi 100 (Type 43), the Audi/VW team found bonnets and doors – otherwise not available to buy – and more intricate parts for which reproduction would be unthinkable, due to low demand and high cost.

The first container of parts is now on its way to Germany. There they will be recorded, tested and made ready for sale. For more details, see www.audi.de/tradition-parts or www.vw-classicparts.de.



This page
European Audi and VW enthusiasts have a new source of original spare parts, thanks to this dusty collection found warehoused in Paraguay.

KIDSTON

JOIN US BEHIND THE SCENES ON FACEBOOK

CLIENT PORTFOLIO 1933 **ALFA ROMEO 6C 1750 GTC COUPÉ ROYALE** BY TOURING
1953 **FERRARI 250 MILLE MIGLIA *BERLINETTA*** (EX-NOBLET) ● 1953 **FIAT 8V *BERLINETTA***
1954 **LANCIA AURELIA B20GT** ● 1955 **GHIA STREAMLINE X 'GILDA'**
1955 **MERCEDES-BENZ 300SL 'GULLWING'** (ILLUSTRATED) ● 1963 **MERCEDES-BENZ 220 CABRIOLET**
1964 **SHELBY COBRA 289 MKII** ● 1968 **ALFA ROMEO *TIPO* 33/2 LE MANS LONGTAIL**
1968 **FERRARI 365GTC** (ILLUSTRATED) ● 1971 **LAMBORGHINI MIURA SV** (ILLUSTRATED)
1987 **FERRARI F1/87 FORMULA ONE *MONOPOSTO*** (AUSTRALIAN AND JAPANESE GP WINNER)
1994 **BUGATTI EB110GT** ● 2009 **BUGATTI VEYRON 16.4** (670KM)

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

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1901 Holsman High Wheeler Rear Entry Tonneau

1935 Rolls Royce Phantom II 4-Dr Touring*

1913 Rolls Royce Silver Ghost Town Car*

1903 Stanley Steamer 4P Runabout

1955 Austin-Healey 100/4 Convertible

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PREVIEW BEGINS FEBRUARY 17

1934 Duesenberg SJ-375 Phaeton

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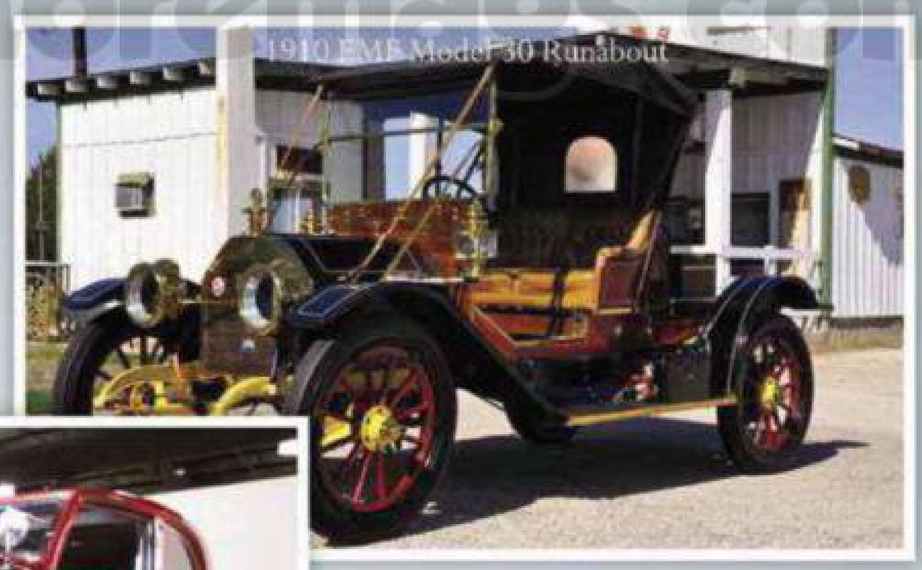
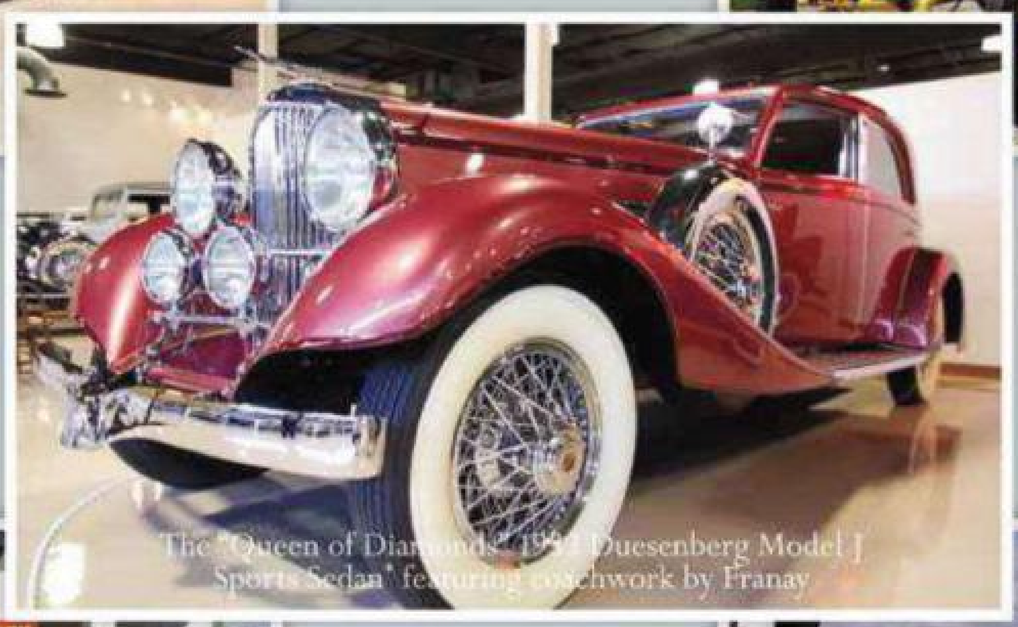
1905 Lorraine & De Dietrich VDC 2-Seat Racer*


1910 EMF Model 30 Runabout


The "Queen of Diamonds" 1933 Duesenberg Model J Sports Sedan" featuring coachwork by Franay

1929 Cadillac Model 341 4-Dr Sport Phaeton

1911 Napier Garden Car*

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1901 Holsman High Wheeler Rear Entry Tonneau
1903 Stanley Steamer 4P Runabout
1905 Cadillac Touring
1905 Lorraine & De Dietrich VDC 2-Seat Racer*
1906 Bugmobile Runabout
1906 International Harvester Truck
1908 Maxwell Runabout
1910 Empire Little Aristocrat Sportabout
1910 EMF Model 30 Runabout
1911 Buick Model 14B Runabout
1911 Napier Garden Car*
1912 R - C - H Model 25 Touring
1913 Regal Underslung Roadster
1913 Rolls Royce Silver Ghost Town Car (Cornelius Vanderbilt)*
1913 Reo The Fifth Touring Car
1914 Ford Model T Roadster
1914 Studebaker Gentleman's Roadster
1915 Metz Model 25
1916 Haynes 4-Dr Touring Car
1920 Velie 4-Dr Touring Car
1921 Packard Twin-Six 4-Dr 7P Touring
1921 Studebaker 4-Dr Touring Car
1922 La Licorne Model V14/WR3 2-Dr Touring
1922 Citroen Model 14 Boattail Touring Roadster
1923 Franklin Demi-Sedan
1923 Stearns-Knight 4-Dr Touring Car
1923 Ford T-Bucket Roadster
1924 Chevrolet Superior Coupe
1925 Buick Master Six Brougham 4-Dr Sedan
1925 Dodge Series 116 Business Sedan
1927 LaSalle 2-Dr Roadster
1928 Pierce Arrow Model 81 Cvt Coupe
1928 Ford Briggs Body Model A Fordor Sedan
1929 Cadillac Model 341 4-Dr Sport Phaeton
1930 Dodge Model Six DC 4-Dr Touring Car
1930 Cadillac Model 353 V-16 Cvt Coupe
1930 Cadillac "Madam X" V-16 Rumbleseat 2-Dr Sedan
1931 Chevrolet 2-Dr Sedan
1931 Packard Standard Eight Coupe
1933 DeSoto 4-Dr Sedan
1933 Duesenberg J-365 "Queen of Diamonds" Sports Sedan*
1933 Plymouth Series PC Deluxe 4-Dr Sedan
1934 Ford Model 40 4-Dr Sedan
1934 Duesenberg SJ-375 Phaeton
1935 Rolls Royce Phantom II 4-Dr Touring*
1935 Ford Model 58 5-Window Coupe
1939 Mercury Eight 2-Dr Convertible Sedan
1941 Ford Super Deluxe Coupe
1941 Ford Super Deluxe Convertible
1941 Buick Super 8 Convertible
1946 Ford Super Deluxe Convertible
1946 Plymouth Special Deluxe 4-Dr Sedan
1947 Studebaker Champion Starlight Coupe
1948 Ford Super Deluxe 2-Dr Sedan
1948 Packard Super 8 Convertible
1948 Chrysler Windsor Highlander Convertible
1948 Pontiac Silver Streak 8 Torpedo Convertible
1948 Kaiser 4-Dr Sedan
1948 Lincoln Continental Coupe
1949 Diamond Model D201 T 1-Ton Truck
1950 Ford Custom 2-Dr Sedan
1950 Ford F1 1/2-Ton Pick-Up
1950 Packard Custom Sedan
1951 Dodge Wayfarer Convertible
1951 Pontiac Custom Sedan
1952 Buick 2-Dr HT
1953 Chevrolet Bel Air 2-Dr HT
1953 Kaiser 4-Dr Sedan
1954 Studebaker Champion Starlight Coupe
1954 Hudson Jet Liner 4-Dr Sedan
1955 Ford Thunderbird Convertible
1955 Austin-Healey 100/4 Convertible
1956 Buick Special
1956 Oldsmobile Super 88 Holiday 2-Dr HT
1956 Chevrolet Corvette Convertible
1956 Cadillac Sedan deVille 4-Dr HT
1957 Chevrolet Bel Air Convertible
1957 Mercury Montclair 2-Dr HT
1965 Buick Skylark GS 2-Dr HT
1967 Chevrolet Chevelle SS 2-Dr HT
1967 Datsun 1600 Convertible
1969 Chevrolet Corvair Coupe (14 Actual Miles)
1969 Chevrolet C10 Pick-Up
1970 AMC AMX
1970 Rolls Royce Silver Shadow LWB Limousine (once owned by Johnny Cash)
1972 Triumph Stag
1981 DeLorean Gullwing

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** With Seller's Confirmation*

V8 Bentley blows in

Continental GT engine downsized; fun level increased

Words John Simister

AS I STOOD BEFORE a line-up of vintage Bentleys outside the clubhouse at Brooklands on the New Year's Day gathering, the twin ideas of Bentley and the modern mania for downsizing were hard to reconcile. But that is what has happened. The Continental GT you see here, and its GTC sibling, can now be had with the smallest Bentley engines since, I think, 1933's 3½-litre.

Four litres is still a healthy size, however; the era of the Bentley Continental 1.8 isn't upon us quite yet. This new 3993cc V8 is intended to supplement the 6.0-litre W12, but as you will shortly read there is a flaw in that plan.

Bentley had pledged to reduce its engines' fuel consumption by 40%, and this is what the new V8 achieves over the W12. As with the larger engine it uses expertise from the greater-VW territory, specifically Audi, which has a version of the V8 in the latest A8. Bentley, however, finishes building its engines at the Crewe factory and incorporates various changes: a proper oil dipstick, no electro-hydraulic cleverness in the engine mounts and more torque at lower engine speeds.

This last characteristic is typically Bentley, as much as the notion that a Bentley must feel heavy and substantial has always held sway. The most intriguing part, though, is how the Continental V8 manages to be nearly as rapid as the W12 while using so much less fuel. It makes you wonder where all the fuel really went in the 12-cylinder car, although the new V8's bevy of fuel-saving tricks helps explain the conundrum.

The downsizing in itself accounts for 16 of the 40%. Another 6% comes from the new ZF automatic gearbox, with eight forward gears instead of six. Then 5% comes from the engine switching to V4 status under light loads, as the larger Mulsanne V8 does. But whereas the Mulsanne motor regularly alters its non-operating cylinders to even out heat distribution and keep the catalysts working, the Continental V8 always disables the inner cylinders of one bank and the outers of the other. The two twin-scroll turbos are plumbed in such a way that the catalysts stay hot.

Smoother aerodynamics aid efficiency, as does heating the gearbox oil from the engine after a cold start, an electro-hydraulic steering pump, and engaging the alternator only when the throttles are shut. There's no stop/start: the benefits were deemed too small and drivers turn them off.

Naturally, Bentley positions the V8 slightly differently from the V12, hoping to attract different buyers. So those aerodynamic improvements come from a more aggressive nose, which also includes gloss black grille mesh. This 'sportier' approach extends to revised steering and suspension to improve agility and feedback, and slightly less overt luxury as befits a 10% lower starting price (around £122,000): for example, the headlining is cloth, not leather.

Such deprivation too hard to bear? Plunder the options list and bring the price back towards W12 levels. But then what's the point of the V8 apart from the huge fuel saving and increased range? A mere V8 surely can't offer full-fat W12 pleasure...

Some numbers. The V8 weighs 25kg less than the W12. It has 500bhp instead of 567, 487lb ft of torque (from 1700rpm to 5000) against 516. From rest to 62mph takes 4.9 seconds instead of 4.6, top speed is 'over 180mph' against 198. All almost academic penalties. As soon as you fire the Continental V8 up, you realise they don't matter a bean. It sounds magnificent, a deep bass rumble overlaid by a staccato, crackle-edged beat as the 6000rpm power-peak speed draws near.

There's no detectable turbo lag (thank direct injection and those twin scrolls for that), and the torque delivery is stupendous. But it is not that alone which makes the V8 feel as if it weighs two-thirds of its nominal mass. The chassis revisions and the slightly lighter nose give this Continental a deftness, a precision and a light-footedness hitherto unknown in a Bentley. It's almost surreal.

It devours fast, twisting roads with crushing ease, and thrills its driver on a level more visceral than even the mighty Supersports did. Supple, too. Here is surely the best roadgoing Bentley there has ever been. W12 RIP, methinks.

'It devours fast, twisting roads with crushing ease, and thrills its driver on a more visceral level'

Storemags.com

Far left and below New V8 tells itself apart from W12 courtesy of revised nose styling – performance isn't really the issue. Inside it's basically the same, though cloth headlining replaces leather in standard spec. Engine is similar to Audi A8's but finished in-house at Crewe.

A CERTAIN OTHER BENTLEY V8...

Here's one they built earlier – and took to Le Mans

I DROVE THE NEW Continental at Silverstone. In V8-celebrating mood, Bentley also brought a couple of its LMP racers, an EXP Speed 8 (3.6 litres) from 2001 and a later Speed 8 (4.0 litres) like the 2003 Le Mans winner. Plus Guy Smith, who shared that 2003 victory and was about to show me, in the EXP car, how he went about it.

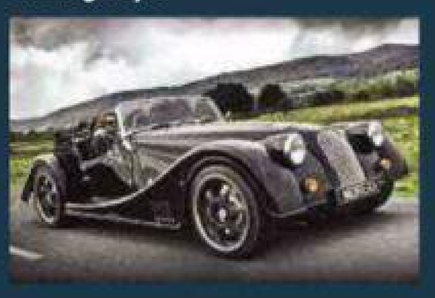
This EXP is the former tyre-test car and well-exercised. It makes 600bhp and 440lb ft, breathing through two 33mm restrictors. It's very tight in the cabin, so I must not impede Guy's movements as we splutter-snatch-spurt along the pitlane and blare out onto the track, the V8 howling its flat-crank howl.

It's cold and damp, and we're on intermediate tyres that are finding it hard to warm up. On slicks it must be stupendous; as Guy gets into the groove I'm feeling higher cornering and braking forces than I've ever felt before. The EXP Speed 8 is massively fast, of course (215mph on the chicaned Mulsanne straight), but it's the other forces that sear themselves into my mind.

The best new cars of 2012

NEW CARS ON THE WAY 2012's already off to a flying start, with a raft of unveilings at the Detroit Motor Show. Top of the list was the **Honda NSX Concept** (above), which should spawn a hybrid production version in 2013. On sale sooner is the new **Mercedes-Benz SL**, also revealed in the USA. It's faster, better-equipped and greener.

Heading into Geneva in March, an updated version of the **Ferrari California** will draw the crowds, but the updated **Morgan Plus 8** (below) could well repeat the 3 Wheeler's ability to steal the show from under the noses of the big boys.



It's going to be a huge year for Jaguar. May sees the **XKR-S convertible** go on sale – the company's fastest ever open-top with a top speed near 190mph. The **XF Sportbrake** also makes an appearance in the summer. It marks the welcome return of an estate to the Jaguar line-up, and will bolster the booming sales of the company's entry-level saloon. However, with a following wind, 2012 may turn out to be the year of the **Jaguar C-X16** (bottom). The two-seater sports car revealed in 2011 (see *Octane* 101) is far more than a concept, and the production version – tipped to be called the **Jaguar XT** – could be revealed as early as December. Though it could be 2013...

The Brits won't be having it all their own way. Ferrari is predicted to unveil an **Enzo** replacement in September, which promises to be both greener and faster than its predecessor. And keep an eye out for a new **Maserati Quattroporte** – our favourite four-door supercar – due out in November.

StoreMaster

The big 50

The MGB hits 50 this year. To celebrate, Frontline Developments has launched the 212bhp, 160mph LE50. It's pretty special but does it justify the asking price?

Words David Lillywhite **Photography** Dean Smith

LET'S GET THIS OUT OF THE WAY. The MGB GT you see before you costs £49,950.

And now I'll explain why. First, it's handbuilt from brand new parts, except for a reconditioned dashboard panel, axle casing and handbrake lever.

Next, most major parts represent significant improvements upon the originals. The engine is the latest 2.0-litre four-cylinder from Mazda, mated to a six-speed gearbox from the same stable. The suspension is re-engineered with cast aluminium alloy components, telescopic dampers rather than the old lever-arms, and the rear leaf spring set-up replaced by a five-link coil-sprung live axle, carrying an optional limited-slip differential. Brakes are discs all round, firmly gripped by alloy calipers.

All this in a new Heritage bodyshell, seam-welded, reworked for stunning panel gaps and rustproofed to modern standards. That's roughly £36,000 worth of parts alone.

This car, named 'LE50', is the result of 20 years of MGB and Spridget work by Frontline Developments (www.frontlinedevelopments.com). Best-known for Rover K-series conversions, the company has now moved onto the lightweight Mazda unit: with double overhead cams on variable timing and kitted out with Teflon-coated pistons and billet steel crankshaft and 'rods, it will safely rev to 8000rpm.

Mapped to suit the LE50, the Mazda gives 212bhp and 174lb ft of torque. A stock B gives 95bhp/110lb ft and the V8 137bhp/193lb ft. Weight is a perfectly distributed 941kg – 50kg lighter than standard.

So how does 212bhp feel in an MGB? Stunning! Acceleration – accompanied by a deep intake growl that one observer compared with 'an Escort BDA on a forest rally stage' – is relentless, and you can find yourself topping the ton without expecting it. A top speed of 160mph and 0-60mph in five seconds gives an idea of how quick this buzzing B really is.

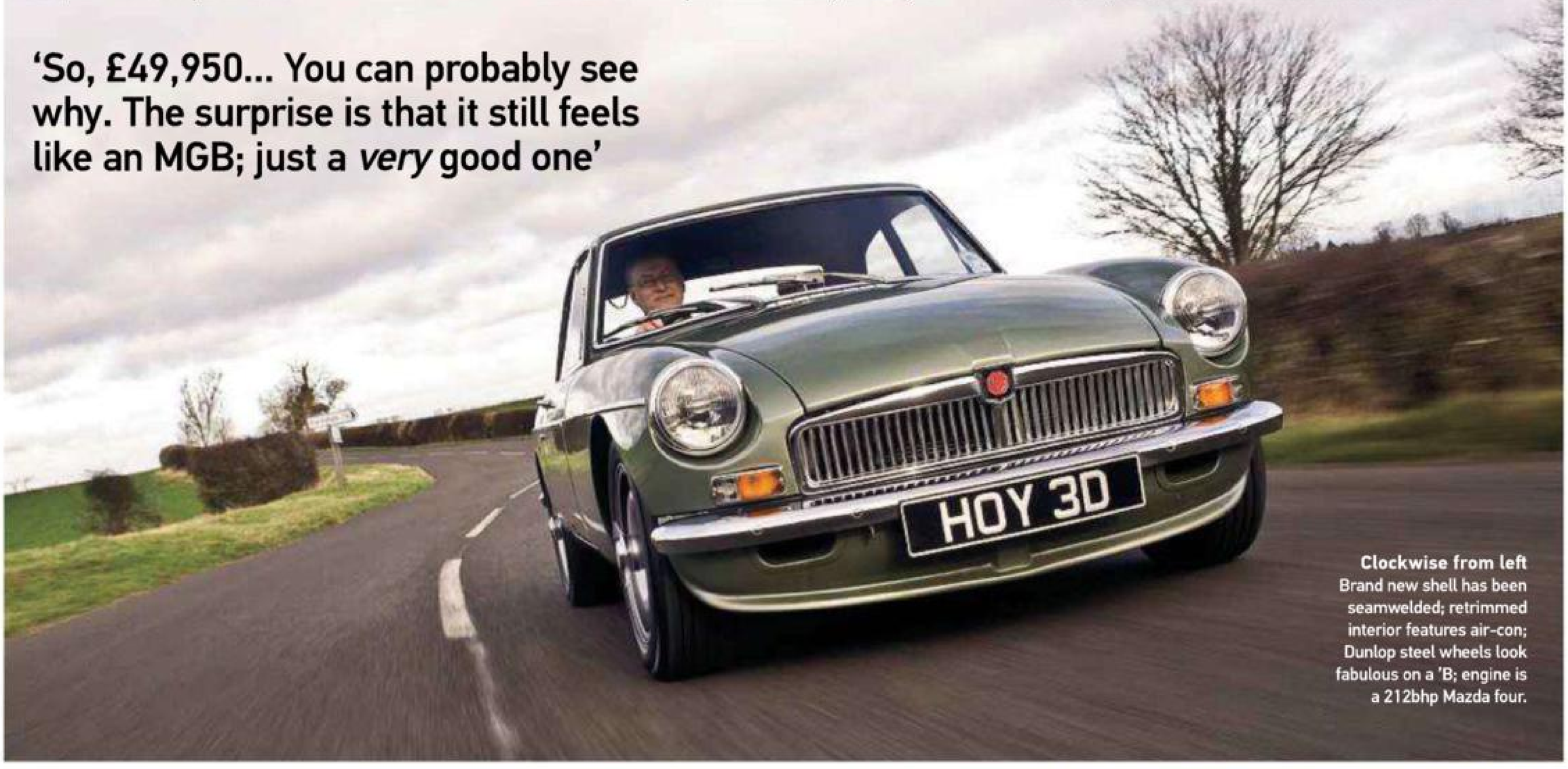
What's even more impressive is how civilised the LE50 feels in the face of this monster power delivery. Thanks to decent silencing, extensive soundproofing and clever suspension engineering, there's never a time when it's noisier or harsher than a stock MGB. More importantly, it sticks to the road in a way that the jumpy stock B could never match, it's rarely thrown off line by rough roads, even under full power, and ride comfort isn't compromised.

Sheesh, I nearly forgot the electronic power-assisted steering! It's a custom-designed system, so beautifully weighted that I honestly think a newcomer to an MGB could get in and drive without having the faintest idea the steering is assisted. But gone is the heaviness at parking speeds and the horrible tendency to weight-up mid-corner.

What else? There's the lovely Alcantara-trimmed interior, air-con, heated front and rear screens, uprated heater, top-notch hi-fi, electric windows, xenon headlights, central locking and much more.

So, £49,950... You can probably see why, now. The surprise is that it still feels like an MGB; just a *very* good one. Whether you could justify the price is more personal. Several of those who have already reserved one cite the difficulty in turning up for work in a look-at-me Porsche or Mercedes. An MGB, even at £50,000, is still a classless classic. We loved it.

'So, £49,950... You can probably see why. The surprise is that it still feels like an MGB; just a *very* good one'



Clockwise from left Brand new shell has been seamwelded; retrimmed interior features air-con; Dunlop steel wheels look fabulous on a 'B; engine is a 212bhp Mazda four.

Streetmags.com

1938 HORCH 853 A
€ 320,000 – 380,000

1948 DELAHAYE 135M CABRIOLET BY POURTOUT
€ 300,000 – 400,000

1937 MERCEDES BENZ 540 K CABRIOLET
€ 450,000 – 550,000

1956 FERRARI 250 GT BOANO
€ 420,000 – 480,000

1972 PORSCHE 911 ST
€ 250,000 – 350,000

1947 DELAHAYE 135 MS CABRIOLET BY FRANAY
€ 500,000 – 600,000

Ex-Roger Vadim, from the Jean-Claude Bajol collection • Fitted with its factory hard top
1959 FERRARI 250 GT CALIFORNIA SPIDER • Estimate on request

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Centenary celebrated

Octane captures RAC's year-long car party on camera

Words and photography Martyn Goddard

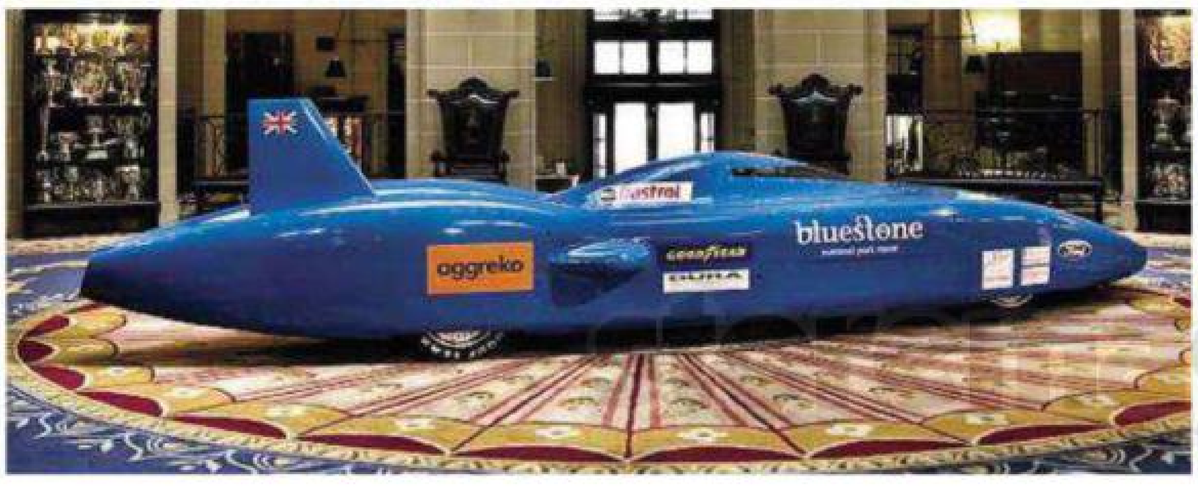
THE ATTRACTIVE BLONDE commented to her partner while exiting the lift: 'I'm sure that racing car wasn't there when we came back to the club last night.' True, the Red Bull Racing F1 car *wasn't* there; it had been expertly manoeuvred up ramps, through rotating doors and then squeezed between stone pillars at dawn that morning by Tony Worsfold and his team, to be put on show in the rotunda of the Royal Automobile Club in London's Pall Mall.

'Displaying cars in the RAC Club goes back to the 1960s when the *James Bond* Aston Martin DB5 was shown,' said Ben Cussons, who organises the rolling exhibits. 'People love to see the cars as this is a motoring club.'

2011 marked the Palace of Pall Mall's centenary, and the 34 cars displayed (all pictured here) during the year were chosen for historical significance or technical merit. Recent highlights include Sir Henry Segrave's 1924 Sunbeam, the Mars Rover vehicle, Peugeot's 908 Le Mans-winner, Gordon Murray's T27 and Tim Birkin's Blower Bentley.

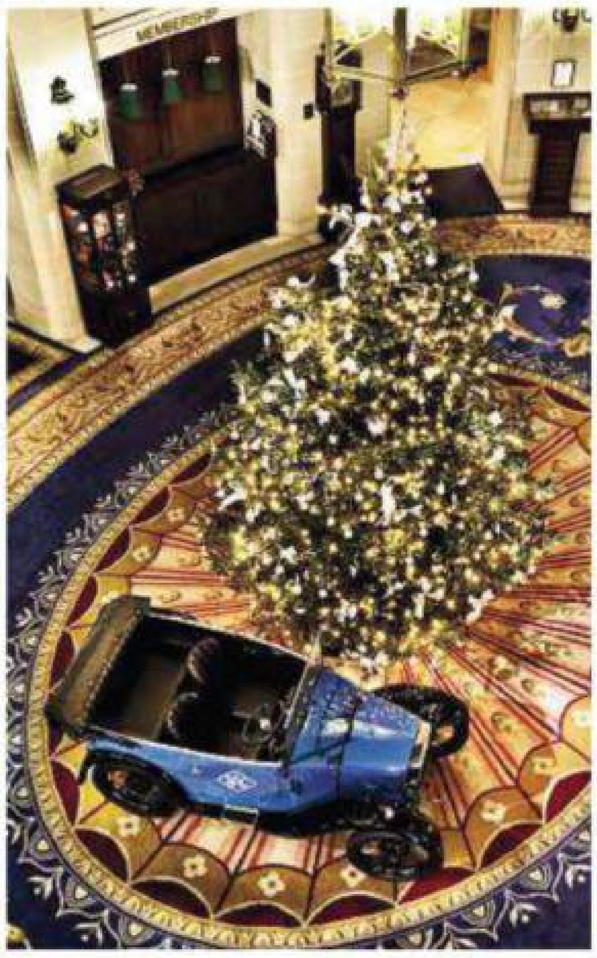
Octane was there to photograph every one. Find out more by visiting the website.

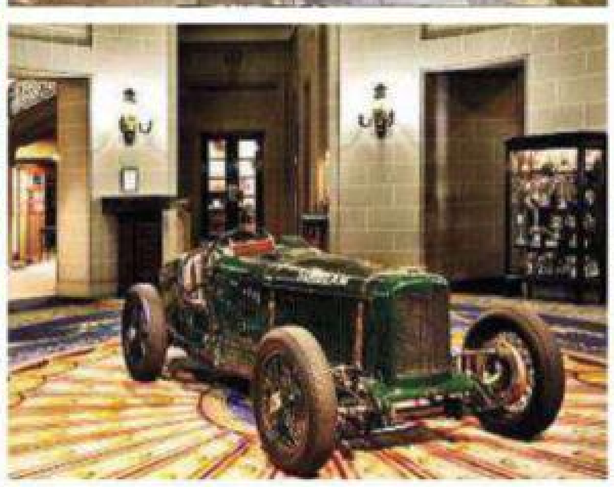
// **www.octane-magazine.com**



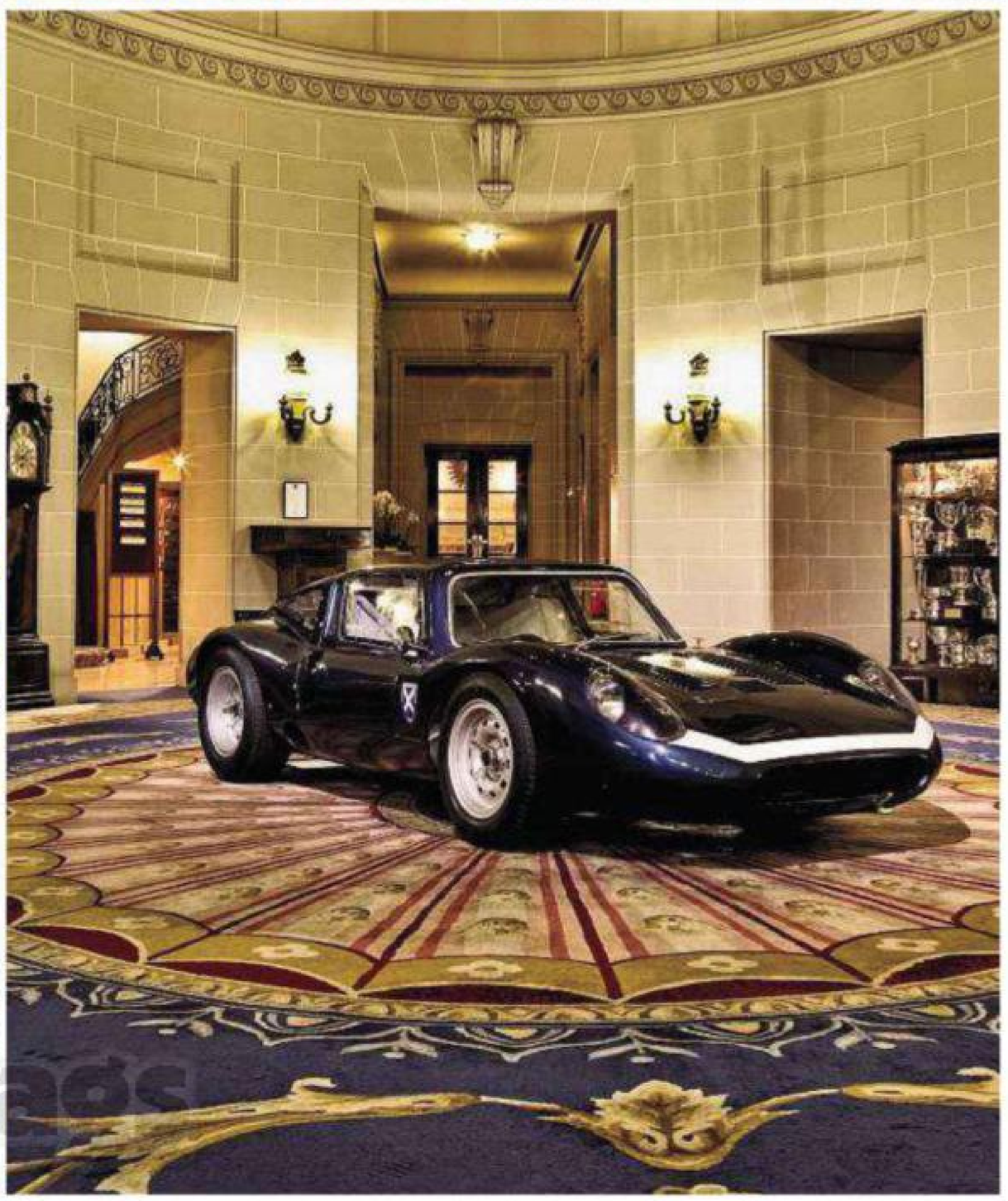
TOTAL

Mercedes-Benz
F-CELL World Drive
S FC 313





Marlboro



4–5 JANUARY
Planai, Austria

PLANAI CLASSIC

Dancing on ice

A ski resort in the Austrian Alps provided the perfect location for some spectacular historic rallying

Words Stefan Grundhoff **Photography** Gudrun Muschalla

THE PLANAI CLASSIC is one of the most spectacular historic rallies in the Alps, and attracted former world champion Björn Waldegård and Monte Carlo Rally winner Rauno Aaltonen. For two days solid, drivers fought against ice and snow for every hundredth of a second.

Most of the participants – in 50 cars built from 1927-1972 – were professional rally drivers, and all had to call on their experience of ice and snow as most of the special tests were held on lethally surfaced roads in the dark. As organiser Helmut Zwickl put it: 'The Ennstal Rallye in the summer is for everybody. The Planai is for the tough guys.'

Rear-engined cars such as Porsche 911, VW Beetle and Skoda R110 dominated the event, their unusual layouts proving perfect for optimum traction compared with four-wheel-drive competitors.

But no winter race can be won without winter tyres and spikes. Competitors had to cope with climbs up to 2000ft, with even pre-war entrants relying on studded tyres or chains. The slippery roads guaranteed real adventures.

A white-and-blue BMW 2002ti caught Rauno Aaltonen's eye: 'In 1969 I drove the car at the Austrian Alpes Rallye,' he remembered. 'A very fast car, not easy to drive on ice and snow. With 190bhp at the back axle, it behaves like a rattlesnake winding in the sand, not easy to tame.'

Rauno Aaltonen drove his old Mini-Cooper S with passion: 'Light weight, low moment of inertia and the behaviour of a kart. That's perfect. And the first gear reaches up to more than 40mph.'

Excellent results in the time trials meant Karsten Wohlenberg and Mike Hoell from Germany won the event driving a Mercedes-Benz 230SL, while Michael and Maximilian Muenzenmaier came second in their Opel Rallye Ascona A.

The most successful British car on the rally was a 1964 Austin Mini-Cooper S, owned by Florian and Marlene Kunz from Austria.

Above, clockwise Pre-war cars such as this Sunbeam special had to battle the ice; Rauno Aaltonen took part in Mini-Cooper S; Björn Waldegård was reunited with his old BMW 2002ti from '69.

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VIN 20867S102499

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24–26 FEBRUARY
Coventry, UK

PREVIEW

Race Retro

It's the UK's largest indoor – and outdoor – historic motor sport show, offering a unique mix of cars, stars and action

Words Keith Adams

NOW IN ITS NINTH year, Race Retro International Historic Motorsport Show is firmly established as one of the motor sport fan's must-see events. Its organisers say that it's shaping up to be the best ever – combining live action, trade stands and a bustling auction to create a true one-stop show for competitive drivers and historic race fans.

The big birthdays of 2012 are being celebrated on a large scale. The MGB's 50th anniversary will be honoured with a special display, as will the Group C Porsche 956's 30th. Rally cars won't be forgotten either (see below), given the Group B landmark that comes up in 2012.

But don't just think that Race Retro is all about cars, and the pinnacle of motor sport from days gone by – it's packed with an enviable line-up of trade stands representing all levels of the industry, right down to grass roots level. You can also enjoy bumping into any one of a surprising number of personalities in the main exhibition halls, watching the rally cars and autocrossers, or in the autojumble area.

Be prepared to lose an entire weekend, whether you're buying or just soaking up the atmosphere. It's a unique experience.

THE STAR ATTRACTIONS

THE JEWEL IN the Race Retro crown is undoubtedly the Live Rally Stage (right). This year there will be a celebration of Group B rallying – it's 30 years since the first cars in this category exploded onto the scene. There will be a static display featuring a line-up of the best cars from that era, including the rarely seen Porsche 911SC RS, but not only can you examine these cars close up in the paddock, you'll get to experience them on the special stage too.

Group C is big news in 2012. Porsche 956 chassis number 001, the prototype chassis that was raced in Rothmans livery by Jackie Ickx and Derek Bell, will head a static display marking one of the more fascinating eras of Le Mans.

Motorcycles are a major feature of Race Retro and highlights this year will include displays to celebrate 30 years of Honda Racing Corporation, and the return of the race-bike 'Fire-up Paddock', where each day, just after the lunch break, classic bike engines will be revved up for your aural pleasure.

Race Retro should be a great show for MGB fans, too. It comes early in the season, before the potential pitfall of birthday fatigue sets in, and the foyer display of two early works racing cars will be a welcome sight. The cars on display are a hardtop roadster driven in the 1963 Sebring 12-hour by Christabel Carlisle and Denise McCluggage, and another works Sebring racer, the MGB GT driven by Paddy Hopkirk and Andrew Hedges.

Other must-sees include Hall & Hall's commemoration of the 50th anniversary of Graham Hill's Formula 1 World Championship for BRM in

1962, with the P57 1.5-litre V8 GP car on the stand.

New for this year, visitors can drive a rally car, thanks to the Historic Endurance Rallying organisation. For just £20, visitors can 'arrive and drive' in one of HERO's rally-prepared classics on a purpose-built course next to the Live Rally Stage.

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THE SILVERSTONE AUCTION

FOLLOWING ON from H&H and Bonhams, Silverstone Auctions will be hosting a motor sport-focused sale during the Race Retro weekend.

The lot list is headed by a 1933 Talbot 110 Alpine Replica (above), estimated between £130,000-160,000, and a 1964 Ford Lotus Cortina FIA race car, estimated between £70,000-80,000.

A big draw on the lot-list, considering the huge rallying crowd that's bound to be at the event, is the 1987 MG Metro 6R4 on offer for £47,000-52,000. This well-known car, campaigned by such names as Peter Lloyd and John Brodie, typifies what makes Race Retro so appealing.

The auction will be one of the main attractions at Race Retro, and is the first time that Silverstone Auctions will hold a sale away from the race circuit the company is named after – and based at.

HOW TO GET THERE, WHERE TO STAY

STONELEIGH PARK is about as central in the UK as it's possible to be, located 15 miles south of Coventry, in the West Midlands.

For travellers by road, it's just a short hop from the M6, M40 or M1 motorways, and outside of rush-hour getting to the showground is straightforward by car.

Coventry is no longer served by an international airport (it used to be next door) so, if you're flying in, the nearest is Birmingham, about half-an-hour away by road. It's predominantly for European flights but, for those coming from further afield, Heathrow, Stansted, Gatwick and Manchester airports are all within 150 miles.

Being located in the heart of the UK means there's no shortage of good accommodation within sensible distance of Stoneleigh Park. There are a number of excellent resort hotels nearby, but the Stoneleigh Park Lodge (+44 (0)2476 690123) is the most convenient. Typical rates are around £60 for B&B. For those wanting to make a longer break of it, the region is littered with good spa hotels, too – Google is your friend here.

ADMIT ONE

ESSENTIAL INFO

Dates and times

Friday 24 February
Adult £20, child (5-15) £5
(includes auction preview)

Saturday 25 February
Adult £20, child (5-15) £5

Sunday 26 February
Adult £20, child (5-15) free

Saturday/Sunday tickets include admission to Live Events. Adult tickets cost £25 on the gate. Parking is free.

The show is open from 9.30am each day and closes at 5.30pm on Friday and Saturday, 4.30pm on Sunday.

To book tickets visit www.raceretro.com or call +44 (0)871 230 7157

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BEST EVENTS

Detroit, USA

A FULL SLATE of headline-generating events kicks off during the first weekend of June when open-wheel racing returns to Detroit (1-3 June), on an island in the river that separates the United States and Canada. Four races are scheduled for the **Belle Isle Grand Prix**, with the new Chevrolet twin-turbo V6 racing engines that are competing in the IZOD Indy Car Series topping the bill.

From racing, all eyes turn to three of America's most prestigious regional classic car shows. The Edsel and Eleanor Ford estate in Grosse Pointe Shores is home on 17 June to what may be America's most unique classic car event, the **Eyes on Design Automotive Design Show**. The show features classic, high-performance and historic cars owned by current and former designers who work or used to work for GM, Chrysler and Ford, plus many noted collectors. No car gets in the show if it doesn't sport eye-catching styling, and 200 are featured by invitation.

Antique and classic car aficionados travel from all over the Midwest to attend the **Motor Muster** at the Henry Ford Museum at Greenfield Village in Dearborn on 16-17 June. Greenfield Village is an early-20th century village created by Henry Ford. The cars become part of the display that weekend and cover the years 1933-76. Many cars from the Henry Ford collection are also displayed.

The third big show of the summer is the 2012 **Concours d'Elegance of America** on Sunday 29 July in Plymouth, Michigan, just west of Detroit. More than 300 extremely rare and valuable antique and classic cars will cover the grounds of a former Catholic seminary. This year the show debuts the Pioneer Class of vehicles manufactured before 1900. Already registered is an 1899/1900 Orient Autogo with a De Dion Bouton engine. It was once disassembled and buried in Massachusetts; now it's completely restored.

Finally, the world's biggest one-day car show, the **Woodward Dream Cruise**, puts an exclamation mark on Detroit's season. Held on 18 August, it features 40,000 antique, classic, sports and muscle cars – which are not on static display. They are driven on a 20-mile, six-lane stretch of highway lined by 1.5-million spectators. Whatever your car perversion, you will see it here. **Richard Truett**

In brief

HISTORIC GROWS IN 2012
The Donington Historic Festival (5-6 May) continues to grow in its second year. The packed weekend of circuit racing – and static displays – will now benefit from the expanded (to 1985) Touring Car racers. Stars of the show will no doubt be the Group C racers (in their anniversary year) and pre-GT cars. And, of course, the Stirling Moss Trophy for pre-61 sports cars. More nearer the time.
// www.doningtonhistoric.com

JAMES BOND IN MOTION
A new exhibition of 50 James Bond vehicles has opened at Beaulieu and will run throughout 2012. The exhibition, known as 'Bond in Motion', features a selection of cars never seen before in public, and will be headed by the *Diamonds are Forever* Ford Mustang Mach 1.
// www.beaulieu.co.uk

BUMPER INTEREST IN MILLE
Mille Miglia organisers have confirmed there has been huge interest in this year's race. The Rome-Brescia-Rome road event has attracted no fewer than 1355 applications from 25 countries for an available 375 places – reinforcing its position as one of the world's greatest road races.
// www.1000miglia.eu

RECORD BREAKERS ON SHOW
The Heritage Motor Centre is hosting a new 'Motoring Record Breakers' exhibition (11 February – 2 September). Cars on show include the Sunbeam 1000hp (the first car ever to set a land speed record of over 200mph) and the steam car *Inspiration*, which holds the land speed record for steam power, which it secured in 2009.
// www.heritage-motor-centre.co.uk

LISTINGS

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

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

3-5 FEBRUARY
Bremen Classic Motorshow
Germany's classic car season opener, in seven heated halls.

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

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

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

19 FEBRUARY
Brooklands Breakfast Club
Brooklands, UK. Early Sunday morning meet at Brooklands.

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

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

24-26 FEBRUARY
Race Retro
Stoneleigh Park, Coventry, UK. Live action and static displays, featuring several anniversaries.

2-4 MARCH
Antwerp Classic Salon
Antwerp expo, Belgium. The big Belgian classic car show.

9-11 MARCH
Amelia Island Concours
World-class concours on Florida's east coast.

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

13-19 MARCH
12 Hours of Sebring
Florida, USA. 60th anniversary of the legendary 12-hour race.

15-17 MARCH
The Three Legs of Mann
Isle of Man, UK. Classic endurance rally event.

21-25 MARCH
Techno-Classica Essen
Essen, Germany. Europe's largest indoor classic motor show, featuring manufacturer, trade and club stands, plus auction.

22-25 MARCH
Retro Classics Stuttgart
Stuttgart, Germany. Large-scale classic car show.

13-15 APRIL
Jim Clark Revival
Hockenheim, Germany. Historic Formula 1 at its best.

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

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

20-22 APRIL
Spirit of Montjuïc
Circuit de Catalunya, Spain. Second running of the revival.

21 APRIL
VSCC Spring Start
Silverstone, UK.

26-30 APRIL
MG Owners' Club Ireland Tour
Dublin, Ireland. Touring the countryside around Cavan.

30 APRIL – 5 MAY
Scottish Malts
HERO classic reliability trial and classic car tour on Scotland's best roads. Open to cars built before December 1981.

5-6 MAY
Donington Historic Festival
Donington Park, Derby, UK. Now in its second year.

5-6 MAY
Grand Prix de Pau Historique
Pau, France. Pre-66 racing, with pre-war single-seater grids.

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

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

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

11-20 MAY
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
Grand Prix de Paris
Montlhéry circuit, Paris, France. New historic race meeting.

12-13 MAY
Grand Prix de Pau
Pau, France. Modern incarnation of the GP de Pau.

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

17-20 MAY
Nürburgring 24 Hours
Germany. 40th anniversary of the gruelling 24-hour race.

17-20 MAY
Mille Miglia
Brescia to Rome and back. Italian regularity rally with top-notch historic cars.

20-25 MAY
Jaguar Ireland Tour
Jaguar Enthusiasts Club. Based at Farnham Estate, Ireland.

Storemags.com

Octane recommends

Make sure you put these dates in your diary

INTERNATIONAL MG SHOW AND SPARES DAY

19 FEBRUARY. COVENTRY, UK

The marque of the year for 2012 is going to be MG. And the first show where you'll see the sheer scale of the support will be at Stoneleigh Park: MG's opening event of the year. There will be trade stands and autojumble, club stands and cars for sale.

// **www.mg-show.co.uk**

ALPINE GT

12-15/19-22 JULY. VAL D'ISERE, SWITZERLAND

The Alpine GT is your chance to tour some of the finest roads the Alps have to offer. Bring your classic along for the four-day drives, but enjoy an exclusive gathering each evening in boutique accommodation – under canvas. There's partying, gastronomic delights, and the dress code is 'glamour'!

// **email Jeremy@OtherEmail.co.uk**

12 HOURS OF SEBRING

17 MARCH. SEBRING, FLORIDA, USA

Sebring will be celebrating the 60th anniversary of the 12 Hours race by hosting the opening round of the 2012 FIA World Endurance Championship. As well as the best contemporary sports car and prototype racing, the Sportscar and Vintage Racing Association (SVRA) will be holding a programme of historic races, including a special to mark the 50th birthday of the AC Cobra.

// **www.sebringraceway.com**

VERNASCA SILVER FLAG

15-17 JUNE. PIACENZA, ITALY

The Best of British will be celebrated at this year's Silver Flag. The hillclimb, hosted on Italy's finest driving roads, celebrates famous British marques and drivers. The event is open to pre-1975 cars, and limited to 200 places.

// **www.vernascasilverflag.it**

JIM CLARK REVIVAL

13-15 APRIL. HOCKENHEIM,

Now incorporated into the Bosch Hockenheim Historic, the Jim Clark Festival is bigger than ever (last year, attracted 25,000 visitors over three days). The event now features the best F1 and saloon car racing up to 1985.

// **www.hockenheim-historic.de**

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

25-27 MAY
Spa Classic
Spa Francorchamps, Belgium. Now in its second year.

1-11 JUNE
Wintersun Festival
Coff's Harbour, Australia. Hot rod and custom event.

6-10 JUNE
MG Celebration
Dillard, Georgia, USA. Major single-marque celebration.

7-9 JUNE
Tour Britannia
Yorkshire, UK. Tour featuring competition and regularity.

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

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

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

15-17 JUNE
Vernasca Silver Flag
Vernasca, Italy. Prestigious untimed hillclimb at Piacenza.

16-17 JUNE
Brooklands Motoring Festival
Brooklands, UK. Incorporating Speed Trials and Double Twelve.

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

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

17-21 JUNE
Normandy Tour
France. Holiday tour based near historic Honfleur.

23-24 JUNE
MGLive!
Silverstone, UK. All MGs welcome. First of UK's three big official MGB50 celebrations.

23-24 JUNE
Dana Point Concours d'Elegance
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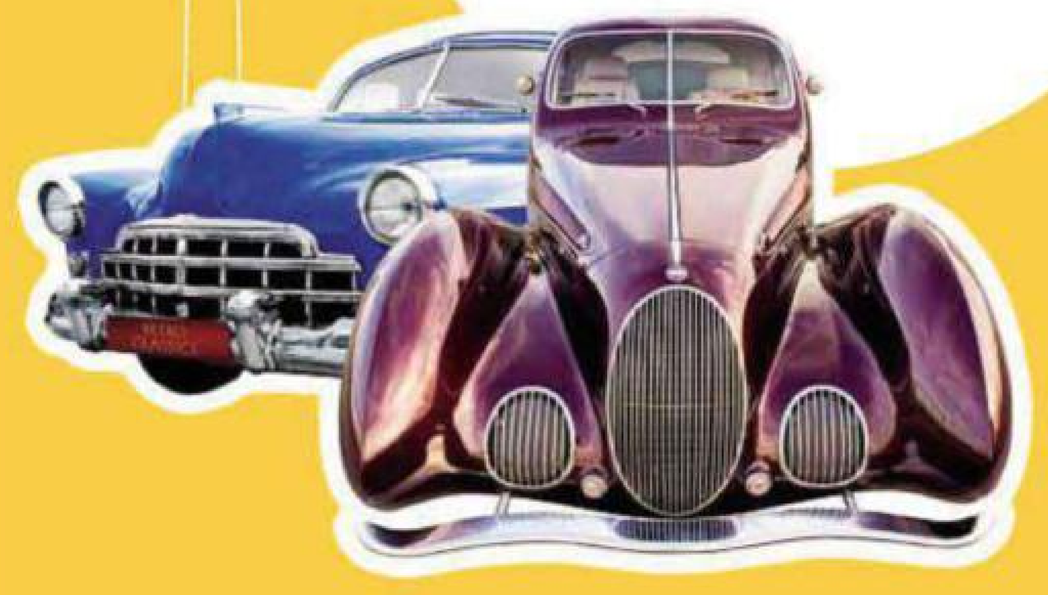

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Letters

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ONE-UPMANSHIP

LAST MONTH'S cover story on the relative values of the Aston Martin DB6 and DB5 is interesting. Keith Adams makes the comment that 'ever since... Ken Adam decided that James Bond should drive a gadget-laden DB5 in the film *Goldfinger*, it's the DB5 that's become the halo Aston.'

While I would be the first to agree that *Goldfinger* had an absolutely massive effect on the image of Aston Martin, I have to disagree that DB5 values were disproportionately affected from day one.

I bought our DB5 in 1986 from Richard Williams, at his premises which in those days were under a railway arch near Brixton. At that time he had a newly restored DB5 sitting next to a newly restored DB6, both the same colour, and they were the same price. The market did not differentiate between the two by value until well into the 1990s. Quite what prompted values of the DB5 to outstrip its younger stablemate by so much I cannot say, but often these trends become self-fulfilling, with people eventually choosing to buy a car because it has a better status.

What is clear is that Keith's article is absolutely spot-on in its main theme, which is that the disparity in values is daft: the choice between whether to buy a 5 or a 6 should depend upon the size of the kids you want to put in the back seat.

JON RADGICK TRUSTEE,
ASTON MARTIN HERITAGE TRUST

A PROPER DRIVE

I ENJOY my job. At Audi UK, I have access to a wonderful range of cars and, as part of my responsibility here, custody of the UK historic fleet. I often say to myself I have one of the best jobs going.

Then I read your London to Geneva drive story in issue 104. Drive a Mercedes-Benz Gullwing and Bugatti Atalante to Geneva, stopping for lunch at Moët & Chandon. Oh, and load the back-up Rolls-Royce with Dom Perignon while you're there.

That's for me what makes a great magazine – the drive story, with style.

DAVID INGRAM PR MANAGER,
PRODUCT & TECHNOLOGY, AUDI UK

RIVETING STUFF

I REALLY ENJOYED the article on the Lindner Nöcker E-type restoration in *Octane* 104. It's fantastic to see the craftsmen bring such a badly damaged car back to its original beauty.

There's one typo on page 82: the aircraft rivets are Avdel, not Advel, as I remember from my apprenticeship as an aircraft engineer!

STEVE ADDERLEY
MIDDLESEX

LETTER OF THE MONTH

Where's the harm, really?

I READ CAREFULLY the statement from Mercedes-Benz [*News*, issue 104] about the W125 recreation and I would like to give you my thoughts about this sensitive issue.

I fully understand that companies like Mercedes-Benz will never accept replicas or copies made by external sources. I myself cannot accept a fake Rolex watch, Louis Vuitton bag or a copy of a Porsche 550 Spyder, because the buyers are usually pretending that they own an original.

But the case of the W125 is a bit different. The car has a heritage shared with the Donington circuit and should be displayed at this historic place. Car enthusiasts know full well that the original car is in the hands of Mercedes-Benz. And the fact that Crosthwaite & Gardiner, a company approved by Audi, executed this fine copy, should be remembered too. They really dug deep into history to carry out the work in the way Mercedes would have done then – the flawless result speaks for itself.

Every current Formula 1 team, including Mercedes-Benz, makes copies of their race cars to present at shows or promotional events. They may have no engines, and fake carbon suspension, but I've never seen any signs stating that they are actually display cars – and most of the spectators believe they are the actual cars driven by Mr Schumacher or whoever. Is this OK simply because they were paid for by the manufacturer? Is a copy approved as soon as the OEM places the order?

Some years ago Ferrari asked some guys not to show their hand-made F1 cars, made out of sheet metal with Ford Granada drivetrains; the guys received a lot of media coverage and I think it must have been very frustrating for Ferrari to write letters to those garage boys. But nobody believed those cars to be originals.

I think it is really difficult for the car companies to protect their brands but they also should show respect when making replicas for their own use or turning out low-quality merchandise; the logo cannot be the only reason to justify a high sticker price. There is unfortunately only one way that OEM companies find the use of their brand names acceptable: when someone pays them a fee.

GERHARD RÜBESAM
STUTTGART, GERMANY

WIN A STYLISH LEATHER WALLET FROM GTO LONDON!

The writer of the Letter of the Month wins a 250GTO Nero wallet, part of GTO London's 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.

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E-TYPES: THE DEFENCE

MIKE DAY is not entirely wrong about the E-type [*Letters*, issue 104] but his comments lack perspective.

E-types were indeed riddled with tin worm. I have owned my S1 4.2 FHC for 36 years and it was full of pop rivets and pudding when I bought it as a nine-year-old car. Jaguar only painted the bits you could see but it was half the price of an Aston – and they had a very cavalier attitude to aluminium-meets-steel corrosion.

The brakes on the 4.2 were much better than on most cars of the period but frequent stops from 100mph-plus were nerve-wracking. Easily fixed, though, with bigger calipers.

As for the handling, E-type suspension is all-adjustable and far more sophisticated than contemporary Ferrari or Aston

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suspension. As the geometry is not part of the MoT, it is often miles out and the handling can be downright dangerous, but set it up properly and it is very good. The XK engine is also a fundamentally better design than the six-cylinder Aston – five Le Mans wins wasn't just chance.

Believe me, you can make an E-type go, stop and handle for an awful lot less than £600k. Their only problem is quantity – had Jaguar made them in GTO numbers, they really would be properly cared for and worth serious money.

I have been lucky enough to enjoy driving all kinds of quick cars but I still have my sorted E-type.

KIRK RYLANDS CUMBRIA

POINTS OF INTEREST

YOUR COUNTDOWN of the top 100 auction prices was interesting but somewhat misleading. Inflation makes an enormous difference. A few minutes on the Bank of England's inflation calculator reveals a different story, even though the inflation calculator has its limitations – it's in sterling and only calculates up to 2010 values.

Looking at the cars in the top 50 sold over 20 years ago we see the 37th-placed £2.5m Ferrari Dino jump into the top 10 at £4.85m, with the number-22 ranked GTO just behind it at £4.74m (from £2.8m in 1991). At the top of the list, Ferraris are usurped by the pair of Bugatti Royales, the number-16 ranked Berline coming in at around £10.2m – equivalent to the number 1 Testa Rossa. But standing well above the rest is Robert Brooks' fine 1987 effort of £5.5m, equivalent to over £12m today.

It seems to be a common trend in the classic car world for wily old dealers to spout phrases like 'I remember when these were under £70,000 in the mid-90s – now they're over £100k.' Well, of course they are; it's simply due to inflation.

PHILIP MULLINEUX
SURREY

Philip makes a good point but, as he says, the Bank of England calculator only applies to the UK, and by its very nature it is an artificial device that relies on comparing prices of various goods over a period of time. For these reasons we decided to stick with the actual sales prices realised

– David Lillywhite

WOT, NO MOT?

I'M AN AMERICAN living abroad, and one of the pleasures about living this side of the Atlantic is the quality of preparation of classics here. I feel this is partially due to the fact that, in the UK and much of the EU, classics undergo a much more thorough inspection for roadworthiness than they do in the USA.

So I am very surprised to hear about a proposal to remove the MoT for pre-1960 classics in the UK. While I realise the MoT is an inconvenience, I believe that it is essential to keep some of these checks in place to ensure that not only are the cars safe, but also valued accordingly.

It is not uncommon in the USA for examples to be sold by the unscrupulous as 'rust free' when in fact the floorboards have been 'repaired' by pop-riveting sheet metal over the rusty holes. What these sellers won't tell you about their Texas car that's 'never seen water' is that the chassis hasn't been welded since it rolled off the assembly line, and that Dallas gets 37 inches precipitation a year... three inches more than London!

I've always bought parts and cars from the UK with confidence that a classic that is taxed and on the road is essentially sound structurally. It would be a pity to have this confidence shaken by the introduction of poor repairs going unchecked, as is sadly already the case in the USA.

SYLVESTER HARVIN BERLIN, GERMANY

MYSTERY POSED...

CAN ANYONE shed any light on the subject matter and artist of this oil painting that I recently acquired?

I think it depicts Mini-Cooper 'CMC 77' raced by Christabel Carlisle, and it's signed by Donough O'Brien and dated 1963. It might be one of a series done for Shell or BP.

IAN STEWART NOTTINGHAMSHIRE

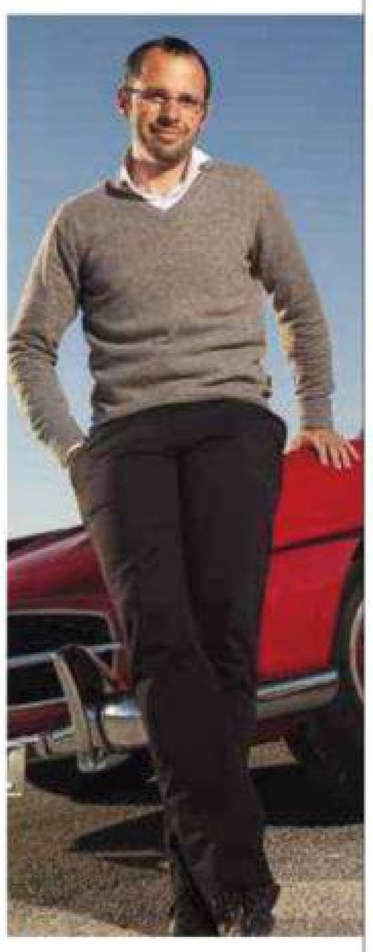
...AND MYSTERY SOLVED

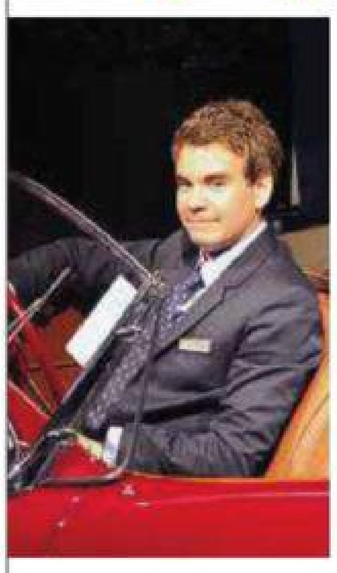
AFTER DILIGENT research, the mystery movie motor pictured in *Letters*, issue 104, turns out not to be as old as we thought.

The car is an Alvis Speed 20 and the movie was made in 1976 by Claude Lelouch, the same year that Lelouch made the 11-minute classic *C'était Un Rendezvous* that has had most of us scratching our heads about his mad dash across Paris since its re-release.

PAUL VEYSEY www.drivepast.com

THE SPECIALISTS





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JAY LENO

THE COLLECTOR

I JUST HEARD on the radio today that Saab will no longer warranty any of the cars it sells in North America, which is pretty much a death knell. I'd like to think Saab can survive but it's not looking positive.

And I have to admit that I'm not sure what Saab stands for anymore. When I was a kid it was a unique brand, unlike any other car maker out there. I'll never forget my first ride in a Saab; I was in high school and a friend's mother had an old three-cylinder with freewheel. To me that was the most amazing thing. It didn't go particularly fast but when the driver took their foot off the gas it didn't slow down. There was no compression braking and it just kept rolling.

This fascinated me and I wanted to learn more about them. Plus it had front-wheel drive at a time when no American cars had it. It had a two-stroke engine that sounded like a popcorn machine. You couldn't over-rev it; you just kept your foot in and shifted when it wasn't making any more progress. It was a lot of fun to drive; great in the snow. With the freewheel and aerodynamics, you got incredible gas mileage for that period in America. Which was anything over 25mpg.

It made an impression on me and I always wanted one. In fact I remember picking up a comic book, that I still have, which had a Corvette Stingray and a Saab racing. It said 'A Corvette Stingray can beat a Saab but can it beat it on ice?' And it showed the two coming around a corner, and I'm not sure how the Saab was able to do this, but for the illustration the Saab is coming around a corner on three wheels with one in the air. I was never able to understand how the car was able to lift a wheel on ice but, hey, that was the magic of having a Saab!

You had to be a dedicated owner to have a Saab. You had to premix your gas. It was a real chore. You went to the gas station with two five-gallon cans, you filled them with gas and then you added the 50:1 mix of oil to the gas, shook it, and then you put it in the car. There was no automatic transmission. When you wanted to warm the car up quickly you pulled a chain that hung from the dashboard that went to a window shade that went up against the radiator so that the car heated up faster.

The most fascinating thing about the car was that the generator was also the water pump. Imagine the English combining a water pump and a generator! At best it wouldn't have worked and at worst you would have been electrocuted the minute you touched it. Somehow the Swedes were able to make this work. It was a car born from jets. That was always the great symbol of Saab.

The exploits of Erik Carlsson were all over the pages of *Road & Track*; stories of him beating all these other drivers on ice and snow. The Saab of my youth was a car that was bought by intellectuals; college professors had them. Author Kurt Vonnegut even had a Saab dealership – Saab Cape Cod – in the late 1950s. When we saw one parked, my dad would always say 'Look at that foreign job. You'd get killed in that thing!' My dad had a big Buick Electra. Brocade interior, four doors and a 455ci engine. Dad could never understand why anyone would buy one of those little things. This, of course, made them more intriguing to me.

Saabs didn't look like anything else on the road. I loved the clock on the dash; it was mechanical and you would wind it every eight days rather than drain the battery with it. When you opened the hood there was a little cache, which would hold a quart of oil.

> 'I ALWAYS SEEK OUT UNIQUE DRIVING EXPERIENCES AND DRIVING A SAAB IS NOTHING IF NOT UNIQUE'

Mine is a 1958 93. I think it's one of the oldest Saabs in America and it's just about perfect. Actually it *is* perfect. Four people can ride in it, it's not fast but you can go 70mph. It has its own cruise control – just put your foot to the floor and keep it there. It's only 750cc.

I love the idiosyncrasies; in some Saabs, but not mine, you put the key in the floor. I'm someone who always seeks out unique driving experiences and driving a Saab is nothing if not unique.

When they went to the V4 engine, that was OK but they lost some of their charm for me. And then over those last few years I never really fully understood what they were about. Saab made the mistake that I think a lot of car companies in America made in the 1980s and early '90s. Everything just sort of blended together and they had no unique voice or vision any longer.

Saab had a small but loyal customer base and, once they took all the quirkiness out of it, it was just like another car. It no longer had much personality and I think that was the main problem. If this really is the end for Saab, it will be very sad but not entirely unexpected.

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.

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TONY DRON

THE RACER

WHEN THE EDITOR asked us all to write about our best personal *Octane* moments of the past year, I have to admit that my heart sank a bit. The problem lay in capturing that one moment in only 50 words. It was tough to produce that little paragraph.

Having done it (see page 16), I sat back and thought about all the other highlights of 2011. Skimming through the latest issue of *Autosport* magazine, I was astonished to note that no fewer than 18 new national race series were launched last year. Some, inevitably, flopped but there were surprisingly few duds. Not all of them were for historic cars, of course, but the most successful ones were very much for our sort of cars. Two of them received *Autosport*'s maximum five-star rating for excellence, thanks to massive grids and plenty of exciting action.

With the 50th anniversary last year, there were plenty of races just for Jaguar E-types, and the Historic Sports Car Club's Jaguar E-type Challenge produced the best of the lot. The HSCC even lined-up an amazing grid of 52 E-types for the Silverstone Classic race. Jaguar Heritage supported the HSCC's E-type anniversary effort and it was such an incredible success that it will continue this year. The HRDC was just as successful with its new Touring Greats and GT Greats. There's not too much doom-laden gloom to report, to be honest.

Moving on, my mind shifted to even greater achievements in these tricky times. There was a remarkable evening at Tyrrell's, the clubhouse, bar and restaurant at the fabulously redeveloped Snetterton. To celebrate the East Anglian circuit's 60th anniversary late last year, Jonathan Palmer held a dinner, inviting a large group of racers, marshals and others with a bit of Snetterton history in them.

The ex-racer Dr Jonathan 'JP' Palmer is a committed enthusiast who has also turned out to be a surprisingly, not to say formidably, good circuit operator. With two partners, he set up MotorSport Vision and took over Brands Hatch, Oulton Park, Cadwell Park and Snetterton in 2004, and all four simply looked neater and cleaner overnight. Energetic work undertaken since to make them ever better for spectators and competitors has never slackened.

> 'PALMER TOOK OVER BRANDS, OULTON PARK, CADWELL AND SNETTERTON. ALL FOUR LOOKED NEATER AND CLEANER OVERNIGHT'

Snetterton, tired and shabby before MSV got hold of it, has seen major investment. Fundamental re-routing of the circuit itself, a complete facelift for all the buildings, and new banks for spectators have transformed it beyond belief, suggesting a successful, prosperous future.

There was a bit of magic to the 60th anniversary dinner, too. Local artist Andrew Kitson, a keen historian of the circuit, showed movie clips from the earliest races at Snetterton. Commentator Ian Titchmarsh used a microphone and his encyclopaedic knowledge of the sport to get the best stories from the many stars present, including Jackie Oliver, John Miles and Jack Sears.

Back in 1968, as the proud owner of a brand new Formula Ford car, I selected Snetterton to try it out for the first time. The place was almost deserted apart from Lotus test driver John Miles, who was pounding round incredibly quickly in a works F3 car. At one point, he came over and had a friendly chat. I was slightly in awe of him then and, to be honest, I still am a bit!

Yet times have changed. Back in 1968, you could turn off the old circuit's Norwich Straight, onto the forecourt of the garage beside the A11. Dressed in my new Les Leston Protex overalls, I was filling the single-seater's tank when an impressive car pulled off the public road and stopped at the pumps. I think it was a Facel Vega and I found myself exchanging glances with the glamorous passenger. She looked astonished. So was I. It was my brother's girlfriend's mum from Windsor, by chance just passing through with her own latest boyfriend. I don't think she ever managed to puzzle out what I was doing there or what was going on.

In his short speech at the dinner, JP likened circuits to delicate creatures that must be nurtured carefully if they are to grow. I believe him. There must be far easier ways to make it in business. Without such dedicated brainy types with nerves of steel running our circuits, we'd have nowhere to race at all. I left that extraordinarily enjoyable evening at Snetterton, full of an enduring sense of respect.

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

BENTLEYS HAVE ALWAYS been part of my motoring life. When growing up in Cape Town, there were the bones of a 1937 Derby Bentley (chassis no B34LS) in the workshop as far back as I can remember, since my father had decided to subject it to a nut-and-bolt restoration.

Not a task to be undertaken lightly because Derby Bentleys were built by Rolls-Royce (which had taken over Bentley in a less than gentlemanly manner in 1931) and Royce tended to over-engineer everything. Father was greatly assisted by Mr Ted Gladwell, who originally worked in the bodyshop at HJ Mulliner in London, so he knew his way around American ash and aluminium like no other. Father was, in fact, the project manager and I was brought in to clean and paint the chassis rails.

The Bentley's 4¼-litre engine and chassis were stripped and rebuilt over a number of years and I recall father being very impressed when Rolls-Royce sent a large case of parts from Crewe on a mail ship, with a polite note suggesting the attached invoice be paid at his convenience. Very elegant.

Not so elegant was the first drive in the Bentley. Mr Gladwell lashed up what he called a 'running rig' as they originally did at the works to deliver the chassis to the coachbuilder. It consisted of the complete running gear, bonnet, headlamps and front seats tied to a proprietary floorboard. The 'Ever-So-Gently' went like a hot rod and looked like something out of *Mad Max*. Father would sling his medical bags on board, I'd jump onto the passenger seat and we'd blast off on his rounds. Once he roared up the impressive driveway of the American Ambassador who, glancing nervously at the rig, exclaimed 'I hope your medicine is more advanced than your automobile!'

Bentley No1 was followed by Bentley No2, with fancy pillarless Vanden Plas coachwork. That was sold to a restaurateur in Johannesburg, 900 miles north. He flew down to collect it with an attaché case full of cash and a 9mm pistol. The car then came over to the UK and was owned by John Coventry for a while. We have been in touch via email, which is nice (hello John).

Anyway, *my* Bentley – No1 (hello father!) – is still being enjoyed around the vineyards of Constantia, where it remains an effective and well-used Silent Sports Car.

Another great proponent of the Rolls-Bentley was the late Rt Hon Alan Clark MP. He used to enjoy stoking up the rivalry between the vintage WO Bentley boys and the Derby Bentley set. As long ago as 1960, Clark wrote that vintage Bentleys seemed overpriced when one could buy a decent Derby for just £150. He enjoyed the difference in performance too: 'Car for car, the 3½-litre [Derby] will run away and hide from most WO models.'

And he quoted a comparison test in *The Autocar*, 30 March 1934, which indicated that a 3 Litre WO did 0-60mph in 23sec while a 3½-litre Derby was timed at 13sec. In case your Derby was not quite up to the mark, Clark suggested 'some mild Stage 1 tuning of the do-it-yourself kind... taking 60 thou' off the head; substituting a single straight-through expansion chamber for the exhaust system; fitting an electric fan (Wood-Jefferies is best).'

Which brings me to the new Bentley Continental GT V8. Bentley Motors moved into a new phase when VW took control in 1998, and launched the Continental in 2003. Under the leadership of Dr Franz-Josef Paefgen (ex-CEO, Jaguar XK enthusiast), Dr Ulrich Eichhorn (ex-head of engineering, Bentley S3 driver), Brian Gush (chassis and drivetrain director, Lotus Elan rebuilder) and Dirk van Braeckel (head of design, E-type Jaguar enthusiast) – hello chaps – the Continental GT became a huge success that continues today: sales up 37%; 7003 new Bentleys (mostly Continentals) delivered.

> 'THE "EVER-SO-GENTLY" WENT LIKE A HOT ROD AND LOOKED LIKE SOMETHING OUT OF *MAD MAX*'

Feedback from our road tester John Simister (see page 22) indicates the V8 is almost as fast as the W12, it feels more balanced on the road, and is 40% more efficient. But it weighs just 25kg less: that's roughly the weight of an *Octane* lunch.

Now Bentley is run by ex-Porsche people (the company that said it would *never* go diesel) may I make a suggestion: a Green Label Bentley 4¼-litre. How? Take a diesel from the VW/Audi parts bin, size it at 2800cc and apply the racing turbocharged multiplication factor of 1.5, lose 500kg in weight by replacing heavy trim and the unnecessary 4x4 system with electronically controlled rear-wheel drive, and add a drag-efficient, thermostatically closing front grille – à là Derby. That should result in a Silent Sports Car that will cross Europe in one lunge.

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.

Martin Swig

Elder statesman of the Stateside historic car scene

Words and photography Martyn Goddard

MARTIN SWIG, car collector, vintage racer and founder of the California Mille, was born in New Jersey in 1934. The family moved to San Francisco when he was 12, at the dawn of the hot rod scene – and when you could legally drive at 14. He graduated from Stanford University in 1956 and joined European Motors, selling Fiats, Alfas and Lancias – the start of a 40-year career with his multi-franchise San Francisco Auto Centre, which he sold off when his real estate holdings outperformed his automotive business. The deal gave Martin time to develop his interest in classic cars. In 1982 he was the only American entrant in his first of 20 Mille Miglias. *Road & Track* magazine mentioned the event and interest among friends in California encouraged Martin to found the California Mille in 1991.

1 // TOYOTA 2000 TIN TOY
I purchased this Japanese toy over 40 years ago for $35 and it still has the sticker on the box. I can't believe how expensive these tin toys have become. I have hundreds of models but have never focused on one make; I collect any automobile make of interest.

2 // 1931 CHRYSLER CD8
Chrysler campaigned this car in Europe, where it was driven by Frenchman Raymond Sommer to third place in the Spa 24 Hours. I have raced the car at the Monterey Historics about 15 times.

3 // CARRERA PANAMERICANA PLATE
This is Ak Miller's original 1954 plate. I tried to buy his *El Caballo de Hierro* in the 1990s but it didn't happen, so now I am having a recreation built to attach the original plate to.

4 // RICHARD CRAIN SCULPTURE
This 3ft long sculpture of a Packard Le Baron Twin Cowl was a gift to myself after receiving the first payment from my real estate deal. It takes pride of place on my coffee table.

5 // 1929 HILLCLIMB TROPHY
This was given for the fastest time of the day at Mount Tamalpais to Mr BM Sharpe in an Essex automobile. I collect automobilia, especially items connected with the Bay area.

6 // SILVER PLATE
I held a party at the Monterey Historic races and a Mr Barra, from Buenos Aires, attended. He was an unofficial ambassador of the automobile movement in Argentina. Shortly after, I received this plate inscribed to *Amici Americani della Mille Miglia.*

7 // ALFA 1900 WALL SCULPTURE
I have two life-size sculptures made by Carrozzeria Galbiate, one in my office and the other at home. I love the Alfa Romeo 1900, the car in which I competed in my first Mille.

8 // ALFA DISCO VOLANTE MODEL
A 1952 original, commissioned by Alfa Romeo from famed Italian model-maker Michele Conti. Only two Coupé and two Spider examples were made. I bought them because I liked the cars. It was only later that I discovered what I had.

9 // 1982 MILLE MIGLIA PHOTO
My first Mille Miglia in 1982. This is the official startline photo of John Lamm and myself in my 1955 Alfa Romeo 1900. John's article in *Road & Track* created great interest in a US Mille event.

10 // ORIGINAL WATERCOLOUR
A painting of my Alfa 6C 1500 leading a column of classic cars on the Mille, painted for me by the Japanese artist who painted every cover of *Car* magazine in Japan.

11 // 1925 LANCIA LAMBDA
I love this car, which I bought from a guy in Sydney, Australia. I flew there for a personal handover. Lancias were so advanced and had the first monocoque chassis and a V4 motor. I love cars of this era; cars of the 1950s and '60s are like modern cars, only less reliable!

12 // CALIFORNIA MILLE LOGO
In 1991 a designer friend came up with his take on the classic 1000 red arrow sign for our new event in California. We didn't know then that it might make trouble [with the organisers of the Mille Miglia] in the future.

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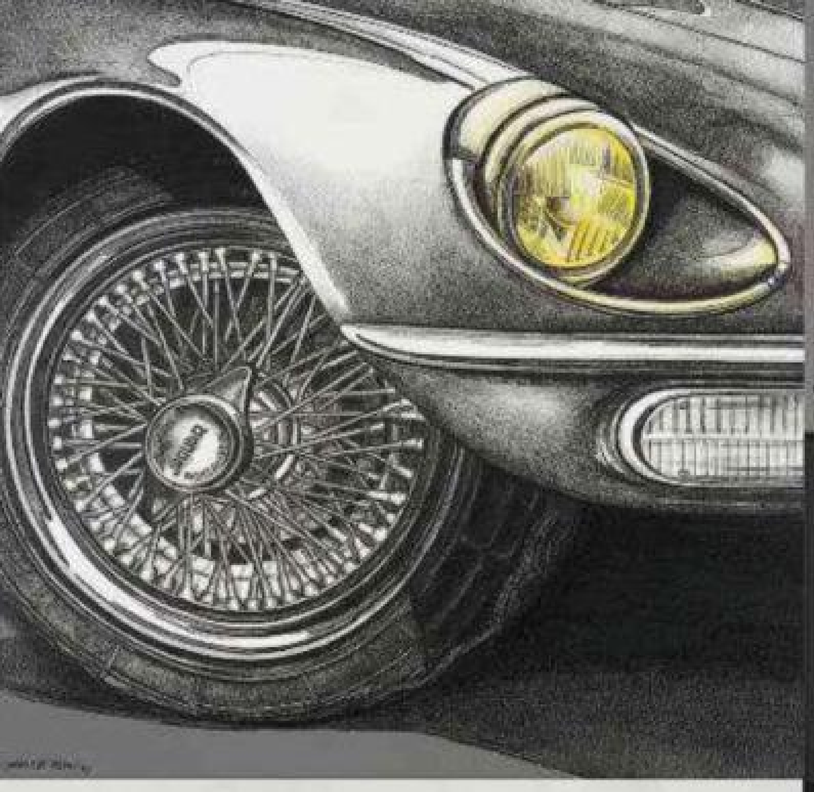

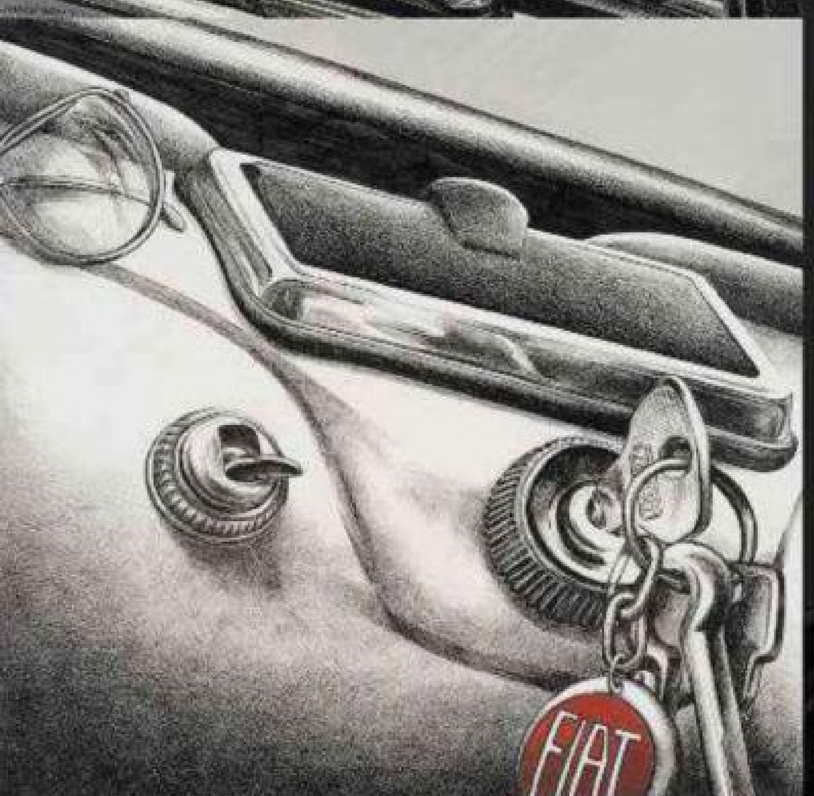

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Red hot and blue

Ever since Henry dreamed up the flathead V8 there have been fast factory Fords – but it was the European cars that defined the fast two-door saloon

WORDS Paul Hardiman // PHOTOGRAPHY James Lipman

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B

BACK IN THE 1930s came the flathead. And hot rodding was born, 'V8' becoming synonymous with Ford, and representing lots of go for less than exotic amounts of money. It was the first time Fords had been sexy, epitomised perhaps by a letter from Clyde Barrow (of Bonnie and Clyde infamy) to Henry Ford, endorsing the product and saying that he always used it 'when I could get away with one'.

But the real beginning in England was the hot Cortina, perhaps spurred on by the achievement of Superspeed of Ilford's success in racing Anglias. There had been a Cortina GT since 1963 – sharing the running gear of the overlooked Capri GT, which set the original fast Ford template of a twin-choke Weber feeding a more ambitiously cammed Kent pushrod engine, with decent extractor exhaust manifold.

One won the Safari Rally in 1963, driven by the Kenyan Ford importer, but in pre-internet and instant news days that was the other side of the world. The Lotus Cortina was a step beyond, and a breakthough into public awareness that Dagenham dogboxes could cut the mustard in the paddocks and pitlanes.

More motor, lowered suspension, extra instruments and stripes didn't cost much, but they had a major impact on image. Suddenly, with the right kit, Fords could be cool. It's a tradition that's continued to this day and these are the highlights of a great success story. →

stormings

EARLY IN THE '60s, Ford and Lotus got together with Climax engine designer Harry Mundy to devise the Twin Cam – a clever adaptation of Ford's existing Kent unit – to power the cute new Elan sports car. Wouldn't it be a wizard wheeze to slide it into the lightweight Cortina saloon – especially as it had grown from 1340cc to 1558cc by the time it reached production – and produce a wolf in sheep's clothing?

OK, Alfa had fitted twin-cams into its small saloons for years, but it did nothing as blatant as this, sitting lower than standard on wider steels shod with fat rubber, often as not with a dealer-applied green flash that screamed 'look at me' – and with that Lotus badge nestling in the flanks, of course. It's a formula that product planners the world over have tattooed on the back of their eyelids: the aspirational model glamorises the entire range and sells the boggo versions. Ford exploited this brilliantly.

If Lotus could build just 1000, that would make the car eligible for Group 2 homologation. Over to Colin Chapman, who devised a lightening coil-spring rear suspension, and the Type 28 was born, daringly flashing its front valance through quarter bumpers, a fast Ford trademark robbed from the rear of Anglia vans. Initially, the engines were built by JA Prestwich of Tottenham and then Villiers of Wolverhampton but, in 1966, Lotus took over when it moved to Hethel in Norfolk.

As Chapman left it, the Lotus Cortina had Lotus Seven-like rear axle location with A-frame and radius arms. But, of course, it was fragile and the diff tended to leak so, from mid-1965, after the end-of-1964 facelift that brought a wider front grille and better ventilation, Ford replaced it with the leaf-sprung GT set-up (with radius arms), and it didn't seem to make much difference… except to stop the cars three-wheeling on race tracks.

Two-door meant sporty, even if it had rear seats, and the gear ratios got more compromised as time passed. The subliminal image was chiselled jaw, slash-cut sidies and a Piper Cherokee waiting at Elstree in monochrome early light – at least, that's what Ford's marketing would have liked you to think. Actually Jim Clark defined the era, three-wheeling his Slazenger-green-flashed 'tina, back when F1 drivers were cool enough (and allowed) to race tin-tops too.

Further to boost the image, Ford tried the Cortina in European rallying and Jim Clark was also there in '66. The two-door monocoque couldn't stand up to his style, but he famously stuck with the rally crew helping service the other cars, even after putting his own car out. But there was a more potent and suitable rally device waiting in the wings, one that would define the '70s just as the cool Cortina had defined the '60s. →

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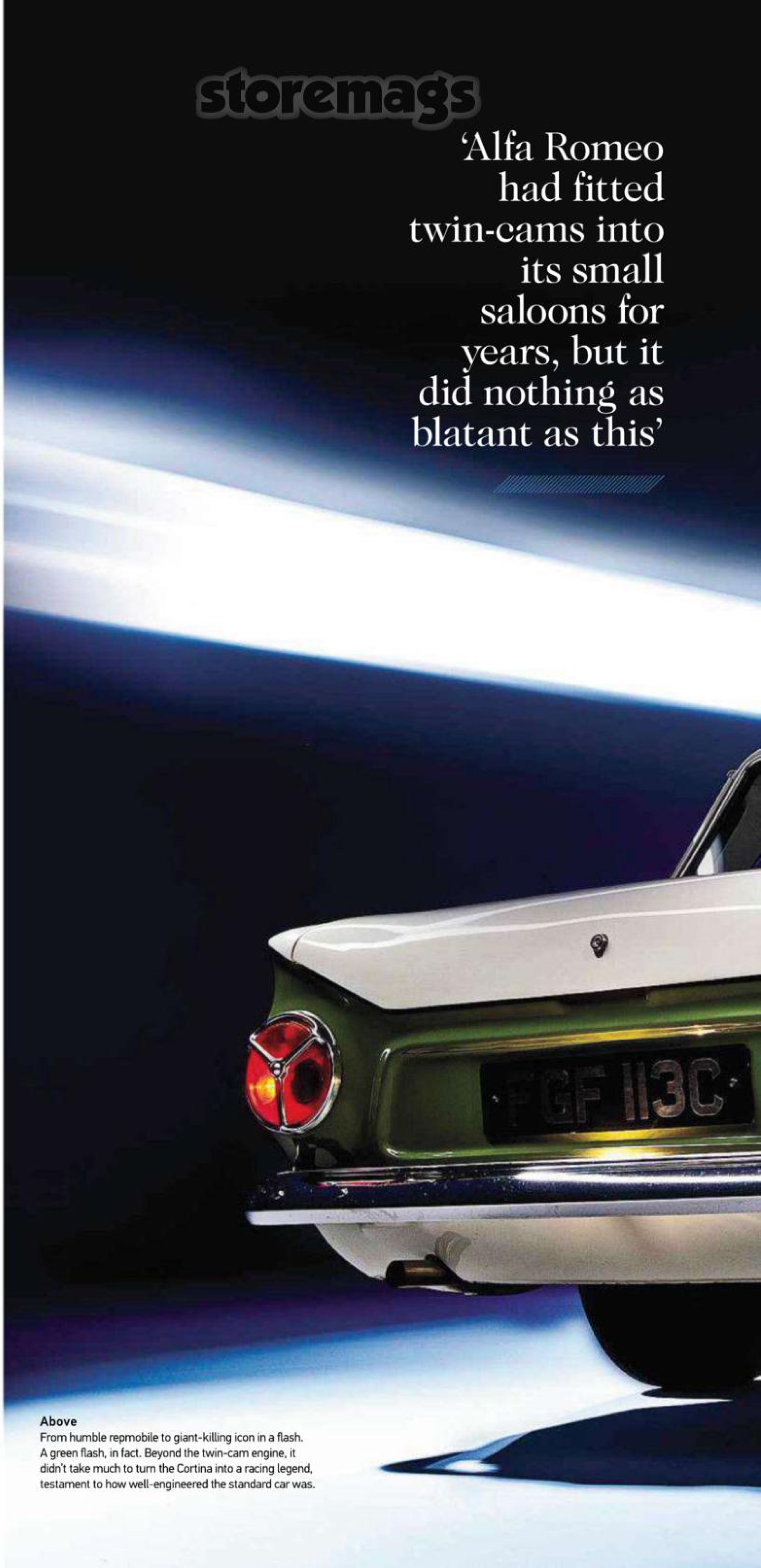
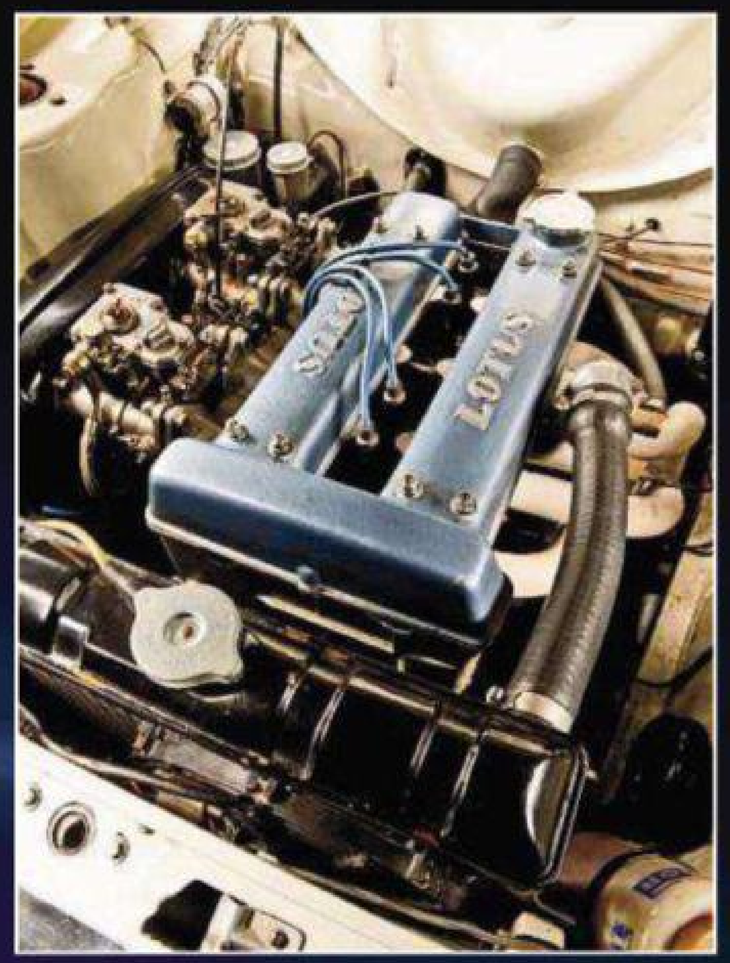
'Alfa Romeo had fitted twin-cams into its small saloons for years, but it did nothing as blatant as this'



Above
From humble repmobile to giant-killing icon in a flash. A green flash, in fact. Beyond the twin-cam engine, it didn't take much to turn the Cortina into a racing legend, testament to how well-engineered the standard car was.

1966 LOTUS CORTINA

ENGINE 1558cc four-cylinder, DOHC, two Weber DCOE 40 carburettors **POWER** 105bhp @ 5500rpm
TORQUE 108lb ft @ 4000rpm
TRANSMISSION Four-speed manual, rear-wheel drive
STEERING Recirculating ball **SUSPENSION** Front: MacPherson struts, coil springs, anti-roll bar. Rear: live axle, leaf springs, telescopic dampers
BRAKES Discs front, drums rear **WEIGHT** 905kg
PERFORMANCE Top speed 108mph. 0-60mph 13.6sec



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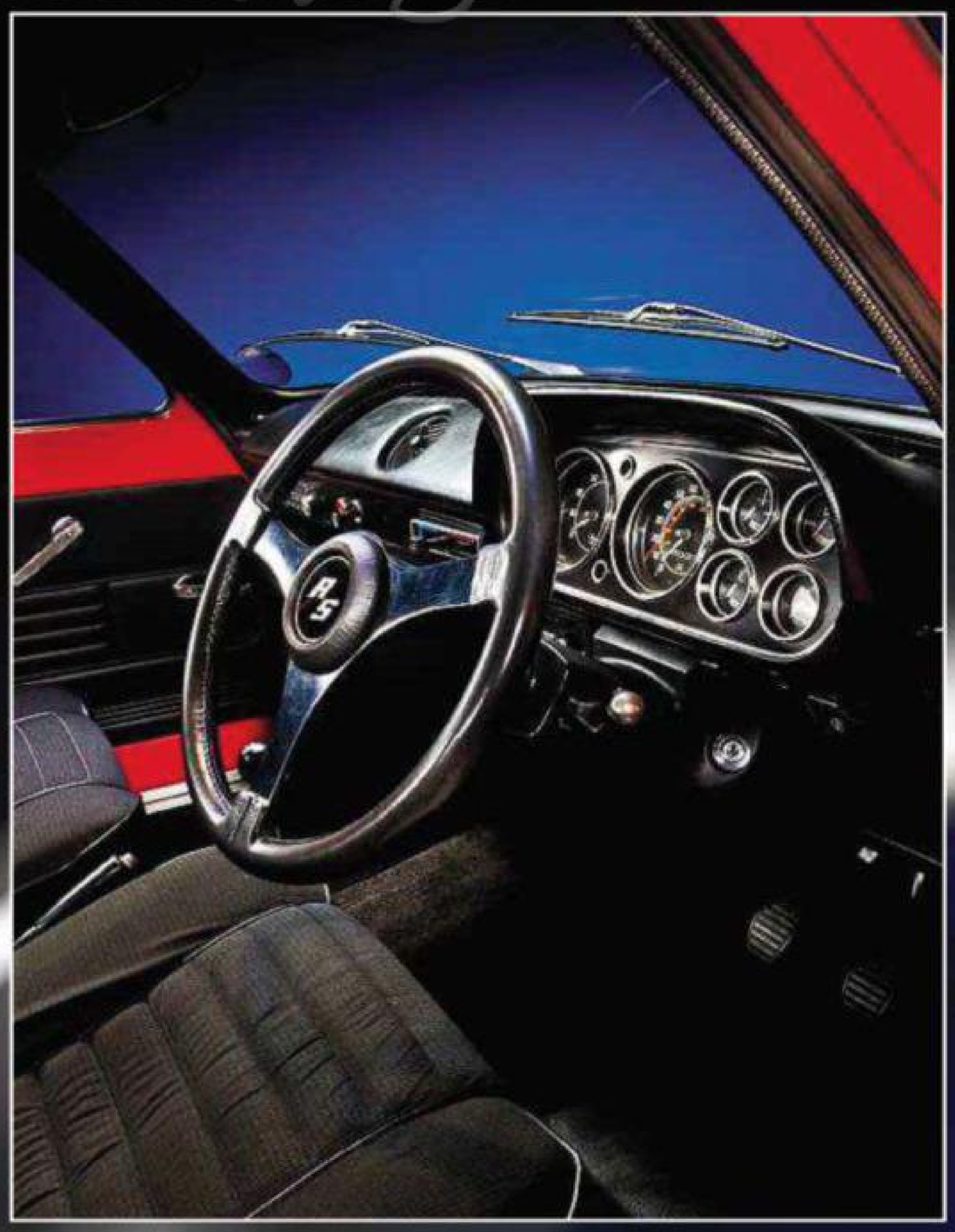

Above
Take the Lotus Cortina recipe and remix it into the lighter, more compact Escort RS1600. Result? Having dominated circuit racing, you then get to kill off the competition on forest stages in rallying.

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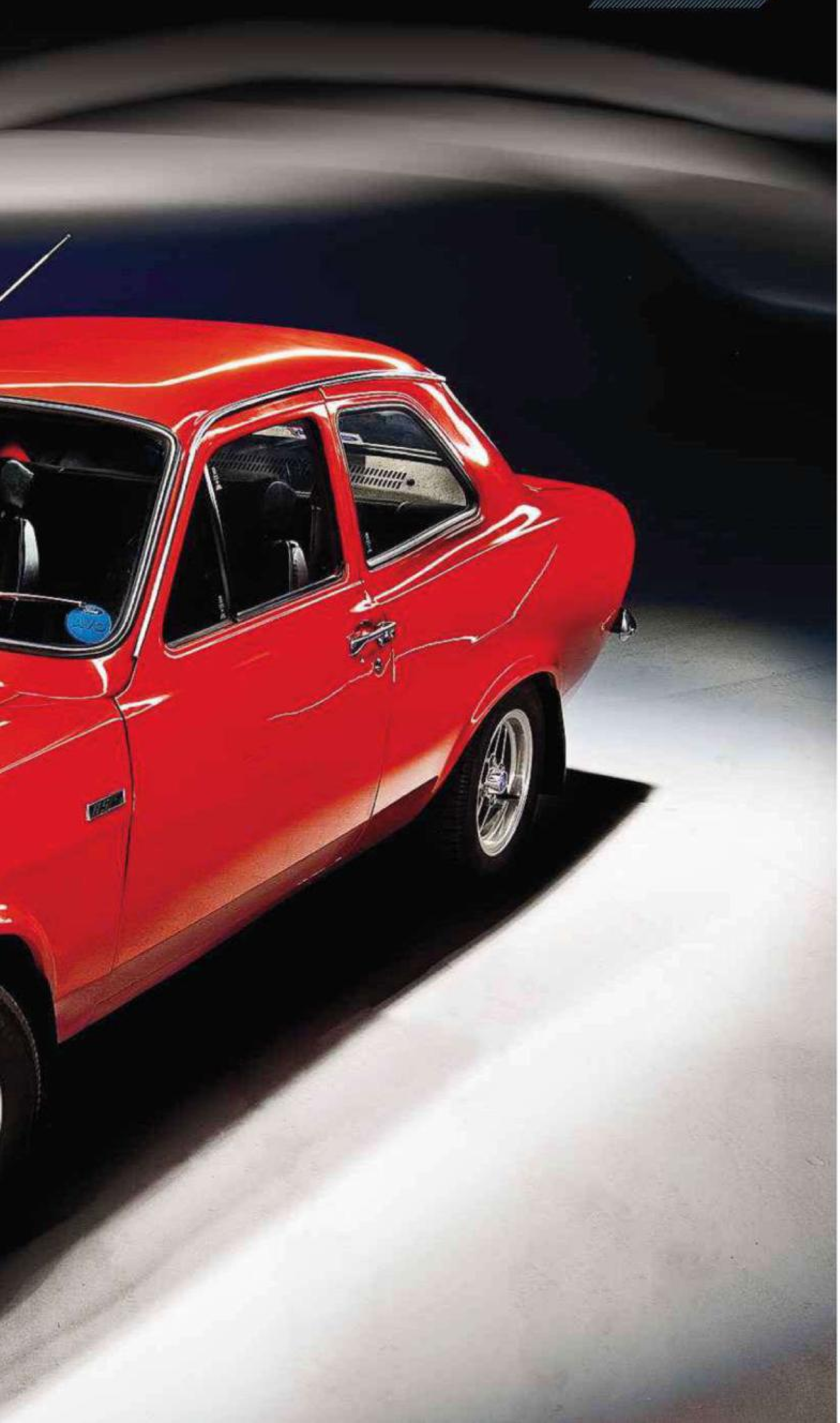
‘It was a marketing man’s dream: get them winning rallies, create a brand, then watch the sales roll in’



AS THE REPLACEMENT for the Anglia – baby sister to the Cortina – the Escort was born more than 40 years ago. It was no serious technical advance on the 105E, but it was just enough. Soon the Mk1 became synonymous with Roger Clark’s sideways-to-victory rally exploits, behind a barking BDA (though its first international win with Clark and Porter was as a Twin Cam) – and if you’ve heard its other-worldly howl in a forest, you’ll not forget it in a hurry. It was a marketing man’s dream: get them out winning rallies, list dealer options, create a brand – RS, for Rallye Sport, including the wild side decals – that engenders loyalty. Then watch the sales roll in.

How did the Escort become a hot saloon when it was conceived as humdrum rep and family transport, with motors as small as 950cc? Story is that when Ford’s Boreham-based competitions department saw one of the new small saloons during 1967, someone reckoned a Twin Cam from the Lotus Cortina would fit (it did, with a bit of dressing to the bulkhead). The advantage? The Escort was smaller and 134kg (300lb) lighter than the Cortina Mk2 then being rather unhappily pressed into service after the demise of the Mk1. An Escort chassis was blagged, borrowed or stolen, and the whole thing cobbled together over a weekend. Months later it was being marketed as ‘The fastest thing on Ford wheels’.

Would that it could happen so fast today. Twin Cams had radius arms at the rear to calm down the leaf-sprung rear axle, plus discs at the front when most Escorts had drums. The gearbox was the so-called ‘Rocket’ four-speed from the Corsair 2000E, creating another legend. Inside, there were bucket seats, six-dial dash and deeply dished wheel, setting the template for hot Escorts.

The model didn’t last long, superseded in 1970 by the more robust BDA-engined RS1600, the basis for rally cars for the next decade. That motor was another brilliant permutation, a twin-cam, 16-valve head, designed by Cosworth this time, atop the evergreen ‘Kent’ five-bearing bottom end, though this time the 1600. Its ancestry was the FVA (Four Valve Type A), an F2 engine that grew into the DFV, but this time with a toothed rubber belt driving the camshafts.

The RS1600 was the first car built at Advanced Vehicle Operations (AVO) at Aveley, Essex, each car essentially handbuilt, and taking over from the Twin Cam as the rally weapon of choice. As Mk1 grew into Mk2, the motor grew to 1835cc, though rally cars were anything up to 2.0 litres and 240bhp. It spawned the Mexico, the same car from the outside but powered by the everyman pushrod 1600 Kent, cashing in on Ford’s 1970 London-Mexico rally win.

Fewer than 1000 RS1600s were built out of a total of more than a million Mk1s. It’s the icing →

1974 FORD ESCORT RS1600

ENGINE 1598cc four-cylinder, DOHC, two Weber DCOE 40 carburettors **POWER** 120bhp @ 6500rpm **TORQUE** 100lb ft @ 4000rpm **TRANSMISSION** Four-speed manual, rear-wheel drive **STEERING** Rack and pinion **SUSPENSION** Front: MacPherson struts, coil springs, anti-roll bar. Rear: live axle, leaf springs, radius arms, telescopic dampers **BRAKES** Discs front, drums rear **WEIGHT** 872kg **PERFORMANCE** Top speed 111mph. 0-60mph 9.9sec

rather than the cake that people notice and, as it became the model that defined the breed, Ford got a helluva bang for its bucks.

BEFORE THE ESCORT grew up, there was a bit of a diversification. The Capri, born in 1968 (the same year as the small saloon), was developed on a Corsair platform but with Escort rack-and-pinion steering. While Ford UK was image-boosting and creating sales by concentrating on the Escort in rallying and racing, there were big-banger Touring Car classes to win. In Cologne, Jochen Neerpasch, head of the Motorsport Department, was delegated to start work on the racing Capri, based on the 2600GT, Ford of Germany's top-of-the-range model at the time.

In Group 2 racing trim the RS2600's Weslake-developed V6 engine was bored out to 2995cc with dry sump and Kugelfischer fuel injection, in which form it made more than 320bhp. Glassfibre panels helped the power-to-weight ratio further, and the RS2600's finest achievement came in 1972 when works driver Jochen Mass, later to enjoy a successful Formula 1 career, was crowned European Touring Car Champion.

But then BMW brought out its aero package – the fabled Batmobile. Ford needed more power and aero aids, and AVO took over. Starting with the 3000GT as a base, perhaps the ultimate macho-man car to date, it overbored the V6 to the max 3091cc, allowing it to run at up to 3.4 litres as the Essex-based four-cam Cosworth GAA that produced up to 455bhp – comparable with the DFV Formula 1 engine. Chin and ducktail spoilers, giving a claimed drag factor of 0.375, legitimised the barn-doors fitted to the racers.

So where did that leave the road cars? As real homologation specials. It's been suggested that the paperwork was achieved by showing an intention to build 1000 cars by ordering enough parts, but in reality Ford had no plans to make such large numbers. All 249 were built at the Halewood plant in November 1973, just before the Mk2 came down the line, and, as a result, Ford used up whatever was in the parts bin to get them out of the door as complete cars – some have inertia-reel belts, most have statics, for example.

No optional extras were offered, although dealers would fit accessories if required. Gareth Beynon's car in these pictures has a dealer-fitted limited-slip differential, along with rear seatbelts and a radio. The RS3100 was pricey in its day at £2450 so Ford gave 23 to sales managers to try to promote them, and sent 50 to Australia.

In truth, the RS3100 doesn't feel very different from the 3000GT it was based on, but that's Ford's marketing genius for you – and it's torquier than the Mk3 2.8 Injection that ended the Capri line. →

'All 249 were built just before the Mk2 came down the line. Ford used whatever was in the parts bin to get them out of the door'

1974 FORD CAPRI RS3100

ENGINE 3091cc V6, OHV, Weber twin-choke carburettor **POWER** 148bhp @ 5000rpm **TORQUE** 187lb ft @ 3000rpm **TRANSMISSION** Four-speed manual, rear-wheel drive **STEERING** Rack and pinion **SUSPENSION** Front: MacPherson struts, coil springs, anti-roll bar. Rear: live axle, leaf springs, telescopic dampers, anti-roll bar **BRAKES** Discs front, drums rear **WEIGHT** 1050kg **PERFORMANCE** Top speed 125mph. 0-60mph 7.3sec

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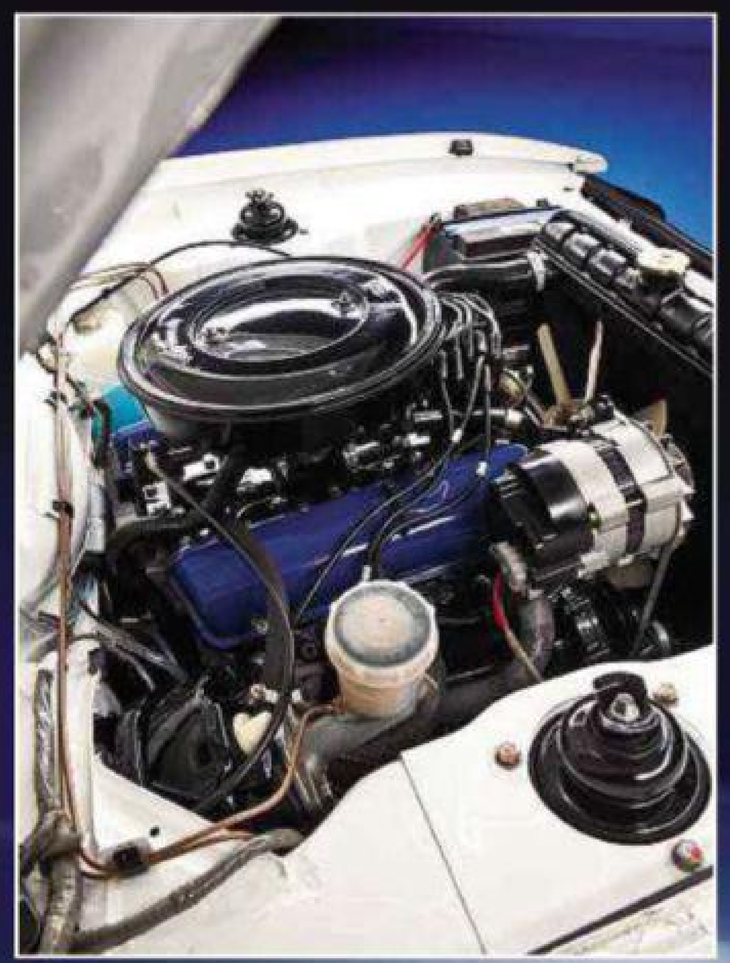

Above
Capri RS3100 eschews high-revving four in favour of a brawny overbored V6. A pure homologation special, with subtly flared front wheelarches and unique 6x13in alloys.

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Above
Escort Mk2 RS2000 wasn't a hardcore competition car, more the swift sports saloon. The plastic nose and fishnet headrests shout period cool far louder than the low-tech Pinto motor ever could.

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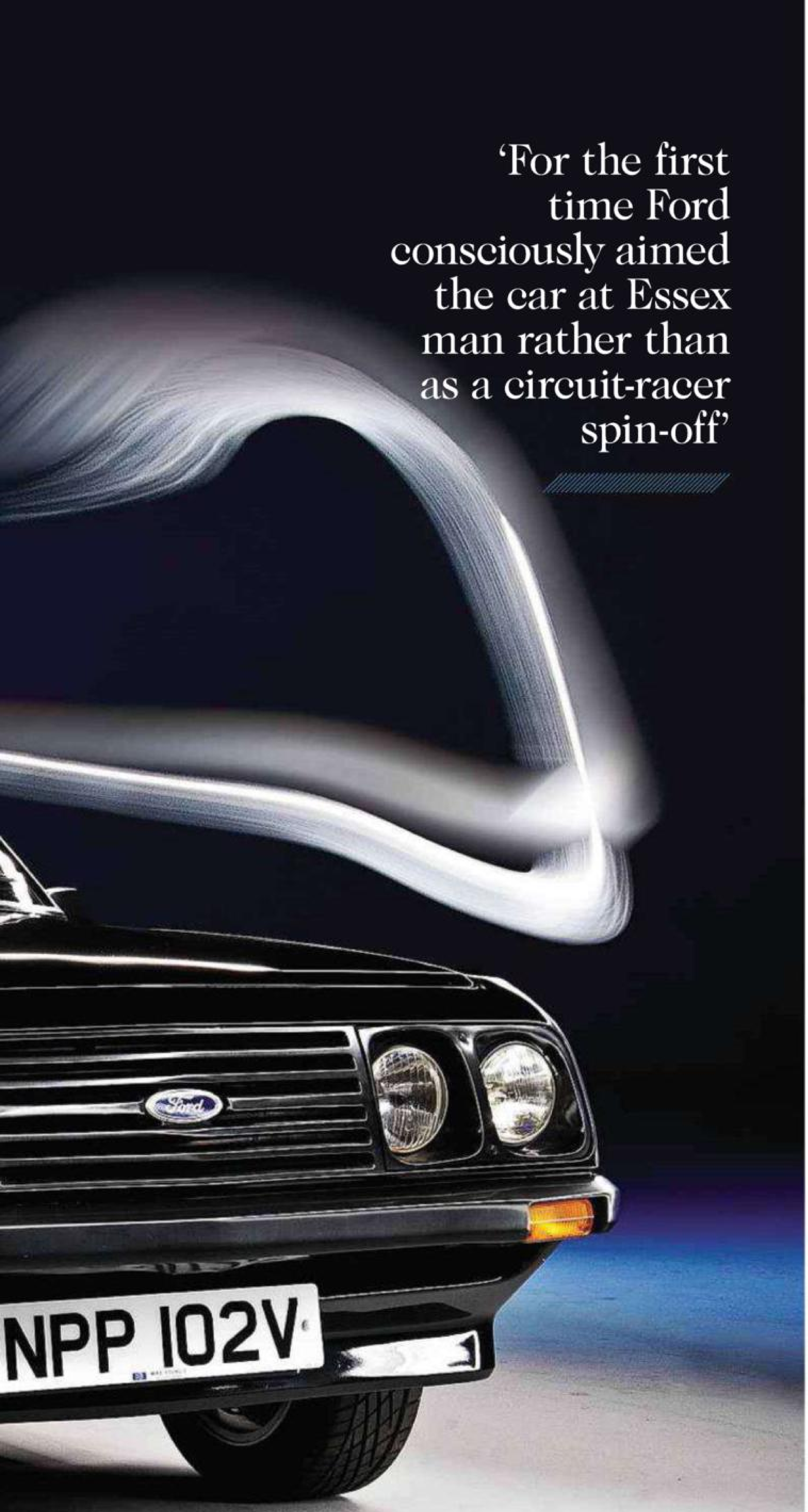

‘For the first time Ford consciously aimed the car at Essex man rather than as a circuit-racer spin-off’

FAST FORDS BECAME more refined, partly to keep up with a maturing buyer base – but they still had two doors. The alternative to the Escort RS1600 was the RS2000, essentially the same car but with the European-designed overhead-cam Pinto engine – weighty, but it just fits. As Ford updated the Escort in ’75 with the ‘Brenda’ reskin, for which the Mk1s had been prepared with a floorpan change in ’74, there was a small lag before RS2000 Mk2 appeared in 1976, built at Saarlouis in Belgium.

For the first time consciously aiming the car at Essex man rather than as a circuit-racer spin-off, Ford distanced it from lesser models with a plastic ‘droop snoot’ nosecone, taking inspiration from the cool, concept-car appeal of the rival Vauxhall Firenza HP. And it worked, reducing drag by a claimed 16% and lift by 25% front, 60% rear – though you’d be hard pushed to make no improvement over the barn-door Mk1, even armed only with gaffer tape and cardboard. It sold 10,039 in the UK alone compared with the Vauxhall’s 204.

In September 1978 the Custom appeared, with the fabled Recaro ‘fishnets’ and four-spoke alloy wheels, and most were ordered that way. The rally boys, of course, eschewed the plastic nose, and ran flat-front cars…

It’s a softer device than the Mk1, showing the direction Ford was going with the Capri too; there’s a story that the optimum spring rates for best handling were found, then softened off just enough so that five fat ladies would be comfortable driving it down a country road. It’s not far behind the RS1600 in performance, delivering roughly the same performance in a more accessible, less frantic package for a lot less money.

Fishnets and Customs had a lot to answer for, and spanned many wannabe derivatives such as the Harrier (a dressed-up Mexico), but rally teams turned up their nose at the Pinto and stayed with the faithful old BDA in RS1800 form, though it actually displaced nearer 2.0 litres

Fashion – dragging a perhaps reluctant marketing department behind it – waits on no man and, to bitter regrets from petrolheads, Ford killed the rear-wheel-drive Escort in 1980, replacing it with the front-wheel-drive Mk3. A properly fast Escort with the rear wheels driven wasn’t to return until 1992.

SUDDENLY WE’RE BACK on track. If the DFV didn’t make Cosworth a household name, the Sierra did, first of the much-raced, thrashed and stolen Cossies. All the while Escorts were dominating motor sport, there was no fast Cortina, unless you count the hot-rod V8-engined Peranas from South Africa. But its replacement, the Sierra – the first medium-sized →

1979 FORD ESCORT RS2000

ENGINE 1993cc four-cylinder, OHC, Weber twin-choke carburettor **POWER** 110bhp @ 5500rpm **TORQUE** 120lb ft @ 3750rpm **TRANSMISSION** Four-speed manual, rear-wheel drive **STEERING** Rack and pinion **SUSPENSION** Front: MacPherson struts, coil springs, anti-roll bar. Rear: live axle, leaf springs, radius arms, telescopic dampers **BRAKES** Discs front, drums rear **WEIGHT** 941kg **PERFORMANCE** Top speed 109mph. 0-60mph 8.6sec

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Below
Fast Ford recipe changes once again: Cosworth race engineers developed a twin-cam turbo version of Ford's Pinto; Ford Special Vehicle Operations stuck a *massive* spoiler on the back. Dominated racing; punters loved it.

rear-wheel-drive Ford to have independent rear suspension – retained Pinto power, just like the Cortinas and the RS2000. And the Pinto was about to grow up.

Turbocharging was the key to Touring Car wins – and Ford wanted wins badly. In the spring of 1983, former BMC and Ford works rally mastermind Stuart Turner had recently been appointed head of Ford Motorsport in Europe, and he knew right away that Ford was no longer competitive. As Audi had proven with the Quattro of 1980, blowing a motor can unlock unnatural amounts of power. Cosworth had already started developing a 16-valve turbo version of the Pinto, codenamed T88. And in Turner's own words, this is how it happened…

'The start of it all was perhaps going to Silverstone with Walter Hayes [Ford PR supremo, and driving force behind the Le Mans-winning GT40 and multiple F1 World Championship-winning Cosworth DFV engine] and seeing Rovers winning things. When I was asked back into running Motorsport I took the president and chairman to Cosworth to meet Keith Duckworth and to see an F1 engine.

'As we walked through the factory to the F1 test bed, we passed a 16-valve conversion [of a Pinto] on a bench – I'm sure the passing was not a coincidence. Keith said they thought they could flog a hundred or two as conversions. Over lunch I said "If we put that conversion into a Sierra and turbocharge it, Rover won't win another Touring Car race."

'I'm not saying "Thus it came to pass" because there was a lot of analysis done by Rod Mansfield and his SVO team before they produced such a great car. But the fact that the two top decision-makers were at that lunch did no harm at all!

'Jim Clark played a posthumous part. We had to sell 5000 for homologation. Ford of Britain had to take a healthy percentage. I was struggling a bit in a presentation to Ford of Britain when the wonderful chairman, Sam Toy, pointed at a painting on the boardroom wall of Jim Clark on three wheels in a Lotus Cortina, and asked "Are you saying the Cosworth will do for Sierra what the Lotus did for Cortina?" I wished I'd said that because it summed up the car perfectly. He became a convert. And the rest is…'

Cosworth had called its own initiative the YAA. Turner put in an official request for a turbocharged version (designated YBB) capable of 180bhp on the street and 300bhp in race trim, though Cosworth accepted on the basis that it would be at least 200bhp and Ford would take 15,000 engines. That's why there was a four-door, second-generation Sierra Sapphire RS Cosworth. Although it's certainly a worthy and discreet device, the Sapphire is not quite part of this exclusive club, having four doors.

The Pinto is a heavy old lump with a strong crank as standard, but the rods are weak. Everything had to go, and even the block was strengthened, topped by the new alloy twin-cam head, fed by Weber injection and fired by Marelli ignition, boosted by a Garrett T3 turbo and crammed into the lighter, stiffer three-door bodyshell from the poverty model – and sporting the biggest, tallest rear wing the motoring world had seen since the SEAC TVRs. →

> 'Turbocharging was the key to Touring Car wins – and Ford wanted wins badly'

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1987 FORD SIERRA RS COSWORTH

ENGINE 1993cc four-cylinder, DOHC, Weber/Marelli fuel injection and management, Garrett T3 turbocharger
POWER 204bhp @ 6000rpm
POWER 204lb ft @ 4500rpm
TRANSMISSION Five-speed manual, rear-wheel drive
STEERING Power-assisted rack and pinion
SUSPENSION Front: MacPherson struts, coil springs, anti-roll bar. Rear: semi-trailing arms, coil springs, telescopic dampers
BRAKES Discs, vented at front
WEIGHT 1220kg
PERFORMANCE Top speed 143mph. 0-60mph 6.2sec

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Aerodynamics whizz Lothar Pinke insisted it was essential to keep the car on the ground at 150mph, the extra snout between the headlights fed air to the intercooler, and the wheelarch extensions were there to cover 10in wheels on the racing versions – which is what the car was all about. Early Cossies were a slightly nervous steer – 205-section Dunlop D4s seem laughable now – and they were famously deadened-off a little after the press had driven the first batch.

Though dealers reckoned they could sell only 1500, in the end 6021 were manufactured, of which 500 were sent to Tickford for conversion to the RS500, a homologation special with a thicker-walled cylinder block, larger Garrett T31/T04 turbocharger, larger air-to-air intercooler, a second fuel rail and injectors (unused in the road car), reworked oil and cooling systems, and alternative rear suspension mounts. Oh, and just in case anyone missed it the first time, an even more outrageous biplane rear wing. Of course that was really needed on the road too...

It got results: the 1987 World Touring Car Championship came like a gift. Sierra racers had only 340bhp to play with in the first half of the season, but when the RS500 arrived, with up to 500bhp, Fords took pole position in the remaining six events, and won five of them.

THE SIERRA went on to become the fastest Escort in 1992, when the 4x4 Sapphire floorpan was trimmed and adorned with an Escort-lookalike body (look at one next to a front-drive car, if you get a chance) to create the Escort RS Cosworth. That all came after the unrelated, aborted Escort RS1700T rally programme, which led to the mid-engined RS200 Group B rally car – whose banning led to the creation of the Sierra RS Cosworth…

Incest, nepotism and skulduggery are woven through the creation of these cars, but they got results and defined the fast Ford breed.

THANKS TO Ford Heritage; Legends Automotive, legendsracing.co.uk; Gareth Beynon and Luke Taroni.

'Incest, nepotism and skulduggery are woven through the creation of these cars, but they got results'

THERE WERE MORE THAN JUST FIVE, OBVIOUSLY...

From Lotus Cortina to Sierra RS Cosworth is a précis of the roadgoing fast Ford highlights. But they're only part of the story

1932 MODEL B
Launched the flathead V8, beloved of Bonnie and Clyde for getaways and revered by hot rodders today. Only 65bhp but 130lb ft meant 76mph on wobbly beam axles.

1963 CORTINA GT
Twin-choke Weber and Cosworth-derived cam for the 1500 pre-crossflow. Won the 1964 Safari Rally, driven by Kenyan Ford importer Peter Hughes.

1964 GT40
Born out of a Lola sports-racer project to beat Ferrari at Le Mans, it eventually delivered. Yes, you really do have to hand your toll money out through the roof...

1967 CORTINA-LOTUS
That's what Ford liked to call it, as it was made in-house. Employed Mk1 underpinnings in the new square-rigged Mk2 bodyshell. Not as iconic as the original.

1969 CAPRI 2600GT
Proper homologation special with fuel injection and lightweight panels. Achingly rare and lighter on its feet than the British-engineered RS3100.

1970 ESCORT MEXICO
An RS1600 with pushrod motor for the masses and it looked just as cool as the real thing, with similar RS decals. Launched a thousand rally careers, too.

1981 CAPRI 2.8 INJECTION
First SVE (Special Vehicles Europe) production, and up to 160bhp. You gotta love those Wolfrace Sonic pepperpots... Tickford Capri? No, we're not even going there.

1983 ESCORT RS1600i
Much more than an XR3 (launched 1981), with properly reworked suspension. Showed Ford was serious about motor sport homologation (Group A) again.

1984 ESCORT RS TURBO
From Rod Mansfield and SVE, so you knew it was right, with viscous diff for amusement. The only disappointment was the harsh CVH engine under the blower.

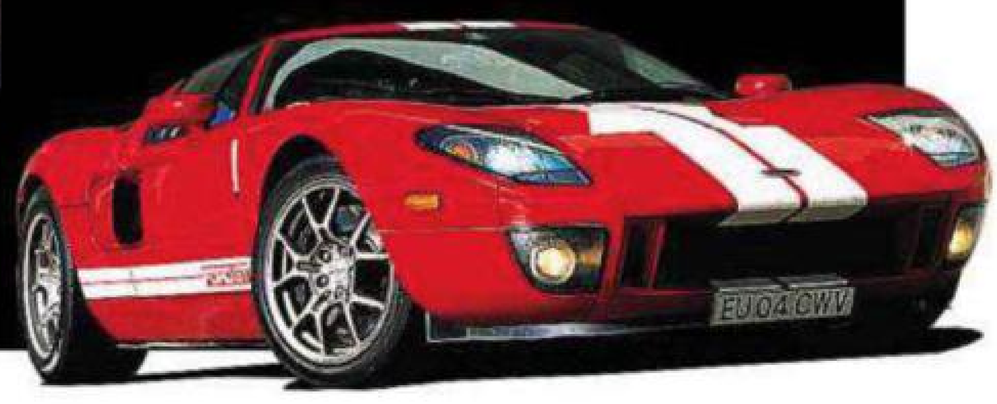
1985 RS200
What to do with redundant Group B rally refugees (made by Reliant)? Make them into road cars! Cute Ghia styling, fire-breathing Cosworth BDT engine. Brilliant.

1988 SAPPHIRE RS COSWORTH
Cossie underpinnings clothed in a sober four-door saloon bodyshell. From 1990 with four-wheel drive as well.

1992 ESCORT RS COSWORTH
All that Sapphire 4x4 gear stuffed under a shorter, Escort lookalike bodyshell as a rally homologation special. Yummy.

2001 RS FOCUS
Looks and sounds lukewarm **but** Colin McRae had his hands on **it** and it has a Quaife LSD. Earl**iest** cars known for wayward-fee**l**ing steering under load, later ta**med.**

2002 FORD GT
A retro GT40 (actually 'GT44'); much bigger, though, with blown 5.4-litre V8, and as fast (190mph) as the real thing.



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Flash of light

Octane drives Porsche's pre-production precursor to the 911 Carrera Clubsport and discovers a car close in spirit to the 1973 Carrera RS 2.7

WORDS Tony Dron // PHOTOGRAPHY Tom Salt

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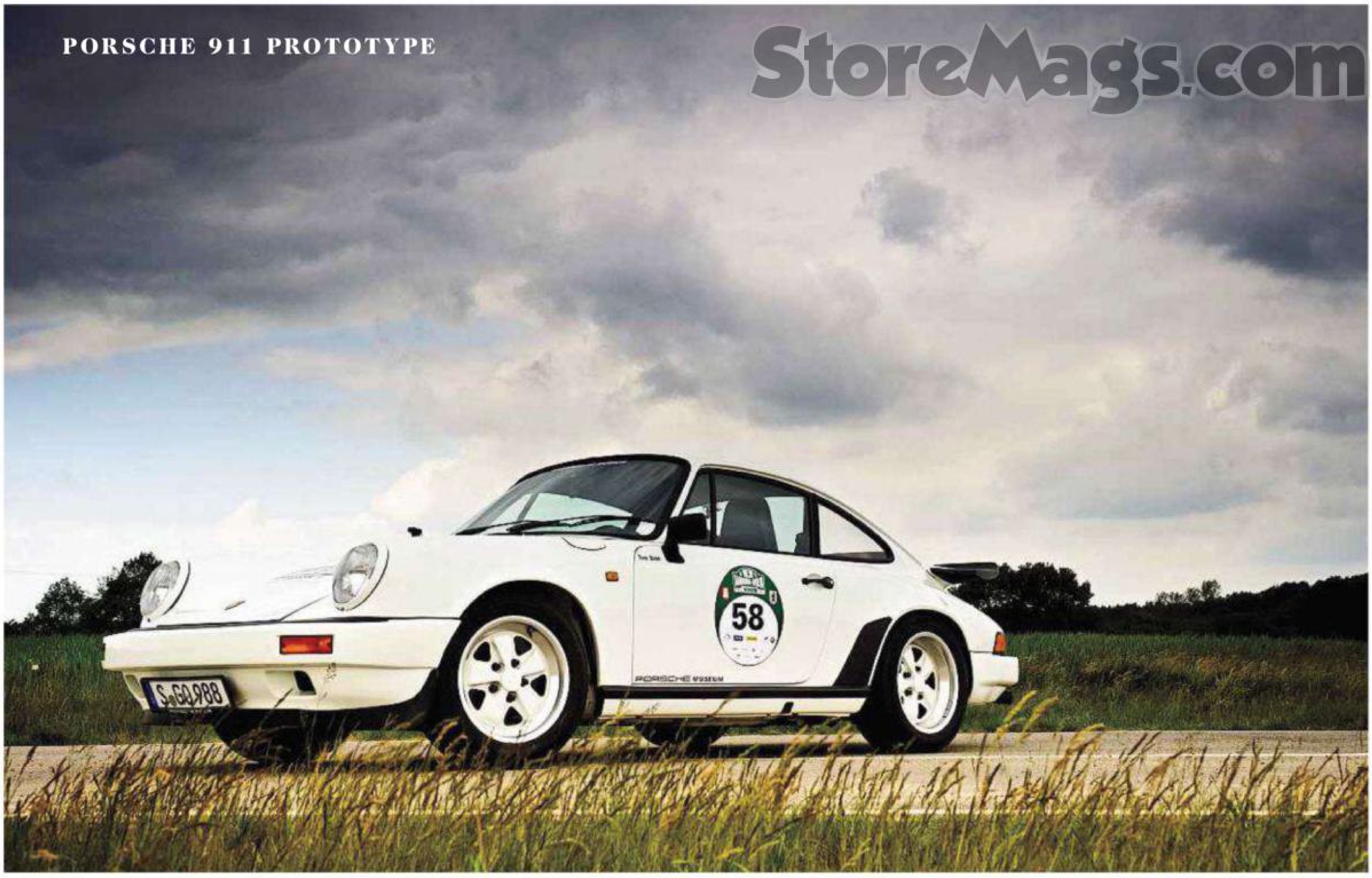

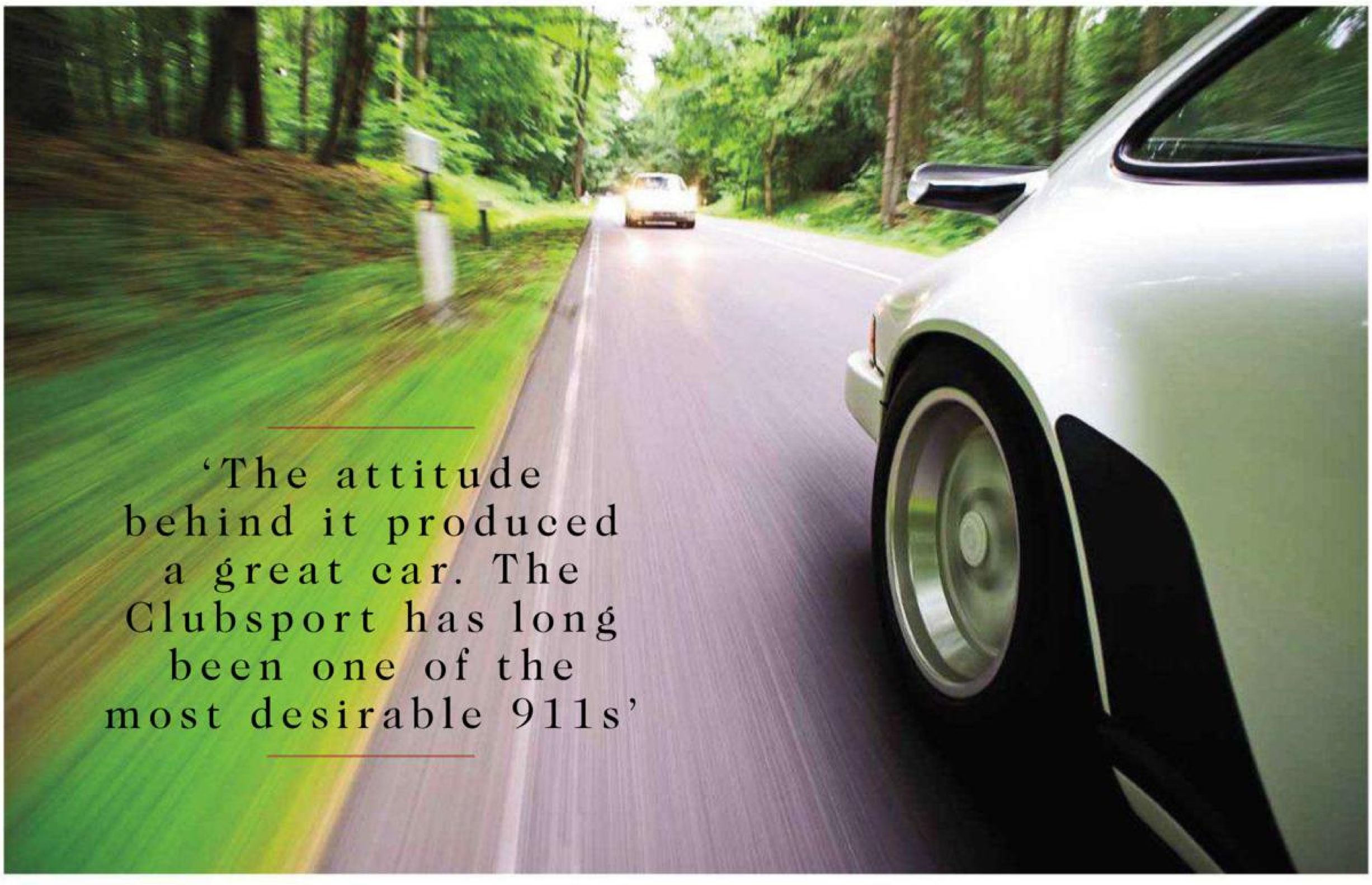

‘The attitude behind it produced a great car. The Clubsport has long been one of the most desirable 911s’

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RAUNO AALTONEN seemed surprised to see me at Groß Dölln, the rather spooky former Russian bomber base of Cold War days, deep in the Brandenburg woods and just 50 miles from Berlin. I was even more surprised to find Rauno there, among the concrete bunkers near the 2.5-mile runway, which was the setting for our lunch stop on the last day of the Hamburg-Berlin Klassik rally.

Friendly as ever, Rauno wondered why I was driving in a German regularity rally. The truth was that it was the only chance I would ever get to drive the unique 1984 pre-production prototype Porsche 911 Carrera Clubsport. Until a few weeks before the rally I had been unaware of the existence of this most intriguing and important car, and I had accepted the invitation from the Porsche Museum instantly. That was my excuse, but what on Earth was *he* doing there?

Rauno, of course, was driving a Mini. As one of the superstars who won the Monte in a works Mini (and much else besides) back in the 1960s, Rauno's work these days includes travelling the world as an ambassador for the modern Mini brand. Even so, it did seem odd that one of the quickest Mini men in history was doing a regularity event such as this.

He looked serious. 'The Halda in my car isn't working properly,' he said. 'It makes it really difficult on the tests.' I laughed. 'You're getting sucked into this regularity thing,' I said. 'You really should watch out for that.' Competitive habits die hard, however, and it's not possible to stop yourself from having a reasonable go at them, however daft they may seem.

We had all arrived in Hamburg for the start of the rally on the very evening during which the infamous Hamburg E. coli outbreak hit the news. We knew nothing about that as we all tucked into a good meal, including plenty of salad, at the rally welcome reception in Hamburg's famous old fish auction hall.

That afternoon I had enjoyed my first drive in the pre-production 911 Clubsport. The production version, produced in 1987-88, has always been one of the most significant models in the long story of the 911, not so much for its technical specification as for the fact that it appeared at all. For at least a decade, 911 fans had been worried that their favourite car was about to disappear. For one thing, we had feared that rear-engined cars would fail crash tests, but, to our great delight, that was turning out to be the exact opposite of the truth.

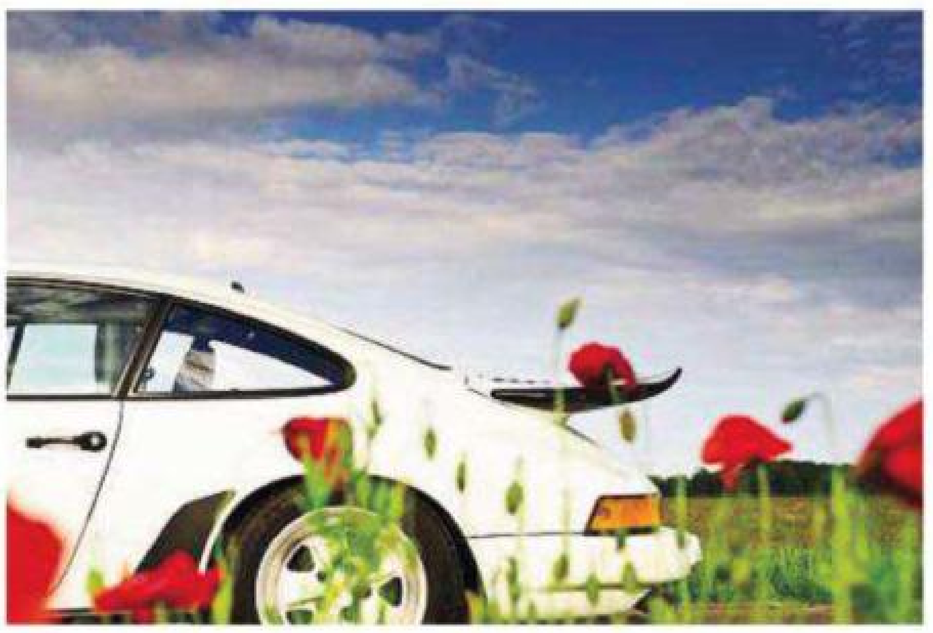
Slowly, faintly, hope was beginning to return. The fabulous 911 was proving just too good to fade away and the very appearance of that Clubsport, with lightened specification, slightly tweaked engine and sportier suspension, indicated Porsche's renewed faith in the future of its rear-engined classic.

Even so, in his book *The Porsche 911 Story*, the late Paul Frère referred to the Clubsport as a 'rather timid' marketing effort aimed at the minority of 911 buyers who are happy to go without some luxuries in exchange for lightness and even better performance and agility. From a dry, technical viewpoint, Paul was spot-on. It was true that the production 3.2 Clubsport was only marginally lighter than the standard car of those days. Weight was saved merely by using non-electric wind-up windows, and removing back seats, hi-fi, soundproofing, underbody protection and even the passenger's sun visor.

The production engine had a revised management system and lightweight, hollow inlet valves, allowing the rev limit to be raised from 6520rpm to 6840rpm. It revved more freely but the power was unchanged at 231bhp. The attitude behind it, however, which produced a great car to drive, was totally right and that's why the production Clubsport has long been considered one of the most desirable of classic 911s. It absolutely deserves to be there.

Various claims regarding exactly how much weight was saved by all that effort, from 50kg to 100kg, have been made over the years and it's very difficult to come up with a figure that inspires any great confidence. The factory says that the Clubsport →

Left and below
Glassfibre bumpers save weight, and check out the blanks in the instrument panel where gauges usually go – neither was carried into production.



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weighed 1160kg whereas the standard Carrera in the same model year weighed 1210kg. The 911 Carrera Clubsports sold in the UK did not, mercifully, have the underbody protection removed and, back in 1988, *Motor* magazine stated that the Clubsport they tested actually weighed 1136kg. That meant, they pointed out then, that British market Clubsports were only 23kg lighter than a standard Carrera. Are you confused? Well, so am I.

What are we to make of that? Frankly, you can find almost any answer you like when researching this Clubsport weight business but the *Motor* writers were probably right and at least we know reasonably well what we're talking about now. Anyway, the main thing about the Clubsport was not the odd kilogram here or there. Much more important was the fact that it existed at all. It was the right idea; it gave us hope.

The next question for the curious is pretty obvious: why was the pre-production Clubsport made in 1984, three years before the production car was created? I asked that question but nobody I spoke to knew the answer. It probably goes like this: it's obvious that this prototype was built because there was a desire on the engineering side of the company to make another very special 911 along the lines of that all-time classic, the Carrera 2.7RS, which had appeared more than a decade earlier.

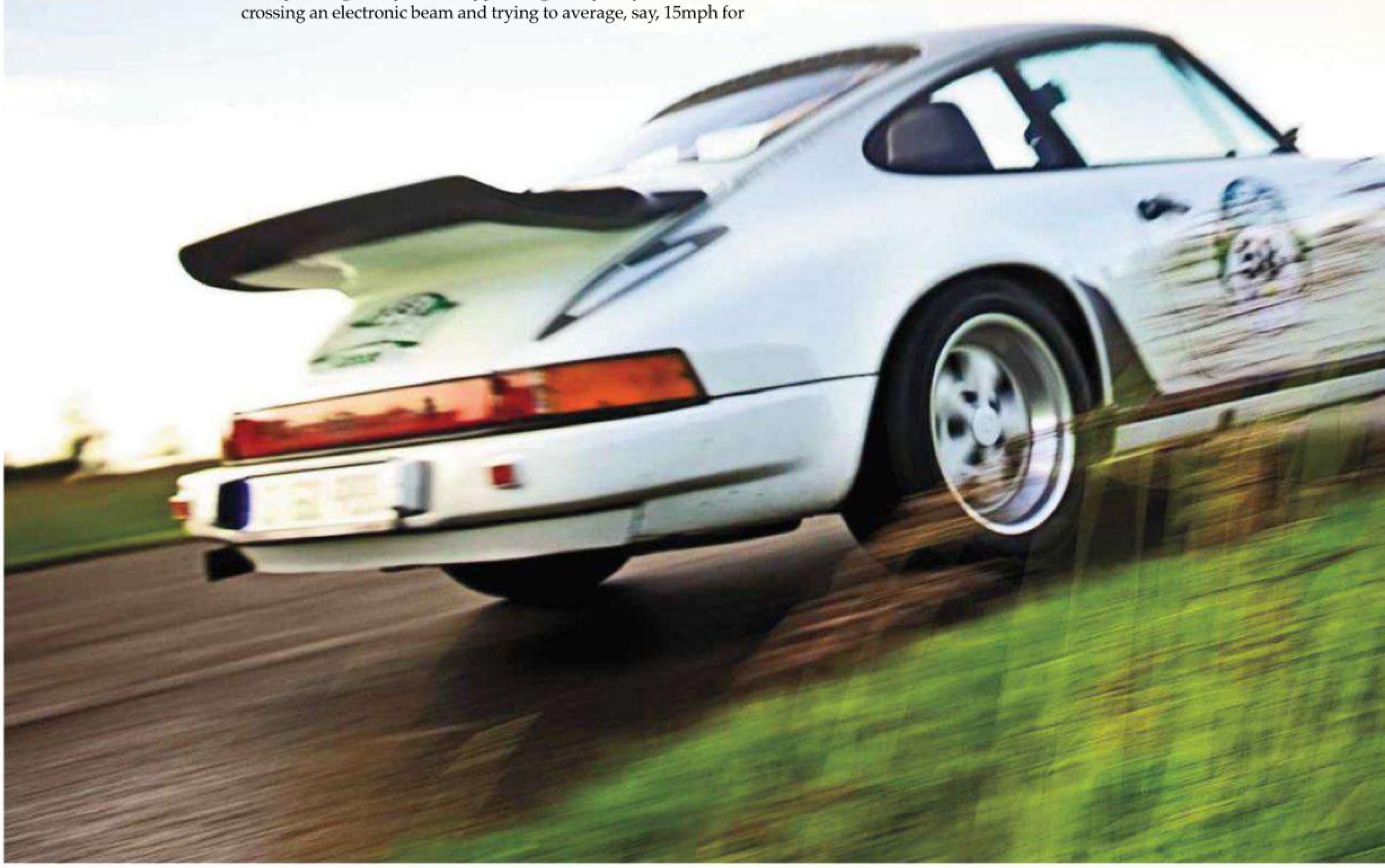
Even in 1987-88, when the production Clubsport finally *did* emerge, wise observers were stating that the 2.7RS of 1973 had, all on its own, sown the seeds of the modern supercar. In the uncertain times of the mid-1980s, however, the Porsche board members had decided not to rush this Clubsport prototype into the market. Such a cautious management policy was probably sensible and, when the production Clubsport finally arrived, it was a rather different animal, as we shall see.

My driving experience in the prototype Clubsport had begun gently enough on the Thursday afternoon when the rally got going with a two-hour route in the Hamburg area, taking in a few low-speed regularity tests. A typical regularity rally test involves crossing an electronic beam and trying to average, say, 15mph for about 25 yards, immediately followed by 30 yards at 12mph and then, perhaps, 15 yards at 18mph. Although a few of the tests on this event were much longer, they were all set at low speeds. Regularity rallies are really contests between brainboxes in anoraks, occupying the passenger seat of each car and issuing instructions, and the Hamburg-Berlin Klassik was a particularly subtle example of this kind of event. Very little is required of the driver, other than absolute obedience in following the navigator's instructions to the split second.

The perfect competition vehicle here would have been a ponderous vintage tourer, fitted with all the latest electronic timing and micro-distance measuring equipment. A powerful car, capable of over 150mph and 0-60mph in about five seconds, is of no help whatsoever. Nor are a standard odometer, a handheld stopwatch and, I admit it, a somewhat relaxed approach to regularity events on the part of this driver. I was more interested in the car than the competition and my mind kept wandering as I imagined how this 911 would perform on the Nordschleife. Conclusion: it felt beautifully nimble, extraordinarily light, very fast and it would be a fantastic thing to blast round the old Nürburgring. No question there.

Even so, we did our best on those tests because my co-driver on Thursday was the very pleasant and positive-thinking Astrid Böttinger of the Porsche press department in Stuttgart. She wanted to have a good go at getting a result and we ended that day about two-thirds of the way down the field. I think she was a bit disappointed but, in the company of well-equipped regularity driving experts, I thought it was a good achievement.

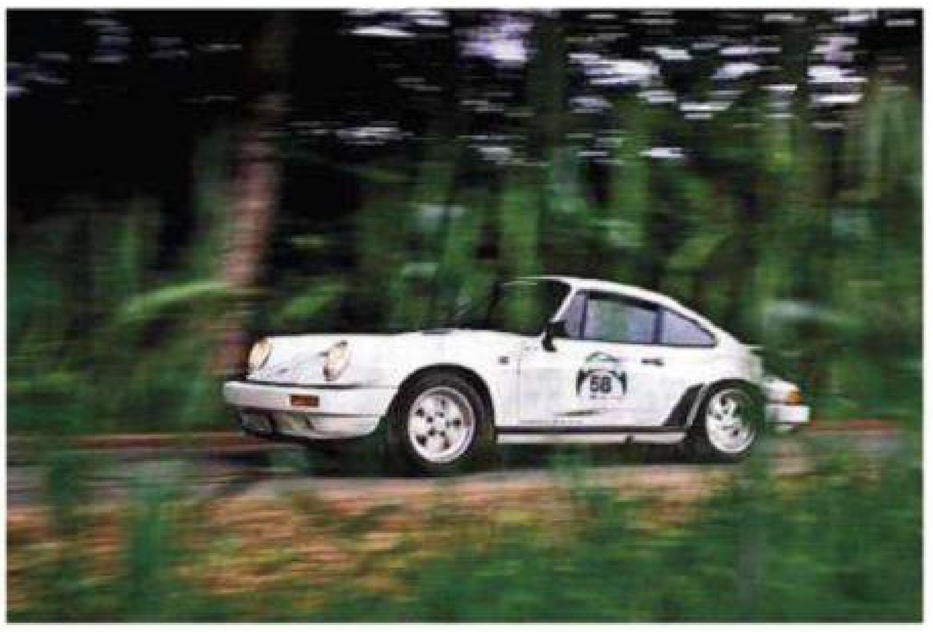
On Friday the rally was to run all day, through beautiful German countryside. We were joined at 7am by the photographer →



1984 PRE-PRODUCTION PORSCHE 911 CARRERA CLUBSPORT

ENGINE 3164cc air-cooled flat-six, OHC per bank, Bosch DME L-Jetronic fuel injection **POWER** 321bhp @ 5900rpm **TORQUE** 209lb ft at 4800rpm **TRANSMISSION** Five-speed manual, rear-wheel drive, limited-slip diff **STEERING** Rack and pinion **SUSPENSION** Front: MacPherson struts, lower wishbones, torsion bars, dual-tube gas-filled telescopic dampers, anti-roll bar. Rear: light alloy semi-trailing arms, torsion bars, dual-tube gas-filled telescopic dampers, anti-roll bar **BRAKES** Vented discs **WEIGHT** 1160kg (production version; this car 1071kg) **PERFORMANCE** Top speed 152mph (production version). 0-60mph sub-5.0sec (est)

Right
Author Dron sampled the 911 Clubsport prototype on the Hamburg-Berlin Klassik rally. It actually weighs less than a 1973 Carrera RS 2.7!



‘Conclusion: the 911 felt beautifully nimble, extraordinarily light and very fast’

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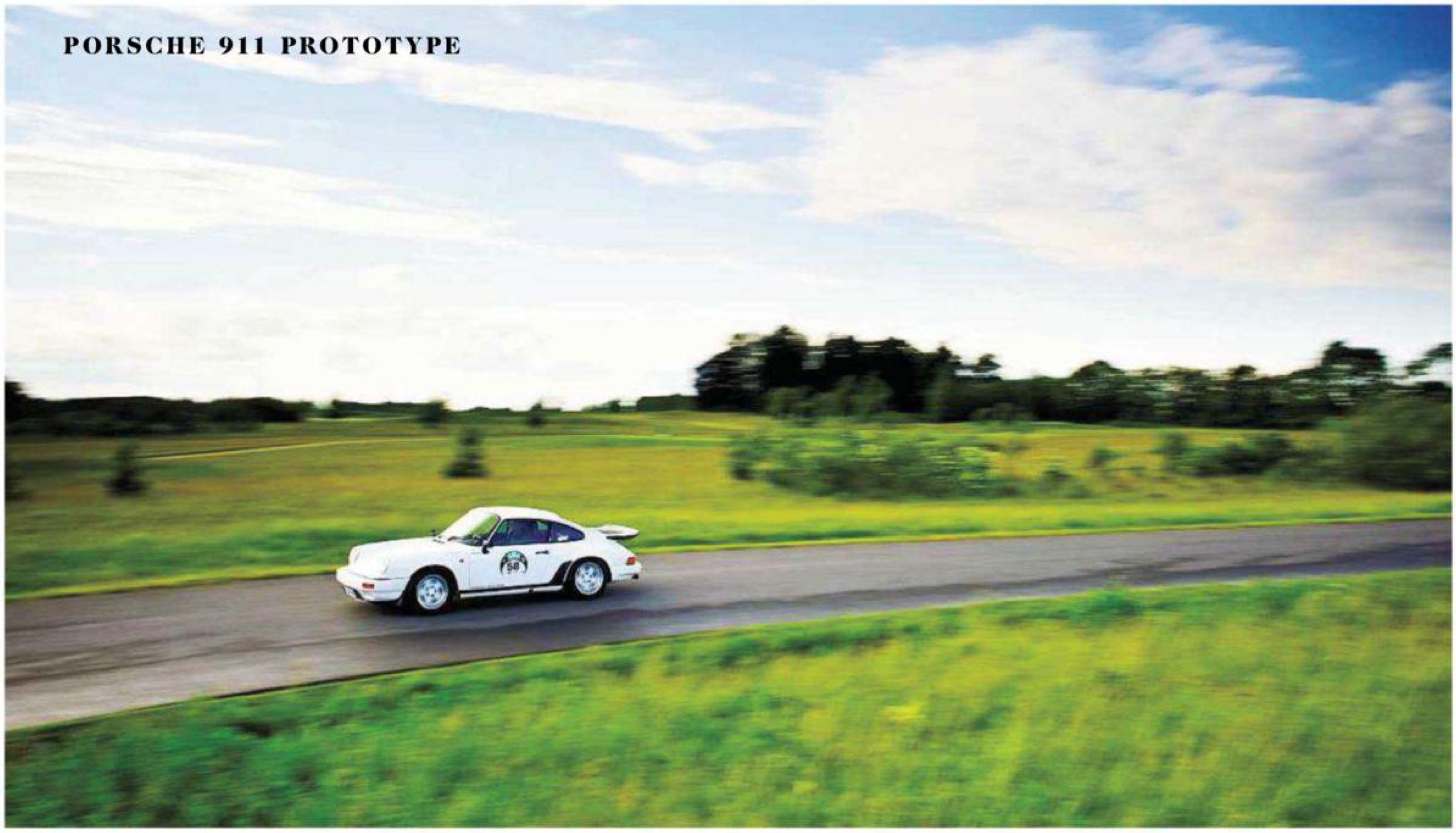

Tom Salt, who was also my navigator for the day. Astrid would be back in the car for the final sections on Saturday.

Tom was born in New York, educated in England and now, having married a German girl, lives not far from Hamburg, which was all very convenient. As soon as he arrived, I told him a lie. Looking serious, I said that we were leading the event overall and that everything depended on him now. I asked him whether he had ever done regularity events before. As he looked blank and admitted that he had no idea of what was involved, I began to explain the intricacies of what would be expected of him, in some detail. Obviously, I said, we'd need him to get some quick snaps but the main thing was to concentrate on maintaining our lead in the Hamburg-Berlin Klassik.

I think he fell for it for a few seconds before I relented and admitted that we were lying about 160th overall and that his job, above all else, was to get the pictures in the bag. Tom got his own back. He dropped the news of the E. coli scare and it took me a while to realise that he wasn't winding me up.

In deference to Astrid's enthusiasm, I decided that we would show the proper sporting spirit and make some effort in Friday's tests. As I crossed the beam to start the first of the day, Tom's mobile rang and he spent the entire time talking to a German mechanic in Lübeck about his motorbike, which was being serviced. Our performance on that test alone shot us straight to last place, where we probably remained for the rest of the event. Despite that utter catastrophe, Tom and I got on very well.

As the rally progressed, I also got to know Kuno Werner, technical wizard of the Porsche Museum workshop. Over the winter of 2009-10, Kuno was responsible for the full restoration of this car and he knows every nut, bolt, panel and grommet that went into it. Kuno was definitely the man to talk to. I learnt that it has an aluminium bonnet, front wings and doors. There was no sound deadening and no underbody protection. In his restoration, Kuno's one departure from the original specification was to add a little protection inside the wheelarches, which had suffered badly from stone chips and would obviously do so again in no time at all without a little help.

Kuno told me that the ultra-lightweight bumpers were handmade from glassfibre, as was the one-off rear wing and engine lid. As in the older 2.7RS, the prototype Clubsport has lightweight glass. Predictably, the suspension has stiffer-than-standard springs and dampers, and there are extra-stiff engine mounts. The engine is a normal 1984 Carrera 3164cc air-cooled flat-six, with just one modification: the inlet tract was polished inside, which Kuno believes might have added two or three horsepower. It has wind-up windows and the interior trim was reduced to a minimum, as in the later production Clubsport. The 16in wheels, 7J front and 8J rear, are also as on the production car.

Above
Whale-tail and white Fuchs alloys make this unique 911 look rather familiar, but it's subtly different in detail from the production Clubsport.

This car must have cost a fortune to build back in 1984, with all its unique, handmade, lightweight body components, but, given its uncompromising, far-from-timid specification, I was very surprised at how civilised it was to drive, even on bumpy country roads. There was no harsh reaction to potholes and the steering had that superb, 'live' feel of the very best classic 911s.

There was a brief chance to push it hard through a couple of corners, off the public road at Groß Dölln, and there I found that it had that marvellous, natural handling balance so typical of Carreras of the mid-1980s. The difference was that it felt sharper, more responsive and considerably faster than standard, and the low weight had to be the key there.

My curiosity prompted me to ask for the car to be weighed accurately at the factory after the rally. The result, 1071kg in a front:rear ratio of 41:59, proved the point. That's 4kg less than a 1973 2.7 RS Touring and a massive 139kg under the official figure for a standard Carrera of the time. No wonder it felt so good. Any traditional 911 enthusiast, including myself, would love to own this car if it were not too valuable and significant to use regularly. It has its minor faults, of course. Those of us who drove 911s back then thought the improved gearchange and seating were great but I have to admit that today's 911s are better beyond measure.

Had the production Clubsport taken this extreme form it would surely have come at an eye-watering price. The engineers had made their point but Porsche's management made the right decision when it came to the production Clubsport of the 1988 model year. The Clubsport that went on sale was the right car for its time, offered at a bargain price, and it told us that the 911 was here to stay after all. Any one of them would be a great prize to own today. End

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School of hard knocks

It took six decades for the Lagonda V12 racer to achieve the recognition it should always have been granted. Here's why

Words Paul Chudecki // **Photography** Dave Kennard

IT WAS SUPPOSED to be the great British Ferrari-beater and, but for a fundamental design flaw, the post-war Lagonda V12 could have been just that. If ever there was a case that justified the phrase 'so near and yet so far', it is that of the fast but fragile Lagonda's short and bitter-sweet life.

The purpose of the project had been twofold. When it began in 1951, one of the plans of Aston Martin Lagonda proprietor David Brown had been to build a range-topping Lagonda with a V12 engine and de Dion rear axle with self-levelling torsion-bar suspension. The engine also had to be large enough to fight for race victories against the 3.4-litre Jaguars and 4.0-plus-litre Ferraris and Maseratis – something the 3.0-litre Aston DB3S couldn't hope to achieve.

Brown decided a V12 engine would satisfy both needs and its design was entrusted to Willie Watson, under the direction of the Auto Union Type D engineer Robert Eberan von Eberhorst. Watson had already penned the 2.6-litre, six-cylinder LB6 engine that powered both Lagonda's saloon and Aston's DB2. It had evolved into the 3.0-litre VB6, and the 4486cc, 60-degree V12 was in essence a pair of VB6s using a common crankshaft but with a shorter stroke of 69.85mm and a bore of 82.55mm. The V12 would also use a similar barrel-type crankcase/block but cast in aluminium rather than iron and with seven rather than four main bearings.

The latter had at an early stage caused supplier Glacier concern about the 'cheese type' aluminium diaphragm caps that would house them: with a cast-iron block, the aluminium caps expand faster than the block as the engine gets hotter and take up excess clearance, but an aluminium block 'grows away' from the caps and increases clearance to a critical level, the expansion rate of both being the same, and thus markedly reducing oil pressure. →

‘It lost a little of its perfect proportions and beautiful curves in the transformation: still gorgeous if not breathtaking’

The block, crankcase and, crucially, the bearing caps were cast in aluminium to save weight (ironically, producing the latter in lightweight cast iron was deemed too problematic) and it was this feature that would become the V12’s Achilles Heel.

Elsewhere the design included light alloy cylinder heads with twin camshafts, two spark plugs per cylinder, twin Scintilla magnetos and dry-sump lubrication. It was fed by three quadruple-choke Weber 40 IF4C downdraught carburettors, and power was estimated at 360bhp at 7500rpm. Problem was, to avoid the catastrophic loss of oil pressure, the engine could not be run above 6000rpm, at which speed power was just 305bhp; maximum torque was 295lb ft at 4000rpm. Common sense suggested an engine redesign but cost (a whopping £150,000) and the urgent need for the new engine precluded that.

The problem was alleviated to an extent by giving the bearings a tighter fit and hardly any clearance, although the downside was that the engine would then not run properly until warm, so oil and water had to be pre-heated before it could be started!

DP115/1, the race car the V12 would power, was simply an enlarged DB3S, its wheelbase increased from 87 to 100in and its width by 4in, with strengthening courtesy of 5in-diameter side tubes and a 4in crossmember. It lost a little of its perfect proportions and beautiful curves in the transformation: like an ageing supermodel, still gorgeous if no longer breathtaking. It tipped the scales at 1140kg, largely due to the weight of the engine, which was mated to a four-speed David Brown gearbox.

Aston Martin’s private airfield at Chalgrove, Oxfordshire, was used for DP115/1’s first test in Spring 1954 and, although it performed well, already there were signs of oil pressure problems. Its first race at Silverstone followed in May, a BRDC sports car event at *The Daily Express* International Trophy meeting, with Reg Parnell at the helm. Predictably, in race conditions there was a more significant drop in oil pressure; nevertheless, Parnell finished fifth, albeit 1min 4sec behind winner Froilan Gonzalez’s 4.9-litre Ferrari and 18sec adrift of George Abecassis’s second-placed 3.4-litre HWM-Jaguar. Still not bad for a debut race.

Le Mans, the Lagonda’s ultimate target, followed in June. The car sported a one-piece (rather than three-piece) radiator grille and a new DB five-speed gearbox and was entered alongside four DB3Ss: two coupés, a supercharged roadster and a standard roadster. In qualifying, Dennis Poore clocked 172mph along Mulsanne and Eric Thompson 170mph but, with 24 hours’ racing ahead and oil pressure worries, a precautionary reduction in engine revs dropped top speed to just 148mph. Alas, Thompson crashed on lap 26, ramming a bank backwards and hard. DP115/1 returned to the pits some two hours later, still running well, but, with a rear light smashed and no spare, the car was forced to withdraw.

The race was a disaster for Aston: both DB3S coupés crashed out and both roadsters retired. Despite the demoralising effect it had, a Lagonda and three DB3Ss were entered for the Sports Car Race at the British Grand Prix four weeks later. With a new chassis strengthened to increase beam stiffness, rectifying a weak point of the original, the Lagonda was redesignated DP115/2, sporting the repaired body from DP115/1 and a modest power increase to

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312bhp. Parnell brought it home fourth, behind a trio of DB3Ss, a result that boosted the team's morale.

Thereafter, its efforts would centre on DB3S development and Lagonda's next race came at the ill-fated 1955 Le Mans 24 Hours, during which the catastrophic crash of Levegh's Mercedes-Benz claimed 130 lives. A new car, DP166, was built for the race with an all-new spaceframe chassis, Girling disc brakes, wider Borrani wheels, and bulkier aluminium bodywork with a complete opening front section. It showed true pace in practice when Poore put in a very quick lap, reporting that he had no trouble keeping up with the Jaguar D-type of eventual winner Ivor Bueb. Even so, Reg Parnell – having just taken over from Poore, lying in eighth place, three laps down on the leaders – retired on lap 94, his fuel having been jettisoned thanks to a marshal failing to seal the filler cap correctly. It marked a cruel end to the Lagonda's racing career and also, of course, sounded the death knell for any plans to use the V12 as Aston Martin's future production engine.

Subsequently, DP166 was dismantled – its chassis and a spare would later form the basis of the two Aston DBR2s built for the 1957 season – and components from this and DP115/1 were built up into a third Lagonda, DP115/3, in 1955-56. This car and DP115/2 found fame together, renamed as Warren-Ingrams on the silver screen in the 1956 film *Checkpoint*, an espionage thriller set around the Mille Miglia. Aston then sold both cars and all the DP115 spares to George Abecassis's HWM concern in Walton-on-Thames, where 115/2 was given the registration 3 DPC and 115/3 4 DPC. They were sold and raced by Noel Cunningham-Reid and Jumbo Goddard before both were acquired in the 1960s by Maurice Leo, who successfully ran them in short races and sprints and still owns them today. Intriguingly, he recently discovered that both the cars bear the chassis number DP115/2.

Meanwhile the damaged body of DP115/1 (still bearing the number 41 from its last race at Silverstone on chassis DP115/2) had been retrieved from a south-east London scrapyard in 1955 by Colin and Barry Mason of Berkhamsted, who mounted it on a Tojeiro chassis powered by a Ford Zephyr engine. Subsequently the project was taken over by Stan Hill who ran it as a road car, registered 677 DAR, in the early 1960s. He passed the car to an Army officer from whom Sir Anthony Bamford acquired it in 1969, probably believing it to be a complete Lagonda team car.

It was a chance phone call 30 years later that first alerted Tom McWhirter, at his Moray Motor Museum in Elgin, Scotland, to the Lagonda body's existence in Birmingham. After some persuasion owner Roy Barber parted with the car for £3500.

'We spent a month poring over books and articles on Lagondas to satisfy ourselves that it was indeed the Le Mans body,' explains Tom. 'It was very good and it differs in many ways from the two works cars made up for *Checkpoint*. The main, very obvious, differences are the grille, recesses for the bonnet straps and filler holes plus windscreen and air vent, all covered by an extra aluminium panel on the bulkhead but easily seen from underneath. My (then) young son had torn off a glued-down tonneau to expose two of the seven louvres hidden behind the cockpit.'

Tom then heard rumours of a V12 engine fitted to a Jensen 541 in Trowbridge, Wiltshire, and two years later, through another chance phone call, discovered its exact location. 'It was lying derelict in a back garage,' he continues. 'It had been there since the 1960s.' By yet another happy chance the engine was DP100/4, the very V12 that had powered DP115/1 at Le Mans in 1954, one of possibly six built! 'But we decided not to run the engine and to resolve the oil problems first. Maurice Leo kindly let us see his two very original cars, which gave us even more impetus.'

Scottish-based Jaguar engine specialist Jim Tester was entrusted with the engine work but sadly died about two years into the project. Tom then commissioned renowned specialist Crosthwaite & Gardiner which, with input from former Aston chief design engineer Ted Cutting, over the next five years cured the engine's →

Above
Dennis Poore puts DP115/1 through scrutineering at Le Mans, 1954. Sadly, team-mate Eric Thompson shunted the car during the race.

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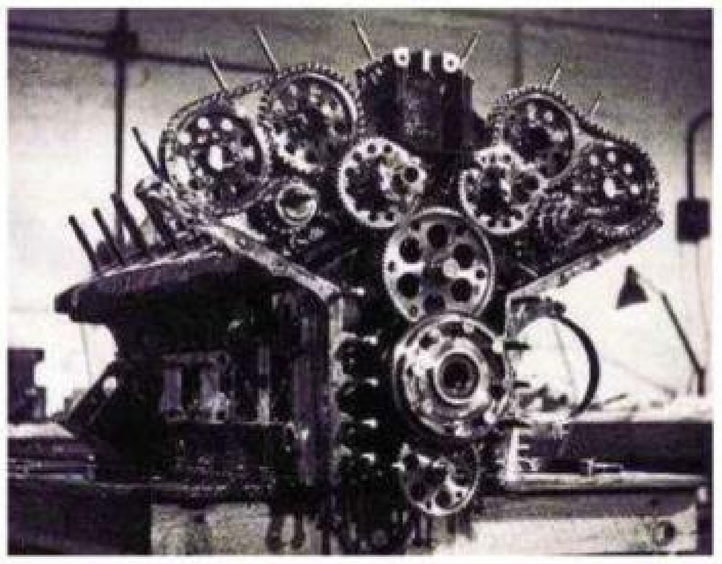
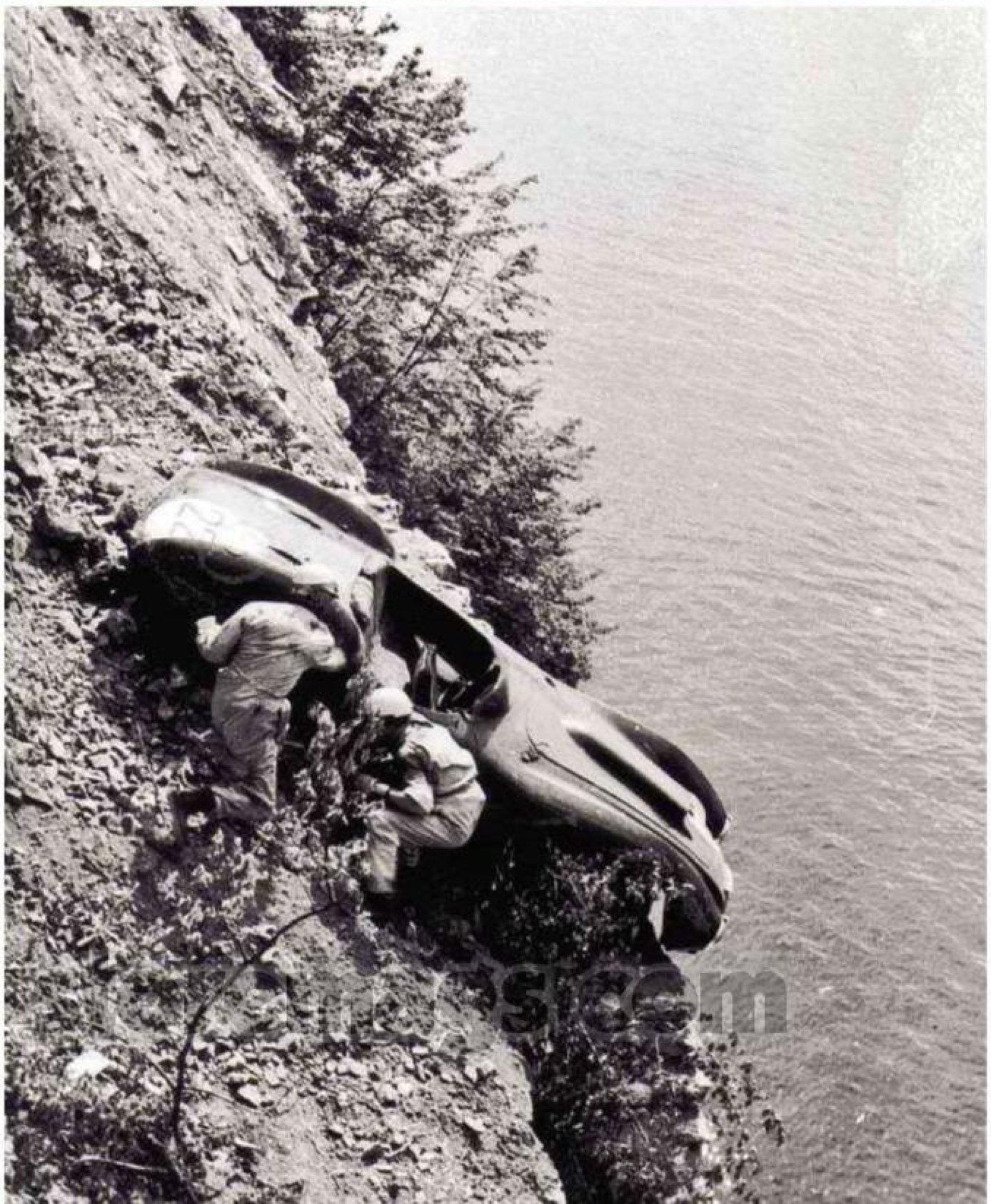
‘In 2005 the Lagonda finished third in the Freddie March Memorial race and won the Spirit of Goodwood trophy’





Top left, bottom left, middle left and bottom this page
Eric Thompson at Le Mans, 1954, in DP115/1... then freeing the damaged wing from the left rear tyre after crashing; V12 engine partially stripped during development; hero Anthony Steel fighting with villain Stanley Baker as one of the 'Warren-Ingrams' (DP115/2 and DP115/3) hangs over a cliff in the 1956 film *Checkpoint*.

inherent bearing problem by strengthening and pinning the block to stop it expanding (the original pins were offset and deemed not to be holding it together properly), machining it to take conventional bearing caps and installing heavy metal to the centre webs of the crankshaft. The porting of the cylinder heads was also improved, as were the shapes of combustion chambers and valve seats, and four distributors substituted for the original twin magnetos.

Obtaining the rare Weber 40 IC4F carburettors proved difficult – the engine had come with Solexes – but a set, vital to the engine's originality, was finally tracked down. An eight-hour dyno run revealed normal water temperature and oil pressure, and healthy outputs of 320bhp at 6000rpm and 300lb ft at 4000rpm, both very close to figures obtained in period.

Meanwhile, the body was dispatched to Rod Jolley Coachbuilding together with all the original chassis and suspension drawings. The original bulkhead hidden under the extra panel was exposed and the body rebuilt. Tom had by now gathered much useful information from former works employees, including team manager John Wyer, Eric Thompson, Tony Towcock, Paul Jackman (who supplied original drawings and MIRA test reports) and George Evans, who provided invaluable photos of the Lagonda taken at Le Mans and in Aston's workshops. Fortuitously, Tim Henderson's very original DB3S was due at Jolley's to have its body removed and refurbished, so its chassis could be copied and the dimensions increased exactly as the original Lagonda's.

Importantly, when Eric Thompson inspected the body and saw the recognition light (only fitted for Le Mans) and the aluminium oil tank access panel with screwed-in cover still in place (it was the only Lagonda to have had such a feature), he recognised it as a piece for which he had drilled three holes and had himself fitted at Le Mans, removing any doubts. 'We also pointed out holes drilled in the back wing,' adds Tom. 'Eric remembers this was to hold a small piece of ally to extend the body beyond the tyre, and sure enough there it was on the scrutineering photo.'

There still remained much work to be done, such as fabricating the exhaust system, inner wings, grille, bonnet scoop, oil tank and wiring, and much minor detailing. All of this was entrusted to race preparation specialist Bryan Wingfield, prior to preparing the Lagonda for its first race. Finally, in 2005, after testing by much-missed sports car and touring car ace David Leslie, and sporting Eric's choice of green paint, DP115/R (R for recreation) was ready for Tom and son Darren to try the V12 at Snetterton.

'The sight of the Lagonda painted and fully fitted-out was breathtaking,' enthuses Tom, recalling the fruition of 20 years persistence. 'The test went fine, with the car easy to drive and going very well. The only problems were the brakes pulling badly and a shortage of fuel low-down, partly due to the gearing being so high.'

Just a fortnight later, DP115/R embarked on its first real test, the Le Mans Legends race supporting the 24 Hours – 51 years after the model made its debut at La Sarthe. Despite the brake and fuel problems, Darren qualified 17th but it was Tom who took the demonstration sprint to the car and the first stint, realising a lifelong ambition. Frustratingly, after Darren took over, a rear tyre blew, ensuring yet again that a Lagonda V12 failed to finish at Le Mans.

Following extensive rebuilding of the brakes and steering, the cause of the pulling brakes proved to be incorrectly positioned lower front suspension arms; after rectifying this and fitting twin fuel pumps, the Lagonda was ready for the 2005 Goodwood Revival late on the day before the McWhirters' 12-hour drive to Sussex. There it would fare far better and, despite fading brakes and a lack of engine-braking due to the high gearing, Darren finished third in the Freddie March Memorial Trophy race and set the second fastest lap, the icing on the cake being the award of the Spirit of Goodwood Trophy in recognition of the team's sterling efforts to take part there. 'A top award at the world's top event,' says Tom. 'It does not get any better.' →

1954 LAGONDA V12 DP115/R

ENGINE 4486cc V12, DOHC per bank, three Weber 40 IC4F carburettors **POWER** 360bhp @ 6000rpm **TORQUE** 330lb ft @ 5500rpm
TRANSMISSION Five-speed manual, rear-wheel drive **STEERING** Rack and pinion **SUSPENSION** Front: trailing links, transverse torsion bars, lever-arm dampers, anti-roll bar. Rear: de Dion axle, trailing links, transverse torsion bars, lever-arm dampers, anti-roll bar
BRAKES Drums **WEIGHT** 1140kg **PERFORMANCE** Top speed 172mph (Le Mans, 1954)

Above
Six decades on from the beginning of Lagonda's V12 project, DP115 finally achieves glory, with three victories at the Goodwood Revival now behind it.

To improve low-speed pick-up, Crosthwaite & Gardiner increased the compression ratio to 10:1 and fitted a lightweight flywheel. The result was 360bhp – the period output that had originally been predicted – and greater low-down torque, with a peak of 330lb ft at 5500rpm. With hopes high (and gearing lowered) the Lagonda was entered in the 2006 Revival but retired when a crankshaft weight moved and ran a bearing. In 2007, however, there were no problems, Darren taking a splendid victory in the Freddie March race at his third attempt, a feat he repeated in both 2009 and 2010.

It was at an AMOC Donington Park meeting that I had the chance to sample DP155/R for an all-too-brief three laps, the car beautifully turned out as always. The seat is correctly upholstered in former Aston works driver Peter Collins' family tartan and, once I'm in place, the external dimensions feel much smaller and the view over the bonnet is just as in a DB3S.

Dominating the dashboard is a large 8000rpm tachometer, while the pedals are offset to the right to clear the steering column. To the left of the transmission tunnel is the fly-off handbrake, and inside the 'door' is the larger, recently re-sited (from the scuttle) oil tank for the dry-sump system, a modification that was also made in-period.

The big V12 fires into life on the first push of the button and, thanks to the short pedal travel of the sensitive clutch, you need to get the revs right for a smooth getaway. Immediately the engine feels very responsive, with lorry-loads of torque coming in progressively from about 2000rpm and getting really strong by 5000. Darren tells me maximum revs is 6000rpm (Tom later says 6500!) and, using this to the full, there is no doubting the considerable pace; with all that torque and 360bhp, acceleration is rapid and relentless. Only third and fourth gears – engaged by the pleasingly tactile alloy gearknob, with good strong spring pressure and short-shift movement – are required on Donington's short circuit.

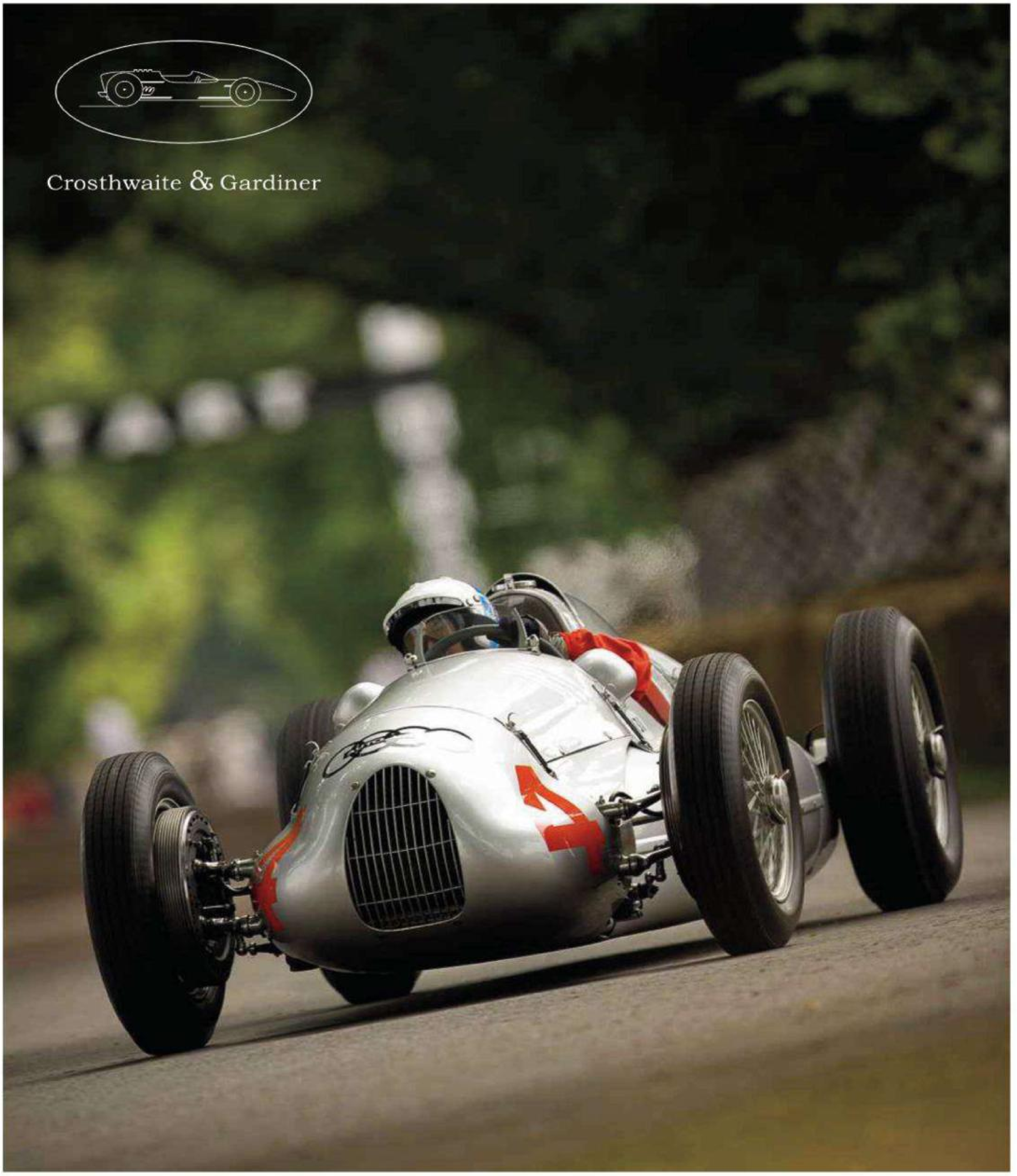
As for the Lagonda's roadholding and handling, it performs very similarly to a DB3S, turning in sharply with minimal understeer – although the rack-and-pinion steering is much heavier, requiring a firm grip on the wheel – countered by oversteer through and out of the corners, but that oversteer is more pronounced due to a combination of the instant power and torque available and the car's longer wheelbase and greater weight. It is easily controlled by throttle and steering and, again, like the Aston, the Lagonda can be drifted satisfyingly through faster turns.

The relative shortcomings of the large drum brakes, however, are evident after one lap, at the end of Starkeys Straight, where a hefty push on the pedal at 125mph barely slows the car enough for the tight Goddard chicane. That isn't to say the brakes are bad, rather that a little caution is required, due, it transpires, to insufficient fluid pressure. But overall, this splendid Lagonda V12 is fast, fun and definitely no longer fragile.

After two decades of determined toil, a once-slighted machine is now a very effective and accomplished race car. So, has it all been worth it? Tom is in little doubt: 'Financially, probably not. Trial and tribulation, definitely yes, now that the Lagonda is finished and going well – and add to this the pleasure we have given many older enthusiasts who know what it is, and many younger ones who suddenly find out there is a British V12 '50s sports car that could have beaten the Ferraris.'

As I said earlier, so near and yet so far. End

Steering



Crosthwaite and Gardiner is one of the world's leading manufacturers and suppliers of cars and parts to the historic car industry. Established in 1969, the company is built on a wealth of knowledge and experience gained through over 40 years of producing parts and restoring some of the most famous and important cars the world has ever seen. From manufacturing complete cars for Audi, to bespoke parts for individual collectors, Crosthwaite and Gardiner lead the way.

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1968 1 1980 MARATHON men

Ever wondered what it was like to compete in the epic transcontinental rallies of the 1970s? **Jim Gavin** opens his scrapbook

A BOOZY LUNCH for a bunch of Fleet Street executives at the Savoy Grille on London's The Strand saw a plot hatched that would rock the world of international rallying: the *Daily Express* wanted an epic event that would lift the mood of the nation in a time of depression and recession, and so the 1968 London to Sydney Marathon was born. The *Daily Mirror* responded two years later with an even longer, faster blast that linked Wembley's World Cup soccer stadium to the Mexico World Cup football finals.

That left the 1970s with two more epics: the first-ever double crossing of the Sahara in 1974, and another, harder dash to Sydney. The Himalayan Rally and the Paris Dakar developed the initiative.

Inspiration aplenty is captured in these reminders from the rocky road to adventure. Marathon events brought out the zany, where daring to be different brightened up motor sport. From comfy, strong but complicated Rolls-Royce to the simplicity of a Morris Minor with works Sprite engine, long-distance rallies fired imaginations.

The intrepid crews of this year's London to Cape Town Rally (keep up-to-date on www.octane-magazine.com) will return having written their own page in the annals of marathon history.

HOLY SMOKE

The ex-Archbishop of Canterbury's Lambeth Palace runabout was turned into a rally car by journalist Philip Young to tackle the first Himalayan Rally of 1980. It's seen here getting a helping hand up the muddy banks of the River Ganges; heavenly reliability helped it to a surprising sixth overall at one point, behind the works Opel Manta of Sheka Mehta and a fleet of works Toyota Corollas, but when the Morris's front drum brakes failed, it had to settle for 12th – still good enough for a class-win medal from Mrs Ghandi.

INTO THE RECORD BOOKS

Dogged determination by Tony Fowkes saw him snatch the lead on the 1977 London to Sydney in this Mercedes 280E, ahead of Andrew Cowan's Merc, Sobiesław Zasada's 911 and Paddy Hopkirk's Citroën CX. Fatigue hit this, one of the few two-man crews, hard and Fowkes had to settle for second, watching Cowan win for a second time, repeating the success he'd had in 1968 with a Hillman Hunter. The '77 epic saw crews start from London's Covent Garden to drive to Madras on the far side of India in just ten days!

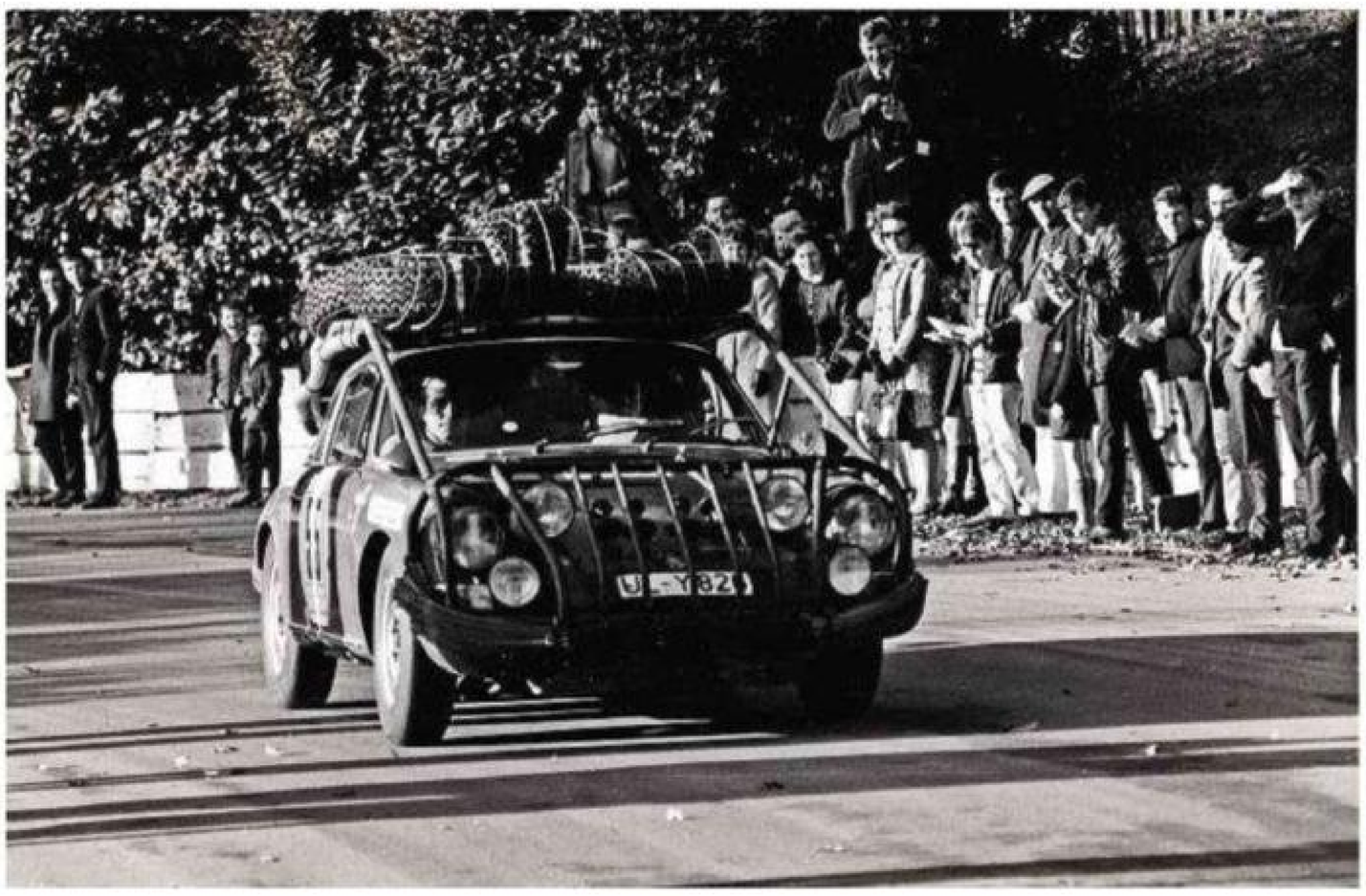
ROLLS OVER THE ANDES

The Mayor of Leominster, former British rally champ and garage owner Bill Bengry, upset Rolls-Royce greatly with his idea of turning a Silver Shadow into a long-range desert tank for the 1970 London to Mexico. Pictures of the exhaust manifolds turned upside down didn't help him curry favour with the factory, which refused all requests for technical assistance. The Rolls-Royce boardroom members were livid, but Bengry reckoned he was onto a winner. Alas, he overcooked a rear wheel-bearing. Ever resourceful, he spotted a Shadow in a golf club car park, and stripped out the rear hub. The owner was still out on the green, putting on the 18th hole, when Bengry was accelerating back through the gate, having left the stricken Rolls resting on three wheels and a wobbly scissor-jack with a greasy apologetic note stuck to its windscreen. You couldn't make it up – but Bengry was in his element when he was in a spot of bother.

LEYLAND'S LONG SHOT

World Cup fever returns to the Wembley football ground: journalist Michael Scarlett and two mates put their trust in a 1500cc Austin Maxi for the 1970 thrash to Mexico. They couldn't match Rosemary Smith's effort (see next page), but succeeded in being one of only 23 crews to finish, albeit in penultimate place, with 36 hours of additional penalties behind the winning Ford Escort of Hannu Mikkola. With its Cortina pushrod engine, the winning Escort pushed Ford to give the rest of us the Escort Mexico.

Steve McQueen



DUST BEATS THE PORSCHES

Everything bar the kitchen sink? Works Porsche 911 leaves Crystal Palace for the 1968 London to Sydney Marathon, taking kangaroo protection to the limit. Unfortunately dust in Turkey got past the air filters and it was doomed to failure, becoming one of the first to retire. Proving that distance can be a great leveller, Andrew Cowan's Hillman Hunter and Paddy Hopkirk's BMC 1800 Landcrab – with just 100bhp each – finished first and second.

BRITISH ARMY ATTACK!

What do you do with a fleet of redundant works Rover 2000s, after the factory ceased rallying with the likes of Roger Clark in standard Group One cars? You give them to the Army Motoring Association. Here Major John Hemsley storms through the dust of the Australian outback on the '68 London to Sydney.

DRESS REHEARSAL

Rosemary Smith and Jean Dellarond model trendy maxi-coats and white maxi-boots before setting out in a... wait for it... Austin Maxi on the 1970 London to Mexico World Cup Rally. The Maxi, with cable-operated gearshift, ran like clockwork, finishing tenth overall, and helped the girls win the Ladies Prize.

BITE OF THE UNDERDOG

A gritty, hard-charging effort from Australian Ross Dunkerton saw his home-prepared orange Peugeot 504 finish fifth overall, chasing the works Mercedes, Hopkirk's Citroën and Zasada's 911 all the way home on the 1977 London-Sydney. *The Guinness Book of Records* called the event 'the longest rally in history'. *End*

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MOAL GATTO

HISTORY IN THE MAKING

The brief was for a 1950s-inspired GT, with thoroughbred Ferrari power, unique styling and up-to-the-minute convenience. Want to know more? Here begins the lesson

WORDS AND PHOTOGRAPHY // Martyn Goddard

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MOAL GATTO

THE CAR BOUNCING over the railway crossing in the waterfront district of Oakland, California, is a sleek mid-blue front-engined coupé, sporting the elegance of a 1950s Maserati. As it accelerates towards the the pier, its Ferrari 250GTO-spec V12's growl echoes off the pillars of the Interstate 80 freeway, but they could just as easily be the villas of the Via Roma in Italy.

This is the Gatto, a bespoke car, the product of Steve Moal's legendary hot rod shop in Oakland, and inspired by the products of those Modenese *carrozzerie*. It's not a replica but a 21st century symbol of a new genre of car that wealthy connoisseurs are building. They deliver period style with modern amenities, and would complement any collection of 1960s icons.

My chance to try the Gatto comes while it's on shakedown testing, just before it finds its way to its owner. I leave my motel early and orbit the East 12th Street district, passing Korean delis and fender-bender bodyshops until I stumble on the unmarked industrial cube of Moal Coachbuilders.

Dragging my camera equipment through the workshops, I try to keep the blinkers on to avoid being distracted by bay after bay of custom Americana being fettled by dudes in black T-shirts and baseball caps. I head for the back lot where the GT is on tickover to warm its thoroughbred engine, which was built by Patrick Ottis and delivers 300bhp at full chat. Steve's son Michael gives me a quick guided tour of the car, congratulating me on navigating my way through the ghetto to their workshop. The often savage Californian light is thankfully veiled by high cloud; perfect conditions for photographing the car's details – and there is an abundance of them.

Client and car aficionado Bill Grimsly's mission for the Gatto was to produce a car from a blank sheet of paper with impeccable drivability, styling and state-of-the-art chassis. And he was never about to stint on the detailing: doorhandles pay homage to anything Pininfarina sculpted for the thumb, big black Jaeger analogue dials lounge amid diamond-pattern polished aluminium, and the car rides on Borrani chrome-spoke wheels shod with 6.00x16 Michelins.

> 'Its Ferrari V12's growl echoes off the pillars of the Interstate 80 freeway'

The Moal craftsmen paid a great deal of attention to a long list of one-off items such as the window surrounds, a massive fuel-filler attached to a work of art that is the 15-gallon fuel tank gleaming in the otherwise spartan boot (it looks like it should be in a Mille Miglia competition car), and side vents that have more of a Teutonic inspiration; perhaps Mercedes-Benz 300SL?

Sit in the two-tone leather bucket seat, elbow resting on the massive centre box section à là TVR, and the competition theme is continued: no deep-pile carpets, just riveted and polished aluminium panels. There is plenty of room to heel-and-toe the drilled pedals, and a good view of the road over the custom woodrim steering wheel, with its squared-off base to ease entry.

Lifting the bonnet reveals 12 polished Weber intake trumpets sitting above the black crackle-coated cam covers of Ferrari's finest 250GTO-spec engine. A V-shaped tubular frame to aid front-end rigidity straddles it, and the entire bay is finished in brushed aluminium. On top of the left-hand wheelarch is a manufacturer's plate marked 'Moal chassis 12435'.

I take a step back and drink in the beauty and proportions of the styling. If Nuccio Bertone or Giorgetto Giugiaro were looking over my →

Above and left
You won't have heard of the Gatto before. Clue: the other one's a truck; foam model was refined before the Gatto's curvaceous styling was translated into aluminium.

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July 20/22 - Silverstone, UK
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Sept 21/23 - Spa, Belgium
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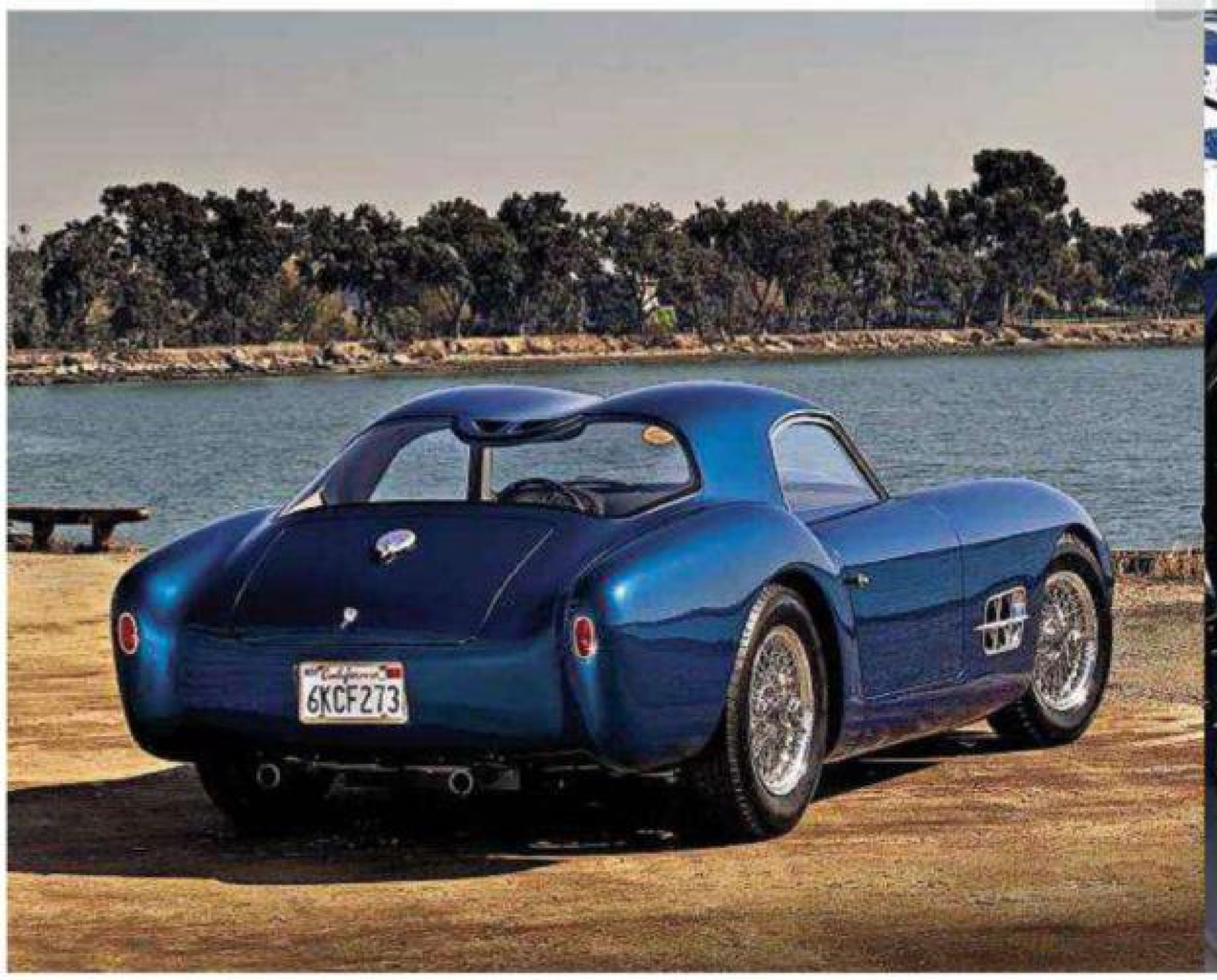

shoulder, I'm certain they would nod approval. The Gatto wasn't penned using computers but in a traditional way. Metalsmith Jimmy Kilroy worked from Moal-penned sketches to shape and carve a foam model, refining the lines before constructing a wire model. My favourite touch is the Zagato-aping double-bubble roof treatment.

While this was going on, the chassis was being designed in collaboration with Michael Arnold along a Lotus theme. The strong semi-monocoque backbone of glued and riveted stress panels with Y-shaped outriggers supports independent suspension all round, and the exquisitely formed Kilroy aluminium panelwork is supported using the *superleggera* technique. In fact, it's a shame so much of the artisans' work is hidden from the eye. A 96in wheelbase and 58in front track make the car small compared with today's mid-engined Italian products and, despite the air conditioning, heater and other luxury items, the Gatto still weighs in at a creditable 1043kg.

Gatto owner Bill Grimsley pulls his claret Ferrari 458 Italia alongside his new GT, but he wants to wait until after the shakedown testing before getting behind the wheel himself. As he puts it: 'I only want to turn the key and drive home with a properly sorted automobile, so I'll let Steve do the driving for now.'

He comments on his love for the Ferrari and Maserati coupés of the 1960s but says that having one restored would not result in a car that he could drive along the freeways and backroads of his native California. The Gatto logo – it means 'cat' in Italian – gives a hint to the thinking behind the project: 'I wanted great brakes, air conditioning and a slick five-speed gearbox teamed with a rebuilt 1960s Ferrari V12, to produce a reliable high-performance GT.' The project has taken three years to complete and Bill has only a few more weeks to wait before he can drive it home across the Bay Bridge in San Francisco.

Elsewhere in the impressive Moal workshop, the work bays are all well ordered and clean with an interesting mix of hot rods and classics under construction or restoration. Steve Moal is a fourth-generation artisan, maintaining the family business with his sons. It's a real marvel that there are small teams of craftsmen that can produce such a car traditionally in an era of mass production, as so many handcrafts have withered on the vine.

We drive to the pier the long way to avoid roadworks on the potholed docklands streets. The elegant lines of the car aren't protected (or spoilt) by bumpers and the windscreen is a one-off, so we proceed with caution. Local workers rubberneck the blue coupé from pick-up trucks and 18-wheel tractor units. Steve manoeuvres the Gatto with ease on the jetty between a warehouse and the deep blue sea; thankfully, good visibility is another of its attributes.

The light takes on a warm glow and the car attracts attention from locals, turning the heads and pricking the interest of people walking their dogs. A delivery driver leans out of the cab to grab a shot on his mobile phone.

From the front three-quarter the Gatto has real aggression. The massive front air intake and rakish lines scream power and speed; the body is curvy and voluptuous. Steve tells me that the front air intake was one of Jimmy Kilroy's favourite designs but extremely difficult to craft from flat metal stock on the English wheel.

The Gatto is a wonderful example of one car enthusiast's dream being realised by a great team of designers and craftsmen. This type of bespoke coachbuilding is sure to grow as original 1960s Italian coupés rocket in value and become too frail to use. Steve introduces me to another client, Jackie Howerton, who is planning a 1950s sports-racing project and shuffling drawings back and forth with Kilroy before heading home to Phoenix, Arizona, where he'll make a final decision about how his one-off roadster might look in a few years time. *Octane* looks forward to seeing the real thing.

2011 MOAL GATTO

ENGINE
2953cc V12, OHC per bank, six Weber carburettors
POWER
300bhp @ 7800rpm
TORQUE
217lb ft @ 5500rpm
TRANSMISSION
Five-speed manual, rear-wheel drive
STEERING
Rack and pinion
SUSPENSION
Front and rear: unequal-length wishbones, coil springs, telescopic dampers, anti-roll bar
BRAKES
Discs
WEIGHT
1043kg
PERFORMANCE
Top speed 170mph
0-60mph 6.5sec (est)

Top and left
Double-bubble roof was clearly inspired by Zagato; riveted interior evokes the past but is a true original. Power comes courtesy of a Ferrari 250GTO-spec V12 with six Weber carbs.

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Time with...

Rod Millen

He set an unbroken record at the Pikes Peak Hillclimb, still lives life at 1000mph in retirement – and is now taking on Goodwood's Lord March at his own game...

Words Richard Meaden // **Portrait** Alastair Ritchie

THINK OF ROD MILLEN and you automatically think of Pikes Peak. With good reason. The Kiwi's mastery of the world-famous 'Race to the Clouds' during the 1990s, culminating in his record-breaking run to the 14,110ft summit in 1994, remains one of motor sport's most enduring legends.

That performance would be enough to define any driver's achievements, but only to focus on Millen and the Mountain fails to recognise a diverse and successful career that spans four decades and saw him tackle national and international rallying, the Daytona 24 Hours, Baja desert races, stadium racing in wild V8-powered Trophy Trucks, and even drifting.

As he chats to *Octane* from his home in Hahei, a coastal area of New Zealand's North Island, Millen's passion for driving and engineering is clear and unmistakable. 'My career has taken me on a wonderful journey in motor sport. I've always had a passion for the more adventurous events, which is why I've focused on rallying, Baja and, of course, Pikes Peak. I cut my teeth here in New Zealand doing gravel hillclimbs, rallying and the like. That really taught me the fundamentals of driving and preparing cars. I look back on those days in the mid-1970s with great affection.'

Modesty and quiet reserve is clearly Millen's style out of the cockpit, but his spectacular CV reveals inner steel, a fiercely competitive nature and a fearless drive to take on new challenges. In that golden period competing in Mazdas between 1975 and 1977 he became the first driver to win three back-to-back New Zealand Rally Championship titles, then in 1978 he moved to Southern California, where he would start the next chapter in his driving career and lay the foundations for an engineering services business that would become synonymous with innovation and motor sport success. Millen takes up the story.

'With the move to the USA my relationship with Mazda became closer. The RX-7 was a hugely important car for Mazda in the States, and the racing scene over there provided unique opportunities as rallying and racing were not governed by the FIA as they were in Europe. We campaigned the RX-7 in rear-wheel-drive form with success before embarking on creating an all-wheel-drive version. It was a car that Mazda would never have built, but we knew it offered terrific potential and would be eligible in the SCCA PRO and Asia-Pacific rally series. In the end we were beating the Audi Quattros. Those were truly fun times.'

In 1981 Millen got his first competitive taste of Pikes Peak thanks to the introduction of a special class for rally cars. 'Pikes Peak was – is – the ultimate hillclimb. We were offered a test in 1981 and on our first run to Glen Cove [the halfway point] we had run a very competitive time, which led the organisers to take the decision to run a rally class in that year's event.'

The Peak wasn't part of Millen's rally programme so he was under no obligation to compete there. 'Back then I did Pikes Peak for love. I used to take the family and we'd make a holiday of it. When the Europeans turned up with Group B rally cars things got serious. By the late 1980s I decided to make a focused attempt.

'Deep down I knew we didn't have all the elements we needed to win, but that meant I spent a lot of time thinking about what would make the ultimate Pikes Peak car. I've been fortunate throughout my career to have excellent relationships with Japanese manufacturers, so when the guys from Toyota Racing Developments [TRD] said they had a few four-cylinder turbo motors we could use I started to get excited, as we already knew four-wheel drive pretty well.'

There wasn't the budget for a full wind-tunnel test programme so Millen thought laterally. 'We went to the El Mirage dry lake with some guys who knew Indy Car aerodynamics and started working on some ideas. The joy of Pikes Peak's Unlimited class was the rules were pretty much one paragraph long, so we had almost total freedom to make a car that worked on the mountain.'

The cars they created were the Millen Toyota Celica and Tacoma specials. 'None of the crew had any sleep for months on the lead-up to Pikes Peak, but they were all so determined. We'd got a taste of achieving something significant. The reality of →

Left and below
We'll always associate Rod Millen with Pikes Peak; on the 1985 Olympus Rally in Washington State, USA, in the four-wheel-drive Mazda RX-7.

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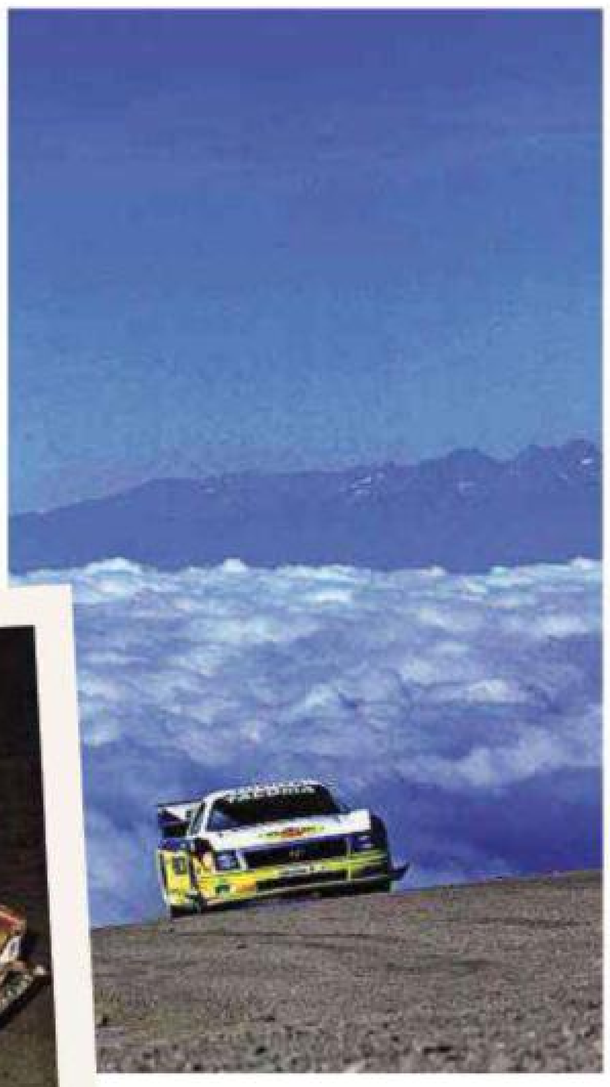
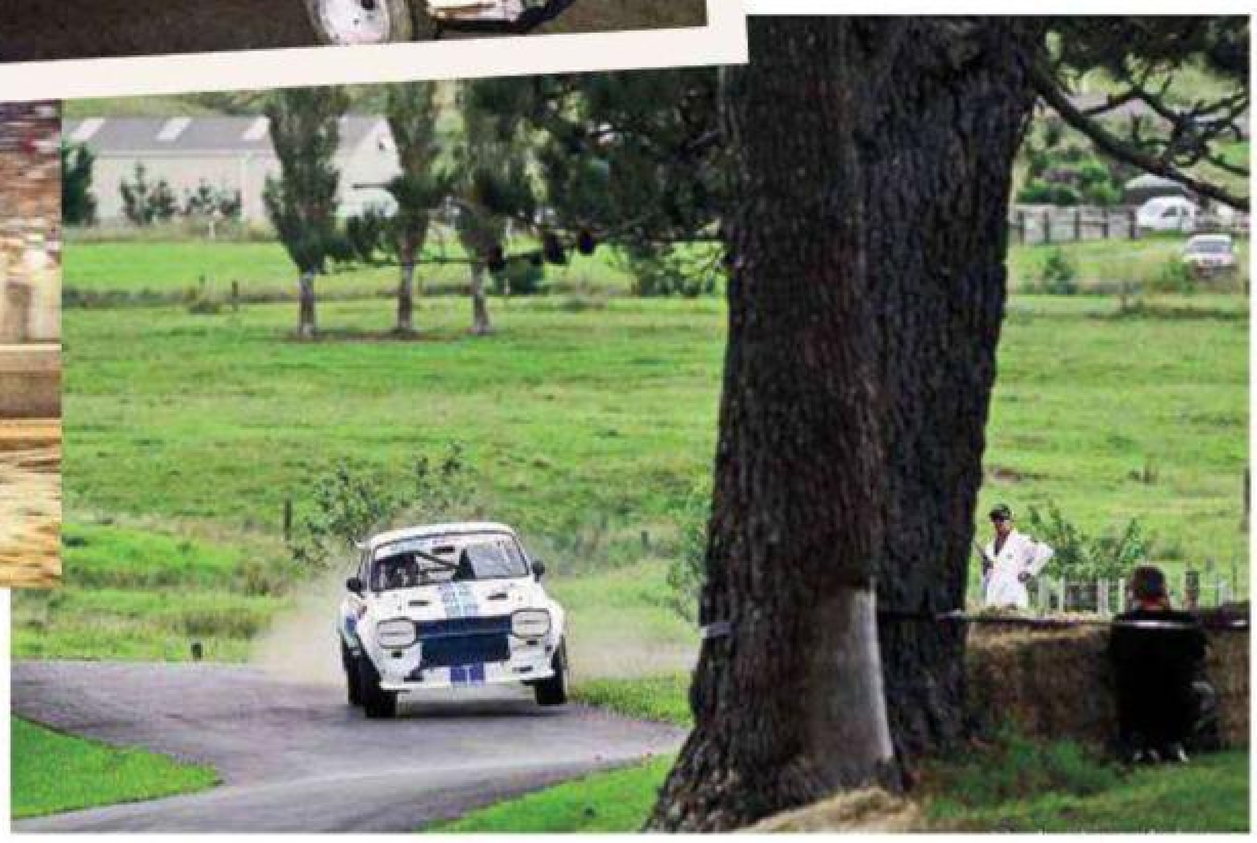
Supremags

Left, below and centre
Sideways to victory in the 1996 Pikes Peak in a Toyota Celica; ditto three years later in a Toyota Tacoma; with Ford Capri stock car, New Zealand, 1974.





Above, right and far right
On his way to another win, driving a Toyota Tundra in the 2000 CORR Series, Indiana; ditto on the 2007 Transsyberia in a Porsche Cayenne; Mk1 Escort gets some air in the inaugural Leadfoot Festival.

ALASTAIR RITCHIE

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‘It was crucial to not get *too* sideways. Keeping it straight was the only way to maintain downforce’

driving a car that generated 2000lb of downforce at 100mph was unbelievably exciting and challenging. We were coming onto the straights 15mph faster than ever before. At that time the mountain course was all gravel and with all that downforce it was extraordinarily tough on the car. We wore-out the carbon-kevlar underfloor like you wouldn’t believe! It was crucial to not get the car *too* sideways, as keeping it straight was the only way to maintain the downforce. I’m proud that my record on the all-dirt course – 10:04.06 – was never broken.’

As Millen’s motor sport activities became more and more extreme so his business, renamed MillenWorks, went from strength to strength. Still racing remained a cornerstone of the company’s activities for, as Millen explains, the heat of competition draws the best from people.

‘In tandem with the Pikes Peak programmes I’d been working hard to build-up the engineering services business. I still wanted to maintain our involvement in motor sport as it keeps you sharp and attracts the most talented and dedicated people. We’d gained a strong reputation through our Pikes Peak and Baja activities, which led to some interesting projects, including an approach from the US Marine Corps. They had a strong need for fast, effective off-road vehicles during the ’90s, so we built some prototypes, which they benchmarked against competitor vehicles including the Hummer H1. It became clear our understanding of suspension travel and damping was just what they needed.’

Millen sold his eponymous business in 2010, and made his last appearance at Pikes Peak last year, driving his son Rhys’s Time Attack Hyundai. Naturally he retired in style, winning his class and setting a new class record in the process. So has he traded his helmet and racing boots for a pipe and slippers? Er, not exactly.

‘Ten years ago I bought a plot of land here in Hahei, on the north-eastern coast of New Zealand’s North Island. Over the years I’ve acquired adjoining land so that there’s now 140 acres, including some amazing coastline. I’d long had this dream of having a really cool driveway to my house [the aptly named Leadfoot Ranch] that could be used as a hillclimb course – before I’d been lucky enough to experience the Goodwood Festival of Speed! I’ve since been to Goodwood on a number of occasions, and Lord March’s fabulous event has provided much inspiration.’

Millen celebrated his 60th birthday last March. The occasion was marked with a private party for family and close motor sport friends from around the world. In an interesting twist on the ‘bring a bottle’ theme, guests were invited to bring their race cars and make timed runs up Millen’s new driveway. And so the Leadfoot Festival was born.

‘I’m really enjoying life at the moment. When I was running MillenWorks I employed more than 100 staff. Being able to come back to Hahei, pull on some gumboots and work the land continues to be a great escape. It’s great to have a vision of what you’re trying to achieve, then just look at the dirt and get stuck in. I got my best round-trip time to pick, load and dump the clay down to six minutes. I’m a bit embarrassed to admit that now, but I guess those old competitive urges don’t go away!’

There’s still some way to go. ‘I wouldn’t say the road has been designed exactly, but I definitely wanted to incorporate elements reminiscent of great roads, including Pikes Peak. It’s a mile long and there are some tricky sections so it’s a challenge for drivers to master. There are some wonderful vantage points for spectators and you can generally see a couple of corners at least from wherever you’re watching.’

Millen’s enthusiasm for what he and his family have at Leadfoot is palpable, as is his motivation to realise the full potential of what is clearly an extremely exciting addition to the international classic motor sport events calendar. While Millen is quick to acknowledge the influence of events like the Festival of Speed, perhaps the most engaging aspect of Leadfoot is that it promises to have a character all of its own.

‘I think we’re pretty naive event promoters in a lot of ways. The first event [last year] was hung on my 60th birthday. The decision to make it an annual event stemmed from those friends who were here. We’re excited about making it an annual event, but it doesn’t need to be a huge commercial success. We can’t cope with more than 5000 people on the property anyway, so it might be 10% of what Goodwood is. That would suit us just fine.’

In terms of style Leadfoot is definitely more rustic, more Kiwi, ‘but we’re doing things properly,’ says Millen. ‘We’ve got professional-standard kitchens installed in one of the barns so the catering is of a very high standard and we’ll continue to develop the other facilities over the coming years. I think the fact we’re at opposite seasons to the Northern Hemisphere adds a neat element to Leadfoot. We hold the event in March – the end of our summer – so you guys are at the end of your winter.’

In Millen’s words, ‘New Zealand car fans are real gearheads’, and Leadfoot’s success is helped by the close-knit racing community there. ‘I’m always surprised at the quality and diversity of the cars and people that can be found locally. This year we’ve got Chris Amon among the confirmed drivers, but of course I also want to bring cars and drivers from overseas. I’m known for rallying and Pikes Peak, but Leadfoot also embraces the road race community. Really it’s about the pinnacles of motor sport, from rallying and hillclimbing to single-seaters and touring cars. Ultimately anything that’s cool is welcome.’

Yet while Millen’s event will doubtless attract some of the Southern Hemisphere’s finest competition cars, Millen himself will show off his own too. ‘I’ve kept all my significant race and rally cars, so Leadfoot is an excuse for me to get a few of them out for a play. Our aim is to get to the point where we have around 120 or so bikes running on the course, and lots of static displays from local car clubs, plus food, entertainment and a really informal atmosphere. This year will run pretty much like last year, but we’ve got some ideas to develop the festival and keep it fresh in years to come. There’s so much potential here. Leadfoot is a lifetime project and one I’m absolutely thrilled about.’

The Leadfoot Festival takes place on 23-25 March. For more information visit www.leadfootfestival.com.

Rod Millen is not professionally associated with Chopard

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IN A DESIGN STUDIO FAR, FAR AWAY...

Stylist Virgil Exner truly took America into the space age with the Plymouth XNR concept car. This is its extraordinary survival story

Words Matt Stone // Photography Shooterz.biz // Archive Picture Chrysler

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SHAPE SHIFTER

Zagato built only ten Ferrari 348tb Elaboraziones, but Pininfarina must have been taking notes. Hence the 355? Read on

PHOTOGRAPHY Richard Heseltine // PHOTOGRAPHY Mark Dixon

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JUMPING FROM ONE foot to the other in a bid to keep blood flowing, I'm trying to keep the biting wind chill at bay. The sky in eastern Holland is pewter, having morphed from crisp winter sun into moody TV detective show weather in an instant. We're in the middle of somewhere, parked on what may well be a bicycle lane if the looks of disapproval are anything to go by, and the snapper is getting his groove on as he finds yet another detail to shoot. This car is brimming with them, each new camera angle prompting further animation. We may be here some time. It's almost as though its designer didn't know when to stop.

All of which is to be expected of a Zagato product. The outside world has been pressing in for almost a century, yet this Milanese styling house invariably does things its own way, which often results in landmark works of design artistry. However, the flipside is also true, especially when it comes to Ferraris. Among Prancing Horse worshippers, the name Zagato is employed contemptuously in some quarters and with rectorial earnestness in others. For every 250GTZ there's a (shudder) 3Z Spider. The occasional lapse in credibility serves only to make the Terrazzano di Rho concern compelling to the rest of us. Consistency is *so* overrated.

The brilliantly named 348tb Elaborazione is a case in point. Unconventionally attractive to some, conventionally unattractive to others, it is undeniably striking. A touch fanciful perhaps, but its influence is still being felt. For all its bijou following, this car matters more for what it led to as for what it actually achieved.

But first of all you have to consider the donor car. In marque lore, the 348 languishes in a netherworld between used car status and classic-dom. Purists moan that it lacks the aesthetic purity of the 328 it replaced, while others carp about its lack of dynamic ability compared with the 355 it spawned. Even company supremo Luca di Montezemolo went on record at the 360 launch, saying 'Ferrari won't be making any more mistakes like the 348'. It's been on a losing streak since it broke cover in '89.

Yet the 348 wasn't a bad car *per se*, and Zagato's offering served as an alternative to the Pininfarina-styled original. Introduced at the 1991 Geneva Motor Show, the Elaborazione was intended from the outset as a series product, all things being relative, although such was the number of divergences in detail between cars that it effectively became a string of one-offs.

Here was the first Zagato Ferrari since the NART-sponsored, 330GTC-based 3000 Convertible of 1974. Built with tacit approval from Maranello, around 40 changes were made to the regular 348tb's bodyshell. However, there were no alterations to the basic structure, as the hard points had to remain the same due to homologation requirements. The styling is often attributed to Ercole Spada yet was actually the work of Marco Pedracini, whose resumé also includes the glorious Lancia Hyena.

Retaining a few Zagato design staples, not least the corporate double-bubble roof, this was a comprehensive remodelling. Up front, the regular 348's grille – in place merely to keep luggage cool – was replaced with a bizarre-looking oval blanking plate that housed the foglights. Similarly, the sidelights made way for four circular lenses, while the new aluminium bonnet featured two very racy NACA ducts.

Moving further back, the stylised creases that ran aft of the top of the wings were denuded, newly sculpted doorskins eliminated the Testarossa-style strakes, and the new mirrors were more compact than the stalk-mounted originals. At the rear, a 4mm-thick heat-resistant glass panel was worked into the decklid and an electrically adjustable spoiler incorporated, along with round lamp clusters. The latter were in place of the chunky slatted lenses that polarised opinion on the regular car. Split-rim OZ alloys completed the transformation.

Inside, suede covered the door panels, lower dash, headlining and rear bulkhead in addition to the Zagato Design steering wheel. The factory-original seats, meanwhile, have gained larger side bolsters. Also present on the prototype was a wide-angled 'telecamera' installed above the rear screen and linked to a 3in colour monitor mounted above the central tunnel, which also performed as a regular television.

Costing roughly two-and-a-half times the price of a standard 348, this was a super-exclusive product and one that required punters to deliver a donor car to Milan. Just ten did so up to '93, with one targa-roofed example going to former works Lancia driver Giorgio Schon. This was some way short of the run of 22 cars once envisaged, and plans to offer the Testarossa-based FZ93 as a sister model came to nought as the pauperised firm stared down extinction. The car pictured here was the last made, built at the behest of Lancia Hyena instigator Paul Koot.

Though still recognisable as a 348, the Elaborazione could only be a Zagato product. The sole example finished in silver, this one appears positively discreet in comparison with some of the more outré colour schemes inflicted in period. It was conceived at a time when the likes of Willie Koenig set about obliterating subtlety with comedy spoilers and other plastic addenda – the Koenig Specials F48 really was quite ghastly. Zagato's amplified razzmatazz works well for the most part. Sure, some of the visuals are time-expired but they still intrigue. You could also argue that many of the cues you see here were subsequently – maybe even surreptitiously – adopted on regular production Ferraris.

First of all, those side ducts are pure 355. It's not unreasonable to suggest that Pininfarina looked closely at this styling treatment. Same too for the rear lighting arrangement. And the →

Right and below
At first glance, differences between the Elaborazione and the standard 348 are subtle. Look again and you start to spot the shape of Ferraris that followed.

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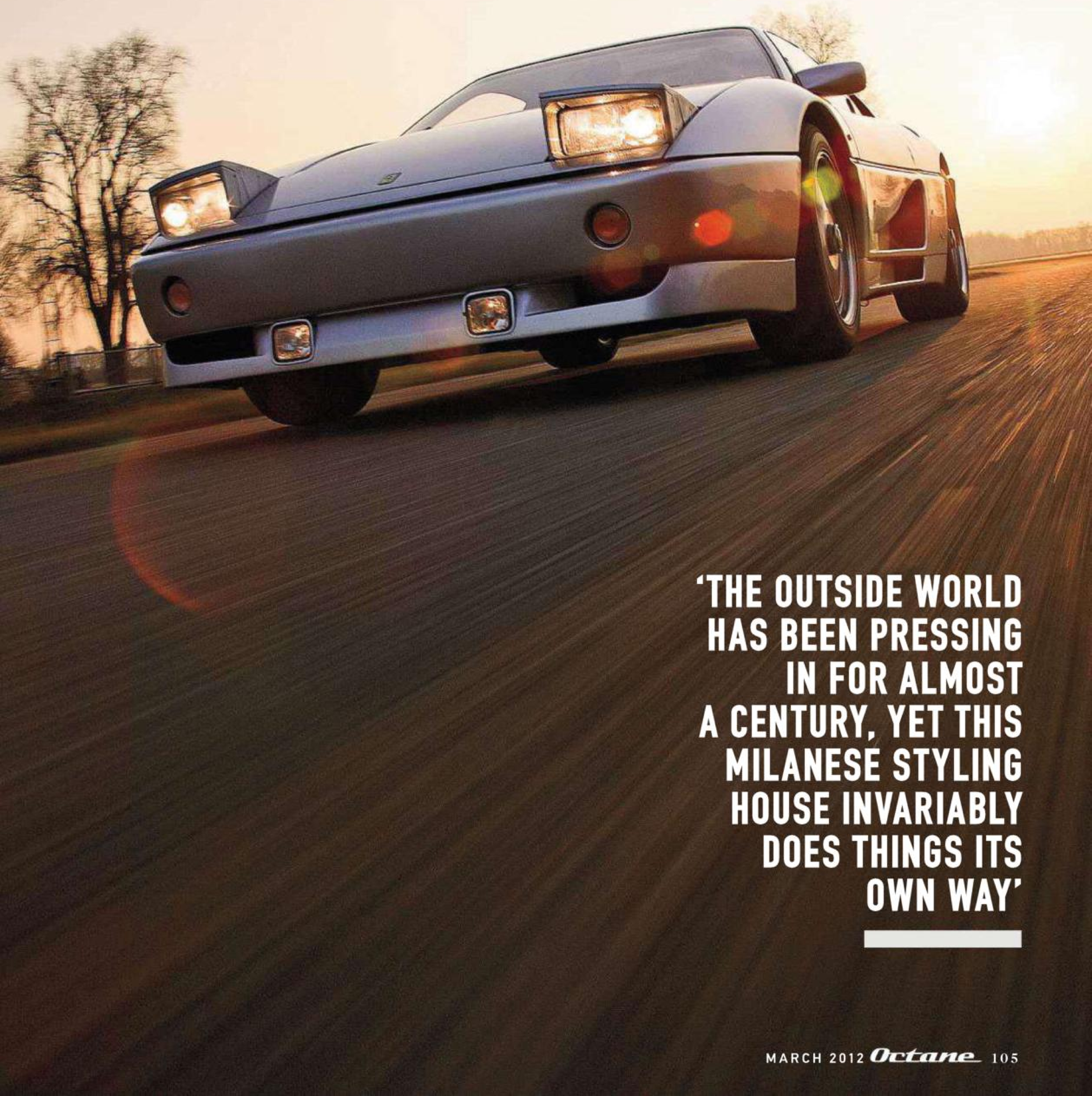

‘THE OUTSIDE WORLD HAS BEEN PRESSING IN FOR ALMOST A CENTURY, YET THIS MILANESE STYLING HOUSE INVARIABLY DOES THINGS ITS OWN WAY’

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positioning of the *Cavallino Rampante* badge, for that matter. The 348's replacement didn't arrive until 1994, after all. Happenstance? Maybe, but the transparent engine cover is remarkably similar to that of the 360 Modena Spider, which emerged in 2000. It at least has the makings of a conspiracy theory.

This car's front end is significantly different to the Elaborazione prototype's, with indicators housed in the bumper but not the secondary driving lights, while the odd oval centre panel is mercifully absent. From front-quarter or side-on, it's within the realms of the normal. Move further back, however, and the exposed fuel-filler cap on the left-hand flank provides a strong racer reference point, while the vents aft of the rear wheelarches scream 288GTO.

And the styling really *does* scream out back, any semblance of restraint bolting for the door. The see-through engine cover is the start of it; slats, apertures and openings dissipating heat and bolstering its supercar-plus-a-bit posturing.

Once inside, it's much as you remember a 348tb, with an inviting wraparound dash, secondary gauges housed in a centre console and the obligatory polished H-gate. The Zagato wheel is attractive, more so than the trippy orange-on-black instruments it fronts. The firm seats support in the right places, but the wheel wells intrude on legroom, hence the steep pedal offset. It lacks many of the more out-there features of the Elaborazione prototype, not least the TV, but it's all the better for it.

And there's none of the old-school theatrics on start-up: it's all sorted by multi-point fuel-injection. Keep your foot off the throttle, turn the key a quarter and the 32-valve V8 comes alive with surprisingly little drama; idling at 1000rpm, it emits a coarse, resonant backbeat. First is to the left and back and there's a strong spring-loading between second and third. The shift action is baulky in time-honoured Ferrari tradition but immensely satisfying with familiarity. Each gearchange ushers in more commotion as the exhaust note hardens in time with the howling valvegear and wailing cams. At speed it sounds glorious, running the sonic spectrum from strident to downright frenzied.

Zagato stopped short of giving the 348 more power. It didn't need to, the regular car producing a purported 300bhp at 7200rpm. Ferrari claimed a top speed of 171mph in standard form and 0-60mph in 5.6sec, which made it a couple of tenths faster than a Testarossa. It feels at least that quick, helped by the low gearing, yet remains perfectly tractable.

That said, the 348 was saddled with a reputation for waywardness, but now it's hard to see what the fuss was about. The steering, with just 3.2 turns lock-to-lock, is super-accurate, although it reacts nervously to camber changes. The structure feels rigid, and the ride a little harsh – but that comes with the territory.

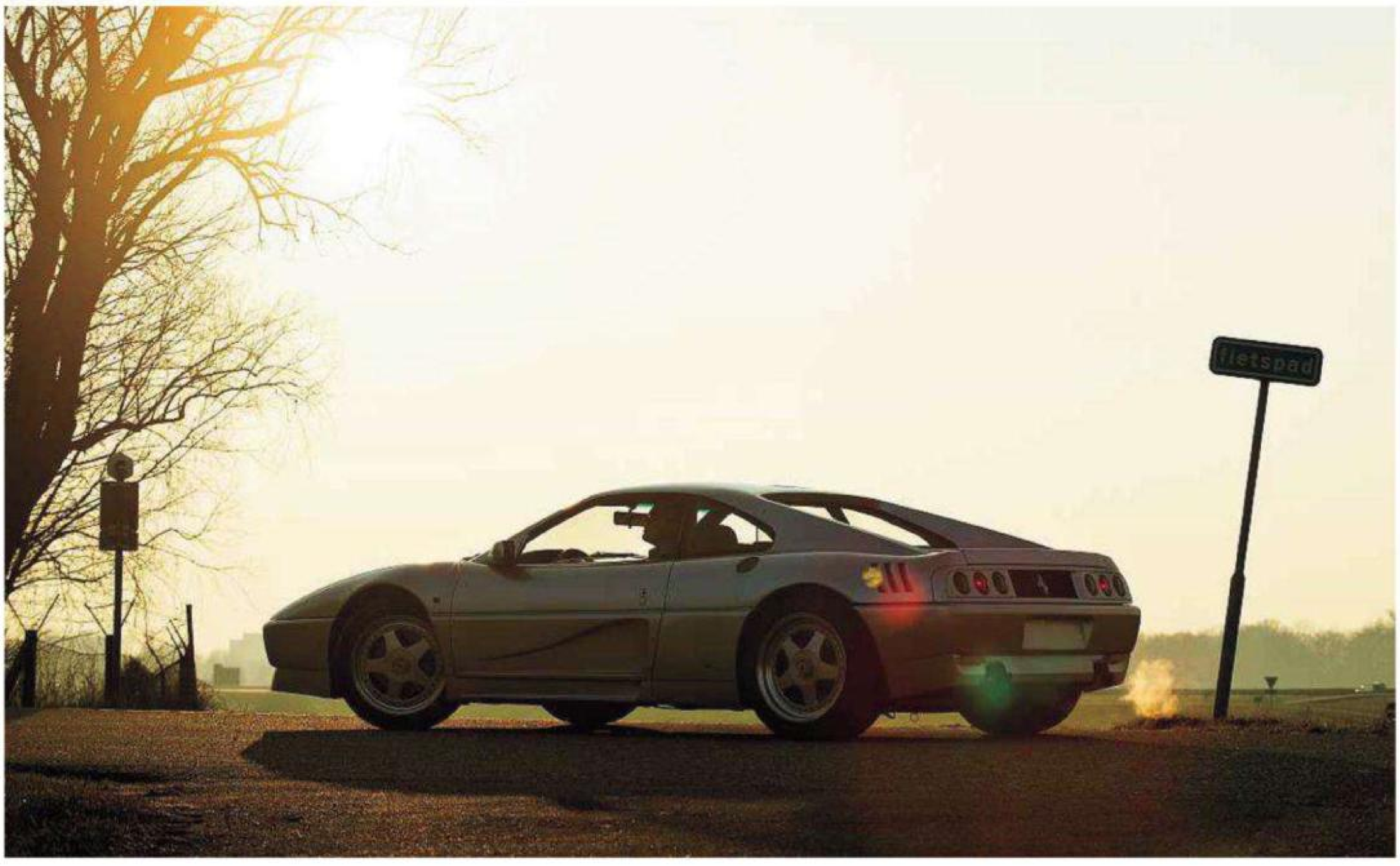
This is a car you control as much by the throttle as by steering input. In fast sweepers, the suspension loads up swiftly and, should you apply too much power exiting a tight corner, the tail twitches slightly, but it's more progressive than the 328 it replaced. Such is the grip from the fat Bridgestones, you're unlikely to discover the point of no return without venturing trackside, while the ABS-assisted discs offer massive retardation. The 348 isn't relaxing to drive, and demands your attention at speed, but on so many levels that's how a supercar should be.

In the Ferrari caste system, the Elaborazione is a curio that even in period went largely unnoticed outside a tiny circle of enthusiasts – most of whom still own them. If nothing else, it helped re-establish a link between Maranello and the most characterful of styling houses. Most recently this resulted in the lovely 575GTZ and Barchetta Zagato. Often off-trend rather than on it, Zagato has never been one for aesthetic pedestrianism and that is certainly true of this car. It may languish in obscurity, but experiencing the Elaborazione will lodge in your memory, mostly for the right reasons.

1993 FERRARI 348 ELABORAZIONE

ENGINE 3405cc V8, DOHC per bank, 32-valve, electronic engine management **POWER** 300bhp @ 7000rpm **TORQUE** 237lb ft @ 4200rpm **TRANSMISSION** Five-speed manual, rear-wheel drive **STEERING** Power-assisted rack and pinion **SUSPENSION** Front and rear: double wishbones, coil springs, telescopic dampers, anti-roll bar **BRAKES** Vented discs with ABS **WEIGHT** 1349kg **PERFORMANCE** Top speed 171mph. 0-60mph 5.6sec

THANKS TO Paul Koot, Peter Kunz, PK Coachbuilt & Classic, and Red Willow Racing, www.redwillowracing.nl, in The Netherlands.



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1964 COUNE MGB BERLINETTE

Celebrating 50 YEARS

A RARE AND UNIQUE variant of the MGB was the MGB Berlinette, created by Jacques Coune of Brussels, Belgium, a garage owner with several exclusive franchises and a deep-pocket clientele. Before even MG itself did, he recognised the potential of the B as a refined GT that would appeal to his customers seeking a stylish alternative to the Abingdon roadster.

His solution was to remove the roadster's bodywork from behind the doors and replace it, at the same time fitting a hand-shaped metal roof – many of the Coune operatives were Italian craftsmen. As well as new rear wings, bootlid and rear panel, the tail was squared off in contemporary style. Other components were sourced from elsewhere in the industry, including Simca, which provided the windscreen and rear lights, while the cowled headlights were inspired by the Jaguar E-type.

The outcome was a svelte coupé with a luxuriously trimmed cabin, and it was launched to acclaim at the 1964 Brussels Motor Show. Aerodynamically clean and with weight cut by 126lb, the Berlinette had a claimed top speed of 112mph. Unfortunately, hand-forming the bodywork proved uneconomic for production and glassfibre was substituted for the new roof and body panels.

By now Abingdon was planning its own GT – to be launched a year later – and BMC commissioned a right-hand-drive version for evaluation; it still survives. Just 56 examples were built before the Farina-styled MGB GT spelt the end of the Coune Berlinette, whose price of £480 in addition to the pre-tax £690 of the MGB rendered it uncompetitive. Jacques Coune continued his independent path with a stillborn targa-roof MGB prototype, exhibited at the 1966 Turin Motor Show.

Andrew Roberts

BMIHT

1964 COUNE MGB BERLINETTE

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STEERING Rack and pinion
SUSPENSION Front: wishbone-type links, coil springs, lever-arm dampers. Rear: live axle, semi-elliptic leaf springs, lever-arm dampers
BRAKES Discs front, drums rear
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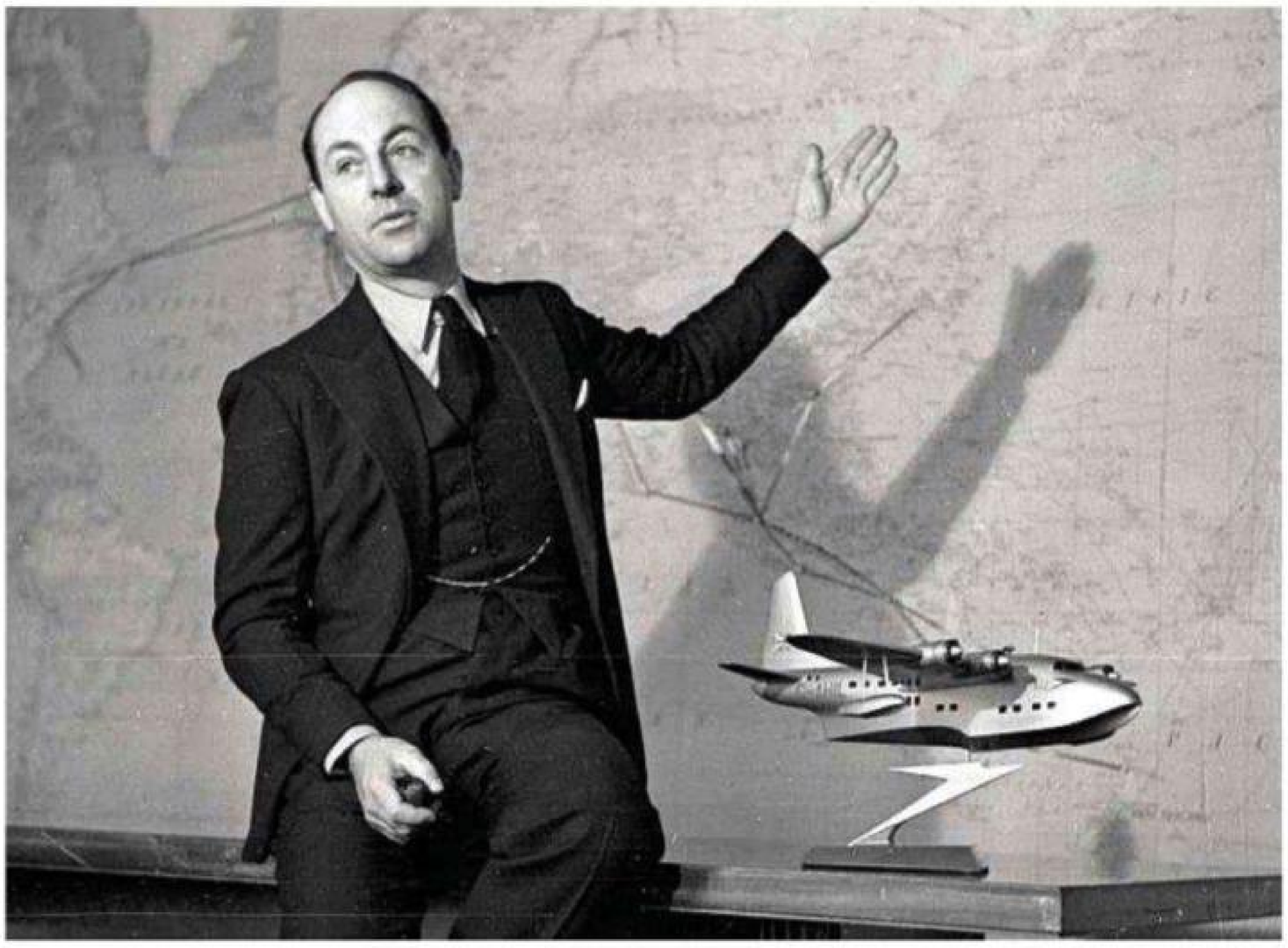
Whitney Straight

Racer, aviator, war hero, captain of industry, he lived a life filled to the brim, and never wasted a drop



GETTY

Left
Conjure up a fictional hero, who did a bit of (highly successful) motor racing when he wasn't duelling with Me109s in the Battle of Britain. This is what he'd look like.

RARE WOULD BE THE LIFE in which a stint as a professional racing driver might be considered the dull bit. But all things considered, it's doubtful that Whitney Willard Straight, from cradle to grave, ever had much exposure to 'ordinary'. And it went beyond just being filthy rich.

His father, Willard Straight – who died of influenza in 1918, only six years after Whitney's birth, while a US Army officer in France – was a self-made man, progressive journalist, investment banker, and respected diplomat, if sometimes a very direct one: he once stopped a racially motivated assault on an embassy employee in Japan by the simple expedient of whipping out a revolver. And he achieved it all by age 38.

His mother, Dorothy Whitney, was a social activist, women's rights advocate, philanthropist and heiress to one of the biggest fortunes in the USA. Stepfather Leonard Elmhirst, a British agronomist and rural reconstructionist, later turned down a baronetcy and with Dorothy started the Dartington Hall progressive school in Devon, where the family lived from 1925.

Then there was Whitney's wife, Lady Daphne Margarita Fitch-Hatton, daughter of titled aristocracy; plus his Oscar and Tony award-winning sister; a one-time Soviet spy brother; and, for 30 years, Straight maintained an affair with Diana Barnato Walker, daughter of Woolf Barnato, and the first British woman to break the sound barrier. It probably says something, too, that he was an enthusiastic photographer and jazz musician, and a member of Buck's, the infamous London club after which PG Wodehouse modelled The Drones. Whitney Straight obviously suffered few opportunities for ennui.

As for his racing career, that was shorter than results might suggest. Straight caught the speed bug from flogging a hopped-up Model T around the estate; aged 19 and at Cambridge, he started racing a Riley in 1931 and, having solo'd at 16, often flew himself (and his valet) to Brooklands. He found out he was actually rather good, especially on the twisty Mountain Circuit, and soon moved up to international competition. After dropping out of uni to turn pro, he won the Mont Ventoux hillclimb and the Coppa Acerbo in 1933, both then benchmark European events, and formed his own three-car GP team for 1934.

> 'AFTER LEAVING UNI TO TURN PRO, HE WON THE MONT VENTOUX HILLCLIMB AND THE COPPA ACERBO, BOTH BENCHMARK EVENTS'

Considering the German competition, Whitney's private Maserati effort did quite well. He personally took four top-five finishes, driving under American racing colours, and in the season-ending Border 100 (essentially the first South African GP), he won outright. Auto Union was sufficiently impressed to offer him a ride for the 1935 running, with further possibilities broadly hinted at; Straight, however, politely declined. In addition to being vehemently anti-fascist, he had with admirable perception for a lad of 23 already noted their accident rate; and, besides, he'd promised his betrothed he'd quit. After his biggest victory he retired, became a British citizen and married Lady Daphne.

For the next few years he concentrated on civil aviation, operating a UK-wide chain of airports and flying schools and developing with Miles Aircraft an advanced light aeroplane, the Miles M11 'Whitney Straight'. At the outbreak of war, he joined RAF 601 Squadron ('the Millionaires' Squadron', famed for playing polo on their Brough Superiors), then was seriously wounded while establishing airfields in Norway and declared unfit for flight. He got himself into a Hurricane anyway, some say via discreet string-pulling, and recorded 4½ victories in the Battle of Britain before being shot down over occupied France in 1941.

In just five days he almost reached Spain, swimming a river in broad daylight in the process, but was captured virtually on the border. After 11 months as a PoW, he nonetheless escaped and on return home was posted to head the critical Middle Eastern air transport command. In 1944 he was named Air-ADC to King George VI, and appointed CBE.

Post-war, he held a number of C-level corporate positions, including a vice-chairmanship at BOAC during their expansion to worldwide service (and possibly saving both them and de Havilland during the Comet disasters), and chairman of Rolls-Royce. Alongside his passions for skiing, boating and diving, art, architecture and design, he was a Fellow of the Royal Geographical Society and of the Royal Society for the Protection of Birds.

At his death in 1979 he had reached only 66 years. But they were amazing years and, perhaps more amazing still, nowhere in them did wealth distract him from life.

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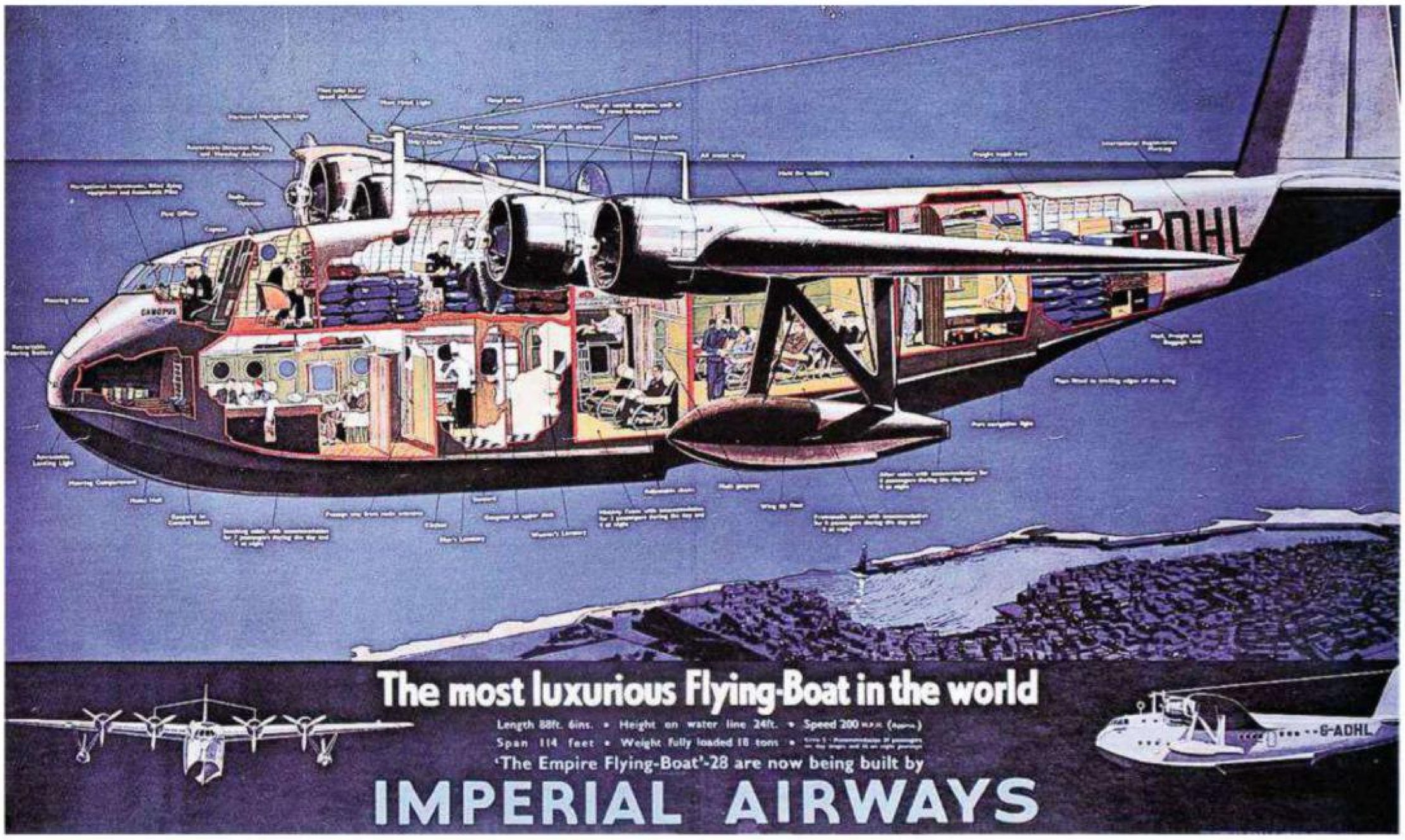

Short Empire Flying Boat

A burgeoning aviation industry and not enough runways: for a few splendid years, flying boats were the answer

AS COMMERCIAL AIRLINES spread their tentacles across the globe faster than runways could be built, the 1930s became the decade of the flying boat. Strange, then, to think that one of the most evocative symbols of those days – when Britain still had an Empire, men were gentlemen, boys read *Boy's Own Paper* and air travel was romantic – started life as an airborne postbox.

In 1934 the Postmaster General decreed that all first class Royal Mail destined for our far-flung colonies should be sent by air at the normal UK rate of 1½d per ounce. As a result, British Imperial Airways commissioned an unprecedented 28 craft from flying boat specialists Short Bros, the world's first aircraft production company, based on the River Medway in Rochester, Kent. Eventually 42 would be completed, in three variants, making it the most successful flying boat of all time.

Remarkably, the S-23 went straight from the drawing board, down the slipway, into the air and into service without a prototype being built. Larger than anything Shorts' had yet constructed, the S-23 was an elegantly streamlined, all-metal monoplane powered by four 920hp Bristol Pegasus radial engines. The luxurious double-decked fuselage accommodated 4480lb of cargo, 17 passengers and five crew, and it catapulted British civil aviation into the modern age.

Imperial Airways designated its Empire boats C-class, giving each a name commencing with that letter. *Canopus* (after an ancient Egyptian port at the mouth of the Nile, and the second brightest star in the Southern Hemisphere) was the first and most famous of the series. It lifted off from the Medway on 3 July 1936.

Another Empire boat, *Corsair*, had the rare distinction of having a village named after it. In 1939, due to an error with its direction finder, *Corsair* crash-landed in a remote corner of the Congo, and, during the protracted ten-month effort to repair the damage and dam the river to enable it to fly out, a thriving village grew up around the site, becoming known as Corsairville.

A ticket for the nine-day flight to Sydney cost, in 1938, £274 – almost exactly the price of the newly built semi-detached house for which my mum and dad were desperately saving up to pay a deposit. The ticket price included overnight accommodation at luxury hotels in Athens, Basra, Karachi, Calcutta, Bangkok, Singapore, Surabaya, Darwin and Townsville.

If the boats were unable to take off from Southampton Water because of bad weather, Imperial Airways would lay on a tea dance for the delayed passengers at Airways House, its London Terminal. When cleared to fly, passengers strolled to a dedicated platform at Victoria Station, where a train then delivered them to within yards of the slipway at Southampton.

Luxurious though they were, in-flight comfort was far from that of a modern airliner as the flying boats were slow, noisy, unpressurised and cruised as low as 500ft, which meant often violently stomach-churning passage through rather than over sandstorms, monsoons and turbulent air.

After only two years of service, World War Two broke out and many of the S-23s were converted to military use and operated alongside their illustrious submarine-hunting Short Sunderland siblings. Despite the best efforts of the Germans and Japanese, 13 Empire Boats survived the war, including *Canopus*, which by 1946 had logged more than two million miles.

Where the enemy failed, the commercial realities of airline progress succeeded and the days of the flying boat were over. The remaining Empire Boats were scrapped within a year. All that's left from that glorious age of travel is the Imperial Airways Speedbird logo, later adopted by the newly formed British Overseas Airways Corporation and still in use by British Airways.

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Reviving a lost art

Intricately enamelled wristwatches are now back in vogue, but the skills involved had almost disappeared by the 1990s

I KEEP A FAIRLY CLOSE EYE on the watch auctions. It is a form of window shopping that is not always very healthy, in that I find myself daydreaming about watches that I could never possibly afford to own and generally wasting time that could be better spent completing my column for *Octane*.

Nevertheless, I am pretty much powerless over the compulsion to drool over the forthcoming auctions, so I might as well try to make sense of my observations and see if they fall into some pattern or other – and one pattern that seems to be emerging from the forest of watches and the roster of record prices achieved is the increasing popularity of watches with enamel dials.

I have always rather liked the enamel dials found on mid-century wristwatches, but I believe that the revival of interest in them at auction is down to the renewal of what, until the 1990s, was almost a lost horological art. Alas, the man who is in many ways responsible for the revival of interest in enamel-dialled watches died this year. Rolf Schnyder took over Ulysse Nardin when it was, almost literally, a one-man band. He realised that this brand would be unable to compete against better-resourced marques so, instead, he set out to make it different, and one of the ways in which Ulysse Nardin set itself apart was by coaxing Michel Vermot, an elderly enameller, out of semi-retirement.

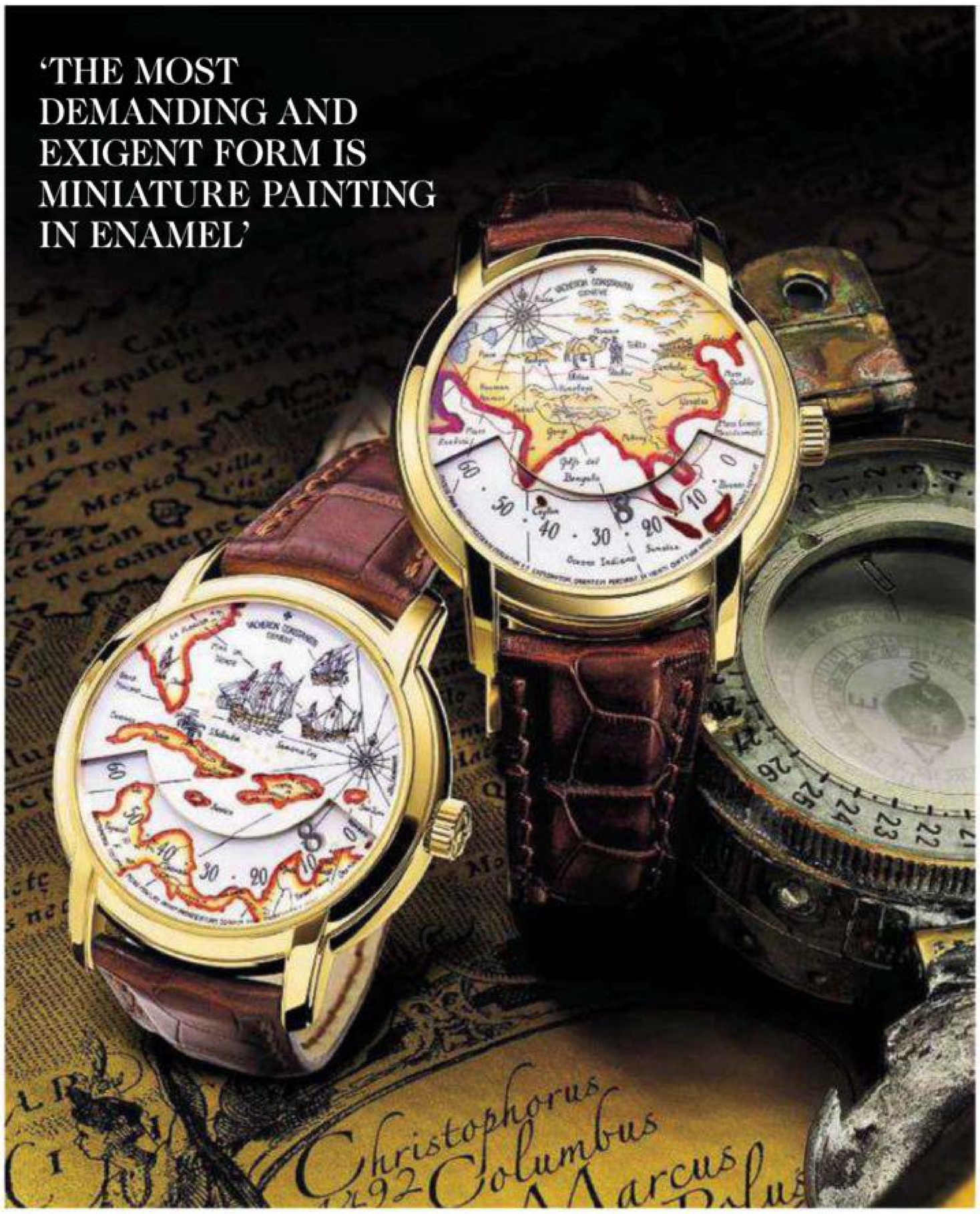
When Schnyder met him he was restoring old clock and watch dials. 'I went to his workshop, because I love seeing artists at work,' Schnyder once told me, 'and he did me the first blue dials for the San Marco watch. Then one day he showed me an auction catalogue and pointed to a watch, saying "That is a *cloisonné* enamel dial done by my father-in-law for Patek in '56 or '58." He said it was an art that is lost and I said he should rediscover it. What is interesting is that, over the last 20 years or so, the dials have improved tremendously.' Given that Schnyder died only recently, he was able to see his hunch pay off and Ulysse Nardin recently completed the takeover of Vermot's company.

A couple of decades on and the art of the enamel dial is well and truly rediscovered. One of the great stars of 21st century enamelling is Anita Porchet, whose work for, among others, Vacheron Constantin and Hermes is the equal of anything that was done in the golden age of enamelling. And nowadays the major players at the upper levels of the industry, such as Girard Perregaux and Jaeger LeCoultre, have their own in-house enamelling departments.

The simplest parallel is painting. A finely ground powder suspended in water is applied using fine brushes that comprise just a few filaments of hair to the surface being enamelled and then it is put into the kiln. Setting aside the white or *grand feu* enamel dials, the most famous technique is *cloisonné*, whereby a filament of gold is shaped into a series of cells, or cloisonnes, into which enamel is placed with the point of a brush. In *champlevé*, the surface to be enamelled is engraved; the depth of the engraving determining whether the enamel is translucent or opaque. *Plique a jour* is a form of enamelling that results in what is, in effect, a small stained glass window.

However, perhaps the most exigent and demanding form is the miniature painting in enamel, such as that perfected by Suzanne Rohr, the enamel artist at Patek Philippe, who paints maybe two pocket watches per year for the bluechip Geneva house. For months on end she works on a 'canvas' just a few centimetres across, reducing a masterpiece by Fragonard, Boucher or Vermeer until it can be carried in a waistcoat pocket.

And in rescaling these old masters, she is doing much more than copying it. It is a work of art in itself, a recreation of the imaginative space inhabited by the original artist, using a lifetime of skill and knowledge. As such, I was thrilled to see that in a recent catalogue a pocket watch bearing an enamelled image of Mozart was acknowledged as being the work of both Patek Philippe and Madame Rohr. A rare honour.



Right
It's not only wristwatch movements that seem impossibly complex thanks to their tiny scale: enamelling the faces is just as intricate a job.

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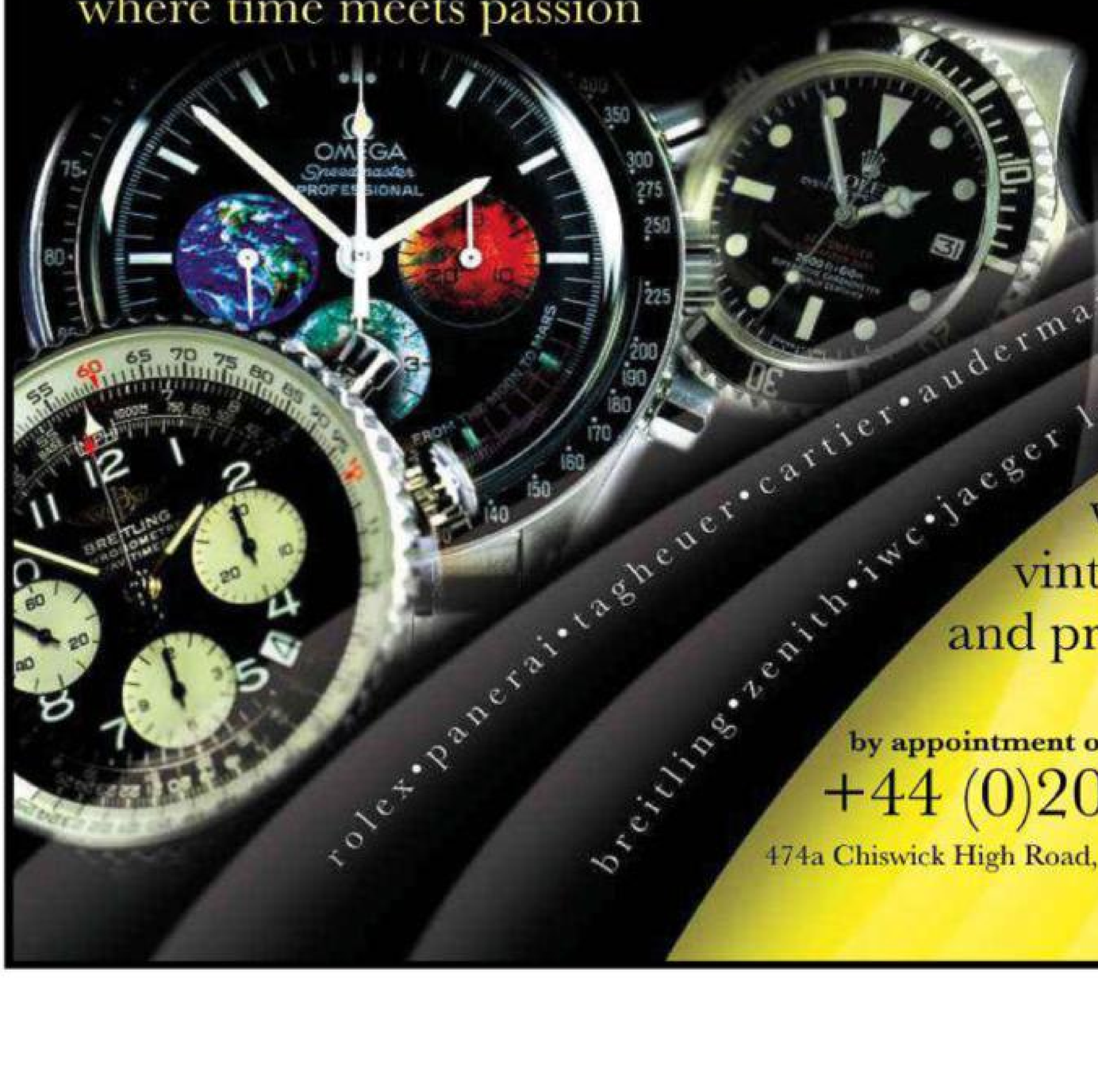

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WORDS GILES CHAPMAN

Below
Don't simply call this combination a car transporter. It's Corgi's Carrimore MkV, pulled by a Ford H Series 2.

Transport yourself

There's a world of delight waiting in the model transporter market – what a great way to display your model cars

THERE ISN'T MUCH of a community among old car transporter fanatics – car transporters, that is, not one-off racing car carriers. A shame. I'd love to attend a gathering of these car-hauling behemoths. OK, I'd probably be travelling there alone, as a deep appreciation for vintage articulated trucks is arguably weird, but I'd be going nonetheless.

At the 2010 Goodwood Festival there was a 1964 Ford Thames Trader in Toleman livery (yes, the same Suffolk haulage firm that gave Senna his F1 break). And a pair of ERFs are regulars at steam fairs, in 'G Richardson of Consett' regalia and complete with loads of late-1960s BMCs.

These thunderous lorries, with their swaying loads of brand new cars amid skeletal hulks of girders, ramps and hydraulic rams, evoke Richard Scarry's busy world. Yet they became etched into boys' imagination by our old toys. No purveyor of diecast models could afford to be without a car transporter in its range after Dinky Supertoys, in 1953, rolled out No 582 Pullmore Car Transporter.

Hauled by a Bedford O-type, it was a decent replica of a transporter built by Brockhouse of West Bromwich and, thanks to a drop-down tailgate, could be loaded up with four Dinky Toys cars. How they were meant to access the top level was left to the kid's imagination until 1955, when Dinky offered a tinplate loading ramp. So popular, the Transporter was in the catalogue until 1964.

Between 1957 and '63 it was joined by No 984 Car Carrier, featuring (forgive me: I've become a lorry nerd) a Leyland Beaver cab. It had an in-built mechanism to lower the top deck. A matching trailer, No 985, was also offered so you could arrange an impressive road train hauling eight cars. A magnificent Gift Set included both.

These Dinky Supertoys are valuable, Pullmores commanding over £100 in excellent/mint boxed order, and much more in a complete Gift Set with cars. Playworn ones are plentiful, testament to how much they were loved, but £30 should secure a good example; Car Carriers are worth double.

Such Dinkys made great birthday presents for lucky children; for less prosperous families there was Lesney's smaller Matchbox Accessory Pack No 2. The trailer was pulled by a Bedford S-type tractor and could take four Matchbox cars despite having no ramp to get them aboard. Commonplace blue ones go from £15 for a presentable specimen to £50-75 for a mint boxed find; for the scarce red cab/grey trailer you'll pay considerably more.

Just like Dinky, Matchbox knew its customers craved more sophistication, so its Bedford replacement, the Major Pack No 8, was a larger-scale Guy Warrior with a lowering upper deck. You'll be lucky to snaffle one mint and boxed for under £100 but less peachy survivors start at £10.

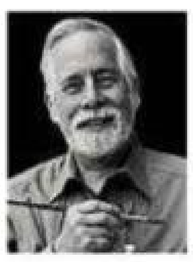
Matchbox's transporter designs were made-up, but Corgi offered accurate renditions of real-life trailers from Carrimore Ltd of North London. From 1957 the four-car Carrimore MkIV, with a hinged upper deck, was yoked to successive Bedfords. In 1966, it was updated to Carrimore MkV spec to ferry six cars (albeit three of them Minis) incongruously pulled (the two would hardly be paired in reality) by an American Ford H Series. This changed to a Scammell Handyman (lorry nerd gem: this truck has Michelotti styling) in 1968, and two years later that received the Carrimore Trideck trailer, a masterpiece of toy vehicle engineering since its three levels accommodated six full-size Corgi cars.

All these Corgi transporters readily make £100 apiece if undamaged and boxed, and considerably more – £300-400 – if part of a truck-and-cars Gift Set. Why all this detail? Well, all these transporters (plus Dinky's 1:43 scale AEC/Hoynor, Husky's 1:64 Ford D Series/Hoynor and the Matchbox Super Kings 1:60 Daf/anonymous) provide super ways to display model cars, giving great scope to create your fantasy cargo or separate out, say, your saloons from your sports cars.

And 'minters' are still investments, even at today's swapmeet or eBay prices.

ARTIST PROFILE

John Francis Marsh



JOHN FRANCIS MARSH sold his first painting – a landscape – when he was a 13-year-old schoolboy in Connecticut, USA, and has spent his entire career working as an artist and industrial designer. He founded his own design consultancy in 1961 and worked at GM's Design Center; he currently teaches at The Academy of Art University, San Francisco.

John's artwork encompasses a variety of styles but he prefers using watercolour, for which he has developed a technique that gives it both depth and texture. 'I achieve a dimensional effect by mixing the paint with Winsor & Newton media [thickening agent] and adding opaque watercolour, a thick paint that comes in cans. I will use watercolour brushes but I'll also use old, old oil-paint brushes to give that textured effect. Afterwards, rather than put the painting behind a layer of glass, I spray it with varnish to protect it.'

John, who is a long-time resident of northern California, has several galleries of his work at www.johnfrancismarsh.com.

Left and above
John's fascination with industrial design shows in *Fast, Small, Personal and America*; more impressionistic treatment of Ferrari 250LM in *Silver No 21*.

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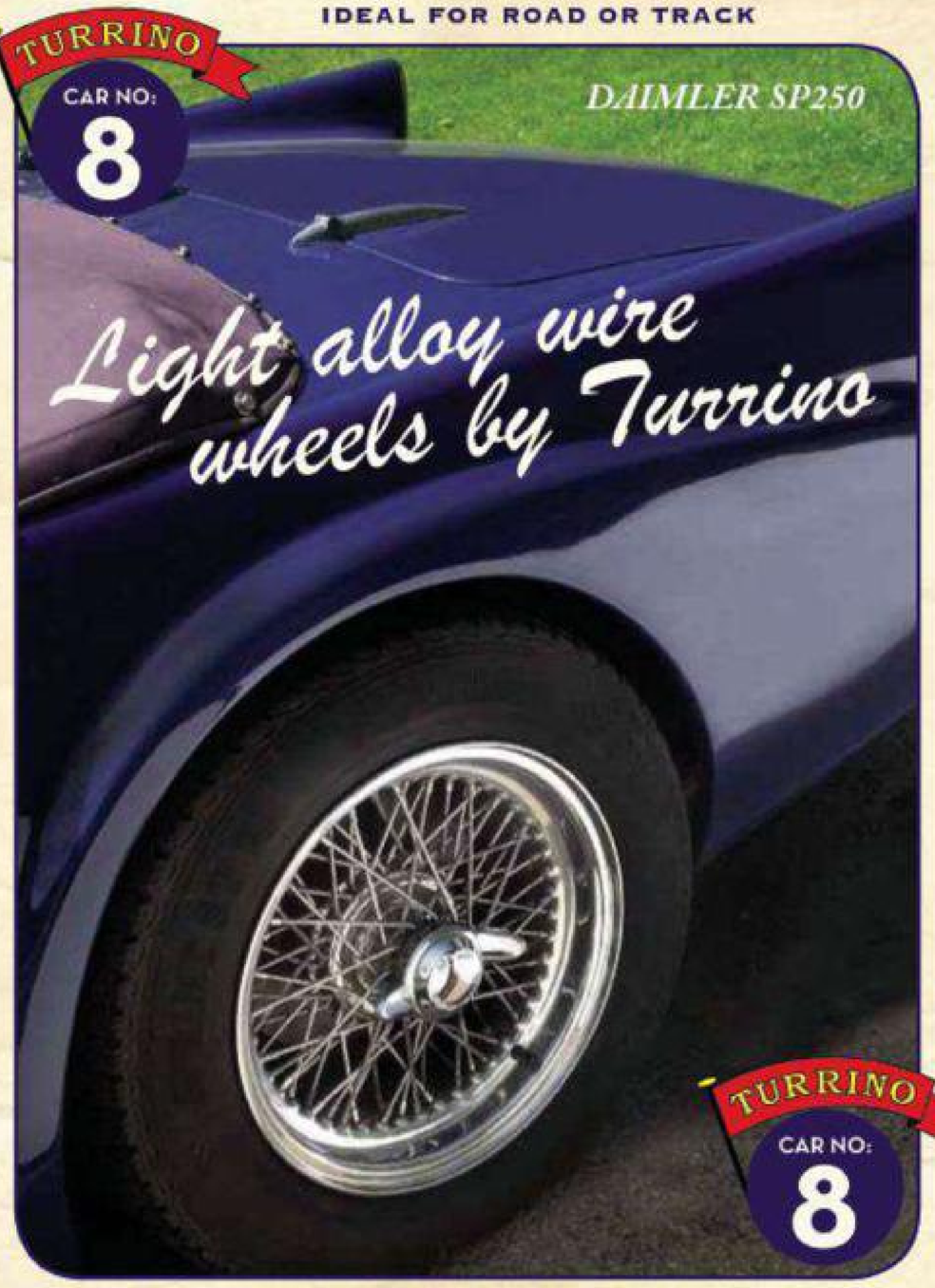

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Robin Bark sculptures

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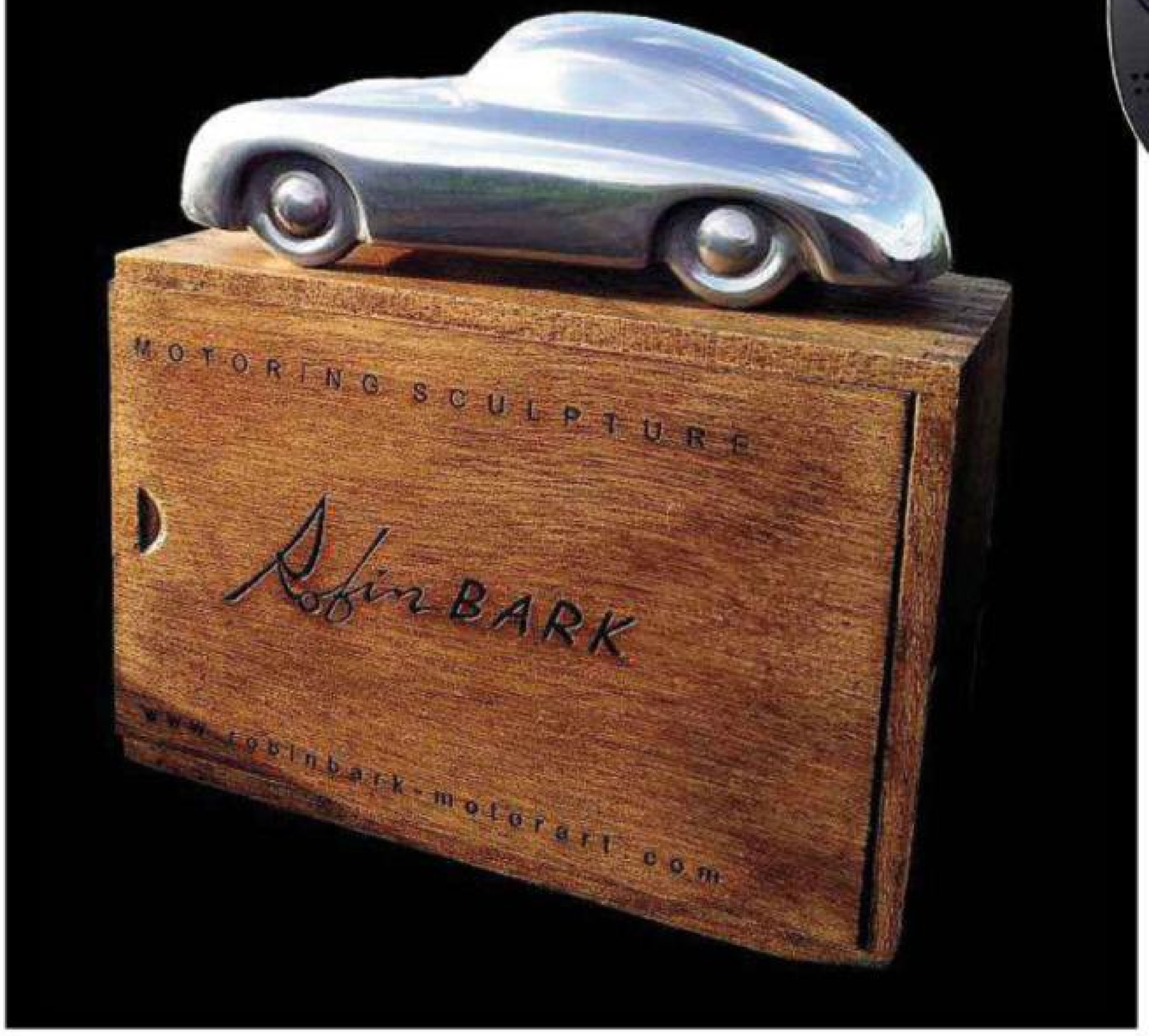
CAST IN SOLID aluminium, these hand-finished sculptures have a real Art Deco feel to them, and artist Robin Bark has captured the elegant lines of the 356A in this difficult medium. It's seen here with the wooden presentation case; any one of these sculptures would make a fantastic gift. Other models include a Jaguar XK120, Jaguar E-type coupé and Ducati 750 Desmo motorcycle.

Product of the Month



PlayStation Vita

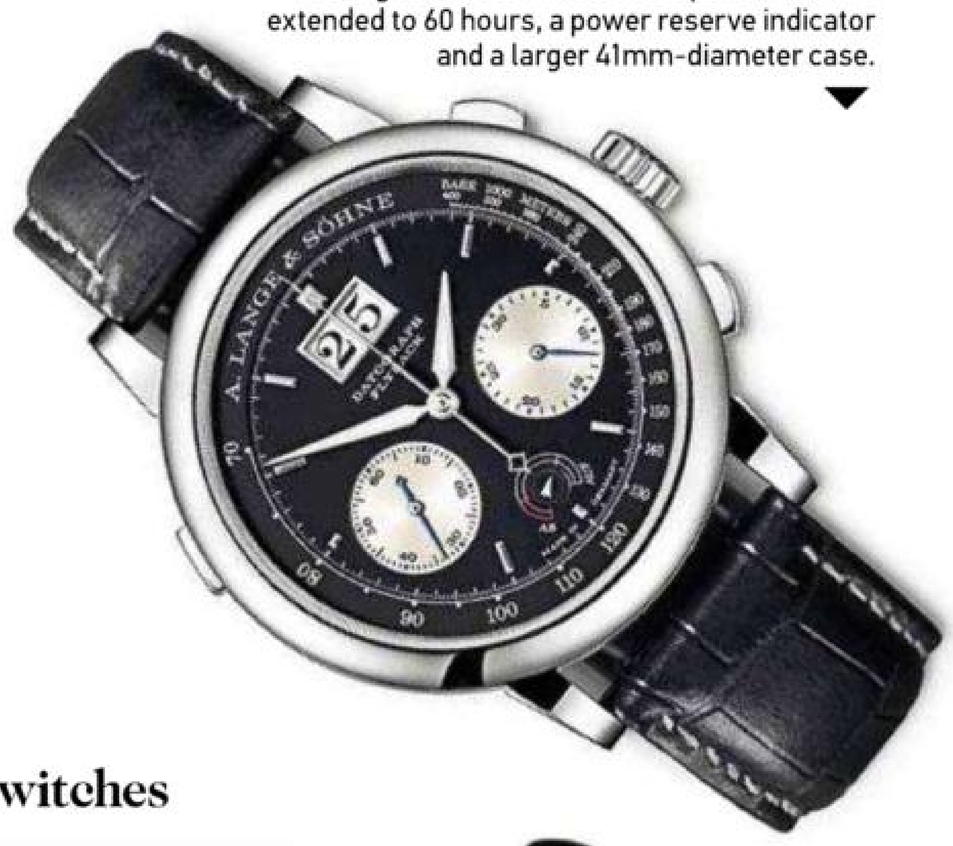
From £275. http://playstation.com/psvita

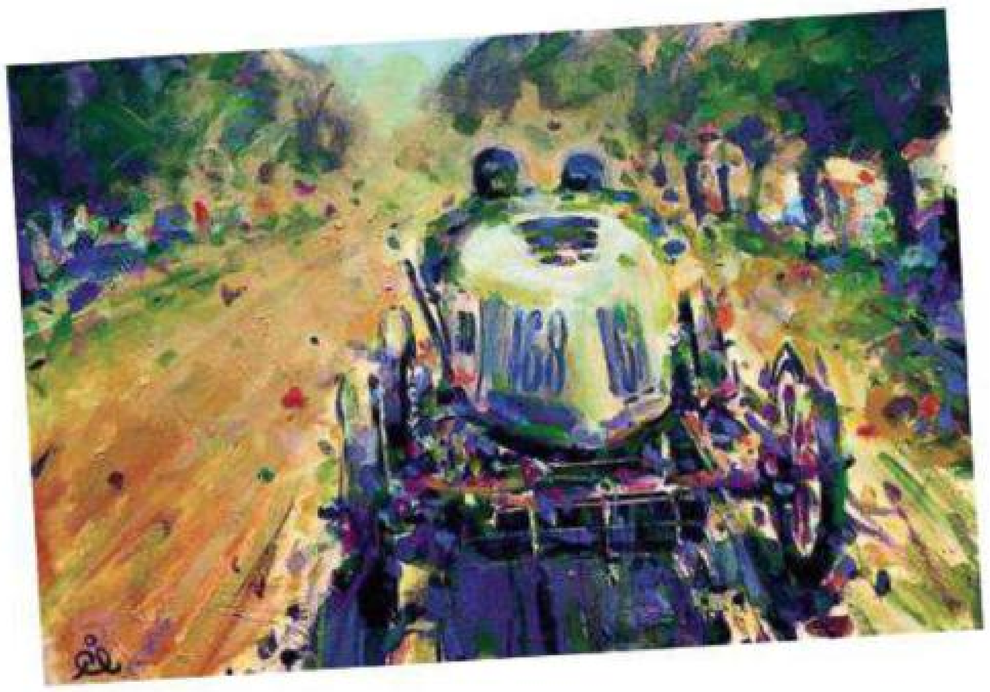
SONY'S LATEST handheld device is bursting with features, boasting a state-of-the-art 'OLED' touch-screen display, motion sensors, a pair of cameras and Wi-Fi and 3G capability. Great for playing games or watching HD videos on the go.

A Lange & Söhne Datograph

£TBC. +49 (0)3 50 53 44 5999. www.lange-soehne.com

THE CLASSIC Datograph, one of the most elegant chronographs ever made, has been updated by A Lange & Söhne. It now has a power reserve extended to 60 hours, a power reserve indicator and a larger 41mm-diameter case.





Rob Ijbema painting

£1350. +44 (0)1332 694538, www.historiccarart.net

THIS NEW painting by Dutch motoring artist Rob Ijbema (now living in Wales) depicts Fernand Gabriel racing his Mors on the 1903 Paris-Madrid race. The painting, acrylic on canvas, measures a substantial 36 x 24in.

Holden toggle switches

From £7. +44 (0)1885 488488, www.holden.co.uk

REPLICATING THE look of original Lucas switches means that you can upgrade your classic's electricals without massively overloading your original wiring or spoiling an original interior. A wide selection is available.

Ferrari calendar

£59.90. www.raupp.com

THE ONLY official Ferrari calendar, with images by Günter Raupp. As you would expect, each page is devoted to a beautifully photographed maserpiece from Maranello.

Autoglym polish

£10.50. www.autoglym.co.uk

POLISHING YOUR pride and joy: some people love it, others hate it. Either way, Autoglym's latest offering will please anyone who has to do it. An all-new formula has improved the brilliant Super Resin Polish, making it easier to apply and producing an even deeper shine.

Edge Dynators

£385 + VAT. +44 (0)1462 684300, www.cambridgemotorsport.com

UPGRADING FROM a dynamo is a great modification, but it can spoil that original look. The 'Dynator' is visually identical, but performance matches a modern alternator.

Cosworth RS500 block

£3000. +44 (0)20 8554 2281, www.burtonpower.com

MACHINED FROM original castings, a very limited batch of Cosworth RS500 engine blocks is now available, manufactured to original bore size and deck height.

Laser torque wrench

£124. www.lasertools.co.uk

WHEN THE torque setting requires more than just brute force, this Laser ¼-inch drive torque wrench should be perfect. Ranges from 4.4 up to 22 lb ft, with a digital display (displaying lb ft or Nm), to ensure accuracy.

Frost brake kit

£45.96. +44 (0)1706 758258, www.frost.co.uk

THIS COMPACT vacuum pump makes brake fluid replacement and bleeding a one-man operation. This kit can also be used for testing vacuum hoses or even checking for leaks in your fuel system.

Loewe Soundbox

£449. +44 (0)20 7368 1100, www.loewe.tv

THIS COMPACT and customisable music system features a CD player, iPod dock and FM radio, with the option to stream music directly from a Spotify or AirPlay compatible device.

Scalextric mug

£7. +44 (0)1865 883061, www.meandmycar.co.uk

WONDERFUL '60s Scalextric cover art adorns the side of this mug, so you can relive childhood races every time you brew up.

Historic Racing Drivers Club watch

£399. +44 (0)844 875 1515, www.christopherward.co.uk/hrdc

WITH ITS prominent HRDC crest, this Christopher Ward C11 chronograph was designed in conjunction with the Club. It's limited to just 100 timepieces.

Suixtil knitted polo shirt

£79. www.suixtil.co.uk

THIS 1950s-style polo shirt is a replica of those worn by drivers in period. It's knitted in pima cotton, with engraved real shell buttons. Available in light blue, as shown, or navy blue.

storemags.com

Storemags.com

Archie Frazer-Nash ...engineer

Book of the Month

TREVOR TARRING & MARK JOSELAND, The Frazer Nash Archives, £35 inc p&p UK, £40 Europe, £41 RoW
ISBN 978 0 9570351 0 2

OLIVIA PLUNKET GREENE was '...obsessed variously by jazz, sex, alcohol, communism and Catholicism, satisfying several of these needs at once by becoming the mistress of the singer Paul Robeson'.

OK, the quote is not directly relevant to the Frazer Nash story – Olivia was sister of David Plunket Greene, who became majority shareholder in AFN in 1928, when Archie was ousted from his own company – but it's a typically fascinating aside in this entertaining book, started by Mark Joseland in 2006 and then completed by Trevor Tarring after Mark was tragically killed in a car accident. Frazer Nash, the marque, has no place in it, because Archie had no involvement with the cars post-1928; but the story of his earliest dabblings in cyclecars and the development of the GN (Godfrey-Nash) is, of course, covered in thorough and often amusing detail.

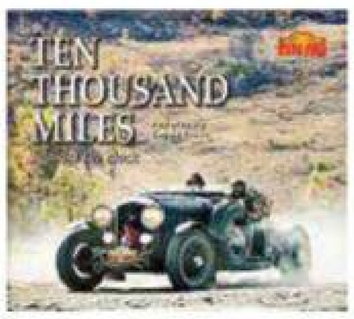
After the 1928 takeover, Archie Frazer-Nash (he hyphenated his surname by deed poll in 1937, but the car marque was unhyphenated) turned his enquiring mind to other kinds of machines: he invented the Crane Load Indicator, to warn crane operators when they were in danger of toppling over; and the hydraulically powered rotating gun turrets that went into WW2 British bombers. One of these is fitted to the 'Loch Ness' Wellington bomber that's now preserved at Brooklands. Archie died in 1965 but the Frazer Nash Group survived another 25 years, as the book relates, besides untangling all the various businesses with which Archie was associated in his lifetime.

It's not inexpensive but this fine biography is definitely a future collectors' item. Send your cheques to Ann Robbins, Kirkby House, Scrooby, Doncaster DN10 6AD – the prices quoted above include postage.

Form follows function

STUART CODLING/JAMES MANN
Motorbooks, £25
ISBN 978 0 7603 4116 2

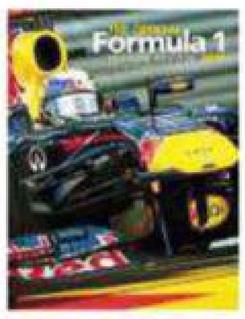
YES, THIS IS a coffee table special, but it's a good one. With striking studio photography by Mann and potted histories of landmark supercars by *F1 Racing* contributor Codling, it does a decent job of covering familiar ground while making the subject still seem fresh. That said, the definition of a supercar is a loose one, the Aston DB4GTZ and Ferrari Daytona surely being GTs. And while the idea of getting McLaren's Frank Stephenson to critique each entry makes sense, his summarisations are often beyond flowery. These gripes aside, it's a well-written and beautifully illustrated work that is also keenly priced.



Ten thousand miles

PHILIP YOUNG/GERARD BROWN,
Endurance Rally Association, £70

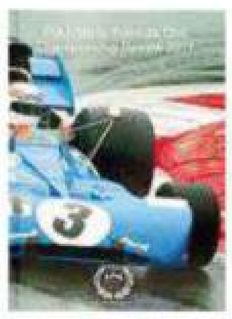
AS THE OFFICIAL book of the 2010 Peking to Paris marathon rally, this is undoubtedly a lavish production in keeping with its lofty asking price. It is handsomely designed, with decent-quality paper and excellent photo reproduction. And really it's the photos that draw you in. The surreal quality of a 1949 Cadillac 62 Sedan – on Moon discs – kicking up dust on the vast open plains of Mongolia is as compelling as it is strangely amusing. You also get a real feel for the stiff-upper-lip stoicism of many competitors and the manner in which they repair the seemingly unrepairable in the middle of nowhere.



The official Formula 1 season review

Haynes, £30
ISBN 978 0 85733 108 3

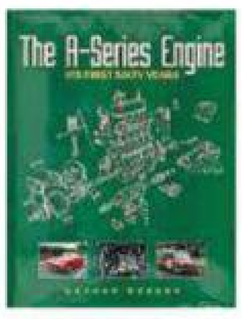
FOR F1 purists, 2011 was a little on the dull side. Yes, KERS and DRS created multiple overtaking opportunities, but some would argue they were a bit contrived. The Red Bull team, and driver Sebastian Vettel especially, made the most of these regulations to walk away with the Championship almost unchallenged. But there were some magic moments along the way, and Haynes' official review does its usual thorough job of cataloguing them. Want to relive Jenson Button's incredible Canadian win, or Michael Schumacher's slow climb back to frontline form? It's all here. Bernie delivers the foreword, as usual.



FIA historic Formula One review 2011

JON BUNSTON & DAVID SMITH
Evado, £30, ISBN 978 0 9570868 0 7

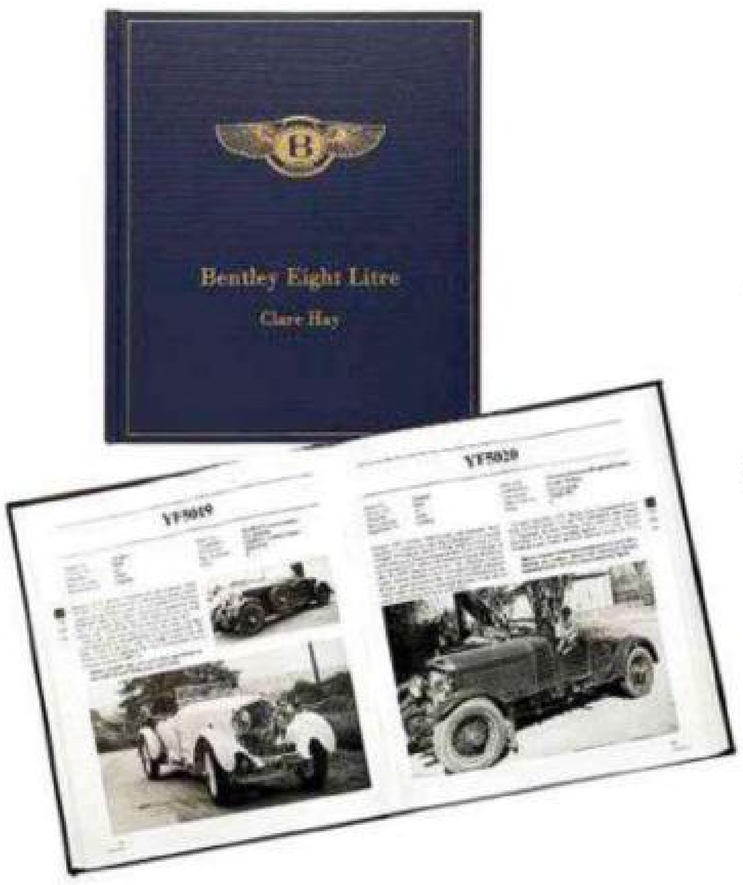
IT'S HARD TO GAUGE who this book is aimed at. The FIA Historic Formula One series is undoubtedly high-profile – but only in historic racing terms. With a foreword by movie director Ron Howard, who is currently shooting the film *RUSH*, which is rooted in the James Hunt/Niki Lauda title battle of '76, initial hopes weren't raised by the occasionally random use of grammar. But it gets better, with a breakdown of each round and the many players involved. And the cars are infinitely more appealing than their latter-day equivalents, even if some of their pilots are old enough to be Vettel's grandad.



The A-series engine

GRAHAM ROBSON, Haynes, £30
ISBN 978 0 85733 083 3

DOES ROBSON EVER sleep? The beyond-prolific author's latest effort recounts the life of the enduring A-series engine from its birth 60 years ago, through its many applications and racing successes to the present day. With chapter headings such as 'Marina, Allegro, Metro, Maestro and Montego', it's perhaps not heartland *Octane* fare but any book that includes the Unipower GT and the BMC Mini Tractor is alright by us. We were also left with the sudden desire to build a replica of the Montlhéry Austin A35 record car, complete with period-style signwriting – but then we're strange that way. A solid history of a British legend.



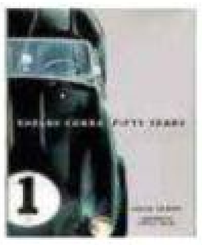
Bentley Eight Litre

CLARE HAY, Number One Press, £295 (standard), £425 (leatherbound), ISBN 978 095358272 3

THERE ARE FEW HISTORIANS better qualified to write what has to be the definite history of the Eight Litre. Hay has compiled a comprehensive record of all 100 production chassis, relating their stories from birth to the present day. She has also amassed a wealth of never-before-seen images, along with sketches, brochures and assorted paperwork. Some cars were clearly better looked after than others as they fell down the food chain in the intermediate years: we were amazed to see the photo of one chassis wearing a modified Hotchkiss body, for example. Some of the 'chopped' racing versions also raised eyebrows. Favourite among the many photos has to be the one of DEC Roberts' Lancefield-bodied tourer up against Bob Gregory's mighty 'Wooflewagon' Speed Six during the '55 Brighton Speed Trials. Only 200 books are being printed; to secure a copy, email Hay directly at clarehay@btinternet.com.

Shelby Cobra: fifty years

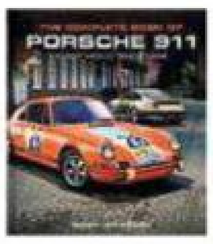
COLIN COMER, Motorbooks, £26.99
ISBN 978 0 7603 4029 5



JUST WHAT THE WORLD needs, another Cobra book. With 2012 marking the Anglo-American hybrid's half-century, this is bound to be the first of many but it defies expectation by not being just a soulless cash-in. The author clearly knows his stuff and, from the opening spread, which shows the mighty *Dragonsnake* drag car with its parachute deployed, it's clear that he has gone to great lengths to search for interesting nuggets. These include the fabled 'XD Cobras' which were presumed missing until it was learned that they'd been in storage for 40-plus years. There is a mountain of hyperbole surrounding Cobras but this is reasonably objective and undeniably well researched. Remarkable value, too.

The complete book of Porsche 911

RANDY LEFFINGWELL, Motorbooks, £30
ISBN 978 0 7603 3939 8



JUST WHAT THE WORLD needs part deux... Another day, another Porsche 911 history. That said, the prolific Leffingwell has produced a work that lives up to the title, as it is undeniably comprehensive. It takes in every permutation of the time-defying 911, from the original two-litre models with their rubber floormats and skinny tyres to the sixth-generation editions of 2010.

The narrative is easy to digest and it is well illustrated, even if some of the contemporary shots are a bit samey. That said, we were delighted to see pics of the Troutman & Barnes Four Door built for Texan William Dick in '67. Rather less so the black 1990 930S 'Slant Nose' cabriolet (with gold wheels)...

Aston Martin Ulster
Survivors and the fittest

ALAN ARCHER, Palawan Press, £400 (standard), £850 (leatherbound)

ANOTHER THUMPING HARDBACK from Palawan – both in terms of heft and price – this time focusing on more rarefied fare. The narrative recalls the birth of the marque from humble beginnings in 1914 to the moment the Ulster was introduced 20 years later. It goes on to describe the firm's many successes and failures and the characters who managed to ensure its sometimes unlikely survival.

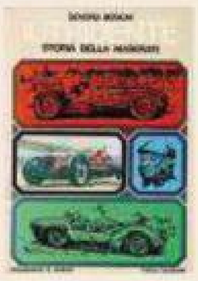
It also describes how the Ulster evolved from the earliest models and how chasing success trackside almost pauperised the firm – for the first time. There is also a breakdown of each individual chassis history from day one to the present.

While the text is perhaps a little dry, the research here is undeniably comprehensive. The 530 images are unfamiliar and also beautifully reproduced, as befits a book that in entry-level, cloth-covered form costs an eye-watering £400.

COLLECTORS' BOOK

Il Tridente – storia della Maserati

SEVERO BOSCHI, Il Borgo, 1964, value £110

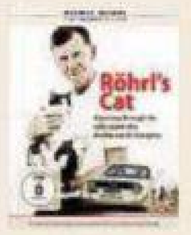


MASERATI has been poorly served by texts, and this is one of the first and hardest to come by. Boschi offers an intriguing insight into the early years of the marque and continues through the white-hot '50s, when Maserati enjoyed success trackside in Europe and the US. Wonderful pit shots include Maria Teresa de Filippis looking pensive, and Harry Schell quite the opposite. Italian text only, and prices vary wildly, but worth hunting down.

DVDs

Röhrl's cat

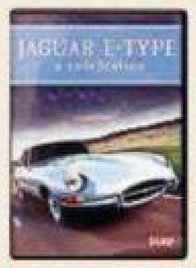
HELMUT DEIMEL, £25.90, www.rallywebshop.com



THIS HUGELY entertaining two-DVD set celebrates the life of the two-time World Rally Champion, with co-drivers, team managers and the great man himself providing the commentary. The period footage is utterly brilliant, from the Opel years through the Fiat /Lancia period and on to his stellar campaigns with Audi, off-piste and trackside. Röhrl is an amusing man who wears his status lightly and he is at his best describing his early years when he worked as a chauffeur for the local bishop: he learned his craft doorhandling a large Merc (the reconstructions are brilliant). Just don't expect to learn much about his cat.

Jaguar E-type, a celebration

£16.99, www.dukevideo.com



AT CLOSE TO an hour-and-a-half in length, there's plenty to watch here. That said, there's also a fair amount of filler. Aside from some wonderful archive material, not least footage of Group 44's V12 showing Corvettes the way home in SCCA events in the mid-70s, there is too much event coverage. After a while you begin to tire of endless shots of cars parked up – or following each other. And, while the likes of Philip Porter and Henry Pearman are erudite talking heads, this is not the last word in slickness. But if you love E-types or took part in any of last year's anniversary celebrations, you'll probably want a copy.

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Models of the Month

Models shown (except the Bricklin) are available from Grand Prix Models, +44 (0)1295 278070, www.grandprixmodels.com.

Bucciali & McLaren MP4

1:43 ILARIO CHIERA & GRAND PRIX MODELS STUDIO

PRICE £262.50/£209.95
MATERIAL Resin & metal handbuilt/ metal handbuilt
QUALITY ★★★★★/★★★★★
VALUE ★★★★★/★★★★★

TWO VERY DIFFERENT subjects but both superbly rendered, the Bucciali TAV 3 8-32 is from French outfit Ilario Chiera, and the McLaren MP4 built for Grand Prix Models Studio, taking a Silverline kit as the basis.

Elaborate brightwork was a feature of the unique V12-engined Bucciali and it's a highlight of the model too; in particular, the very fine metal strip around the wings, and, of course, the flying stork on the bonnet sides. The McLaren – their first carbon-chassised car – is not quite so fancy but is equally well finished, and supplied on a base signed by its driver John Watson; only ten examples have been made.

Either model would grace a collection.

1:43 SCALE

1 // DAIMLER LIMOUSINE
BY OXFORD DIECAST PRICE £23.95
MATERIAL Diecast
QUALITY ★★★★½ **VALUE** ★★★★★
Excellent (and cheap!) model of King George V's 1929 limo – the wire wheels are cleverly printed on clear plastic discs.

2 // MORGAN AERO 8 SUPERSPORTS BY SPARK
PRICE £52.95 **MATERIAL** Resincast
QUALITY ★★★★★ **VALUE** ★★★★★
This lovely model of Morgan's V8 targa-top, with side-exit exhausts, comes with a lift-out roof panel. Superb.

3 // MASERATI 250F BY SMTS
PRICE £109.20 (£49.20 kit)
MATERIAL Metal handbuilt
QUALITY ★★★★★ **VALUE** ★★★★★
Stirling Moss's own 250F is very well finished in the livery it wore for the 1955 *Daily Telegraph* Trophy race at Aintree.

4 // LAMBORGHINI URRACO BY IXO
PRICE £29.95 **MATERIAL** Diecast
QUALITY ★★★★½ **VALUE** ★★★★★
Funky tan interior of Lamborghini's junior supercar is well represented, and detail nicely picked out, on this attractive model.

5 // JAGUAR D-TYPE
BY MARSH MODELS PRICE £162 (£54 kit) MATERIAL Resin handbuilt
QUALITY ★★★★½ **VALUE** ★★★★½
'Short nose' D-type XKD522 was raced (briefly) by Carroll Shelby – its red livery will stand out in a model Jaguar display.

6 // DODGE POLARA BY NEO
PRICE £59.95 **MATERIAL** Resincast
QUALITY ★★★★★ **VALUE** ★★★★½
Stunning finish and lashings of bright trim make a very appealing model of this lesser-known 1960 fins'n'chrome coupe.

7 // BENTLEY CORNICHE BY NEO
PRICE £68.95 **MATERIAL** Resincast
QUALITY ★★★★★ **VALUE** ★★★★½
Dark green paint suits the understated lines of the two-door Bentley perfectly; the Rolls-Royce equivalent will follow.

8 // BRICKLIN SV1
BY AUTOMODELLO
PRICE £89.95 **MATERIAL** Resincast
QUALITY ★★★★★ **VALUE** ★★★½☆
A new name to us, Automodello claims to focus on rarely modelled cars – like this Bricklin. It's a fine replica; see wwwautomodello.com for distributors.

9 // ASTON MARTIN DBR9 BY IXO
PRICE £29.95 **MATERIAL** Diecast
QUALITY ★★★★★ **VALUE** ★★★★★
Excellent-value model of the bizarre 'Gendarmerie'-liveried Aston raced by Cirtek/Russian Age during 2006.

CLASSIC MODELS

Hong Kong plastic toys

WORDS AND PHOTOGRAPHY: ANDREW RALSTON

ANYONE WHO COLLECTS anything knows that the objects thrown away by one generation often turn out to be valued by the next. That's certainly true of the plastic toys made in Hong Kong in the '60s. At the time they were seen as cheap and nasty. Even when adult collectors started buying up metal toy cars like Dinky Toys in the early '80s, plastic toys were all but ignored.

The situation is very different today and the simplicity and fragility of plastic toys only enhances their desirability. And what could be simpler or more fragile than this little racing car set? It consists of six tiny (less than two inches long) cars, attached to a backing card by an elastic band.

Simple though they are, each one is recognisably based on a real racer of the '50s: Maserati, Vanwall, Ferrari, Connaught, the streamlined Mercedes of 1954-55 and the Le Mans-winning Jaguar D-type. If that selection sounds familiar, it's because all these cars had already been made in diecast form by Dinky Toys and were, in fact, among the most popular Dinkys ever, many of them remaining in production years after the real cars had disappeared from the racing circuits of Europe.

In spite of their minute dimensions, the plastic copies all feature a driver and racing numbers, and some even have hand-painted detailing added. Whoever made them didn't bother too much about the colours, though: green for the Vanwall and red for the Ferrari would be the expected choices, rather than the other way round!

This set would only have cost a few pennies when it was made, and would probably have amused a child for a short time before the cars were broken, stood upon or lost at the bottom of the toy box. As a result, the chances of a complete set surviving unplayed with for 50 years are pretty low.

That makes this artefact one throwaway item from the past that's definitely worth holding onto. Expect to pay at least £25 for a set – if you can find one.

A NEW MASTERPIECE FROM CMC!

Team Ferrari Race-Car Transporter
Type Fiat 642 RN2 Bartoletti, 1957

Hand-assembled from 3.115 single parts and weighing approximately 4 kg, this Ferrari race-car transporter will be a new benchmark in scale auto replication and engineering. Two of its many highlights are the functional auto hoist and a true-to-the-original undercarriage. The driving cab looks so authentic that one feels like stepping into it. In fact, this model is full of details that are waiting to be discovered with pleasant surprises for you.

Scale 1:18

To choose from a wide range of exclusive CMC models, order our catalogue now!

CMC GmbH & Co. KG Classic Model Cars · Robert-Bosch-Str. 41 · 73770 Denkendorf / Germany
Phone: 07 11 / 4 40 07 99-0 · Fax: 07 11 / 45 43 78 · info@cmc-modelcars.de · www.cmc-modelcars.de

CMC Exclusive Modelle

Paint my wagon

1955 JAGUAR XK140
ROBERT COUCHER
INTERNATIONAL EDITOR

'NEVER LET A SPRAY GUN near a car!' was the late Rt Hon Alan Clark MP's dictum, to quote the old rogue yet again (see my column on page 41). Why? Because spray painting is damn expensive – Clark was so tight, he'd swap the good battery out of a car he was flogging for an old and useless one lying around Saltwood Castle – and once a car has been resprayed it loses its all-important originality.

I have followed Clark's approach because, during the five years I have owned the XK140, I have focused my loot on the mechanicals. We have racked up 16,000 wonderful miles together and the old car has improved immeasurably as a result.

Although I have the Heritage Certificate that proves the Jaguar is original with matching numbers, I cannot claim that it is exactly as it was when it left Browns Lane on 2 December 1955, because it was treated to a full body-off mechanical restoration and repaint in 1990.

It's a strong and solid car in lovely patinated condition, but there are two issues on the nearside front wing that need attention. The lead filling around the sidelight mounted atop the wing is lifting (a common malady) and there is a patch of rust at the rear of the wing where moisture has got under the paint. The Coucher bodywork fix for this: green gaffer tape!

Also, after long fast blasts to Le Mans, Barcelona, Yorkshire and Wales, the front of the car is suffering from some damn good road rash. I like it, but I suppose it is now moving towards the scruffy stage. Jaguar specialist Tim Waddingham agreed that the wing can be patched up and the front blown in but then pointed out the microblistering and chips on the doors and on the wheelarch faces. Damn, he's right!

With the Jaguar mechanically on the button, I suppose I will have to pull the trigger on the paintwork and become a polisher. Never mind, the old car deserves it.

As winter continues to envelope, I dug the XK out of its lair for a last sunny Tour de Chelsea just to warm it through and get the battery charged. It always starts after a week or so in the garage and, once it was carefully warmed, I took it for a hot run down the motorway, then back into early-morning London to do the shopping and visit the local car chaps, like Richard Gauntlett at his eponymous gallery.

'I suppose I will have to pull the trigger on the paintwork and become a polisher'

Amazingly, the big old bus is extremely happy in town because of its calm camshafts, correct SU carbs, quiet exhausts and big torquey motor – my days of driving noisy and temperamental little screamers are well and truly in the past!

Also, the Jaguar is narrow, so I can delight in punting it through the tight and very unforgiving width restrictors on Albert Bridge in top gear. That sees off the tailgaters. Want to see a sports car poseur squirming like a learner? Just show 'em a width restrictor!

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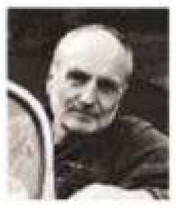
Tatra in the tunnel



1946
TATRA T87
DELWYN MALLETT
CONTRIBUTOR

ONE OF *OCTANE*'S ODDER curiosities is that two of its regular contributors (one flying first class in the front of the mag, and the other in economy at the back) share something in common other than their journalistic endeavours and obvious fascination with cars, and it is that they both possess a Tatra T87.

In the last issue, the wit, raconteur and automotive aficionado Jay Leno penned a piece about automobile aerodynamics in which he quite justifiably praised the advanced streamlining of the rear-engined Tatras of the 1930s. I'm as much a Tatra proselytiser as the next Tatra owner and I hate to be the party-pooper, pedant and bit of an anorak, but the figures that Jay quoted, which would make the T77a and its younger sibling T87 among the most aerodynamically efficient cars of all time, are, sadly, incorrect.

The 0.212 figure for the T77a has lurked around the internet largely unchallenged for many years but no serious researcher of Tatra data has been able to establish the source of the figure. Both Ivan Margolius (author of a history of Tatra) and Dutch T77a owner and marque authority Kees Smit have failed to find any confirmation of the low drag figures usually quoted, either in the Tatra archives or those of the Prague Technical Museum.

Despite Paul Jaray's pioneering research into vehicle aerodynamics, very few, if any, manufacturers of the period had access to a wind tunnel capable of measuring a full-size vehicle – Tatra certainly didn't. Aerodynamic testing was usually done with 1:5 or 1:10 scale models.

The 0.244 Cd figure that Jay quotes for the T87 refers to the 1:5 model tested. When VW put a full-size T87 in its tunnel in 1979, its engineers established a figure of 0.36 – still quite remarkable, and better than (or on a par with) most modern cars until quite recently.

This 0.36 figure was confirmed when my own T87 was tested in the MIRA tunnel in 2000. As can be seen from the larger photograph, my own drag factor was particularly unfavourable, and has deteriorated further during the ensuing decade. However, the T87, recently fitted with a new regulator, continues to cleave the air with great vigour and barely a hint of turbulence.

Above
Delwyn's Tatra performed well in the wind tunnel. Delwyn, however, did not.

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

Polish paintwork polished to perfection

1976 ROVER 3500 SD1
KEITH ADAMS
FEATURES EDITOR

IT'S BEEN A FUNNY few months. Thanks to an accident I had in Romania on an old-car caper back in September, I was grounded for a while. I fell down a storm drain through a broken manhole and was left with a smashed-up foot and dislocated shoulder. Comedy.

Until then, my Rover SD1 – restored in Poland in 2007-2009 – had been used regularly, but it needed a little TLC on the paintwork front. Since leaving the bodyshop, I'd done little more than wash it – and I needed guidance on what to do with a recently restored car's bodywork. So I called Richard Tipper at Perfection Valet (www.perfectiondetailing.co.uk) to have a look over.

He turned up at the *Octane* office and performed his magic on the car, checking the paintwork depth and applying all manner of potions – as well as a fair bit of elbow grease – to leave the car with a mirror-like finish. I was gobsmacked with the results.

His comments were instructive, too: the paint was up to 1mm thick in places, and impressively applied as a number of coats. Proof positive that the Poles really can paint.

Other detail improvements have been made while I've been on my back. Thanks to my friend Richard Kilpatrick (who is also looking after my NSU Ro80), the SD1 now sports a lovely set of period numberplates with the correct raised lettering clipped on front and rear. They were bought from Framptons (www.pl8s.co.uk) and are of amazing quality, with the bases fashioned from aluminium – a real antidote to the plastic nastiness of modern 'plates. It really could have just stepped out from your local Rover-Triumph dealership of 1976.

Now the SD1 looks a million dollars and I am happy. And healed!

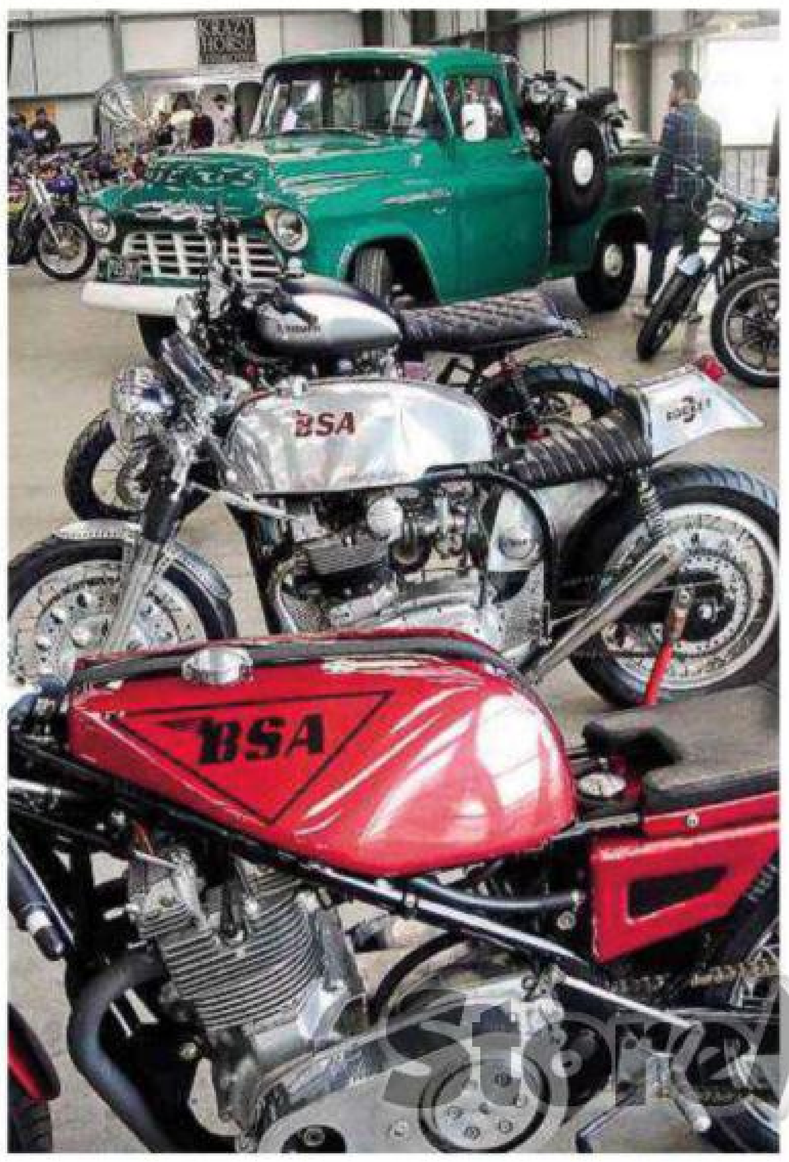
Rollin', rollin', rollin'

1956 CHEVROLET PICK-UP 3100
SARAH BRADLEY
CONTRIBUTOR

I'M SEATED IN A CHROME-CLAD roadside diner, eating a burger and fries. Outside sits my Chevrolet truck. It's a surreal moment: have I been transported back to 1950s' USA? No, it's the A1 rather than Route 66, and my destination is Rollerburn, at the Newark Showground in Notts. Taking its inspiration from 1970s' cult movie *Rollerball*, this new indoor event promises classic, custom and flat-track motorcycles, roller derby, drag racing, bands and Isle of Man TT champ Guy Martin.

Ol' Green, with cargo of two 1960s West Coast-style BSA street trackers, has been invited to take part in the show's static display. Trundling from London to Newark and back is slow and expensive, thanks to the thirsty 4.3-litre V8 and ultra-low axle gearing. Panel rattles and a whining gearbox/diff combo render conversation over 50mph nigh-on impossible, and, although the cab has an original radio and heater, neither works. Yet numerous thumbs-up prove everyone loves a classic truck.

This is the Chevy's final long-distance trip of 2011, and it does me proud. The new petrol pump doesn't miss a beat, and the scruffy paint looks much better under the show lights. For all its quirks, it's a good, honest pick-up that does exactly what it should. Now it's been set up properly, it runs straight and true, and is a delight to drive. Everything else is down to character.



Right
Surrounded by classic and custom two-wheelers at the Rollerburn show.

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 3100 pick-up,
1969 Plymouth Roadrunner

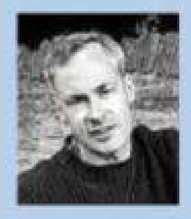
RICHARD MEADEN
Contributor
1992 Porsche 911RS

MARTYN GODDARD
Photographer
1965 Austin-Healey 3000MkIII,
1974 Norton 850 Commando

STEVE HAVELOCK
Contributor
2003 Corvette C5 Coupe

StreetMags.com

One out, one in



1928 FORD MODEL A
MARK DIXON
DEPUTY EDITOR

'YOU MUST KNOW everyone in the village,' said my passenger in the Model A, when yet another group of parents and small children smiled and waved at us as we burbled down the High Street. But in fact, while it's certainly a sociable village, the families waving at us – and the car drivers giving the thumbs-up and the 'OK' signs – were unknown to me. It was the Ford that was creating this instant harmony. There's just something about this car that makes people smile.

Which is why I'm finding it particularly hard to come to terms with selling it. I have my sights set on another car – something utterly different, although definitely very *Octane* – and I need the money (and the garage space) to buy it. My passenger was a potential purchaser, and at the time of writing we're negotiating over the price. So watch this space.

The decision to sell prompted me to sort out a couple of jobs that needed doing before I re-MoT'd the car. First was to replace the set of dodgy points that didn't fit the baseplate in the distributor (see *Octane* 98). Rob Davies, of Model A specialist Saturn Industries, very kindly popped over to my lock-up with some new parts; ten minutes later the engine was running as sweet as a nut. Rob used to specialise in pre-war Aston Martins and says that, after working on those, the sheer simplicity of a Model A is hugely rewarding.

I then whipped the rear wheels off and fitted a pair of new 21in Firestone tyres from Dougal Cawley at Longstone Tyres, an outfit I absolutely can't recommend too highly. You can see Dougal in action in his own uniquely ratty Model A by searching for 'Longstone Tyres' on YouTube and clicking on the 'Vintage Car Owner Interview'. And yes, he really does (or did) drive it with a stuffed fox wired to the radiator shell.

The two new Firestones on the back of my A look much meatier than the ancient Excelsiors still fitted on the front, so I might change the latter too – if I don't sell the car. And having just returned from a 60-mile winter's day trip in it to some friends for lunch, that's not altogether an unhappy prospect.

Thanks to Saturn Industries, +44 (0)7772 394104; and Longstone Tyres, www.longstonetyres.co.uk, +44 (0)1302 711123.

Right and below New points and new rear tyres sorted the Model A before MoT time. Fashion sense of owner sadly left unchanged.

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canepa
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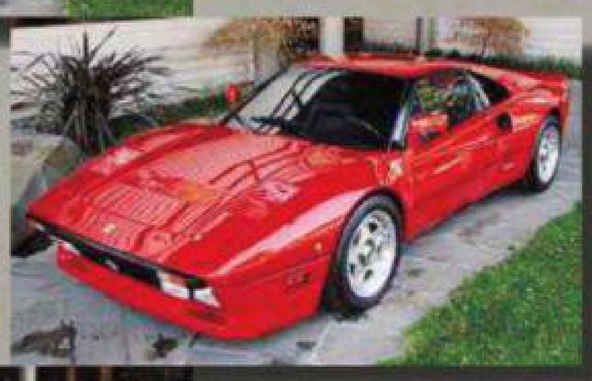
Lola T70 Mk3B
The only T70 to be built in Lola's 50th anniversary year. Street legal, featuring a leather interior and air con. This genuine, 543hp, original specification car is eligible for FIA vintage racing.

1963 Shelby 289 Cobra
One of the first two hundred Cobras built, CSX 2122 is stunning in Guardsmen blue with FIA magnesium wheels. Mechanically and cosmetically sorted by Canepa Design, it is ready to drive.

1985 Ferrari 288 GTO
One of only 272 of these twin-turbo supercars, this original, concours condition example has only 1638 miles on the clock. Has received a complete mechanical service and show quality detail.



1974 BMW 3.0 CS
One of BMW's most beautiful designs updated with a modern 3.5 litre engine, 5-speed transmission, Alpina wheels, and a CSL airdam. Only 7,076 miles since a complete restoration.

1947 Mercury Woodie
Purchased new by the governor of Michoacán, Mexico, this Series 79M is the result of an amazing 13 year, period correct restoration. As it looked in 1947, it is ready to show and enjoy.

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OCTANE'S MONTH IN MOTOR SPORT

COMPILED BY **PAUL HARDIMAN**

IN ASSOCIATION WITH
EFG International
The private bank for historic motor racing
WWW.EFGINTERNATIONAL.COM

Cape hopefuls are flagged off

1 January Houses of Parliament, London

AFTER TWO YEARS in the planning, the 2012 London-Cape Town World Cup rally began with participants being flagged off at 7pm from Parliament Square on New Year's Day. With 44 crews taking part in the 10,000-mile, month-long marathon, this is the first time a rally has driven with the clock ticking every day from Europe to Cape Town without recourse to airlifts or special shipping.

Navigators attended a training and briefing day at a hotel in Berkshire on the Friday, before scrutineering at Brooklands. First stop was the famous Roadside Café at Lenham, before two forest stages in Kent. Then crews boarded a ferry at Dover to traverse Europe – more ferries will take the crews from Italy to Greece, then to Egypt, with another hop by water later from Saudi Arabia to Sudan.

Early casualties in England included the Triumph 2.5 of Chris Butcher and Sean Moriarty, which hit a tree and was then bumped by Andy Actman's Toyota.

Rachel Vestey and Suzy Harvey, who'd been in the top ten from the start, slid their MG ZR into a roundabout leaving Florence and stuffed the radiator, missing the Superfast ferry to Greece. They then found a local mechanic to help, and aimed to catch up by the middle of the following day.

By day five, crews had encountered snow and ice in the Greek mountains, with early leaders Owen Turner and Matt Fowle still in front in another MG ZR.

You can follow the rally via daily reports on the *Octane* website (www.octane-magazine.com) or at www.londoncapetownrally.com, where you can track each car by GPS – or wait for the update in next month's *Octane*.

Above
The Endurance Rallying Association's Heidi Winterbourne flags away car number 1, the Richard Atherton/Rob Henchoz 1970 Volvo 144, while rally director Philip Young (left, in green sweater) looks on.

GERARD BROWN

AMOC beefs up racing organisation

New expertise behind club series

The Aston Martin Owners Club has reorganised its racing under a new, independent company – Aston Martin Club Racing Ltd (ACR). Duncan Wiltshire of Historic Promotions will administer it.

Wiltshire is behind both historic race organisation Motor Racing Legends and the Donington Historic Festival. 'It's the perfect time to reinvigorate AMOC's club racing, when the 2013 centenary of Aston Martin is just over the horizon,' he said.

The full ACR calendar is yet to be confirmed, but there will be races at Silverstone (29 April), Oulton Park (mid-May), Brands Hatch (4/5 June), Donington (28 July) and Snetterton (6 October). ACR will still run the long-established St John Horsfall Meeting and the Intermarque series, which pits Aston Martin against Jaguar, Morgan, Porsche, Ferrari, Sunbeam and more.

storemags.com

Larking around in the Derbyshire mud

30 December 2011 Butts Quarry, Derbys, UK

PETER McFADYEN

CONDITIONS WERE ideal for trialling when the Pre-War Austin 7 Club came to Butts Quarry in Derbyshire for its annual Winter Trial. Rain in preceding days ensured plenty of mud even though, for the morning at least, it was dry and bright. With five varied hills to be tackled in the morning and repeated after lunch, it soon transpired that Hill 1 would go a long way towards determining the result. The long, slippery climb, which followed a deeply muddy section, was only cleared twice in the whole day, first by Charlotte Perry and then by the event's overall winner Ronald Bailey, both in Austin 7 Specials. Runner-up in the specials class was Steve Fathers.

The invitation class for non-Austin 7s was headed by Roger Thorpe (left) in one of the two Brescia Bugattis taking part, the other one finishing third in class driven by Charles Gillett. Splitting them was the GN Sport of Tom Walker. In the modified class, David Johnson and Samantha Dobbin were joint winners, with Samantha taking the Ladies Prize. The two standard car classes were won by Nigel Glover (Chummy) and, for the closed cars, Chris Hudson (A7 Saloon).

Bugatti beats all comers

1 December 2011 Arncott, Bucks, UK

EDMUND BURGESS and his Bugatti T13 Brescia emerged clear winners of the VSCC Winter Driving Tests, having been fastest in the Standard Sports Cars class on each of the 12 tests. His total time of 591sec put him 39sec ahead of the Modified Sports Car class winner, Charlie Martin in his Riley Special (right). Winner of the merged Touring, Edwardian and Veteran classes was Neil Thorp in his familiar Singer 9 Sports Coupé.

With seven non-starters, only 38 entries took part, about the same number as last year when two-fifths of the entry were snowbound in other parts of the UK. Robert Gibson (Wolseley Hornet Special) was second-in-class to Burgess, with David Marsh's Bugatti Brescia close behind him in third. Richard Marsh and Matt Johnston, both in Austin 7s and just one second apart, were next among the modified cars.

PETER McFADYEN

DR JOHN LAYCOCK

Top testing at the Brooklands Double 12

16-17 June Brooklands, Surrey, UK

THE BROOKLANDS Double Twelve Motorsport Festival returns on its established weekend of 16-17 June, including the competitive Double Twelve Driving Concours and the Double Twelve Speed Trials, plus the Test Hill Challenge on Sunday afternoon.

Racing, to be held on the Mercedes-Benz World circuit next door, will include classes for vintage and post-vintage cars, with a race for those with actual Brooklands history plus Alfa 105s, pre-and post-war Mercedes-Benz, a round of MGB 50 and a new feature pitting VW Beetles against Citroën 2CVs. The Test Hill will be tackled by a variety of vehicles from Sinclair C5s to giant pre-war racing cars, driving up the hill – and down, in the inaugural brake test event – plus a charity 'Team Pull' and a competitive paper glider launch from the top of the Hill.

One-make clubs are invited to display on the site over the weekend. Contact the Brooklands Museum team for further details.

Find out more at www.vscc.co.uk and www.brooklandsmuseum.com, or call +44 (0)1932 857381.

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In brief

MONTE START

The Monte Carlo Classic Rally features a start from Clydebank, Scotland, on 29 January. Around 100 cars on the British leg will join other starters from Barcelona, Oslo, Turin, Reims and Warsaw on the concentration run to the South of France. A special period Monte Carlo Show will be located on the site of the former John Brown shipyard and Monte cars will leave the start ramp in front of the £33-million Clydebank College campus. Find out more at www.acm.mc.

WINNING STREAK

The joint winners of the Holton Homes 'Spirit of Clubmen' Awards in the 2011 Dunlop/Wonago MSA British Historic Rally Championship are John Moxon, David Kirby and Will Rowlands, who will all receive a fully paid entry fee for a round of the 2012 championship. The Category Two award-winner David Kirby (above) is the youngest regular competitor in the BHRC, co-driven by 17-year-old Ben Friend. Find out more at www.hrcr.co.uk

BRITANNIA PARTNERSHIP

Bonhams auctioneers and EFG International (represented in the UK by EFG Private Bank) have become main partners of Tour Britannia, this year based in Harrogate from 7-9 June. Bonhams also takes over sponsorship of the Vintage Sports-Car Club, following H&H Auctions' departure from the role it's held since 2007. More on the Tour at www.tourbritannia.com.

JERSEY DATES MOVE AGAIN

The Jersey International Motoring Festival has suffered yet another date move, this time to 25-27 May, following a shift for the Queen's Diamond Jubilee celebrations. The format remains as in previous years: a moonlight sprint followed by hillclimbs out of the island capital of St Helier on the next two days, plus island tours and a concours while competition proceeds. Details at http://jerseyinternational motoringfestival.com.

Competition cars for sale **page 176**

JEFF BLOXHAM

1954-1958

Maserati 250F

One of the best-handling single-seater racing cars ever built – just don't expect to be able to run one on a tight budget

WORDS: PAUL HARDIMAN

MASERATI'S 250F is considered one of the greatest, and best-handling, single-seater racing cars of all time. Fangio pulled off his epic 'catch-up' drive at the Nürburgring in one in 1957, and Moss bought his own. Its credentials are impeccable; one would be welcomed onto almost any historic grid.

Let's get the purchase price out of the way first. With this type of car you're paying for the history, and a 'real' car with good provenance, such as one driven by Moss or Fangio, will cost around £1.5m. As well as the 26 originals, 14 'continuation' cars – replicas – were built by Cameron Millar between 1969 and 1980, and even these now command £700,000-odd, says Steve Hart of Steve Hart Racing, who has been looking after old Maseratis and Ferraris for almost 30 years. Hart could build you a new car for £400,000-500,000, using his ex-Cameron Millar chassis jig and extensive collection of drawings, but not all race organisers will accept copies running on Historic Technical Passports.

'They are reliable,' he says, 'being built for long distance: Grand Prix races were three hours long then. Engines are robust but they have high compression, around 11.5:1, and demand 100-plus octane fuel or they're prone to detonation. You're not just going to burn a piston but the head too. That will need welding and machining, complicated by the fact that the cams are gear-driven.'

Early engines used 42mm Webers but soon changed to 45mm, and valve sizes went up 2mm too, though exact spec is unlikely to bother scrutineers: 'Everything has to be made,' says Hart, 'They have six cylinders and twin camshafts but there the similarity to the road cars ends. The closest thing is a 300S, but you don't find many of them down the scrapyard. Even the nuts and bolts are special lightweight items.' Engines will do two or three seasons and a new one is around £100,000, estimates Hart: 'Most people race on new engines to preserve the originals, a sensible way of looking after its history and your investment.'

Transaxles are the 250F's weak point: 'They're not as strong as the engines. Early cars were four-speed, then five-speed soon after, and later cars have needle-roller bearings. But they need checking-over at mid-season.' New transaxles are about £40,000. The original multi-plate clutch has two steel and three aluminium discs and 'they're OK if you don't ride them in the paddock', but some people prefer to use a modern clutch, either two- or three-plate. The costs are about the same: around £800 for a modern AP clutch, or £150 a plate for the original type. The aluminium plates wear first, but the steel ones can crack.

There are five choices of input bevel gear ratios, altering top speed in 4mph increments, which can be changed without pulling the transmission, and these gears cost £1000 a pair. The output spur gears can also be changed, each of the five steps making 8-9mph difference.

Suspension set-up (wishbones front, leaf-sprung de Dion rear) matters a lot: 'The most important thing on a 250F is the handling; get the springs and dampers sorted out or you're never going to do well or feel comfortable. You can have 50bhp more than anyone else but if it doesn't handle you'll hate every minute of it.'

Rear springs tend to sag, and are sometimes replaced with leaves that are too stiff: 'Then the car's going to swap ends. People don't understand the Houdailles-type dampers either; often we find the wrong oil in them. The steering should be light and the cars have fantastic balance – the steering boxes can wear, there's quite a lot of linkage, and there doesn't want to be any wear or slop, but we can make new parts, and we have new gears.'

Brakes are drums all round, and stop the car pretty well when sorted, says Hart. A new set of drums is £5000-6000, and lining material is a matter of personal choice, though Hart rues the lack of availability of asbestos lining: 'Asbestos-free isn't so good. Other materials can be too aggressive, creating hot spots that distort the drum. The lining material needs to be a lot softer than you'd use for discs. You'd probably get away with relining the front brakes at the end of a season, and the rears will probably do two.'

As for tyres: 'The fronts will last a season, and the rear will need two sets. For a six-race season you shouldn't be looking at any major expenditure.'

CONTACTS

Steve Hart Racing
www.stevehartracing.com

Jim Stokes Workshops
www.jswl.co.uk

Historic Grand Prix Cars Association
www.hgpca.com

StoreMags.com

Competition cars for sale **page 176**

AUTOMOBILES HISTORIQUES

1936 DELAHAYE 135 M SHORT CHASSIS ROADSTER

This Delahaye is one of six 135 roadsters produced on a short (2.70-metre) wheelbase with a lightweight competition chassis built by the Paris based factory in response to the 1936 Automobile Club de France Grand Prix regulations. The combination of low chassis and stunning two-seater coachwork by Guilloré makes this one of the most exquisite cars ever built during the golden age of French coachwork. This highly original Delahaye is offered for sale after 40 years in private ownership in France.

1973 ABARTH-OSELLA PA1

A competitive, nimble and exotic entry for the Martini Trophy, World Sports-Car Masters (the photo shows the car at the 2011 Masters round at Barcelona where it qualified on the front row) and Classic Endurance Racing. This Abarth-Osella fitted with a fresh 2-Litre Abarth engine has been very well prepared by renowned UK specialists and is sold in race ready condition.

1956 MASERATI 250 F

This Maserati 250 F won the 1956 Glover Trophy at Goodwood and the 1956 Grand Prix de Monaco driven by Stirling Moss. Used to test and race the new V12 engine in 1957, it was fitted with 'lightweight' type bodywork for the 1958 season. One of the most important 250 Fs ever built, chassis number 2526 is highly eligible for Monaco, Goodwood and HGPCA races.

1952/53 COOPER BRISTOL T20

The most successful Cooper Bristol ever built: As a Grand Prix car driven by Mike Hawthorn. Later as a sports-car (registered HPN 665) raced by Alan Brown at the Goodwood 9 Hours, Tourist Trophy, Nürburgring 1000 kilometers and British Empire Trophy (1st overall in 1954), to name but a few. A highly eligible car for prestigious events including the Goodwood Revival and Woodcote Trophy.

1962 RENE BONNET DJET

One of 16 René Bonnet Djets built on a tubular competition chassis, CRB1/1194 was exhibited at the 1962 Paris car show. This highly original René Bonnet still retains its correct twin cam Renault type 55 engine and is offered in 'barn find' condition after 35 years of private ownership. A rare car eligible for Le Mans Classic, the Tour Auto and the 'GT & Sports Car Cup'.

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MASTERCLASS

Mark Hales

STOPPING POWER: HOW BRAKING HAS AN EFFECT ON HANDLING

A READER HAS asked about the implications of driving a car which has 'adjustable brakes', by which I'm sure he means the distribution of braking effort between front and rear.

This is actually a very good question. I've had more than one shunt because that distribution had changed for whatever reason and caught me out, or the bias between front and rear changed during a race and it wasn't possible to adjust it from the cockpit.

In some categories, adjustment of braking from the cockpit is not permitted, it has to be done in the garage; and in a great many historic cars the balance is fixed anyway because there is only one brake circuit, which feeds all four wheels.

Bias braking and dual systems appeared on road cars in the late 1960s – as a safety item – and have assumed more relevance on the track as grip levels have risen. But let's take a quick look at the brake system before we consider the implications of bias.

The hydraulic brake was pioneered by Malcolm Lougheed (later changing that to Lockheed) around the time of the First World War, and consists of a piston that is moved along a cylinder to shift fluid down a pipe to another piston and cylinder operating in the reverse sense, which compresses brake shoes or pads onto a drum or disc.

It's ingenious yet simple, and makes it possible to package the controls so much more easily. Think how you once had to route cables and pulleys. It also converts mechanical advantage via the relative size of the pistons, like a fluid lever. The driver's foot moves, say, an inch to activate the master cylinder, but the wheel cylinders move only a fraction of that, yet exert much greater pressure on the brake shoes than the driver could ever manage.

If the designer then splits the systems, so that one piston and cylinder feeds the front brakes, and another feeds the rear, all sorts of bonuses come up. For road cars safety is the main one; if one system fails, you still have brakes at the other end, but you also have the possibility to exert different amounts of braking at each end, partly by altering the sizes of the pistons and brake cylinders (which alters that fluid lever effect) and partly mechanically. The race car designer can arrange the mechanical linkage between brake pedal and the two master cylinders to exert differing amounts of pressure on each, and make it adjustable. It is this that our reader was asking about – but where would you set it to begin with?

The time-honoured strategy takes three people. Have your race car on stands and one person in the cockpit with a foot on the brake pedal and the others each attempting to turn a front and rear wheel. When the front wheel is just about locked, the rear should be starting to bite. Surely, though, that is giving away a whole load of braking effort on the rear end?

At rest, that would be true, but consider what happens when you get on the brakes. The apparently large difference in bias front-to-rear should give some idea of how much weight goes to the front. You are simply adjusting the distribution so the end that will grow heaviest – and therefore offer most grip – receives the largest braking effort.

> 'It might well let you steer away from the Armco or at least glance rather than smack it head-on'

For the road car designer it will also have been a defence against the rears locking. Everybody can remember how the tail slews when you yank on the handbrake and, since a sliding tail was always considered the most frightening thing for an unskilled or unwary driver, designers have taken great care not to let it happen, or to allow people to fiddle with it.

For the racer, however, it is much worse to have the fronts lock. When that happens, the tyres lose almost all their grip and the car heads straight on and, as I've said many times in this series, it takes a lot of concentration to get off the brake pedal when you are heading for the barriers. If you can, though, it might well let you steer away from the Armco or at least glance rather than smack it head-on.

The luxury of cockpit-adjustable brake bias makes all that less likely by allowing the driver to compensate for changing conditions. Think what happens as the fuel tank in the front of a Porsche 911 empties, or the front tyres of a front-drive car start to wilt in the face of relentless abuse. The driver can shift some braking to the back and redistribute the effort where there is grip to make use of it. Grip can change for other reasons, however, which brings us nicely to driving in the wet.

> We set our brake effort in the garage so that the vast majority was going to the front. That was where the best grip would be, especially as the weight from braking will add yet more and make the front tyres stick better. On a wet track, though, that grip is reduced and the weight transfer to the front is less. Leave the bias where it is and the fronts will definitely lock – and you will definitely go straight on.

For a great many people, little of this will matter because they only ever drive with anti-lock brakes – or ABS, from the German *antiblockiersystem*. Amazingly, this was developed as long ago as the 1930s for aircraft (where the weight varies enormously with the lift from the wings), but only became common on passenger cars in the 1980s.

ABS allows the designers to put a much larger amount of bias towards the front but control any locking with the ABS. When grip is optimum, the fronts can cope with maximum retardation and, when it isn't, there's something to stop them locking but the shift is still towards the loaded end. The rears, meanwhile, are also protected, but are less likely to need it.

All of which is why the majority of clicking and clacking comes from the front when you do an emergency stop on a wet road in your modern road car. The big surprise comes when you disable the ABS. Difficult to do on modern cars but, in the days when you could pull a fuse, it was very hard to believe just how easily the front end would lock up. On the basis that this was all meant to be more practical, I'll tell you about the shunts next month.

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Competition cars for sale **page 176**

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EDITED BY KEITH ADAMS

THE MARKET

BUYING // SELLING // OWNING

THIS MONTH Mercedes-Benz leads in UK // **Amelia Island sales headed by Packards** // US and UK review of the year // **Classic Ferraris trading strongly** // Buying Land Rover S1

A circumspect end to 2011

There was a flurry of big sellers to round out the UK's 2011 auctions, but signs too that buyers are becoming more cautious with their cash

IN A LAST flurry of auctions before the final gavel fell on 2011 and all the auctioneers scurried off to their chalets in Gstaad and Barry Island, Coys pulled a cracker with cars from the collection of the late Jimi Heselden, OBE.

The star of Heselden's collection and top-seller on the day at £848,500 was a 1937 Mercedes-Benz 540K Cabriolet A (top) formerly owned by F1 dictator Bernie Ecclestone. The mostly high-grade cars from the Heselden collection made the largest contribution to the £3.8-million total across the rostrum, which put Coys at the top of the pre-Christmas December sales league.

Heselden, a leading philanthropist, died aged 62 in a tragic accident in September 2010 on a Segway scooter, produced by the company he'd recently acquired. His taste in cars was clearly diverse. Other cars from his collection sold by Coys included a 1964 Aston Martin (above left), originally owned by George Harrison, that commanded £342,500. An Austin Gipsy sold for £7475.

On the same day, H&H's final sale of the year grossed £1.15 million, the top price of £133,200 being taken by a much-rallied 1953 Jaguar XK120 (PEP 101) that partnered the famous NUB 120 in the 1953 Alpine Rally.

By the time Barons closed out the season, a little of the fizz seemed to have left. Top seller in a sale where 34 of 75 cars sold was a largely original 1969 Mercedes-Benz 280SL that made £27,500.

Overall, December's five UK sales grossed £8.5 million. But perhaps more tellingly, the overall December sale rate was just 53%, with 171 of 322 cars finding new homes. That could be a sign of the times and is certainly consistent with a market in which buyers are becoming increasingly choosy.

Dave Selby

TOP10 PRICES DECEMBER 2011

£848,500
1937 MERCEDES-BENZ 540K CABRIOLET
Coys, London, UK.
7 December

£843,000
1953 AUSTIN-HEALEY 100 SPECIAL
Bonhams, Brooklands, UK.
1 December

£342,500
1964 ASTON MARTIN DB5
Coys, London, UK.
7 December

£337,000
1958 MERCEDES-BENZ 300SL ROADSTER
Coys, London, UK.
7 December

£271,000
1964 ASTON MARTIN DB5
Bonhams, Brooklands, UK.
1 December

£216,000
1989 FERRARI F40
Bonhams, Brooklands, UK.
1 December

£137,500
1937 BENTLEY 4¼-LITRE ALL WEATHER TOURER
Bonhams, Brooklands, UK.
1 December

£133,200
1951 JAGUAR XK120 ROADSTER
H&H, Buxton, UK.
7 December

£121,000
1966 DB6 VANTAGE
H&H, Buxton, UK.
7 December

£113,700
1965 ROLLS-ROYCE SILVER CLOUD III DROPHEAD COUPÉ
Bonhams, Brooklands, UK.
1 December

storemags.com

Cord and Packard on top

RM, Amelia Island, Florida, USA 10 March

RM AUCTIONS RETURNS to Amelia Island for the 14th time following a hugely successful 2011, where it bagged an impressive $24.3m sales overall from 96% of its lots sold. It's hoping to beat that tally in 2012, with a selection of spectacular pre-war USA supercars that sum-up the best of the country's car industry during the roaring '20s and '30s heading the 100-strong sale.

The star consignment so far is undoubtedly the one-off 1929 Cord L-29 Hayes Coupe (main images), designed by Count Alexis de Sakhnoffsky and built by Michigan's Hayes Body Corporation.

This arresting-looking car was shipped to Europe and won the 1930 Paris, Monte-Carlo and Beaulieu Concours. It was later restored and invited to the 1987 Pebble Beach Concours to participate in the custom-bodied Cord class. There it took a first place in class and two other special awards. It was sold to the Blackhawk Collection in 1991 and has been seen at the 1994 Amelia Island Concours and 2008 Meadowbrook Concours. Estimate is $1,250,000-1,500,000.

A further highlight is the 1934 Packard Twelve Convertible Victoria (inset, right), with custom coachwork by Dietrich.

This example is believed to be one of only two survivors with Dietrich coachwork on a Packard 12-cylinder chassis. Its history, complete since 1948, is well-known, and its show record is good. Most recently, it won Best in Class at the 2011 Concours d'Elegance of America at St John's in Michigan.

Other cars that are bound to attract interest in this 1920s-40s fest are an ex-Walter Chrysler Jr 1941 Chrysler Newport Dual Cowl Phaeton ($1,500,000-2,000,000); a 1966 Ferrari 275GTB/4 Berlinetta ($1,200,000-1,400,000); and a 1937 Squire Corsica Short Chassis Roadster (one of only ten roadgoing Grand Prix cars built by Adrian Squire with an Anzani twin-cam).

// **www.rmauctions.com**

Above and top
1929 Cord features unique bodywork and has a sale estimate of $1.5m; 1934 Packard Twelve features custom Dietrich coachwork.

ONE TO WATCH

1971 Citroën DS21 Décapotable

Bonhams, Oxford, UK 3 March

DESPITE THEIR relative rarity, there are more permutations of Citroën DS and ID décapotable than there are number combinations in the National Lottery. Between 1960 and 1971 there were 1365 convertibles built at the factory, while Henri Chapron completed another 389 up to 1973. Within that number, infinitesimal variations in trim, transmission and engine determine desirability and values. As if that's not confusing enough, there's one more differentiator that also affects values: whether a car is right- or left-hand drive.

From 1960 to 1966 a mere 50 or so right-hand-drive examples were delivered to the UK and this is one of them. In single ownership from 1968, it's notched up a remarkable 380,000 miles; along the way it's been re-chassised, which of course will have a bearing on value, and it is presented in sound condition with the sundry body blemishes and bruises you find in a daily driver.

So how do you put a value on that? In February 2010 Bonhams sold a DS23ie décapotable, the only electronic fuel-injection example, for an eye-popping £295,300; other transactions for the most desirable variants in excellent condition have ranged from under £100,000 to £165,000 at auction. This one, coming up at Bonhams, is being pitched at £36,000-42,000. As DS décapotables are notoriously hard to value, an auction seems the ideal place to define what it's worth. **Dave Selby**

ALSO LOOK OUT FOR...

IN THE PINK AT RACE RETRO

We think it's about time editor Coucher upgraded his scooter with something a little more appropriate to his station. This very pink 1966 Vespa seems ideal. It's one of two freshly restored Vespas (the other's black) being offered at Silverstone Auctions' sale at Race Retro on 25 February. Both are offered at no reserve; £2000-4000 is about right.

Storemags

In brief

PORSCHE TEMPTATION

Barons, Surrey, UK. 27 February

Octane recently went on record saying that the water-cooled, front-engined Porsches are just as exciting as their air-cooled, rear-engined counterparts. Yet some examples are almost irresistibly cheap right now. The 928, which had originally been designed to replace the 911, offers rather a lot for enthusiasts – for a very reasonable outlay.

Take Barons Auctions' offering. It's a 1983 928S2 automatic, currently sitting on the wrong wheels but otherwise looking like a seriously expensive Porsche. It's been looked after, too with a stacked service history, adding up to £26,000 in bills. That includes a recent repaint, engine reconditioning (including new heads), reconditioned gearbox, new leather, new carpets and new wheels and tyres.

Overall it's in great condition, will drive like a well-sorted 928 should, and comes with a non-dating number plate – it will have the neighbours thinking you've come into money. Estimate? £4500-5500. Strike while the iron's hot!

// **www.barons-auctions.com**

PRICE ADVANTAGE

Brightwells, Hereford, UK. 7 March

Brightwells is an impressive outfit that quietly continues to build up strong lot lists bursting at the seams with interesting metal. For its spring sale, it's hard to ignore this 2002 Aston Martin DB7 V12 Vantage Volante (£28,000-31,000). Rather like the Porsche 928 we've highlighted (left), it's a car that appears far more expensive than it costs, especially if it sells within the estimate. It looks fantastic in Mendip Blue and must be the cheapest way into an open-topped 175mph Aston Martin known to man.

// **www.brightwells.com**

THE 'OTHER' ZAGATO

Lankes, Stuttgart, Germany. 24 March

The Retro Classics Show, held in Stuttgart, is rapidly gaining international recognition as a world-class event – despite direct comparison with Techno-Classica Essen, which this year runs on the same weekend. Lankes is running the Stuttgart auction, while Coys will be returning once again to Essen. Out of the early lots offered by Lankes, it's hard to ignore this 1972 Alfa Romeo 1300 Zagato, which has a five-speed gearbox, limited-slip differential, and has been fitted with a 2.0-litre twin-cam with a breathed-on cylinder head. With 145bhp on tap it's going to be an exciting drive. It's estimated at €26,000 – not so far from the price of a nice standard example.

// **www.lankes-auto-auktionen.de**

FAST AND BLUE

Silverstone Auctions, Stoneleigh, UK. 25 February

We're going big on fast factory Fords in this issue, but one successful historic racer that's done the business at club level for years is the Anglia 105E. If you're in the mood to buy one, they don't come better than this Geoff Richardson-powered racer being offered by Silverstone Auctions at Race Retro. Performance and circuit modifications are plentiful, but the headline figures are 154bhp at 8100rpm and 105lb ft at 6100rpm. It's ready to race and, given the sheer breadth of modifications carried out (and the potentially race-winning figures they generate), the estimate of £20,000-23,000 seems very modest indeed.

// **www.silverstoneauctions.com**

Gooding's Amelia Island treasures

Gooding & Company, Amelia Island, Florida, USA 9 March

GOODING & COMPANY is once again going head-to-head against Amelia Island mainstay RM Auctions, with a top-drawer selection of cars for its sale in the beautiful grounds of the Omni Amelia Island Plantation.

Top of the bill surely has to be this 1953 Fiat 8V Zagato ($750,000-900,000). These Dante Giacosa designed cars don't come up for sale very often, with a mere 114 produced. Fiat built 34 of its own, but the rest were produced by other *carrozzerie*, including Zagato, which built around 30 *competizione* cars, some in aluminium. Others were sent to Ghia to receive the extravagant Supersonic coachwork – of which the most recently sold achieved $1.7m at Gooding & Company's 2011 Scottsdale sale. A 1954 Zagato was also sold by Gooding for $682,000 at Pebble Beach in 2010.

The sale of the '53 car at Amelia Island will represent the perfect opportunity to see how far these amazing cars have moved.

The rest of the line-up includes a matching-numbers 1956 Mercedes-Benz 300SL Gullwing ($700,000-900,000) featuring factory-fitted Rudge wheels, a 1973 Porsche 911 Carrera RS 2.7 ($275,000-350,000), and a concours 1947 Ford Sportsman ($225,000-275,000).

// **www.goodingco.com**

Left
Delectable 1953 Fiat 8V Zagato leads Gooding's Amelia Island sale (est: $750,000-900,000).

Auction calendar

24-25 February
RM Boca Raton, Florida, USA

25 February
Silverstone Stoneleigh, UK

27 February
Barons Esher, UK

3 March
Bonhams Oxford, UK

6 March
Coys London, UK

7 March
Brightwells Hereford, UK

9 March
Gooding Amelia Island, USA

10 March
RM Amelia Island, USA

22 March
DVCA Templecombe, Soms, UK

24 March
Coys Essen, Germany

24 March
Lankes Stuttgart, Germany

30-31 March
Mecum Kansas City, USA

11 April
Historics Brooklands, Surrey, UK

13-14 April
Mecum Houston, Texas, USA

17 April
Barons Esher, UK

21 April
Coys Ascot, UK

30 April
Bonhams Hendon, UK

11-12 May
RM Monaco

12 May
Coys Monaco

15-20 May
Mecum Indianapolis, USA

16 May
Silverstone Auctions Northants, UK

16 May
Brightwells Hereford, UK

19 May
Bonhams Newport Pagnell, UK

25-26 May
Lankes Krefeld, Germany

26 May
Historics Brooklands, Surrey, UK

29 May
Barons Sandown Park, UK

14 June
DVCA Templecombe, Soms, UK

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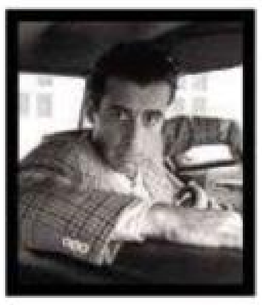

UK AND EUROPE COMMENT

Dave Selby Recalling a year led by fashion and surprises

SURVIVAL IS ALWAYS a positive outcome, and that may be the best that can be said of 2011: the world survived. Yet, while world markets faltered, major trading nations flirted with double-dip recessions and credit-rating downgrades, and the Greeks threw the Eurozone into crisis, there was one oasis of calm.

The international classic car market offered a safe haven. In fact, classic cars did much more than that. The Top Index, measured by the Historic Automobile Group International (HAGI) and which compares the performance of 50 representative collectable models, advanced 13.89% in 2011. Compare that with other markets: the S&P Global 1200, useful because it's more or less currency-neutral, ended down 7.67%; the FTSE 100 lost 5.5%.

Those figures won't surprise anybody who's witnessed the ongoing drive into tangibles. High-end classics have been part of that; so too has gold, the star performer of tangible assets, now dispensed from vending machines at a shopping mall near you. But here is the surprise: throughout 2011 gold only advanced 9.93%. Could it really be that classic cars have once again outperformed gold? Yes and no; some have and others most definitely haven't. There are some cars that have become cheaper during 2011.

People in the know will suggest that the new auction high of £10,180,000 ($16,390,000) set by Gooding in August for a 1957 250 Testa Rossa is not the highest ever paid for one of these most ultimately desirable Ferraris; fact is another sold for more privately. But that's not the point. Gooding set a genuine new auction high water mark. And OK, if you bring in inflation you can quibble, but the bottom line is that this is a market with a plus sign in the numbers – a plus for anyone thinking of engaging. Our hobby has other pluses compared with other areas of investing-collecting: you can't drive a painting.

Few marques resonate beyond the classic arena the way Ferraris do when they make big money. And there is no doubt that it's been a good year for collector-grade examples, as recorded by HAGI F, which advanced 10.58% through 2011.

However, individual models within marques that may not have the top-end market mass of Ferrari have performed as well, if not better. I'm thinking here of cars such as the Bentley R-Type Continental Mulliner Fastback trading upwards of £500,000 or more in private transactions; the BMW 507, always a Cinderella to the far more common Mercedes-Benz 300SL Roadster, but now overtaking it with notable sales around £750,000; and the Lamborghini Miura SV at £600,000 and more. Just to think there was a time when Miuras were worth less than Daytonas.

That's all part of the fascination of our hobby: tastes and fashion change and in turn transform the market. And that brings us to the future. It's a hunch, but I'd say at sub-£200k, Ferrari Daytonas have been too cheap too long; I have the same thought about Dinos too, routinely selling at auction under £100,000. Likewise I can't help thinking the lovely, unshouty 250GT Lusso is under-rated – and undervalued.

Elsewhere, while Jaguar XK150s are making the running among the XK trilogy with the rarest and sportiest 3.8S roadsters making £200,000 at auction, XK120 roadsters are selling for less than half that. Time for rotation, methinks.

'The HAGI Top Index advanced 13.89% in 2011. Here is the surprise: throughout the year, gold only advanced 9.93%'

On the domestic scene it's been the year of the E-type. As it celebrated its 50th birthday there was an increase in auction activity and advance in prices in the first half of the year. An auction price tag of £100,000-plus for a standard Series 1 roadster hadn't been the norm since the late 1980s. But the party's over, with prices retreating, thanks partly to too many appearing on the market and opportunist vendors hoping to sell into the craze with mediocre fare. By the end of the year you just might have bought that £100,000 E-type you missed for £25,000 less.

But there's also a whole other world, that of the affordable/popular/entry-level classic. In this realm anything that consumes fuel and has leather seats is becoming more attainable. Yesterday's luxury cars have never been so affordable, and even more so if they have four seats.

Sub-£10,000 Rentley Shadow/Mulsanne thingies are much better cars than their throw-away prices suggest. Jaguar XJs, particularly V12s, are great value: £4000 leaves change for petrol. Likewise Jaguar XJ-S V12s are out of favour; recently a lovely 1990 convertible properly converted to LPG sold for £5885 – remember, the V12 engine needs two LPG units, so that's virtually a give-away. Whatever craziness 2012 brings, classics make sense.

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*.

Selby's top cars of 2011

RM AUCTIONS, VILLA D'ESTE, ITALY. 21 MAY

Marcello Gandini's Lamborghini Marzal was a vision of a future every little boy wanted to be transported to, with an interior that was a riot of sci-fi design. The Bertone show car was a sensation wherever it went, and it actually ran. When the prototype sold at RM's Villa d'Este auction in May for £1,315,000 it rekindled childhood memories of a limitless future.

BONHAMS, QUAIL LODGE, CALIFORNIA, USA. 18 AUGUST

Don't you just love the confidence of the man. Industrial designer Raymond Loewy made fridges look fast, turned pencil sharpeners into objects of executive envy and even thought he could improve on the E-type Jag – hence the bizarre styling treatment on his own 1966 coupé. The Loewy car had been off the radar for over four decades, then emerged at Bonhams' August Quail Lodge auction. Needing refurbishment, it made £76,800.

COYS, NÜRBURGRING, GERMANY, 13 AUGUST

This 15ft sculpture was created by sculptor Jay Burridge while a student in co-operation with McLaren. Featuring parts of Senna's 1991 MP4/6 championship-winning car makes it all the more noteworthy as McLaren has a policy of not releasing its old F1 cars. The unique work sold for £162,000.

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PETER BRADFIELD LTD

1953 Frazer Nash Le Mans Rep

BYL 3 (Chassis 421/200/210) is a well known car with a colourful history. It has had only two owners from new, the second for over 30 years being the irrepressible Bill Roberts, champion of the Frazer Nash marque and all round good bloke. Restored by him it has competed in numerous sprints, hill-climbs and continental rallies. 16" Borrani's, overdrive, remote gear selector and great patina. Eligible for Mille Miglia, Le Mans, Goodwood, Monaco, etc, etc. and offered for sale at a realistic level.

1962 Shelby Cobra

CSX 2016 is a rare early Cobra, the 16th built and despatched from Thames Ditton to Los Angeles in September 1962. Its original 260 engine accompanies the car while it is currently fitted with a potent 289 unit with Webbers. With a hardtop fitted this car could dominate the pre '63 GT Series and with the 289 be competitive in many other series. 2012 is the 50th anniversary of the Cobra with an exclusive race planned for Goodwood Revival.

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HOT LITTLE NUMBER

Lamborghini Urraco

Why Ferruccio's gutsy 'little bull' could yet become all the rage

FERRUCCIO LAMBORGHINI, being Italian, loved a feud. It was a spat with Enzo Ferrari that prompted the tractor magnate into car manufacture and to 'out-Ferrari Ferrari' with the Miura. Job done – but he wouldn't let it lie.

When the Dino 246 spearheaded a new generation of junior supercars, Lamborghini responded with his Urraco – the little bull. And, of course, the mid-engined machine had to be one up on the Dino. So it had a V8 and two-plus-two seating, in a brilliant Bertone package. Ferrari responded with the Ferrari 308GT4.

The Urraco should've worked – but there was too much wrong. It cost more than the Dino, and build quality was poor. History has been unkind ever since, with the Urraco falling a long way behind the values of its one-time contemporary, the Dino 246GT. During the 1990s, and through the 2000s, it often languished in the doldrums and was sold as the 'poor man's Lambo', with a £10k ticket.

But since the late 2000s, Lamborghini's place near the top of the tree (just behind Ferrari) has been assured, and values, especially of the Miura and early Countach, have been on the march. The Urraco is in flight now and, with a mere 710 made, is going through a period of reappraisal.

Owning a Urraco makes sense, too – its V8 is tough, and the BMW brakes work and are available. Buy now before everyone cottons on.

Price points

1972 At launch the Lamborghini Urraco costs £6545, compared with £5879 for a Ferrari Dino 246GT. That is always going to make it a tough sales proposition.

1990s No Urraco sells at auction for more than £10,000 – less than a third of what you would pay for a Dino in the early post-boom years. Top 1990s Urraco auction price is £8050, paid in 1995 for a P250 with recent £11,000 expenditure. Basically, £15,000 opens up the whole Urraco toy shop.

2000s With Dinos rising fast and Maserati Meraks also on the move, the Urraco creeps forward. Top auction price is £13,225 paid in 2008 for a P300 in need of some recommissioning.

Today For a P250, £20,000 will get you looking at nicer cars; add up to 25% for the rarer P300. Even at a high of £35,000, a Urraco has to be great value compared with a Dino, which will cost you two or three times more. **Dave Selby**

VIEW FROM

BELGIUM

Dimitri Urbain

Belgian market is usually stable, but there are some new trends

BEING IN THE heart of Europe means importing interesting cars from neighbouring countries is easy. Of course, original models bearing great names and/or historical significance get good money.

US-sourced cars are still imported in large numbers and most tend to be in decent condition. Here, we find the usual glitzy Detroit iron, MGs, Porsches and Mercs. Buyers tend to be fussy, settling for only the best examples or the cheaper ones that won't break the bank if work is needed. Historic racing eligible cars hold their value well, too.

As youngsters get into classics, they look for models from their childhood. Hence the 'youngtimers' trend (1970s-90s). Hot hatches and sports cars are at the forefront, but more mundane models now attract a dedicated following, too. For years, having the steering wheel on the right was a problem, but it now seems people can live with that here. That's why future classics like the Lotus Elise S1, TVRs and Japanese grey imports are crossing the Channel as well.

There's a marked lack of interest in mainstream cars from the 1920s-60s. Selling, say, an Austin A40 or Peugeot 403 is getting harder, the value often being less than it was ten years ago.

Dimitri Urbain is a Belgian motoring journalist who works for *Youngtimers* and *Editions ETAI*

The HAGI P Porsche index

HAGI P-INDEX

MONTH/YEAR
Left column represents baseline of 100 set at 31 December 2008.
The HAGI P index charts the prices of important Porsches

IN THE LAST quarter of 2011 the HAGI P, measuring the performance of key collectable Porsche models, again reached new heights. Strong growth in October and November peaked at 140.6, followed by a 0.61% dip through December to end the year at 139.47. That amounts to annual growth of 4.53%.

That may appear relatively modest compared with other constituents within the sector as, by contrast, Ferrari gained 10.58% through 2011, yet it's the medium-term picture that provides wider context. Three years on from index inception, the HAGI P stands 12.11 points (9.4%) up on the HAGI F.

Now standing at 139.47, the HAGI P has advanced nearly 40% in those three years. The faster growth in the early period supports the view within the community that Porsche had some catching to do; steadier growth since may suggest it's arrived. Most recently we have observed reduced trading volume.

Within that, strong prices have been recorded for rare aluminium-bodied and GRP competition cars, while the higher-volume market segment is experiencing some consolidation. See www.historicautogroup.com for more. **Dave Selby**

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1948–1958

Land Rover Series 1 {£5000-30,000}

Where do you find a soft-top with Goodwood credentials and pick-up practicality that you can drive through winter? Er, here

Words Kevin Mills
Photography Nick Dimbleby, Simon Hipperson

Introduction

Back in 1948, the Land Rover Series 1 quickly became a success for the Rover Company, forging a reputation for reliability, ruggedness and versatility. It was a hit with farmers thanks to its fantastic cross-country and load-lugging ability, the military soon took an interest and the rest, as they say, is history.

The earlier 80in-wheelbase models are considerably different from the later 86, 88, 107 and 109in versions, both in design and the way they drive. A later vehicle is arguably easier to live with and a bit more practical. Short-wheelbase Station Wagons have a real country estate feel about them, with their well-trimmed interiors, side-facing individual rear seats and double-skinned 'tropical' roofs. The 107in version looks like a giant Meccano creation and is highly desirable; just 7001 were built and only 239 of those were for the home market. The 107 and 109 pick-ups are slightly more numerous and make great classic load-luggers, thanks to their cavernous load beds.

As early as the 1970s, Series 1s were being recognised as classics and interest in them has grown ever since. The diminutive proportions, simple mechanicals and no-nonsense workhorse image have won over legions of fans. They are now a regular sight at events such as the Goodwood Revival and many well-known collectors boast at least one Series 1 in their fleet.

They aren't for everyone, being noisy, slow and having absolutely no concessions to comfort – but they are infectious fun. Behind the wheel feels very vintage, with a big wire-spoked steering wheel, pedals poking through the floor and a long gearlever connected to a gearbox with synchromesh on only the top two gears. Here is a true British classic, brimming with character, which not only offers open-topped motoring but can also take the garden rubbish to the tip, trundle along a muddy greenlane, follow the local shoot across farmland or tow a heavy trailer.

Another attraction is the interchangeability of parts from later Land Rovers, though the large number of Series 1s fitted with later engines, transmissions, brakes and axles has pushed prices of original vehicles steadily upwards.

Market view

It is still just about possible to buy a rough, MoT'd example for around £2500, but it is likely to be lacking in originality and to require major work in the near future. Tidy cars start at about £5000, though the best examples fetch far more.

'For genuinely good vehicles, restored or unrestored, the market and prices have never been higher,' says Series 1 expert Julian Shoolheifer. A classic car valuation specialist, Julian regularly inspects, reports on and purchases high-value Series 1s for customers. 'It is very model specific; you can't just lump "Series 1s" together. Take the 1948-49 80in. There's almost a sliding scale in values, from early to late. Assuming concours condition, a pre-chassis-number 500 80in could easily fetch £30,000, whereas a 1949 car would be £15,000.'

Away from the 80in models, prices for later examples are equally strong. 'The 1954-58 cars are the most practical, being reasonably easy to

History

1948 Production of 80in begins after 48 pre-production Land Rovers are successfully built and trialled.
1949 80in Station Wagon launched with bodywork by Tickford. Crippling purchase tax means fewer than 700 are built – prices today can reach £50,000.
1951 Full-time four-wheel drive with Rover car-type freewheel is abandoned in favour of selectable system, with the familiar red and yellow levers.
1952 1997cc inlet-over-exhaust engine replaces original 1595cc IOE unit.
1953 86in model supersedes 80in, with larger load area and completely redesigned body. Two brand new models appear: the 86in Station Wagon and the long-wheelbase 107in pick-up.
1956 107in Station Wagon is introduced, with unique chassis and ten-seat capacity. In the autumn, an increase in wheelbases to 88in and 109in takes place, with the front axle moved forwards to clear the forthcoming diesel engine.
1957 2052cc diesel engine introduced as an option on all models except the LWB Station Wagon, which also sticks with a 107in wheelbase.
1958 Land Rover Series II replaces all models, though the 107in Station Wagon overlaps in production for several months until the Series II version is ready.

live with and with very good build quality,' says Julian. 'The LWB variants were the poor relations, but the market has come on in leaps and bounds.'

Specialist Mark Griffiths from The Land Rover Centre, Huddersfield, agrees that a LWB is a good choice, noting that prices haven't yet caught up with the short-wheelbase models: 'With prices for good SWB vehicles climbing beyond the reach of the man in the street, one of these would make a sound investment for the future.'

Expect to pay £8000 for a good 109 pick-up.

In a nutshell

Despite the majority of the bodywork being made from 'Birmabright', a tough aluminium-magnesium alloy, Land Rovers suffer badly from structural corrosion. The substantial ladder chassis is notorious for rusting everywhere, so beware of messy-looking repairs – especially when looking at an 'original' vehicle.

'The current trend for vehicles in as untouched condition as possible has, unfortunately, resulted in some downright dangerous vehicles being on the road,' says Julian. 'Genuinely original vehicles, with the factory paintwork and a known history from day one, are very desirable and attract a healthy premium. Make sure you aren't being sold a worn-out wreck; the best examples retain patina but are mechanically excellent.'

Petrol engines suffer from worn valvegear and camshafts but are generally reliable. The 2052cc diesel is an acquired taste, being underpowered and noisy for regular modern use. They are usually smoky and many parts are no longer available, but they do have an important historical aspect, which appeals to some. Transmissions are tough and well-made, although noisy gearbox bearings are common and axles often suffer from wear in the steering swivels, differentials and wheel bearings.

Bulkheads are another rot trap, though, like the chassis, replacements are available – a galvanised SWB chassis comes in at £1750 plus VAT, while a new bulkhead costs around £1000. Other parts can be pricey, too. 'It's not unusual for a good DIY restoration of a standard Series 1 to cost over £10,000 in parts alone,' says Julian. 'A rebuilt engine from a specialist is around £5000; with the "common" vehicles it is difficult not to spend more than the vehicle is realistically worth.'

Mark Griffiths agrees and suggests looking for something more unusual if you want a project: 'The rarer the model, the more sought-after and valuable it will be when completed.'

Conclusion

A Series 1 combines all the well-known Land Rover strengths with vintage appeal and a very distinctive character. Truly classless and as practical as the day it left the factory, a good Series 1 will become part of the family and invaluable all the year round. Just ask yourself this: what other vehicle will combat the winter snows, and then take the whole family out for a wind-in-the-hair run come summer?

1951 LAND ROVER S1

ENGINE
1595cc four-cylinder, IOE, Solex carburetor
POWER
50bhp @ 4000rpm
TORQUE
79lb ft @ 2000rpm
TRANSMISSION
Four-speed manual, selectable four-wheel-drive, two-speed transfer case
STEERING
Worm and nut
SUSPENSION
Live axles, semi-elliptic leaf springs, telescopic dampers
BRAKES
Drums
WEIGHT
1184kg
PERFORMANCE
Top speed 60mph

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1948 Series 1 80in
Dunsfold DLR, UK. Very early vehicle with original engine, axles and gearbox. Fully restored by respected specialist.

1958 Series 1 88in soft top
Land Rover Centre, UK. Fully restored with many new parts, including an engine rebuild and new, reproduction body panels.

1958 Series 1 88in Station Wagon
Landy-Point, Germany. Genuine LHD Station Wagon thoroughly restored with all the original features.

1957 Series 1 109in pick-up
Land Rover Centre, UK. An older restoration with lovely patina. Complete with frame for rear canvas tilt.

1957 Series 1 107in Station Wagon
US private sale. LHD vehicle restored with help from UK experts. Great runner with original 1997cc petrol engine.

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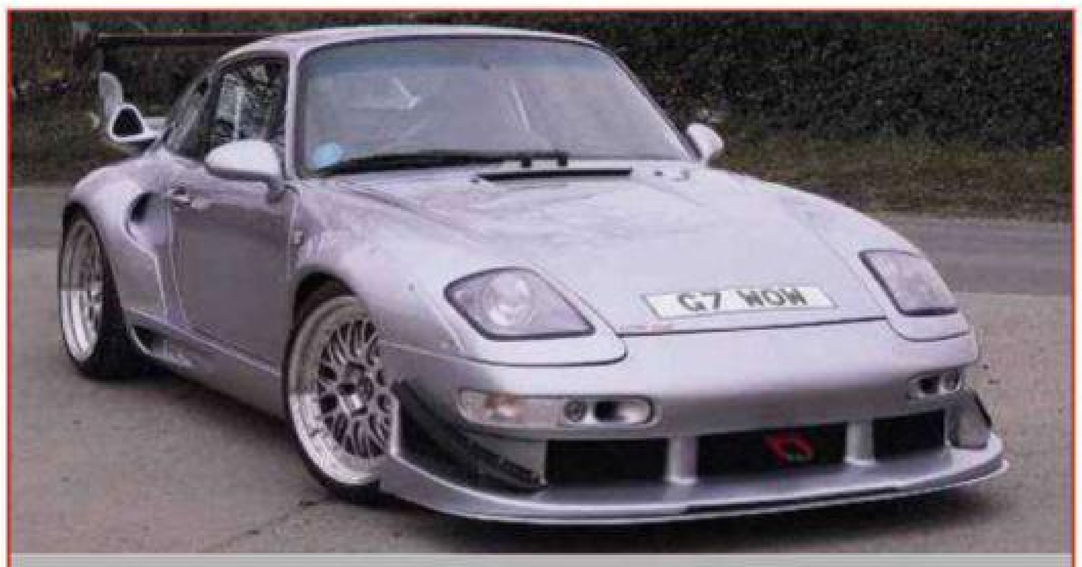

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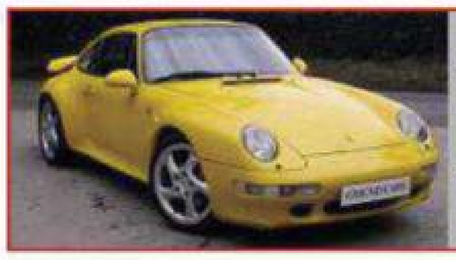

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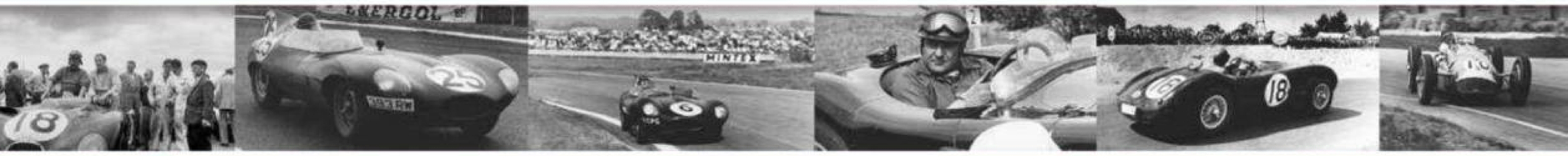

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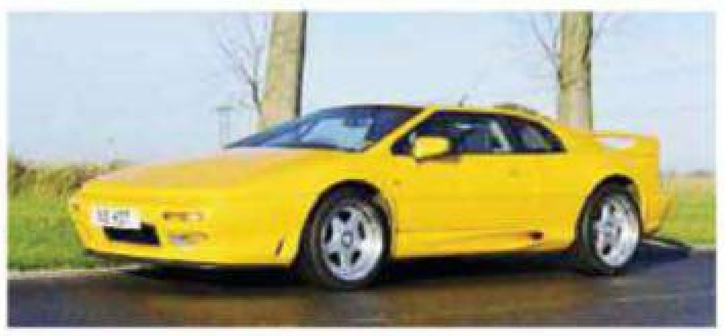

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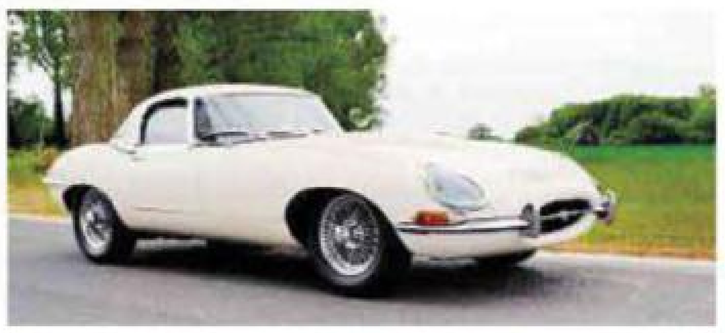

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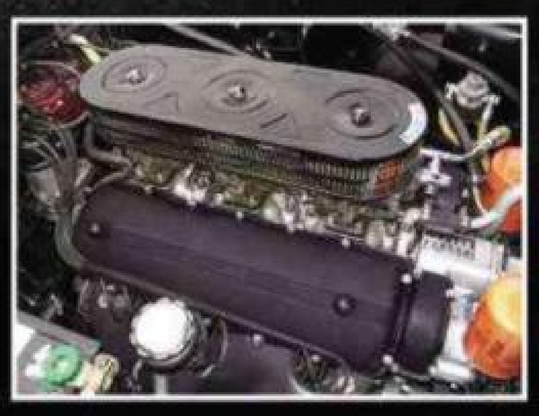

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Convertible Victoria by Inskip

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Engine No. W36B

One of only two built

This car was displayed at the world famous New York Auto Show in 1949. The Silver Wraith was the first postwar Rolls-Royce model made at the Crewe factory from 1946 to 1959. This is one of two convertible Victoria's designed and built by J.S. Inskip coachwork. It was by far their most flamboyant design on a Silver Wraith chassis. After being shown at the New York Auto Show the car was sold to its first owner, Lawrence S. Donaldson in January of 1951.

The car was owned for many years by the well known collector Andrew Darling of Minnisota. Having gone through an elaborate cosmetic restoration in 2007/2008, chassis WZB36 is ready to drive and show extensively.

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1965 Rolls Royce Silver Cloud III- Old English Cream. Tan hides

1990 Bentley Continental (III) C Thank You, Sold **p & hides piped White. 62,435 miles.**

1994 Rolls-Royce Corniche IV- 2nd Series. Arctic White, Tan Top & hides. 14,904 Southern miles, immaculate condition.

1999 Rolls Royce Silver Seraph V-12. Black Sapphire, Autumn hides. 35,981 two owner miles.

1999 Bentley Azure "Widebody" Mulliner Convertible - 420 HP Turbo. Arctica White, WHite hides, Blue piping & topo. 7,739 miles

2000 Rolls-Royce Corniche Cor Thank You, Sold **delivered to the US. Peacock Blue, Magnolia hides. Dark Blue piping & top. 33,789 miles.**

2000 Rolls-Royce Corniche Convertible - 335 Hp Turbo. Black, Oatmeal hides, Black piping & top. 29,264 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).

BC96LAF- 1957 Bentley S-1 Continental H.J. Mulliner Fastback. 1 of 24 left drives. Tudor Grey. Tan hides. Late large valve large carburetor engine, power steering, correctly ducted upgraded air conditioning w/cooling system . Original Belgian delivery. Exceptional throughout, warranty available.

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.

BC39LAR- 1960 Bentley S-2 Continental H.J.Mulliner "Spur Coupe" 1 of 24 left drives built. Bayard Crimson, Magnolia Connolly hides, correct A/C upgraded, S-3 engine specification. 1991-92 restoration by ourselves, still in great order. Presently in UK, EEC duty paid. Inspection in UK available by appointment.

LSHS353C - 1965 Silver Cloud III Mulliner Park Ward Flying Spur Alloy Sports Sedan. One of 18 left drives built. Fresh Velvet Green lacquer, genuine VM3234 Beige Connolly hides, roof ducted air conditioning, 30,324 miles, excellent collector pedigree. Written comprehensive mechanical warranty available.

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.

SCX50113- 1995 Bentley Continental IV- 2nd Series DHC. Triple Black, Red piping. 24,969 one owner miles since first delivered October, 1997 to Los Angeles California. Dealer fitted SONY TV monitors to rear, upgraded audio w/ GPS capacity. Service file, tools, book intact. 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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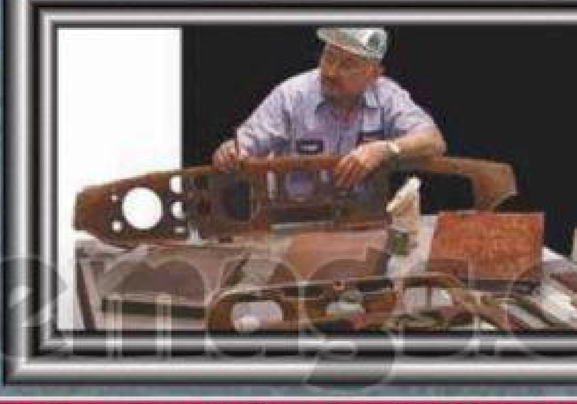

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JAGUAR XK 140 DROPHEAD, RHD - Imperial Maroon / Beige hide and carpets, 16" chromed wire wheels, subject of a total restoration 15 years ago, maintained by ourselves since. Excellent example.

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.

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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, LHD – Opalescent Gunmetal/Red hide and carpets, Black hood. Subject of a total restoration to the highest standards, JD Sport high torque specification engine, 5 speed gearbox, uprated suspension, alloy radiator, JD/AP Racing brakes, handmade stainless steel exhaust manifold and exhaust system. Competition polished stainless steel wire wheels. Matching numbers etc. Stunning 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 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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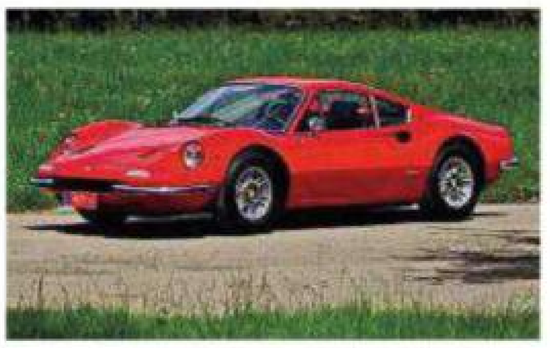
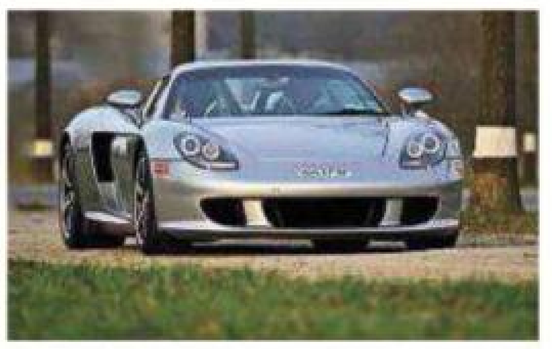
ART&REVS

The Fine Automobiles Gallery

– By Florent MOULIN





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- AC Cobra MKIV : 427 SC, chassis AK02, 10 000 miles, new condition, built in 1979 by Brian Angliss as a pre-serial, of the "Non – Federalised" car, very close to the real thing
- BMW M3 DTM : Bigazzi factory car which won two races with Steve Soper in 1992 DTM, amazingly original, recently serviced and repainted to Soper's colors
- BMW M3 DTM : Linder car driven by Armin Hahne in Jägermeister colours, into its original colours, serviced and only 2 hours on engine
- Delahaye 135M Cabriolet : very rare "Grand Luxe" version totally restored, wonderful, lot of history
- Dodge Viper Competition Coupe : GT2 car built by Oreca 1 of only 2 in the world, totally rebuild 0km
- Ferrari 430 Scuderria : 11000km, red with black stripes, 2 years warranty, as new
- Ferrari Dino 246 GT : 1971 car, superb restored condition, 70000 of bills, ex. Breitling owner, wonderful driving
- Fiat 124 Abarth GR4 16V : Ex Factory car one of the 4 last built with 16V engine, totally restored
- Lamborghini LM002 : the last one sold to a private with factory's statement, 28 000 km, silver, mint condition
- Honda NR 750 : reg in 1993, 4000km, new condition, only two owners , the two wheeler icon
- Lancia Stratos GR4 : built up to highest specs in 2003 from a Strodale, recently serviced and ready to race FIA HTP
- Lister Storm GT1 : ex. Factory car from FIA-GT, 2003 Anderstorp winner, fully restored, shown at Goodwood Festival
- Matra MS120 F1 : Chris Amon car in 1970, 71 car, original "C" specifications, ready to race
- Mercedes McLaren SLR : 2007,5500km, grey, back later, new condition
- Renault Alpine Europa Cup : 1986/87/88 winner car with Sigala totally original, gorgeous car
- Porsche 997 Cup : 2007, engine & gearbox 0km, ex. Manthey
- Porsche Carrera GT : Silver/black, 2004, 20 000 km, ex. F1 Team Owner car, large service including clutch just done.
- Reynard 2KQ LMP1: Chrstyler Oreca Factory Y. Dalmas car from Le Mans 2000, totally restored including engine
- TVR Griffith 400 : 1965 FIA legal race car, high specifications 289 engine, excellent condition
- Vaillante Grand Défi : Luc Besson movie car from Michel Vaillant (2003), excellent condition

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PORSCHE 997 – TURBO COUPE

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 Climate Control Xenon Headlights 19" Turbo II Alloys

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)

2006/7 - 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)

2006/7 - 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)

PORSCHE CAYENNE GTS

2008/9 PORSCHE CAYENNE GTS TIPTRONIC (BASALT BLACK) 28,000 MILES
2009 model, Black Leather/Alcantara interior, 21 inch Cayenne Sport wheel, Air suspension with self-levelling and height adjustment incl.PASM/PCM/PDCC/BOSE® Surround Sound System (digital)/Bi-Xenon, Cruise control, Electric slide/tilt glass sunroof, Extended roof spoiler with fixed bi-plane design, Exterior Package: Matt Aluminium Look finish Floor mats, Park Assist, Power Seats front with sports seats padding and 12-wayadjustment, Powerlift tailgate, Roof rails incl. roof mouldings: matt aluminium look finish Six-disc CD autochanger resp. six-disc CD/DVD auto changer, Stainless steel front apron Telephone module for PCM with Bluetooth (without active handset), Three-spoke multi-function steering wheel in leather, Universal audio interface, Full Porsche Specialist Service History.

PORSCHE 997 - C4S / C2S / C2

2005 - 997 C2S COUPE TIPTRONIC (SEAL GREY METALLIC) 29,000 Miles
Full Black Ltthr Int. (PCM/PSM/PASM/Extended Sat.Nav), 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

2003 - 996 GT3 (BASALT BLACK) 20,000 Miles
Full Black Leather Interior, Electric Windows, Climate Control, Rear Roll Cage, Porsche Radio with CD Player, 18" GT3 Alloy wheels, Full Service History (Just been Serviced)

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, Lumbar supports, Rear wiper, Porsche Crest Embossed in headrest, Rain sensors, Cruise Control, BOSE, 6 CD Changer, Sports Exhaust, Rear Park Assist, Xennons, 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)

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

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 Uprated 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, Uprated 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 Uprated 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 Uprated Blaupunkt DAB/CD Player Rear Windscreen Wiper Immobiliser 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 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)

1994 - 993 C2 COUPE MANUAL (BLACK METALLIC) 68,000 Miles
Marble Grey Leather Interior, Electric Seats, Electric Mirrors, Sony Radio Player, Sunroof Climate Control, Rear Wiper, 17" Alloy Wheels, Full Service History (Just been Serviced)

1994 - 993 C2 COUPE MANUAL (IRIS BLUE) - 99,000 Miles
Iris Blue Coachwork, Grey Leather Interior, Electric Seats, Electric Windows, Electric Mirrors, Pioneer Radio Player, Air Condition, Rear Wiper, 17" Alloy wheels, Full Porsche 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)

2005 - FERRARI 360 SPIDER F1 (ROSSO RED) – 33, 000 Miles
2 OWNERS FROM NEW, Ferrari Logo Embossed Electric Seats, Original unused Tool Kit, Rosso Corsa with Crema Leather and red Piping Interior, Bordeaux Carpets, Rosso Stitching, Roll Bar In Crema Leather, Scuderia Wingshields, Climate Controlled Air Conditioning, Alloy Wheels with Red Calipers, Electronic Suspension, ASR, Power Hood, Xenon Headlamps, Airbags, Stereo System with Multi CD Player and Security System with NavTrak ADR. Full Main Dealer Service History - (Just been Serviced and Cambelts done)

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)

1997 - FERRARI 550 MARANELLO MANUAL (ROSSO RED) – 37,000 Miles
3 OWNERS FROM NEW, Manual, Magnolia Leather Interior, Red Carpet, Electric Seats Electric Windows, Electric Mirrors, Climate Control, 18" Alloy wheels, Full Main Dealer Service History-(Fully Documented Service History & Original Tool Kit).

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)
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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

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.
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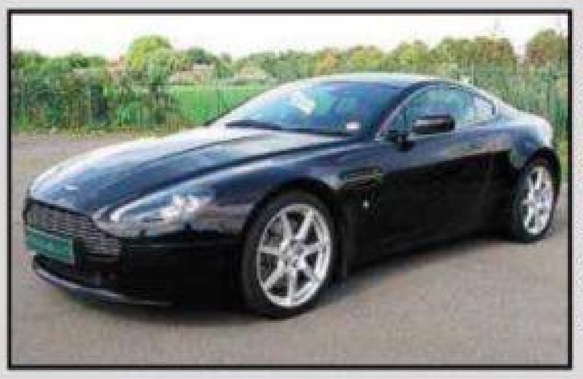

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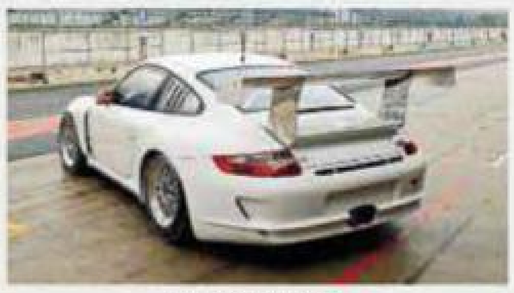

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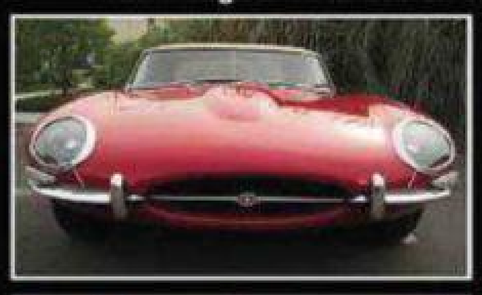

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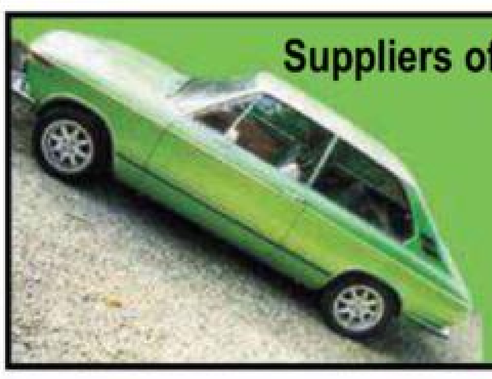

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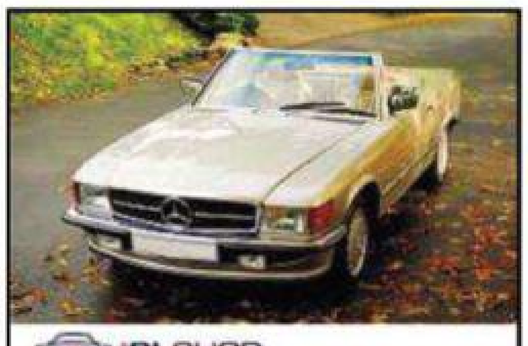

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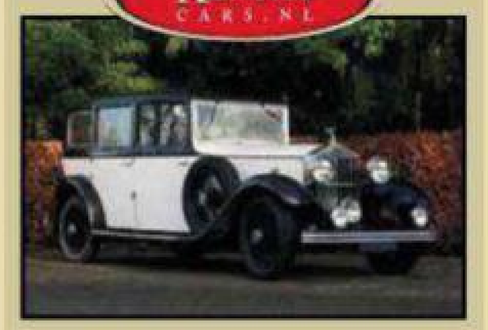

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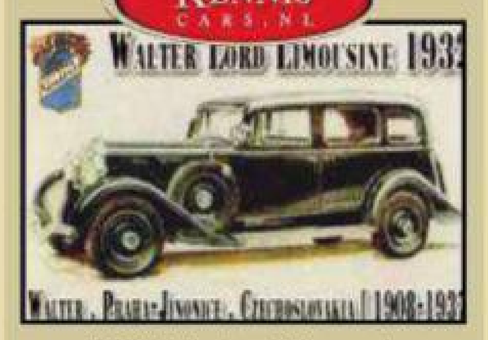

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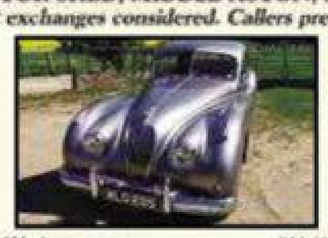

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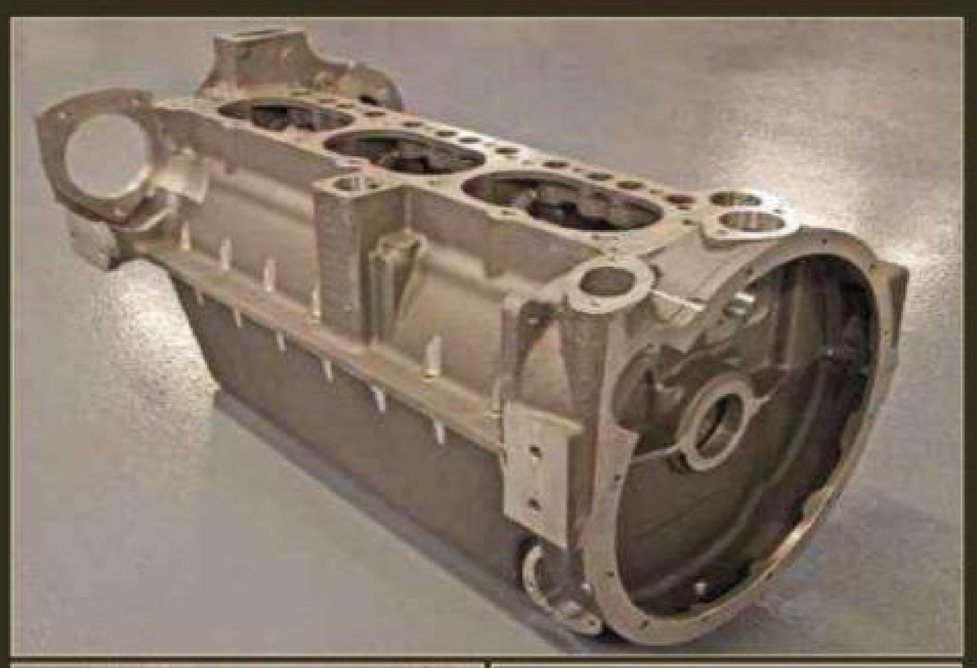

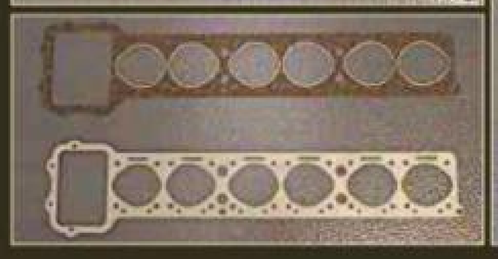

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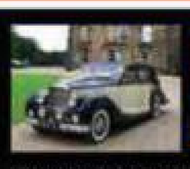

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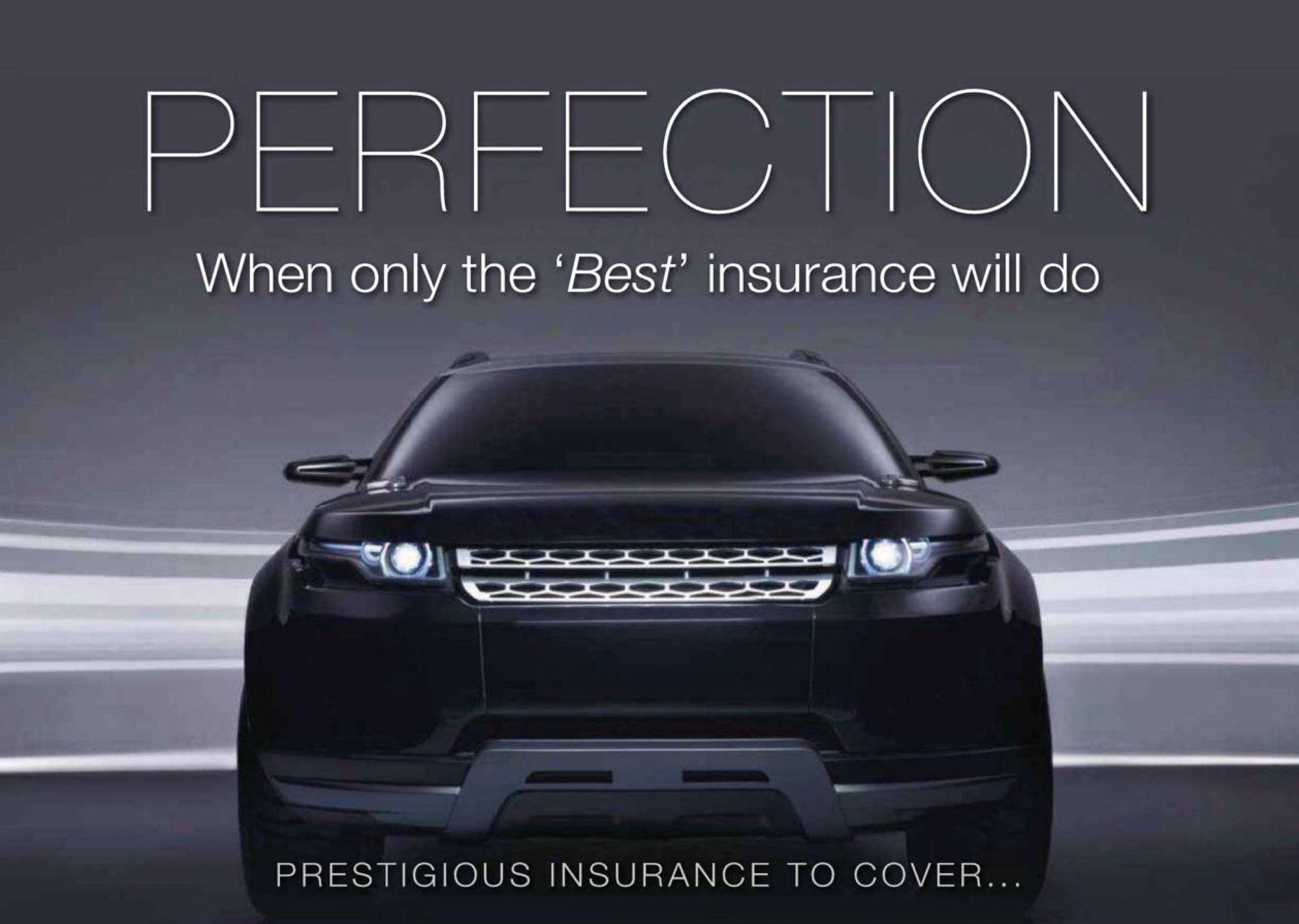

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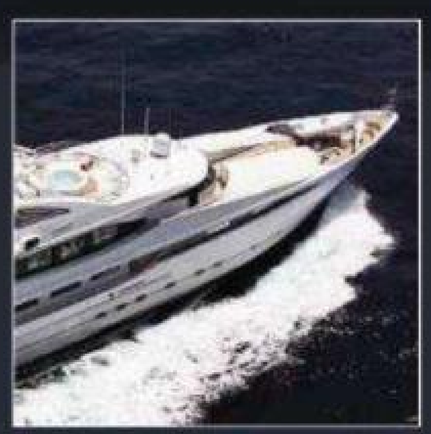

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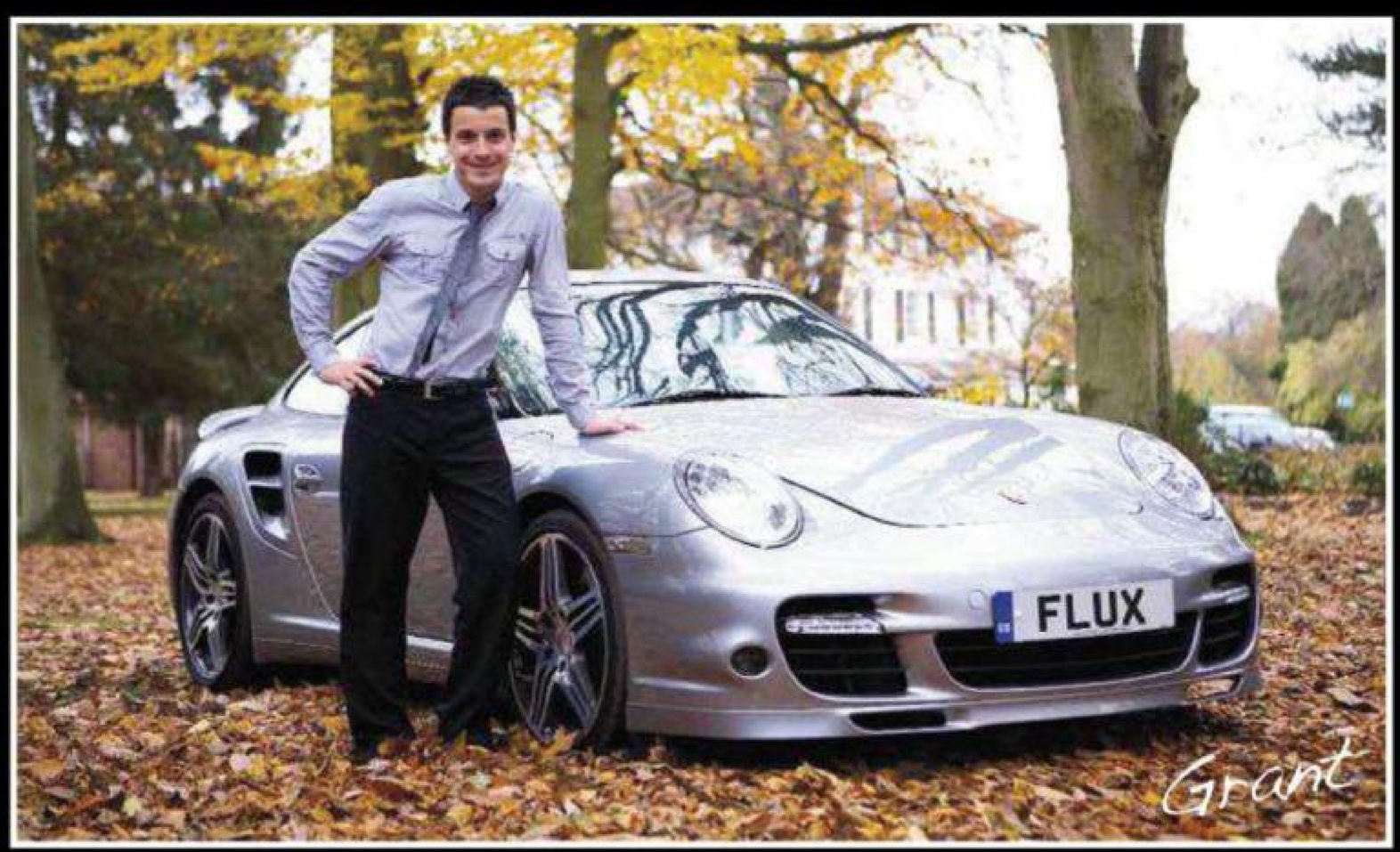

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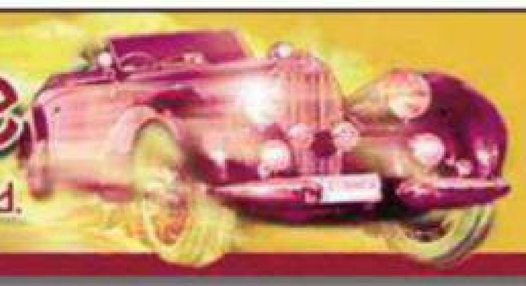

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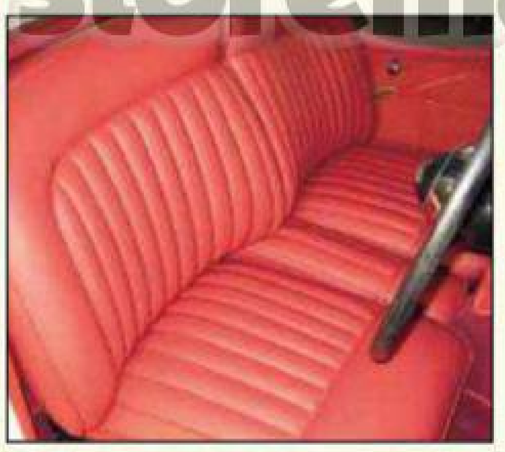

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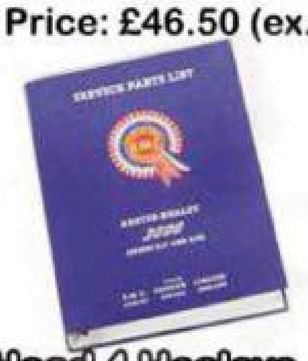

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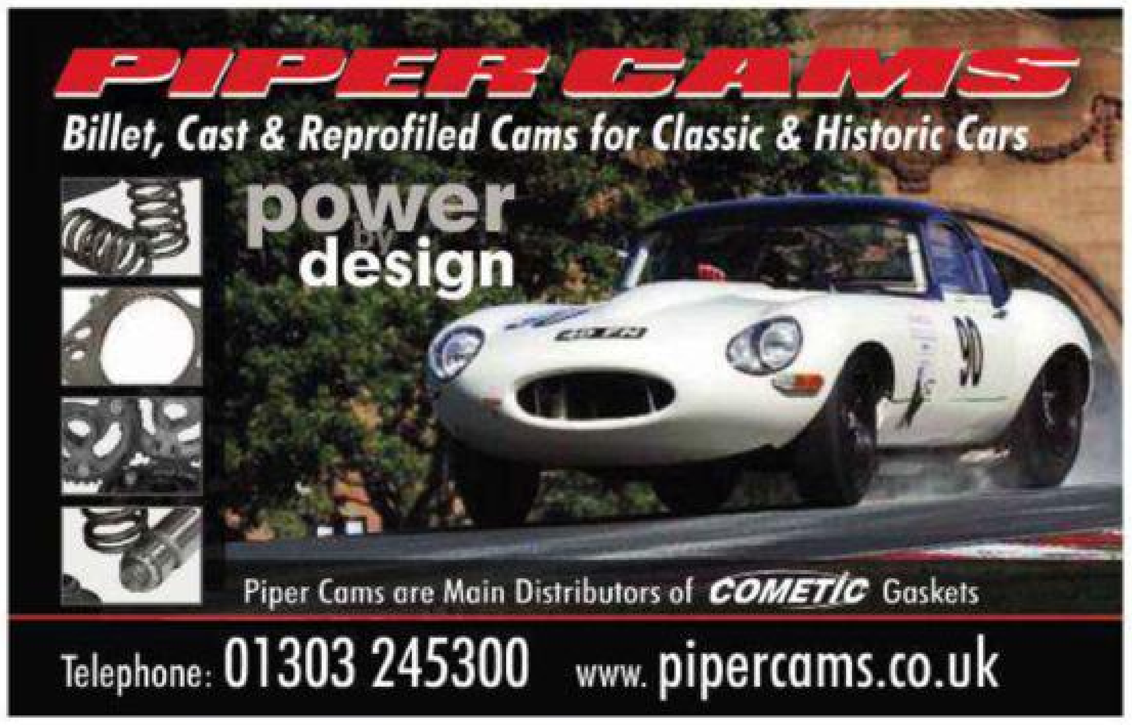
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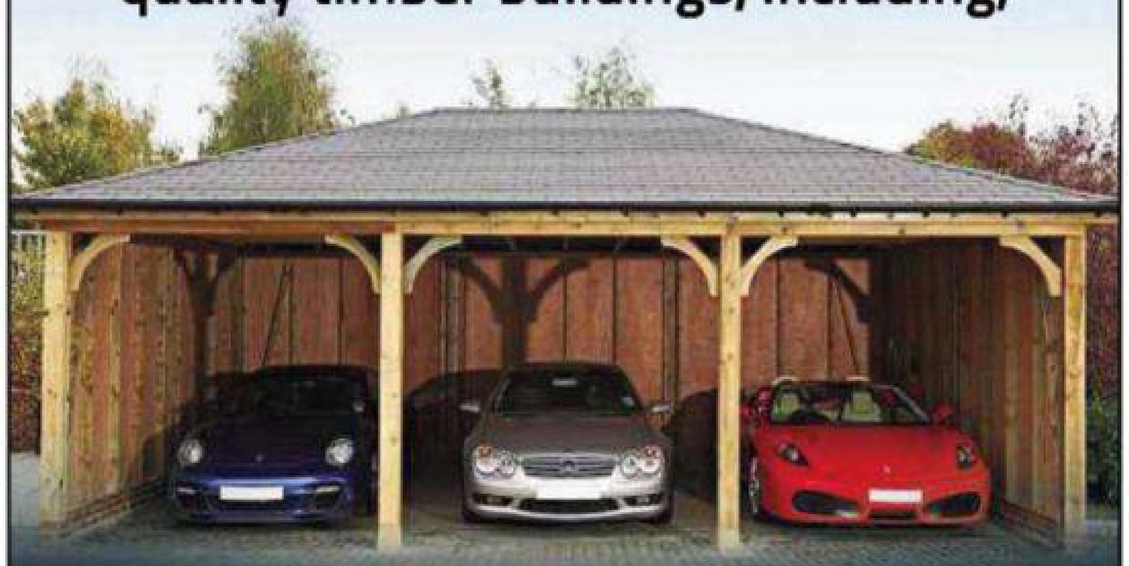

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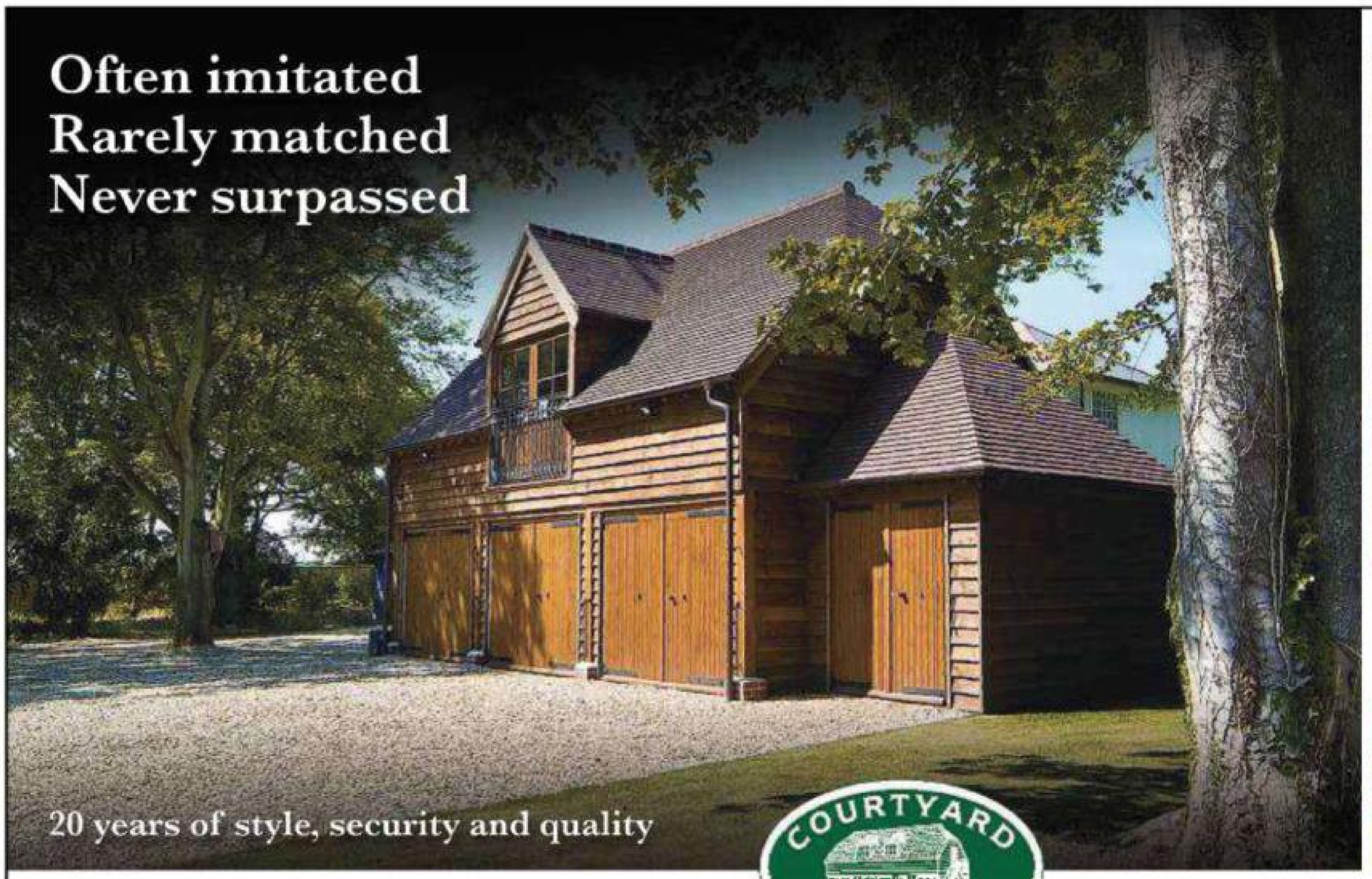

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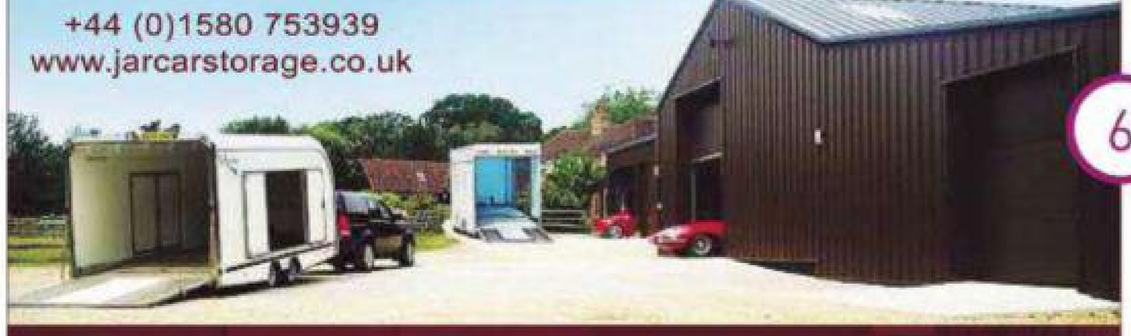

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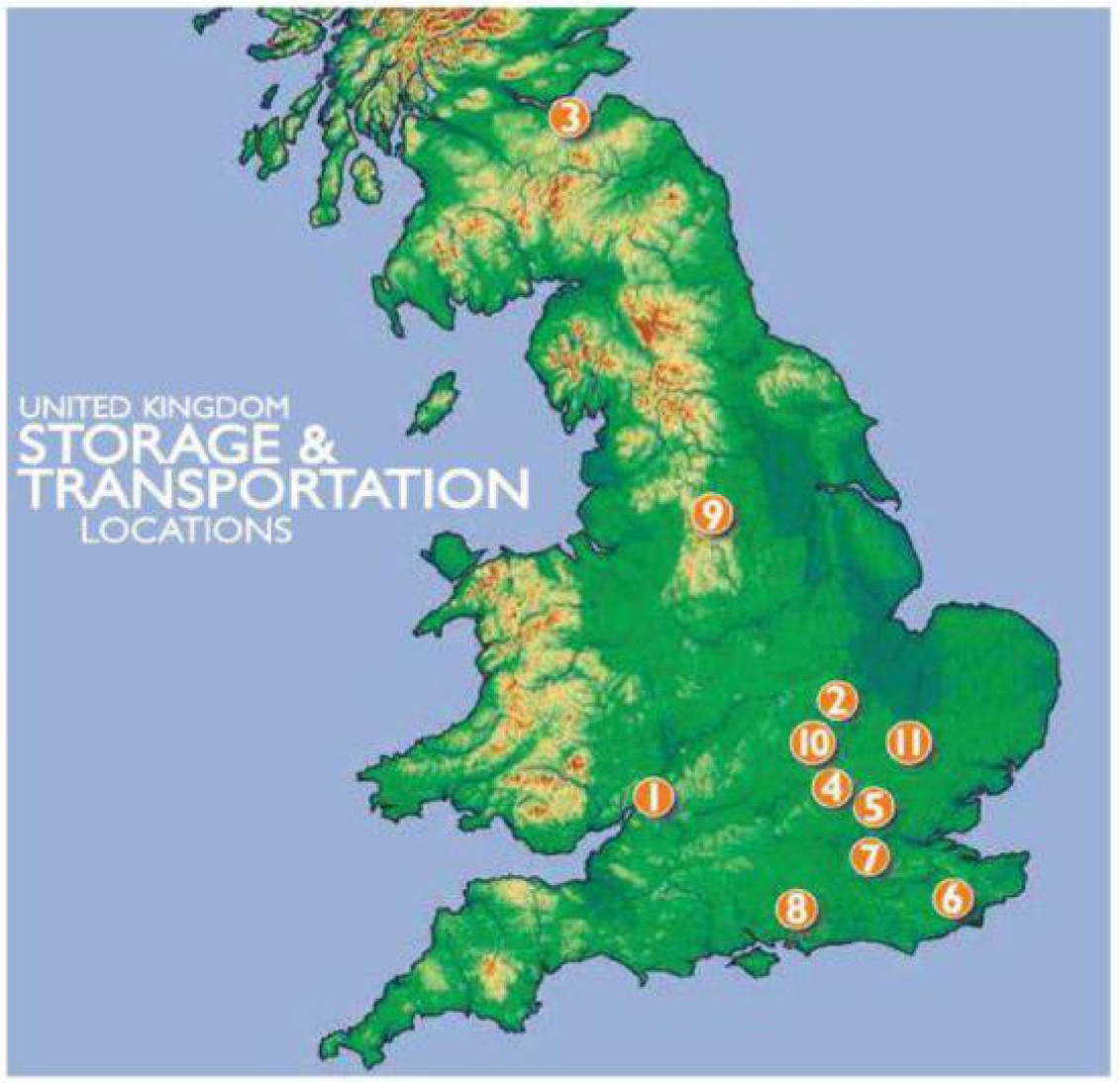

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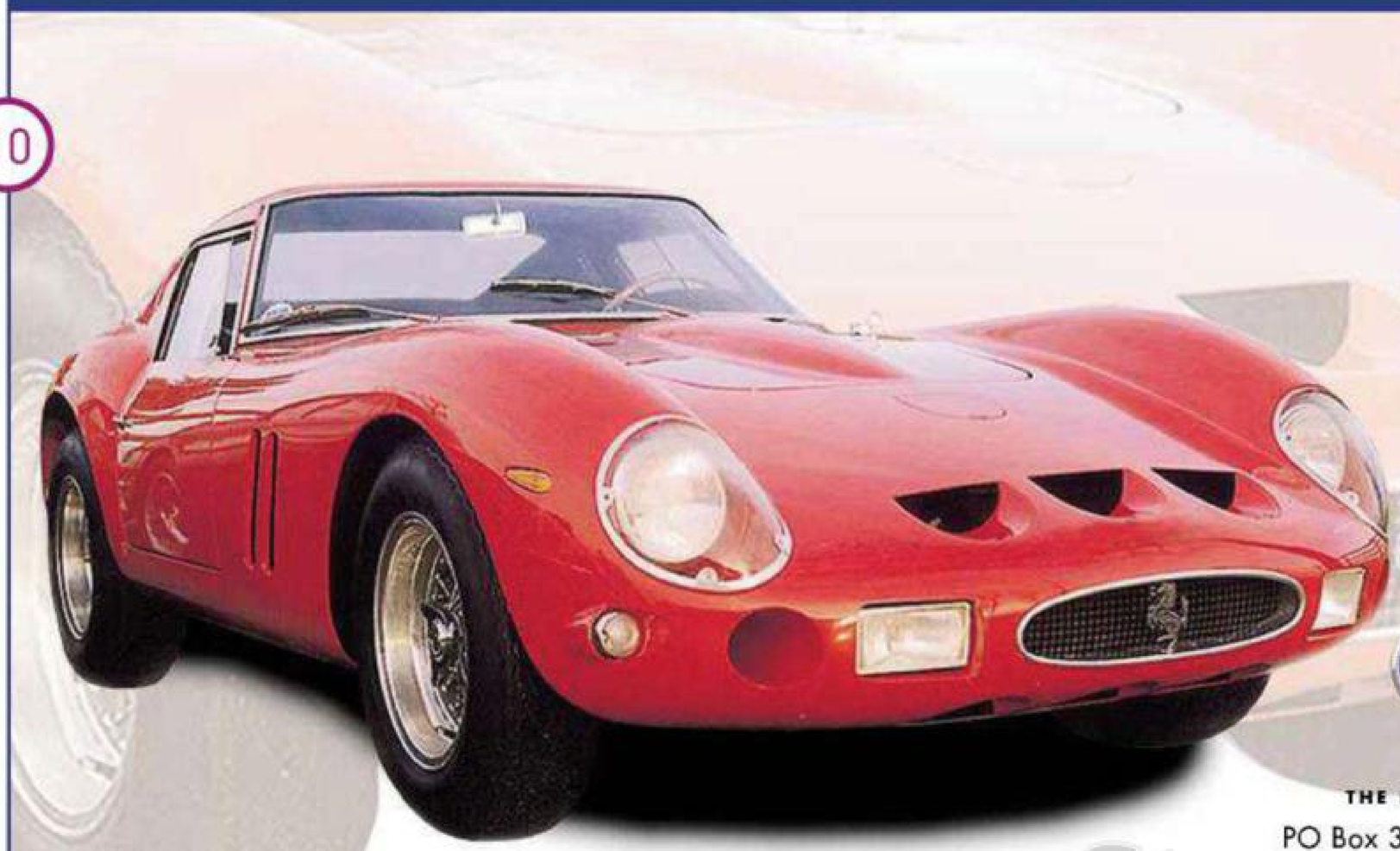

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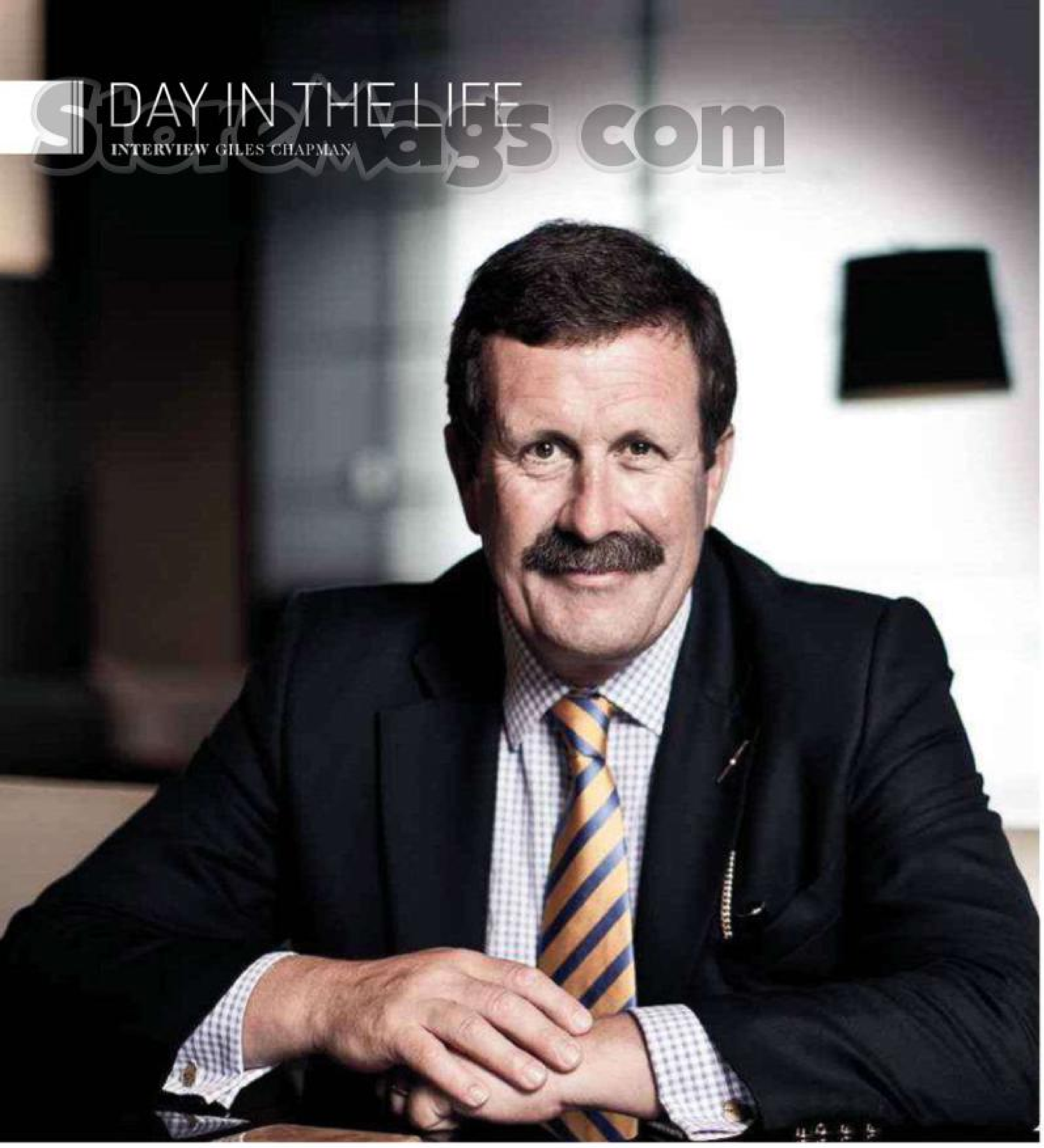

Richard Charlesworth

Meet Bentley's royal fixer, who can make all the right things happen for its most exclusive cars – and clients

THE QUEEN, I believe, likes to be kept informed about important British institutions. When Bentley and Rolls-Royce split in 1998, I kept the Palace updated. Fortunately, I'd been talking to staff there for years – we had an excellent relationship.

Indeed, we have great relationships with about 15 other Royal families around the world, and consequently I have to travel an awful lot. I try to restrict it between Monday and Friday so I can enjoy my family life; I like watching rugby, my son plays and I like taking him to matches. The same for my daughter, only it's hockey.

This week I've been to New York to see a VIP customer who owns a lot of Bentleys. Tomorrow, I fly off to the Guangzhou Motor Show where we're announcing a ten-car Continental Flying Spur Linley edition, jointly designed with David Linley. I have a relationship with him already, because of who he is. He'll be there too, and we'll hold a dinner where he'll be guest of honour.

After that, I have about 15 meetings planned with individual Chinese customers. We're pretty cagey about future plans, but if there's a design change in the next few months we can alert them.

I live in Prestbury and drive 45 minutes to the factory at Crewe. At the moment, I commute in a VW Touareg. I'm usually at my desk by eight; the plant is already in full swing by then.

Our VIP customers demonstrate their choices by choosing Bentleys, and we never talk about them, so no names, I'm afraid. In the last few days, I arranged to have delivered some tyre cradles – soft pads for the garage floor to avoid flat spots – to one frequent customer for his 1960s S3. He doesn't like it getting square tyres!

On another occasion, when Arnold Schwarzenegger came to the UK, I sorted out a Mulsanne for his use for three days. He's a lovely guy and a Bentley owner for many years. I sometimes get agents of famous people asking for cars, and usually I have to say sorry, but no.

'A WACKY COLOUR SCHEME MIGHT LOOK AWFUL IN LEAFY CHESHIRE, BUT COULD BE WONDERFUL IN CALIFORNIA OR DUBAI'

It's often their representatives who have grand ideas, not the celebrities themselves.

I love it if any VIP customer, indeed any celebrity, can come to Crewe to personally spec their new car. We wouldn't allow anything that affected the engineering integrity – fitting a towbar to a Continental GT, let's say. As to a wacky colour scheme, well, it might look awful in the leafy lanes of Cheshire, but could be wonderful in California or Dubai. We're not too keen on outlandishness, and fortunately most people can be persuaded away from that. Only rarely is someone's idea so awful we absolutely say no…

Bill Slater here at the factory had the idea for Bentley to build a special State limousine for the Queen's Golden Jubilee in 2002. We asked the Queen if she would be prepared to accept such a gift from the whole UK motor industry. She was happy for it to be a Bentley – for her Silver Jubilee, the industry gave her a Rolls Phantom VI.

In 1999 we presented two different design directions for the car, based on the Arnage R, and they selected one. Later on, we took a full-size clay model to the Palace; I was then closely involved with their requirements. I can't go into too much detail, but cloth upholstery was requested for the back with leather up-front, like all Royal cars. It has really good air conditioning, two big seats, two occasional seats, a radio and a CD player, and not much more. It's a working vehicle.

The Palace requested a second car, which we created from the prototype. The Royal Wedding last year was very satisfying, as both were part of the occasion. They come back here twice a year for checking, arranged by myself. Other members of the Royal family also drive or use Bentleys, especially Continental Flying Spurs. Prince Charles uses biodiesel Jaguars, very laudable, but I think he still has a Turbo R too.

I liaise constantly with our VIP managers around the world. Our man in the Middle East has a much closer relationship with Royal households there than I do. I'm also in London frequently, as I'm heavily involved with the Coachmakers' Livery Company in the City. It's one of the last champions of coachbuilding skills and I'm Bentley's representative there.

I joined Rolls-Royce in 1974. My first job was hand-completing each car's handbook, and handing over cars to dealers. I had a few years in distribution, then six years as northern [Britain] representative, then four years in the Middle East as general manager. From 1993, I was PR manager for seven years before starting my current role. I know all the guys who actually make the cars, and I met my wife here. I regularly wear the cufflinks I was given for my first 25 years' service…

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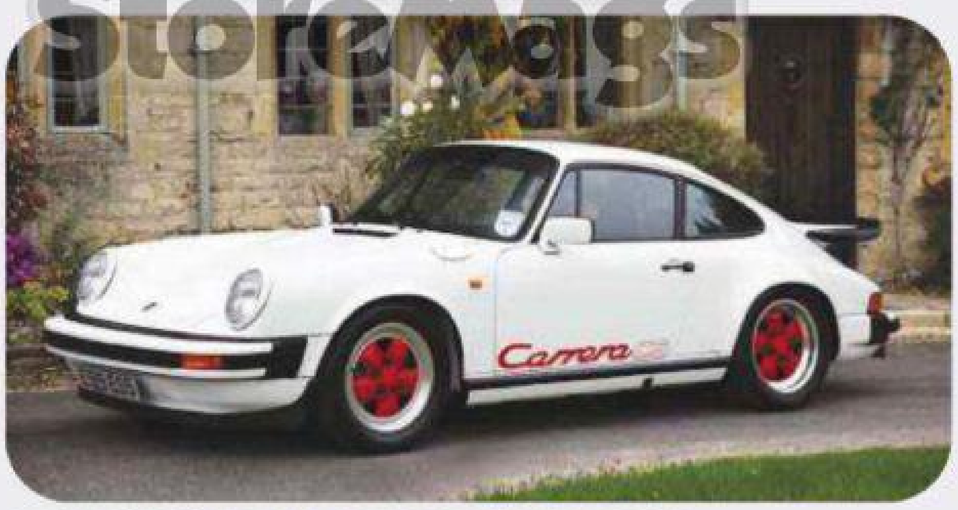

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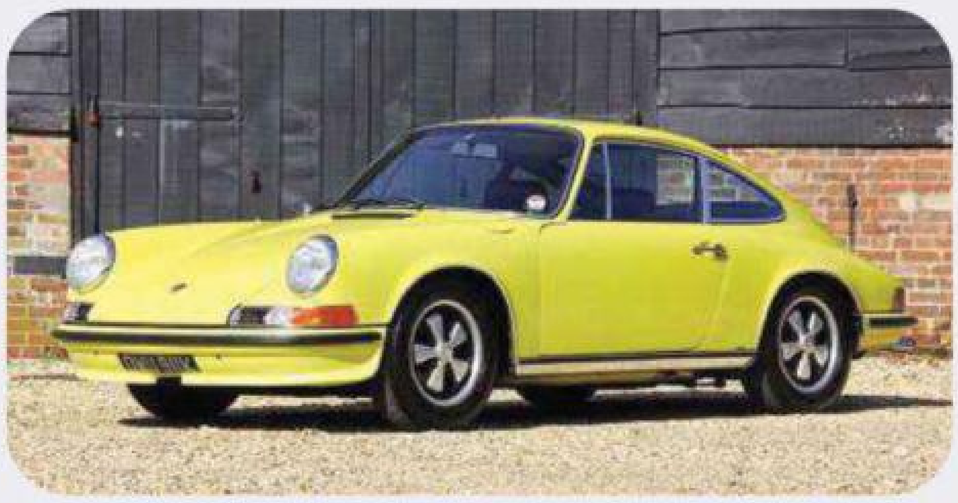

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STAGE RALLY CARS
WHICH IS BEST, HOW MUCH TO PAY

GREATEST HILLCLIMBS
FROM PRESCOTT TO PIKES PEAK

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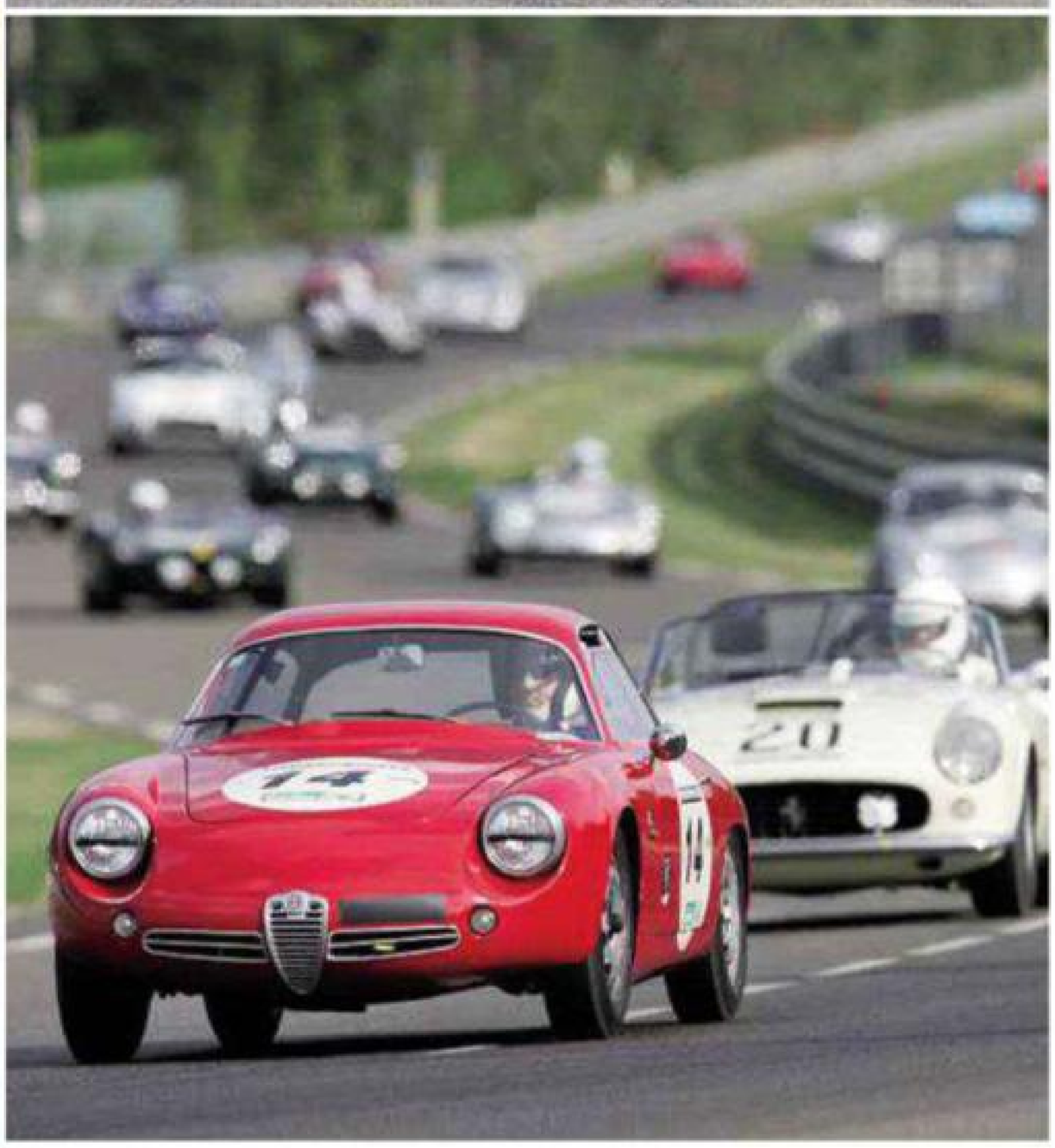

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Racing ahead

THIS WILL BE AN EXCITING YEAR for historic motor sport – not just in racing, but for rallying, sprints, hillclimbs, trialling and more. We're looking forward to the new historic classes in trialling, the 50th anniversary series of high-profile MGB races, the all-Cobra showcase at the Goodwood Revival, the build-up to next year's epic Peking to Paris Motor Challenge, the first-ever 'world championship' historic kart meeting at Donington (although it's not really a championship...) and much, much more.

This supplement, made possible through the support of private bank EFG International and written by experienced competitors Paul Hardiman and Tony Dron, will guide you through the wide-reaching world of historic motor sport, whether it's competing or spectating that's your interest.

We hope that for onlookers, novices and seasoned racers alike, there's something in here to inform and entertain you. We trust you'll enjoy it.

David Lillywhite
EDITOR

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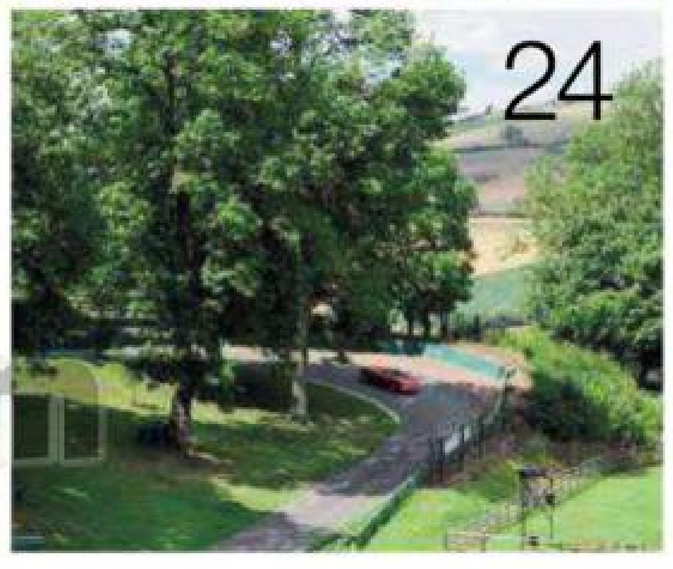

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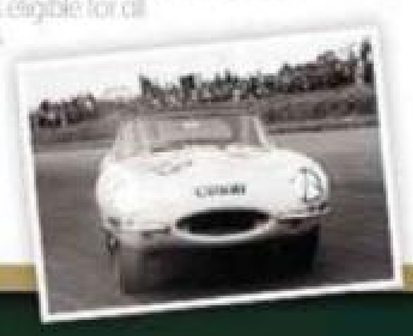

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MOTOR SPORT NEWS

Exciting developments in historic Touring Cars, rallying and sports-racing: 2012 is going to be a good one!

Historic Touring Car races set to expand

THE JD CLASSICS CHALLENGE – the race series launched in 2011 for historic Touring Cars – is set to broaden its remit, with machines from as far back as 1966 becoming eligible for the 2012 races.

The Challenge is now open to Touring Cars that ran between 1966 and 1985, so long as they comply with the period regs for either the British Touring Car Championship (previously the British Saloon Car Championship) or the European Touring Car Championship.

Said Duncan Wiltshire of organiser Motor Racing Legends: 'We have pushed the eligibility start date back from 1972, to bring such iconic and much-loved models as Anglias and early Escorts out to play – and provide an even better spectacle. When we launched the JD Classics Challenge in early 2011, owners of genuine Touring Cars showed great enthusiasm for digging their eligible cars out of the garage and restoring them to race-ready condition – and we're aware of even more being prepared this winter.

'But we also heard from owners of cars from a slightly earlier era, bemoaning the lack of high-calibre racing opportunities. So we studied the regs from the time, and decided to extend the eligible years back to 1966.' MRL will also consider cars complying with other National regs, on a case-by-case basis.

5-6 May Donington Historic Festival
26-27 May Brands Hatch GP Circuit
25-27 August Oulton Park Gold Cup
18-21 October Algarve Historic Festival
More at www.motorracinglegends.com.

FIA class created for 2012 BHRC

CARS RUNNING TO FIA Historic specification will now be able to compete in the 2012 Kololi Beach Club MSA British Historic Rally Championship – bringing the exciting possibility of Quattros, Sunbeam Lotus and Lancia 037s returning to the forests.

Following approval from the MSA, a separate HRCR FIA Cup will be run for cars built to FIA specification and running with FIA Historic Technical Passports – a feature not available in any other UK-based championship. The BHRC's existing cut-off date of 31 December 1981 will apply, and the FIA cars will compete in their own class for separate awards and will not score overall BHRC points.

FIA cars will be required to run on Dunlop tyres in order to be eligible for points in the HRCR FIA Cup, which will run in parallel to the main BHRC. More at www.hrcr.co.uk.

Martini Trophy and Supersports link up

THE MARTINI TROPHY and the International Supersports Cup have joined forces to create an even stronger series for 2-litre sports-racing cars under the management of the Historic Sports Car Club. The five-event, ten-race Martini Trophy with Supersports will be managed by the HSCC from its Silverstone office, while Supersports founder Silvio Kalbs will remain active and plans to race his March 75S in the new series.

The cut-off date will remain as per the Martini regulations for 2-litre sports-racing cars produced prior to the end of 1978, and closed-cockpit cars will be encouraged: Chevron B8, B16, Ferrari Dino 206S, Ligier JS1, Lotus 47/62 and the Porsche 906/907/910 range. For the Hockenheim race only, Can-Am and big-engined sports cars will be eligible.

'This is the best news for ages for 2-litre sports car racing,' said the HSCC's Graeme White. 'We've been talking about working together for some time; I'm delighted an agreement's been reached.' Provisional calendar: 14-15 Apr Hockenheim Jim Clark Memorial (Germany); 19-20 May Silverstone International Trophy; 30 Jun-1 Jul Brands Hatch Super Prix; 26-27 Aug Oulton Park Gold Cup; 6-7 Oct Dijon (France). More at www.hscc.org.uk.

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THE WORLD'S BEST HISTORIC MOTOR SPORT

From the Pacific shore to the Tasman mountains, Europe's legendary race circuits to the Mongolian desert: few places on this planet aren't visited by historic motor sport. Here is **David Lillywhite**'s pick of the most prestigious and desirable events...

Targa Tasmania

17-22 April

THIS IS A TOUGH ONE: a balls-out tarmac rally round the mountainous and sparsely populated island of Tasmania, a state of Australia. This year the Targa has been extended to five days, adding an extra 70km of competitive stages. The entry list is always diverse, as likely to feature Ford Anglias as new, full rally-spec Mitsubishi Evos. And with closed roads, the action is fearsomely fast. Entry costs from AUS$2990 for the 'Rookie Rallye' class to nearly AUS$8000 for the top modern class. www.targa.org.au.

Grand Prix de Monaco Historique

11-13 May

An intensely evocative venue for any motor sport fan, and undoubtedly *the* historic racing event to be seen at. For 2012 (the Historique takes place every other year) there are seven categories from pre-1947 voiturettes and pre-war racing cars, to 1973-'78 F1 cars. Entries (at a cost of €4500 per car) close in mid-February, while it's also worth visiting as a spectator – just make sure you book accommodation as soon as possible. Call +377 93 15 26 00 or see www.acm.mc.

Mille Miglia

17-20 May

During the 1950s the Mille Miglia was the greatest road race of all. Now it's the most sought-after historic regularity rally of all, with 300 hotly contested places for cars of a type that competed in the original event before it was stopped in 1957. The organisers usually receive around 1500 requests for entries, so for even a chance of a place you need to own a car with a particular provenance, ideally with Mille Miglia history. Entry cost €7260 in 2011, and closed in December, so think about 2013 or 2014, and consider following the event as a spectator this year (great fun, and informative). www.1000miglia.eu.

Classic Marathon

23-29 June

The original historic rally, started in 1988 and back in 2012 for the 24th time. This year it's not going as far afield, sticking to Ireland, so there are fewer long-distance trawls between the best sections of rallying roads. It's open to all cars manufactured before 1981. Entry costs £3850 per car. More details on www.classicrally.org.uk.

Goodwood Festival of Speed

28 June – 1 July

It's actually a demonstration run up the hill past Goodwood House rather than true competition, but this is where the world's finest motor sport machinery – old and new – comes together, and to drive at the Festival (whether on the hill or the excellent rally stage) is an incredible experience. The theme for 2012 is 'Young Guns – Born to Win', celebrating drivers, riders, designers and engineers whose supreme talent turned them into global superstars. Sixty years of Lotus and 30 years of Group C are the first of many anniversaries that will be marked at this year's Festival. www.goodwood.co.uk.

Le Mans Classic

6-8 July

The Le Mans Classic is held only every other year. This year's entries are already closed, so if you want to take part it's 2014 for you. The Classic is a must-visit event, though, with more than 600 cars – from 1923 to 1979 – split into six grids, each running three times through the night and day. Only models with LM pedigree, or their sister cars, can take part. More from www.lemansclassic.com.

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Silverstone Classic

20-22 July

After a few years in the doldrums the historic racing festival at Silverstone has almost fully recovered, and now provides some of the best racing grids of any of the world's top meetings. The spectator attractions tend to be spread out over too large an area and the pit layout caused some consternation in 2011, but there's no faulting the racing. This year that includes a celebrity race in Morgans, Masters F1, 1973-1999 Touring Cars, Group C, Pre '66 GT and much more – with an MGB 50th anniversary celebration thrown in for good measure. More information on www.silverstoneclassic.com.

AvD Oldtimer Grand Prix, Nürburgring

10-12 August

The Oldtimer Grand Prix is a massive event, the biggest historic race meeting in Europe. Grids are for pre-'62 cars, and the majority of the races are on the GP circuit, but the endurance race takes in the legendary 14-mile 'Green Hell' Nordschleife and the GP circuit. The Youngtimer Trophy is also on the Nordschleife. See www.avd.de.

Monterey Motorsports Reunion

17-19 August

Part of the wonderful Monterey Historics Week, which includes the world-famous Pebble Beach concours among many, many top-level classic car gatherings. The recently revamped Motorsports Reunion is the USA's top historic race meeting, with over 550 cars entered. It's held at California's Laguna Seca track, home to the legendary Corkscrew corner, but a harsh place to race or spectate at if you don't protect yourself from the sun and the dust. For 2012 the featured marque is the Shelby Cobra. More information at www.mazdaraceway.com.

Classic Targa Adelaide

22-26 August

This is the replacement for Australia's much-missed Classic Adelaide rally, and is equally mad, bad and entertaining to know. For 2012, the second running of the Classic Targa Adelaide, the event takes on new roads and has been expanded from four to five days. It gives the same mix of moderns and classics as its sister event, the Targa Tasmania, although entry costs are lower, from AUS$2990 to AUS$5190. See www.classictargaadelaide.com.au.

Goodwood Revival

14-16 September

It really is a 'magical step back in time'. With wheel-to-wheel racing in front of grandstands packed with period-dressed spectators, it doesn't get much better than this. Of course, entries (by invitation) are highly sought after, but if you have the right pre-66 historic race car (or motorcycle) then it may be worth contacting the organisers as soon as possible. Bear in mind that in certain races owners are expected to share wheel time with celebrity drivers. For 2012 there's a special Cobra 50th anniversary race. More on www.goodwood.co.uk.

Spa Six Hours

21-23 September

A legendary race on the legendary Circuit de Spa Francorchamps in Belgium, for which competitors travel from all over the world. The endurance race grid pits Cobra against Mini, with plenty in between, and there are also grids for World Sports Cars, GTs, Vintage and Historic F1 – and to see 1970s F1 cars tackling Eau Rouge is utterly spine-tingling. An easy drive from the UK – don't miss it! See www.roadbook.be for details.

'This is where the world's finest motor sport machinery comes together, and to drive at the Festival is an incredible experience'

Algarve Historic Festival

20-23 October

In pure racing terms there's little to distinguish this relatively new historic racing festival from any of the others around the world, although the fast and undulating F1-standard Portimao circuit is pretty special. But the sunny weather, especially for us Brits, makes for a welcome change, in otherwise gloomy October. There are 14 races for Gentleman Drivers, Formula Junior, U2TC Touring Cars, Pre-War Legends and Historic Formula 1 categories. For details see www.autodromodoalgarve.com and www.motorracinglegends.com.

Carrera Panamericana

October (date tbc)

Mexican madness! Racing, not regularity, on 2000 miles of rough, tough roads that wind through the hills, mountains, forests villages and towns between Huatulco and Zacatecas. The original event ran from 1950 to '54, with 27 fatalities in that short time. It was resurrected in its current form as a historic car event in 1988, with closed stages, timed sections and enough classes to allow a wide range of classics. Most are 1950s Yank tank NASCAR monsters, but there are also plenty of smaller European models competing in the Historica classes. More details on http://lacarrerapanamericana.com.mx.

Le Jog Reliability Tour

1-4 December

It's not glamorous but it's an experience! Driving down some of the most remote roads in the UK, between Lands End and John o'Groats, tackling challenging regularity sections and equally challenging weather conditions, with precious little sleep, probably sounds masochistic – and it is! Yet the euphoria of finishing the event makes it worthwhile, for experts and novices alike. Entry cost isn't confirmed yet, but you can reserve a place with organiser HERO. Last year's Trial cost £2700; the less gruelling Tour half that. www.heroevents.eu.

Rallye Monte-Carlo Historique

January 2013

Plenty of rallies end in Monaco, but this is the big 'un, organised by the real deal, the Automobile Club de Monaco. The rally, open to cars that would have participated in the Monte between 1955 and 1980, has multiple start points, this year at Glasgow, Oslo, Barcelona, Reims, Turin and Warsaw. Entry for 2012 was €4300 per car. www.acm.mc.

Peking to Paris Motor Challenge

28 May-29 June 2013

The ultimate automotive adventure: a gruelling 31 days and 7600 miles across deserts and mountains, through China, Mongolia, Russia and Europe – the route taken in 1907 by Prince Borghese in the first-ever transcontinental rally. What to drive? Well, there's already a wide selection of cars entered, from 1924 Rolls-Royce Silver Ghost to a 1968 Saab 96 and a '72 Mercedes 450SLC. It won't be cheap, it won't be easy. But you won't forget the experience. www.pekingparis.com.

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July 20/22 - Silverstone, UK
August 10/12 - Nurburgring, Germany
Sept 1/2 - Zandvoort, Holland
Sept 21/23 - Spa, Belgium
Oct 13/14 - Donington, UK

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PREVIEW

LE MANS CLASSIC

Le Mans, one of motor sport's most romantic and daunting names, has given us some epic racing duels; Bentley vs Bugatti, Ford vs Ferrari and Porsche vs just about everyone. Every two years, the old combatants come together again at Le Mans Classic, now in its sixth edition

Words: Rob Scorah **Photography:** Rod Laws/Auto Press

ALL LA SARTHE'S MOST ICONIC CARS from 1923-1979 will be at the circuit between 6-8 July: Bugatti Type 44 and 51s from the 1920s and their adversary, the supercharged 1929 Bentley 4.5; streamlined 1950s Jaguar C- and D-types; and the great Ferrari 512S and BBLM of the 1970s, no doubt held to account by Porsche 908s and 917s. But for the connoisseur, there will be some less obvious though equally interesting gems – look out for Michèle Mouton's class-winning Moynet LM75 of 1975 or aspiring middleweights like the 1949 Skoda Sport or '53 Jowett Jupiter.

For the dedicated spectator, practice begins on the Friday, each of the six period classes running a day and a night session, before the racing proper begins at 3:45pm on the Saturday. Each group will race three one-hour sessions over the weekend, including one night-time stint. A driver change-over is mandatory.

If the racing can't hold your attention for that long, there are plenty of other things to do. The Le Mans 'village' will tempt you with art, models, accessories and the odd Louis Vuitton trunk, while France's finest classic car clubs will be out in force with glittering concours displays. Young enthusiasts can look forward to the Little Big Le Mans Parade, where a lucky group of seven-to-12-year-olds get to take to the track in half-scale racing replicas. And race-goers of all ages can expect high standards of eating and drinking from such restaurants as the Auberge des Hunaudières or Hotel Arbor, both on the Mulsanne Straight.

Planning to stay the weekend? There are plenty of accommodation options. Nothing beats sleeping under canvas for soaking up the atmosphere (and the rain) – trackside camping offers the noise of engines and the smell of barbecues mixed with Castrol R. The 'Flexotel village' boasts shipping container-like prefabs – more weather-resilient but still not over-expensive – or you can go the whole hog with somewhere like the Chateau Rive Sarthe (30 minutes away). However, with potentially 100,000 spectators descending on Le Mans, you really need to book *now*!

Entry prices are very reasonable. A weekend (Friday to Sunday) tickets costs €49, a grandstand seat €25, and a paddock pass €30 (all if booked before 18 May). Tickets are free for children under 16 if they are accompanied by an adult.
Go to www.lemansclassic.com for details.

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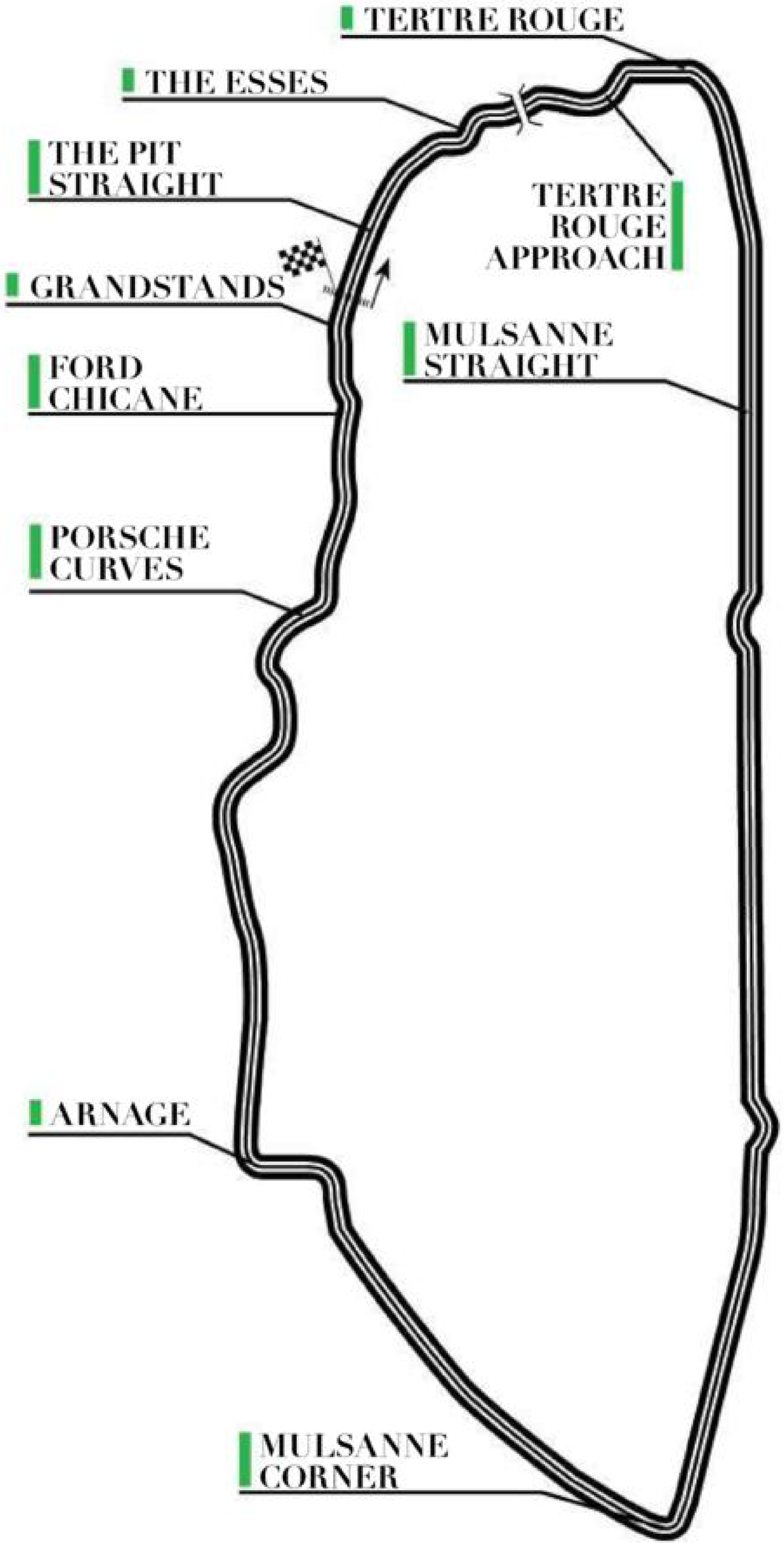
Vive Les États Unis

LE MANS CLASSIC 2012 celebrates America's involvement in the great race; Cadillac, Cunningham, Chaparral, Luigi Chinetti's NART squad... and don't forget that Carroll Shelby, Phil Hill and Dan Gurney all raced here, too. There will be plenty to commemorate their triumphs, plus a whole lot of stateside metal, from a 1929 Chrysler 75 to the 1975 Mirage GR8. Expect some mouth-watering Ford GT40s and Shelby Cobras in between – and don't forget the Corvettes.



WHERE TO WATCH?

GIVEN THE LENGTH of the event – and the track – you really should come prepared. A bit of research before you go as to where everything is, and what it's called, would be very sensible. Wear a pair of stout but comfortable shoes (the ones your mother always tried to buy you) and something rainproof. Take a hat, too, as temperatures can easily climb into the 30s. So, where is best to watch?

GRANDSTANDS

Known as 'tribunes', these give a guaranteed good viewing platform plus some shade and shelter. They're located near all the major track points: Pit Straight, Dunlop Chicane, The Esses, Tertre Rouge Approach, Tertre Rouge, Mulsanne Straight, Mulsanne Corner, Indianapolis and Arnage, Porsche Curves and the Ford Chicane.

THE PIT STRAIGHT

As well as the grandstand, there are concrete steps running the length of the pit straight. From here, as well as viewing cars accelerating along the track, you'll see any dramas unfolding in the pits, driver change-overs and general team goings-on.

THE ESSES

Positioning yourself on the infield banking will allow you to see the action all the way from the Dunlop Bridge, through The Esses and into the trees – although hopefully not literally. In the wooded part a little further down the track, you should be able to photograph the cars without the catch fencing getting in the way.

TERTRE ROUGE APPROACH

The cars are at full chat here – it's loud – and the view is excellent from the infield embankment that runs the length of the straight. Bring your camera and ear plugs!

TERTRE ROUGE

Here is where the race track meets the public road and the long, shallow right-hander allows the cars to drift out towards the Mulsanne Straight. It's a good place to witness Ferrari 250GTOs on their best balletic form. The embankment extends this far, so great views here, too.

MULSANNE STRAIGHT

You can't gain access to Mulsanne itself, but there are a number of famous restaurants along its length; Auberge des Hunaudières or Shanghai des 24 Heures near the first chicane and Hotel Arbor near the second. Corporate hospitality may get the best seats, but some pre-race reconnaissance should tell you what's possible.

MULSANNE CORNER

A *very* heavy braking zone, this famous corner can be viewed from an embankment which also allows you to take photographs over the fencing. As a prime overtaking spot and with probably a few going into the gravel run-off, it's a good spot to sample at least once – although not the easiest to reach.

ARNAGE

The trackside banking puts you almost on top of the right-hander that is the Arnage Curve. In the night stages you'll see some glowing brake discs here (from those that have disc brakes) as the cars try to slow for this tightest 90-degree hairpin.

PORSCHE CURVES

This series of sweeping curves is where the track once more leaves the public road.

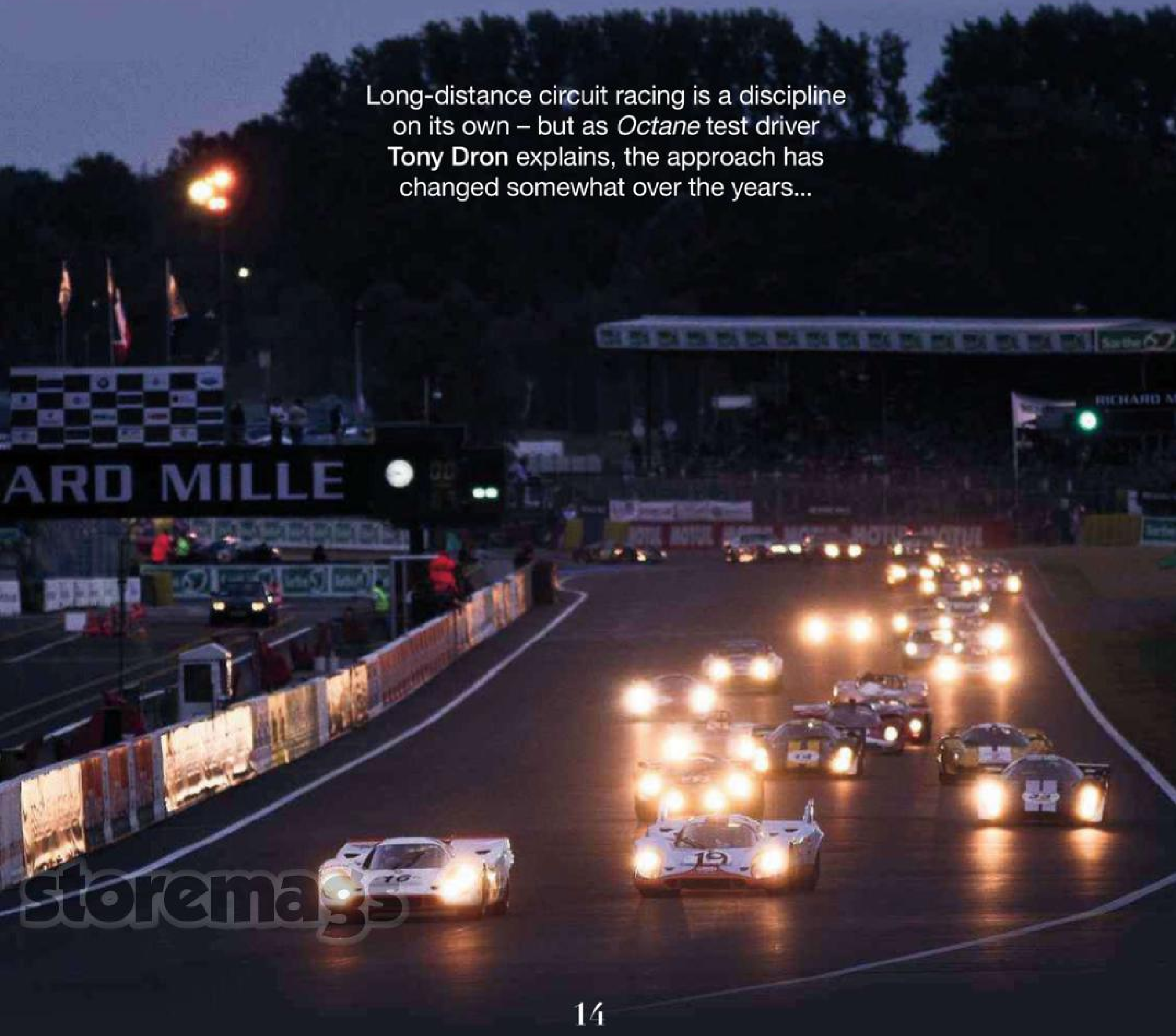
FORD CHICANE

This double left-right chicane is best viewed from the shallow banking behind the outfield Armco. You could also go down to the catch fencing in front of the Maison Blanc grandstand to get a bit more intimate with the cars thundering into the pit straight.

CONFESSIONS OF AN

ENDURANCE RACER

Long-distance circuit racing is a discipline on its own – but as *Octane* test driver **Tony Dron** explains, the approach has changed somewhat over the years...



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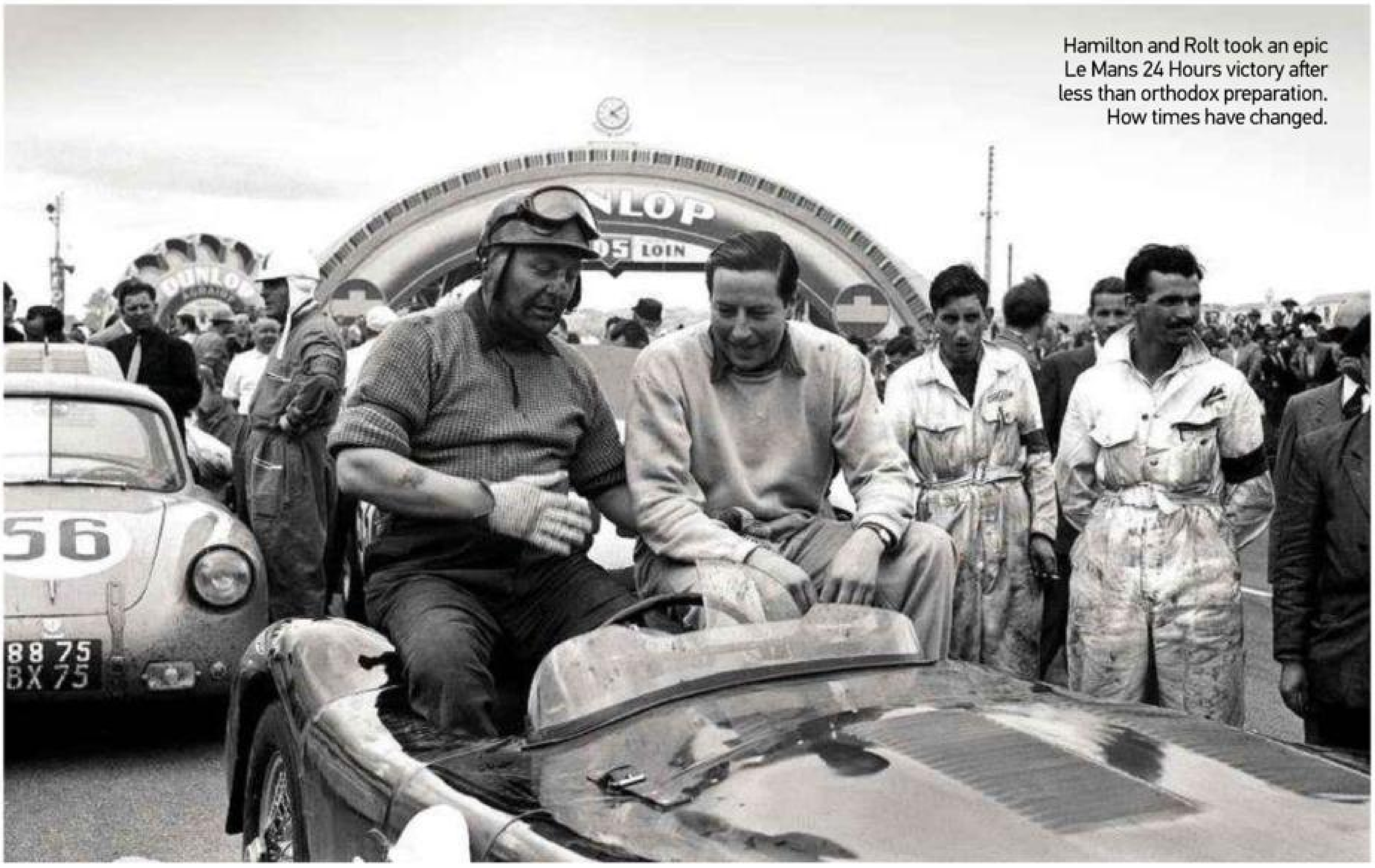

Hamilton and Rolt took an epic Le Mans 24 Hours victory after less than orthodox preparation. How times have changed.

THERE IS A PROPER BRITISH WAY to tackle this endurance racing game, and Le Mans winner Duncan Hamilton laid down the rules in his autobiography *Touch Wood!* First, thanks to your own team's cock-up, you get disqualified from the race a day before it even starts, which is an extremely British thing to do.

As you are no longer in it, you and your co-driver drown your sorrows by staying up right through Friday night, hitting the hard stuff. To rectify the monumental hangover on Saturday morning, the two of you head for Gruber's restaurant to get some coffee. While you sit there, feeling ill, miserable and dejected, the proprietor of your team arrives in his limo and explains that he has just paid a massive fine to the organisers; you are back in the 24 Hours race and, as plucky Brits, you resume your training regime instantly by ordering more coffee and enquiring as to the location of the nearest Turkish bath.

Having returned to your château for even more coffee, two hours before the race you realise that this is serious: in such an emergency, the British thing to do is to down two more double brandies and head for the circuit. At 4pm you watch your team-mate sprint across the road in the warm sunshine. The pack roars away and you relax in the pits, sipping another brandy while you wait for your turn.

Later, you take the lead in the race and hold it through the night, handing the car back to your co-driver at 5.30am. He charges away and continues to pulverise the opposition while you settle down

'Other ways of preparing for endurance racing have come into vogue since Duncan Hamilton and Tony Rolt's heroic Jaguar Le Mans triumph in 1953'

to a hearty breakfast, with coffee and cognac. The fact that you have a broken nose after collecting an unwary bird full in the face at 150mph on the Mulsanne Straight is a mere trifle – and anyway, the force of it was softened when it broke the screen on its way to your nose. After taking the chequered flag, you stay up nearly all night, celebrating your great victory in the greatest of all endurance races, reflecting that it was all jolly good sport in the end.

Other ways of preparing for such events have come into vogue since that heroic triumph for the Jaguar works team in 1953, with Duncan Hamilton and Tony Rolt. Today's endurance drivers have fitness trainers, masseurs, doctors, osteopaths, dieticians, public relations consultants and more fussing around. These vital professionals are not just there for the 24 Hours, they are present for the duration of your contract as a driver. Perhaps they join in when you comply with the terms of that contract and attend the

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‘Hunt observed that endurance racing involved exactly the same level of effort and concentration as any other form of motor sport’

team-building gathering in a ski resort in January. If you have never run competitively up a snowy, dark mountain, don't mock.

So far, so good, even if the splendid Drunken Duncan did stray slightly from the truth in his wonderful story. To be honest, there's a lot of nonsense talked about what's involved and, having driven in many endurance races, I reckon it's high time for some straight talk on what it's really all about, especially for drivers of historics.

For one thing, you must be strong enough to drive a racing car on the limit for hours on end. If you don't have that natural strength, you do have a problem. Training helps a bit but it's not the big deal it's made out to be. Then there's a popular view of endurance racing, suggesting that it's relatively relaxed. Maybe some drivers are there just for fun but such people are a perennial hazard. It has never been that way for the winners, for whom motor racing is intense and satisfying, but not ‘fun’.

In a private conversation decades ago, James Hunt observed that endurance racing involved exactly the same level of effort and concentration as any other form of motor sport. James, despite doing relatively little endurance racing, argued that you might be treating the gearbox, engine and brakes in a special way, and you might be avoiding some kerbs that you'd cross in a ten-lapper but, as a driver, you always put in the same maximum effort. He was right, and you do need to be strong to maintain that.

The mental side is just as important. If you ride your bike to work in January, through cold winds and sleet while thinking about how to take Tertre Rouge, Eau Rouge, the Porsche Curves, Blanchimont or whatever, it probably adds a tiny bit of steel to your determination when you actually get there a few months later.

Endurance racing doesn't seem to be a young man's game. I found it exhausting in my twenties but relatively easy in my thirties and early forties. After that it's all bad news, although appropriate experience makes an enormous difference. The happy fact is that you can keep going to a much greater age in historics, which are less demanding than modern Le Mans cars thanks to their modest brakes and cornering powers. Remember, too, that historic events are seldom longer than six hours, and the excellent Le Mans Classic involves just three 40-minute races for each car. I suspect that today's ‘endurance’ machines would start getting tough in the real 24 Hours for any driver much past 40, especially as these races are in fact very long sprints nowadays.

At all events, avoid alcohol for at least three days before qualifying, drink a reasonable amount of water and, for stamina,

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'In the end, trust is placed in engineers and mechanics, but there's always some useful technical contribution to be made by drivers'

eat pasta meals in the evenings before the races. Immediately after a stint, I like a complete change of Nomex underwear and overalls, and I take nourishing, mainly liquid, meals. I drink suitable fluids including – only because I like it – pure grape juice.

Then there's eyesight. If your night vision isn't excellent you'll be at a disadvantage, and little can be done about that. Over 30 years ago, a team doctor became quite irate when I refused to take his 'night vision' pills. I told him my night vision was great and asked what his pills might do to my eyes later in life. He had no answer, so I added that I was strongly opposed to performance-improving drugs of any kind. We were both surprisingly angry.

Drivers should take a close interest in the technical side but avoid indulging in bullshit theories. In the end, trust is placed in engineers and mechanics, but there's always some useful contribution to be made by drivers. It's also part of the job to know how to handle a car efficiently, keeping the pace up as bits of it inevitably fall apart.

I do have one golden rule when it comes to historic machines destined for Le Mans, which even with today's chicanes has straights like no other circuit I know. The rule is: test it flat-out on the two-mile Bruntingthorpe straight, repeatedly, and see what happens. Cars that never give trouble at Silverstone or Brands Hatch come under different pressures after a mile-and-half flat-out in top. You might see rising water temperature and, more probably, inadequate fuel flow. All that must be sorted out before crossing the Channel.

Above all, remember that we all have our regimes and when a British driver wants his pint he goes to the pub, though not before the race. Not these days.

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TRACTION ON TRIAL

It's one of the cheapest forms of motor sport, perennially eclipsed by the glamour of the racing circuits. **Paul Hardiman** welcomes you to the muddy world of sporting trials

WHAT DO STIRLING MOSS, Graham Hill, Colin Chapman and Tony Marsh have in common? They've all taken part in sporting trials, 'the best-kept secret motor sport in the country', now run under the authority of the British Trials and Rally Drivers Association. As the 750 Motor Club, one of the main organisers, says: 'Which other off-roader offers the agility and climbing ability of a mountain goat and the power-to-weight ratio of a high-powered sports car?'

Simply, it's mud-plugging in one of its most basic forms, requiring you to ascend a fiendishly hard course without stopping, getting stuck or transgressing the marked boundaries. The further a driver gets up a section the lower the score; lowest score of the day is the winner. Sometimes the course is so steep and slippery you can't even walk up it, but limited-slip diffs aren't allowed and there's only a small tyre choice, although they're run as low as 2psi.

Individual control of the rear brakes helps tight manoeuvring – as does an adept passenger to get the weight in the most useful places. Grip is specifically limited, as one section of the NPTCC website charmingly alludes: 'We are to look if possible for tyres with inferior grip, then phase out the Vredestein and the Firestone F-560.'

You can do sporting trials in the latest whizz-bang, independently sprung, ally-engined lightweight. However, a new Historic Sporting Trials Association initiative aims to root out cars of the type made to the RAC Trials Formula between 1952 and 1970, almost exclusively Ford 1172cc sidevalve, or later BMC-powered.

There are also Car Trials for production models (still routinely called Production Car Trials even by those who compete in them) organised by various clubs all over the country. Classic Trials, meanwhile, are mixed car and bike events like the ones the Motor Cycling Club runs, such as the Land's End which uses the famous Blue Hills mine section. Vintage Trials are run by the Vintage Sports-Car Club. In MCC and Vintage trials the passengers are called 'bouncers', as they do exactly that – bounce up and down to give the driving wheels just that little extra traction. It's worth knowing that MCC trials run a 'class 0' for particularly cherished, valuable or fragile cars, which miss out the most demanding sections.

Modern sporting trials cars, built to the National Trials Formula (detailed in the MSA Blue Book, issued to all licence holders) are sophisticated bits of kit, with lightweight, fully managed engines (though they must be from a production car), tube or backbone frames and independent rear suspension. Locked or limited-slip diffs are outlawed but trials cars have a subtle trick up their sleeve: independently controlled, or 'fiddle' rear brakes, to divert traction away from a wheel that's about to lose it.

Ian Wright is the current MSA Sporting Trials Champion – and also makes a front-running car, the Sherpa Indy: 'Fiddle brakes are the be-all and end-all of trials,' he says. 'If you can't use them instinctively, you'll never be a trials driver.' It's not just for steering, but traction control. Where your road car's traction-control system waits for a wheel to spin, then brakes it, a good driver will anticipate when a tyre is going to lose traction and apply the correct brake to transfer the torque to the wheel with the grip. If the car ceases forward motion and wheelspin takes hold, there's a 'three-second' rule in sporting trials to limit the amount of time spent spinning, to prevent holes being dug in the course. The VSCC unofficially uses 10sec before the marshal calls a halt.

Sporting trials cars still carry bouncers, although it's not typically as energetic a practice as on a VSCC or MCC trial, but very enthusiastic leaning and weight shifting is universal, mainly to keep the car from turning over: 'On some trials you could carry ballast,' says Wright, 'but on others a good passenger can win it for you. If you've bellied, a good shake can free it – remember, these cars weigh 300-400kg.'

Who organises it?

BTRDA www.btrda.com/sporting_trials. A championship organiser that includes clubs such as:

SportingTrials.com
www.sportingtrials.com

Northern Phoenix Trials Car Club
www.nptcc.org.uk

750 Motor Club
www.750mc.co.uk. Organises own championship.

The Association of Classic Trials Clubs
Has its own classic trial championships and trials held all over the country. Its very informative website includes details of allowed tyres, club contacts and more. www.actc.org.uk

Motor Cycling Club
Classic Trials. Organises the main long-distance classic trials. www.themotorcyclingclub.org.uk

VSCC Vintage Trials.
www.vscc.co.uk

Where to do it?

All over the UK – see club websites for details.

THE BEST CARS

- A champion's guide -

CANNON. The long-time leader in the early days, with about 120 made. These used simple tubular frames and Ford or BMC engines, usually Austin Eight axles and originally 18in wheels. See www.cannonandcottontrialscarregister.org.uk.

FACKSIMILE. Julian Fack's first car was a Cannon, then from the mid-1970s he built his own cars with an ever-advancing theme and, in the MkII and III, usually lightweight Hillman Imp power. Customer copies were called Facksimiles, and Sabre Engineering produced the components.

IBEX. Manufactured by Ken Harrison, who started in the 1980s, using a variety of engines including 1300 Ford and 1275 Marina. Others had Ford 1500 or 1600 power and one used a Renault 1650.

KINCRAFT. Jack Pearce, an F5000 builder, made 20 or so of these. 'In the 1980s they revolutionised trials car building,' says Ian Wright. 'They were exquisitely built and expensive, with all-aluminium R16 engines and Hewland gearboxes. Even now, a 20-year-old model is a beautiful thing to drive and polish afterwards – although you're not going to win with one.'

CROSSLÉ. From Ireland, the leader for much of the 1990s and still competing at top level now. First to use a backbone chassis (now in carbonfibre); all previous contenders were tube spaceframe. The current 80T has independent rear suspension to keep the driving wheels on the ground more, plus a Honda engine.

SHERPA. 'I made my first car aged 17, and I'm 52 now,' says Wright. 'There are 38 – the latest seven being the Sherpa Indy – and I haven't learned it all yet!' The backbone chassis has the motor bolted to the front and the transaxle to the rear, and uses a Suzuki Swift engine with full management. 'I can plug in a "wet map" or a "dry" one, although I don't bother – the standard one seems to cope well enough.' You can have a go yourself at www.thewrightevent.co.uk/sporting-trials-cars.

Trialling is more about control than speed. And don't expect to have all four wheels touching the ground very often...

Costs

JULIAN FACK MAKES an interesting observation about costs: 'The hardware is not particularly cheap – with new state-of-the-art cars costing around £20-30k, fully competitive older cars £10k-£15k, and good but not top cars £5k-£8k – but running costs are very low indeed. Engines last forever, tyres last almost a season [rear only; fronts forever] and cost £50 each. Just one gallon of fuel is consumed per event – the biggest cost is getting there! The big one is that a good used car will not depreciate at all if you maintain it, so the purchase cost is an investment, not an expenditure. And you don't need a state-of-the-art car to win; Steve Courts' 30-year-old Facksimile is a top-five regular!'

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THE HISTORIC SPORTING TRIALS ASSOCIATION

THE 1952 GLOUCESTER TRIAL attracted an entry of 39 specials – and all were Ford sidevalve-powered. In 1953 the RAC Trials Car Formula was introduced, and this lead to the creation of many home-built specials and eventually to the purpose-built sporting trials cars such as the Cannon and Alexis.

Many of these cars have disappeared, or been modified out of all recognition. 'Some of the more famous ones are known to exist, but with no suitable events in which to use them they have stayed locked away in garages and barns gathering dust and dirt,' says Martyn Halliday of the Historic Sporting Trials Association.

'A number of people think this is a crying shame, and so the HSTA has been formed to encourage the preservation of post-war purpose-built sporting trials cars. The objective is to get back to the era of 1172 and A-series-engined vehicles. We'll be running a trial early in 2012 – bring whatever you have got and we'll sort something out! The main class will be for cars built from 1952 and 1970, running with Ford 1172 or BMC 950 engines and built to the period trials rules. This means cars from the 18-inch rear wheel era instead of the 15-inch used from 1971.'

He continues: 'We have got nearly 50 on the register – although not all of them running. Most are in need of a little TLC [read total rebuild!] but the interest has been very encouraging. Fortunately, these cars are very basic and simple – and a new chassis for a Cannon costs only around £1200 – so if a rotten example is found it is not the end of the world to put it back in working order. Ford sidevalve parts are still available, although we have just discovered that there is a historic stock car class which uses them, too.

'We would like to encourage participants to wear period dress such as Barbour jackets and flat caps. The idea is to have an enjoyable day's motor sport, on non-damaging or non-dangerous sections, in the company of like-minded people. Before about 1965 the cars were all road-registered and the public highway was used in order to travel short distances from one group of sections on farmland to another, and the HSTA would like to recreate this type of event.

'So, start looking in sheds and barns, and let's have these old 1172 trials cars out on the hills where they should be. The sound of the Ford sidevalve being used in anger again is something we should all look forward to.'

www.hsta.co.uk.

Facebook: 'Historic Sporting Trials Association'.

martyn_halliday@msn.com.

+44 (0)7739 464170/+44 (0)1403 250967.

The small print

For national sporting trials, you'll need a National B or Clubman licence from the MSA (www.msauk.org). Closed-to-club events such as 750MC and VSCC trials can be entered with a membership card, but for those trials with transit road sections between climbs, you must have adequate insurance.

'The idea is to have an enjoyable day's motor sport in the company of like-minded people'

On trial: a typically nonchalant Colin Chapman accompanies Graham Hill behind the wheel.

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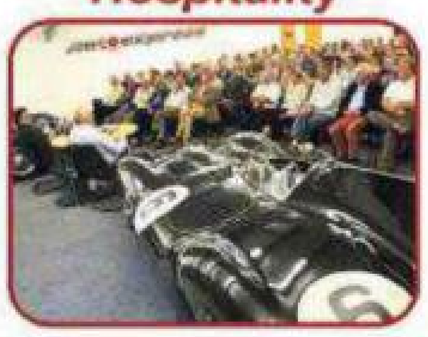

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THE WORLD'S BEST HILLCLIMBS

You don't need a top-flight single-seater to go speed hillclimbing: plenty of folk try it in their road cars, says **Paul Hardiman** – and there are Vintage and classic events, too

AS THE NAME SUGGESTS, the object of hillclimbs is to get to the top as quickly as possible. Once marshals have lined you up, you start in your own time and aim to click the stop beam at the top as soon as you can. You usually get four goes – two practice and two 'officially timed' runs. Hillclimbing demands precision, car control and nerves of steel. On shorter, more intense ascents, it's an exhilarating blast that barely gives you time to breathe. 'It's a Zen-like thing,' says multiple Vintage record holder James Baxter. 'You need to clear your mind before the start. Cycle or walk the course before you drive it, and watch it on YouTube.' Even away from this level of intensity, it's a nice day out among likeminded petrolheads. Here are *Octane*'s favourite courses.

SHELSLEY WALSH

LENGTH: *914 METRES/1000 YARDS* **LOCATION:** *SHELSLEY WALSH, WORCESTERSHIRE* **RISE IN HEIGHT:** *328 FEET/100 METRES* **COURSE RECORD:** *22.58 SECONDS* **AVERAGE GRADIENT:** *1:9.14* **STEEPEST GRADIENT:** *1:6.24*

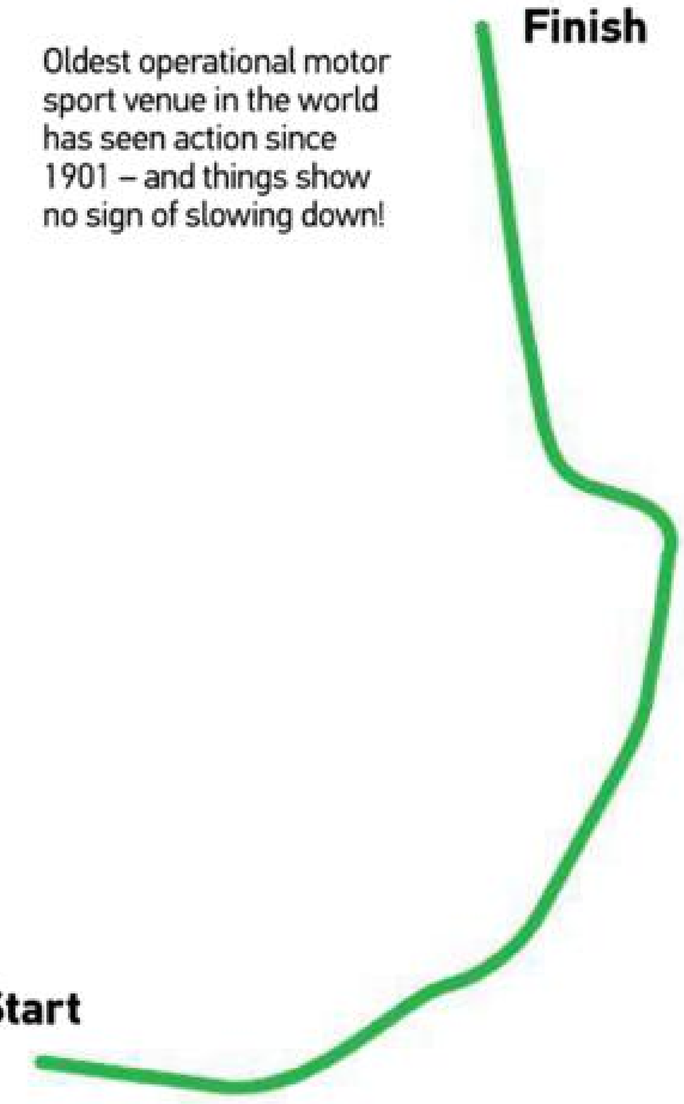
WHERE IT ALL STARTED: 1000 yards or 914 metres long, rising 328ft (100m), the world's oldest operational motor sport venue hosted its first event in 1901. This is a power climb, with a long ascent before the going gets twiddly more than halfway up – and then things start happening very fast!

Martin Groves holds the course record at 22.58 seconds, set on 17 August 2008, with a finish line speed of 147mph! 'Shelsley takes some beating,' he says. 'The history is terrific, and it's a driver's hill too.' James Baxter, who holds the Vintage record at every UK hill except Wiscombe, adds: 'It has the steepest start line anywhere and is like running up a rat-hole. Unlike at Prescott which has Armco you'll hit slowly, there are high banks you'll hit fast, with every chance of tipping you on your head. If you're not absolutely committed at Kennel and Crossing [the first two corners] you won't get a time. Crossing is a blind leap of faith, and if you lift you regret it straight away – but when you don't lift it's the best feeling.'

In the past few years this historic course has been saved from developers by the hard work of the Midland Automobile Club, and you can sample it yourself for £175 at the climb's Speed Event School. Find it at Shelsley Walsh, Worcestershire WR6 6RP, telephone +44 (0)1886 812211. More details www.shelsley-walsh.co.uk.

'A power climb, with a long ascent before the going gets twiddly more than halfway up – then things start happening very fast!'

Oldest operational motor sport venue in the world has seen action since 1901 – and things show no sign of slowing down!



EFG International

PRESCOTT

LENGTH: *1127 YARDS* **LOCATION:** *BETWEEN GOTHERINGTON AND GRETTON, GLOS* **RISE IN HEIGHT:** *200 FEET-PLUS*
COURSE RECORD: *36.35 SECONDS* **AVERAGE GRADIENT:** *1:16.9* **STEEPEST GRADIENT:** *1:5 (EST)*

HILLCLIMBS HAVE BEEN happening on this compact Cotswolds course, nestling in its own natural bowl, for 80 years. Now it's owned and run by the Bugatti Owners Club (don't miss the small but lovely museum to the right of the entrance).

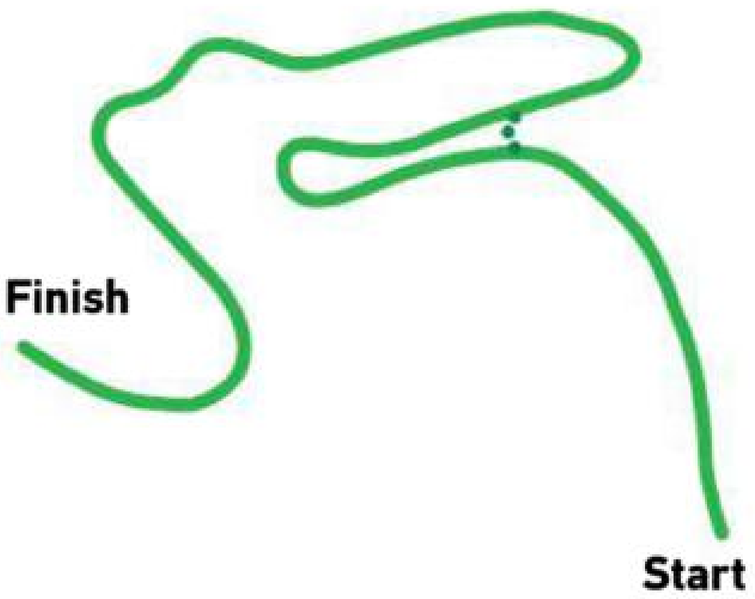
It's not fast – James Baxter likens it to 'driving tests' after the balls-out speed of Shelsley – but it's very technical. On the long course you clip the apex of Ettores just as you leave the bend. Vintage cars cut out this modern loop and instead, having left the start and accelerated hard under the bridge, it's hard on the brakes for a tight right for the short climb up to Pardon, a wicked uphill left hairpin that usually spits a few competitors out into the gravel.

From there it's hard through the Esses (hang slightly to the left to get a better sight though the wiggles), avoid the Armco at the left (recently named Rolt's, in honour of joint VSCC founder Tom) then it's uphill to the sky and trees of Semi-circle. There's a big drop ('the quickest way back to the paddock') if you get this wrong, but the brave practically drop the left rear off the edge, before the short straight to the finish.

Anything under a minute is considered quick, and the fastest moderns get up in just over half that; the hill record is 36.35 seconds, set by Scott Moran in his Gould GR61X/NME in 2007. Baxter's done the short course in his AC/GN in 40.80 seconds. Sample it for £175 by doing the Prescott Hillclimb Drivers' Course: it's worth every penny. Find the course between Gretton and Gotherington (next left after the Bugatti Arms at Gotherington when heading north). More at www.bugatti.co.uk.

Bugatti Owners Club-run venue features both a full and a short course, the latter missing out Ettores.

'It's not fast, but it's very technical, and anything under a minute is considered quick'



EFG International

DOUNE

LENGTH: *1350 METRES/1675 YARDS* **LOCATION:** *ON A84, A MILE WEST OF DOUNE, SCOTLAND* **RISE IN HEIGHT:** *100 METRES* **COURSE RECORD:** *35.62 SECONDS* **AVERAGE GRADIENT:** *N/A* **STEEPEST GRADIENT:** *N/A*

MARTIN GROVES, four-times British hillclimb champion, the last time in 2010, says: 'In terms of the greatest challenge, Doune has to be up there with the best.' It's narrow, Armco-lined on either side and many of the corners are blind – at a 'ton'.

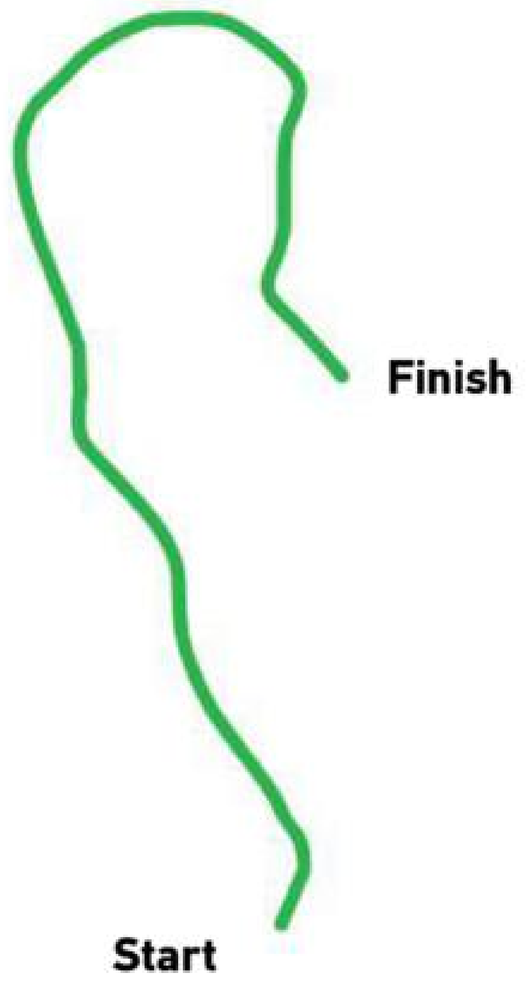
Designed by Ray Fielding, built in 1968 and opened by Raymond Mays, the 'King of the Hills' annually hosts two rounds of the British Speed Hillclimb Championship and four rounds of the Scottish Hill Climb Championship. It's been altered in length twice since 1968 and today is 30 metres shorter than the original distance. The first hill record was set by Sir Nicholas Williamson driving a Brabham BT21C in June 1968 at 48.84 seconds, average speed 61.82 mph, and the current record, set on 21 June 2009, is held by Scott Moran at 35.62 seconds in a Gould 3.5L GR61x NME.

Up-and-coming star, and British Hillclimb Champion 2001 and 2002, Graeme Wight junior, told *Speedscene* magazine: 'Doune is the ultimate hillclimb. It's all here – the atmosphere, the excitement and the challenge. Anyone who has driven this track will know exactly how rewarding it feels when (and if!) you get it right.'

Find it on the A84 about a mile west of the village of Doune, on the right-hand side just before you reach Buchany. More details at www.dounehillclimb.co.uk.

'It's all here – the atmosphere, the excitement and the challenge. Anyone who has driven this track will know exactly how rewarding it feels when (and if!) you get it right'

Today 30 metres shorter than at its 1968 opening, Doune is still considered by many to live up to its 'King of the Hills' label.



PIKES PEAK

LENGTH: *12.42 MILES* **LOCATION:** *COLORADO SPRINGS, USA* **RISE IN HEIGHT:** *4720 FEET* **COURSE RECORD:** *9 MINUTES 51.278 SECONDS* **AVERAGE GRADIENT:** *1:14.3 (7%)* **STEEPEST GRADIENT:** *1:9.5 (10.5%)*

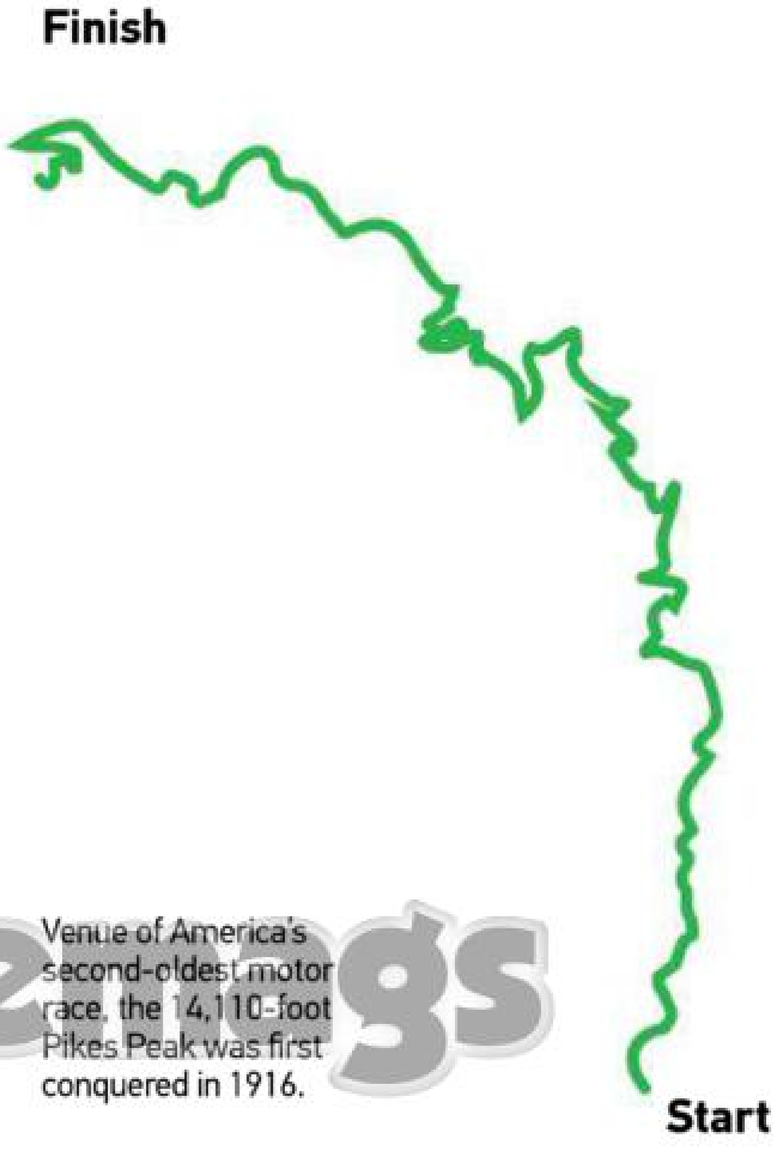
THE KING, THE DADDY of them all – and the second-oldest race in America after the Indy 500. Dubbed 'History With Altitude', and 'The Ultimate Race to the Clouds', this 12.42-mile climb with 156 turns, first run in 1916, starts on tarmac and finishes on shale. It has hosted some of the most daring drives in history, from Walter Röhrl and Michèle Mouton's assaults in the ultimate works Quattros in 1984 and 1985, to Rod and now Rhys Millen's scary home-built hybrids. Even Carrera Panamericana legend Ak Miller had a go, in a Boss Mustang in 1969.

It climbs from 9390 feet to 14,110, and includes corners with names like Devil's Playground and Bottomless Pit. This year, the race has 16 classes and features a variety of unlimited, exhibition, open-wheel and super-stock car plus motorcycle and quad classes, with a field approaching 200 competitors.

Race-related events include a Fan Fest, on Friday 6 July in downtown Colorado Springs, which features motorcycle jumpers, two beer gardens, a chili cook-off, live bands and the Denver Bronco Cheerleaders. A 100th Anniversary Membership Club has already been formed, in readiness for the course's centenary in 2016.

Find it at Colorado Springs, USA. You can get more information from www.usacracing.com/ppihc.

'Dubbed "The Ultimate Race to the Clouds", this daring 12.42-mile climb features 156 turns'



Venue of America's second-oldest motor race, the 14,110-foot Pikes Peak was first conquered in 1916.

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The event, geared to beginners and experts alike, takes the form of a series of driving tests on private land, regularities on stunning roads and link sections through some of Scotland's most beautiful scenery. It is based at the famous Turnberry Resort, close to the airfield at which several Grand Prix drivers raced in 1952 (more details on the HERO website, below), with main controls and tests based at stately homes, castles and distilleries.

There is also a less demanding Classic Car Tour, which can be chosen instead of the Reliability Trial.

If you don't have a suitable car, HERO runs an Arrive and Drive classic car hire service. The price of car hire is not included in the competition prize. For details, see www.heroevents.eu.

For your chance to win, please answer the following question:

Which famous British racing driver competed at Turnberry in 1952?
a) James Hunt
b) Stirling Moss
c) Juan Manuel Fangio

Please email your answer to alex_lowit@dennis.co.uk, fax +44 (0)1933 667309, or post to
Alex Lowit, Octane
4 Tower Court
Irchester Rd, Wollaston
Northants NN29 7PJ

Or enter online at www.octane-magazine.com

Closing date for entries: 21 February 2012. For terms and conditions, see website

EFG International

MONT VENTOUX

LENGTH: *10 MILES (WAS 13.4)* **LOCATION:** *D974 OUTSIDE BÉDOIN, NEAR AVIGNON, FRANCE* **RISE IN HEIGHT:** *5289 FEET*
COURSE RECORD: *6 MINUTES 11 SECONDS* **AVERAGE GRADIENT:** *N/A* **STEEPEST GRADIENT:** *N/A*

LOCATED NEAR AVIGNON in France, 'The Giant of Provence' is a classic climb up Mont Chauve ('Bare Mount') used from 1902 to 1976. It is now run as a historic event, Ronde du Ventoux, on consecutive years by Peter Auto, with 80 competitors.

The course starts from the village of Bédoin, and it's a hard, long climb to the observatory at the summit. First winner Paul Chauchard took 27 minutes 17 seconds to reach the top in his 70hp Panhard-Levassor at a 30mph average – compared with the 92.5mph achieved by the last driver to add his name to the list, Jimmy Mieusset, in a March-BMW 762 in 6 minutes 11 seconds. In between, such names as Rudolf Caracciola, Whitney Straight and – the hillmaster of them all – Hans Stuck, tackled the climb, Stuck's best time was 13 minutes 38.8 seconds in 1934 in an Auto Union Type A.

In 1957, the event became the French round for the European Mountain Championship, attracting factory entries from Abarth, BMW, Ferrari and Porsche, plus F1 and F2 cars. In 1970, Andre Willem of Belgium was killed in practice when his Lotus F3 car slid off the road and hit a tree near Carpentras, leading to a shortened version of the course being used in 1976.

That's the cut-off date for the next running of Ronde du Ventoux, in 2013, which should attract everything from Porsche 906s to Alpine A110s. The timed stage is from the Saint Estève turn to the summit of Mont Chauve 16km (10 miles) further on. There's now a return route via Malaucène to avoid a wait at the summit. More at http://peterauto.peter.fr.

Now run as a retrospective every two years, Mont Ventoux was part of the European Mountain Championship from 1957.

'Such names as Rudolf Caracciola, Whitney Straight and Hans Stuck tackled the climb in period'

GREVE DE LECQ

LENGTH: *1074 METRES/1100 YARDS* **LOCATION:** *JERSEY, CHANNEL ISLANDS* **RISE IN HEIGHT:** *250 FEET (EST)*
COURSE RECORD: *33.32 SECONDS* **AVERAGE GRADIENT:** *N/A* **STEEPEST GRADIENT:** *N/A*

OK... THIS IS MY SECRET ONE! Even the organiser's own website calls it 'challenging'. On the other side of Jersey from the well known Bouley Bay climb, at the top left of the island, is Greve – a closed-road course that's used just one weekend a year for two days of climbing organised by the Classic & Vintage Motor Racing Club of Jersey.

Starting within sight of the sea – there aren't many motor sport events where you can go for a paddle in the lunch break – this is an 1100-yard, uncompromising thread-the-needle climb, between high banks and granite walls, and there's no run-off. It's fast, and it undulates – there's a slight downhill section where you must keep your foot down through a blind right-hander to get a good time; going 'wrongly' slightly to the middle of the road gives you a better run to the drive up towards the left at Waterworks, the last hazard of the course. If you're going to go off, it's here. Jo White, a former Shelsley single-seater man who's shared the author's car on this event, says: 'Greve is the most frightening yet exciting hill I've done. I love the challenge of avoiding granite, and I know we could go quicker if we took a spare car – or corners of one. Greve is all about balls!' There are free buses for spectators to Waterworks and back between batches. Find the paddock in the Greve de Lecq café car park: the start line is just up the road. See www.classicandvintagejersey.co.uk.

'Starting within sight of the sea, this is an 1100-yard, uncompromising thread-the-needle climb – and there's no run-off'

Greve is fast, mostly blind and much of the course is under trees. Check organiser's website for 2012 dates.

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GUIDE TO

HISTORIC CHAMPIONSHIPS

With more than 100 organising clubs and many more race series to choose from, you could be racing and rallying in several different places every weekend. Over the next four pages Paul Hardiman lists a selection of our favourites

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RACING

ChumpCar World Series

US SERIES WITH a $500 limit on car value, not including safety gear – and the most entertaining set of rules in the business. ChumpCar has the distinction of holding the longest closed-course endurance road race in the world... 25 hours, 25 minutes and 25 seconds – the 25:25:25. See also the 24 Hours of Lemons: 'Not just an oxymoron, it's a breeding ground for morons.' www.chumpcar.com www.24hoursoflemons.com

Mighty Minis

Two categories: Mighty Minis (near-standard Rover 1.3is on control tyres) and Super Mighty Minis (lightened/balanced and more modified cars), with ready-to-go cars costing from £4000. If a driver finishes in the top three in the championship, they must move on or up to the Super Mighty Minis. This stops domination of the beginnners' class, and pushes talent up through the ranks. 12 races (run by the BRSCC) over eight weekends, each race costing £150. www.mightyminis.co.uk, www.brscc.co.uk

2CVs

'Big thrills, small bills' with the Classic 2CV Racing Club, including an annual 24-hour race – more on p42. www.2cvracing.org.uk

Locost, Stock Hatch, MR2 and 15 more: the 750 MC

Including the series that started it all, for Austin Seven-based cars (though engines are now 850cc Reliant or restricted 1100cc Fiat). The 750 Motor Club, for 70 years-plus the backbone of racing on a budget, runs races for an incredible 15 categories, from the 750 Trophy to Sports Racing, over 11 meetings. Categories are what they say on the label, so see website for rules, regs and race dates. www.750mc.co.uk

MX-5s

Two rival series keep prices competitive. www.max5racing.com runs five double-header weekends and seven races with the BARC Open/Production Sportscar Championship (see below). And www.ma5daracing.com organised by BRSCC: Ma5da MX5 Championship for Mk1 1600s, Ma5da MX5 Cup for Mk3s, nine dates.

BARC Open/Production Sportscar Series

Amalgamation of Max5 and the Westfield Sportscar Championship, which includes a selection of additional Westfield models, entry-level Caterhams and TVRs, plus (in time) MGs and Lotus. Incorporates six-hour Snetterton endurance race. www.barc.net

Caterhams

Four categories in increasing cost, speed and competitiveness, plus new sports-racer series coming next year. Older Sevens have a home with the Graduates Racing Club, and Westfields have their own series, too. www.caterham.co.uk/motorsport/Caterham Graduates Racing Club, www.graduates.org.uk

MGs

MG Car Club runs nine races at six meetings at Silverstone, Cadwell Park, Oulton Park, Snetterton, Donington and Brands. Seven model championships, with classes for everything from Ts to Midgets, and MGFs, including the long-running BCV8 Championship. E-type Jaguars, Aston Martins, Triumph TR series and Morgans compete alongside MGs in the MGCC Thoroughbred Sportscar Championship, while low-cost racing is provided by the Drayton Manor Park Metro Cup. www.mgcc.co.uk

The MG Midget Challenge

Sponsored by Robin Lackford Motor Engineering and run by the MGCC, this is a national race series (with the occasional visit to Spa-Francorchamps in Belgium) for MG Midgets and Austin-Healey Sprites. www.mgmidgetchallenge.co.uk

Top Hat (and friends)

Run under the umbrella of the Masters organisation, which runs nine series from Cloth Cap including the XK Challenge to GP Masters for 3-litre Formula 1 cars from 1968 to 1985. World Sportscar Masters: Le Mans-type Group 4 prototypes pre-1975. Masters Sports-Prototypes: sports cars of the 1980s Group C era and subsequent seasons. Proto 70s: 2-litre (to the end of 1977) and 3-litre (to the end of 1976) sports-prototypes. Sports Racing Masters: 1960 to 1965 sports-racing and GT prototypes. Gentleman Drivers: Pre-1966 GT cars running to Appendix K with HTP papers, accompanied by Pre-1963 sports cars.

Who organises races?

750 Motor Club
www.750mc.co.uk
+44 (0)1379 741641
Alfa Romeo
Championship Association
www.alfaracer.com
+44 (0)1223 891219
Aston Martin Owners Club
www.amoc.org
+44 (0)1865 400400
Automobiles Historiques
+44 (0)20 8343 9202
Bentley Drivers Club
www.bdcl.org
+44 (0)1295 738886
British Automobile Racing Club
www.barc.net
+44 (0)1264 882200
British Racing and Sports Car Club
www.brscc.co.uk
+44 (0)1732 783144
Caterham Racing
www.caterhamracing.com
+44 (0)1992 634562
Classic Touring Car Racing Club
www.csccgb.co.uk
Equipe GTS
www.equipe-gts.com
Group C Racing
www.groupcracing.com
Heritage Grand Touring Car Challenge
www.heritagegtcc.co.uk
+44 (0)1508 536271
Historic Racing Drivers Club
www.hrdc.eu
+44 (0)7850 361159
Historic Sports Car Club
www.hscc.org.uk
+44 (0)1327 858400
Ma5da Racing
(MX-5 Championship)
www.ma5daracing.com
+44 (0)1889 598201
Masters Historic Racing
www.themastersseries.com
+44 (0)1908 587545
Max5 Racing (MX-5s)
www.max5racing.com
+44 (0)7831 331777
MG Car Club
www.mgcc.co.uk
+44 (0)1235 555552
Mighty Minis
www.mightyminis.co.uk
Motor Racing Legends
www.motorracinglegends.com
+44 (0)1379 678101
Porsche Racing Drivers Association
(Porsche Championship)
www.porscheracingdrivers.co.uk
Vintage Sports-Car Club
www.vscc.co.uk
+44 (0)1608 644777

EFG International

Includes a separate podium in each race for the Under 2-litre GT cars. Masters Pre-66 Saloons: Pre-1966 touring cars running to Appendix K specification. And '70s Celebration: Group 2 touring cars of the 1970s, plus 1970s touring cars and pre-1975 GT cars. www.themastersseries.com

HSCC

Eleven categories over 15 dates, from Historic Formula Junior to F1, including the Martini Trophy for 2-litre sports-racers. Most accessible HSCC series are the popular '70s Roads Sports series for road-legal cars, which awards extra points for cars driven to races, and its predecessor the Historic Road Sports series, for 1960s cars. www.hscc.org.uk

Classic Touring Car Racing Club

'Recreating the spirit of touring car racing for the club competitor of today', the club runs (with BARC) six series from pre-'65 Appendix K. Similar series to HSCC saloons yet with more leeway on engine and brake size. Also post-historic and up-to-1993 cars running to Group 1 spec, plus the Classic Thunder Championship including Blue Oval Saloon Series for more modified saloons. www.csccgb.co.uk

Historic Racing Drivers' Club

Having started up in 2011, the HRDC now runs four categories: Touring Greats for pre-'60 touring cars; Grand Touring Greats for sub-1500cc pre-'66 GT cars; TC63 for pre-'64 historic touring cars; and GTS65 for pre-'66 historic sportscars. It also hosts rounds of MGB50 at its five meetings of 2012, including the Historica race day at Castle Combe on bank holiday, 9 April. www.hrdc.eu

Heritage GT Car Challenge

Allows more leeway than HSCC/FIA races on engines, suspension, brakes and wheel/tyre widths. Always a good turn-out of fast tackle such as V8-engined Camaros, Mustangs, Tigers and Corvettes mixing with six-cylinder Astons and Jaguars, while Triumphs and MGs race with Mini-Coopers and early Escorts. Seven race weekends throughout year, at AMOC/MSVR meetings. www.heritagegtcc.co.uk

Vintage

The Vintage Sports-Car Club, the driving force behind Vintage and post-Vintage motor sport, opens its year at Silverstone with a one-day meeting supported by the Historic Grand Prix Cars Association on 21 April. Its Double Twelve Historic Racing Festival at Brooklands is on 16-17 June. www.vscc.co.uk

Motor Racing Legends

Runs four series, including the Royal Automobile Club Woodcote Trophy, for genuine sports-racers of the post-war era built before 1956; the Stirling Moss Trophy for pre-1961 sportscars and sports-racers, which offers longer, two-driver racing; and the Motor Racing Legends Pre-War Sports Car Series for 'proper' pre-war sportscars of the 1920s and '30s. www.motorracinglegends.com

Touring cars

The JD Classics Challenge, for Groups 1 and 2, and Group A Touring Cars, such as raced in the British and European Touring Car Championships between 1977 and 1985, has been extended back to 1963. As with all Motor Racing Legends' series, the events will be for real race cars from the era, running to the correct period spec, plus selected cars from American series – IMSA production cars from the 1977-'85 period. www.jdclassics.co.uk/jd-classics-challenge-series
www.motorracinglegends.com

storemags.com

Aston Martins Intermarque

As well as its GT4 and Intermarque series, the revamped Aston racing organisation takes over the Equipe-GTS series for pre-1960 sports racing and GT cars. www.amocracing.org

Historic Grand Prix Cars Association

Claims availability of more than 2000 cars from Alfa P3s, Masers, Ferraris and ERAs to rear-engined Coopers and Lotus, from a membership of 350 set on keeping alive the spectacle of GP race cars in action. It organises grids of historics in 12 classes, mirroring the original categories, from pre-'34 GP cars on 18in or larger wheels to pre-'66 F1 and Tasman cars at most of Britain and Europe's prestigious meetings, including Goodwood. www.hgpca.net

V de V Historic Endurance Challenge

March-September. Historic racer Eric Van de Vyver's V de V runs two- and four-hour endurance races at tracks including Le Mans, Nogaro, Dijon, Paul Ricard and Jarama – a great way to try new circuits and have an adventure with mates. There is a broad entry: GT Touring cars up to period I (end 1981) in a wide range of classes, plus Sport Prototype up to end '79. www.vdev.fr

Classic Endurance Racing

Run by Peter Auto, for cars made between 1966 and 1979. Offers two-and-a-half hours of track time on the most prestigious European circuits including

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EFG International

Silverstone, some of them within the Le Mans Series meetings. www.classicenduranceracing.com

U2TC

Under 2-litre Touring cars in a series of one-hour, two-driver races, under the banner of Swiss-based Historic Motor Racing News. Cars can flit between this, Masters and HSCC as they all run to Appendix K. By invite only. Motto is: 'No crashing, no cheating and no complaining.' Register for information at www.historicmotorracingnews.com

HGPCA

Runs and supports races at major meetings in UK and abroad, from VSCC Silverstone and Nürburgring Oldtime GP to Algarve Historic Festival. See calendar. www.hgpca.net

GT & Sports Car Cup

Only four rounds in prestige invitation-only series for pre-'66 GTs and pre-'63 sportscars of a type that ran in World Endurance Champs. Automobiles Historiques Ltd, +44 (0)20 8343 9202

Circuit des Remparts Angoulême (14-16 September)

A weekend of racing in a walled city, on a layout unchanged since 1939. Grids for Vintage, GT and GTS, Alfas and Panhards. www.circuit-des-remparts.com

Copenhagen Historic Grand Prix

Street racing in the Danish Capital. 4-5 August. www.chgp.dk

SPRINTING

Classic hillclimbs

All over the UK. Prescott is operated by the Bugatti Owners' Club; Shelsley by the Midland Automobile Club – see courses' own websites for more details.

Hillclimb and Sprint Asso.

Runs 17-date MSA British hillclimb champs (only nine count, so you can choose where to run), from Doune in Scotland to Bouley Bay in Jersey. www.hillclimbandsprint.co.uk

Manx Classic

One sprint, two hillclimbs in various locations on the Isle of Man, 26-28 April. www.manxmotorracing.com

Jersey International Motoring Festival

One sprint, two hillclimbs, 25-27 May. http://jerseyinternationalmotoringfestival.com

Jersey Speed Festival August

One seaside sprint and two days running on Greve de Lecq closed-road course. www.classicandvintagejersey.co.uk

Aston Martin Owners' Club

Sprints will come under Aston Club Racing banner, although events continue to be orchestrated by AMOC's Mike Cartwright. www.amocracing.org

'Healeys

Austin-Healey Club runs a 14-round speed championship, HealeySport Sprint and Hill Climb Challenge. www.healeysport.org

RALLYING

British Historic Rally Championship

Run by Historic Rally Car Register and now sponsored by Kololi Beach Club, it attracts a large entry of pre-1981 cars to gravel and tarmac stage rallies. www.hrcr.co.uk

RELIABILITY TRIALS

The Motor Cycling Club

Runs the oldest and most famous events, the Land's End and Exeter Trials, with plenty of classes available to suit all ages of car and motorcycle.

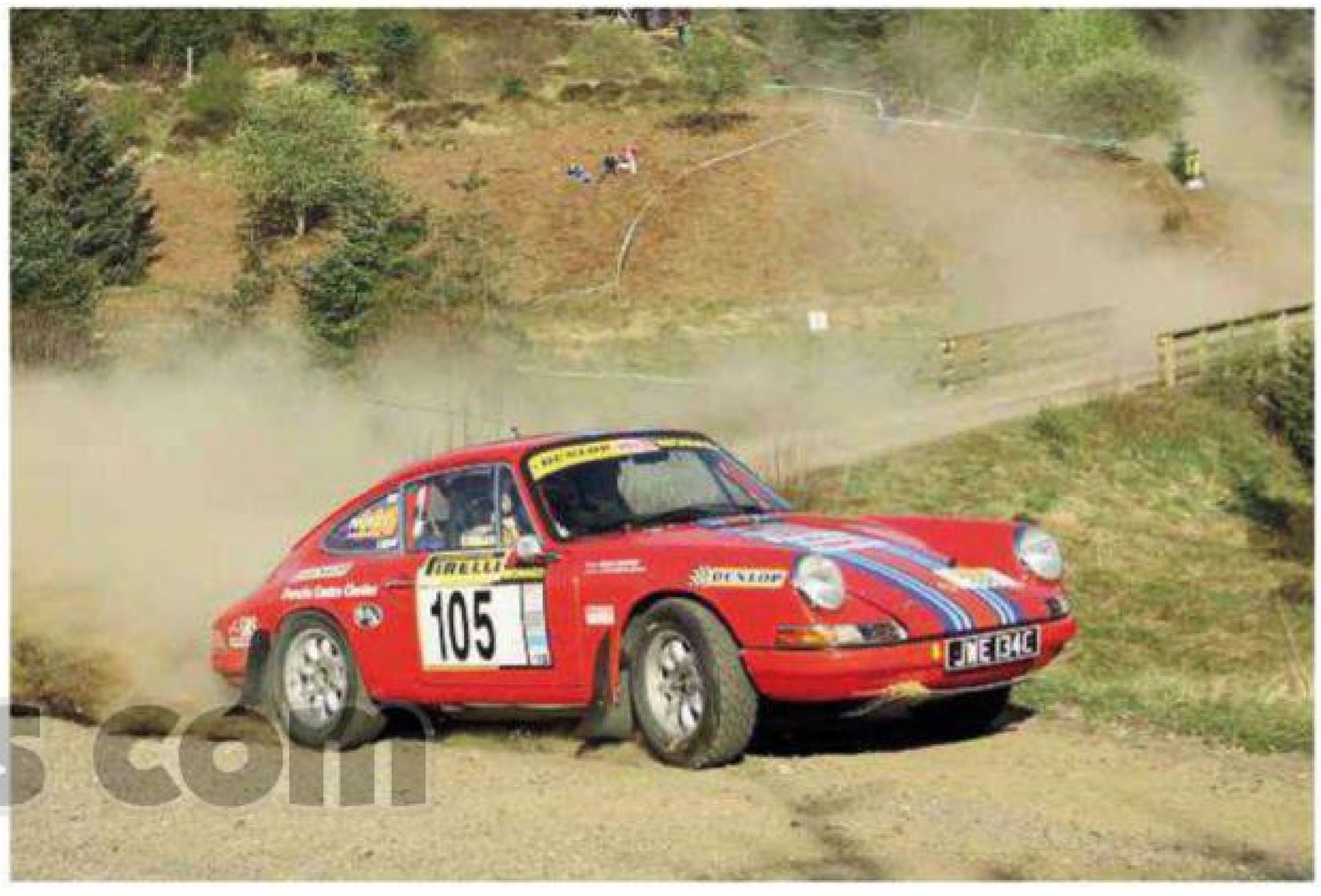
Appendix K

OR, 'APPENDIX K to the International Sporting Code of the FIA'. Broadly speaking, it means the agreed spec historic cars would have raced in when new – or: 'To preserve the specifications of their period and prevent the modifications of performance and behaviour which could arise through the application of modern technology. Historic competition is not simply another formula in which to acquire trophies, it is a discipline apart... one of the essential ingredients is a devotion to the cars and to their history...'

The main categories are Periods E (1/1/47-31/12/61) and F (1/1/62-31/12/65). They allow only cars, parts and specs homologated for racing during these years, and it's up to the competitor to prove the car ran so. It puts everyone on a level playing field, although is not so successful in controlling costs, and the cars running fastest now are not necessarily the ones that were winning in 1965. Most organisers running to App K insist the cars all use Dunlop Racing tyres, which further controls cornering speeds and so laptimes.

FIA papers

Every car racing in historics must have FIA papers. A Heritage Certificate means it's the actual car that ran in period, a Historic Technical Passport means it's to the same spec mechanically – or, at least, as close as the eligibility scrutineer can tell. You obtain these papers by contacting your country's motor sport authority which represents the FIA; in the UK, the Motor Sports Association.



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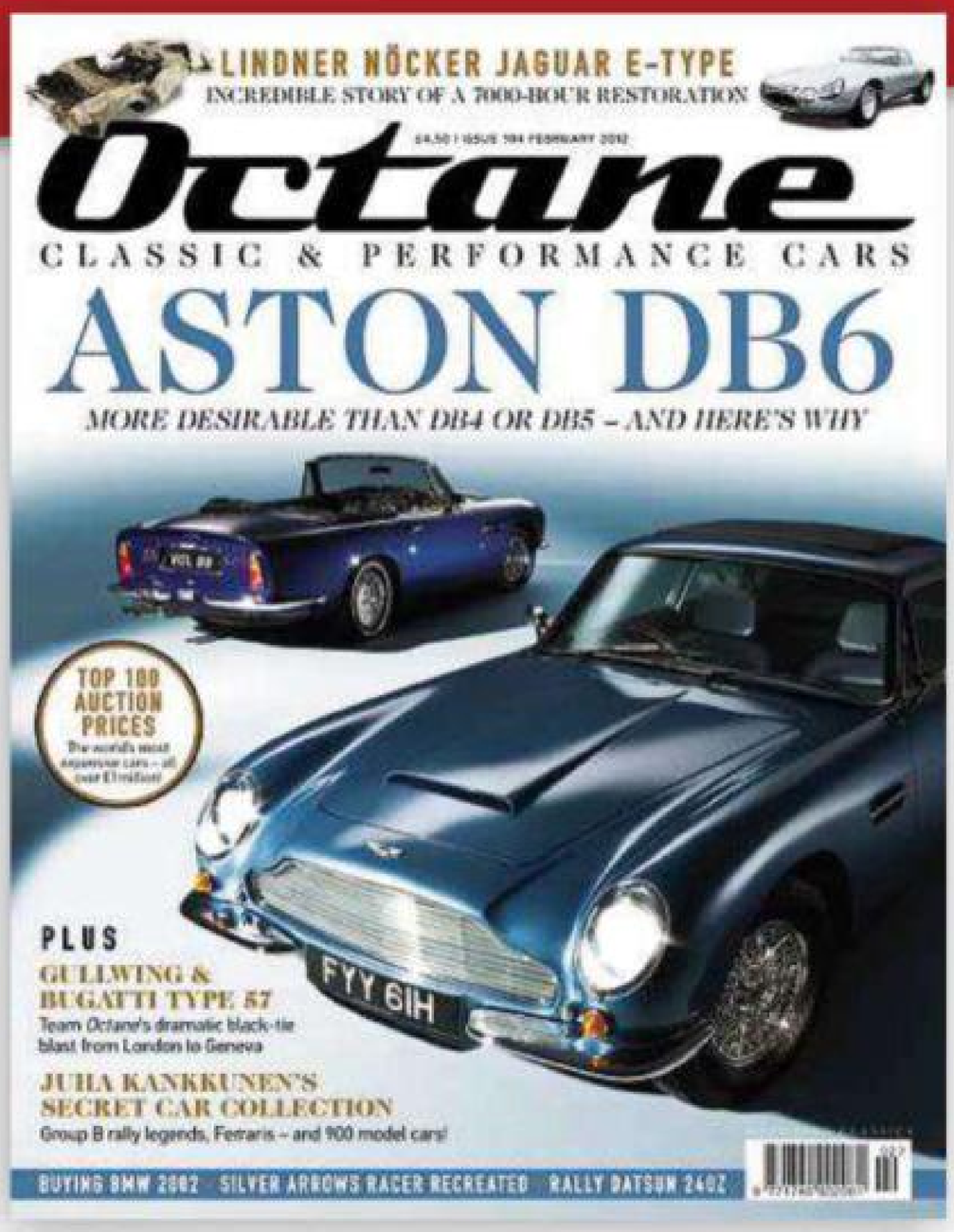

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WHICH STAGE RALLY CAR?

Want to be a stage star? **Paul Hardiman** takes the drama out of choosing the right car

ESCORTS, IMPS, SAABS, Chevettes and 911s tackling classic forest and asphalt stages leave an indelible mark, a timeless image – and, although costs can match those for circuit racing, you can have a go far more cheaply. It depends on budget and whether you're aiming for class or outright wins. Historic stage rallies in the UK are run by the Historic Rally Car Register, and at the moment to win outright you're going to need a Mk2 Escort in Group 4 form. So far, Chevette HSR2300s and the Sunbeam Lotus haven't been a serious challenge, because they're too young to fit the 31 December 1981 class cut-off. We'll reserve judgement on the FIA class set to run with the British Historic Rally Championship from 2012 until we've seen the results, although they won't be able to score championship points. Quattros should dominate, but what's to say a wild-card 6R4 wouldn't do well in the forests?

MINI £8000-60,000

SEEN IN BHRC Category 1 class B1 and B2, road rallies.
FOR Lots of cars, lots of specialists and parts, front-wheel drive doesn't have to mean understeer.
AGAINST Transmissions and driveshafts aren't the longest-lived.
WHO CAN HELP Mini Sport Ltd, www.minisport.com; The Mini Works, www.theminiworks.org; ML Motorsport, www.mlmotorsport.com; Mini Cooper Register, www.minicooper.org.

THE OLD FAVOURITE, accessible, easy to drive and to store. Tuning knowledge is immense and parts availability superb, apart from correct period bodyshells – Heritage shells are built only for later cars (this is set to change soon), although the Clubman one is available and fits into the Cat 2 and 3 periods. 'Againsts' include 10in rims in historic form, low ground clearance and rubber suspension making them hard work in rutted forests, and buzziness on road sections results in an exhausted crew – no five-speed option available in period, of course. Ready-to-go from £5000 up, although a top rebuilt motor and transmission is nearer £15,000 and building a new car can swallow £25,000. Ex-works rally cars will be £60,000-plus – but are too precious to rally hard.

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ESCORT £50,000-100,000

SEEN IN British Historic Rally Championship Cat 2 for Mk1s, Cat 3 for Mk2s, various classes for pushrod, SOHC or twin-cam.
FOR The universal rally car with lots of specialists and parts.
AGAINST It's not cheap to build a winner.
WHO CAN HELP West Wales Rally Spares, www.westwalesrallyspares.co.uk; Historic Rallysport, www.historicrallysport.co.uk; Historic Motorsport (South West), www.historicmotorsport.net; Canada Garage Motorsport, www.canadagarage.co.uk.

THEY WIN EVERYTHING – and are well supported with parts, tuning spares... in fact, everything except bodyshells, which are at a premium, forcing builders to look as far afield as Australia for rust-free bodies. As ever, start with the best shell you can, as remedial work is expensive. A fully-prepped one from, say, Gartrac will cost around £10,000 and everything is available practically off the shelf to build a competitive Group 4 Escort.

Mk2s, running in Class D3 of the BHRC, are generally held to be superior to Mk1s (C3) thanks to longer radius arms in the five-link rear suspension, and they set faster times. It's not cheap just because it's a Ford, though: Historic Rallysport or Historic Motorsport, say, will build a turn-key Mk2 for around £100,000, although we found a tatty 1600 pushrod car for under £7000.

AMAZON £15,000-25,000

SEEN IN BHRC (Class B4), Gravel Challenge, various road rallies.
FOR You can build one at home.
AGAINST Not as quick as an Escort – but different!
WHO CAN HELP Amazon Cars, Suffolk, www.amazoncars.co.uk; NorDrive, www.nordrive.com; Wagner & Gunther, www.w-und-g.de; IPD, www.ipdusa.com.

TOUGH AND GOOD-handling, Graham Waite's car gave the 911s a run for their money on gravel stages in the 2011 BHRC. You can build your own for £20-25,000. The most desirable starting point is the two-door 123GT (P130) with high-compression, twin-carb B18B engine from the P1800, of which 5000 were made in 1967-1968. Exotic engines were never homologated, so you're limited to two litres of pushrod power, but that means it's hard to spend more than £500 on the engine. A properly located rear axle is a bonus.

Camber and castor are easily adjustable by shims; zero to 2mm toe-out gives much sharper handling than the positive factory toe settings. And LSD and heavy-duty halfshafts will be needed, bringing the cost of the back axle up to £3500. One Amazon peculiarity is the vulnerable track rods, which need protecting.

LOTUS CORTINA £25,000-60,000

SEEN IN BHRC Category 1, Roger Albert Clark Rally.
FOR Light, good handling, refreshing change from an Escort today.
AGAINST Donor cars are getting harder to find and so many have been made into racers, shells are a bit fragile.
WHO CAN HELP Sherwood Engines, www.sherwoodengines.co.uk; Ex-Pressed Steel Panels Ltd, www.steelpanels.co.uk; Lotus Cortina Spares Centre, www.lotuscortinaspares.yertiz.com; BGM Sport, www.bgmsport.com.

LOVELY PERIOD CHARM along with benign handling, although more fragile in the bodyshell department than the Escort. However, the Cortina runs in an older class so isn't competing directly against its younger cousins, therefore getting the benefit of a slightly smoother surface earlier in the rally.

The Lotus/Ford Twin Cam is the only power source, and can be pricey (up to £10,000) to rebuild, but you could build a car up to GT spec using the pushrod engine which can be made to go almost as well. Usable cars cost from £25,000, the cheapest way to get into one, otherwise you're into almost Escort money for a fresh build. As we went to press £35,000 was being asked for a tidy road rally car, with £5000 more needed to bring it up to stage rally spec.

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PEUGEOT 205GTI £3000-6000

SEEN IN 205 Cup, 205 Ecosse Challenge, various club road rallies.
FOR Lots of cheap road cars to choose from. **AGAINST** bodies can be a bit creaky; you need to fill in the sunroof.
WHO CAN HELP 205 Challenge Forum, www.205cup.com; AB Motorsport, www.abmotorsport.co.uk; TI Motorsport, www.timotorsport.typepad.com.

THE 205 CHALLENGE IS WHERE all the old boy-racer cars go! Created in both 1400 (XS) and 1600cc (GTI) form, it has restrictive regs to limit costs and power, the idea being it's the driver, not the car, that wins. Either way, expect plenty of sideways action and inside rear-wheel waving, as the chassis features more lift-off oversteer than a Mini, a trait you can exploit to your advantage.

There are plenty of ready-built rally cars from £3000, or adapt one from a tired road model, with secondhand shells available from £50 – if it's from a lesser car, that conveniently solves the problem of filling in the sunroof, too. As an alternative, the 205 series organisers last year launched a RWD Challenge class for E30 BMWs: they reckon you can be rallying in one of those for £4000.

DATSUN 240Z £25,000-100,000

SEEN IN BHRC Category 2, road rallies, Safaris, Monte Carlo Historique.
FOR Basic strength, great sound, slightly different choice. **AGAINST** Finding a rust-free donor, more plugs and carbs to deal with.
WHO CAN HELP Star Motorsport, www.starmotorsport.com; The Z Farm, www.thezfarm.co.uk; BTR, www.btrprep.com; Fourways Engineering, www.fourways-engineering.co.uk; MJP (Eastern Autos), www.mjpauto.com.

TOUGH AS OLD BOOTS when properly prepped, with suspension that's sophisticated among its peers, but not the nimblest in tight stages as that big straight-six has a tendency to go straight on. These won the Monte and Safari in period, and one took the Historic Rally Championship in 1992 and 1993.

Most UK models will have rust issues, and panels are hard to find, so the advice is to start with a dry-state shell from Australia or the US. Build a car yourself from £25,000, including a basic 2.8-litre rally engine starting at £3500 that will produce 230bhp on three Webers. Total rises past £40,000 if you pay someone else to do the work. A complete stage rally car that failed to sell at a recent auction could've been had for £30-40,000, a little over half what it would have cost to build again.

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OPEL ASCONA/MANTA £15,000-50,000

SEEN IN Various euro championships, Monte Carlo Historique.
FOR Cheap to buy. **AGAINST** Parts not as readily available or cheap as for Escort.
WHO CAN HELP http://rallytech.co.uk (body parts); Rally 24, www.rally24.com.

AN ESCORT ALTERNATIVE for the crew that wants to be a bit different, and popular on mainland Europe. Pretend you're Jimmy McRae winning the '84 British Open Rally Championship in a Manta 400... or Walter Röhrl, who won the WRC in an Ascona 400 (in 2.4-litre, 16-valve form) in 1982, the last rear-drive victor. After finding the 2.0-litre engine unresponsive to tuning, Opel developed the big motor using the 2.5-litre diesel's crank. The great thing about the Ascona/Manta family is that they have a properly-located rear axle on coil springs, unlike the Escort which needs a lot of floorpan fabrication to make new mountings. Relatively cheap to buy, with a fully-prepped 180bhp car with a ZF five-speed and FIA homologation advertised in Europe as we went to press at €14,000.

PORSCHE 911 £30,000-70,000

SEEN IN British Historic Rally Championship Category 1, Safari rallies.
FOR A relative bargain as secondhand buy today. **AGAINST** Not as benign as an Escort to drive, though traction is ace.
WHO CAN HELP Tuthill Porsche, www.francistuthill.co.uk; XS Racing, www.xsracing.net; Prepfab Motorsport Engineering, www.prepfab.co.uk; Pelican Parts, www.pelicanparts.com.

A DECADE AGO, before the Escort's star re-ascended, these were the dominant force in historic stage rallying. They remain strong and tough; everything is available, lots of parts interchange between years and models, and usable secondhand cars can be picked up at auction for £35,000 – half what a top Escort commands.

Most of the time, you're looking at up-to-2.0-litre short-wheelbase cars running in Cat 1, although in the BHRC 911s are packaged off into the 'big-banger' class within period (B5 – 'cars over 2000cc and all Porsche 911s'). Later-period models can run up to 3.0 litres as the 911's engine had grown to that size by the 1981 cut-off. Either way, your car will need full-length underbody protection as hard-driven 911s tend to drag their tails and rub their sump on the ground when the going gets tough and rutted.

Remember, before you can go rallying you need a licence from the MSA (+44 (0)1753 681736/www.msauk.org), then to pass a BARS test at a rally school – and join a motor club (usually the Historic Rally Car Register (www.hrcr.co.uk)

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Book your *Octane* classic car track day! Goodwood Circuit, 24 May or 18 October

Come and join us – with your car – on the next *Octane* Drivers' Club track day. The dates? 24 May or 18 October. Venue? The Goodwood Motor Circuit in Sussex. With a strictly limited number of places available, this is your chance to spend a truly memorable day with the *Octane* team.

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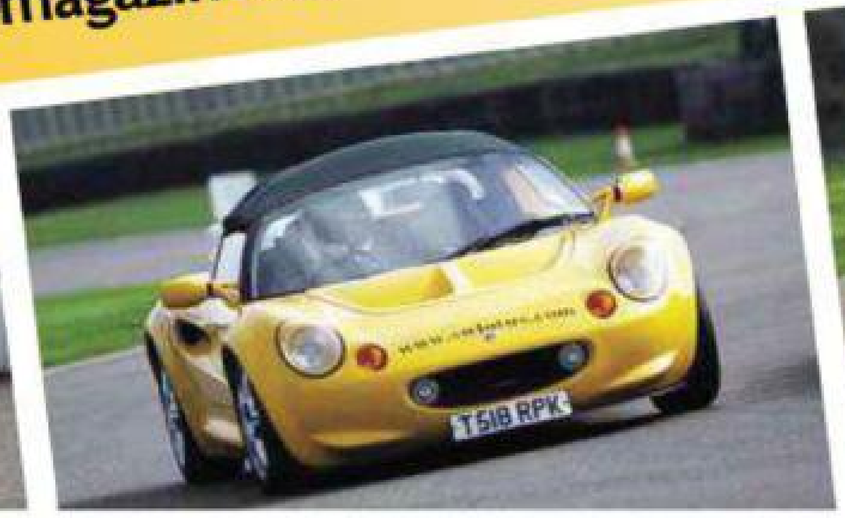

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NOW FOR SOMETHING...

COMPLETELY DIFFERENT

Fancy sampling something new on the motor sport menu? If you're a petrolhead and want to race a household appliance, there's even a series out there for you...

LAWNMOWER RACING

A BRITISH INSTITUTION – and they compete for up to 12 hours! Lawnmowers were first raced in 1973, and now there are four groups: Group 1 you run behind; Group 2 is towed seat; Groups 3 and 4 are ride-on, with mods and potential of up to 50mph, where the Westwood Lawnbug is the hot tip, apparently. Races include British and World Championships and the British Grand Prix, all held in UK fields, plus the occasional cross-country event. If the concept of gaining homologation for your mower promotes makes you grin, find all you need to know from the non-profit-making British Lawnmower Racing Association, www.blmra.co.uk.

HISTORIC KART RACING

ON 5 NOVEMBER 2005, karting history was made when Red Lodge near Newmarket boldly hosted the first ever UK Historic Kart races. Two were held, one for Class IV karts (gearbox), and another for Class I (100cc direct drive). The event was a huge success. The British Historic Kart Club launched a new series in 2011, which aims to preserve air-cooled karting from 1956-1982, with its first races at the Donington Historic Motorsport Festival on 5-6 May, and more in 2012. www.britishhistoric kartclub.com; The RetroRacer Championship, www.retroracer.org/ page6.htm.

2CV RACING

LOWERED PROPER racers with strengthened leading arms; the aim is to keep things tidy and preserve momentum. With less than 50bhp, thanks to sensibly restrictive regulations, racing is close and cheap. A fee of £1240 covers eight 25-minute races at four venues over the year, and there's a 24-hour endurance at Snetterton, too. Cars cost from £2000. www.2cvracing.co.uk; www.kentcams.com; www.tower-citroen-specialists.co.uk; www.ptsdevelopments.com; www.2cv4x4.com; www.2cvparts.com; www.racehire.com; www.2cvtv.com.

HISTORIC DRAG RACING

SITTING ON THE DIFF isn't everyone's idea of a good risk, plus you're crouched behind the nasty, explosive, noxious bit, but the Nostalgia Fuel Altered Association was formed just for those of us who as young men assembled models of the firebreathing and frankly terrifying 'Panic' and 'Havoc' altereds. The Wild Bunch is dedicated to keeping historic slingshots and rails alive, such as the 'Paranoia' Jag-powered coupe. See them in the UK at Santa Pod and Shakespeare County Raceway. www.nfaa.co.uk; www.the-wild-bunch.co.uk; www.santapod.co.uk; www.shakespearecounty raceway.com.

ALTERNATIVE FUEL RACING

'BECAUSE IT'S TIME to think about a Plan B today.' Although various hillclimbers are developing electric racers, the most established alternative-fuelled competition is once again drag racing. Although you could fill your road car with E85 and be eligible to compete, take a look at the electric racers that converge on Santa Pod for the annual voltfest on 12 May. www.aeracing.org; National Electric Drag Racing Association (US), www.nedra.com.

CHEAP ENDURANCE RACING WITH 24 HOURS OF LEMONS

'ENDURANCE RACING for $500 cars. It's not an oxymoron, it's a breeding ground for morons.' Does what it says on the tin, requiring that the car is worth no more than $500 before safety kit is added, with ten races across the US. See also the ChumpCar World Series, run to basically the same formula, for the most hilarious, entertaining and plain realistic regulations ever drafted. www.24hoursoflemons.com; www.chumpcar.com.

DON'T FORGET the most important contact of all for UK motorsport, the MSA: www.msauk.org

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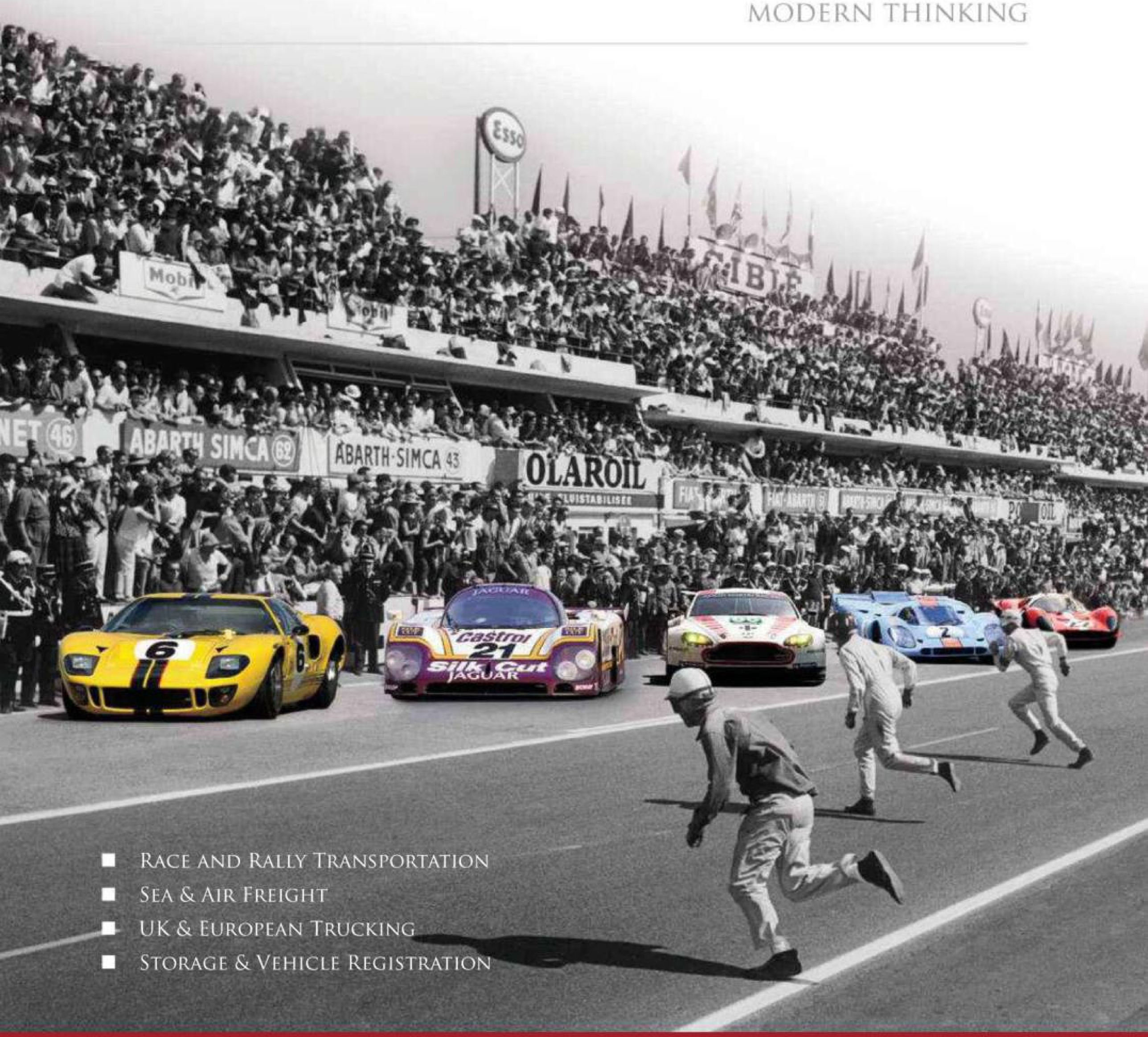

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