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# A year to celebrate

THIS IS ONE of those anniversary issues. Not an *Octane* anniversary (although, thinking about it, it's 12 years almost to the day as I write this since four of us sat down in a pub trying to think of a name for the magazine we were desperate to produce).

No, we're talking serious anniversaries: we've been waiting all year to celebrate 60 years of D-type but wanted to witness the full programme of Jaguar events before we did so – and, as the line-up of features will demonstrate, it was worth the wait.

It's also the 60th anniversary of the VW Type 2 Transporter in the UK. Not quite as glamorous but perhaps just as evocative. The early 'barn-door' model in our feature

looks really rather beautiful to my eyes.

How about 50 years of Mustang? Again, we waited a while, so we could try the latest Mustang alongside an early fastback – and at last it seems that Ford has produced a worthy successor.

And 40 years of Tamiya radio-control model kits... Really? Can we mention them alongside the D-type et al? Well, writer Jonny Smith argues that it's the company's thick catalogue of products that turned him into a car nut. As soon as he said that, I remembered my own much-browsed Tamiya catalogue. Perhaps he's right. Perhaps I wouldn't be here without that.

**David Lillywhite Editor** 

#### Also featuring...



#### RICHARD MEADEN

Striking the characteristic McQueen pose, Richard says: 'I've been soaked, sunburnt and hungover as a Le Mans spectator. To race a Jaguar D-type – arguably the D-type – at La Sarthe with former winner Andy Wallace as my team-mate is something even a premature retirement couldn't spoil.' See page 64.



#### JONNY SMITH

'At 16 I had to sell my Tamiya radio-controlled car to save towards my first real car. My first Tamiya was a VW Beetle, my first car was a VW Beetle (I still own it) and my career as a journalist began on a classic Volkswagen magazine. Coincidence? Nope.' Read about Jonny's trip to Japan, starting on page 104.



#### PAUL HARDIMAN

'One by one, I've been ticking off my motoring icons, this month John Dodd's "The Beast", which I remember reading about as a ten-year-old. As Saga eligibility looms, what next after a 27-litre, V12 hatchback that manages only 1mpg but has an alleged top speed of 260mph?'

Find out more, from page 110.

#### Don't miss out on events, offers or the digital edition

#### HISTORIC MOTORING AWARDS



There's still just time to book your place at the International Historic Motoring Awards at the Renaissance St Pancras, London, on 20 November. See www.historic motoringawards.com.

#### **OCTANE MERCHANDISE**



We have an exclusive range of clothing, mugs and prints available. Many depict some of the best images from previous Octane features. Visit www.octane-magazine. com (click on 'shop').

#### EXCLUSIVE PRINT



Klaus Wagger's latest painting commemorates the Jaguar D-type's 60th anniversary. Prints are exclusively available from Octane; see www. octane-magazine.com (click on 'shop').

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The Scottsdale Sale Thursday 15 January, Arizona

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Thursday 6 February, Le Grand Palais

Consignments are now being accepted for all these auctions.

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Special offer pages 176-177

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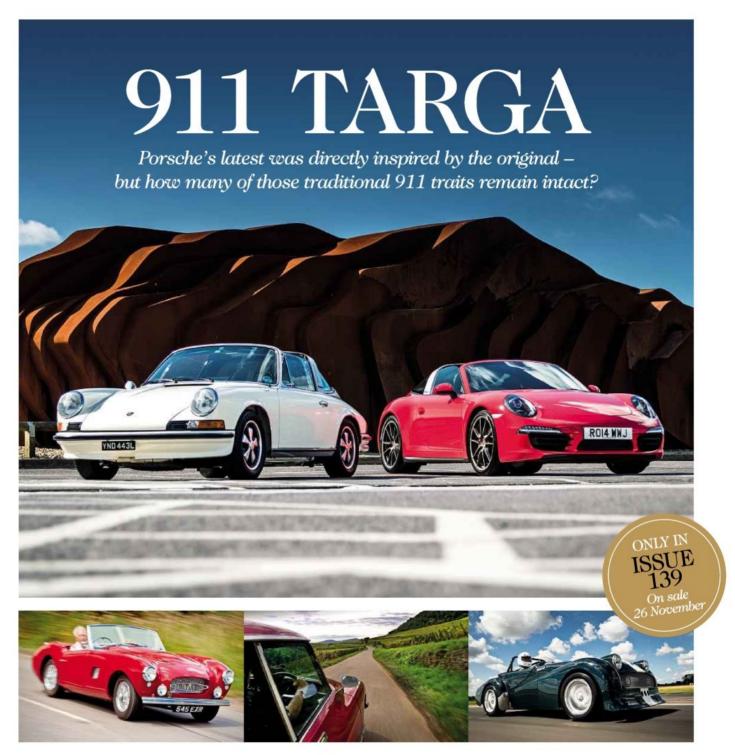
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# Plus

- The Allard family's Allard Palm Beach Citroën DS through France
- 200bhp alloy-bodied Triumph TR3
   Race car designer Tony Southgate
  - Celebrating 60 years of Ferrari in the USA Lancia Sibilo

(Contents may be subject to change)

#### THE NEW BOND STREET SALE

Sunday 30 November 2014 New Bond Street, London

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# Bonhams

LONDON

# IGNITION

■ NEWS // EVENTS // DIARY ■

# Bentleys endure at Portimão

24 hours without a pause: pre-war Bentleys race all night for the first time in 75 years

Words Gillian Carr Photography Gerard Brown

HISTORY WAS MADE at Portimão circuit during the first weekend in October, when Benjafield's Racing Club realised a dream to hold the first 24-hour circuit event for pre-war cars since Le Mans 75 years ago. The vintage Bentley specialist William Medcalf had long aspired to commemorate Bentley's first victory at La Sarthe in 1924 and masterminded what was initially perceived to be a far-fetched pipedream, turning it into a pioneering event that will live strong in the memory.

The event was open to cars aligned to the stable of the eclectic 'Benjy Boys': the majority were leviathan pre-war Bentleys, with a supporting cast of Lagonda LG45, Aston Martin Ulster, Talbot 105, Chrysler 75 and BMW 328. Other notable jewels in the field were Jonathan Turner's exquisite Triumph Dolomite 8C and Knud Sassmannshausen's Woolf Barnato Speed Six Bentley.

A field of British Racing Green was led out by Medcalf in the Pacey Hassan Bentley (pictured right) to take the start – hoods erected for the first 20 laps in the spirit of formative years at Le Mans. They circulated at speed without a pause for 24 hours on the technical Algarve track, which tested the drivers' physical and mental skills. There were very few mechanical failures and all bar one of the starting 20 teams completed the marathon.

Bentleys took the spoils, with the Brooklands Team Award presented to the Abrey family's 1925 3/4½ Litre Bentley, while the 'Bentley Belles' (instigated by Bentley 4.5 Litre driver, Katarina Kyvalova) became the first all-female team to complete a pre-war endurance event of this nature.





NEW RACE SCHOOL

Donington Park reveals its exciting plans p16



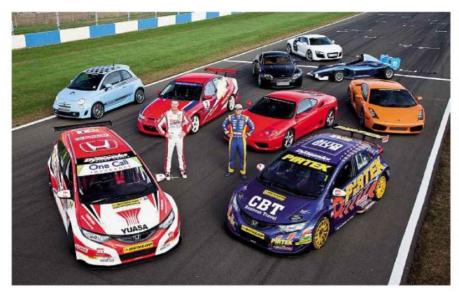
MASERATI FESTIVAL Centenary celebrations held in Italy p22



TOP TEN NEW CARS

Octane's favourites from this year's Paris show p32







# New race school aids Donington recovery

Yet another major new business moves to the circuit, uniquely offering BTCC Touring Car drives

Words David Lillywhite

MORE GOOD NEWS for Donington Park, with the launch of a new race school, which uniquely offers the chance to drive a year-old BTCC Touring Car around the famous circuit, along with supercars, single-seaters and Australian V8 saloons. Experiences will vary from supercar drives to full race training.

The new venture – news of which follows hot on the heels of the opening of the Formula E headquarters at Donington and the announcement that MotoGP will run at the circuit for 2015 – is fronted by current BTCC Touring Car champion Andrew Jordan, and (intriguingly) backed by former Brands Hatch owner Nicola Foulston. It joins the long-established Ron Haslam motorcycle race school and the Book-a-Track track day organisation, and gives a final boost to the circuit's heroic recovery since 2010, when the previous incumbents left the circuit unusable.

The race school will be run by the respected The Racing School organisation, in business since 1978, most recently with UK bases at Rockingham and Three Sisters circuits. It's now about to move its HQ and workshops to one of several new buildings at Donington Park.

'This is a great endorsement for Donington Park,' says the circuit's managing director Christopher Tate. 'This kind of deal is crucial: we started from nothing in 2010 – no staff, no database, no paperwork, nothing! – and now we have all this going on, and a new programme of improvements taking place over the winter.'

BTCC drivers Andrew Jordan and Matt Neal were on hand with their current cars for the launch of The Racing School at Donington, keen to explain the attractions of the new venture. 'You can't go in with Nico Rosberg or Jenson Button but you can come here and have the full Touring Car experience,' said Matt. 'I think this will be added to people's bucket list.'

The Racing School's expansion has been backed by businesswoman Nicola Foulston, best remembered for taking over her father John's leisure business – the core of which was the Brands Hatch circuit – in 1987 following his death in a racing accident, and expanding the business so successfully that she was later able to sell it for £120 million. She then moved to Switzerland, quietly investing in businesses outside the motor sport world. So why has she chosen to return?

'Peter Barnes and Rob Bain (owners of The Racing School) both worked with me at Brands,' she explained to *Octane*, 'and when Peter's wife and co-director Lucy passed away last year I came in as a helping hand.

'It's early days for me, but it doesn't seem that there has been much change in the products that are offered, though nowadays the aspiration to drive supercars can be satsified just about anywhere in the UK. There has also been a big change in the last decade in the way customers buy and find about these experiences. We want to bring the experiences back to race circuits, and offer something new, with a focus on adrenaline and customer satisfaction.'

More details on The Racing School at www.racing-school.co.uk.

#### OCTANE IN THE RACING SCHOOL CARS



LAMBORGHINI GALLARDO & AUDI R8
We started in the R8 first, a great car to
learn the track in, because it's so benign,
yet fast. The Gallardo is significantly harderedged, and needs more care on the circuit.



FORMULA TRS SINGLE-SEATER From supercars into the Ford-engined single-seater, following an instructor at ever-quickening pace. A revelation! So much grip, so much agility. Loved it!



ABARTH 500
Getting out of the single-seater and into the 500 felt like climbing onto a double-decker bus. But these little Abarths are superb on

the track, demanding precision and skill.



CHEVROLET LUMINA V8
These 5.7-litre, 400bhp V8 refugees from the rough-and-tumble Australian V8 Super Car Championship felt great at Donington. Second only to the single-seaters.



FERRARI 360 & ASTON V8 VANTAGE

'Old school' modern supercars: what a difference between the two – and again compared with the Audi and Lamborghini. Fun, though not as much fun as the Chevy.



BTCC HONDA CIVIC

Hot laps with current BTCC champion Andrew Jordan in this year's Honda Civic was an eye-opener (and closer). Grip and acceleration great, braking phenomenal!



# **Awards shortlist** is announced

#### Finalists chosen for prestigious international awards ceremony

THE FULL SHORTLIST of contenders for the 2014 International Historic Motoring Awards has been drawn up. The Awards, which were first held three years ago, are now a fixture in the classic car calendar and are attended by the great and the good of the industry.

This year's master of ceremonies will be racer and TV presenter Tiff Needell, who will also present a Lifetime Achievement award to one 'mystery guest' on the night - previous winners have included Murray Walker OBE, Lord Montagu and Sir Stirling Moss.

Most of the award winners will be selected by an august panel of judges, including celebrities such as Jay Leno and Nick Mason, as well as leading designers, journalists and industry specialists - but the Car of the Year will be chosen by you, the Octane reader, via www.historicmotoringawards.com. The closing date is 1 November.

The 2014 International Historic Motoring Awards, supported by EFG and Octane, take place at the beautifully restored St Pancras Renaissance Hotel, London, on Thursday 20 November. It's still possible to purchase tickets, either individually for £180 (including VAT) or in tables of ten, and they include a drinks reception and three-course dinner.







#### AND THE CANDIDATES ARE...-

#### MUSEUM OR COLLECTION OF THE YEAR

- Don Garlits Museum of Drag Racing
- Blackhawk Automotive Museum
- LeMay America's Car Museum
- Simeone Foundation Museum
- Haynes Motor Museum

#### **RESTORATION OF THE YEAR**

#### sponsored by Redd Europe

- Mercedes-Benz 300SL
- Gullwing, by HK Engineering
- 1922 Sunbeam TT-winning works racer
- John McCaw's Ferrari 250TR (#0766)
- Jonathan Turner's 1934 Triumph Dolomite
- Mercedes-Benz 540K Streamliner recreation

#### MOTORSPORT EVENT OF THE YEAR

#### sponsored by Jaguar Land Rover

- Gaisbergrennen
- Silverstone Classic
- Rolex Monterey Motorsports Reunion
- Le Mans Classic
- Eifel Rallye Festival
- Grand Prix de Monaco Historique

#### SPECIALIST OF THE YEAR

- HK Engineering
- Strada e Corsa
- RS Panels
- CMC
- TetraBOOST
- 3D Engineers

#### **PUBLICATION OF THE YEAR**

#### sponsored by Hortons Books

- Figoni Delahave 1934-1954. La Haute Couture Automobile
- Jacques Saoutchik, Carrossier
- Targa Florio 1955-1973
- Jaguar Lightweight E-type, the Autobiography of 4 WPD
- Follmer, American Wheel Man
- John Surtees, My Incredible Life on Two and Four Wheels
- Grand Prix Zandvoort, the History of the Dutch Formula One Grand Prix
- DVD box set: Magical Moments, the Time of the Silver Arrows

#### **CLUB OF THE YEAR**

#### sponsored by Footman James

- Jaguar Enthusiasts Club
- Maserati Club UK
- Vintage Hot Rod Association
- Historic Rally Car Register
- Vintage Sports-Car Club

#### RALLY OF THE YEAR

- The RAC 1000 Mile Trial
- The Winter Trial Road to Mandalay
- The Alpine Trial
- Classic Safari Rally

#### RACE SERIES OF THE YEAR

#### sponsored by Lister Cars

- HRDC Touring Greats
- Iberian Endurance series
- Masters HGP USA
- · LIZTC

#### MOTORING EVENT OF THE YEAR sponsored by EFG

- Concours d'Elegance Paleis Het Loo
- Concorso d'Eleganza Villa d'Este
- Amelia Island Concours d'Elegance Chantilly Arts & Elegance
- The Quail, A Motorsports Gathering
- Pebble Beach Concours d'Elegance
- Hampton Court Palace Concours of Elegance

#### PERSONAL ACHIEVEMENT OF THE YEAR

#### sponsored by HERO

- Mark Gessler (Historic Vehicle Association)
- Dan Geoghegan (Bicester Heritage)
- Bob Dance (Classic Team Lotus)

- Norman Dewis
- Andrew & Lawrence Whittaker (Lister Cars)

#### INDUSTRY SUPPORTER OF THE YEAR

- Credit Suisse
- Bicester Heritage
- Jaguar Heritage
- Mercedes-Benz Classic

#### TOUR OF THE YEAR

- The Grand Tour
- The Scottish Malts Reliability Trial
- Kriterium 2014
- Europe by Bentley
- Maserati Centenary Tour

#### CAR OF THE YEAR

- Lotus T56 gas turbine #3
- Ferrari 275MM Scaglietti #0402AM
- Sunbeam 350hp
- Ferrari 250GTO #3851
- Rover-BRM gas turbine Le Mans racer
- 1914 Mercedes French GP winner
- Jaguar E-type
- **Lightweight Continuation** Shelby Cobra Daytona Coupe CSX2287
- // www.historicmotoringawards.com



EARLY HIGHLIGHT: 1957 MERCEDES-BENZ 300 SL ROADSTER Chassis no. 198.042.7500552

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#### In brief



#### LEGENDARY MARQUE SALE

An American auction company is offering, in its own words, 'a rare opportunity to purchase and own one of the most revered names in the world of American classic automobiles: the trademark, licensing and manufacturing rights to the Cord automobile.' The name has been privately owned since the early 1960s by Glenn Pray from Oklahoma, who acquired the Auburn-Cord-Duesenberg Company and the licensing and manufacturing rights of all three marques. He sold the Duesenberg nameplate for \$1,000,000 in the 1970s and a few years later sold the Auburn name for \$500k. Following his death in 2011, the Pray family are offering the rights to the Cord name plus licensing and manufacturing rights.

#### PRE-CHRISTMAS SALE

// www.leakecar.com

Gearbox Gifts will cease trading after Christmas and is holding an 'End of the Road' closing-down sale with up to 50% off the price of all remaining stock. Octane's favourite bargains include Porsche 917 and Targa Florio posters for £10 each — half-price.

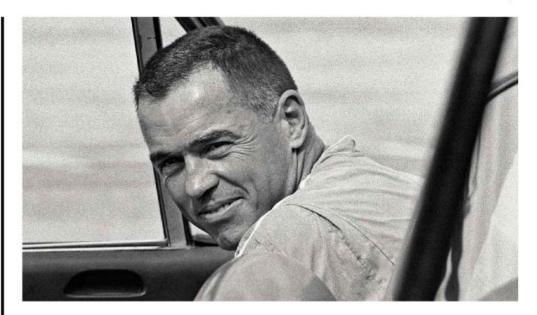
// www.gearboxgifts.com

#### THREE CASTLES EXPANDS

The annual three-day classic-car blast around North Wales is being expanded for 2015, with a Welsh Heritage Trial (aimed at pre-war cars) to run alongside the established Welsh Classic Trial. Event director lan Crammond said: 'What may be good fun in a 'Healey is often harder work in a Bentley, so drivers of pre-war cars can feel disadvantaged. Cars of these eras each need a different style of event, and to run both is a real challenge.' The event is based again around Llandudno, and runs 3-6 June. // www.three-castles.co.uk

#### BRABHAM SET TO RETURN

Project Brabham - the bid to return the Brabham Racing team name to the track by Sir Jack's Brabham's youngest son, David - is halfway to hitting its first crowdfunding target of £250,000 after just four days. David, himself an ex-F1 driver and Le Mans winner, is inviting the motor sport community to become a part of the new Brabham Racing team through crowdfunding. Nearly 1500 funders have helped Project Brabham reach 50% of its first total which, once hit, will ensure the Brabham-Digital portal can be delivered, enabling fans to contribute to the team's development. David Brabham commented: 'The response to Project Brabham has been absolutely stunning. Simply put, the more people who get engaged around the world, the quicker we can go racing." // www.brabbam.co.uk



OBITUARY

# **Dr Dick Thompson** 1920-2014

'The Flying Dentist' who was a multiple SCCA champion in Corvettes

**ROAD RACER** and inductee to the Le Mans and Corvette Halls of Fame, Dr Dick Thompson, has died aged 94.

A dentist by profession, Thompson started racing at the age of 32, his first race being the 1952 Sebring 12 Hours in his MG TD where he and co-driver Bill Kinchloe finished eighth, having driven the car 1000 miles from Washington DC. They then drove home again. Also racing at Sebring were Briggs Cunningham and John Fitch, who would both play significant parts later in his racing career.

In 1954 Thompson bought a Porsche 356 and won the first of his eight SCCA Championships. 'The Flying Dentist' then switched to a Jaguar XK140 for '55 and, in '56, John Fitch invited him to drive for Corvette, the start of a long and successful association. He won SCCA Championships in '56 and '57 before Corvette withdrew from racing under the Automobile Manufacturers Association ban. Thompson switched to an Austin-Healey 100/6 in 1958 and clinched yet another SCCA title. Although Corvette were still out of

racing, in '59 he drove Bill Mitchell's privately entered Sting Ray development car, and bagged the 1960 SCCA crown.

He also raced for Briggs Cunningham who, in 1960, entered three Corvettes for their debut at Le Mans. Thompson won two more SCCA titles for Corvette in '61 and '62 and gave the Grand Sport its first win in '63. He raced Cobras, Mustangs and GT40s for Ford and Gulf, and in '65 he and Jack Sears took a GT Class win at Le Mans in a Shelby Cobra Daytona Coupe, helping Shelby beat Ferrari to the World Sportscar Championship.

In '66 he won the last of his Championships in a Yenko Corvair Stinger and, sharing a Gulf Mirage with Jacky Ickx, won the '67 Spa 1000Km. During 1968 he raced the Howmet TX gas turbine, claiming a class win and third overall at Watkins Glen. Retiring from racing at the end of 1969, Thompson continued dentistry, enjoyed golf and sailing and occasionally competed in historic racing into his seventies.

Steve Havelock

#### Ferrari boss out

Andrew English ponders the truth behind Luca di Montezemolo's exit



THE TRUTH behind the resignation of Luca Cordero di Montezemolo, the 67-year-old chairman of Ferrari, will likely be forever mired in speculation. 'If you have three hours,' said Montezemolo, 'I could explain, but after 23 years, when you are confronted with a new era... it is time to leave.' All the while his finger pointed at Sergio Marchionne, the 62-year-old Fiat chief executive, who denies the rumours that he forced Montezemolo out after rows over exclusivity, profitability and the poor performance of Ferrari's F1 team.

It was an undignified exit for a man who was personally selected by Enzo Ferrari as his replacement. History will remember Montezemolo more kindly than his boss, however. He inherited a debt-ridden Ferrari, still mourning its eponymous founder, who died in 1988 with an ageing range of unreliable, rear-engined cars. Transforming Ferrari into one of the most honed, market-leading and profitable supercar makers was Montezemolo's biggest achievement in his 23 years at Maranello.

From 1993 to 2013 annual sales rose from 2366 to 6922, and a £3.4m loss became a £192.7m profit. He joked that Marchionne would find running Ferrari so difficult that he would be back in three months. I wouldn't bet against that.



1955 JAGUAR D-TYPE Sold at Paris in 2014 for €3,696,000.

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#### MASERATI CENTENNIAL INTERNATIONAL GATHERING

# The trident celebrates 100 years

Three-day Italian extravaganza takes place in three cities, celebrating Maserati's centenary

MORE THAN 200 MASERATIS and 500 Maserati collectors from 30 countries gathered in Maserati's home town of Modena. Classic and modern cars began making their way into the city in the early hours, lining up in Piazza Grande in the shadow of the Ghirlandina bell tower, after which began an official ceremony at 1 Via de' Pepoli in Bologna (where Maserati first opened for business on 1 December 1914), hosted by the direct descendants of the founders, Carlo and Alfieri Maserati (sons of Ettore and Ernesto Maserati respectively, who started the marque with their brother Alfieri).

'Of the many automobile producers born in Italy in the last century, only a few have reached such a milestone and this fills me with joy,' declared the current Alfieri Maserati. His cousin Carlo said: 'I would like to express all my gratitude to those who have made Maserati's accomplishments possible and have brought it to new horizons.'

After a lengthy parade through the city's streets. involving more than 200 classic and modern Maseratis and the majority of Modena's population, gathering participants enjoyed a guided tour of the complex that Maserati has occupied since it moved from Bologna to Modena in 1939, and where the Maserati GranTurismo and GranCabrio are now produced (as well as Alfa Romeo's 4C).

During dinner amid the production lines, guests were entertained by singers from the Luciano Pavarotti Foundation (the great tenor's first Maserati was a bright blue Sebring, which he purchased in 1963); his widow Nicoletta Mantovani was present at the dinner. Guests also visited the snappily titled 'Maserati 100 - A Century of Pure Italian Luxury Sports Cars' exhibition at the Museo Casa Enzo Ferrari, near the Maserati headquarters and curated by Adolfo Orsi Jr, grandson of Adolfo Orsi, who bought the Maserati business from its founding brothers in 1937.

Following the Saturday's Modena extravaganza, proceedings continued on the Monday with a regularity competition as more than 200 Maseratis headed to the historic San Martino del Lago circuit near Cremona. The circuit is just a short distance

from the straight stretch of road on which Baconin Borzacchini set the first world record in Maserati's history on 28 September 1929, at the wheel of the 16-cylinder Maserati V4 - 246km/h for the Flying 10 Kilometres, a record that stood for eight years.

Cremona hosted a tour of the brand new, high-tech Museo del Violino, with a performance on one of the finest, best-known instruments made by Antonio Stradivarius. The location was also an homage to Gino Rancati, the Cremona-born journalist who, in the early 1960s, suggested to Adolfo and Omer Orsi the idea of what was to become the Quattroporte - the world's fastest four-seat saloon of its day.

Maserati CEO Harald Wester hosted a gala dinner at the Reggia di Venaria Reale, a royal palace on the outskirts of Turin. There, Fiat CEO and Maserati chairman Sergio Marchionne declared that: 'Maserati will never be a giant. It will never be the biggest producer of automobiles in the world but it will be, simply, the best.'

The final day of the Centennial Gathering was focused around Turin, with a tour around Maserati's newest factory, the Avv Giovanni Agnelli plant in Grugliasco, where the Maserati Ghibli and Quattroporte are built. Cars then lined the Piazza San Carlo for the Concours d'Elegance finale, where 'Best of Show' was awarded to a Maserati Mexico 4200 Prototype Frua, with the Maserati A6 GCS/53 from the Panini collection receiving a special award.



#### Left and below

More than 200 Maseratis old and new lined Turin's Piazza San Carlo; dinner guests at Maserati's Modena factory, entertained by the Luciano Pavarotti Foundation.











KOP HILL CLIMB

# **Uphill but no battle**

Buckinghamshire's historic hillclimb doesn't time its entrants yet certainly attracts the right type of crowd

Words Paul Hardiman Photography Paul Bussey

ORGANISERS RECKONED this the best Kop Hill revival yet — with more cars and bikes running the hill and filling the paddock, more sponsors, traders and caterers, more entertainment — and more visitors even after Saturday's drizzly start. Not bad for an event only in its sixth year, that was originally devised by a bunch of local Rotarians to raise money for charity. Though now formally incorporated into a company, it's still run by unpaid volunteers, with the help of the British Marshals Motorsport Club.

And what a show they put on. The gate was over 16,000 and, of 650 entries (cars and motorcycles from veterans to modern supercars), more than 400 ran up the hill. Paddy Hopkirk, a patron, blasted up in a replica of his 1964 Monte Carlo Rally-winning Mini. The National Motor Museum sends cars, thanks to sponsorship from Millers Oils. Last year it was the Napier Railton, specially road-registered for the first time; this time it was the turn of the 1924 GP Sunbeam that holds the Kop Hill record, established in 1925 by Sir Henry Segrave, plus a 1914 Rolls-Royce Alpine Eagle as the centerpieces of a 'Best of British' collection.

Also present was the oldest existing Aston Martin, the Aston Martin Heritage Trust's prototype





A3 that Lionel Martin drove to a win here in the 1920s, plus Simon Taylor's Stovebolt Special, the 1950 Formula 2 HWM that became the first road-racing car in the world to receive smallblock Chevy V8 power. The current Earl Howe opened the hill on Saturday – one of the four ERAs present was raced by his predecessor, the 7th Earl Howe.

Kop Hill has been a speed hillclimb since 1910, when it was a dirt track up the open scarp of the Chilterns. Racing was banned from 1925, the year Freddie Dixon averaged 81mph on a 735cc Douglas. Today it has a smooth tarmac surface and is undoubtedly faster, but now it's 'just for fun'.

A poignant ceremony took place on the Sunday afternoon: the Peter Lewis Best of Show Award. Lewis, the event organiser, died suddenly earlier this year and his friends at Cranfield University created this award for 'the car I would most like to take home'. The public voted for Robert Hutton's 1935 Brough Superior, and Peter's widow Caroline took her seat for a ride up the hill.

The Classic Motor Cycle Awards went to Petri Hitches' 1928 Douglas DT and Tim Walker's 1920 Duzmo TT Rep. Skipworth is a name long associated with the event – Dick is a patron and his famed Ecurie Ecosse collection made its last public appearance here before its sale – and granddaughter Katherine dominated the Soapbox awards. Dick himself was suitably mounted in an E-type racer.

KHC has so far raised £200,000 for Buckinghamshire Community Foundation, with at least another £50,000 expected this year.

#### From top

Earl Howe flags away 1914 Rolls at the start; not one, not two, but three Brough Superiors; a line-up of early Lotuses.



FRIDAY Jan. 16 SATURDAY Jan. 17 2015



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**AUCTIONS & PRIVATE BROKERAGE** 





THE MASS-MOVEMENT of 2000 Citroëns rumbling across the Pays de la Loire landscape concluded with a cacophony of horns as they rolled up to the gates of the Circuit de la Sarthe.

Le Mans was the venue for Euro Citro in what is a particularly important anniversary year for Citroën enthusiasts: 2014 has marked the 80th anniversary of the Traction Avant, 40 years of the CX and 25 years of the XM. Processions took place throughout the weekend and, while Traction drivers traversed the track with cool restraint, the 2CV convoy attracted the kind of on-track lunacy one would expect. At one point on the Saturday, there were 650 Deux Cheveaux derivatives doing laps and swerving around the other cars strewn all over the circuit, on the grass and in the gravel, in a circus of tin snails, owners keen to capture their individual moment of Le Mans triumph on camera.

veritable frenzy of doors, wheels and wings, and there was a significant presence from Citroën Heritage. Ten cars were deployed by the Paris-based Citroën Conservatoire, among them an SM Mylord cabriolet and the CX that finished second in the 1977 Senegal Rally.

Just a year into his new job, curator of the

Elsewhere, exhibitors offered countless parts in a

Conservatoire, Marc-André Biehler, was clearly in his element: 'I have been collecting brochures since the age of nine and my first car was a DS21,' he gushed. The 46-year-old has since owned six DS models, four SMs and numerous 2CVs but currently has just one of each. 'Citroën is part of me,' he says.

With values of the DS and SM having risen significantly in the past few years, he believes the time has come to start cherishing the CX and, shortly, the XM: 'We have seen it with the Traction Avant and the DS. They all went through periods of being very cheap. But look now! The prices are high. The best CXs will be very collectable, especially the petrol versions and the long-wheelbase Prestige.'

And with the French countryside still littered with rapidly dissolving Citroën models, he's keen to commend enthusiasts of the margue for their efforts: 'We cannot save them all but, when we see an abandoned car, we always send the information to the Citroën clubs so, if somebody is in the region, they can find out if the owner is willing to sell."

He proclaims loudly with a broad grin and a joyful wave of the hand: 'From Dyane to DS and SM, we

#### Above, right and below

CX and DSs on the Circuit de la Sarthe: SM front end for sale: 2CV and H van; Citroëns on parade; 2CV Fourgonnette



stick together to save our favourite cars!'

After taking rides around the circuit in vehicles ranging from a new C4 Cactus to an SM and a presidential C6, my own weekend concluded in the boot of a DS. With a shrug of indifference to health and safety, a group of Frenchmen thrust a bottle of beer into my hand and stuffed me into the boot of the 1968 saloon from where I spent several laps taking photos of the chaos.

Surrounded by such joyful madness and eccentricity, I couldn't imagine a more appropriately bizarre vantage point from which to experience Euro Citro 2014.











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# PRIVATE TREATY SALES



Illustrated 1967 FERRARI 275GTB/4 Berlinetta

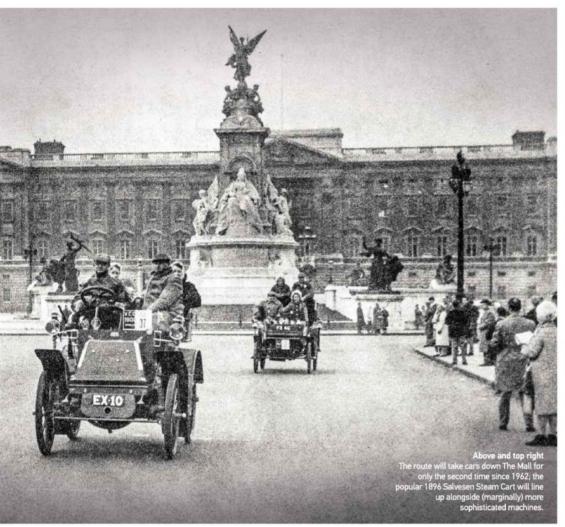


# AT KIDSTON SA



CLIENT PORTFOLIO 1949 Cisitalia 202 Berlinetta by Pinin Farina 1955 Mercedes-Benz 300SL Gullwing (preservation class candidate) 1955 Mercedes-Benz 300SL Gullwing (show winner) ● 1957 AC Ace Bristol 1962 Ferrari 400 Superamerica (ex-Geneva Motor Show) ● 1980 BMW MI 1985 Porsche 962 (ex-BF Goodrich double 24 Hours of Daytona podium finisher) 1989 Aston Martin V8 Vantage Volante ● 1991 Ferrari F40

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











EVENT PREVIEW

# **Bonhams London to Brighton Veteran Car Run**

THE CLUB sandwich. The Match of the Day theme tune. The Formula 1 points-scoring system, Bernie. Some things you just shouldn't mess with too much, and so we're happy to report that, if you're at all familiar with the world's longest-running motoring event, there is little to tell you about the 2014 London to Brighton Run that you won't already know.

On 2 November, come rain or shine, 443 pre-1905 machines will puff, pop and wheeze their way from central London to the south coast to celebrate the 'Emancipation Run' of 1896 – held, of course, to mark the passing of the Locomotives on the Highway Act, which raised the speed limit to a heady 14mph and did away with the daffy law requiring a man waving a red flag to trudge in front of any moving automobile.

As usual, the cars (and a few tricycles) will leave from Hyde Park at daybreak and make their way through the capital towards the A23, with the route this year taking them past Buckingham Palace and down the Mall for only the second time since 1962. It's a path well-worn by the Queen's coaches and, with the streets guaranteed to be lined with spectators, passengers will need to have practised their Royal wave.

Organisers estimate that the event is watched by half-a-million people annually, and frankly that number sounds a little low to us. Nowhere else in the world can you see such an extensive collection of veterans in action, and enthusiasm for the Run seems to grow each year. Onlookers this time will clap eyes on cars as venerable as an 1888 Truchutet 4hp,

and as unusual as our favourite (oh, let's face it, it's everybody's favourite), the coal-fired Salvesen Steam Cart.

Though the crew of the latter will inevitably have to work a little harder than everybody else to make it to Madeira Drive in Brighton (coal doesn't shovel itself), they will at least be able to take a load off at the halfway point in Crawley, with Harrods providing a 'luxury pop-up pit-stop' for the weary, and traffic should be less of a concern than in years past, with a greater number of bus lanes open to entrants.

Still, anybody who finishes will have earned the right to feel very pleased with themselves. Traffic or no traffic, 60 miles in (or on) a veteran in November is something of an ordeal – but it's not supposed to be easy. It just wouldn't be the London to Brighton if it was.

#### **USEFUL INFORMATION**

WHERE London to Brighton, UK
WHEN Sunday 2 November

WHERE TO WATCH Madeira Drive and the halfway stop in Crawley will afford you a close look at the entrants, but let's not be soft. Set an alarm clock - set two or three if you have to - and get down to Hyde Park for the start; the sight of hundreds of ancient cars steaming and smoking through the morning mist really is worth the early start. The Jack & Jill Inn at the bottom of Clayton Hill is a good spot, too, and for the best view of all, try befriending a bidder at the Bonhams auction on 31 October: several cars will be offered with entries for the Run and passenger seats that just might need filling...

INFO www.veterancarrun.com

#### LISTINGS

#### 23-26 OCTOBER Auto Moto d'Epoca

Padua, Italy, Well-established exhibition of classic cars and bikes that attracts upwards of 70,000 visitors to northern Italy each year. Always a good place to look for parts and automobilia. 24-26 OCTOBER

#### **RACV Motorclassica**

Melbourne, Australia. Evergrowing classic show held in (and around) Melbourne's fabulous UNESCO-listed Royal Exhibition Hall. 24 OCTOBER -

#### Hilton Head Island Motoring **Festival and Concours**

Hilton Head Island, USA. A weeklong motoring extravaganza in South Carolina featuring an embarrassment of good events. among them the Savannah Speed Classic

#### 26 OCTOBER

2 NOVEMBER

**National Restoration Show** Stoneleigh, UK. Does exactly what it says on the tin, offering novice and expert restorers alike the chance to pick up project vehicles and hard-to-find parts from a large autojumble and trade village, as well as helpful advice from a variety of marque club representatives 30 OCTOBER -

#### 2 NOVEMBER **HERO Rally of the Tests**

Buxton to Bristol, UK. Around 30 special tests and 18 regularity sections await crews travelling from Buxton to Bristol via the rallying heartland of Mid-Wales 1 NOVEMBER

#### Regent Street Motor Show

London, UK. Increasingly popular free event on London's Regent Street featuring around 300 cars new and very, very old. 1-2 NOVEMBER

#### Classic Vehicle Restoration

Bristol, UK. Now in its 14th year and including club displays, trade and autojumble stands and an auction. All for a good cause, too: Children's Hospice South West. 2 NOVEMBER

#### London to Brighton Veteran Car Run

London to Brighton, UK. See preview opposite.

#### dwood Breakfast Club

Goodwood, UK, Vee-Power Sunday, the final Breakfast Club date of the year, is dedicated to 'the glory that is the vee engine' in all its many forms

#### 12-16 NOVEMBER Classic 24 Hour at Daytona

Daytona Beach, USA. First running of what promises to be a regular highlight on the calendar, featuring big names and a big selection of classic racing machines.

#### 14-16 NOVEMBER

NEC Classic Motor S Birmingham, UK, The UK's biggest indoor show with excellent club stands, cars for sale and a live stage. 20 NOVEMBER

#### International Historic Motoring Awards

London, UK. The great and the good of the classic motoring world gather at the St Pancras Renaissance Hotel for the prestigious awards ceremony and black-tie bash 23 NOVEMBER

#### Toy and Collectors Fair

Gaydon, UK. The Heritage Motor Centre in Gaydon opens its doors to toy and memorabilia enthusiasts hoping to find some elusive collectible among the thousands on sale.

#### 29 NOVEMBER -7 DECEMBER

Essen Motor Show Essen, Germany, The giant show returns, with the usual focus on modern sports and racing machinery and tuning culture but some good classics, too. 4-8 DECEMBER

#### Auto Retro Barcelo

Barcelona, Spain. The biggest classic car show in Spain, with a pleasingly eclectic mixture of displays covering almost every marque and motoring niche you can think of

#### 6.9 DECEMBER

#### Le Jog

Land's End to John O'Groats, UK. The famously tough reliability trial celebrates its 20th birthday this year, and crews will enjoy a route that combines all the best (or should that be worst?) bits of the previous 19 editions.

#### 1 JANUARY Brooklands New Year's Day Gathering

Weybridge, UK, Classic car owners and enthusiasts wrap up warm and head to Brooklands to kick off 2015. Pre-73 machinery and modern supercars will share space on the circuit's banking. and the museum will open, too. 8-11 JANUARY

#### The London Classic Car Sh London UK An indoor event it may be, but the capital's new classic show will feature plenty of action with some of the world's finest old cars steaming up and down the huge ExCel. exhibition centre in East London.

8-11 JANUARY Autosport Internation Birmingham, UK. The annual show at Birmingham's NFC features something for fans of just about every motor sport discipline, and a karting track in the so-called 'Adrenaline Zone'. 8-11 JANUARY

#### InterClassics & TopM

Maastricht, the Netherlands. Key displays at the popular Dutch event this year will include '80 Years of Jaguar' and 'Grand Prix Classics', the latter tracing the history of GP racing through a collection of 20 important cars 21-25 JANUARY

#### Cavallino Classic

Palm Beach, USA. Chiefly known as a top-drawer gathering of Ferraris, the Cavallino Classic also features a concours open to other marques, a programme of events for Bugattis and some good racing action. 28 JANUARY -

#### 4 FEBRUARY

#### Rallye Monte Carlo Historique

Cars starting from Glasgow, Copenhagen, Turin, Barcelona and Reims tackle the daddy of historic rallies, navigating icy valleys and snowy peaks on their way to Monaco's Port Hercules.

#### GO ONLINE!

www.octane-magazine.com Octane makes every effort to ensure accuracy on these pages, but recommends that you conta-event organisers before setting out. Visit the Octane website for contact details.



Le Jog, 6-9 December



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# The latest Paris fashions

The Paris Mondial de l'Automobile is the world's largest annual motor show.

These are Octane's 2014 highlights

Words Glen Waddington

#### LAMBORGHINI ASTERION LPI 910-4

Lamborghini surprised showgoers, not with a production version of the Urus SUV but with a supercar - one with a difference. The Huracan's V10 is stuffed in the back (hence the Longitudinale Posteriore in its nomenclature), but the I stands for Ibrido. Yep, this is a hybrid, with three electric motors contributing to a total power output of 898bhp (or 910ps) and whose traction is supplied to the front wheels only - the V10 drives the rears and the 4 in the name thus refers to its four-wheel drive, while the batteries are stored where there might otherwise have been a transmission tunnel.

Performance? It promises 0-62mph in 3.0 seconds and 199mph, but also a claimed 67mpg and tax-friendly emissions of 98g/km, and it will travel up to 31 miles in electric-powered silence. It's a concept car for now, one that strays from the visual brutality of some recent Lamborghini design (though the Huracan saw a softening) and proves that Sant'Agata, like its rivals, can marry ecology to awe-inspiring pace. Oh, and the name? In Greek mythology, Asterion was the minotaur – a monstrous hybrid if ever there was one.









#### LAND ROVER DISCOVERY SPORT

This is what we used to call the Freelander or, rather, that's what it replaces. So, while there are now three cars branded as Range Rover (the deluxe off-road king itself, plus Sport and Evoque), henceforth Discovery becomes a more practically orientated family, with the current Disco 4's replacement due next year.



#### AUDI TT SPORTBACK

Audi launched the new TT Roadster, but far more interesting was this Sportback concept: a stretched five-door, four-seat TT. And with Audi's propensity for inventing market niches to fill, who'd bet against it becoming a production reality? Its 395bhp 2.0-litre turbo four is already a certainty; expect the car to follow in 2016.



#### FERRARI 458 SPECIALE A

There will be 499 Speciales built with spider coachwork – the A stands for aperta, or 'open'. It gets the same 597bhp 4.5-litre V8 as the closed Speciale, allied to a body that features a retractable aluminium hardtop that retracts in only 14 seconds. Bear in mind it will reach 125mph from a standstill in only 9.5sec...



#### JAGUAR XE

Last month *Octane* was invited behind-the-scenes at Jaguar, when David Lillywhite met up with design chief Ian Callum. Now it's the public's turn to meet the XE, a brand new sporting saloon designed to tackle the BMW 3-series, Mercedes C-class and Audi A4 head-on. So expect to see quite a few plying the motorways.



#### HONDA CIVIC TYPE R CONCEPT

The hot-hatch aficionado's choice returns next year after one of Japan's lengthiest new-car gestations. The big change for this generation? A turbocharged engine, forecast to produce up to 290bhp – and performance to eclipse all previous fast Hondas. Which includes the NS-X. Form a queue in Swindon.

# Well, we saw it first as the hypermilling XL1 eco-car, claimed to be capable of more than 300mpg. Now it's back as a record-breaking sports car: 168.75mph, thanks to that ultra-aerodynamic coachwork... and a 197bhp Ducati V-twin bike engine that revs all the way to 11,000rpm. Only 500 will be built. Pure madness – we love it.



#### MAZDA MX-5

Mazda showcased 25 years of the MX-5 at the Goodwood Festival of Speed. At Paris it launched the fourth generation, with a new, ultra-high-compression, direct-injection 1.5-litre engine and 100kg less than before to propel. Otherwise expect masses of trad roadster appeal – exactly as offered by the 950,000 MX-5s built before it.



#### BENTLEY MULSANNE SPEED

Bentley calls it 'the world's fastest ultra-luxury driving experience' and, with such numbers as 811lb ft at 1750rpm and max power of 530bhp from its 6.75-litre V8, we're not about to argue. The performance figures are 190mph and 0-60mph in 4.8sec. Worth putting down the FT and climbing into the front for.



# A haunting presence

Visual changes are subtle, but the reworked Ghost Series II is the optimum Rolls-Royce

Words John Simister

IF A ROLLS-ROYCE is 'the best car in the world', as was once the company's promise, then it should be perfect within its milieu. So the notion of an update presents the philosophical difficulty of improving on perfection. Nevertheless, even Rolls-Royce would like people to continue to buy its cars – around 4000 of them a year, suggesting that at least some parts of the economy have recovered – rather than keeping existing ones for ever. This is why the Ghost, launched in 2010, has just been refreshed as the Ghost Series II.

The changes are discreet enough not to stir too much dissatisfaction among owners of what will now be known as the Series I, but those in the know will know. One of the changes is to offer a wider range of personalisation options, capitalising on the fact that four out of five recently ordered Ghosts have been 'bespoked' even though, before bespoking, they represent the entry-level point (£216,684) of the Rolls-Royce pantheon. A rendering in deeply lacquered marquetry of a city skyscraperscape on your glovebox lid? Certainly, sir/madam. Metallic pink paintwork? Of course; the customer is always

right. Rolls-Royce claims not to have a taste police. Instead, it will 'work with the client to suggest the best way of achieving the right result'.

Other changes are more to do with the, er, basic car itself. The rear suspension's subframe has new fluid-filled mountings, and you can have a 'driving pack' with revised spring and damper rates and a thicker-rimmed steering wheel, presumably making it feel more like the mechanically similar Wraith. The rear seat backrest is slightly more reclined, the eight-speed automatic gearbox uses data from the sat-nav to predict the need to change or hold a gear (said to reduce shifts by 30%) and – the big one – there's a new nose.

There is? The changes are very subtle, involving a fractional raising of the prow, a broadening of the visage and a curious hockey-stick shape for the headlights, which goes against R-R's mantra of 'the power of simplicity'. The stainless steel strip that forms a whoosh-line aft of the speeding Spirit of Ecstasy now sits in a 'wake channel', and the under-bumper air intake has taken on a slight smile. The 'waft line' on the flanks has a more racily angled leading edge, too.

Tiny details, then. But the Ghost was a fine thing in the first place, with its 6.6-litre, 563bhp, twin-turbo V12 delivering its 575lb ft torque peak at just 1500rpm, helping it to 60mph from a standstill in just 4.9 decorous but Earth-moving seconds. It's all so easy and effortless, with no sport modes, manual overrides, configurable suspension settings or anything else to suggest the driver could conceivably make a better decision than the motor car itself.

So you waft towards the horizon in your truly beautifully made cabin, daring yourself to make the power-reserve meter's needle touch zero, and all the while wondering just how something so large and grand can feel so amusingly eager, agile, composed and, well, compact. Only in a country lane, or when parking, does the Ghost suddenly grow back to its true size. And only on a craggy surface do any road shocks ever overcome the air suspension.

In many ways, this is the optimum Rolls-Royce: properly aristocratic, properly spacious (especially in long-wheelbase form), yet surprising fun to drive. Mighty in-house-developed sound system, too.











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# Open for business

The new Porsche Cayman GTS is a fantastic driver's car – but there's more atmosphere in the soft-top Boxster

Words Glen Waddington Photography Andrew Morgan

**IN LINE WITH THE** rest of the Porsche range, there are now GTS versions of the latest Cayman and Boxster, honed so that the likes of *Octane* readers (and writers) will enjoy their time behind the wheel that little bit more than before.

You can read what *Octane* test driver Tony Dron thinks about the Cayman GTS in his column on page 50. The Cayman has long been lauded as *the* driver's car in the Porsche range, with greater rigidity and therefore purer steering than the Boxster it originally sprang from. In fact, *Octane* even claimed that the latest Cayman was the biggest threat posed to the 911 in its 50-year history (issue 123).

It was great fun to test the Cayman's Launch Control on the new Porsche Experience circuit, next to the F1 track at Silverstone. In Sport Plus mode, select drive in the PDK paddleshift transmission, hold the car on the brakes with your left foot, lamp the throttle with your right, wait a second, off the brakes... and the Cayman blasts up the runway, a perfectly controlled start with no wheelspin yet no bogging down. It's hugely impressive, though quite when you'd need to use it on the road is another matter altogether. Talking of roads...

Porsche felt we should experience the Boxster GTS on the winding lanes of Northamptonshire. I'd

tested a Cayman S (with PDK) a few months before (you might have read about it at www.octane-magazine.com) and, while I found its paddleshift to be a brilliant example of its ilk, I also found myself craving the interaction of a manual. This Boxster is a manual. A good thing, then.

So, what makes a GTS? Well, for a bit less than £6000 over an S (it costs £52,879) you gain 15bhp from the 3.4-litre flat-six (up to 325bhp) for a top speed of 175mph (up by 2) and 0-62mph in 5.0sec dead (down 0.1sec; it's a supercar-troubling 4.7sec using the optional PDK transmission with Launch Control). More importantly, Porsche's Active Suspension Management is standard-fit, as is the Sport Chrono package - you might use the dash-mounted stopwatch less often than you switch the active exhaust to full noise, or tweak the throttle response - and dynamic engine mounts that stiffen automatically to reduce mass transfer in corners. plus such aesthetic treats as full leather trim, including sports seats; black 20in alloy wheels, and restyled spoiler and splitter.

Yes, it's deliberately a little less hardcore than the Cayman, which is uprated to 335bhp and costs £55,937, but the biggest treat is to lower the roof, electrically, in seconds, and reveal the full glory of

the flat-six to your ears. It really is a lairy noise from back there, with plenty of crackle and pop to the exhaust and a soundtrack that's, well, more Hendrix than Clapton. You never quite get to hear all the nuances in the Cayman, and nor would you in the Boxster, roof-up.

Now, some might expect that the price to pay for wind-in-hair and fully assailed ears would be a floppy structure and scuttle shake. Yet there's none of that. The Boxster would feel remarkably solid in the company of pretty much any fixed-head coupé. And steering it remains as much of a joy as steering a Cayman. That is to say, perfect poise and balance, instant-response agility, and a certain sense of invincibility. I'll have a guick moan that the electric rack of the latest generation isn't quite as interactive as the hydraulic set-up of the last, but it's about as good as you'll get these days. Oh, and playing with that stick-shift - stubby, accurate, easy to heel-andtoe with - remains a joy denied those who go for the racebred PDK. Put simply, this is my favourite Porsche this side of a 911. Twenty grand this side.





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# JAY LENO

#### THE COLLECTOR

our troops. I got to talking to some guys who work in the motor pool about what kind of vehicles they like, and what they're looking for. And, probably for the first time in modern warfare, fuel economy came up.

After World War Two, technology from the battlefield trickled back to cars. You remember: the fins that mimicked the aeroplane, fuel injection, all that stuff of the '50s. But not much from the military has trickled down into automotive use since. Tanks and Humvees have been using pretty much the same basic diesel technology for the last 30 years, because it's simple to work on. Now, suddenly, they're talking about fuel economy and, especially, hybrid electric power. And partly it's thanks to a Californian hot-rod legend.

WAS IN Afghanistan recently doing some shows for

Gale Banks is one of those classic American hot rodders. He's been a California kid all his life. He still races hot rods. He holds the world record for the fastest diesel truck. He drove the diesel truck to Bonneville, broke the record and then drove it home again. That's got to be unique.

Gale is playing a major role in helping the armed forces develop some of this new technology. Instead of massive V8s with big turbochargers, he's got small V6s

with massive turbochargers and hybrid technology to get more horsepower and way better fuel economy than the old models managed.

Gale has the credentials. He made a fortune in the '80s, '90s and early 2000s when General Motors put diesels in motorhomes with 180 horsepower. You'd go to Gale Banks and get one of his turbo kits, and increase it to 280 or 300 horsepower. Since he's one of the leaders in diesel technology, he was approached by the military to try to come up with more fuel-efficient ways to increase power and economy. And by using hybrid technology and super-capacitors and all this type of thing he's been able to do that. The effects for the troops are significant, as I found.

Instead of me just asking the guys in Afghanistan what kind of burn-outs they can do and how fast they can go, we ended up talking about fuel efficiency and fuel economy. The military has vehicles that weigh 14,000lb and they used to go zero to 60mph in 48 seconds. Now they do it in 23 seconds. With, like, 40% better fuel economy. And when people are shooting at you, 25 seconds can be a real killer.

We didn't go in any of those vehicles but we were hit by rocket fire. We had three rockets fired at us. They weren't particularly close. You could hear them come in and people yell 'Incoming!' and then you hit the floor. And usually they can be blown out of the sky with this sort of Gatling gun type of deal that just fires a million fragments and blows them up. But they have pretty bad aim, these Taliban guys, so the rockets just tend to land somewhere on the base and rarely hit anyone.

It was exciting. I was doing a show at the time so they gave me a combat badge, since I was there when a missile hit. Obviously it's nowhere near what the regular guys go through on a daily basis but it was interesting to see what it's like. When you sleep on the base, all night it's F-16s just taking off, helicopters... plus most of the planes fly without lights at night so they can't

be spotted.

The American military has gone to diesel as its main fuel. They want one fuel, and they don't want it to be gasoline. The engine in my tank car is an M47 Patton tank engine; it was a gas engine that was used in an air-cooled motor in a tank back in Korea. But they realised that, as soon as a grenade or a shell hit it, it would literally explode because it was filled with gasoline. So they said no more of those, we're going to go to diesel.

'AFTER WORLD WAR TWO, BATTLEFIELD TECHNOLOGY TRICKLED BACK TO CARS. NOW THEY TALK ABOUT FUEL ECONOMY'

That's why they use diesel now.

Gale Banks is able to use this technology they developed, under the military, for passenger cars and passenger trucks and buses and things of that nature. The hybrid technology makes the vehicle faster. For the military, that makes it a more effective weapon because it can move silently. The fuel economy is a great bonus. In the civilian world it is the other way round. By 2025 in the USA, every vehicle must get 54mpg. So the petrol/electric hybrid system in use in a car such as the McLaren P1, in essence the same as Gale has been developing for the Army, is the only way forward.

It's nice to see some good come out of warfare, that can be used for passenger car technology.

#### JAY LENO

Comedian and talk show legend 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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# DEREK BELL

#### THE LEGEND

VER THE COURSE OF the last 12 months, motor sport has witnessed its fair share of tragedy. Michael Schumacher was seriously injured in a skiing accident in December 2013 and the prognosis for his long-term recovery doesn't sound good. Back in August, the cars of three-time NASCAR champion Tony Stewart and 20-year-old Kevin Ward Jr tangled on a dirt oval at Canandaigua, New York. Ward spun into the wall before getting out of his car to remonstrate with Stewart. Moments later, he was struck by Stewart's car and died instantly.

Forgoing the 'who did what' aspects of this incident, parents have been left without a son and Stewart will have this hanging over him for the rest of his life, despite being absolved of any wrongdoing by a grand jury.

This column is being written a day after poor Andrea de Cesaris died in a motorcycle accident in Rome, and Jules Bianchi suffered severe head trauma in a crash during the Japanese Grand Prix at Suzuka. As I'm sure many *Octane* readers will know, Bianchi is tipped to be a fully fledged Ferrari driver in 2015 after showing well with Marussia. It's way too early to speculate on what the future holds, but I dearly hope he

makes a full recovery and gets to drive the red cars from Maranello. I did a piece for TV with Jules earlier this year and he was a lovely chap.

More than all the other tragedies and incidents that have befallen drivers of late, I think Jules' was the most shocking because it was so unexpected. By that, I mean we as drivers live with the knowledge that motor sport is inherently dangerous. To be blunt, that is part of the appeal, but at the same time I think TV viewers don't expect to watch someone be seriously injured – or worse – from the comfort of their sofa. They expect to see drivers walk away from spectacular crashes with only a sore neck and a story to tell.

When I was attempting to make the big time back in the '60s, motor racing was a brutally stark business. I was reminded of this during my second-ever Formula 2 start at Hockenheim in '68. It was the race in which the great Jim Clark perished after an accident in his Lotus. When I was a young pup looking to forge a career in motor racing, Jimmy was my idol and my yardstick. He won in every category you could think of and made it look

effortless. His driving was so precise, so polished, you wanted to be just like him. But, more than anything, should anyone question my sanity for putting myself in harm's way, I would invariably point to Jimmy's career. He hadn't so much as broken the skin in a racing accident. Now he was gone and my philosophy, if you can call it that, died with him.

As a professional racing driver, you invariably push such concerns to the back of your mind, but fate has a habit of bringing them to the forefront. Back in 1984, I remember chatting with veteran driver 'Brilliant Bob' Wollek shortly after the popular Austrian Jo Gartner had his fatal accident at Le Mans. Bob said to me: 'Sometimes I wonder why we do this. Is it worth dying for?' That shook me to my core.

You see, it isn't the sort of thing you're used to discussing at a

track. If it had been a driver I knew particularly well, we might have broached the subject over a coffee or something, but not at a circuit. Bob's remarks got me thinking a bit. I began to wonder: I was a bit older and maybe even a bit wiser, so why was I doing this?

It certainly wasn't for the money because, outside F1 at least, it wasn't that great. I mulled it over before arriving at an obvious conclusion: I did it because I loved driving racing cars; loved the

competition. The supreme irony is that poor Bob was later killed in a freak traffic accident while riding a bicycle.

There hasn't been a fatality in F1 since that black weekend at Imola back in '94 when we lost Ayrton Senna and Roland Ratzenberger. Since then, there have been huge leaps forward in car design and driver protection devices but, sadly, I fear there will be another fatality one day.

Ultimately, what drives us on as racing drivers — what motivates anyone who loves driving fast cars, riding motorcycles, skiing or anything else with inherent risk — is the knowledge that we have only one life. If you don't take risks, you miss out on so much.

A life wrapped in cotton wool is no life at all.

#### DEREK BELL

Derek took up racing in 1964 in a Lotus 7, won two World Sportscar Championship titles in 1985 and 1986, the 24 Hours of Daytona three times in 1986, 1987 and 1989, and Le Mans five times in 1975, 1981, 1982, 1986 and 1987. He was speaking with Richard Heseltine.

'WHAT MOTIVATES
ANYONE WHO LOVES
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IS THE KNOWLEDGE
THAT WE HAVE
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## STEPHEN BAYLEY

#### THE AESTHETE

BRISK ATHLETICISM.

AND A HINT OF WINK-

AND-NUDGE RACINESS'

F HE WERE still alive, Mike Hawthorn - who won the 1958 Drivers' World Championship wearing a bow tie at the wheel of a Ferrari 246 - would today be a mere 85. But he died 55 years ago. According to police records, his British Racing Green Jaguar 3.4 saloon, VDU 881, had 12,028 miles on the clock when he lost control of it on the Hog's Back, hit a bollard, bounced off a Bedford truck, then ended its journey, and his, by demolishing a Surrey tree.

It was around midday on 22 January 1959, and Hawthorn was on his way from the Tourist Trophy Garage in Farnham (which he owned) to the Cumberland Hotel at Marble Arch, where he had a meeting. The police report says traffic was light and at some point early in the journey Hawthorn encountered team-owner Rob Walker, who was driving from Somerset to London in a Mercedes-Benz 300SL. Seems they made eye-contact and a race followed...

This is a romantic story and full of tragedy. Hawthorn narrowly won the '58 World Championship, then announced his retirement, traumatised by the fiery death of his friend Peter Collins. In the style of bow-tie-wearers everywhere, Hawthorn called Collins 'mon ami mate'. But Hawthorn had also been diagnosed with a terminal kidney condition and had only months to live. Perhaps in these

circumstances you do not lift off or choose to brake very late.

Jaguar had been part of his short and glamorous life. Hawthorn won Le Mans in '55 in a D-type, but in controversial circumstances: an inexplicable braking manoeuvre led to the sequence of events that caused the horrific crash of Pierre Levegh's Mercedes. The Mercedes-Benz team withdrew from the race, but Jaguar did not and claimed a sour victory. Perhaps the gods noticed and returned to visit Hawthorn, Guildford and the A3.

Hawthorn's Jaguar 3.4 was one of the great cars of its day. A modestly sized and nicely proportioned sports saloon, it was the first Jaguar with unitary construction. There was wishbone front suspension and at the rear was an abbreviated version of the D-type's underpinnings, with weird, inverted semi-elliptic springs that worked like trailing arms. Rear track was fully 4.5 inches less than the front, giving the car a strange aspect: good for highspeed stability, but it made for shocking understeer. Hawthorn had modified his own car with spacers on the rear axle, which increased the track, but, perhaps, reduced both the stability and that same understeer. Next thing you know...

There can be few expressions more redolent of 1959 and the bow-tie era than 'sports saloon'. The term suggests cosy architecture and brisk athleticism, with a hint of wink-and-nudge raciness and a ghost of cigar smoke. On the news feed in my office I see a headline that says 'Cape Town opens first gay mosque'. I doubt sports saloon drivers would understand that.

It was a world of pine-scented Home Counties private roads. gin and tonic, loose-fitting underwear, approximate dental hygiene and amiable bigotry. Hawthorn's address was Greenfields, Folly Hill, Farnham. I bet they did not much discuss abstract art or modern jazz thereabouts.

Nostalgia was, correctly, defined as a medical condition. I would not advocate a return to 1959 - things are better now but I do wonder whether this moment (before the E-type, never

> mind the exciting discovery of sex and The Beatles' first LP) provided optimum conditions for the creation of interesting cars. This is what was on my mind as I pondered the launch of the new Jaguar XE, the 3.4 of today.

> Emeli Sandé has written a song about the car, 'inspired by social media' (and paid for by a hopeful PR office). A superannuated band called Kaiser Chiefs played at Earls Court. There were celebrities. Outside my own dear old Design

Museum, an aluminium sculpture of an XE composed of a Babel of words sits in a vitrine. But the new Jaguar is a desolate failure of artistic nerve. I have over the years written a lot of claptrap for motor industry professionals, so know it when I read it. They say the XE is conservative and evolutionary because that is what the market wants, but in truth it is, aesthetically, lazy and boring. Which market wants that?

They have neither better ideas nor even the audacity to look for them. This car looks German, but Hawthorn's 3.4 looked like a Jaguar, not an Opel Rekord P1. Do you imagine that 50 years from now someone will be writing about the 2014 Jaguar XE in the same spirit of wistful romance lattempted in the first paragraphs? No, I don't either. Mike Hawthorn has gone. So too has Jaguar.

## **'THE TERM "SPORTS** SALOON" SUGGESTS COSY ARCHITECTURE,

#### STEPHEN BAYLEY

Author, critic, consultant, broadcaster, debater and curator Stephen co-created the Boilerhouse Project at London's V&A, was chief executive of The Design Museum, and fell out with Peter Mandelson when he told him the Millennium Dome 'could turn out to be crap'.



# R()BERT

#### THE DRIVER

HAT A YEAR it has been for classic and historic cars. More events, more shows, more concours, more motor racing and more road miles in classic cars of all description. But with only two weekends to myself since the Goodwood Revival and with the continuation of this glorious Indian summer, one more road trip was in order. And where better than rural France.

A while back, 'Bentley Boy' Martin Overington - he's well known for racing his 1929 Blower Bentley with real commitment - suggested we jump into a suitable classic car and motor down to La Chartre-sur-le-Loir, just south of Le Mans. Last year Martin purchased the famous Hotel de France at the centre of the village. The hotel was the preferred choice of the Aston Martin, Ford and

Porsche teams in the heyday of the 24 Hours. Now sympathetically restored, the hotel is superb, but that's for another issue (see www. thehoteldefrance.com).

Overington has a sizable collection of historic cars so he emailed me a selection of possible choices for the trip. If ever there was a classic car for bowling along the undulating French boulevards, his 1973 Citroën DS23 Pallas is it.

Arriving at Overington's country pile, I sling a bag into the back of

the DS, climb into the front seat and rather rudely laugh out loud. The fat, overstuffed seat can only be described as an armchair. I feel like I'm sitting in a nightclub, not a motor car. Start the gruff engine and the DS does its party trick by rising up on its oleopneumatic suspension to the correct ride height. Gears are selected hydraulically via a thin wand atop the steering console and the Citroën does without a clutch pedal. So far, so weird.

Come to the first stop and you have to deal with the brakes. There's no brake pedal, just a button on the floor, which is either on or off, and a deft touch is required. But the ride is superb and the car is easily capable of busting the speed limit thanks to its gutsy 2.3-litre fuel-injected, four-cylinder engine that thumps out 130bhp. The original intention was to fit a flat-six but the company ran out of money so this old lump from the Traction Avant was recycled.

Once in France the big DS really begins to work. Martin and I muse over the fact that most classic saloon cars have been let go in favour of sports cars. But mid-range saloons have a great attraction because they are usually practical and functional, with

a decent ride and plenty of space inside. I suppose that's why the remainder are alive and well on the historic rally circuit.

Peeling off the péage at Le Mans, it's then a 30-mile drive down to our destination at La Chartre-sur-le-Loir in the soft autumnal sunlight. As well as enjoying cornering the DS on its doorhandles, we get a real kick out of flattening speed humps with impunity and, on rough sections of road, the car behaves noticeably better than would a modern car with low-profile tyres and firm suspension.

After a slap-up supper in the Hotel de France's restaurant, next morning sees another very French motoring 'experience'. This time we are in Martin's 1952 Citroën 2CV. Think of a small, grey corrugated shed on wheels. Being a rare, early survivor the 2CV has a 375cc engine, which musters an honest 9bhp. In

> comparison, Martin's Blower Bentley has 220bhp. Thanks to suspension that's even softer than the DS's, climbing into the 2CV makes it rock from side to side. The seats are made up of strips of rubber (old inner tubes work well when they snap) and the flat-twin engine emits a grumpy growl. But, of course, there is ample room for four passengers.

> On the road it is all about carrying speed. The 2CV has a four-speed gearbox (advanced for

its time) and the top speed was quoted as 40mph. And soon we are attempting V-max. Going uphill, the little Citroën gets in the way of cyclists. But down the other side is another matter. With the speedo proving inaccurate, we switch on the iPad and the challenge begins. We see a top speed of 50mph on the first attempt but on the next hill Martin tries harder and our FTD equates to an impressive 59mph. It seems the engine is unburstable and it is great fun going flat-out everywhere.

There are many ways to enjoy classic cars. They don't have to be fast or expensive. This trip through France was conducted in two charmingly eccentric classic saloons that exhibited enthusiasm and fortitude under the lash.

I now want a classic Citroën...

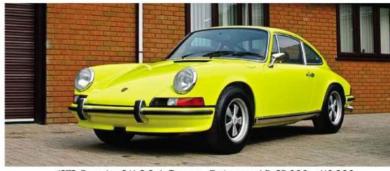
#### ROBERT COUCHER

Robert grew up with classic cars, and has 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.









1973 Porsche 911 S 2.4 Coupe - Estimate: (£) 95,000 - 110,000

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#### **Bill Warner**

Motor sports photographer, racer, National Guard Major and founder of the Amelia Island Concours

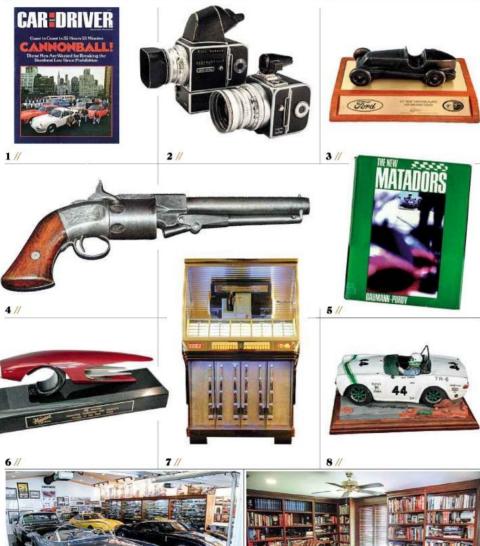
AS A TEENAGER Bill worked at the local imported car dealership in the parts department; at weekends he acted as a gofer for the dealership racing team. Once he'd graduated in electrical engineering, he entered the family filtration business and started photography work on the side. In 1971, he began working for Road & Track magazine.

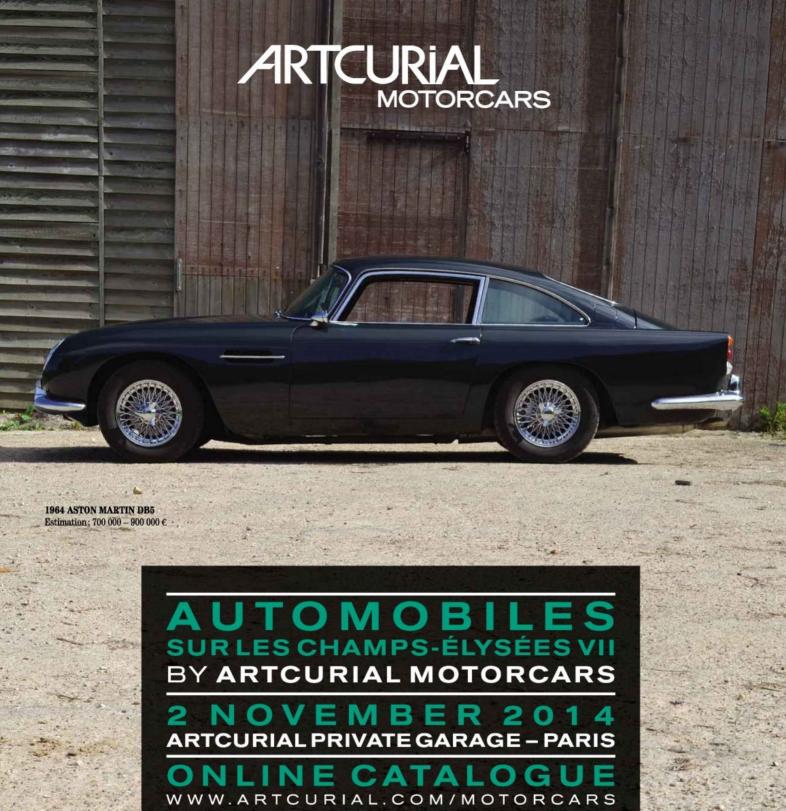
Bill has driven road races for Chevrolet, Oldsmobile, Mercury and Ford. He currently races the Group 44 ex-Paul Newman Triumph TR6 and a TR8 Trans Am/IMSA car. He also restores and collects interesting cars.

In 1996, Bill founded The Amelia Island Concours d'Elegance near his home of Jacksonville, Florida. It has since raised more than \$2.25 million for charity. Bill puts much of his success down to the support and understanding of Jane, his wife of 48 years. **David Lillywhite** 

- 1 // I have owned my 1971 Porsche 911 for 43 years. Tom Nehl and I drove it in the 1975 Cannonball Baker Sea-to-Shining-Sea Memorial Trophy Dash (aka The Cannonball). I drove both night stretches and a half-day stretch. It was the cover car on the Cannonball issue of Car and Driver.
- 2 // I was one of the very few motor sports photographers who shot with large (21/4 x 21/4) format cameras. These are two of my three Hasselblads. I couldn't afford to buy a whole camera, so my friendly store would sell me a piece at a time. I'd buy the body and he'd loan me a lens, film back and right-angle finder. Then I'd shoot a race and pay for a back, then a lens, then the viewfinder. Sort of like Johnny Cash's Cadillac... one piece at a time.
- 3 // The bronze is of the 1934 Ford Model 40 Special Speedster (Edsel Ford's Speedster). I found the original car in 1999 in a garage in Deland, Florida. It had been largely forgotten. The car is now on display at the Edsel and Eleanor Ford house in Grosse Pointe, Michigan. It is a fabulous car that was as wild in 1934 as a LaFerrari or McLaren P1 is today.
- 4 // I am not a gun collector (although I was a marksman in the Air Force) but this pistol is a Warner 1851 Patent Navy Sidearm manufactured by my greatgrandfather, James Warner, an armsmaker who later ran the Springfield Arms Works. The family lost everything in the Florida land bust of 1920 and later the Great Depression. I've had to work for my living.
- 5 // Horst Baumann and Ken Purdy's The New Matadors is simply the best book on motor sports ever written. Baumann's images inspired my work; he's the best motor sports photographer of the '60s, but walked away from it after witnessing the death of Dave MacDonald at Indy.
- 6 // The Meguiar's Award represented the first national recognition of The Amelia Island Concours. It set us on the road to being an international event, for which I will always be grateful.
- 7 // I have four old jukeboxes. I really have an affinity for '40s music; hard times but great music. I am a student of the lyricist Johnny Mercer and the music of Gershwin, Porter, Arlen and Carmichael. I choose every song you hear on the field at Amelia. The ambience is very important.
- 8 // A ceramic model of the Group 44 TR6, which I have owned and raced for more than 25 years. Group 44 co-founder Brian Fuerstenau built the TR6's engine in 1971 and was tragically killed in the crash of Bob Tullius's AT6 Texan plane.
- 9 // The garage at home I have a workshop at the concours office, where I work on the race cars (the Group 44 TR6, TR8, and a 1929 Chevrolet-powered beach racer). The 1955 Corvette has now left to make way for a Maserati Ghibli Spider I have been restoring for 15 years.
- 10 // I have about 2200 automobile books in my library, which aids me immensely in formulating the themes for Amelia Island. Plus, I escape here to do research and watch Fox News.

10 /





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## TONY DRON

#### RECOGNISING PORSCHE'S UNSUNG HEROES BEHIND THE SCENES



HE MOTORING agony uncles in the newspapers I read do a great job, answering all sorts of questions with impressive expertise. Last weekend, however, they could only sympathise with one man who wrote in to complain that parts had stopped being available for his ten-year-old car.

That's life, mate, they should have said. Most old cars go for scrap, so there has to be a cut-off point. Only the deserving classics survive, which is my cue to give the unsung engineering heroes at Porsche a mighty plug. Not much ink gets used in praise of the incredible work they do on behalf of owners of all classic Porsche cars.

That thought was in my mind when I visited the Porsche Experience Centre to drive a wide selection of the latest models on Porsche's newly extended test track at Silverstone. For more than 40 years, ever since I tested a new 2.4-litre 911S, I have been a confirmed 911 nut and a diehard Coupé fan at that. Even so, the latest Targa is tempting – just to watch the roof going up and down. The more you watch it, the more fascinating it is that the engineers managed to solve such a complex puzzle.

On the track, my favourite was the new Cayman GTS. Its performance and, more especially, its agility when the Sport modes are activated are addictive. The cockpit suits all sizes, even 6ft 5in drivers like me, and the value for money in this exceptional drivers' car is outstanding.

A new Porsche is a great thing, no doubt about that, but it's equally pleasing that it won't be forgotten

#### 'A NEW PORSCHE IS A GREAT THING, AND IT'S PLEASING THAT IT WON'T BE FORGOTTEN WHEN IT'S OLD'

when it's old. Porsche is very aware that 70% of all its cars made since 1948 are still running – and the company supports them with absolute commitment. Over 52,000 different new parts are available for models that have been out of production for years or even decades.

It doesn't stop there. The makers of Blandmobile Motors probably don't lose much sleep over whether you, the owner of their last surviving 1960 model, have got the best tyres and oil for your car. At Porsche it is different: if you have a classic Porsche, right up to 66 years old, they have tested all the tyres currently available and they can tell you the right ones to get, and why, in great detail.

Porsche is the only manufacturer that does this and it's done properly with every aspect of tyre performance analysed, including handling on the limit in wet and dry conditions, aquaplaning resistance, braking and even the effect of ageing. Hundreds of current summer and winter tyres were tested this year, with the results freely available.

Owners of everything from the earliest 356 to all the generations of the 911 can go straight out and buy a set that's right for their specific model – with complete confidence, knowing that the test drivers from Weissach have pinpointed the ideal rubber in each case.

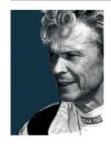
This information is obviously invaluable because it takes the guesswork out of the problem. It can be disappointing, even dangerous in some cases, to base your choice of tyre on size alone. Tyres affect the performance and feel of a car much more than many owners realise and if you pick the wrong ones it's very expensive to make another guess and change them for something else.

Then there's the puzzle of which engine oil to use in your classic, and here Porsche has gone even further. Instead of testing the various products available they have now come up with a better answer. They have developed their own Porsche Classic Motoroil for the air-cooled flat-four and flat-six engines of the past. These engine oils meet the needs of classic 356 and 911 models, up to and including the 993.

The 20W-50 is for the 356, the 914 and the 911 up to the 2.7-litre G-series, while the 10W-60 is designed for the later 3.0-litre air-cooled engines. Modern oils are sophisticated products, superior in many ways to those of the past, and you might think that all you have to do is pick the right grade. Not so. The detergents and dispersal agents in modern oils keep the latest engines very clean but they can harm classic oil seals and cause leaks in the best of old engines.

This is a complex subject. Classic engines operate generally at relatively low oil pressures and a modern oil might not be suited to that. Does your oil give the best possible protection during the vulnerable warm-up period? Is your car in everyday use or does it, like most classic cars, sit stationary for long periods of time? That, and regular use on short journeys, can acidify an engine oil and promote internal corrosion. Porsche Classic Motoroil has a high alkaline reserve to neutralise any acids that may form, plus additional corrosion inhibitors to protect the engine, even during long stationary spells.

Tyres and oil are boring, right? That's what most people think. How wrong they are.



#### 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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## Letters

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AS SO OFTEN, I enjoyed reading Octane 137 from cover to cover: everything from a supercharged Land Rover to a Pebble Beach-winning Ferrari [both pictured below]. Lovely to see that both these cars seemingly sport the same heater unit. ERIC CARIS NETHERLANDS

CLASSLESS SOCIETY



fit perfectly when the gullwings are closed, and it's a shame he did not notice the beautiful hollow aluminium rear uprights or the aluminium pedals. Your test car was also cursed with the shapeless adjustable seats rather than the gorgeous bucket seats many of the Mangustas had; these make a big difference.

A properly set-up Mangusta is an enjoyable and safe car to drive and one you never tire of looking at. JOHNNY WOODS DEVON

#### LETTER OF THE MONTH

#### Daily driving a DB4 GT

WITH REFERENCE to your Aston Martin DB4 GT cover feature in *Octane* 137, I owned a 1960 DB4 GT from 1967 to 1977, in bright red with white leather. Bought for £1000 and sold for about £6000, it was my only car for much of that time and I kept it in a lock-up garage in Notting Hill, where I was then living.

The Aston took us to the South of France on our honeymoon and to several Le Mans 24 Hours; and, when children came, the ledge behind the seats was the right size for a carry cot. Whether I was driving it in central London, Paris or Amsterdam, it was pretty untemperamental.

Your article does not mention that the engine has a 12-plug head, with two small plugs per cylinder. At times these could oil up, which meant stopping by the roadside to change them. The biggest problem was the tendency for the oil pressure to drop if you drove for a long time at over 100mph. I was told to ignore this but couldn't, so in Europe suffered the ignominy of often being overtaken by BMWs. I fitted an oil cooler, which for some reason my car didn't originally have, but it didn't help much.

A frightening characteristic was the lack of brakes when driving in heavy rain, due to water building up on the discs. In spite of this I never had an accident, and never had to do anything to its slightly tatty exterior. I was amused by the statement that 'the expense is fathomless and bills relentless'; I was lucky because my car was looked after by Tony Tocock, a wonderful ex-Aston Martin racing mechanic, whose book *A Mechanic's Dream* is a classic account of the golden age of British motor sport. His charges were extraordinarily reasonable, even for that time: I have an invoice from August 1970 for a 2500-mile service that cost £10. By the early 1970s I had bought a 1967 Ferrari 275GTB/4 for £3500; compared with the Ferrari the Aston felt very agricultural and I hardly drove it again. But I rarely had a Ferrari service bill from Maranello Concessionaires for less than £1000.

The Aston was a delightful, forgiving car, but I have a Ferrari 275GTB/2 long-nose now, and the 275 will always be my favourite.

SIR CHARLES CHADWYCK-HEALEY CAMBRIDGESHIRE

THE LETTER OF THE MONTH wins the writer's choice of print from the set of Special Editions offered by poster specialist Drivepast. Known particularly for original movie posters that feature cars and motor racing, Drivepast also has its own collection of around 20 Special Edition reprints: these are high-quality versions of magazine covers from Europe and South America, dating from the 1920s to the 1950s and mostly featuring motor racing. They've been blown up to A2 size (420 x 590mm) and laid on heavy textured art paper, with the title embossed, and even retain some of the original patina. You can view the whole set at www.drivepast.com.





#### MANGUSTA MALIGNED

AS A DE TOMASO specialist, I am disappointed that in your recent Mangusta article (Octane 137) you chose such a poor example to judge all other Mangustas by. It is quite clear that the vehicle you chose to drive had not had the chassis set up.

I feel sure that if I were to hang my alignment equipment on the wheels of your subject car, it would not even be close. This is what I have found with every Mangusta I have worked on. The rear suspension is very similar to a GT40's and as such requires specialist knowledge to set up correctly. De Tomaso allowed these beautiful cars to roll off the production line with rear suspension that would bump into toe-out, the most dangerous condition any mid-engined car can have - all period road tests reflect this mistake. This is easily corrected and the car is transformed as a result.

I can't argue with Mr Simister's comments on the low-geared steering (no different from a Series 1 E-type's), but this too can be improved with a small modification.

Simister also comments on the plastic door mirrors: these are not original, and nor are the custom polished rocker covers and various other bits I will not bore you with. The Fiat rear lights (same as a Miura's) do

#### STARTING TROUBLE

IN HIS ARTICLE on the Aston Martin DB4 GT (*Octane* 137), Andrew English reveals that the engine can spit back on start-up. This sometimes happens with engines that have a high degree of valve overlap and twin-choke carbs. If there is wear in the timing chain and/or the ignition is too advanced, the possibility of spit-back is much greater.

The cold-start procedure on twinchoke carbs is to ignore the choke and press the throttle hard four or five times to pump neat fuel into the inlet tract. If the engine fires while an inlet valve is still partially open, however, burning fuel travels quickly back up the inlet tract, through the carb and into the airbox or filters. The trick is to just keep cranking, with no throttle, to pull the blaze back into the right place.

It first happened to me on a Lotus Cortina with hot cams and 45DCOE Webers sporting trumpets rather than filters. My helpful friend sat in the car and cranked the engine after the obligatory pumping, as I leaned over the engine to check all was well. A characteristic 'boop, boop' noise (ignition too advanced) was ignored and suddenly a ball of fire flew out of no 1 trumpet, hit the inner wing, then dashed forward and across the top of the radiator before finally disappearing in a puff of smoke, just like a Disney fairy. We fitted the air filters again PDQ. PHILIP RUSHFORTH WORCESTERSHIRE

#### SUSIE, WE SALUTE YOU

EARLIER THIS YEAR I was at the Goodwood Festival of Speed, the Shelsley Walsh Classic and the Silverstone Classic, and the common thread was that Sir Stirling Moss was in attendance at all three. His time was regulated by a stopwatch and he was at everyone's beck and call.

Who holds all this together? Lady Susie! [Pictured above right, with Sir Stirling.] Always there, immaculately dressed, calm and collected, slowing things down if required, staying out of the limelight and ensuring that Sir Stirling lasts the course.

Surely we should publically acknowledge the unstinting work that she and others in her position do in order to ensure that we get to see (and sometimes meet) our celebrities.

On that note, a plea to the organisers and sponsors: please give Sir Stirling and others the time and space to do what they do best, meeting and greeting, and not just speed them past on a buggy to their next appointment.

DOUGLAS SAMUEL LINCOLNSHIRE



#### ANGLO-AMERICAN HYBRID

AS A NEW subscriber, I look forward to every issue. Last year, I took an MG Midget, a Corvette motor, wire wheels and a '27 Ford frame and merged them into a 1930s European sports car lookalike. I thought that other readers might be interested in seeing the transformation [below].

JOHN VISCONSI CALIFORNIA, USA



#### RATHER GOOD REPLICAS

ROBERT COUCHER'S comments in Octane 137 about the slow but sure acceptance of top-quality race-car replicas got me thinking. At a more mundane level, the same is true for the ever higher levels of finish of roadgoing replicas demanded by the tightening of IVA/SIVA standards. Gone are the days when dangerous and badly built one-offs and kit cars tarred everybody with the same brush.

In retrospect this has been a good thing. Far better to make sure replicas are safe, rather than give the nanny state an excuse to introduce really draconian restrictions.

With the value of exotics surging out of reach of even those with, say, £100,000 to spend, there is a small group of cottage-industry specialists producing fantastic replicas in that price range. I've been lucky enough to drive different versions of the Aston DBR1/2 replicas built by ASMotorsport – including a trip following the Mille Miglia – and for that sort of money you can get a truly outstanding replica exotic that will be accepted just about everywhere.

On that MM trip I rounded one corner to find an older man emerging from the crowd, clutching his head. As we approached, he fell to his knees and applauded. Only in Italy! And at the ASM open day earlier in the year, a large contingent of the Aston Martin Owners Club turned up, something I'm sure would have been unlikely 15 or even ten years ago.

A comparison of DBR, C-type and D-type replicas would make a great article, I think.

ROBIN RICHARDSON SUFFOLK



#### CONCOURS FIT FOR A KING

I THOROUGHLY APPLAUD your review of the Hampton Court Concours of Elegance [pictured below] in *Octane* 137. After attending the concours last year at St James's Palace – where I was disappointed slightly with the length of the grass and how they had shoehorned all of the cars into the garden – I was wondering what the Hampton Court event would be like.

After parking in the VIP car park
– which had some cars good enough
to be in the Concours – the short walk
from there took you straight into the
show and I was astounded at the
amount of space, the great way the
cars were set out, the manicured
grass: in fact, everything.

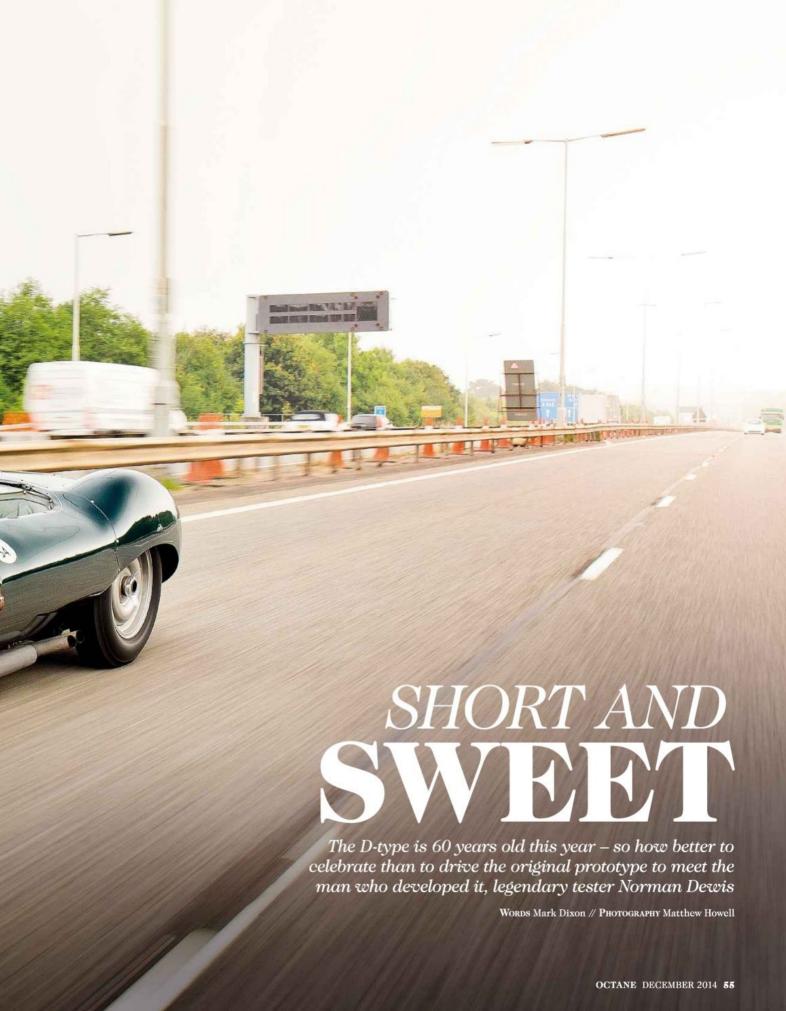
Because of the space, it never looked as though the place was bursting at the seams and it made the cars easy to photograph. All it needed was a few mountains in the background and it would have made a nice comparison with Villa d'Este!

KEITH MELVILLE WARWICKSHIRE











OVENTRY IS NOT what most people would consider romantic city. It doesn't have medieval colonnades, or huge Royal parks, or a majestic river flowing through its centre. What it does have is an awful lot of concrete, the legacy of a joint effort by the Luftwaffe in World War Two and the city's planners a few years later.

But if you like cars, then Coventry is one of the most evocative places in the world. It's a city founded on the motor car, at various times the home of well over 100 separate margues. The place is in a state of constant flux but, as you sweep around one of the smoothly curving elevated sections of the inner ring road between low-rise tower blocks, it's easy to understand the utopian dream those city fathers had in the go-ahead years of the '50s and '60s.

To really appreciate the town's history, though, you should be driving a Jaguar, Coventry's most iconic product after, perhaps, Lady Godiva. And if it's a Jaguar D-type... well, then, the sensory overload is complete. The ring road may not have much in the way of pretty scenery, but those monochrome concrete walls do a damn fine job of bouncing back the sound of a 1950s Le Mans race engine.

THE D-TYPE WAS the archetypal developedon-a-shoestring worldbeater, the car that added another clutch of Le Mans victories to the pair already scored by the C-type. The car in our pictures is the factory prototype, chassis XKC 401, that 'C' in the chassis number a giveaway that no-one had decided on the new car's title at the time it was constructed. A conservative estimate of its value in today's market would be £7-10 million - and Octane is about to drive it through Coventry's rush hour and along the M6 motorway, one of Britain's busiest. We're very glad, and extremely grateful, that Jaguar is picking up the tab for the insurance...

The reason for our Midlands road trip is that, incredibly, amazingly, the man who helped develop this car and who put many thousands of miles on it during the mid-1950s is still as hale and hearty as the car itself. That man is, of course, the legendary Norman Dewis, Jaguar's chief development engineer during its glory years with the C-, D- and E-types. He recently

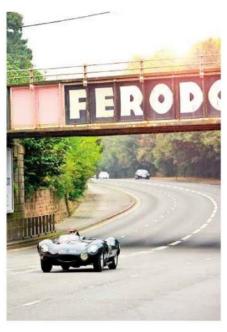


turned 94 years old but looks like a man 20 years younger - and behaves like one considerably younger than that. (He's an outrageous flirt, but so charming that he gets away with it every time.)

Norman has lived in Shropshire since retiring from Jaguar in 1985 - although, such is his demand on the Jaguar scene, he's away attending events as much as he's at home, and we caught him just before he jetted off to Arizona for the annual C- and D-type tour and the journey from Coventry promises an intriguing mix of city driving, fast dualcarriageway and motorways, and gorgeous rural byways. All in a proper Le Mans car. Let's hope it doesn't rain.

Photographer Matt Howell and I rendezvous at Jaguar's Whitley plant in Coventry, where the statue of Sir William Lyons - pictured above - outside the entrance to the Engineering Centre seems an appropriate departure point. The sight of OVC 501 basking beneath Sir Williams' benevolent gaze draws sharp-suited office workers like a magnet; many of them may not have a clue about the car or its significance, but they can appreciate the sheer sexiness of its Malcolm Sayer-penned curves. With its short, pugnacious nose, the car looks compact and muscular, every inch the racer.

'Have you ever driven a D-type?' asks Dave, our cheery technician from Jaguar Heritage, just like the greeter at a Harvester restaurant. 'Not recently...' I reply. 'Well, the clutch is race spec and if you're careless with the throttle it will flood the carbs and the engine will bog down,' he advises helpfully, before shutting the wafer-thin driver's door and enclosing me in what feels like a Victorian hip bath. Now all I have to do is pull away from the throng of bystanders without stalling, and drive straight into the maelstrom of 21st-century Coventry traffic. What could possibly go wrong?

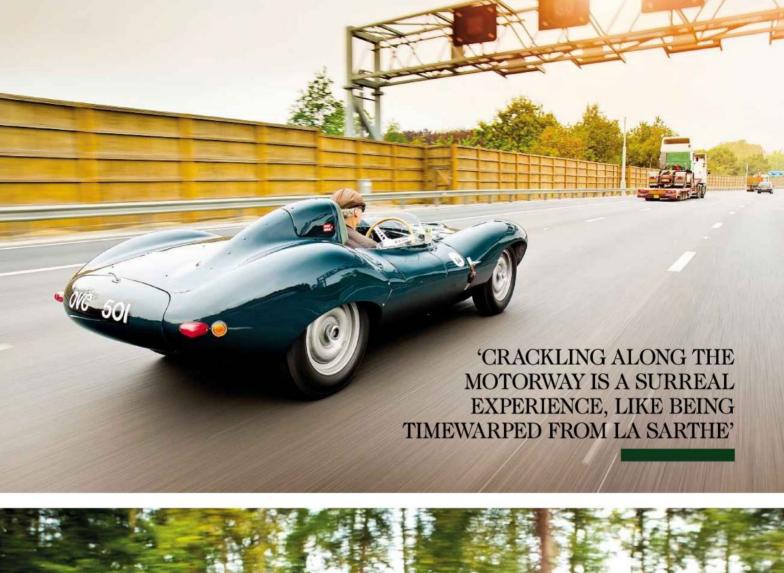


NOT MUCH, is the honest answer, because the D-type proves to be one of those cars that is instantly on your side. Waggle the heavily cranked-forward gearlever to check that it's in neutral, heave down on the clutch pedal, give the throttle just an inch or two of gas and thumb the starter: the Jaguar fires without hesitation, exhaust note ripping as the revcounter needle leaps in surprise.

OK, so the clutch is a little sharp, but it's not too difficult; modulating the throttle to avoid the fluffing that Dave has warned me about takes a little getting used to, but hey, it's a welcome excuse to keep the revs up and let the straight-six sing. The side-exit exhaust issues a crisp snort, which is not as obtrusive as you might think; at urban speeds it snarls pleasantly but not so loudly as to annoy the locals. Any chavved-up Vauxhall Corsa would worry a decibel-meter more.

This getting-to-know you phase is always critical, and not least when you're threading a £10-million piece of alloy-bodied art through unforgiving city streets. Fortunately, the D is small enough that you feel you could almost lean out and touch - 'stroke' might be a more appropriate word - the voluptuous swell of each front wing and, because this car lacks the rear fin usually associated with D-types (they were riveted on for Le Mans in 1954), rearwards vision isn't bad at all.

Confidence grows quickly as you learn to appreciate the beautifully fluid and accurate steering, which is helped by the car's light weight - at round about 870kg dry, a D-type is only slightly heavier than my tiny, threecylinder Mk1 Honda Insight. And the brakes are perfect: there's no lost travel, just an instant and progressive bite that means, after the first tentative application, you simply forget about them. That's in normal road driving, mind you - as you'll read later, in Richard Meaden's →







account of racing a D-type at Le Mans Classic (pages 64-70), opinions may change when you're braking from 140mph for a chicane on the Mulsanne...

Richard describes how the cockpit of a 'D' really does feel like something aeronautical, with the exposed rivets and bare aluminium, and it's a simile that strikes every first-time D-type driver; the folded-up sheets of alloy, the cluster of no-nonsense, black-faced instruments and matt-black paint is very WW2 fighter. But that's not so surprising, given that XKC 401 was built only nine years after the end of the war.

WHILE THE C-type and D-type's works competition careers were contained within much less than a single decade, they were poles apart in design and capabilities. The C-type effectively had a spaceframe chassis while the D used a monocoque central tub with front subframe welded to it; the C ran on old-fashioned wire wheels whereas the D had the latest Dunlop alloys; and the engine, while carried over from the C with minimal top-end changes (bigger inlet valves, different camshaft), was dry-sumped in the D.

Besides obviating problems of oil surge in corners, this had the advantage of allowing the big straight-six to sit a full 2¾in lower in the chassis than it had in the C – and that meant Sayer could devise a lower, sleeker design. In terms of outright sexuality, the C was a Celia Johnson compared with the D's Diana Dors.

This car, chassis XKC 401, was completed in about March 1954 and was quickly followed by the three works entries for Le Mans, chassis 402-404 respectively. XKC 401 was registered as OVC 501, while 402-404 became OKV 1, 2 and 3. Jaguar entered a crack team of drivers for the Le Mans debut of the works D-types -Hamilton, Rolt, Moss, Walker, Whitehead and Wharton - but mechanical troubles gave a narrow victory to Gonzales in his 4.9-litre Ferrari. Duncan Hamilton later recalled that, as he desperately tried to reel in Gonzales on a wet track, '... I realised I was getting wheelspin at 170mph in top gear.' He did the sensible thing and backed off slightly, to ensure a podium place for Jaguar.

D-type results were mixed over the next 12 months – respectable, but nothing outstanding – and the design was quickly developed ahead of 1955's Le Mans. Biggest change was that the front subframe was now bolted rather than welded to the front bulkhead, which made running repairs much quicker, and its tubes were of nickel-steel rather than magnesium alloy – yet the tubes were lighter, because they







could be made thinner. More obviously, the noses of the 1955 works team cars were made 71/2in longer, in the constant quest for better aerodynamics and higher top speed. About 30bhp more was extracted from the 1955-spec engines by, among other things, enlarging the inlet and exhaust valves to release 270bhp.

That year's Le Mans would, of course, become infamous for the dreadful tragedy in which scores of people were killed when Pierre Levegh's Mercedes rocketed into the crowd. Mercedes, which had been leading the race, withdrew its team after the accident, ceding a rather hollow victory to Hawthorn and Bueb in works D-type XKD 505 - although it is arguable that they were on track to beat the Fangio/Moss 300SLR anyway.

For Le Mans in 1956, two of the three works D-types were equipped with Lucas fuel injection. The race, however, did not go well for the Jaguar team, and all three cars retired due to accidents or, in the case of Hawthorn's injected car, XKD 605, a hairline crack in a fuel line. It was Ecurie Ecosse's entry that saved the day, when Flockhart and Sanderson gave the D-type its second Le Mans victory.

Ecurie Ecosse repeated the trick in 1957, bringing its cars home both first and second (five of the top six finishers were D-types), but Jaguar had abandoned motor sport long before then to concentrate on what would become the E-type - a decision reinforced by the factory fire of February 1957, which wiped out nine D-types that were 'in build' from the 67 chassis laid down in 1955-56. Forty-two Ds were sold. and 16 were turned into the more roadoriented XKSS model in an attempt to boost declining sales. The D-type's day was done.

CRACKLING ALONG the motorway in a D-type, revcounter pulling a modest 3400rpm, is a surreal experience, like being timewarped forwards six decades from La Sarthe. My shades and flat cap may look like affectations but they work remarkably well at keeping eyes clear and head warm as the airflow is deflected effectively over the shallow 'screen. The engine does a fine job of heating the cabin, too - every press of the throttle seems to release a burst of hot air around your legs.

The rpm figure is significant because it's at this point that the D starts to morph into its true nature of a high-speed racer, the exhaust note sharpening and intensifying as if the car is awaking from a doze. Two years ago, I rode shotgun with Le Mans winner Andy Wallace in a D-type to Geneva; he couldn't resist gunning the engine through every tunnel for the sheer joy of hearing that noise. And this is a man who tests Bugatti Veyrons for a living.

SADLY, THERE are no tunnels on my route to Shropshire, and after a heavily trafficked spell of A-road I arrive at Norman's house - where the huge Jaguar 'growler' stencilled on his garage door is a bit of a giveaway. There's nowhere to park off the road so I abandon the D-type half on the pavement, trying not to remember that it is worth the same as most of

#### 'NORMAN PUTS THE KETTLE ON AND WE START CHATTING ABOUT THE D-TYPE. IT'S A CAR HE KNOWS VERY WELL INDEED'



the houses on this street put together. It's what they would have done in the '50s, I tell myself.

Norman puts the kettle on and we start chatting about the D-type. It's a car he knows very well indeed.

'It was the prototype, so I put thousands of miles on it driving to MIRA [the Motor Industry Research Association's proving ground at Nuneaton, north of Coventry] and testing it there. It was in bare metal, for there was no time to paint it! I've never worked out exactly how many miles I covered in it but my old logbooks are in the attic, so one day I'll have to sit down and go through them – when I have some free time, that is...

'When I was brought into the C-type programme a few years earlier, I was very unhappy about its weight distribution, because the huge rear-mounted tank could give terrible oversteer. So my priority was to improve that for the new car. It wasn't called a D-type then but we coined the name in the Experimental shop because it just seemed logical to do so.

'The most dramatic moment I had in a D-type was, I think, in this actual car. Daimler was building the glassfibre SP250 sports car and Bill Heynes [Jaguar's chief engineer] thought we should investigate the possibility of using a glassfibre bonnet on the D. So they made one and I went off to MIRA to test it.



Clockwise from left
3.4-litre engine puts out
'only' 245bhp; Norman
gives an uncomfortable
Minister of Transport a
ride in the still-unpainted
OVC 501 at the opening of
MIRA's banked circuit,
21 May 1954; chatting
with Octane's deputy
editor, six decades later.

#### 1954 JAGUAR D-TYPE

ENGINE 3442cc straight-six, DOHC, three Weber DC03 carburettors POWER 245bhp @ 5750rpm TORQUE 242lb ft @ 4000rpm TRANSMISSION Four-speed manual, rear-wheel drive STEERING Rack and pinion SUSPENSION Front: double wishbones, longitudinal torsion bars, telescopic dampers. Rear: live axle, trailing arms and A-bracket, transverse torsion bar, telescopic dampers **BRAKES** Dunlop discs WEIGHT c870kg dry PERFORMANCE Top speed c140mph (170mph with Le Mans 2.93:1 axle ratio) 0-60mph 4.7sec (3.54:1 axle)





'THE D-TYPE THRILLS MUCH AS **SUPERMARINE** SPITFIRES MUST HAVE EXHILARATED YOUNG PILOTS 15 YEARS EARLIER'

'At the same time, I was also testing modifications to the gearbox, which involved driving at maximum revs on the high-speed banking for a couple of hours to ensure that everything got really hot. As I came down off the banking onto the Railway Straight, the 'box seized up and sent me onto the infield, where the car rolled over with me trapped underneath it. Fortunately, McAlpine's were resurfacing the no 2 circuit, and two big Irish lads rushed over to help. All I heard was: "Are you alroight under there, Sorr?", to which I replied: "No I'm bloody not!"

'They lifted the car enough for me to crawl out, and later that evening I bought them as much Guinness as they could drink. The postscript to this story is that I took a piece of the broken glassfibre bonnet back to Heynes, presented it to him and said: "There you are -I've tested it!"

'We did things very differently to the way most companies worked. We'd go to MIRA where our brilliant body man Bob Blake, who was ex-Briggs Cunningham, would fashion a scoop or whatever we decided was needed, we'd rivet it on the car, test it, and then give it to the drawing office. It was the quickest way.'

I COULD HAPPILY sit and listen to Norman reminisce all day, but there are pictures to shoot, and locations to find, and miles to go before we sleep...

Turn right out of Norman's street and you'll find yourself on the B4371, the classic rolling English road made by the rolling English drunkard, and a perfect playground for the D-type - although there's hardly a chance to do more than scratch the surface of this car's performance. Being an early example, it has 'only' 245bhp but, with so little weight to propel, it feels genuinely, seriously fast. It's not just 'quick for its age'. It's quick, full stop.

Although the D-type was developed for big, fast circuits, the ride quality is astonishingly good. All the dynamic bits - steering, suspension, brakes - work so well together that you feel you are dancing with the car in a piece of extemporised choreography, the D reacting to your moves like a partner who instinctively knows which way to go. It rewards precision and it thrills in much the same way that Supermarine Spitfires must have exhilarated the young pilots who first experienced them just 15 years before this car was built. Coincidentally, the last operational sortie of an RAF Spitfire took place within a few days of XKC 401 being completed.

Back at Norman's place, there's time for one last cup of tea before 'his' D-type is returned to base in Coventry. With the benefit of hindsight, I ask him, is there anything he wishes they'd done differently, back in the day? He thinks for a moment. 'Not really,' he concludes. 'The D-type was just right, from the beginning.'



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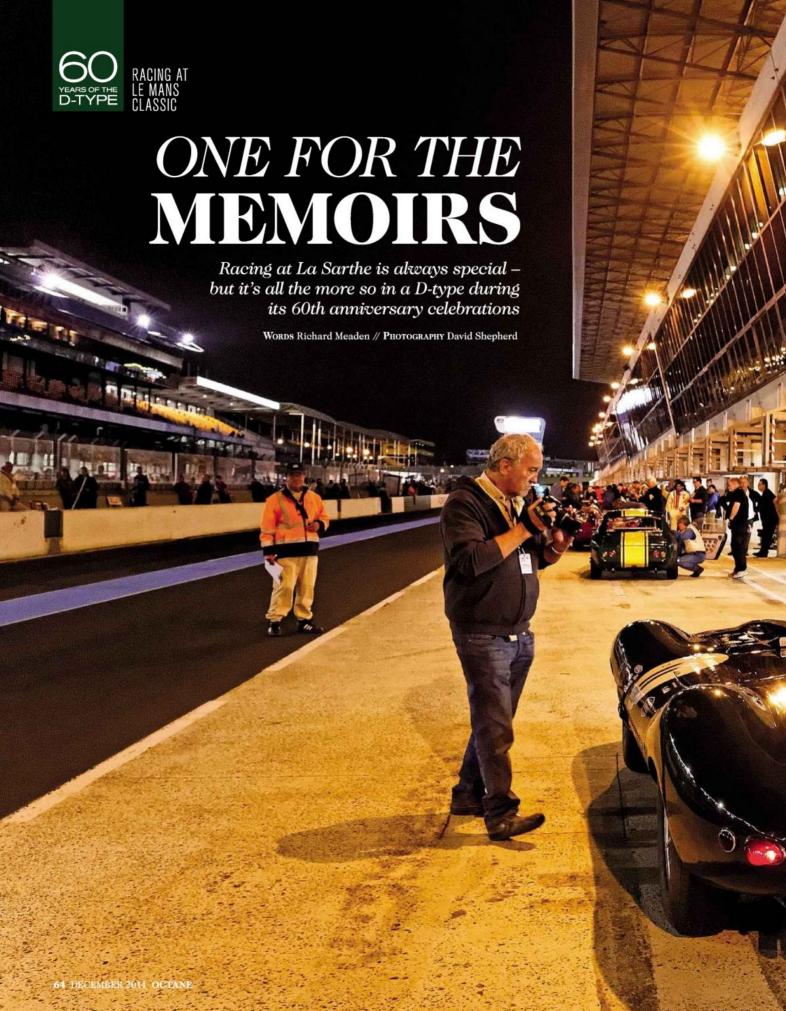
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F COUNTLESS GREAT eras in motor sport history, Jaguar's dominance of Le Mans during the 1950s remains one of the most celebrated. Beautiful cars, charismatic drivers, glittering triumph laced with abject tragedy - it was a period that encapsulated the best and worst of the world's greatest endurance race. Foremost among the cars and drivers of that era were the glorious D-type and the flamboyant Mike Hawthorn, who together with Ivor Bueb scored a momentous, if joyless, victory in the 1955 race to make amends for the D-type's blighted debut and eventual defeat at the hands of Ferrari on its debut the previous year.

Now, 60 years on, the D-type's place in history is assured, its beauty and significance frozen in time as a perennial reminder – and inspiration – to custodians of the marque that Jaguar stood at the pinnacle of the sport with cars of unparalleled pace and panache. No surprise, then, that in this year of years for the D-type, Jaguar should choose Le Mans Classic to celebrate past glories and take a bold step into the future, thanks to multiple D-type race

entries and a rare public showing of the spectacular F-type-based 'Project 7' sports car.

Among those D-types taking part in Le Mans Classic's unique race format is 774 RW. The story of the original car (chassis XKD 505) is well known, being the car Hawthorn and Bueb guided to victory on that darkest of weekends in 1955. After that race, and despite its provenance, 505 became a development car, running with a new de Dion rear axle and even a fuel-injected engine. By 1958 its history becomes vague, but it appears to have been used for spares(!) in the repair and build of XKDs 504 and 601. In the early 1980s XKD 504 was undergoing a full rebuild by marque experts Lynx, during which the frame stamped XKD 505 - was removed and sold to the late Bill Lake, who built up an authentic evocation of Hawthorn and Bueb's machine around the surviving chassis frame using a genuine D-type monocoque.

Today 774 RW is owned by Nigel Webb, the world's foremost collector of Mike Hawthorn memorabilia and a total Jaguar fanatic. Having amassed a fabulous collection of Hawthorn-related cars over the years, when chassis XKD 505 came up for sale in 2001 he simply had to

have it. Since then he has campaigned the car at Le Mans and Goodwood, perhaps most memorably in the hands of Win Percy, whose majestic car control during the Goodwood Revival was captured in the DVD Sideways in a D-type. This year Webb made the car available for Andy Wallace – 1988 Le Mans winner in TWR's mighty Silk Cut-liveried XJR-9 – to drive at Le Mans Classic, generously extending Jaguar the opportunity to invite another driver to share the car. To my absolute delight, it was me who got the call.

Once the euphoria has subsided, the reality of the opportunity quickly sinks in. I'm fortunate to race a number of historic cars on a regular basis, and I've taken part in Le Mans Classic before, but racing a D-type at La Sarthe will be a big challenge. I've never driven a D before and, even if I had, the exceptional high-speed nature of the circuit would render previous experience of limited worth. Then there's the value of the car, the skill of my co-driver, the number of other cars in the race... My head spins with doubts and fears. If I'd known the weekend would also be defined by wet and blustery conditions, I think I'd have made my excuses and politely declined.







The scale of Le Mans Classic is mindblowing. It's like a cross between Goodwood Revival and Silverstone Classic, but the fact that cars practise and race at night brings a new dimension to the experience, for drivers and spectators alike. With six grids spanning Le Mans eras from the 1920s to the 1970s there's a brilliant, fascinating blend of shapes, sizes, sounds and speeds. It's a captivating spectacle.

Because of so many cars and drivers, a long lap (around five minutes in a D-type) and two drivers per car, you only get a couple of laps each in the afternoon and evening sessions. The pressure is on to try to get a meaningful handle on your car, but not do anything to jeopardise those precious few laps you have before the racing begins.

Once you get beyond the childish glee of walking up to a D-type knowing it's yours to race for the weekend (Who am I kidding? You never get beyond it!), it's a surprise to discover how comfortable and contemporary this 60-year-old icon feels. To get in, you reach in over the wraparound Perspex screen, pull on the release cord and swing the paper-thin door towards you. There's little reverence in the next phase, for you simply step in over the wide,

high sill, placing your feet on the lovely patinated green leather seat, then slide your legs down into the footwell, where they eventually settle upon the offset pedals.

The view ahead is dominated by the huge four-spoke woodrim steering wheel, which flexes and twists when you grasp it. Strategically positioned leather cushions provide padding for your thighs and knees, and the seat itself keeps you well located. Tucked behind the screen and with the alloy tonneau enclosing the rest of the cockpit, you feel snug and not in the slightest bit exposed.

There's a World War Two fighter plane feel about the D-type. The rivets and exposed aluminium skin, the wind-cheating Malcolm Sayer-designed curves and, in particular, the black crackle-finish dash and its smattering of white-on-black Smiths gauges evoke a sense of Supermarine Spitfire or Hawker Hurricane. You half-expect to scan the dash and find an altimeter alongside the oil pressure gauge.

Flick-flick the ignition and fuel toggles, push the starter and the 3.4-litre XK straight-six kicks into life, twitching the D on its springs with each crisp stab of throttle. Push on the heavy, businesslike clutch pedal, slot the

#### Left and above

What a sight: nearly six decades after Jaguar's first Le Mans victory, D-types do battle once more; Andy Wallace (on right) is a Jaguar works 24 Hours veteran, *Octane*'s Richard Meaden an experienced Le Mans Classic driver.

'YOU HALF-EXPECT TO SCAN THE DASH AND FIND AN ALTIMETER ALONGSIDE THE OIL PRESSURE GAUGE'



#### 'IT'S A CRAZY, ADDICTIVE, DIZZYING FEELING, THE VENERABLE D'S 60 YEARS MELTING AWAY IN THE NEAR-170MPH SLIPSTREAM'

steeply inclined gearlever into first, feed in some power and with a chunter from the differential you're away, burbling along the Le Mans pitlane in one of the greatest racing cars ever to turn a wheel!

There's an impressively contemporary feel about the D. The gearbox is sweet with a precise, weighty action, the engine strong, the steering direct and the balance intuitive. It's a simple, transparent machine to drive. What immediately strikes you is just how bloody rapid the thing is. It's not explosively quick, but where modern cars tend to punch up to their top speeds then hit an aerodynamic wall, the slippery Jag feels relentlessly accelerative, finding a longer stride as each of the generously spaced gears is devoured. It's a crazy, addictive, dizzying feeling, the venerable D's 60 years melting away in the near-170mph slipstream.

In period, without the two chicanes to punctuate the Mulsanne, Hawthorn, Bueb and co would have been travelling at the best part of 190mph as they flew towards Mulsanne corner. At such speed the D's nose really must have been sniffing at the air, and quite how you judged your braking from 500m while still closing on slower traffic is beyond me. Thankfully, soft sandbanks were on hand to catch those who slightly misjudged things.

Like me, Andy Wallace is somewhat blown away by the experience, though typically he gets straight to the heart of what distinguishes driving the D from modern machinery. I find that judging the braking is by far the hardest thing. I'm used to everything being compressed into 100m or so of intense focus. You know in an instant whether you've got it right or wrong, because literally one second all is well, the next you're in the barriers picking carbonfibre out of your teeth. Judging your braking from more than 300m back, feeling your way towards the point where the wheels begin to lock, then trying to tread that fine line all the way in is so tricky. You have an awful lot of time to rue your mistake before the moment of reckoning arrives!"

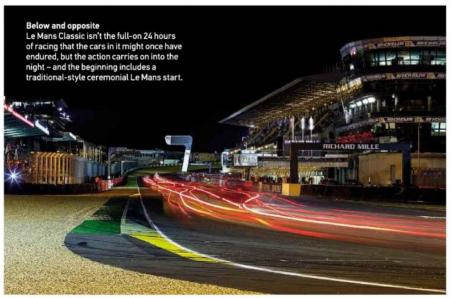
Nightfall intensifies the sensations of speed and apprehension tenfold. I don't mind admitting my right foot involuntarily shies away from the bulkhead a number of times down the straights, especially on the approach to Indianapolis. To my relief Wallace admits the same. The D's glow-worm headlights emit a pitiful number of lumens, so you're driving in almost total darkness, and at high speed the D's front end is spookily light and unresponsive to steering inputs. On the charge towards Indianapolis you gently persuade the D

through the high-speed kinks, measuring your inputs as though driving on ice. And this is in the dry. With the forecast predicting Saturday night will be wet and windy there's every chance our first experience of the D in the rain will be in pitch darkness. Gulp.

Both of us are learning more about the D with every lap, which is encouraging and frustrating at the same time, because before you know it the combined practice and qualifying sessions are successfully completed (we qualify fourth) and attention turns to the first of our three races. With 22 Le Mans starts to his name, one outright win and three podiums, three class wins and countless epic stints, this place is in Wallace's blood, yet he's never done a 'proper' Le Mans start. I feel it's only right, therefore, that it should be AW standing nervously opposite our D-type waiting for the man to drop the Tricolor and send him and the 60-odd other drivers scurrying to their steeds. It's all for show - the grid stops and re-forms on the Mulsanne - but, as I know from experience, the adrenaline pumps as you wait for the short dash across the track. Irrational thoughts enter your head and turn the simplest process into one fraught with danger and potential embarrassment. What if you trip and fall over? What if the car won't start? What if you can't get it into gear?

Amusingly, just as the starter drops the flag to his left, Andy is glancing away to his right down the long pit-straight. After a bit of armflapping he hits his stride, leaping into the D, firing-up the engine (with the car already in first gear) and yelping away, sliding round the outside of the second- and third-place Aston DB4 GT and Ferrari 250GT SWB to slot in behind Gary Pearson's pole-sitting D-type. It might not count, but you clearly can't stop an LM winner from trying to gain a few places.

When the snarling pack of cars finally reappears at the Ford Chicane my stomach knots with excitement and apprehension. It's a wondrous sight, and something I'll be in the thick of in just a few laps. The D of Pearson (shared with my journalist friend, Chris Harris) is proudly leading. Andy is tucked in behind them while, ahead and alongside, the 250 SWB and DB4 form the meat in a Jaguar sandwich. It's the stuff of Lloyd's insurance underwriters' nightmares, especially when >















Right and below right Everything's flowing in the D-type until play is halted by a breached head gasket, which has caused piston damage – game over; victory is duly handed to Chris Harris and Gary Pearson.

Andy plays chicken with the Ferrari and Aston drivers through the long right-hander that funnels into the Dunlop Chicane. The collective exhalation of breath as he slips and slithers through into second place is palpable.

For the first lap the two Ds race as one, their crisp bark echoing off the grandstands in unison as they power by, haunches down and long noses lifting slightly, like speedboats rising onto the plane. Pearson and his D-type are a mighty combination, so despite Andy finding 10sec over his best qualifying time on his first flying race lap it's still not enough to keep 774 RW tucked into 032 RW's wake. Andy's also contending with a very fast, very low Lotus that's harrying him in his mirrors. By the time he's called in for the driver change we're in a solid third place.

If you stopped to think about it, the absurdity of standing in the pitlane and then, mere moments later, finding yourself absolutely flatout in top gear along the Mulsanne in a Jaguar D-type would paralyse you with fear. Fortunately there's minimal time for navel gazing, so you just jump in and gun it. Still there's an awful lot to get your head around, which is apparent when trying to spot the 300m braking board in the streaming blur of my peripheral vision while charging towards the first of the Mulsanne chicanes. At the driver change all Andy had time to shout was 'Watch the brakes!', so I've been mindful of this since leaving the pitlane, but when I squeeze the brake pedal as firmly as I dare I know in a sickening instant that I've out-braked myself.

It's a terrible feeling, made all the more horrid by the drawn-out process. As the Dunlop discs begin to rein-in the charging D, the tyres moan and chirrup in protest, not quite locking, but squirming right at the limits of grip. By now all attempts at making the right-hand entry kerb are abandoned, my focus shifting to the left-hand kerb at the heart of the chicane. The tyres sing an octave higher (so do I) as I make a polite, if clammy, request to change direction while still braking as hard as I can. It feels like some kind of miracle when everything finally gets gathered up at the slowest, tightest point of the chicane, and we emerge onto the second leg of the straight with car and reputation intact.

The charge towards the next chicane is more controlled, but no less an adrenaline rush. The bark of the XK straight-six, the view down that





voluptuous bonnet, the relentless feeling of acceleration and the intensified sense of speed created by the rushing tunnel of trees is a timeless experience unique to Le Mans. It's a thrill only a fortunate few can claim to know. A little more caution into the next braking zone results in a less dramatic run through the second chicane but, as I shift up from first to second gear, something's amiss. The engine feels flat and sounds sick. An anxious glance at the gauges confirms there's good oil pressure and nothing's overheating, I can't smell oil and a look in the mirror shows no smoke (or flames!) so there's no immediate panic, but it's obvious the engine is ailing.

After a slow off-line return to the pits the guys take a look beneath the bonnet, then jack the car up to gain access to the fuel pumps. They think low fuel pressure might be to blame, but on inspection it's fine, so with nothing obvious and the engine still sounding rough there's nothing for it but to retire from



the first race. A compression test points to head gasket trouble, so once we're back in the Plateau 3 paddock the head is removed to reveal that the gasket has indeed been breached. A spare is found and we're optimistic of being back out for Race 3, but further disassembly reveals severe damage to the base of one piston. Our weekend is done.

While you have to remain philosophical when racing old cars, there's no denying that the premature end to what was shaping up to be an epic race meeting is heartbreaking. Pearson and Harris uphold Jaguar honour with a classy win, but there's far more to historic racing than silverware, especially here at this temple of endurance racing. To have driven a D-type in anger at Le Mans with a former winner as my team mate, and in the 60th year of this most iconic of British racing cars, is a remarkable privilege. Following in the wheeltracks of heroes like Hawthorn is something I'll never forget.

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# A DAY AT THE RACES

This year's Goodwood Revival made history, as 30 D-types took to the circuit, including a special Lavant Cup race

**PHOTOGRAPHY Amy Shore** 

YOU'VE PROBABLY ALREADY read our report on this year's Goodwood Revival. It kicked off last month's Octane with a beautiful double-page image of the grid as 18 examples of the D-type (and its roadgoing accomplice, the XKSS) lined up for a special-occasion, one-off, 60th-anniversary D-type-dedicated Lavant Cup. Photographer Amy Shore captured these beautiful and evocative images, not only of that race but also of the anniversary parade that took place shortly before it.

No fewer than 30 cars took part in the parade, making it the largest gathering ever made of the D-type and XKSS. Among them were the former works car that won the Le Mans 24 Hours in 1955, when it was driven by Mike Hawthorn and Ivor Bueb (see *Octane* test driver Richard Meaden's feature, starting on page 64), and the ex-Ecurie Ecosse victor of 1957, a year in which D-types took five of the top six places there.

You'll have read all about Jaguar's legendary test driver Norman Dewis in Mark Dixon's feature (starting on page 54). Well, he was here too... Now in his nineties, he was, in 1954, the first to drive a D-type, the prototype OVC 501. The car is still owned by Jaguar, and Norman drove it in the parade.

As for the Lavant Cup, it made for the largest collection of D-types ever assembled for a single race, and serial Goodwood winner Gary Pearson dominated it, leading all the way in his 1955 long-nose D-type. That might have felt familiar to a certain Mr Meaden.

Christian Glasel and Gregor Fisken held second and third, while the battle for fourth between Le Mans victors Derek Bell and Andy Wallace (who won with Jaguar in 1988) was split by John Young, who had spun early on. 'One of the most beautiful cars I have driven,' remarked *Octane* columnist Bell, who was racing a D-type for only the second time.







Far left and above
The cars assemble on the
grid, ready for the start of
the D-type-only Lavant Cup;
Norman Dewis and
passenger David Blakeley,
himself a veteran of this
year's Mille Miglia, when he
shared an XK120 Roadster
with fiancée Jodie Kidd.













Below
Making its way back to the paddock is 774 RW, the ex-Hawthorn/Bueb
D-type that won the Le Mans 24
Hours in 1955 – and which was driven by *Octane* test driver Richard Meaden in this year's Le Mans Classic.





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## A VERY STEEP LEARNING CURVE

This year, 200,000 people turned out for Goodwood Festival of Speed. Many of them watched Octane staff take to the hill in two very special D-types...

**PHOTOGRAPHY Steve Havelock** 

### DAVID LILLYWHITE



### GLEN WADDINGTON



THIS IS MY THIRD TIME on the hill in a historic Jaguar. After the XJ13 and the prototype D-type, driving the 1956 longnose 393 RW should be a breeze.

But it's still a nerve-wracking thing, jumping into a car that I'd never even sat in before, to drive not so fast that I risk damaging the aluminium body of this, the penultimate D-type (first at Reims 12 Hours, sixth at Le Mans), not so slowly that I look like a girl.

And yes, that sexist comment was deliberate, and ironic, because behind me in the queue is hard-charging D-type racer Quirina Louwman, a *girl* who might easily chew me up and spit me out just for something to do. Behind her? Andy Wallace, 1988 Le Mans winner. Oh dear.

No need to be scared of the car, though. A delay at sign-on means

I arrive in the paddock, climb into the car, ignominously step onto the seat, slide down, buckle-up, push the starter button and head out into the queue. There's no temperament, no leg-tremblingly heavy clutch, no finger-crossing gearshift. It all works beautifully.

And so I make a clean but careful start, gently into the first bend, gun past the house, the six-cylinder pulling strongly, steering precise, suspension surprisingly cossetting, brake into Molecomb – and then take a glance in the mirror to see Quirina and Andy right behind me!

Am I really that slow? Well, probably, but it turns out that all the D-types were let out together. I'm deeply embarrassed but the sentiment is over-ridden by the elation of having driven a D-type again. What a machine.

I WANDERED DOWN to a Cathedral Paddock that was deserted bar countless priceless racers slumbering under their covers. One of them was 'my' D-type. In which I was scheduled for the first run of the day. Up the fabled Goodwood hill. Gulp.

Shortly after, in the D-type in helmet and overalls, thousands of eyes are watching – not me, but this storied car. This £10-million car! And it's a demonstration run, with three D-types running ahead (one driven by editor David, another by Le Mans man Andy Wallace). No pressure, then.

You've already read about this particular, very special D-type's history, as it's the one Mark Dixon took to visit Norman Dewis (see pages 54-62). And it turns out I needn't have worried. What a faithful, transparent driving

experience. Long gears so you can thrill the crowds with a long burst of acceleration past the house out of that surprisingly sharp right-hander (deftly taken, thanks to exquisite steering and innate balance). Into third with a blat-brarrrpp and trying to remember where, the previous day (my 'practice' run in a new BMW M4), was the chicane that forces you to slow for Molecomb.

There's no chicane this time, so you shed speed in time for the infamous off-camber left that's taken more than one experienced racer out. Through and, phew, I can relax, add more revs, acknowledge the crowd and slot back down to second for a quick sprint towards the finishing line in the trees. This wasn't about posting a time. But it's a period of time I'll never forget.

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### RACY FRENCH NUMBER

Not only beautiful but competitive too, this ultra-rare Talbot-Lago T150C SS Pourtout Aerocoupé has just undergone a prize-winning restoration

Words David Burgess-Wise



OU'D HAVE TO search hard in any encyclopaedia of motor sport to find a mention of Pierre 'Pagnibon' Boncompagni, yet in his brief and meteoric career in the early 1950s this remarkable driver notched up an amazing total of 29 class and overall wins, half of them at the wheel of a Talbot-Lago that was already ten years old when he started racing it.

But there was a dark shadow over Boncompagni, perhaps the reason why he chose to be better known under his nom de course than his birth name: when the Allies retook the South of France in the autumn of 1944 as World War Two neared its end, he had been denounced as a collaborator and interned 'awaiting purification'...

Boncompagni had been born of Italian parents in Nice on 19 May 1913 and in September 1937 had opened Autogarage at 17 Rue St Joseph in Nice, repairing and selling cars. He also established Omnium Automobile Monegasque, selling high-end cars in nearby Monte Carlo. During the dark years of German occupation, the technically neutral principality had apparently served as a centre for moneylaundering by the Nazis.

After the South of France was liberated in 1944, the Allied forces commandeered the automotive stock of Omnium Automobile Monegasque - which included a Talbot-Lago, a Delahaye, a French-built Lancia 8hp Ardennes, a Panhard-Levassor, a Salmson and a Bugatti Type 57 - for official use.



'THE POURTOUT AEROCOUPÉS WERE NOT ONLY THE ULTIMATE IN 1930S ELEGANCE BUT LOOKED READY FOR THE RACFTRACK TOO'

Fortunately for Boncompagni, he was eventually released. It seems that his first venture into motor sport was made in Italy; there's record of him racing a Stanguellini in the 1947 Coppa Acerbo in Pescara, though it failed to finish. By then, Pagnibon was running Garage Arizona at 5 Rue Berlioz in Nice, with his 42-year-old friend Alfred Barraquet, a mechanic and skilled tuner. The company was owned by Passy Occasions, a Paris-based firm that specialised in the sale of prestige and high-performance cars.

Pagnibon didn't venture into racing in France until 1949, when he won the large car race on the closing day of the Nice Speed Week in June, driving a Bugatti Type 57 Atalante. That was possibly the car requisitioned in 1944, returned to him along with other cars from his Monegasque stock by the Nice Requisition Services, though he was still technically classed as sequestré-'detained for legal reasons'.

Yet Pagnibon's racing career didn't really take off until 1950, when he appeared at the wheel of the Talbot that was to establish him as a force to be reckoned with; ironically, its gorgeous body had been designed by a hero of the French Resistance, Georges Paulin, a successful dental technician who had a glittering second career as an industrial designer. While he had worked on projects as diverse as lighting, furniture, women's hairstyling, jewellery and even outboard motorboats, his speciality was cars.

Paulin's most enduring invention was the Eclipse retractable hardtop, which became a Peugeot production option. Yet when Paulin renegotiated his contract with Peugeot, he stuck out for more money. The matter went to court and, perhaps inevitably, Peugeot won. It's still the basic principle behind today's Peugeot hardtop convertibles.

Nevertheless, Georges Paulin had much more to offer, and his designs for special bodywork for Parisian carrossier Pourtout brought so much additional business that in 1936 the coachbuilder had to take over the old Hurtu factory in Rueil-Malmaison to cope.

There followed a series of special Paulindesigned Darl'Mat sporting Peugeot roadsters, cabriolets and coupés, but it was his one-off designs for thoroughbred chassis for Pourtout that made Paulin one of the greatest automotive designers of all time. Noted for their purity of line, his masterworks included two glorious high-speed closed four-seater coupés, one commissioned by Louis Delage on the prototype Delage D8-120S chassis and the other on an LE-series 4.25-litre overdrive Derby Bentley chassis for the banker André Embiricos. Some 70 years on, both these stunning designs would deservedly become outright winners at Pebble Beach.

Paulin's last project with Pourtout was a

series of four 'Aerocoupés' on the ultimate Talbot-Lago chassis, the T150C SS ('C' for Competition and 'SS' for Super Sports), a 140bhp triple-carburettor 4.0-litre six built on the short-wheelbase (2.65m) competition chassis and introduced in August 1937 at the Paris-Nice Critérium de Tourisme. Fewer than 30 were built, all with chassis in the 90100 series and mostly bodied by Figoni & Falaschi. In contrast, the Pourtout Aerocoupés visually more taut than Figoni's swoopy Goutte d'Eau ('drop of water') coupés - were not only the ultimate in 1930s elegance but looked ready for the racetrack too.

The first two Aerocoupés were ordered by a dealer and amateur racing driver named Parent; only one (chassis 90119) was completed before the outbreak of war, and was invoiced to Parent for FF26,000 on 1 August 1939. According to Pourtout's daughter Micheline, working as a secretary in the coachworks at the time, the second (chassis 90121) was finished in late 1940 or early 1941, at the same time as a Delage and three Chryslers that had been requisitioned by the German Army.

A German officer wanted the Talbot, but couldn't get the necessary permission from the authorities as the car was considered too luxurious in wartime! The Talbot was spirited away and hidden in a paint booth until after the Liberation, when it was billed to M Parent for FF30,199 in October 1944, which he paid entirely in cash. The last two T150C SS chassis, 90120 and 90122, were only delivered after the outbreak of war, and must have been built in secret, Car 90122 is said to have been concealed in a warehouse in Marseille, while the final Pourtout Talbot - chassis 90120 - was also hidden away to await the Liberation.

When the octogenarian Maréchal Pétain signed an armistice with the Germans in June 1940, the fiercely teutonophobic Georges Paulin refused to accept it. His implacable hatred of the Germans stemmed from the fact that his mother had been killed in 1918 by a shell from the Krupp Wilhelmgeschutz 'Paris Gun', a terror weapon whose 140ft barrel could hurl a projectile 75 miles into the French capital. Instead, Paulin established a cell of 14 agents codenamed Phill to feed information on the activities of the Luftwaffe to England via Walter Sleator - the former head of the Parisian Rolls-Royce retailer Franco-Britannic Autos - who had set up a base in Madrid.

Paulin, working undercover in a dental surgery whose clients included a number of high-ranking German officials, supplied the Allies with details of German progress in jet engines, including the Messerschmitt Me262 Schwalbe ('swallow') twin-engined jet fighter. But inevitably he and the other Phill agents were betrayed, arrested and tortured; not one gave up his companions. Paulin and four others were executed by firing squad in the >



'MORE VICTORIES FOR THE INVINCIBLE TALBOT: OF THE 16 EVENTS IN WHICH IT HAD STARTED, IT WON 14, SURELY A UNIQUE RECORD' Mont Valérian prison in March 1942. When his clothes were returned to his widow, she found a screwed-up ball of paper in his jacket pocket. It read: 'Ne me vengez pas, je vous aime' ('Do not avenge me, I love you').

That final 'Paulin' Talbot emerged from the shadows in 1944, when it was sold to a M Leveque, though it wasn't registered until 1946. Just how Pagnibon acquired it is a mystery, though it could well have been consigned to him by Passy Occasions.

On 9 April 1950, he entered it for the 16-lap race for production cars over 3.0 litres during the Nice Speed Week. The circuit included a fast straightaway down the Promenade des Anglais, a 180° turn around one of the tree-lined central dividers, and a return leg along the opposite carriageway followed by a left-right-right-left-right circuit of the roads around the irregularly shaped Jardin Albert 1er.

It was a circuit for which the Talbot, with its instant preselector gearshift and torquey engine, was admirably suited, and it easily beat the favourite, a rapid Hotchkiss driven by a Monsieur Worms, crossing the line 19 seconds ahead at an average of almost 86km/h.

At the time, racing under the banner of Ecurie Nice, Pagnibon also drove a 500cc DB and a Cisitalia, plus a Cooper owned by Harry Schell, though with little success. But that season the rapid Talbot saw him victorious at venues as varied as Montlhéry, fast road circuits and Mont Ventoux hillclimb, where the Talbot not only won the class for closed cars over

2000cc but also set a new class record of 15min 44sec, an average of 82.372km/h, just 22 seconds slower than Rudolf Caracciola's 1931 record-breaking ascent in a blown 7.1-litre Mercedes-Benz SSK.

In 1951 there were more victories for the seemingly invincible Talbot, though there was a rare DNF at the first 12 Heures de Hyères endurance race on the triangular 7.306km Circuit des Iles d'Or when, in the lead and only a few minutes before the end, Pagnibon's Talbot retired with mechanical problems, ceding victory to a Simca 8 Sport. On 27 January 1952, Pagnibon concluded the Talbot's racing career with victory in the Agadir Grand Prix. Of the 16 events in which it had started, it won 14, surely a unique record of success.

But Pagnibon had changed his allegiance to Ferrari; in September 1951, driving a 212 Export roadster borrowed from Luigi Chinetti, with Alfred Barraquet as co-driver, he led the first Tour de France Automobile from start to finish without accumulating a single penalty.

At the Coupes de Vitesse meeting at Montlhéry on 30 March 1951 he won the over-1500cc 'Voitures Particulières' event in a Ferrari 212 Export 'Tuboscocca' Berlinetta and came second in the 'Sport' race, ironically to a Talbot T26GS. He competed in the 1952 Le Mans 24 Hours with American Tom Cole as co-driver in a Ferrari 225S Vignale Berlinetta entered by Scuderia Ferrari, but retired after 77 laps.

His record of success was cruelly ended at Hyères on 7 June 1953 when, driving his











recently acquired (and ill-handling) ex-Mike Hawthorn 4.1-litre V12 Ferrari 340MM Touring barchetta, Pagnibon entered the dangerous Hippodrome corner at an estimated 130km/h and was blinded by mud splashing against his goggles. He lost control and the car skidded into an electricity pylon, throwing its driver out over the bonnet. He landed heavily several yards away, his back broken and his skull fractured. Pagnibon never regained consciousness and died as the ambulance arrived at Hyères hospital.

That October, his old Talbot came to light in Paris at a garage in the suburb of Yvelines, and in 1955 it was acquired by dealer Francis Mortarini, who had begun collecting and dealing in thoroughbred cars shortly after the war. Many of the world's great cars had passed through his Haras des Pur Sang de l'Automobile in Neuilly-sur-Seine, and many had been exported to the United States. The Talbot followed the transatlantic trail, passing to dealer and amateur racer Otto Zipper in Santa Monica, California.

He, in turn, in 1958 sold 90120 to James R Stannard Jr of Long Beach, who used it as a family runabout; his son recalls his father claiming to have rushed his wife to the hospital down Anaheim Street in Long Beach at 120mph for the birth of his younger son (since the

speedometer is calibrated in km/h, the speed was probably nearer – a still-illegal – 80mph).

In the early 1960s, Stannard sold the Talbot to Lindley T Locke of Los Angeles, whose Talbot collection also included the 1937 Figoni & Falaschi Goutte d'Eau originally built for the Maharajah of Khapurthala, a Grand Sport Tourer and a T26C Grand Prix car. While Locke and his wife Betty were keen drivers of their Talbots, they had a rather casual attitude to maintenance and storage of their cars and 90120 gathered dust in Locke's garage in California's Sacramento County until his death at the age of 74 in August 2001. There were still five Talbots in the garage; his widow donated the Khapurthala 'Goutte d'Eau' to the Nethercutt Collection in San Sylmar in 2005.

The first public showing of the unrestored Pourtout car was at the Gordon McCall Motorworks Revival in Monterey, 2006; two years later, Mrs Locke consigned 90120 to the Bonhams & Butterfields sale at Quail Lodge, where it was acquired by the Hon Sir Michael Kadoorie for a hammer price of \$4.8 million. Sir Michael took the brave decision to conserve what was believed to be the car's remarkable originality, and entrusted it to Ashton Keynes Vintage Restorations in Wiltshire.

But a major shock awaited the restorers. That universally accepted belief that the car's faded



Clockwise from top left
The Talbot takes the bend into Nice's
Promenade du Verdun in 1950 – a winner first
time out; Pagnibon and his team celebrate
another victory, this time in the 1950 Coupe
du Salon at Montlhéry; winning again at
Orléans in 1951, seen in both lower pictures.



finish had remained undisturbed since Pagnibon's day was confounded as the Talbot was painstakingly dismantled. What had confidently been declared to be the car's original paintwork was discovered to be a later respray; there was overspray on congealed mud underneath the wheelarches. Then two photographs from the mid-1950s were found showing the Talbot in Otto Zipper's workshop in Santa Monica sporting a two-tone finish.

Though the car was remarkably true mechanically to its Pagnibon days, that much-praised faded paintwork was most likely due to the decades of neglect in Lindley Locke's ownership. It was certainly not the legacy of the car's active competition history, and the decision was made to return the car to the condition in which Pagnibon had raced it in the 1950s. Happily, the Talbot's original French Blue shade was discovered beneath the radiator badge, enabling an exact match to be made. The quest for absolute authenticity extended to the minutest details; even to the use of ultra-rare three-pin Marchal bulbs in the tail lights.

The sometimes crude modifications made in the heat of competition – makeshift funnels to divert cooling air onto the brake drums (which had large vent holes drilled in their backplates) and a rough-and-ready hydraulic brake system replacing the original cables – were to be retained, though the rebuild at least ensured that the brakes now came on simultaneously.

The immediate goal was Pebble Beach 2014, and though American concours events may expect chromed wire wheels as a virtual given on cars of this era, it's clear from period

photographs that in its day the Talbot rode on painted wheels; chromed spokes – pretty but brittle – were quite unsuited to the stresses and strains of competition use.

Almost unbelievably, the bodywork of the Talbot was in remarkable condition. Not only could virtually all of its wooden framing be preserved, but the only part of the external panelling needing replacement was a short section at the front of the bonnet. Since this had been modified significantly during the car's competition career – with triangular mesh side vents added for extra cooling and quick-release catches tensioned by what looked suspiciously like knicker elastic – it might never have fitted too well. With the panelling refitted over the frame, the body was painted in Pagnibon's distinctive 'Gauloise Blue' livery and mounted on a jig to await refitting to the chassis.

The cylinder block proved to be extensively stress-cracked, and was 'invisibly mended' by the expert welders of the Slinden company in Derbyshire; the sump was full of an ugly emulsion of oil and water and the cylinder head was beyond repair. Fortunately, recalls Keith Bowley of AKVR: 'Our day was saved by a Talbot Teardrop enthusiast in Switzerland who had had a batch of cylinder heads cast; the head we obtained from him was a perfect fit.'

Completely rebuilt, the engine was test-run for the first time in January 2014 and by June the car was ready for road testing. Early trials revealed that the preselector gearbox was not working to full efficiency, so the car was taken to a specialist in self-change transmissions for fine tuning. There was just time for a final road test before the Pagnibon Talbot was shipped to

'THE ORIGINAL SHADE
WAS DISCOVERED
BENEATH THE RADIATOR
BADGE. THE QUEST
FOR AUTHENTICITY
EXTENDED TO THE
MINUTEST DETAILS'



Pebble Beach, where it deservedly won the 'European Classic Late Closed' class.

With the car back in England for a post-Pebble check at AKVR, the opportunity arises to see how the car behaves on the road. The big six-cylinder engine runs remarkably smoothly, with a healthy induction roar from its three downdraught Solex carburettors, and once it's nicely warmed up we set off down the winding lanes of the Wiltshire-Gloucester borders. With the adjustable Repusseau rear dampers at their mid-range 'Route' setting, the Talbot rides well, with not a hint of body roll in cornering, its basic yet effective transverse-leaf front suspension and well-balanced steering – with about 2.5 turns lock-to-lock – enabling the car to be precisely placed on the road.

But what impresses most is the rapidity with which the preselector transmission enables gearchanges to be made. It's the obvious secret of Pagnibon's amazing success in events such as hillclimbs. Says AKVR's Oliver Sharp: 'I think the real benefits of the change are the ability not to lose time missing a gear and – most importantly – to keep both hands on the wheel.

'You can be really pushing on with a corner fast approaching, preselect the next gear you will need, then, while keeping both hands on the wheel controlling the car, hit the clutch to change with no worry of missing a gearshift.'

Allied to what seems to be an incredible amount of torque, that makes for a formidable – indeed, race-winning – combination. No wonder Pagnibon and his Talbot were such an unbeatable pairing in those heady days of the early 1950s.

**THANKS TO** The Hon Sir Michael Kadoorie and Ashton Keynes Vintage Restorations, www.akvr-restorations.com.

#### 1939 TALBOT-LAGO T150C SS

ENGINE 3996cc straight-six, OHV, triple Solex downdraught carburettors POWER 140bhp TRANSMISSION Four-speed Talbot preselector, rear-wheel drive STEERING Worm and nut SUSPENSION Front: transverse leaf springs, telescopic dampers. Rear: live axle, semi-elliptic leaf springs, adjustable Repusseau dampers BRAKES Drums with hydraulic conversion WEIGHT 1200kg (approx) PERFORMANCE Top speed 100mph (approx)





### Regularity Rally Italy, 14<sup>th</sup> to 20<sup>th</sup> June 2015

For the 26th edition, the Classic Marathon will return to Italy, starting in the southern province of Puglia making it's way north along the eastern coast of Italy, all the way to the Lake Como. Limited to 75 crews a comprehensive tulip style route book will ensure that the event is accessible to crews of all abilities and a strong social scene is a highlight of the Marathon. The event is open to all cars of a type built before 1986.

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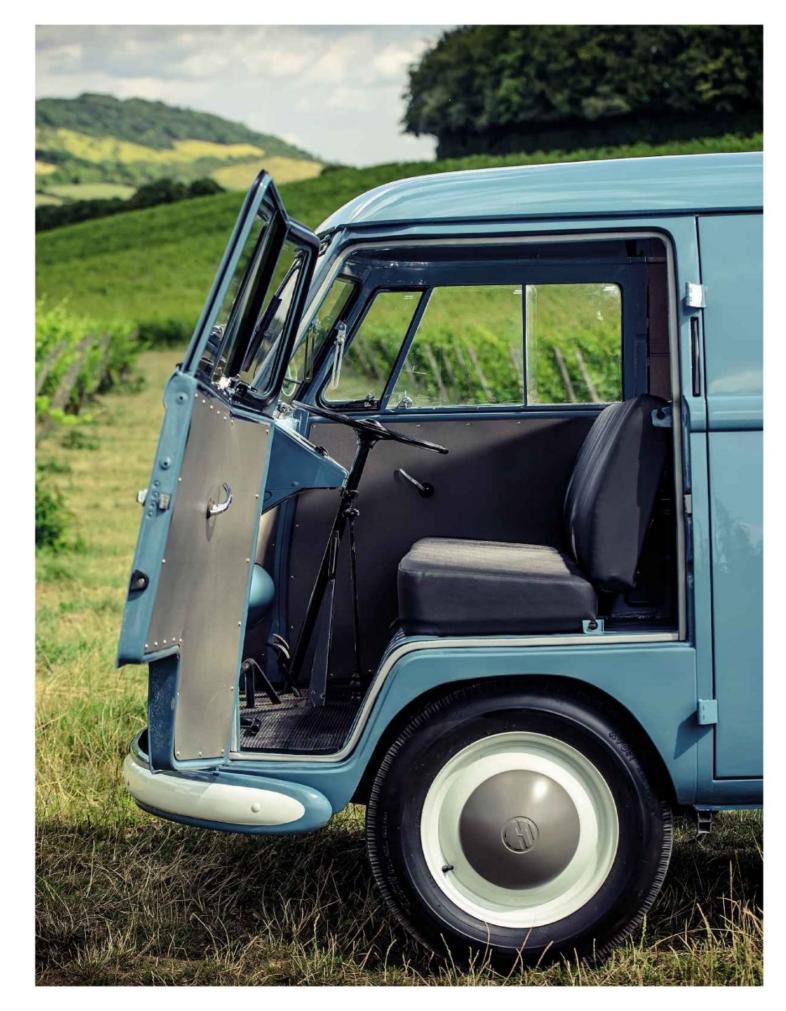


### Commercial brake

It's the van that spawned a multitude of variations, from tradesman's wheels to family camper. And now it's 60 years since the first were sold in Britain

Words Andrew English // PHOTOGRAPHY Jamie Lipman





HIRTEEN YEARS AGO
Volkswagen re-imagined
history with its Microbus
concept, presented at the
wintry Detroit Auto Show.
With its translucent rubber
floors and plasma screens, combined with
retrospective looks, VW's concept carved a fine
line between old and new. It was based on the
mechanicals of the then-new front-engined
T5 Transporter, but recalled the clattering,

In fact this clever concept had been designed almost a decade earlier by Charles Ellwood at VW's California studios, alongside the Beetle concept (known as Concept 1). Faced with falling sales and profits, together with job losses in North America, VW was playing with its history to misdirect the world from its parlous state. As ever, the famous Type 2 was weaving its own rather convoluted history.

air-cooled Campers and Combis of yore.

VW founder Ferdinand Porsche originally mooted a van version of the People's Car, before World War Two, but it was the plucky Brits that made it reality. Major Ivan Hirst, of the Royal Electrical and Mechanical Engineers, arrived in the *Kraft durch Freude* city (quickly renamed Wolfsburg) in Lower Saxony in August 1945 with orders to restart production

of the Beetle. His efforts in rebuilding the production line in the bombed-out factory are legendary, but they weren't helped by the withdrawal of British engineers and their fork-lift truck in 1946. To transport equipment round the factory, Hirst sketched and had built an open-bed truck known as the Plattenwagen ('flattened car'), using a ladder frame with Beetle axles and an open cab above a flat-four engine – the last went out of service in 1994.

When enthusiastic Dutch importer Ben Pons saw the Plattenwagen, he thought it was similar to a Dutch pedal-powered delivery vehicle and asked if VW could build him one. His active imagination soon expanded the idea and in April 1947 he sketched his ideas in his

'A key to the Type 2's success was also its Achilles Heel: the rear engine' loose-leaf notebook. Shaped like a loaf of bread, with a cab-forward driving position, a 750kg payload and a rear engine, it is visibly what became the Type 2 (Beetle was Type 1), but it would be a year before Hirst had resources sufficient to start work.

In 1948 Hirst entrusted development to Alfred Häsner, an engineer who had previously worked at a company (Phänomen) known for making lightweight air-cooled engines. A footnote to history is that, around this time, the legendary Daimler-Benz engineer Rudolf Uhlenhaut was interviewed by Hirst for a job, but Uhlenhaut declined. 'I'm a Mercedes man,' he told Hirst. 'The company will come back.'

By 1949 the first prototype was ready, but testing on Germany's appalling roads broke it virtually in half. A new prototype was quickly designed, swapping the Beetle chassis platform for a bespoke ladder frame attached to a unitary bodyshell. If anything overengineered, it survived the rigours of Lower Saxony's roads, and VW's MD, Heinrich Nordhoff, ordered the start of production at the end of 1949 for the first deliveries in 1950.

Using the Beetle's flat-four engine and transmission, the T1 had modified Beetle suspension with hub reduction gears from the military Kübelwagen for increased ride height.











The cab-forward driving position helped compensate for the weight of the rear-mounted engine and transmission. It was pretty basic, with no rear windows or bumpers and simple swaged louvres in the rear body providing ventilation for the load space.

The factory produced the Type 2 T1 in four main bodystyles: panel van, pick-up, eightseat minibus and ambulance. There was also the Samba, a luxury bus with characteristic roof windows. Strangely, VW didn't produce its own camper vans until 2003, preferring instead to license conversions to companies such as Westfalia or, in Britain, Devon.

At the launch, Nordhoff boasted that the T1 had a top speed of 47mph, a fuel consumption of 31.4mpg and a hill climbing capacity of 22%. It proved so popular he had to commission a new plant in Hanover to make it. The UK had to wait until 1954 for right-hand-drive versions and, in April of that year, Commercial Motor magazine tested the £668 Transporter. With a 15cwt (762kg) payload, it delivered 27mpg, crested the fearsome 25% Succombs Hill in Caterham without stopping, and accelerated from 0-40mph in a heady 22.7sec - road tester Laurence J Cotton was impressed.

UK sales were boosted by the post-war building boom and in 1955 the factory introduced a better-ventilated version with

#### Above

Rear-mounted engine makes for great traction but means that loading has to be via the hinged (later sliding) side doors. Not much in the way of instrumentation: you get a speedo, and the ambience of a crane operator's cabin.

more power and a longer roof (which gave that characteristic windscreen 'peak'). Commercial Motor tested the £621 15s T1 Mk2 in December 1960 and, under a headline Still A Winner After A Decade, road tester Anthony Ellis crested Bison Hill in the Chilterns without distress, observing: 'Although not exceptional in any detail other perhaps than fuel consumption, it is in aggregate a most workmanlike vehicle."

One of the keys to the Type 2's success was also its Achilles Heel: that rear engine. This was in essence a side-loading van, which meant it had a lovely, low, but very short load bed. As an urban delivery vehicle the T1 was manoeuvrable, compact and economical, but it was small and old-fashioned. In 1965, when Ford launched its epochal Transit van - with modern V4 engines and a wide track to maximise load space and reliable alternatorcharged electrics - the Transporter was still struggling by on six volts. In the US, ad agency Doyle Dane Bernbach exploited the Type 2's idiosyncracies in a series of quite brilliant ads. 'Do You Have The Right Kind Of Wife For It?' asked one. It was the 1960s.

The 1967 T2 'Bay Window' changed the details, but not the basic premise. It had a longer body with four big openings, stiffer double-skinned construction and new, more powerful engines. Better-handling, faster, it was still essentially a side-loading vehicle. The camper community adopted it wholesale, however, and by then America was well into its love affair with the Microbus/Camper/ Combi. Gilbert Shelton's Fabulous Furry Freak Brothers, the cartoon embodiment of 1960s drug-addled wastrels, had a 'splittie' T1 Microbus as their chosen transport. With sales of 3.9 million, the Bay is the best-selling Type 2 and in 1979, when production stopped in Europe, it was transferred to Brazil, where it went out of production only last December.

VW acknowledged the market direction for 'max cube' in 1975 with the launch of its largevolume van, the LT; and the replacement Transporter, the 1979 T3 'Wedge', was also bigger and adopted the contemporary angular style. Again the details were changed (rackand-pinion steering, larger, stronger bodyshell and - later - water-cooled diesel and petrol engines), but the rear-engined, cab-forward style was retained as VW struggled to introduce front-drive in its passenger cars.

While the T3 was a better van in almost every way, the market was ahead of it. >

#### VW TRANSPORTER

Renault's front-driven Trafic and Master vans, launched in 1980, gave unprecedented interior volume as well as a low load bed, side and reverse loading. VW countered by selling the T3 in a wide variety of variants, with four-wheel drive, high roof, pick-ups and crew-cab pick-ups. Rear-engined traction enamoured the T3 to public utilities and a luxury Caravelle bus opened up an executive market.

In November 1986, Commercial Motor tested a four-wheel-drive £11,214 T3 Syncro, with a double-cab pick-up body. Road-tester Andrew English (that's me) crested Wrotham Hill on the M20 at 70mph and liked the agility and 28mpg economy of the blue machine, but commented that it could be quite wayward if you lifted off the throttle when cornering – it was a ludicrously sideways-happy machine.

That T3 was one of a number of VW vans I tested over my years at *Commercial Motor*, none more different than the 1990 T4, a new front-engined, front-drive Transporter. A better, safer, more refined and more versatile vehicle it most certainly was, but it marked the end of an era and had the charisma of a fridge.

The 2003 T5 was bigger and blander still, with the model range split into the panel van and passenger-orientated Caravelle variants. A new specialist facility was created near Hanover and, for the first time, the public could buy a VW-manufactured campervan. The California is an expensive way of going alfresco holidaying, but has sold solidly to middle-class pop festival-goers. It's not in the same spirit as the first campers, though, as my brother William, a T3 camper owner, observes: 'These things were designed as a vehicle to enable a working-class man to take his family on holiday. If you've paid 50 grand for it, you've kind of missed the point.'

That the T4 and T5 don't capture hearts like the old rear-engined vans is axiomatic. Demand for the old models is stronger than ever; just look at the number of them on the West Country roads every summer - we used to say that classic 'split-window' models would fetch £1000 a window; these days it's more like £2000. VW tacitly acknowledges the fact and returns to the old air-cooled Type 2s like an itch it can't scratch. A decade after the 2001 Microbus concept was commissioned, promised as a production model and then cancelled, we saw the tighter, more productionready, but less lovable VW Bulli concept. The blogs and posts continually posit a production future for the Bulli, though the company remains defiantly tight lipped.

So happy (British) birthday, Type 2. Will we ever see your like again? More popular than ever, the appeal of the rear-engined Type 2 is parodied by a 60th anniversary 'retro' ad commissioned by VW. 'It's unusual to drive the vehicle you were conceived in,' runs the copy. Ho-hum; perhaps the real question is whether VW will ever have the courage to commission and build a proper replacement for its legendary van?





### Type 2 evolution

The original spawned four more



T1 'SPLITTIE', 1954-67 Number sold: 2.3 million Max payload 1000kg, max cube 4.8m³



T2 'BAY WINDOW', 1967-79 Number sold: 3.9 million Max payload 1000kg, max cube 5.0m³



T3 'WEDGE', 1979-92 Number sold: 1.7 million Max payload 1070kg, max cube 5.7-7.6m³



T4 (FRONT-WHEEL DRIVE), 1990-2003 Number sold: 1.9 million Max payload 1165kg, max cube 5.4-7.8m³



T5 (PRESENT MODEL), 2003 TO DATE Number sold: 1.7 million (to December 2013) Max payload 1340kg, max cube 5.8-9.3m³



### Driving the first Transporter

Not fast. Not sporting. Not even many windows. But there's charm by the, er, van load SPARTAN DOESN'T BEGIN to describe the cockpit of this 1954 Type 2 T1 although, with a coppice of levers, columns, switches and pedals sprouting from the floor, you'd be wondering just how complicated it is to drive. For while there's merely the full complement of controls, the mechanical nature of the VW's 'office' makes it resemble an early lawnmower rather than a van.

At first sight there are only three switches: lights (dim), wipers (gastropodic) and starter (six volts, not very effective), but then you find the choke down by your passenger's feet, and the trafficators that lurk in beautifully engineered slots in the side of the body. Heating is via what looks like a fireman's dry riser mounted on the front panel, and the black steering column ascends almost vertically, with the wheel sitting horizontally in your lap.

There's just one instrument, a speedometer calibrated in mph. This van came from Germany to the UK and was then exported to Australia, where it was found by VW's UK commercial press office and restored. These days it lives a relatively quiet life on the press fleet, but back in the day this gorgeously blue machine with its huge 'barn door' engine lid would have lived a hard commercial life.

Slow is the main impression of the drive. The 1.2-litre engine has plenty of torque and pulls from walking pace in second, but this is not a machine for speeding along motorways; it's all out after about 45mph and needs a runup to get there. The three-man bench seat is not the comfiest and, like all rear-engined Type 2s, the cab-forward driving position requires you to steer rather later than you would in a conventional van.

For all that, it's nice to helm, rides well, tackles the unmade slopes of our photo location (Denbies Wine Estate) with ease and there's great traction from the rear wheels. It's a charming piece of industrial design but White Van Man would scoff at its performance and its lack of modern accoutrements: no radio, no air-con...

**THANKS TO** Denbies Wine Estate, near Dorking in Surrey. This vineyard produces international award-winning wines and is open to visitors most days of the year; see www.denbies.co.uk.

### 1954 VW TYPE 2 T1 'BARNDOOR'

ENGINES 1.1-litre/24bhp or 1.2-litre/30bhp, air-cooled flat-four, OHV, Solex carburettor

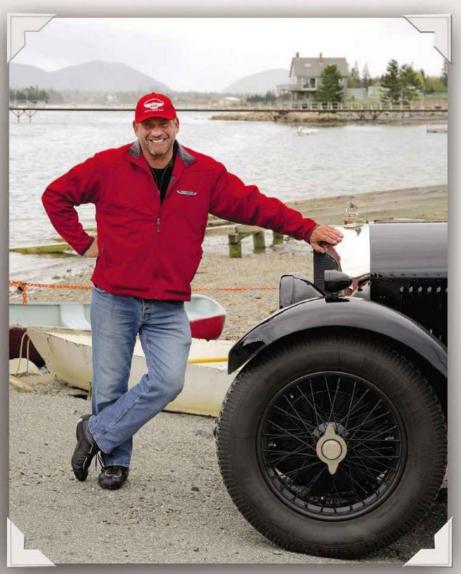
**TRANSMISSION** Four-speed manual, rear-wheel drive, no synchromesh

SUSPENSION Front: trailing arms, torsion bars, lever-arm dampers. Rear: swing axles, torsion bars, lever-arm dampers

TOP SPEED 56mph FUEL ECONOMY 30mpg MAX PAYLOAD 750kg MAX CUBE 4.6m³

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### PAYING DUE RESPECT

This Bentley Continental was owned by the late Alan Clark MP – a friend of Octane's **Robert Coucher**. 15 years on, he takes the car back to Saltwood Castle

**PHOTOGRAPHY Gus Gregory** 

I SUPPOSE THIS ALL BEGAN in the spring of 1999 as an article for *The Daily Telegraph*'s motoring section. At the time, my good friend Christian Hueber II had been developing his 1954 Bentley R-Type Continental into a fast historic-rally weapon. American Hueber was the Continental guru and co-wrote the definitive book *Bentley Continental Sports Saloon* with David Sulzberger in 2002, as well as running the Continental Register. At the same time the Rt Hon Alan Clark, MP, was writing a car column for the classic car magazine I was editing. He had owned various Bentleys and was particularly taken with the Continental, owning, amongst others, this example, chassis number BC-15-B, which is finished in Smoke Green.

Alan liked driving his cars firmly and they were usually in rather patinated condition because he abhorred polishing them. 'Never let a spray gun near a car,' was one of his favourite mottos. I piqued his interest by sending him a photograph of Hueber's Bentley, which showed the revcounter pinned at 4000rpm and the speedo reading 130mph! Clark wanted a closer look so he invited us down to his ample residence, Saltwood Castle in Kent – quite an impressive old pile. It was the site where four knights hatched the plot to assassinate Thomas Becket on 28 December 1170, dispatching him the next day at Canterbury Cathedral.

Hueber and I set off from London in Crewe's missile, chassis number BC-65-C - with only 208 Continentals ever made, the owners refer to them by chassis number - and down to the Kent coast near Folkestone (see Octane 06). The Connaught Green Continental was immaculate. With its engine modified to produce 226bhp and a stonking 334lb ft of torque, plus improved brakes and suspension, the Bentley flew down the motorway in comfort and felt rock solid. The big-bore twin-pipe exhaust produced a deep roar and fastidious Hueber had made sure the car was in concours condition for this meeting of minds and motoring matters.

We arrived at the huge fortified entrance to Saltwood Castle and a rather scruffily dressed fellow ambled over to unlock the sturdy wooden gate. Must be the gardener. Er, no. Of course, it was Alan in his extremely worn old tweed jacket. While normally a very smart Member of Parliament and Government Minister, out of hours his sartorial choice was as patinated as his motors.

I could see Clark eying up this somewhat overdressed American in his freshly pressed tweeds. Alan despised the whole concours circuit and one of his columns was very critical of the Pebble Beach Concours d'Elegance, where he slated the entrants for chromeplating everything and filling their radiators with 'lavatory water'. An irate American reader posted over an enema pack with an accompanying note declaring: 'Send this to Clark, because he is so full of shit!' Alan, of course, loved it.

Soon Clark and Hueber were deep in discussion about Bentley engineering and minutiae as each realised the other had an encyclopaedic knowledge of the marque. I was relegated to bystander in the discourse. Clark then jumped into Hueber's Continental.

'I've a demanding route around the castle, which I know intimately,' Clark told us. 'It shows up any shortcomings a car might have and gives me immediate insight into its performance and handling.' That route is something I'll come back to. We, meanwhile, took Alan's standard Continental for a run.

On his return Clark commented: 'Hueber's Bentley is extremely fast, with a remarkable increase in power. But... I prefer my Continental



Below left and right Alan Clark fitted his Continental with this stag's head bonnet mascot; the car returns to its old Kent home of Saltwood Castle.

as it is: it represents a different period of motoring, with its integral charms intact. I would not desire my car in this state of tune because some of that appealing gentleness is lost.

He went on: 'The Continental is one of a few really, really great cars. It ranks with the Rolls-Royce Silver Ghost, the light-bodied Derby Bentley and the Bentley MkVI, if you can ever find one that has not rusted out. I am safe in the notion that my Continental will always start and it never goes wrong. It is one of the nicest Bentleys ever made. I drive mine for therapy and still have no trouble with salesmen on the motorway."

Having owned and championed underrated Derby Bentleys for years, Alan also enjoyed Jaguars and was gifted a brand new XK120 when he was a student at Oxford. By 1999 he was probably the only person in the world who had owned an XK from new, for 49 years. As he opined of the breed: 'Open sesame with the girls...'

His friend, backgammon-playing car dealer Charles Howard, originally procured this Bentley R-Type for Clark back in the 1980s. 'I suppose I was Alan's confidant. He used to confess most of his crimes to me as he was committing them,' he laughs. 'The great thing about Alan was that he was no hypocrite. He was honest about his failings and was devastatingly charming. And no, he didn't really commit any crimes, he was just a bit enthusiastic. In terms of motor cars his taste was what I most admired. He had razor-sharp instincts and wasn't in any way ordinary, but nor was he a car snob. He enjoyed his Citroën 2CV and Buick Convertible as much as his Rolls-Royce Silver Ghost, and always enjoyed his Derbys.'

A moment of serendipity: Charles Howard has just published his book - titled An Auto Biography - which chronicles the good old bad days of car dealing. Here Howard expands on the games of backgammon he played for money to finalise a number of deals. Clark, who was notoriously tight, would usually end up losing, which really annoyed him. You will see the fascinating tome reviewed in the Books section of this issue.

Gentleman car dealer Peter Bradfield was a young chap who worked for Charles in the late 1980s. We affectionately refer to Bradfield as the 'worst car dealer in the world' because he is so honest and transparent. Maybe that's why his customers include some of the most discerning motoring aficionados. Bradfield, whose father had owned three R-Types in the past, did the actual deal selling the Bentley to Clark. 'It went for top money because it was an extremely good, original example,' he says. 'Unfortunately, soon after Clark bought it, the market crashed, so he referred to me as "Bradfield the bastard" thereafter.'

But Bentley values did not dive like those of Ferraris and Clark set about improving his Continental to suit his driving style. Sold new by Jack Barclay, the Bentley was fitted with 'heavy' seats. Clark changed them for the sportier lightweight seats, probably from the other Continental he owned: the infamous 'Bang Bang' as he called it. Chassis number BC-65-D was stolen in 1965. The thief picked up two hapless hitchhikers and then rolled the car, killing them all. The Continental was rebuilt by Bradley Brothers as a stripped-down special and the original coachwork was repaired and mounted on a MkVI chassis. Superstitious Clark always considered the Bang Bang to be dangerous and a touch evil.

As well as the seats, Alan removed the front overriders and bumper centre section, painting the registration number onto the bodywork to give the Continental a more sporting mien, although he kept the rear spats. He then added a lovely stag's head bonnet →







Right and below Robert Coucher catches up with the late Alan Clark's wife Jane, and a copy of *The Daily Telegraph* in which appeared a feature that inspired this one; unmodified 4½-litre straight-six.

mascot, a neat little Bentley badge to the rear-view mirror and then never, ever polished the car. Instead, he just drove it... fast.

AND SO I FIND MYSELF back at Saltwood Castle some 15 years later. Alan died in 1999 and my friend Christian Hueber succumbed to pancreatic cancer in 2005. Driving Bentley Continental BC-15-B without them is rather sad and poignant. But Alan's widow Jane Clark opens the large and heavy castle gate this time – no nouveau riche electrics here – and she is sunny and relaxed, although normally very private. I'd explained that I had the chance to drive Alan's car, which had been sold by JD Classics having been prepared in their workshops, and thought it would be nice to motor down to see her.

Saltwood in the late-summer sunshine is a beautiful sanctuary. Fortunately the slightly mad car-attacking peacocks are not to be seen and Jane has shut her huge 'but ever so friendly' Rottweiler away. She ushers photographer Gus Gregory and I into the entrance and he is stunned by the history the magnificent place exudes. Gus is a man of some culture and soon he and Jane are chatting about the chapel, the great library, the bats and various artefacts about the place. Yet again I am relegated to being a bystander...

'Alan loved this Continental,' says Jane. 'I remember many long, fast journeys in it. He even let me drive it with the dogs in the back. I am so pleased to see it remains in original condition. I eventually decided to sell a few cars after Alan's death and sometime in 2003 Peter Bradfield came down and got the Bentley started.'

Bradfield adds: 'I disinterred the Continental from the garages at the castle: put some oil down the bores, cranked the engine over, checked the fluids, connected a battery and that sort of thing. It started on the button and ran perfectly. It is a Bentley, after all.'

I show Jane an old and faded copy of the 1999 *Telegraph* article on the Continentals. 'Yes, that was just before Alan died of a brain tumour in September of that year. As you know he's buried in the garden with the dogs... it really is so lovely to see the Bentley back again.'

After a guided tour of the castle and coffee on the front step, I cannot resist one last drive along the backroads of Saltwood village. The Continental remains almost silent at tickover. I pull out of the grounds and instantly remember the route Alan showed me all those year ago, across a bridge and on to an open section with good sight lines. Third- and top-gear country. I drop the beautifully weighted right-hand gearshift down a cog and let the revs rise. The big 4½-litre, 158bhp straight-six whooshes and the speed climbs steadily: third makes for a supremely long-legged surge, then finally into top and the Continental is supreme. There's a sharp right-hand bend ahead, so onto the brake pedal (the servo-assisted drums are strong) and down into third. The clutch is noticeably light. The Continental slides through the bend on its skinny Avon Turbosteel tyres in a perfectly controlled, gentle drift. But I bet Alan Clark would have attacked the corner with a lot more panache than I ever could.

**THANKS TO** Jane Clark; JD Classics, www.jdclassics.co.uk; Peter Bradfield, www.bradfieldcars.com; Charles Howard – see *Books*.

### 1953 BENTLEY R-TYPE CONTINENTAL

ENGINE 4566cc straight-six, IOE, twin SU carburettors POWER 158bhp @ 4500rpm TORQUE 190lb ft @ 3000rpm TRANSMISSION Four-speed manual, rear-wheel drive STEERING Cam and roller SUSPENSION Front: wishbones, coil springs, lever-arm dampers, anti-roll bar. Rear: live axle, semi-elliptic leaf springs, lever-arm dampers BRAKES Drums, mechanical servo assistance WEIGHT 1746kg

PERFORMANCE Top speed 118mph. 0-60mph 13.5sec







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# \*TANIYA \* MADE ME DO IT

Auto-lust was kindled in many young petrolheads by building Tamiya models. Sound familiar? It certainly hooked **Jonny Smith**, who travelled to Japan to meet his hero

**PHOTOGRAPHY Dominic Fraser** 

Y DEFINITION as an Octane reader, you are someone who likes to drink from the cup of nostalgia. You will vividly recall the seminal moment(s) in life that kindled this passion for cars, for auto engineering or design. Perhaps it shaped your career? It did mine.

If you grew up in the '80s, the glossy thickstock Tamiya catalogue was a bible that could singlehandedly spark a hundred classroom debates, not to mention dominate letters to Father Christmas. Many imitators have come and gone since, but Tamiya was the first brand to marry radio control (RC) electronics with scale vehicle realism.

The reward at the end of a Tamiya RC project was obvious – but you had to learn to build it before any driving shenanigans could take place. Lifting the lid of a large and exquisitely illustrated cardboard box to begin building your perfect beast was a revelation.

Such a model offered the chance to own and 'drive' your own vehicle. Perhaps more importantly, it was the finest crash course in how to be an automotive engineer, with a mass of moulded plastic parts. It taught you how steering, suspension, diffs and gearing worked. And after the inevitable moment of understeer

came, you'd grab the charismatically illustrated instruction manual and learn how to rebuild the result of your mistake.

Nostalgia was about to intoxicate me as we rode an hour southwest of Tokyo by Shinkansen high-speed train (which looks like a cross between Popeye's Alice the Goon and a dragster) to Shizuoka. This is Tamiya Town – not its real name, though the huge illustrated Tamiya billboards on the railway platforms might make you think otherwise.

Japanese model manufacturers are concentrated in Shizuoka City because this place used to be a centre for the collection and distribution of timber – and models back then were predominantly made from wood. As is the way with Japanese cities, the public areas are eerily clean and well respected. Heading to the taxi rank, I climb into the doily-adorned back seat of a Nissan Cedric and only need to say 'Tamiya'. No address required. Ten minutes later the car's rear door robotically opens, I hand my yen to the Disney-gloved driver and stand before the huge building in front of me.

Tamiya Spectrum Hall. It even sounds like something from a sci-fi comic. Tamiya's signature pair of white stars on a red/blue background are proudly mounted aloft in both sign and flag form. The immaculate gloss-grey building looks like a five-star hotel from the 1980s, and steps to the foyer lead you over an ornate koi pond. I learn later that Shunsaku Tamiya helped design the HQ and personally selected the fish. There's a real Willy Wonka feel about getting the chance to see the inner workings of this family business where so many boyhood dreams were answered.

Ironically, the first cars that greet you in Tamiya's reception are real ones. Spectrum Hall has a museum in which glass cases lined with the company's most important models proudly stand next to some of the real cars they imitate. There aren't many places in the world where a Subaru R-2 *Kei* microcar rubs shoulders with a six-wheeled Tyrrell P34.

Nervously waiting to meet Mr Tamiya himself, I stand next to what is a handsome but fairly unassuming (in comparison with Mansell's JPS Lotus, for example) 1974 Porsche 911. 'I never drove it much. It was too fast for me.' Shunsaku Tamiya walks over with the most infectious of smiles. Although he doesn't look it, Mr Tamiya is now 80. Having seen me hawking around his 911 he adds: 'I bought it just to disassemble and analyse.' How absurd. How brilliant. How Tamiya.













Facing page, clockwise from top left Development boss Fumito Taki chats with Octane's Jonny Smith; Porsche 911, 914, Tyrrell F1 and kei-class Subaru feature in Tamiya's collection of full-size inspiration; box artwork is still hand drawn; VW 'Sand Scorcher' Baja racer is a Tamiya icon.



'We were making the moulds for a Porsche 934 Turbo RSR. I visited the Stuttgart factory seven times in one year to see how the real car was made. It occurred to me that if I incorporated the real order of assembly unchanged into the model-making process, building the model would be many times more enjoyable.'

Unfortunately, because some of the parts were difficult to photograph and Porsche would not permit Tamiya to take any measurements of its competition weapon, he returned to Japan with a dilemma. 'So I made up my mind to buy a new 911. Then we could dismantle it here and get the necessary data. I did have to call in a Porsche dealer mechanic to reassemble it though!' The smile returns.

Mr S, as he is known, was in elementary school during World War Two. 'I remember having to seek refuge when the bombers came over. I was hardly afraid because, in my childish mind, war was not brutal but a noble adventure. I was excited to see magnificent aircraft like the B29s and Corsair F4Us.'

Because Shizuoka was home to the Mitsubishi Heavy Industries aero-engine plant, it was a regular target for enemy attack. And when Tamiya was eight years old in 1942, part of his school curriculum was to handassemble educational ship and plane models.

In 1946 his father set up business in the lumber supply trade, which moved into wooden model kits made with the cedar offcuts. When a fire destroyed the premises in 1951 the decision was made to re-brand wholly as a specialist wooden model kit maker. But by the end of the 1950s, wooden models couldn't compete with the detail and vibrancy of the blossoming plastic kit market. The young Shunsaku Tamiya convinced his father to change the entire business to plastic, and thus the revolution began.

From the design of the logo by Tamiya's younger brother Masao to many of the hit models produced, the Tamiya company strove to satisfy hardcore hobbyists, entice a wider fan-base and smash the western stereotype of Japan being the land of cheap toys.



### TAMIYA PAINSTAKINGLY REPLICATES THE REAL CARS WE IDOLISE'

It bucked the trend of vague, drab instruction manuals and packaging. Shunsaku Tamiya's hands-on business approach meant a relentless quest for the finest accuracy and detail. He would embark on globetrotting expeditions to scour museums and collections, where he would gather research in order to produce the best scale reproductions. Relationships and trust with manufacturers were forged and many are maintained today.

'I'm selling things that I love. I got into this business because I love the hobby.' He points to the 1:25-scale Chieftain perched behind me. I went to Bovingdon to research that tank myself. My staff still travel overseas to research vehicles. That's one of the great things about this company.' Mr Tamiya convincingly capsizes the idea that a successful businessman has to be a bore.

All too soon, my allocated hour with the man expires. There's just enough time to pop into the on-site shop and buy a Tamiya T-shirt - and for him to autograph it.

From Shunsaku Tamiya's first passion of model militaria spawned the most memorable chapter of the company: the radio-control era. A chance encounter in the car park with one of his employees, Fumito Taki (who spent many lunchbreaks annoying Mr S by either flying or driving loud, smelly, home-brewed petrolpowered radio control vehicles) provides a eureka moment. Taki, who'd worked his way up the ranks from the accounts department, was given the role of developing a

commercially successful electric radio control kit in the early '70s. He did a magnificent job, because he's now Tamiya's boss of planning and development.

Tamiya's first radio-controlled masterpiece was the M4 Sherman tank that tentatively hit the market in 1974. This was to pave the way to making electric RC a mainstream hobby. A combination of declining military model sales (post-Vietnam) and the disappointing sales of the (aforementioned 1:12 scale) Porsche Turbo RSR model accidentally created the perfect cocktail. Tamiya would repurpose its beautifully detailed Porsche bodyshell for its debut radio-controlled car in 1976. It only did 11mph but sold 100,000 units in the first year -Tamiya was expecting no more than 6000. The touch paper had been lit and realistic electric radio-controlled models boomed as fast as Fumito Taki could develop them.

Tamiya's static plastic kits oozed realism and scale, and now offered the added dimension of real driving via radio waves and volts. It was a spellbinding experience to taste car control on off-road stages (garden rockeries), on-road (supermarket car parks after hours) or even indoors (parquet floors are perfect for drifting).

For someone who masterminded this gateway for basic car control, engineering and modifying, Taki is endearingly humble. Even though I didn't know there was a proper name for it, he taught me what oversteer was.

Keen to see where the modeller's magic happens, I'm chaperoned into a lift, heading >



ever higher in Tamiya towers. There's smalltalk about real cars. 'I actually cycle to work on a bicycle with titanium frame and slicks. I have cars for Saturdays,' he muses. 'I drive a BMW 320 to go fishing and I've just finished restoring a vintage rotary Mazda Cosmo.' Undeniably a car bloke, then.

The lift pings in a polite Japanese way and we step out into a huge partitioned office space with neat rows of RC components. Bodies. Chassis. 'This is development area, where I live!' he says, in that signature staccato style.

There is a design suite, with hand sketches, inspirational posters, material samples and even clay bucks. 'We still make clay mock-ups for the original vehicles. I used to design everything with pen and paper, but now it is CAD. When Tamiya started bringing back the old designs, I had to redraw them all on CAD because the original moulds had been destroyed.'

In a business world where time and cost-cutting is king, it is astonishing to see a chap sitting hunched under the glow of an Anglepoise lamp, steadily painting a World War Two plane. He is one of several in-house artists who are still employed to hand-illustrate the traditional Tamiya box art for all the company's models.

To date there have been 170 RC Tamiya models produced. Each one is researched, tested and developed to the point where it feels like the work of a real car manufacturer. There are 300 Tamiya employees in Japan, with factories locally and in the Philippines, and if you still don't think Tamiya takes its work seriously, Taki tells me that less than a mile away is a dedicated test track. Do not mistake these models for toys: they are shrunken fully operational replicas.

I'm finding it difficult to accept Fumito's modesty about his influence. Besides being a champion radio-control racer in Japan, Taki led the off-road RC buggy craze that captivated me as an '80s kid. He invented the first 4WD RC buggy – the Hot Shot – for goodness' sake. Classic names such as the Rough Rider, The Frog, Hornet and Holiday Buggy were conjured after Taki visited and photodocumented Baja desert races during a business trip to California in the 1970s.

The Sand Scorcher Beetle arrived on the scene in 1979. With cast alloy torsion beam

#### Clockwise from below left

A clay model for one of Tamiya's own designs; Shunsaku Tamiya signs a T-shirt for one rather overawed *Octane* journalist; beautiful box-art illustrations have been Tamiya's hallmark down the decades. suspension, waterproofed electrics and oilfilled damping, it became the iconic Tamiya model. Then the Hilux brought with it a full metal chassis, hub-locking four-wheel drive and a three-speed gearbox...

British cul-de-sacs were invaded by Tamiya's flamboyant Lunch Box, Black Foot, Clod Buster, Wild Willy and Midnight Pumpkin monster trucks. Rockeries and veg patches would never be the same again.

Fumito Taki completes my tour by taking me into a laboratory to show me around the mechanical repairs department. There are rows of motors on test, each one labelled with the life they've led. Besides chassis, drivetrain and suspension parts being analysed here, customer repairs are also performed. Everywhere I look the motto 'First in Quality Around the World' rings true.

I'd argue that Tamiya has become the world's most influential 'car' manufacturer. It kindles the engineering and driving passion from an early age and painstakingly replicates the real cars we idolise. Hell, I learnt the difference between IRS and a swing axle when I was 11 thanks to my Monster Beetle and my brother's Lunch Box Dodge van. As I'm writing these words, my laptop shares a desk with a partbuilt Tamiya Hilux chassis...

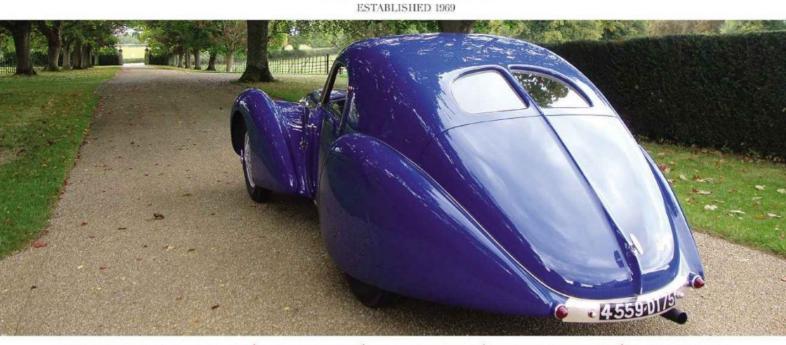








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# inly no beauty A 27-litre V12 gero ensine, a claimed 1000bhr

A 27-litre V12 aero engine, a claimed 1000bhp, 3mpg – and Austin Westminster suspension. No wonder they call it The Beast...

Words Paul Hardiman // Photography Paul Harmer



T APPEARS OUT OF THE SUN, a stretched Monkeemobile or a hall-ofmirrors Mustang Mach 1, under an eerie Battle of Britain whistle appropriate, as we're not far from Biggin Hill. It thunders into the paddock in a cacophony of clatter and a haze of unburnt hydrocarbons; even the way the crank stutters to a standstill when the magnetos cut is menacing. But it's only truly terrifying once you lift the lid and gaze upon its mighty works. This 'Rolls-Royce' appears to have ingested a Spitfire. Welcome, ladies and gentlemen, to The Beast.

Long thought lost, it never really went away - well, not far. It's been hibernating in Spain with its owner of more than 40 years, John Dodd. Dodd emigrated following a celebrated copyright court case against an unamused Rolls-Royce, but always claimed the moral high ground, as the car was registered as a Rolls-Royce due to its Merlin V12 engine: 'And that wasn't me, that's what the LCC decided.'

Yes, a Spitfire engine (well, actually it's from a Boulton-Paul Balliol). Crewe must have sighed with relief when the original car, a grossly distended take on a Mk1 Capri, was destroyed in 1975 by fire on the way back from a car show in Sweden; Dodd, with the help of Fibre Glass Repairs of Bromley, built another.

Using the original chassis, the replacement was a little more subtle - if you can call an eight-eyed cousin of the Munster Koach subtle - but just as controversial. Rolls-Royce, whose trademark protectivity is exceeded only by that of Portakabin's, reached again for its lawyers, and Dodd drove The Beast to the High Court every day, just to rub the company's

Daughter Marilyn says: 'For every lawyer he brought, they brought three.' Dodd himself concedes: 'My lawyer sacked himself in the end.' The Beast broke down twice on the way to court and in 1981 Rolls-Royce won an injunction preventing Dodd from exhibiting the car with its R-R grille - which promptly got him a £5000 fine plus £5000 costs for ignoring it two days later at a show in Southend.

Claimed power outputs and top speeds hit some pretty big numbers in the newspapers too, reaching 800bhp and 260mph by the time notice of Dodd's fine appeared in the Daily Express in June 1981. By that time he was 48 and had had enough, shortly afterwards retiring with The Beast to Spain.

#### Right and below

The Beast is fully 18ft long: that's about the same as a long-wheelbase Rolls Silver Shadow but with the majority given over to the 27-litre V12 engine rather than passengers; it's plush inside for a one-off.

In 2014 R-R's nemesis was briefly in the UK again: it's all about one last tax disc that reads Rolls-Royce, before the paper roundels are phased out in October. The Beast no longer wears a Silver Shadow grille on its bizarre arachnid-like front end, which kicks off an odyssey of curves and angles in the glassfibre. Getting the proportions right is always going to be tricky when the motor is 6ft long. It's a serious undertaking to construct an entire, unique body, especially of this size, with opening doors and the like, and it's all holding up very well, though the Capri Mk11/2 taillights (two sets) date it. The doors are claimed to have been cast from a MkIII Cortina's, or that might be a Zephyr's. Or a Mustang's... Three side vents let out some of the immense heat, though the radiator's the size of a piano and 5in thick. 'If it doesn't overheat in Malaga, it's not going to overheat anywhere...'

But why? It all started when Dodd's friend, the late Paul Jameson, began his habit of building Merlin-engined cars. He'd done the basic engineering on the first car, starting in 1967, and Dodd, who was an automatic transmission specialist, assisted with the gearboxes and finished the car - with the help, he wants to stress, of the owners and builders of Santa Pod Raceway, Roy and Bob Phelps. 'Roy Phelps and his father, the late, great >

### 'Power and top speed hit big numbers in the newspapers, reaching 800bhp and 260mph in the Daily Express'



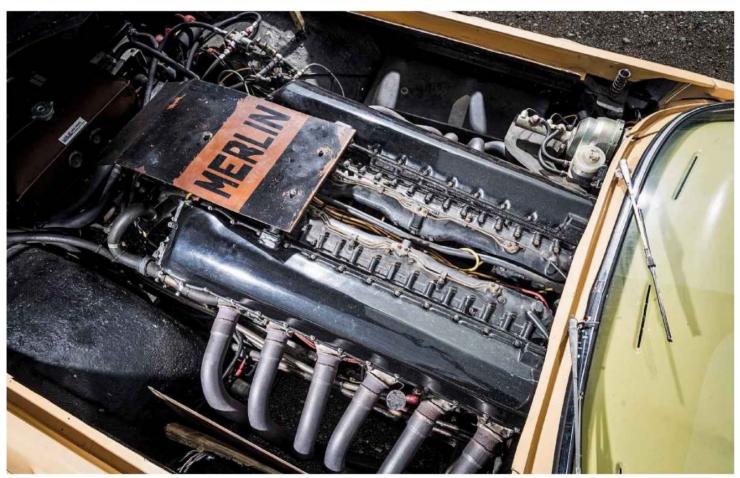














'It's like being behind a carriage and horses you're not entirely in control of'

engineer Bob, designed and built both cars from scratch. After the fire they told me to put it back on four wheels again.' But though a picture exists of it wheelstanding at the Pod, it was never intended as a dragster: 'It was always a road car.'

Under that fantastic skin the running gear is quite prosaic: simple (though massive) home-built chassis, Austin Westminster front suspension and steering, and the hot-rodder's favourite: a Jag independent rear, though with stronger driveshafts. Given that the Westminster is related to the Riley Ditchfinder and the motor weighs the best part of a ton, this sounds rather ambitious, but with much stiffer springs and two dampers at each corner it all works better than you could imagine, the

vented Jaguar discs on the front almost winning the battle with the engine. Dodd knows his transmissions, though, and says the GM box can handle a huge amount of torque.

The motor faces 'backwards' relative to its position in an aircraft, so the nose of the crankshaft points rearward and, of course, all the propeller-drive paraphernalia is gone, as has the blower drive at the other (now front) end. This makes the motor more compact but it's still a pretty massive undertaking, rather huger than a big Scania truck engine. It's now fuelled by a double-pumper Holley, which looks puny but is actually a whopping 1250cfm, but as it's a downdraught device it needs some custom manifolding to remain in the right orientation to feed what's left of the Merlin



### The Merlin and the Meteor

This incredible V12 had an illustrious career powering Spitfires and tanks

THE MERLIN, a wet-liner, four-valve, twin-plug. supercharged V12, was devised in 1933 - October 2013 was its 80th anniversary - and first saw service in the Fairey Battle, though it came to real fame in the Hawker Hurricane, Supermarine Spitfire, de Havilland Mosquito and Avro Lancaster. The North American Mustang only became a true success when its original Allison powerplant was ditched in favour of Rolls-Royce's V12.

Four parallel valves per cylinder are operated by finger rockers from one overhead camshaft per bank, and the centrifugal supercharger two-stage and two-speed

on later engines - is driven from the back, sucking through an updraught carburettor. At the front, an epicyclic geartain rises from the crankshaft to drive the propeller.

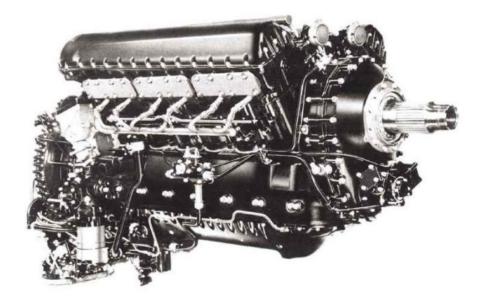
Starting with around 1000bhp at the beginning of World War Two, the Merlin was constantly improved to around 1650bhp - though late versions running massive 36lb boost and 150-octane fuel could make up to 2600bhp.

As well as being built by R-R at Derby, Crewe and Glasgow. 30,400 Merlins were assembled by Ford at Trafford Park (famously, Ford claimed Rolls-Royce's manufacturing tolerances were far too wide to

work with, and redrafted 20,000 drawings to its own massproduction clearances) and by Packard in the USA.

A normally aspirated 600bhp version, the Meteor, was developed from the Merlin III to power tanks. This was built with more steel and iron and less aluminium - and sometimes even secondhand Merlin blocks - and from 1942 was assembled by Rover.

Merlin production ended in 1950, after around 150,000 had been built, and today the going rate for a working engine is in the order of £25,000, according to Graham Adlam of Spitfire Spares, with Meteors worth about £10,000.



inlet tract. In the original configuration, the blower at the rear of the engine sucks through an updraught carb at sump level, hence the location of the air intake under the nose of a Hurricane or Spitfire. The magnetos remain at the rear - er, sorry, front - of the engine, firing two sets of plugs, one inside and one outside the vee. The Shackleton starter motor drives direct to the front of the crankshaft and the current stainless exhausts have been on the car almost 25 years: 'The old ones did 20...'

The dry-sump oiling system has also been ditched as the Beast doesn't need to run inverted (you hope), replaced by a simple wetsump arrangement using a home-made pan, and supplied by an externally driven Chrysler 318 oil pump, which seems to cope, and a snailtype water pump runs from the same shaft. Dodd has a solution lined up to fix the lightweight carburetion: 'I'm going to fit a 1475cfm when I get home.'

It can't make the fuel consumption much worse, currently averaging around the 2mpg mark, but that's better than the 6-8 litres (nearly two gallons!) per minute that a Spitfire consumes at full chat. The Beast would need to be doing a steady 240mph to burn through the same. Dodd says: 'At max cruise the Merlin consumes 75 imperial gallons per hour, and about 150 gallons per hour balls to the wall. I get about three miles to the gallon... but if I leather The Beast that goes down to about one.'

Driving it is actually pretty simple. On with both mags, push the starter button and 6ft of crank and a dozen pistons whirl into life, eventually picking up on their own with a thunderous bellow from the side exhausts (the original sextet gallery of rears has been left on for effect too) and clatter from the step-up gearbox to the transmission, which ups the revs by a factor of 3.5:1. As Graham Adlam of Spitfire Spares says: 'Merlins are quite fussy and do not run well without a load - generally they need a big, heavy flywheel to replace the prop.' Apparently it all quietens down when you reach some speed. Something whistles, though it's not the supercharger - there isn't one: do you think Dodd is completely crazy?

Into D with the loose-feeling Granada Ghia shifter - thump, immense tickover torque tugging hard against the brakes - a little gas →



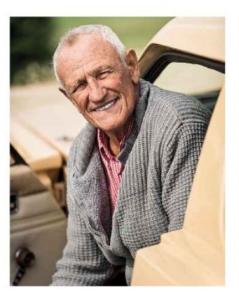


#### JOHN DODD'S 1981 'THE BEAST'

ENGINE 27,022cc V12, SOHC per bank, four-barrel Holley carburettor POWER 1000bhp @ 2700rpm (claimed) TORQUE 'More than you can wave a stick at' (G Adlam, Spitfire Spares)
TRANSMISSION GM Turbo 400 three-speed automatic with 3.5:1 step-up box, rear-wheel drive STEERING Austin Westminster worm and roller
SUSPENSION Front: double wishbones, coil springs, twinned telescopic dampers, anti-roll bar. Rear: lower wishbones, fixed-length driveshafts, radius arms,
paired coil springs and telescopic dampers BRAKES Vented discs WEIGHT 2250kg (approx) PERFORMANCE Top speed 260mph (claimed)

and we're away, with the feeling of being behind a carriage and horses you're not entirely sure you're in control of. Actually it's benign. It changes up nice and early and kickdown no longer appears to be a feature, which is a small relief. It stops and steers after a fashion, too, athough the steering isn't assisted, so the low gearing and extreme length force planning for mini-roundabouts well in advance.

But it does get hot inside and, forced into an almost horizontal recline by the fixed seats, you're never forgetful of the mighty motor that would no doubt demolish the nearby grandstand if it got away from you. The needles bounce all over the shop. 'How many revs have we got on, John?' 'Only a couple of hundred. The rev limit is 3000.' Oo-er. Three hundred feels like enough, though remember that's 1050 at the flywheel. It idles at 120rpm and 1250 apparently gives 140mph, which Dodd was doing the week before at Wings & Wheels. No thanks, on the 4x4-pattern tyres currently fitted. Dodd claims power, after its third engine rebuild (this time with Meteor



Above
John Dodd, far saner in the flesh than his creation would have you believe – a project he wasn't frightened of thanks to his expertise as a transmission engineer.

pistons), is around the 1000bhp mark. You rather hope it's nearer to the Meteor's 600, and that's more than sufficient on Epsom Downs.

Its potential is terrifying yet, once you're rolling, it's surprisingly manageable, though you couldn't quite call it a cruiser as you can never quite relax with it. Not least because of the volatile mixture of fuel and parts sharing space with you under the flammable glassfibre shell. Dodd has previously threatened to sell it, and daughter Marilyn once tried to eBay it for a million quid, which just about sums up the otherworldliness of this mad machine.

For now, Dodd plans to return to the Dunsfold runway with The Beast: 'I was doing 138, but it's a short runway and I ran out of room. If I had a lower diff and more carburation it would do more like 150, though I've had a lot of trouble with tyres falling apart and treads coming off. It burned 70 gallons of fuel just from Epsom to Dunsfold and back.'

And with that, John Dodd, an apparently entirely rational 81-year-old, fires up his beloved creation and thunders off into the sunset, bound for Spain.

Races and rallies are won and lost in the workshop preparation is everything...



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# AFTER THE GTO...

Giotto Bizzarrini created the legendary Ferrari 250GTO. And then he turned his attention to the Iso Grifo. Now **Robert Coucher** track-tests one that raced at Le Mans in 1965

**PHOTOGRAPHY Gus Gregory** 





ITH APOLOGIES TO pop artist Roy Lichtenstein, Blam! is the only word to describe the intense noise when the Iso Grifo A3/C's 5.3-litre V8 fires up. Flick on the ignition switch under a red cover, then depress the starter button and the big rosso racer starts shaking beneath you – this is going to be a helluva ride.

The interior of the Grifo is swathed in black vinyl and the cockpit is surprisingly tight given the generous proportions of the car's swoopy and curvaceous exterior. The seat is upright and the huge transmission tunnel takes up a lot of room. Then there's the full rollcage and, as the action is taking place at Goodwood Circuit, a racing helmet takes up a lot of headroom, while the Nomex suit restricts movement and the wide straps of the Willans harness are pulled down tight.

With the chief marshal looking extremely uncomfortable – the noise regulations at Goodwood are very strict – I'm given the thumbs-up to take the A3/C out for a few laps. The racing clutch is sharp but not as heavy as expected and the Bizza has a beautiful wood-rimmed steering wheel with a crest displaying *Bizzarrini Livorno*. The gearlever is big and meaty but it selects the gears in the Borg Warner T10 'box with clonky accuracy. There are only four forward gears to play with but, with the large Chevrolet Corvette engine promising gobs of torque, that will do nicely.

The Bizza needs some revs and a quick release of the clutch to get off the mark. Initially the engine emits a Detroit *chugga chugga* soundtrack. The gears are noisy and there's some sort of heavy metal clanking going on all the time. This example is chassis no 0222, the works car that finished ninth overall and first in class at Le Mans in 1965 raced by Regis Fraissinet and Baron Jean de Mortemart. It was then driven

to fourth place by Chris Amon in the Austrian Grand Prix before competing at the Nürburgring 1000km and at Reims. It wears a fabulous set of four megaphone exhaust pipes, so the deep, guttural engine note is explosive.

On the initial warm-up lap the Bizza co-operates just fine. Being alone on the circuit is a luxury and you can relax a bit, but not too much. The gears select nicely, the steering lightens up beautifully, and soon you find you are shifting along rather quickly. The disc brakes – inboard at the rear – initially feel dead and they really need a firm shove, as racing pads need a good deal of warming up before they become effective. The relatively modest 6x15in front and 7x15in rear Dunlop Racing tyres are also cold and feel a bit knobbly at first. Having driven the circuit once to warm things through, it's time to wake the engine along the main straight. Depress the throttle and the *chugga chugga* instantly changes into a deep, staccato bellow.

A quick downchange and, into Madgwick corner, the car responds to the Burman recirculating-ball steering accurately and without any sensation of it leaning on its front nearside tyre. There is initial understeer but of course that can be dialled out by the 450 horses on tap. The car is in effect front/mid-engined, so far back is the V8 located in the chassis – in order to reach the distributor, you actually need to open a hatch atop the dashboard.

Now, I am no Mark Hales (Octane's own test driver, who has won at Goodwood in a Bizzarrini more than once), so exploring any ragged edges of this particular envelope will not be happening today, especially as current owner Bruce Meyer has been so generous and casual about letting me have a go. Suffice to say that, from a road tester's point of view, the Bizza feels planted and secure through Fordwater and through



the dip at St Mary's. Here the car's relatively light weight (1300kg), with the important masses located low and within the centre of the chassis, help to keep it accurate.

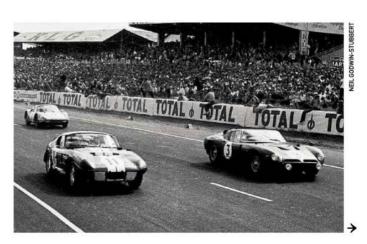
With confidence building you realise the big Bizza is actually flattering the driver. It is rock steady and I am sure it would remain like this right up to 170mph... The warming brakes start to bite, the steering is delightful, the gearbox willing and the torque lush. The chassis is so benign you soon begin to flow the fast car round the ribbon of tarmac as if you are a proper *racing* driver. Like Mr Hales.

That initial dose of understeer makes you feel secure so long as you don't plant the throttle too early on the exit. Get it through the apex, then ease the throttle pedal down with the car in a straight line. The Bizza hunkers down and the power spools in creamily as the exhaust note goes hard and staccato again. What a glorious sensation. No wonder racing drivers always want more power and bigger brakes. That's the enjoyable way to gobble up a racetrack: summon all the bravery down the straights!

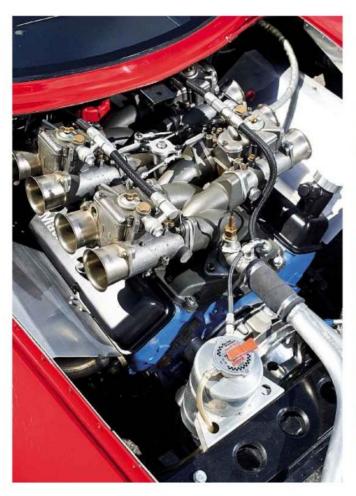
Coming though the chicane I see the marshal jumping up and down, furiously waving a red flag that's about the same colour as his face. The Bizzarrini's V8 is bellowing, his noise meters must be off the dial, and I am beginning to think that I'm becoming adept at driving this rare car round Goodwood Circuit, one of the fastest and most unforgiving in the world. Maybe it would be a good idea to stop with all glassfibre bodywork intact...

Switch off in the pits and suddenly you are overwhelmed by silence. Clambering out of the tight cockpit and over the wide sill makes you realise you are hot and sweating: the adrenalin makes you feel shaky but elated. The Iso Grifo A3/C not only looks magnificent, it is a total joy

### 'The Bizzarrini is rock steady and I am sure it would remain like this right up to 170mph'



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to drive, especially on a flowing circuit like this. Another extremely enjoyable notch on the headboard of life.

Chassis number 0222 has a known and continuous history and was most recently owned and campaigned by dealer and BRDC racing driver, Gregor Fisken.

'It really is the most wonderful car to race,' he says. 'It was the ultimate specification in 1965. The rear double-wishbone suspension is fully independent and the glorious shape is very aerodynamic. I remember at the 500km on the Nordschleife at the Nürburgring having it absolutely flat-out. It was pulling 180mph and I noticed the marshals retreating further and further back every lap.

'The engines were supplied to Bizzarrini direct from the Chevrolet Corvette competition department and he added these 50 Weber carburettors, achieving around 450bhp. With all that power and the balanced chassis, in which all the mechanical and fuel weight is mounted so low, the Iso is a truly great GT car. In fact you can call it the granddaddy of modern GT Cars. They have pretty much exactly the same configuration. If Rivolta's funds had not dried up, the Grifo would have been even more successful.

When I bought the car it had the wrong front indicator lights fitted. We drilled into the bodywork and discovered the original Carello fittings and, taking off the door panels, we also found the holes for the Le Mans pit lights. I called the ACO with the engine number and it is the same as on the original '65 entry form, so there is no doubting this is the ex-works car,' says Gregor.

Chassis 0222 has recently been bought by American car collector Bruce Meyer from Fiskens and then carefully fettled by Simon Blake at Historic Automobiles, based close to Goodwood in Petersfield. The Bizza proudly wears the number 3 as it did at Le Mans in '65.

You might have noticed I have referred to the car as a Bizzarrini and also an Iso Grifo A3/C. The latter nomenclature is correct but this great machine is very much the creation of leading engineer Giotto Bizzarrini, who was clearly a single-minded individual. Trained as a mechanical engineer at the University of Pisa, he first worked at Alfa Romeo on the superb Giulietta and then went to Ferrari, where he was responsible for the 250GTO. In 1961 he was one of the 'gang of five' who left Enzo's employ during the infamous palace coup.

Moving to Count Volpi's ATS operation for a short time, Bizzarrini designed the V12 engine for Ferruccio Lamborghini, then joined industrialist Renzo Rivolta. At the 1963 Turin motor show the Iso Grifo A3/C (C for Corsa) racer was unveiled. In effect it was Bizzarrini's GTO Mk2. He applied everything he'd learnt at Ferrari and improved the overall engineering and design. Bizzarrini is recorded as saying he preferred the simple Chevy engine to the high-revving Italian engine (well, he would) but these V8s are now the way to go if you want to be on the front of the grid in historic racing. Classic Ferrari V12 engines can be improved a bit but the old Corvette unit can be dialled up to around 500bhp, thanks to inherent strength and continuous development over 50 years.

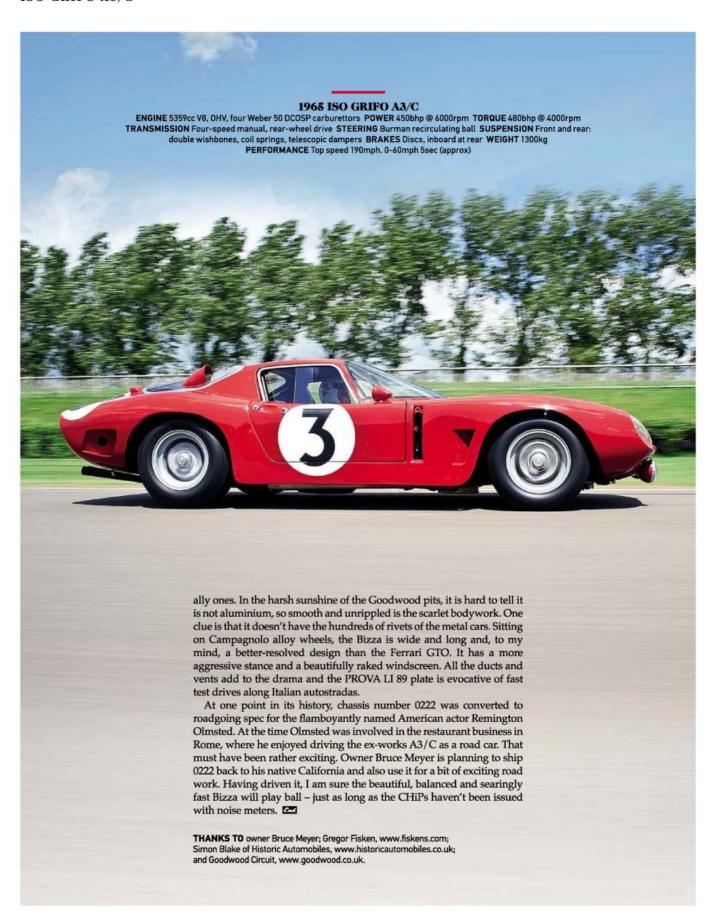
The Iso Grifo's beautiful shape was penned by Giorgetto Giugiaro when he was at Bertone, and the bodywork was made up by Piero Drogo's Sports Car Modena firm. Early examples were constructed of aluminium but this is the first built in glassfibre. Cutting-edge stuff, but in actuality the glassfibre examples are slightly heavier than the > 'The Iso Grifo A3/C not only looks magnificent, it is a total joy to drive'



Clockwise from top left Four fat Weber carbs feed the 450bhp 5.4-litre V8; Coucher prepares for a few hot laps of Goodwood; the A3/C in action, at speed.







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# Sting like a B

Looks harmless, but pulls a sub-4 second 0-60mph time and costs £80,000. Welcome to Frontline Developments' latest MGB-based creation, the Abingdon Roadster

WORDS David Lillywhite // PHOTOGRAPHY Tim Andrews





IFTY THOUSAND POUNDS for an MGB!' we exclaimed two years ago, on our first drive of Frontline's MGB GT LE50. What madness was this? Would anyone pay such a sum? They did. Frontline has so far sold 32 LE50 variants, most loaded with options that have taken the price to

well over £70,000, and that made them wonder what would happen if the options were simply offered as standard. The result of that wondering is the Abingdon, a Frontline-built MGB Roadster with even more power and torque than the LE50, that sells for £79,895.

So... '£80,000 for an MGB!' we can now exclaim, but there's no point contemplating whether or not anyone will pay such prices for what is virtually an entirely brand new car, substantially re-engineered, because four already have. What Eagle is to E-types, and Singer is to 911s, so Frontline is now to the humble B. While you can still buy a decent late-60s B Roadster for £5000 or so, Frontline has tapped into a demand for the best-of-the-best, with modern levels of performance and reliability in what many would say is one of the best-looking sports cars of all time. It was the dynamics that let the original down, not the styling.

You'll be wondering what you get for your 911 money then. The quick answer is a brand new bodyshell, uniquely modified and strengthened on the production line, fitted with a rebuilt and modified 2014 Mazda 2.5-litre four-cylinder engine and matching six-speed gearbox, sitting on cleverly re-engineered (at the front) and re-designed (rear) suspension, and topped off with all-new fittings and trim to a level that MG would never have considered at any point in the 1962-1980 production run.

First impressions? The Abingdon looks appropriately period, rather than highly modified, but clean and purposeful with it. This one is a customer's car, kindly lent to Octane for the day. Of course it starts beautifully, that's a given, running as it does on a new engine with 50mm throttle bodies and Omex engine ignition. There's an appropriate rortiness, not too much - and quite different from the characteristic growl of the B's original siamesed exhaust port engine - but it's enough to keep the '60s sports car vibe intact.

No need to heave at the steering wheel, because there's an electric power steering rack hidden away under the dash. Stock steering on an original B is surprisingly heavy, with a tendency to weight up into tight corners as a result of excessive castor geometry, so these EPAS systems are becoming popular across all MGBs; this one has been developed and fine-tuned by Frontline, however, and feels completely natural. The amount of assistance can be dialled in and out by the customer too.

Of we go, heading out of Frontline's Oxfordshire village for more open roads. It's an easy car to adapt to, all the controls nicely weighted, the driving position in the new sports seats perfectly comfortable, the ride firm, fidgety at times, but unflustered by the inevitable potholes and blisters in the tarmac. There's enough torque that you can amble through the six gears, and the relatively long accelerator pedal movement makes for a more relaxed drive than you might expect.

Then, of course, the opportunity comes to push harder, and down goes the right foot, up go the revs towards the 7800rpm red line and the B comes alive, squatting down into the tarmac as it propels itself ever more rapidly down the road. This isn't 'quick'. This is phenomenally fast.

Is Lillywhite exaggerating, getting a bit carried away by a bit of extra power compared with his own B-series BGT? No, I say! And the figures prove it: the Abingdon has more power than Frontline's seriously quick LE50, 304bhp at 6800rpm in fact, and more torque too (241lb ft at 5200rpm), which means a 0-60mph time of 3.8 seconds. Yes, that's a sub-4-second sprint! Top speed, limited by aerodynamics and selfpreservation, would be around 160mph, and though I didn't get close to that, 120mph appears on the new electronic clocks remarkably quickly.





This could turn out to be lethal but the suspension and brakes are more than up to it. Frontline has long been known for Spridget and B suspension upgrades (my own Frogeye in the early '90s ran a Frontline front conversion) and the Abingdon continues the development into an all-new alloy upright, tubular wishbone and coilover set-up, stronger and far less compromised than the original lever-arm design. It's at the rear that it gets really clever, though, with the live axle now suspended on coil-over-damper units rather than leaf springs, and located by no fewer than six links.

As a result, the old tendency for a powerful B to axle-tramp its way off the line, and to skip around bumpy bends, is simply eradicated. Stepping from my own BGT into the Abingdon, it feels strange not to feel the rear squatting down as the car accelerates out of a corner, but instead the Abingdon remains flat and unflustered, only losing traction when pushed really hard, at which point the ease with which it settles back into line is utterly flattering. I'm a driving god! Oh, no, it's just a very well set-up machine.

Brakes, too, are more than up to the job. There are decent-sized discs and modern alloy calipers all round, and the car weighs only 897kg, so it's no surprise that it hauls up straight and fast. There was a smidgeon of 'will it or won't it' pedal feel under hard braking that Frontline was aware of, and and has since rectifed with a different master cylinder.

Most of all, on our long, fast test drive, the Abingdon felt complete, both structurally and as a package. Everything matches in feel, which isn't always the case with conversions like this, and it feels strong too. The B shell is a tough 'un, its strength coming from the triple-section sills and deep transmission tunnel, but Frontline commissioned a unique set of modifications to the British Motor Heritage E-coated bodyshell, moving the bulkhead rearwards to allow better engine placement for weight distribution, new suspension mounts (though Frontline's

## 'It's one hell of an option. One customer just traded-in a recent 911 for an Abingdon – and we can see why'

suspension conversions can be bought as bolt-on kits too), seam-welding and strengthening in key places. To that the company adds a raft of soundproofing, followed by an interior that feels appropriate to a B but several notches above the standard specification, beautifully trimmed in-house at Frontline's recently expanded HQ, with options of leather or alcantara throughout. Electric windows, central locking, Xenon headlights and high-spec stereo come as standard, while air-con, heated seats, heated 'screen, built-in sat-nav and more are options.

Sensibly, Frontline has left the external appearance more or less standard (save for those lovely Dunlop alloys), though there are three hood choices, ranging from a high-quality version of the original through to the Speedster look you see here, which gives a longer, cleaner rear deck, uncluttered by hood fixings – the rear edge of the hood on this version cleverly clips into the leading edge of the bootlid channel.

So, £80,000 for an MGB? Of course it doesn't really make sense, but it's clear to see where the money goes, and if you're after something useable, fast and utterly reliable, then it's one hell of an option. One customer has traded-in a recent 911 for an Abingdon – and we can see why.



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# HORSE OF A STATE OF A

After five decades, Ford's latest pony-car shakes off its old-world mechanicals. But while the new Mustang's dynamics are a departure, time with an original proves its style remains intact

Words John Simister Photography Charlie Magee





HERE IS A strong genetic thread here. But before we wonder at the obvious visual and ancestral relationship between these two Ford Mustangs, and maybe build it into some sort of indomitable spirit passed through the generations, ponder this thought. Fifty years separate the first Mustang and the latest one, just launched and to be available in the UK – with right-hand drive – in a year's time, but the new doesn't appear fundamentally very different from the old. The proportions, the stance, the themes are all related; the differences are of degree, the results of natural evolution. But if we head back a further 50 years from the first Mustang's 1964 launch, we find ourselves in the first half of the lengthy production run of Ford's Model T.

That tells us something about the trajectory of automotive progress. Maybe the motor car is now close to its ideal manifestation and there are no more big leaps to come, or maybe the regulators and legislators have stifled those big leaps in favour of detail refinement of what we have already. That said, it's hard to imagine that a 2064 Mustang will still be powered by a petrol-fuelled V8 engine.

Will there even be a 2064 Mustang? Ford CEO Mark Fields talks animatedly about the Mustang's heritage, pointing out that 'heritage is history with a future'. Those responsible for the new Mustang's engineering talk of how the engine is the heart of the car, which obviously means the V8. Don't forget, though, that not every Mustang has had eight cylinders under its long, flat bonnet. Entry-level early ones had a straight-six, later ones had V6s, while the energy-crisis micro-Mustangs of the early 1970s – the ones most of us try to forget – used a Ford Pinto-donated four-pot.

The inline four returns with the new car, incongruous by normal Mustang standards but right on-message with today's downsizing mantra. It's a 2.3-litre 'Ecoboost' turbocharged unit, with a very healthy 310bhp on tap. All you have to do is ignore the sound it makes: gruff, rough, boomy and not nice. Nor is its throttle response as keen as it should be. Let's say that this one is a work in progress, and hope that the year between now and the UK launch is time enough.

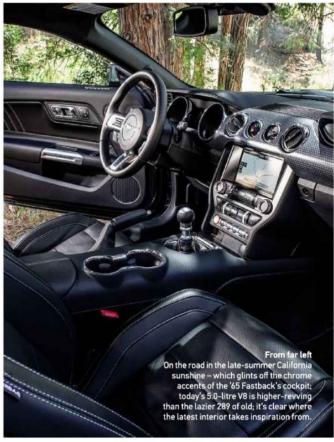
I'M IN THE V8, the Mustang's lodestone version, pointing the 'sharkmouth' (so say the designers) snout through a fabulous sequence of twists and dips in the mountains beyond Hollywood. The shape and the soundtrack suit the surroundings, the dark grey-green metallic paint (called Guard, no-one could tell me why) lending a welcome air of stealth given the disparity between the pace of the Mustang GT With Performance Pack and the posted speed limits, which have seemingly been calibrated around a 1980 Plymouth Voyager with bald tyres and shot dampers. I'm in the V8 but, if I closed my eyes, which I had better not, I could almost be in a Jaguar F-type Coupé.

Really? Mustangs to date, even the just-superseded generation launched in 2005, have all had a solid, live rear axle with all the limitations that brings in ride comfort and adhesion on imperfect road surfaces. The mix of this axle and the ample thrust of a good V8 ensured both an engagingly retro feel to the driving dynamics and scuppered the Mustang's chances of competing with sophisticated Europeans. But it didn't have to be like this.

So, in the single biggest design change in half a century, our new Mustang has a properly modern, independent rear suspension with







multiple links whose arcs combine in a way only a computer programme could have devised. At the front, the MacPherson struts have paired lower balljoints, one each for the track control arm and the tie-rod, in effect moving the steering axis outwards. BMW did this first on the previous-generation 5-series, so there's a good precedent there.

That brief technical treatise is to illuminate why I'm having an impossibly good time in this Mustang. It feels almost sucked onto the road as its Pirelli P Zeroes - bigger at the back - bond with the surface, yet it's as playful and biddable as you could ever want. You pile into a bend, sloughing off speed with the big, six-piston Brembo front discs, then you aim for the apex and pour on the power. Sounds simple, but there are nuances of power and steering input to explore, playing one off against the other, and however much more you ask of the front wheels' grip - a tightening curve, a sudden extra dose of horsepower that could so easily push the nose wide - the front wheels always find it.

So, with the front end firmly hooked into the road, you can power through the corner, perhaps tightening the trajectory as you press the accelerator a little more and feel the tail load up against the limited-slip differential, and at no point does the fear of overcooking things tap you on the shoulder. It's one of those cars that does exactly what you want, in subtleties as well as the big picture, but which never lets its momentum overwhelm it. There's an agility here more befitting a car weighing under a tonne rather than this one's 1682kg, so well does it disguise its mass. Quick, positive steering, whose weight varies exactly as you would expect with the cornering forces acting on it, helps the sense of confidence that the Mustang instils. It's an electrically powered system, but you would never guess.

## 'Fifty years separate the first Mustang and the latest one, just launched'

So, that F-type allusion. There's that similar feeling of sitting well back in a long-bonnetted car that seemingly pivots around you, of tautness, control and precise all-of-a-pieceness. But two aspects steer you away from this comparison, and a third threatens to break the spell. Unlike the Jaguar (much more expensive than this Mustang's likely £34,000), the Ford has a six-speed manual gearbox. An auto is optional, but this Getrag, er, stickshift is such a pleasure thanks to its short, clean throw that you wouldn't want one. That pleasure is enhanced by a precisely metered throttle response, making a perfectly rev-matched downshift yours, but unlike the Jaguar's engines this Ford V8 is naturally aspirated.

And that spell-breaker? Actually it's one of the first things you notice about the Mustang, long before you open it up in the mountains and start to think Jaguar thoughts. Ford, over the last two decades, has built a reputation for making some of the best handling-and-riding cars on offer, but there are some signs that Ford's chassis engineers have begun to take the process for granted, and eyes have been taken off balls. Clearly there's nothing wrong with the way the Mustang handles, but the other part of the equation is the sort of fidgety, bouncy ride at low >



speeds that calls to mind a budget set of aftermarket coilovers. Ford can do better than this, and there's still time to get it right.

At first, the gear ratios seem ill-matched to the engine, too. The five lower gears are all short-legged, then there's a big gap to sixth, purely a cruising ratio. Driving gently, you always seem to want one gear higher than you might expect, and progress seems needlessly busy. But, as with the handling prowess, a spirited blaze along some bendy roads recalibrates perceptions. Despite its 5.0-litre capacity and variability in its valve timing and intake port cross-section, this is not a particularly torquey-feeling engine. That its impressive 435bhp doesn't arrive until 6500rpm gives some clue to this, as does the fact that its peak lb ft figure is numerically lower (400) and isn't reached until 4250rpm.

So you live in the higher reaches of the rev range, for which the short gearing makes sense, and fire from bend to bend in a crackling thrumble of crisp-edged V8-ness, and all feels right in your *Bullitt*-flavoured, gone-to-60-in-4.4-seconds, world. Even this car's colour isn't far removed from that of hero Frank Bullitt's GT 390.

That's the drive. To be honest, soundtrack apart, there isn't all that much in common here between this new Mustang and a 1960s one, be it Shelby-tuned or stock. Fifty years have seen some progress, then. Three key elements have remained in the way it looks, though. The front grille is a clever blending of today's Ford trapezoid (actually first seen on the 1962 Taunus 12M, although Ford is in no hurry to remind us of that) and the shape of that found in the first Mustang's first and second facelifts. The flanks feature horizontally bound recesses, but no fake air intake ahead of the rear wheels because that would be pastiche. And, of course, the rear lights are each formed of three vertical strips.

Even without the galloping mustang on the snout, then, this design — masterminded by Moray Callum, younger brother of Jaguar's Ian — could be only a Mustang. (There are no Ford badges, incidentally, apart from on the wheel centres and printed in the windscreen's dot-screen zone between the sun visors.) One particularly neat touch is that, when you open a door, an illuminated galloping Mustang is projected onto the pavement beneath from a little lens under the door mirror.



Inside, too, there's a Mustang theme lightly overlaying a cabin more sophisticated than that of any pony-car before, a cabin generously garnished with chrome dial rims and aluminium switches which really are made of what they appear to be. That theme is triggered by the symmetry of the dash top, with matching left and right cowlings, and continued by the view out along that long, flat bonnet, a view seldom seen in a modern car.

NOW I'M DRIVING the 1965 Fastback of Burt and Carolyn Harris, which they have owned from new, and the view forward is much like the one I have just vacated. Thinner pillars frame a more upright, er, windshield and the steering wheel has a larger-diameter, much thinner rim in wood, but the dash-top shape is the same and so is the glint of bright metal around the dials. This car has the much-prized Pony interior, which includes woodgrain décor panels, that woodrim wheel, a five-dial instrument pack, racier doortrims and a running horse motif across the front seats' backrests.

Under its bonnet is a gentle version of Ford's 289 V8, with a relaxed 200bhp. Later Mustangs had a 302ci engine, still very oversquare but slightly longer in the stroke than the 289; today's 302, by contrast, is within a millimetre of being square in the bore/stroke dimensions. How design philosophy changes. The Harrises' Mustang has a three-speed Cruise-O-Matic autobox, which fundamentally alters the car-driver interface versus a manual. It feels brisk enough through its hydraulic drive, but you'd need the 271bhp Hi-Po option and a four-on-the-floor to gain a response more like the new car's. The old one's lighter weight, by nearly 400kg, would offset the power deficit.

The half-century gap shows up the most when you turn the steering wheel. Today's chassis engineers are hell-bent on minimising body roll, but a little lean never did anyone any harm provided the build-up to it is nice and progressive. Back in 1965, the Mustang conformed to a dynamic template typical on both sides of the Atlantic, the springiness in its steering-box-based guidance system giving the impression of straightahead looseness but actually corresponding to the build-up of body roll.



#### 2015 FORD MUSTANG V8 GT

ENGINE 4951cc V8, DOHC per bank, 32-valve, fuel injection POWER 435bhp
@6500rpm TORQUE 400lb ft @ 4250rpm TRANSMISSION Six-speed manual,
rear-wheel drive STEERING Rack and pinion, power-assisted SUSPENSION Front:
MacPherson struts, double lower balljoints, coil springs, anti-roll bar. Rear: multiple
links, coil springs, telescopic dampers, anti-roll bar BRAKES Discs WEIGHT 1682kg
PERFORMANCE Top speed 155mph (TBC). 0-60mph 4.4sec

#### scs WEIGHT 1682kg springs, teleso BC). 0-60mph 4.4sec PERFORMAN

ENGINE 4727cc V8, OHV, Autolite twin-choke carburettor POWER 200bhp @4400rpm TORQUE 282lb ft @ 2400rpm TRANSMISSION Three-speed automatic, rear-wheel drive STEERING Recirculating ball SUSPENSION Front: double wishbones, coil springs, telescopic dampers, anti-roll bar. Rear: live axle, leaf springs, telescopic dampers BRAKES Discs front, drums rear WEIGHT 1292kg PERFORMANCE Top speed 116mph. 0-60mph 9.1 sec

1965 FORD MUSTANG 289 FASTBACK

So the first part of the steering movement takes up that springiness and settles the body at the resulting roll angle. Only then, with the sinews now tautened and ready for action, does the Mustang actually change direction, which it does with a pleasing verve as it loads up the outer rear wheel. So you take a series of bends in a series of broad armsweeps and throttle-squeezes, very old-school, very broad-brushed and quite unlike the tied-down demeanour of the new car. You drive the way the '65 wants you to drive it; you adapt to it, whereas the new one does it the way you want, waiting for your instruction.

Both involve you greatly in the driving process, but very differently. The new Mustang is objectively lightyears better, of course, but the old one's charm gives just as much pleasure of a different kind. And then there's all the joy of the history, the loyalty that old Mustangs generate and that Ford threw away when the breed turned lardy in the early 1970s, then emaciated immediately afterwards. Lee Iacocca, the Ford marketing genius whose idea the Mustang originally was, famously said of these unloved later cars: 'The Mustang market never left us. We left it.'

Burt and Carolyn's car illustrates that loyalty perfectly. It departed the Flat Rock, Michigan factory on 1 April 1965, was shipped to the Ford dealership in Long Beach and was in the then-newly-weds' hands by 17 April. 'We had no money, we were only going to have a look,' Carolyn says, 'but Burt fell in love. I had a monthly budget which I was going to stick to, and after three hours and five or six attempts to agree a deal, the salesmen just wanted to go home. We got it at our budget.'

Burt and Carolyn used to transport their baby daughter in a carry-cot on the rear seat deck. Later she learned to drive in the Mustang, later again she drove it in a Doors tribute video, pretending to be Jim Morrison, who had a similar (albeit 1967) Caspian Blue Mustang Fastback. Originally the Harrises' Ford was silver but Burt had always liked the blue. The transformation came during a 1984 restoration that also incorporated grille-mounted extra lights, a twin-pipe exhaust, disc front brakes and a very period-authentic air-con system.

'We could have made it into a GT 350 replica,' says Burt, 'but we wanted to keep it in standard spec apart from that air-conditioning. We'd moved inland, where it's a lot hotter than Long Beach.'

FORD HAS HIGH hopes for the new Mustang in Europe. Past Mustangs sold mainly on their novelty value as pieces of accessible Americana, but this time Ford wants it to compete on equal terms with European sports coupés – and convertibles – such as BMW's 4-series and Audi's A5. That is the main reason why it shows such sophistication, in the cabin and under the skin, relative to past examples. But, as Moray Callum says, it would be wrong to eradicate the redneck element completely. It must be a US Mustang, not a European Mustang; the difference is that this time Ford also wanted to make it a proper sports car.

So we can forgive the fact that the centre console is formed of hard, not padded, plastic and relish the fact that no German or British rival can offer as much entertaining car for so little money. If that choppy ride could be fixed, I'd much rather have a Mustang V8 over an obvious, soulless German and I'd somehow find the extra money to feed its greater thirst. With the new Mustang's arrival, and all that history behind it, the coupe-scape has just become a heap more interesting.



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# JAGUAR XJ220

IT WOULD BE EASY to feel a bit sorry for the XJ220. Conceived with a V12 and four-wheel drive yet launched as a rear-drive V6 into a marketplace where supercar investors were suddenly running for cover and demanding their deposits back... This wasn't what they'd shelled out a down-payment of £50,000 for, after all.

But we at *Octane* would rather remember it as a hero. Sure, its appearance at the 1988 British Motor Show, following its 'Saturday Club' gestation at Browns Lane (an unpaid bunch of Jaguar engineers who wanted to take on Ferrari and Lamborghini), led potential buyers to expect something rather different from what eventually went on sale. But many of them were speculators. Driven by greed. Serves 'em right.

riven by greed. Serves 'em right. In the event, Jaguar joined forces with Tom Walkinshaw Racing and founded Jaguarsport, which developed the XJ220 for production. Out went the fourwheel drive and the Group C-derived 6.2-litre, quad-cam, 48-valve V12 – and out too went the ridiculous proportions. That show car was nearly 17ft long.

So the 'production' version (281 were built) was simplified, with a twin-turbo racing V6 and staggering performance claims: 211mph and 0-60mph in 3.6 seconds. Yours for £415,544.

A court case allowed speculative buyers to pay their way out of the deal, leaving Jaguar a number of XJ220s in storage that could be sold for £200,000. After years in the doldrums, the best are now changing hands beyond £300,000. Recognition at last, then.

Glen Waddington



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1991 JAGUAR XJ220

ENGINE 3498cc V6, DOHC per bank, 24-valve, twin turbochargers
POWER 542bhp @ 7200rpm TORQUE 475lb ft @ 4500rpm
TRANSMISSION Five-speed manual, rear-wheel drive, LSD
STEERING Rack and pinion, power-assisted SUSPENSION Front and rear: double wishbones, coil springs, telescopic dampers, anti-roll bar BRAKES Vented, cross-drilled discs
WEIGHT 1470kg PERFORMANCE Top speed 211mph. 0-60mph 3.6sec

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## GONE BUT NOT FORGOTTEN

## **Charles Follett**

A car salesman par excellence, his brusque style was infuriating, but no-one could argue with his capacity to find customers



Left Charles Follett presenting ERA driver Prince Bira with the trophy for winning the 1937 London Grand Prix at Crystal Palace.

ATURALLY FOR a larger chap, Charles Follett demanded a spacious car. But for his customers it was all about comfort, effortless deportment and, with commodious luggage space, long-distance touring. Meanwhile, he liked to press the accelerator pedal with an outsize brogue and feel a surge of power.

These were points Follett made to Alvis top brass in 1930. He told managing director TG John he needed time alone in the boardroom, and that he'd ring for him when he was ready. This was reluctantly agreed to. When John was summoned, he found £895 fanned across the table in crisp new £1 and ten-shilling notes.

'That,' Follett boomed, 'is what a customer has to lay out on one of your cars. Isn't it important you offer them everything they want?' He then pointed out that Alvis cars, while of great quality, needed to be bigger, more attractive, but not much more expensive to snag monied West End customers.

It was the first of his many confrontations with John and Alvis engineering chief Captain Smith-Clark. They may have inwardly loathed Follett, but they needed his car-selling skills because Alvis was foundering. Once they'd got their act together with the Speed 20, powerful enough to accept heavier coachwork, Follett took cars as they flowed off the production line, ordered in batches of 100, and put Alvis

into contention with Bentley, Lagonda and Sunbeam for style and oomph.

Follett, the consummate wheeler-dealer, was born in 1899. By his early 20s he was scouring provincial Britain for choice secondhand motors and funnelling them into London's showrooms, especially around the car trade Mecca of Great Portland Street. Most proprietors would buy sight-unseen because they knew Follett's quality would be bang-on and there'd be plenty of mileage, profit-wise.

Once he was asked to breakfast by three of his contacts who'd bought a showroom at 18 Berkeley Street, just off Piccadilly. With it came the London Lancia agency. Would he run it for them? By the following morning he'd agreed. As he recounted to *Motor Sport*'s Bill Boddy in 1972, he regarded the Lancia Lambda as 'looking hellish', so he designed a new body with a more inviting interior. Lancia was unhappy with the modifications, and the relationship soured.

With his expertise in second-guessing customers' tastes, Follett was exasperated that coachbuilders seemed incapable of building attractive bodies. He'd already supervised the build of a drophead coupé on a Bentley Speed Six, approving its sleek lines only with the hood folded and then letting the bodymaker (Maythorn of Biggleswade) work out the fixed position. So he knew it could be done.

Follett bought the Berkeley Street showroom with a bank loan, and filled it with shiny new Alvises, but the cars weren't glamorous enough. So he doorstepped Vanden Plas, another business in financial trouble, and said that he wanted the best-looking sporting bodies – with his direct influence into their rakish lines. Prepare to make money, he thundered, because he was willing to order them by the hundred for his Alvis chassis... at £195 a go rather than the usual £600. Follett's handsome Speed 20s and 4.3s quickly became ultra-desirable. And having cultivated this stylish and powerful new image for Alvis, Follett campaigned the cars in motor sport.

His debut as an Alvis driver came in 1933 at Brooklands in a 12/50 with a racy, red, cowled two-seater body. This car won its first race the following year – driven for Follett by WE Humphries – at the August meeting, and at the 1935 event Follett drove it to a second place, Harry Bowler's Bentley 3 Litre beating him by just 0.2sec. At the 1935 Autumn BARC Meeting, Follett's green Alvis Speed 20 with full touring body won the October Long Handicap, lapping at 105mph. In 1936 the pair grabbed a second at the Easter races, and lapped at over 108mph.

But Follett overstepped the mark in the Torquay rally, which he won in a Speed 20 saloon. His crime? He beat Alvis's works cars, and the ensuing rift between Coventry and Mayfair proved absolute. It was probably Alvis's loss, because Follett started selling other sporting marques: first Railton (he campaigned his black 'Light Sports Tourer' with gusto, and great results, on track and trial), then Lea-Francis and later the Americanengined, supercharged Lammas-Graham.

After the Second World War, Follett found the perfect new partner in Jensen, for which his company acted as the London showcase and distributor right up to the marque's demise. Follett, however, sold his firm in 1961, remaining on the board for two years before retiring to his Wiltshire farm to breed cattle and work his land virtually single-handedly. He died in June 1982, but the showroom was such a London fixture that it survived for years afterwards, still redolent of style and racing but usually stuffed with secondhand Porsches.





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# **English Electric Balloon Tram**

Redolent of days gone by, when a promenade lit by lightbulbs made headlines, the Blackpool tram was nonetheless a trendsetter that proved impossible to dislodge



HE 1930S ARE frequently referred to as the 'streamlined decade'. The study and understanding of aerodynamics accelerated the adoption of streamlining, as it was popularly known, which became not only a practical science applied to high-speed moving objects such as planes, trains and automobiles, but a fashion fad blending seamlessly with Art Deco and applied to everyday objects that accelerated no more swiftly than a refrigerator.

With a top speed of 43mph, it is hard to imagine that there was much to be gained in dynamic efficiency when, in 1934, the English Electric Company laid down a new series of streamlined trams. But what they might not have gained in windcheating performance they certainly gained in style, elegantly capturing, as they did, the spirit of the age.

The English Electric Company was formed in December 1918 from a conglomerate of five companies that, during the First World War, had turned to producing munitions, armaments and aircraft. As the name suggests, the new company specialised in electric motors and transformers for industry, diesel motors, steam turbines and railway locomotives. One of the five companies was Dick, Kerr & Co, of Preston, Lancashire, one of the country's major manufacturers of electric trams. English Electric soon branched into consumer electrics

but today is perhaps best remembered for its advanced jet aircraft, the Canberra bomber and the remarkable Lightning fighter. English Electric was merged with GEC in 1968.

The world's first electric-powered tram, albeit a shortlived experiment of less than one month, was pioneered in St Petersburg in 1880, the creation of Ukranian-born engineer Fyodor Pirotsky. Inspired by witnessing Pirotsky's experiment, German entrepreneur Carl Heinrich von Siemens returned to Berlin where in 1881, together with his brother Werner, founder of the giant eponymous electrical corporation, he started the world's first permanent electric tram system. Electric trams were soon displacing the horsedrawn variety and buzzing around major cities across the world. In 1885 they reached Blackpool.

The Blackpool promenade went electric in 1879 when street lighting was installed, and the Blackpool Electric Tramway Company, the first electric street tramway in England, sparked into life on 29 September 1885.

In 1933, at a time when trams were already in steep decline nationwide and being replaced by the electric trolleybus or motorised buses, Walter Luff became the new manager of Blackpool Tramways, a post he would hold for 20 years. Undaunted and against the trend, Luff embarked on a five-year modernisation plan, commissioning a fleet

'The public took to the new trams, to the extent of letting an older tram pass in favour of boarding a new streamliner'

of 27 new trams from English Electric for delivery in 1934 and '35.

Designed by William 'Mac' Marshall, the luxurious streamliners were so unlike traditional trams that they were referred to as Railcoaches. Symmetrical in profile, the raked nose and tail featured a distinct V in plan, with dramatically curved corner windows blending into the sides and upper deck, which also featured an abundance of curved glass above the passengers' heads.

The low-level entrance and stairs were located centrally to aid rapid loading and shorten the distance to be covered to and from the furthest seats – comfortably upholstered rather than wooden benches.

The public immediately took to the new trams, to the extent of frequently letting an older tram pass without boarding in favour of the new streamliners. Because of their pleasantly rounded shape, they were soon referred to affectionately as 'balloons'.

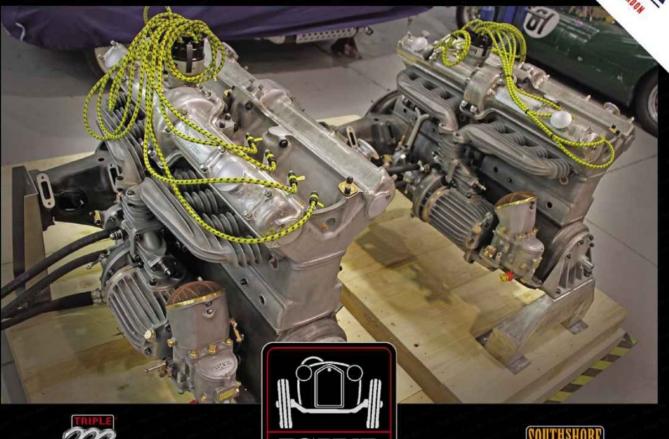
In the 1950s there was an attempt to phase out the Balloons but their replacements proved to be so unreliable that the English Electrics were hastily reinstated. For three decades, between 1962 and 1992, the Blackpool Tramway was the sole remaining system in the UK. In 2012 a comprehensive modernisation of the tramway was completed, effectively rendering the Balloons redundant.

However, to the satisfaction of 'tramoraks' and an appreciative public, several restored Balloons are still in service with the Heritage Fleet. Earlier this year a fully restored Balloon was named 'Walter Luff' to commemorate the 80th anniversary of their introduction, and in honour of Luff's contribution to the survival of the Blackpool Tramway.



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# **Economy of movements**

Good news: there's a new sector in the watch market, majoring on value without skimping on quality. And there's no bad news

ND SO IT has come to pass. While leafing through the newspaper on 19 September 2014, the day after the momentous vote against independence for Scotland, I was struck by what was on page ten. Nothing to do with what was going on north of Hadrian's Wall, but rather beside the Lake of Geneva.

Page ten of *The Times* that day carried a fullpage advertisement for Tudor watches, which this autumn have finally gone on sale in the UK. You may know that I have been a longterm champion of the relaunch of Tudor. About five years ago I made the acquaintance of Philippe Peverelli, who had then just joined the brand, and I have been following his progress with great interest.

Tudor is the sibling brand of Rolex and it has a great history. Launched in the 1920s, it really took off in the years after the war when owner Hans Wilsdorf made the solid oyster-cased construction rather more available under the name Tudor. Early advertising was aimed at the working man rather than the professional classes that Rolex was chasing. 'Punished without mercy!' and 'Jarred beyond belief' were the sort of advertising headlines that accompanied pictures of construction workers, pneumatic drill operators and motorcyclists; presumably this was because you rode a motorbike if you could not afford a car, whereas Tudor now has a tie-in with Ducati, which makes motorcycles that cost about the same as the average UK annual salary.

However, the advertisement placed in *The Times* was very different. It carried with it unmistakable hints of Panerai: a diver exiting the water and two very handsome and classic-looking diving watches, both of them iterations of the Black Bay, a retro-chic submariner's watch. It references the military diving watches that Tudor made for several of the armed forces and is, so the copywriters tell us, 'ready to stand as its own legend'.

The most powerful message that Tudor is sending out is that one can have quality watchmaking with a great backstory for not much more than some of the really top brands will charge you for a folding gold watch buckle and croc strap. This used to be a fairly active sector of the market, but of late some formerly big players in the sector have moved upmarket and left the coast clearer for Tudor.

When I was discussing this column with Octane's Robert Coucher, I explained to him that it was a little like what the VW group had

done with Skoda – offer great build quality at a great price and make a brand that you are proud to be a part of, rather than a brand you buy into because you cannot afford to buy something else.

And I suspect that this is something we are seeing more of across the industry. Expensive watches from the top brands will continue to carry the cachet that will enable them to command high prices – but most people are not buying Patek and Vacheron minute repeaters every day, just as not every car buyer is on the look-out for a 375MM or 250GTO.

Some of my favourite watches this year have also been some of the less pricey models: for instance, the 36mm Rolex Perpetual with the grape dial. It looks great on the wrist, you can be proud to wear it and be pleased at the knowledge that it is only going to cost you about half a term's school fees... Then there is the excellent perpetual calendar that Jerome Lambert brought out at Montblanc, offering one of the great horological complications for under €10,000.

It is, of course, easy to link this to the economic crisis and, in part, attitudes have changed, but people are still prepared to pay high prices for great watches; quality and rarity are very much sought after. And in the salerooms, the auction performance of Patek Philippes and certain Rolex sports models demonstrates that there is an ever-greater interest in the top end of the market.

What I think has changed is that people are less inclined to buy into watches that are trying too hard to impress – or that pretend to be something they are not.





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# The circular economy

After 93 years and a staggering 1.7 billion issued, the 'tax disc' is no more – which makes old ones all the more collectable

HEY'VE PRINTED more than 1.7 billion of them but from 1 October Britain's 'tax disc' became motoring history; soon we'll regard these little paper roundels as anachronistic, like saluting AA patrolmen, or petrol in gallons.

The Driver & Vehicle Licensing Agency (DVLA) issued 42.5m of them in 2013, a mountain of paper weighing more than a Challenger 2 tank. Until now, you've had to display one on your car as proof it's insured and, via its MoT test, road legal. But the digital logging of these articles of compliance means the tax disc has become a fussy annoyance like the old Dog Licence, another throwback to Victorian-style petty bureaucracy.

Policemen and traffic wardens won't be examining your windscreen anymore to check you've paid your Vehicle Excise Duty, for which the tax disc has been the colourful rosette. Traffic-scanning cameras and digital checks now do it in split-seconds, and kickstart the punishment process if your administrative ducks aren't neatly in line.

Us collectors love quirks and anomalies, and I'm gleeful to report that an excellent one has emerged from the dying days of the tax disc's 93-year existence. The DVLA ran out of disc paper that was ready-perforated so the disc could be detached for display. Rather than order more, they issued the final few on cutprice, unperforated paper slips. You had to

carefully cut round the circle... for the first time since the perforations' introduction in 1938!

From a collector viewpoint, indeed, there's loads to get your teeth into with tax discs. The chronology and variations are long and wide respectively. They first appeared in 1921 after the passing of the Roads Act and Finance Act a year earlier. They were intended to show the owner had paid the right amount into the Road Fund by obtaining a licence, the fee varying with the RAC-rated horsepower of the car concerned. Issuing them switched from HM Customs to county councils. There were elaborate instructions for displaying one, but it boiled down to the disc being inside a holder attached to the bottom corner of the windscreen on the passenger side.

In the first two months alone, 200,000 discs were issued, and by the end of 1921 the scheme had raked in £2.8m for the Road Fund – money that was ring-fenced for roadbuilding and improvement until 1937, at which point it cascaded instead into the Treasury's everyhungry general taxation pot. Drivers have complained about that ever since.

The very first discs were on plain grey paper. They proved a doddle to fake, so in 1923 the first anti-forgery measures were added – fine, repeated intaglio print reading 'Road Fund Licence' and a vertical coloured bar, green in the first instance but altering annually for instant recognition. This changed to a

Left
They came in all manner of colours and
designs, and many crop up hidden in sheaves
of vehicle service history. Make sure you
never throw one away again.

horizontal band in 1932, a cross in 1935, and a diagonal stripe in 1938.

One bugbear was that all tax discs – initially there were three- and 12-monthly choices – expired in the year of issue, leading to a massive bottleneck for licensing offices each New Year. You couldn't tax your car for a whole year unless you did it on 1 January. This ridiculous situation persisted until January 1961 when, finally, you could buy your annual tax disc at any time.

In 1951 came more change, when the United Kingdom symbols of rose, thistle, daffodil and shamrock were axed to make way for a bolder expiry date. For four years from 1957 to 1960 there came a totally different design – now rare to find – but, from 1 January 1961, the disc was newly redesigned, mostly to beat the ever-resourceful forgers, with an intricate design of solid colours, half-tone background and circular vignettes.

Even then, cunning devils could adapt Guinness beer bottle labels as pretend discs, so there was another rethink in 1963. That's how the disc remained until 1978, changing colour in a revolving annual sequence of blue, brown, green and red. Subsequently, and after the DVLA's predeccesor DVLC ('C' for Centre) removed issuing duties from county councils, a modified version featured a more digital-style expiry date.

Subsequently there have been myriad changes, as added security features such as watermarks, embossing, barcodes and holograms have been added. And there are masses of other early variations, such as the rare early-1920s discs with advertising from the likes of Shell on their reverse sides.

Little wonder there are plenty of keen collectors. They call themselves velologists. The older the tax disc gets, the more it's worth, with the highest recorded price paid being £810 for a hen's-teeth example from December 1921. Anything pre-Second World War is bound to be worth double figures, with even dog-eared 1920s examples fetching between £30-50 apiece. They often survive tucked inside owner's handbooks or intermingled with old MoT certificates and other documents, so if anything comes your way when sorting out late relatives' effects it's worth a look through any car paperwork.

But if you have an old car, it's legally fine to display a period tax disc, or a replica like those from Earlswood Vintage & Classic. As a contemporary one is no longer needed, your car's overall period look just got a tiny bit more authentic.



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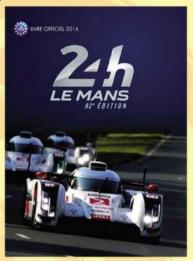
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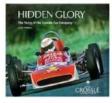


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# **Hidden Glory** The story of the Crosslé Car Company

ALAN TYNDALL, Booklink, £60 from www.rpm-motorsport.com, ISBN 978 1 906886 59 2



WE'VE BEEN eagerly awaiting the arrival of this book for a long time. It has been worth the wait, this being the first English-language history of the margue, apart from a booklet that was

produced in the late 1980s.

Veteran broadcaster Tyndall is the ideal man to write it, too, having witnessed the late John Crossle's rise to prominence first hand. He knew the Scottish-born, County Tyrone-raised farmer-turnedcar-builder well, and also many of the players mentioned herein, be they drivers, team owners or designers. And, as Tyndall points out in the introduction, Crosslé never was a fame-chasing selfpublicist. He batted away attention, so it's all the more remarkable that this book happened at all.

If anything, you should read the back section of the book first, as the timeline outlines the man and the marque's countless milestones, from Crosslé's birth in 1931 to him receiving an MBE in 2013 and everything in-between. Then there is the two-page section listing the many star drivers who raced Crosslés on the metaphorical nursery slopes. That's everyone from Nigel Mansell and John Watson (who provided the foreword) to Arie Luyendyk and assorted Andrettis. It is quite a remarkable roll-call.

This 232-page hardback could so easily have descended into a hagiography, but it doesn't. Instead, it outlines how a man who wanted nothing more than to be a farmer claimed several titles on two wheels before embarking on a career

constructing racing cars. And even then, it was more by happenstance than design. You really get a feel for how tough it was for Crosslé and his wife Rosemary as they set about transforming a former laundry building in the foothills of Holywood near Belfast back in 1960, John having built his first 'special' three years earlier. As is abundantly clear from reading the many quotes from company insiders, there was no support network; no safety in numbers that manufacturers and component suppliers enjoyed on the mainland.

Tyndall should be complimented on tracking down the many overseas racers and agents who helped propel the margue to greatness in Europe and the US, not least as the manufacturer of choice for racing schools. It was particularly interesting to read

about the split with long-time employee and right-hand man Leslie Drysdale, which threatened to derail the firm. Drysdale went it alone to form Mondiale, which briefly stole a march at home and Stateside. The reasons for the demise of this breakaway marque are detailed, in part legal problems faced by one of Drysdale's backers.

This is an easy-to-digest, thoughtfully laid out book with decent production values and some super images, notably from such daunting circuits as the Phoenix Park road course and Dunboyne. If there is a criticism, there are a few random apostrophes but that really is where whinges begin and end.

The tragedy is that John Crosslé died just a few weeks before this book's official launch in Belfast. It will serve as an excellent memorial.



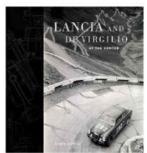


# Lancia and De Virgilio

GEOFFREY GOLDBERG, David Bull, £65, ISBN 978 1 935007 25 8

THIS THUMPING HARDBACK isn't a light read; not even close. It is, however, a superb book on a man who has been poorly served by history. It soon becomes abundantly clear from reading this 330-page effort just how multi-talented De Virgilio was, given that he contributed to everything from Lancia's commercial and military vehicles to the D50 GP car and even the Stratos.

If anything, the most interesting section is the one dedicated to his role as midwife to the game-changing V6 that powered the Aurelia. It outlines in words, diagrams and De Virgilio's own doodles how he solved balancing problems that blighted the engine during the early development stages. As such, a degree of technical knowledge helps massively, but, regardless, there's plenty of good stuff here to satiate any Lancia fan. Given that it's a David Bull production, it's beautifully presented and has excellent picture reproduction. A fantastic effort.





# An auto biography

CHARLES HOWARD, www.charleshowardbooks.uk £75 inc UK p&p, ISBN 978 0 9930085 0 4



FORGIVE the punnish title, for there is much pleasure to be had reading this self-published work by well-known car

broker and enthusiast, the appropriately initialled CAR Howard. Understandably self-indulgent, it is nonetheless an enjoyable read. It outlines how and why Howard got into the business, and the many – many – fabulous cars that he has either owned or which have passed through his hands. On the flipside, we have a few reservations on things such a photo repro (it isn't great) and the font, the size of which is practically visible from space. But it's a fun reminder of how things used to be.

# The book of the Jaguar XJ-S

BRIAN LONG, Veloce, £45, ISBN 978 1 845844 01 1



INTEREST IN Jaguar's long-served and long-legged XJ-S is on the rise, and this book from prolific author Long is a good introduction to the model. It outlines how

and why it came into being, complete with some images that were hitherto unfamiliar (the shot of ItalDesign's proposal for a luxo-cruiser for starters), model development and, of course, its unlikely role as a track weapon. While much has been written about the XJ-S's track forays with TWR and Group 44, it's always interesting, and the same is true for the 'specials' from the likes of Lynx and Lister. It also answers the vexed question of in which year did the XJ-S lose its hyphen...

### **COLLECTORS' BOOK**

# Georges Roesch and the invincible Talbot

ANTHONY BLIGHT, Grenville, 1970, value £100



THIS 516-PAGE monster was eight years in the making and remains a classic of its kind. The hugely knowledgeable Blight covered the years 1926 to 1935: a period when Roesch's innovative designs

saved the Talbot marque from extinction while also taking the fight to the sporting elite trackside. It is an impressive work, one that was updated and reprinted in 1986. Well worth owning if you can find a copy.

# Racing colours

SIMON OWEN, Veloce, £19.99, ISBN 978 1 845846 52 7



IT'S HARD to know what to make of this fun-size hardback. In essence, it's an art book but there's more to it than that. Owen produced a wealth of lovely images based around race colours/

roundels, which are reproduced here with quotes from those who drove the cars in period along with other luminaries. So you have the usual suspects such as Gulf's 'bathroom blue' and orange, Team Lotus's yellow and green, and Porsche's Martini stripes. There are quite a few unusual choices, too, such as George Follmer's Lotus 23 (complete with race numbers in groovy gold) and Jean Behra's Carrera Panamericana Gordini. Intriguing but slight.

# J Saoutchik carrossier

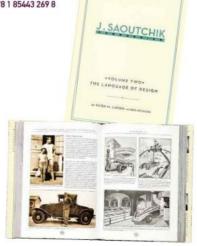
PETER M LARSEN with BEN ERICKSON, Dalton Watson, £295, ISBN 978 1 85443 269 8

GIVEN THAT THIS self-proclaimed masterwork costs the best part of £300, it had better be good. And ten minutes spent reading this three-volume effort, or marvelling at the many images, will have you wondering why Dalton Watson is selling it so cheaply.

The first volume concentrates on Jacques Saoutchik's life, be it his flight from Russia to France or his assorted business dealings amid wars, anti-Semitism and heaven knows what else. There are 800 or so images in this volume alone, many of which were provided by the coachbuilder's family.

The second volume concentrates on Saoutchik's designs, with more than 250 renderings reproduced with accompanying analysis. Volume three is largely a photographic record of cars bodied by Saoutchik from 1907 to 1954, some of which are truly obscure.

This is a fantastic book, its design matching the artistry of the subject matter.



# The Volkswagen Golf story

RUSSELL HAYES, Behemoth Publishing, £40 ISBN 978 0 9928769 0 6



THE ORIGINAL VW Golf, much like the original Mini, was truly a classless car. This well-written hardback outlines how and why the car came into being and how — in the author's words — it became the second-ever

'People's Car'. There are breakdowns of the many different iterations and spin-offs that followed; we were delighted to see the inclusion of Q-cars made by tuners such as Günter Artz (Porsche 928 V8 in a Mk1 GTI, anyone?). Full marks, too, for going to the trouble of tapping the likes of Giorgetto Giugiaro for their input rather than merely reheating old quotes. This is a much better book than it might have been and it will appeal to marque fans and the uninitiated alike.

BLANCHARD BOZZANO BRADLEY BRAUN BROWN BURROWS CARTER CHIN CLEWORTH CREWS CUNNINGHAM DALLISON

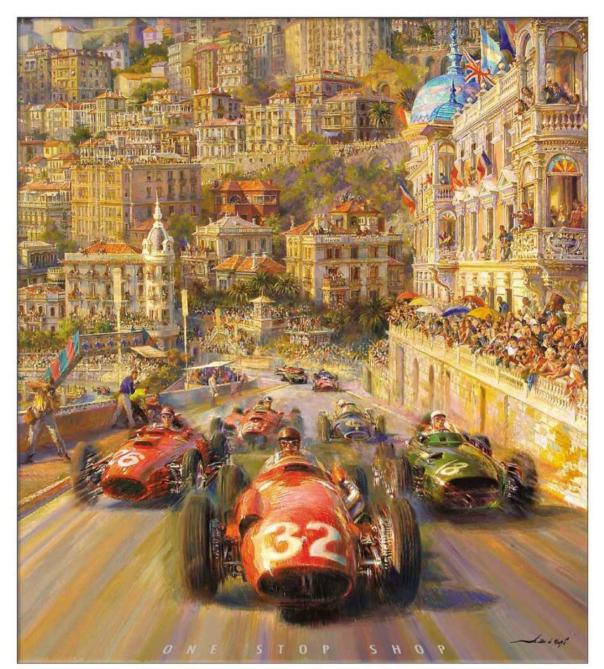
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WOOD



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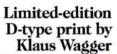
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# PETROLHEAD GIFT GUIDE

Go on, treat yourself - 'tis the season, after all...



£150 (£99.99 to Octane subscribers) www.octane-magazine.com

FEW MOTORING artists can bring to life the past like Klaus Wagger, and his latest piece, produced to celebrate the 60th anniversary of the Jaguar D-type, puts you slap-bang in the middle of a tussle between Mike Hawthorn and Fangio at the 1955 Le Mans 24 Hours - which the Hawthorn/Bueb D-type went on to win, of course. Signed and numbered prints, of which only 150 will be made, can be ordered through the Octane webstore but if you're really taken with the image, you might like to know that the original painting will be auctioned for charity at the International Historic Motoring Awards in London on 20 November.



# oBravo HAMT-1 headphones

£1499. www.absolutesounds.com IDEAL FOR drowning out family squabbles over Christmas, these oBravo cans are said to deliver 'an exceptionally rich, detailed and immersive listening experience thanks to their unique two-way driver configuration.



# NOMOS Zurich Worldtimer True Blue

£3850. www.nomos-store.com

NOMOS TOILED away on the Zurich Worldtimer for fully two years, developing 23 new precision parts and producing countless design studies along the way, but frankly if the watch had taken twice as long to materialise it would still have been worth the wait; it's among the most attractive we've seen in a long time, and the GMT complication ('Worldtimer' is a bit of a misnomer) is delightfully realised. There's nothing at all flashy about it, but this is horological design at is best.



# Philip Stein Prestige Round Skeleton Heart

£2005. www.philipstein.com

IF YOU glance at your watch as frequently to admire its delicate inner workings as you do to check the time, you'll love this piece of wristwear from Philip Stein, which does away with a keyhole-shaped portion of the face to reveal the watch's beating, Swiss-made heart.



# McLAREN RACING §

# McLaren 'Beginnings' T-shirt

£29.95. www.mclarenstore.com

YOU CAN buy current McLaren teamwear on the company's website—it's all super-clean greys and whites, as slick as a modern-day pitstop—but we much prefer its 'Beginnings' collection, an affectionate not of McLaren's more romantic early days. This T-shirt is decorated with the factory signage of the 1960s and, of course, the famous Kiwi logo.





# Anglepoise lamp by Paul Smith

£149. www.paulsmith.co.uk

THE ANGLEPOISE lamp is an icon of British design, dating back to 1932. Paul Smith is a titan of British design, rather younger. Bring the two together and – bam! – we have a stylish if rather lairy masterpiece, for what we think is a surprisingly reasonable price.

# Wind-up Porsche 356

£75. www.gearboxgifts.com

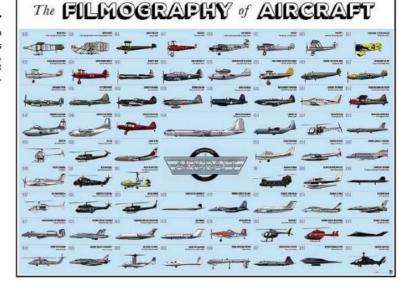
AH, FOR the simpler times of an orange in the Christmas stocking and a wind-up car left under the tree. This lovely 1950s-style 356 toy, 20cm long, features front suspension, working steering and speed control. Hours of wholesome fun!



# The Filmography of Aircraft poster

\$54. www.calmtheham.com

HOT ON THE heels of the 'Filmography of Cars' poster comes this high-quality 61 x 91cm poster illustrating 100 years of aviation in film, from the early-1900s Wright Flyer to the Tomcat in Top Gun. Each print from a first pressing of 750 is signed and numbered by the artist.



# Bentley gents' 'V8' driving gloves

£82. shop.bentleymotors.com

THERE'S A curious sense of theatre associated with pulling on a pair of leather driving gloves. Corny, perhaps, but if you're a driving-glove man then you'll appreciate these, made in the finest leather, apparently inspired by the Continental V8, and featuring a Bentley stud closure.

### Spitfire/Hurricane lamp £145. sales@spitfirelamp.co.uk

THIS ART Deco-style table lamp is one of 250 produced by designer Andy Snell, who took the mouldings of the three cast aluminium planes from original trench art. They revolve around a heavy plated-steel base and opaque glass dome. At £145 we reckon it's quite a bargain.

# Ferrari 312 T2 model by Amalgam

£4150. +44 (0)1243 527300, www.amalgamcollection.com THE OCTANE heart beats a little faster when confronted

by this 1:8 scale limited-edition (of 199) replica of Niki Lauda's 1976 Ferrari 312 T2, not just for the memorable season it represents, but also for the beautiful detailing and precise modelling. And it beats faster still when the rear panel is lifted off to reveal that flat-12.

GOOD YEAR





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## Lomo'Instant camera

£109. www.lomography.com

FUNNY, ISN'T it? Just as digital photography has got to the point that even our phones will produce stunning pictures, we start to hanker for something more analogue. So here we are with Lomography's limited-edition Lomo'Instant Sanremo camera, which uses – wait for it – real instant film. How perverse.





# Formule 1 by Pierre Fix Masseau

£495. www.historiccarart.net

WE THINK this is beautiful. Pierre Fix Masseau produced wonderful posters from the mid-1920s on, and this one is signed by him in pencil. It's  $65 \times 100$ cm, and is one of several of his available at Historic Car Art.



## Mercedes-Benz W196 sculpture

£POA. christian.dischl@web.de

NOT THE sort of thing that becomes available too often, this beautiful ten-inchlong bronze is one of only 50 produced to celebrate the F1 titles won by Mercedes and Fangio in 1954 and 1955. Fangio and Karl Kling both received one, but this particular example was given to Heinrich Wagner, one-time CEO of Mercedes.















# Burgundy GP poster

CDN\$12,500. www.collectorstudio.com DOESN'T this just sum up all that's great about pre-war racing? This original poster by artist R Pernot, linen-backed and even bearing the original tax stamp, publicised the 1929 Bugundy Grand Prix at Dijon, France. It ain't cheap, but it is special. In case you're wondering, by the way, the result was a 1-2-3 finish for Bugatti.

# Castrol Classic umbrella

£30. +44 (0)1865 883061, www.meandmycar.co.uk SURE, IT'S not going to be much use when changing your oil, but if you appreciate the lovely old Wakefield Castrol logo then you might enjoy this Castrol Classic brolly.



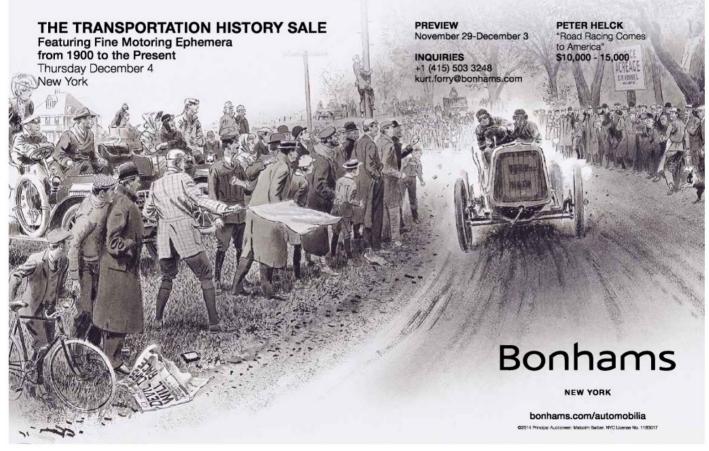
# Stanforth Kibo expedition bike

£1395, www.stanforthbikes.co.uk









EDITED BY DAVID LILLYWHITE AND CHRIS BIETZK

# **RAF Bomber Command goggles**

£117. +44 (0)1992 537546, www.classicpartsltd.com

A SPOT-ON replica of the goggles the Bomber Command boys wore in World War Two, these will no doubt be of interest to amateur pilots, but we suspect they're more likely to end up strapped to the faces of classic car owners around the UK just the ticket for a bit of blowy, open-top motoring.





# Custom replica tax disc

£25. www.heritage-motor-centre.co.uk

THERE ARE, apparently, some paper tax discs of which the DVLA still approves: these highly accurate, licensed replicas, available from the Heritage Motor Centre in Gaydon, can be customised with the details of your classic and are available for the years 1921 to 1992. Brilliantly, they can also be ordered in 'aged' form for a truly authentic look.





# Farnham picnic hamper by Greycar

From £150. +44 (0)1252 821937, www.greycar.com

NO, IT'S not picnic season any more, but there's nothing wrong with a bit of forward planning, and Greycar's well-made (and well-stocked) hampers will serve you for many, many summers to come.



# VW Beetle 'Road Trip' T-shirt by T-Lab

£25. +44 (0)1572 822621, www.t-lab.eu

THE FIRST in T-Lab's new 'Roadtrip' series, this shirt seems to suggest that that a 1970 VW Beetle would be the ideal transportation for a ski trip to Garmisch-Partenkirchen. We're not sure it would be our first-choice ride, but then we all remember 'how the man who drives the snowplough drives to the snowplough', don't we?

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# maxpart-racing.de

# Paul Skilleter

www.paulskilleterbooks.co.uk

### Jaguar C-type, D-type, E-type Register Just released!

Definitive listing of every single C-, D-, and Lt Wt E-type built individual car histories, race appearances, statistics etc. The result of years of research by compilers Terry Larson, Penny Woodley, Den Carlow and Paul Skilleter. Edited by Anders Clausager. Many new pictures. For the owner or serious enthusiast!

Size 210 x 295mm, soft cover, 240 pages. £39 inc P&P UK.





# Jaguar Lightweight E-type The autobiography

by Philip Porter. Superbly illustrated, in-depth study of the first lightweight E-type written with the full co-operation of the car's present owner; many new facts and details. 320 pages, 320 + Illustrations.

Size 283 x 235mm, hardback. Only £48 plus £5 P&P UK

Mike Hawthorn Golden Boy by Tony Bailey and Paul Skilleter. New softback updated edition! This new edition presents a unique record of the life and times of Britain's first World Champion and Jaguar works D-type driver, plus important updates including vital new evidence on the terrible Le Mans 1955 accident

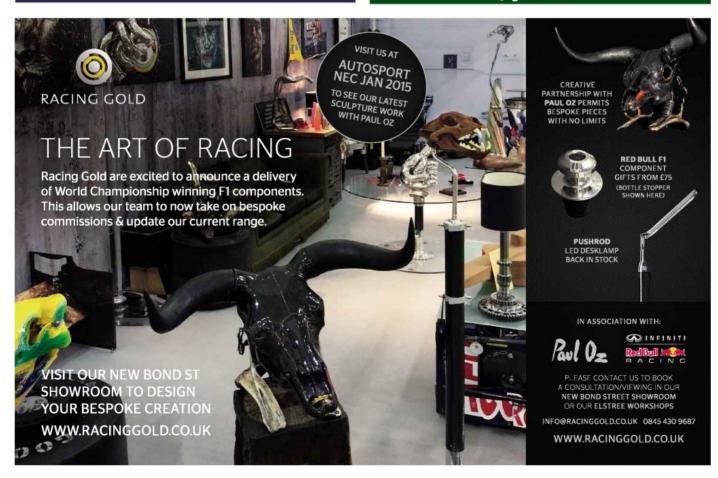
Size 171 x 246mm, soft cover, 282pp, 800+ Illustrations (some colour). £39.95 inc P&P UK



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by Paul Skilleter. Includes the full behind-the-scenes Jaguar development story of the C- and D-type along with XK 120/140/150, E-type, Mk 2, XJ to XJ40 etc. Find out why this book is on its 5th reprint!

A massive 576 pages, 1,000 illus. £59.95 plus £9.95. P&P UK

Visit our website for full details of these and many other Jaguar books.

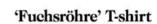


## Ferrari mountain bike

£3700. store.ferrari.com

TO GO with your Ferrari, or in place of a Ferrari? As bikes go, the 'Colnago for Ferrari CF12' is not cheap, thanks to its carbon monocoque frame and latest-trend 27.5in wheels. A decade ago you might have been able to bag a rotten Ferrari 400i for this money; the bike would be a better buy...





FUCIFIC OF TÜTE

£20. +44 (0)1206 617175, www.slickattire.com ONE OF the best-known corners at the Nordschleife, the Fuchsröhre (foxhole) is also one of the more intriguingly named. Legend has it that when the circuit was being constructed, the builders startled a fox, which bolted down a nearby drain – a tale alluded to by this colourful T-shirt.

£60. +44 (0)1865 883061, www.meandmycar.co.uk

ANYBODY WHO has recently found themselves squashed onto a budget flight will laugh at the idea that air travel was ever considered glamorous, but it was once so, and this globe, a replica of an original thought to have been used in a travel agency many moons ago, is a reminder of better days.



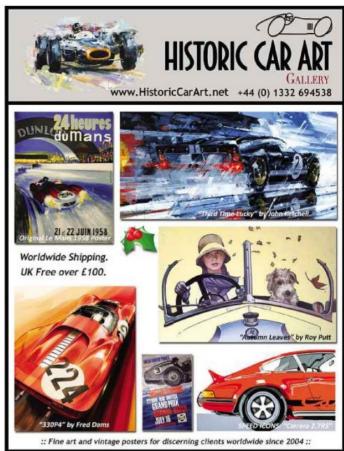


# Rolls-Royce Silver Ghost painting by Roy Nockolds

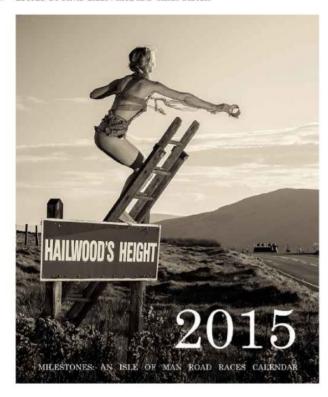
£2950. +44 (0)1327 858167, www.speedsportgallery.co.uk

SPEEDSPORT GALLERY is offering this original oil-on-canvas by Roy Nockolds, titled *Grand Tour, A Silver Ghost Rolls-Royce in the Alps.* Nockolds (1911-1979) was one of the pioneers of motoring art and was recognised as a highly versatile painter, who, according to the National Archives, 'also worked on landscapes, portraits and, bizarrely, studies of dogs'. The painting measures 74 x 50cm.









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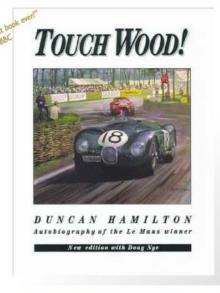
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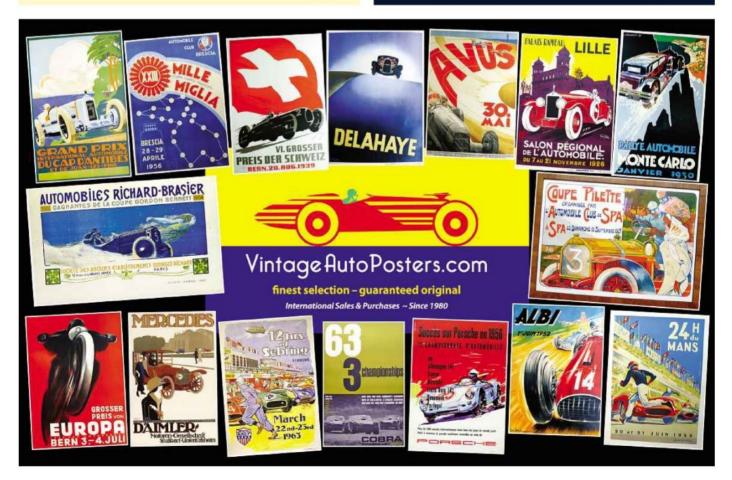


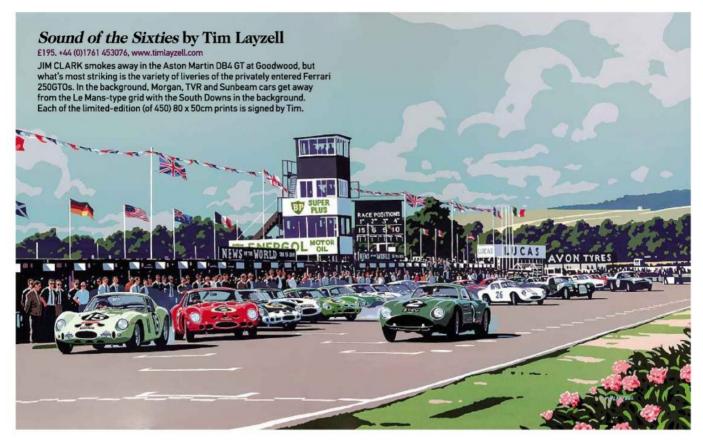
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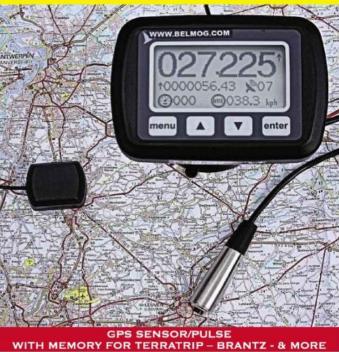








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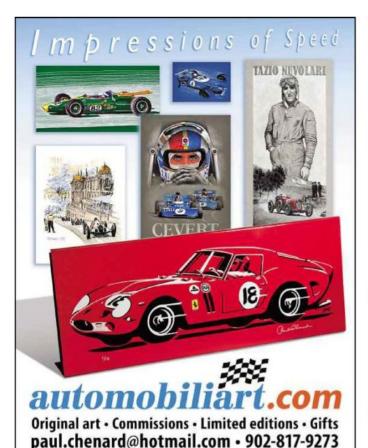
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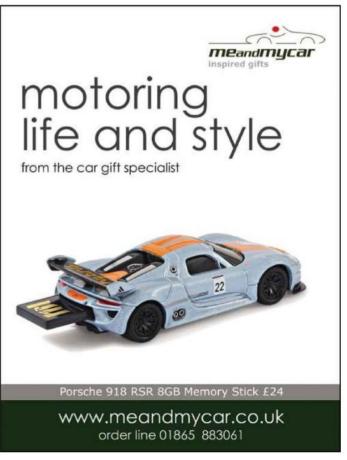
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MATERIAL Resincast

# 2 // FERRARI 121LM BY FAENZA 43 PRICE £153.95 MATERIAL Resin & metal handbuilt QUALITY \*\*\*\*\* VALUE \*\*\*\*\*\* Limited to 100 pieces, this model depicts one of Kimberley-Clark heir Jim Kimberley's racers in 1950s US events.

# 3 // TATRA T600 BY NEO PRICE £60.95 MATERIAL Resincast QUALITY \*\*\*\*\* VALUE \*\*\*\*\* This near-perfect model of the 1950 Tatraplan has super-crisp panel lines and a very attractive blue/grey paintjob.

# 4 // JAGUAR D-TYPE BY MARSH MODELS PRICE £176.40 MATERIAL Resin & metal handbuilt QUALITY \*\*\*\*\* VALUE \*\*\*\*\*\* Marsh Models is issuing all three of the privateer D-types in the 1955 Sebring 12 Hours, available as kits or fully built.

# 5 // CADILLAC LE MANS BY MINICHAMPS PRICE £69.95 MATERIAL Resincast QUALITY \*\*\*\*\* VALUE \*\*\*\*\* Kicking off a range of Motorama 'Dream Car' models, Minichamps has done a fine job with Cadillac's 1953 three-seater.

# 6 // TOYOTA CELICA BY SPARK PRICE £53.95 MATERIAL Resincast QUALITY \*\*\*\*\* VALUE \*\*\*\*\* First in a new series of Pike's Peak hillclimb winners, this is a superb model of Rod Millen's 1994 record breaker.

# 7 // PORSCHE ABARTH BY EBBRO PRICE £44.50 MATERIAL Resincast QUALITY \*\*\*\*\*\* VALUE \*\*\*\*\* The hunched, purposeful look of Porsche's sports racer is well captured here, in the livery of its Daytona debut.

# 8 // LAMBORGHINI COUNTACH BY PREMIUM X PRICE £49.95 MATERIAL Resincast QUALITY \*\*\*\*\* VALUE \*\*\*\*\* Not a new model, but we couldn't resist this striking replica of the Countach prototype. It's out of production so worth snapping up from Grand Prix Models.

# 9 // GHIA FIAT 1500GT BY MATRIX PRICE £77.95 MATERIAL Resincast QUALITY \*\*\*\*\* VALUE \*\*\*\*\*\* Lots of carefully applied etched detail and a flawless finish combine in a very appealing model of the baby Ghia coupé.



PRICE £129.95 MATERIAL Resincast QUALITY \*\*\*\* VALUE \*\*\*\*

SPARK'S resincast model of the immortal Lotus XI is billed as the Club version, which means that – if you could lift the bonnet – you'd see a miniature Coventry-Climax 1098cc engine, driving an Austin A30 live axle. The top-of-the-range XI was the Le Mans, which had the Climax engine and a de Dion rear end; while the cooking Sport version had the cheaper A30 axle and a Ford 10 engine. About 270 cars of all versions were built.

You can't, however, lift the bonnet (and there's no miniature engine) because this is a solid resin model, with no opening panels. In some ways we prefer this compromise because there's nothing

to distract (or detract) from the curves of the original – and, more importantly, because it keeps the cost down. Your £130 therefore buys a museum-quality model that will look supremely handsome as the centrepiece of any desk or shelf.

The full-size car had notably clean lines, which means you appreciate the model's tiny details all the more: the alloy clips securing the sidescreens to the windscreen, for example, and the springs for the door catches. And Lotus's colour scheme of green paint over alloy sills, with bright red soft trim contrasting with bare metal interior, has immense period appeal. All-in-all, it's charming.



# CLASSIC MODELS

# Humber Super Snipe by Chad Valley



THE LITTLE ONES sell the big ones' was a catchy slogan much in vogue in the motor trade in 1950s America. The idea was that offering children free scale models of the cars in the showroom would entice their parents into booking a test drive and, in due course, purchasing a car.

As a result, American toy companies such as AMT and Jo-Han flourished by providing 1:24 scale plastic replicas of all the latest cars from Ford, General Motors and other Detroit carmakers, and these are now keenly sought-after by American collectors.

Perhaps the closest British equivalent was a little-known series in diecast metal by the Chad Valley company. One of the oldest names in the British toy industry, Chad Valley had been in existence since 1897. Named after the location of its factory in Chad Valley, Harborne, near Birmingham, the company produced board games, wooden toys and tinplate vehicles and, in the early '50s, a series of clockwork-powered diecast models. These included a Hillman Minx, Humber Hawk, Humber Super Snipe and Sunbeam-Talbot, which were sold as promotional models in Rootes Group dealerships between 1951 and 1954.

The Humber shown here is typical of the range: slightly chunkier in style than a

contemporary Dinky Toy but a realistic replica nonetheless. The Chad Valleys were not as widely distributed as Dinky Toys and, being fitted with clockwork mechanisms, they were more complicated to make and more expensive to buy. As a result, boxed examples are now scarce and worth about £150 each.

The symbiotic relationship between the real and model car industries continues today. Almost every car showroom has a display case of models of the manufacturer's latest offerings and many, like Renault, Fiat, Mercedes and BMW, offer a whole range of past and present models of their cars in their catalogues of lifestyle accessories.

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# **Back in the Academy**



THE LAST TIME I raced the HRDC Academy A35 was back in May, at the Donington Historic Festival; since then the little car has been taking a welldeserved rest while HRDC founder Julius Thurgood and the A35's carer Chris Snowdon concentrated on their preparations for Goodwood Revival.

But post-Revival, we're back, just in time for the HRDC's guest slots at the Aston Martin Owners Club race meeting at Snetterton. The A35 was one of a remarkable 30-strong grid in the two-driver Touring Greats race, and this time I was sharing with musician Chris Rea, who has a long history of racing fairly exotic machinery, especially Ferraris.

I'd never raced on the Snetterton 300 circuit, which has a relatively new central 'technical' section, full of tight, awkward turns, and I've only ever completed a handful of laps on the shorter circuit, not especially successfully. Luckily I found an MSV evening track session and bagged the last slot for £70, along with a £25 instruction session. An absolute bargain.

Not wanting to subject an instructor to my MGB GT (especially as I needed to be able to actually hear what I was being told), I went on the scrounge, with

the result that Audi very generously lent me an S3 to use on track. I know, I know, it's not something I'd usually do - but it was perfect for the job, with the instructors making a beeline for the S3 rather than a few less 'accommodating' vehicles available. The only downside was the car's tendency to override the manual setting of the autobox, and the activation of its (usually welcome) autonomous emergency braking when closing in on a slower car.

A surprising bonus was a great little car show that runs in tandem with the track day on these Wednesday night sessions, packed with classics, customs and modifieds. I even bumped into a restorer friend I last saw over 20 years ago.

And so to race day. The deal is that I insure the car (which I do through Ryan Motorsport Insurance, www.ryanmi.com) and turn up on time, which is easy! Chris Rea arrived early too, enthusing over the car and the other just-completed Academy A35 sat alongside it (there are ten more in build).

Qualifying went well, Chris emerging from the first stint with a huge grin on his face, wondering out loud why he hadn't tried historic saloons before. We decided that he should do the first half of the race to make driver changeover easier, as he needed padding under the fixed seat to allow for our difference in height.

The race itself was great fun but relatively drama-free, perhaps lacking in the close-fought battles that we all love, so we're looking forward to





David in the Academy A35; Chris Rea heads out for qualifying; Audi provided this S3 so David could learn the Snetterton 300.

having more Academy cars out there next time.

I'm loving this HRDC racing: great cars, great people and atmosphere, and fantastic support from Julius Thurgood (www.hrdc.eu) and Chris Snowdon Racing (www.cs-racing.co.uk). As for Chris Rea, he liked it so much he's booked Chris Snowdon to build him an HRDC-eligible Morris Minor.

# Rescuing a piece of history



1989 'G-WAC' LAND ROVER DISCOVERY MARK DIXON @OctaneMark

AMAZING WHAT a difference a decade makes. I took the action picture at the bottom of this page early in 2003; the one above it was snapped yesterday. They're both of my pre-production Discovery, which I sold in 2004 and recently bought back. I was saddened to see how much it's deterioriated in the meantime – but, as colleague Glen pointed out, that's actually a very significant part of the vehicle's 25-year life.

Truth be told, my 'G-WAC' (which is how Land Rover folk refer to these very early vehicles, after their factory registrations) was quietly corroding away even back in 2003, when it was my daily driver. The outer sills were fast disappearing and some of the alloy outer panels were getting distinctly bubbly. I couldn't afford to get the repairs done at the time (nothing changes) and I sold it after it had languished in my garage for more than a year. Typically, being a 200Tdi diesel, it started instantly for the new owner and ran as sweetly as if I'd just nipped out to the shops and left it parked for a few minutes.

The significance of the G-WACs is that they were the batch of 86 Discoverys used on the model's press launch in October 1989. (That took place in Plymouth, which gives you some idea of how short of cash Land Rover was at the time.) About 20 of these G-WACs are known to survive

and, since the Discovery was the vehicle that effectively saved Land Rover, a pre-pro G-WAC is the nearest thing in Discovery terms to a 'Velar' Range Rover for desirability. At the moment they're worth peanuts – I'm embarrassed to tell you how little I paid to buy mine back – but, while I don't think they'll ever be worth as much as the very first Range Rovers, they can only go up in value.

Coincidentally, a chance conversation with the British enthusiast who recently stumped up £132,250 for Range Rover no 1 revealed that he's also added an early Discovery to his collection. He paid top money for a mint, one-owner car – not a G-WAC – but reckons he's made a shrewd investment and that values for the tiny handful of good-condition survivors are set to soar. We shall see.

For the last couple of months my own piece of history has been stored in a dry, open-fronted barn, but I was keen to get it under cover in a farm unit I've just started renting. Good mate and Land Rover Series 1 owner lain Hancox volunteered to help move it and, fortunately, G510 WAC fired up as eagerly as ever, despite years of storage. 'It starts better than my own Landy,' remarked lain, 'but I should point out that one of your brakelights isn't working.' Funny guy.



Mark's pre-production Discovery looks rather less tidy now than it did in 2003, below.





# OCTANE'S FLEET

These are the cars – and motorbikes – run by the magazine's staff and contributors



### DAVID LILLYWHITE Editor

1971 MGB GT 1971 Saab 96 1973 Citroën SM 1976 Zip Shadow Kart



### ROBERT COUCHER International editor 1955 Jaguar XK140 1991 Range Rover Vogue



SANJAY SEETANAH Advertising director 1998 Aston Martin DB7 Volante



GEOFF LOVE Publishing director 1989 Maserati Biturbo



MARK DIXON
Deputy editor
1927 Ford Model T
1964 Chevrolet Greenbrier
1970 Lamborghini Espada
1987 Bentley Turbo R
1989 & '91 Land Rover Discoverys
2001 Honda Insight

# Town ranger



RANGE ROVER ROBERT COUCHER @OctaneRobert

THE RANGER needed some attention recently when it began to have difficulty starting: the engine would spin over but not fire for quite a while. So I emailed my Range Rover friend Ross Steuart in Australia for some advice. He and I have never met but he looked after Rangers in Oz for years and made contact via the Letters pages. G'day, Ross!

Ross has given me good advice since I bought the vehicle and he thought it could be the fuel pump playing up. He said they last about 80,000 miles, which is just the mileage mine has covered. The pump is fitted inside the tank, and with some models you need to remove the tank to reach it, which is a real pain.



Fortunately, with my 1991 Vogue EFI, there is a hatch in the rear boot floor so access to the pump is no problem. The more I do on this Ranger the more I realise it is a good model. It is injected but does without the troublesome air suspension and is generally simple to maintain.

I emailed an order to Rimmer Brothers for an OEM fuel pump (£175) and a set of front brake pads, for all of £40! My local garagiste fitted the parts (pictured right) and all is now well. I have also ordered a new fuel pump relay at £20, just in case.



With winter on the way I am still toying with the idea of sheepskin seat covers, but I wonder if they are entirely necessary as the leather trim is so nice. Suppose when winter arrives, I might succumb...





**ALFA ROMEO GTV 3.0** MARK SOMMER

# Final coat of polish

AFTER MUCH deliberation I have decided that the time has come to wave goodbye to the Alfa. Truth be told, I spent a small fortune on this car and it was intended to be a keeper - famous last words, and all that. But, for once, my head has ruled my heart. Fact is, the car would have been spending more time sitting in the garage than I would like.

I have recently moved house and our new property requires a complete renovation. And family life has become very hectic, as my six-yearold has turned out to be a very promising footballer and is training at Reading FC's academy; ferrying him about will take up school-nights and weekends.

Once I had made my mind up, I decided to post the car's details on the Alfa Romeo forum website. It didn't



take long before it started to generate interest, and soon it will be off to a new home in the Lake District. The buyer is having a 105-series GTV completely rebuilt, which will take much longer than he was prepared to wait for his first Alfa Romeo.

But before it heads north, I decided to get a smart repair specialist to go over the car and remove any noticeable scuffs and scratches

Although the Alfa already presented really well, it now looks even better for a 15-year-old Italian sports car.

It will be a sad day when the new owner turns up to take the car away. and I'm sure I will come to regret selling it. But needs must. It will be a few years before I can fill the space left in my garage but it hasn't stopped me wondering what will come next. So long - for now.



GLEN WADDINGTON Associate editor 1983 Porsche 944 1989 BMW 320i Convertible



MARK SOMMER Art director 1999 Alfa Romeo GTV 3.0



TONY DRON Test driver 1932 Austin Seven



ANDREW ENGLISH Contributor 1965 Aston Martin DB5 2000 Triking



JOHN SIMISTER Contributor Singer Nine Le Mans 1961 Saab 96 1987 Peugeot 205GTI 1.9



STEVE HAVELOCK Contributor 2003 Corvette C5 Coupe



RICHARD MEADEN Contributor 1992 Porsche 911 RS



## Vintage years



1998 ASTON MARTIN DB7 VOLANTE SANJAY SEETANAH

THERE ARE SO many anniversaries this year. Amazingly, it's now 20 years since Aston Martin launched the DB7, and my third summer with mine is now over. This year I have used the car at every opportunity: it has now covered more than 122,000 miles and driving it has definitely been very good for it. It gets better and better the more miles I put on it.

Gone are the initial problems with the air conditioning, which could have been an expensive fix. It now works perfectly and the leak seems to have disappeared since Aston Martin Works at Newport Pagnell serviced it last year. I have had cold air whenever I have needed it and it has not needed re-gassing midway through summer, as in previous years.

Some niggling problems will need fixing over the coming months, the biggest being an increasingly loud exhaust (the sound of which I actually rather like). There is also a rattle over bumps, only noticeable at low speeds; I can't fathom where it could be coming from but it has been there since the springs were changed. Then there's the roof. It was replaced last year and looks absolutely stunning but, when it is up, it makes a horrible noise every time I go over a bump.

Finally, the connecting post on the rear windscreen demister has become detached from its element (I think I knocked it while cleaning the glass) and there doesn't seem to be an easy way to fix it, short of replacing the whole window. I'll let you know.

Still, the DB7 remains a joy to drive. Roof-down it is a total head-turner, and I am very pleased I made the decision to get one when I did, as prices seem to be creeping upwards.

I had wanted to plan another road trip for the Aston this year but work got in the way. I did manage an alternative, however. It's 25 years since I made my first trip to California for Monterey Car Week, which I shared with journalist Julian Balme, who bought his Ford Falcon that year. I remember him putting his foot down on the hills around Laguna Seca like a kid with a new toy.

So in honour of that first trip to Monterey, and with this being the Mustang's 50th anniversary, I booked a Ford Mustang rental car for this year and tacked a few days' holiday onto my business trip. Northern California has some fantastic driving roads and there are countless amazing and remote places to visit, all within a few hours of Monterey. We took in Yosemite National Park, the Sierra Nevada, Lake Tahoe, the Sonoma wine region and Bodega Bay, the scene for Alfred Hitchcock's The Birds. As for the Mustang: well, it's a head-turner if rather tame to drive. Wish it had been a 1960s original.



Top and above Amazing to think that when the DB7 was launched, the earliest Mustangs were only 30 years old. Here's a recent one in California...



## OCTANE BOATS

## Sink or swim



1953 31/2-ton Blackwater Sloop DAVE SELBY

SURE, THERE'S romance in rust, but for the pure hardcore, soft-headed sentimentalist, nothing touches the soul like wood.

As I sailed Snipe back to Maldon on a blustery November day, when salt-spray stung my cheeks like shot from a punt-gun, my heart was thumping, fit to burst. For Snipe of Maldon wasn't merely coming home, she was returning to her birthplace to be restored in the very boatshed where she was built in 1953. There's romance in that.

Snipe's sail home was also a race against time. She had to be back right then, because the old shipwright who'd helped build her as an apprentice in the '50s was just about to retire from the boatyard where he'd worked ever since. My mission was to reunite the two, for one last time.

I made it with days to spare and, as Snipe nestled in a mud-berth, I hoped old John would notice her and come over to yarn and yield up priceless memories. In the end I could resist no longer and approached him to ask if he recognised my boat. He said 'Yep'. That was it, but I found romance in that. These sons of the Essex marshes aren't given to unnecessary chatter.

I am, however, and when I asked him, jestingly, if Snipe was still under warranty, he said quite a lot, most of it pure Anglo Saxon.

Since then there's been quite a lot more swearing; notably when we moved Snipe into the shed, using the ancient geometry that built the pyramids. There was poetry and wonder in that. So too, when the shipwrights steamed oak ribs in the

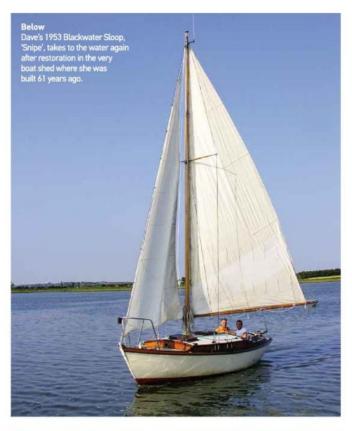


same way they had for over a thousand years; when the occasional rib snapped, the oaths were the same as they've ever been.

As Snipe's recovery ebbed and flowed and stalled at times, the historic Grade II-listed mound of discarded tea bags in the corner of the shed grew to a mountain. There's romance in that.

But most romantic of all was the winter day Snipe was lowered into the water again, which then gushed in through the dried planking, the shore pump barely keeping pace. 'Don't worry,' said shipwright Adi, 'she'll take up in three tides.' On the next tide, the shore pump was no longer needed as the on-board bilge pump just about coped with the ingress. The third tide was one of the most romantic nights of my life, as I sat in the oil-lamp glow of the cabin, swaddled in a sleeping bag. Slowly the intervals between bilge pump bursts lengthened - then silence: utter, serene silence. Snipe was alive and I could rest.

When I woke and popped my stubbled face out of the companionway, Adi breezed by and said: 'I told you she'd take up in three tides.' That's not just romantic; it's magical.







MARTYN GODDARD Photographer 1963 Triumph TR6SS Trophy 1965 Austin-Healey 3000 MkIII



#### DELWYN MALLETT

Contributor 1936 Cord 810 Reverly 1946 Tatra T87 1950 Ford Club Coupe 1952 Porsche 356 1955 Mercedes-Benz 300SL 1957 Porsche Speedster 1963 Abarth-Simca 1963 Tatra T603



#### SARAH BRADLEY Contributor

1929 Ford Model A hot rod 1952 Studebaker Champion 1956 Chevrolet 3100 pick-up 1969 Plymouth Roadrupper Various motorbikes



#### MASSIMO DELBÒ

Contributor 1967 Mercedes-Benz 230 1972 Fiat 500L 1980 Ferrari 308GTB 1982 Mercedes-Benz 500SL



#### ALISTAIR WEAVER Contributor 1994 Porsche 911 Carrera 2

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## **Spa Six Hours**

20-21 September Spa, Belgium

THIS YEAR'S ENDURO started on a balmy summer's day but, 90 minutes in, the heavens opened for the first of two torrential downpours, a succession of accidents triggering ten safety car periods, which meant most of the Ford GT40s held together as they weren't racing for six hours.

This year they filled the first seven grid positions, with the McInerneys' TVR Griffith eighth and the Hart/Hugenholtz/Pastorelli Cobra finishing off the top ten. Come the start the mighty Fords held sway and after that it was down to capacity, with brute power telling on the two long straights, and much infighting in the ranks through Les Combes, with plenty of outbraking,

diving and swooping inside into every other turn. For a time the Tromans/Meaden/Hanson Elan 26R ran well up with the leaders and, as the gloaming imperceptibly darkened, the race appeared to have settled down, but another safety car period slowed the action and the remains of the 107-car pack became divided into two groups headed by two separate safety cars.

The race is won or lost on fuel stops.
Consummate racer Simon Hadfield has won the
Six Hours twice with Leo Voyazides in their GT40,
and told Octane their rough strategy: 'For the first
four hours it's just a matter of staying in
contention, then at 8 o'clock the real racing starts!
Getting the fuel stop right is crucial, though it is a
matter of luck dodging the queue.' There are no
refuelling rigs in the pit garages, so all cars are
obliged to run down through the old pitlane and
into the paddock and line up at the petrol pumps.

Hadfield nearly pulled it off. As the lead switched between the three GT40s of Brack/Glasel and Wills/Littlejohn and Ferrao/Stretton, Hadfield/ Voyazides consolidated second place in the last hour as the final safety car period ended in the teeth of another dramatic thunderstorm.

At flagfall, half an hour early, the Ferrao/ Stretton car took the win, with Hadfield/Voyazides second, Wills/Littlejohn third, and Brack/Glasel in fourth. The Graf/Adorf E-type was fifth, and the Wilson/Woolfe/Stirling Elan 26R seventh, quite an achievement for a tiddler among the big-bangers. The Tice/Conoley Marcos 1800 was an amazing ninth, and the Close/Nerac/Menage the highestplaced 911 in 11th. All but three cars were classified as 'finishers': some worked like Trojans to fix breakdowns, like Thorne/Todd/Bennett-Baggs stripping their 'Healey engine at 9pm to fit a new head gasket. That's real Six Hours spirit.



#### HSCC Brands Hatch 27-28 September Brands Hatch, Kent, UK

ANGLO-FRENCH RACES were the theme, with heats on the Indy circuit for all its regular series as well as welcoming guests from Continental Europe in seven races over a 19-race weekend.

Historic F3 was one of the most hotly contested categories, with Nick Padmore winning both heats in his March 783, Frederic Lajoux the highest-placed Frenchman in fourth in his Chevron B43. The Historic Formula Ford France race featured the return to Brands Hatch of early '90s FFord Festival racer Phillippe Siffert,

son of 1968 British GP winner Jo Siffert, who finished tenth on Saturday in his Royale RP21, though sadly did not finish on the Sunday. Mike Gardner won both heats in his Crosslé 30F.

Historic Touring Cars was won by Tim Davies in his Lotus-Cortina, Historic Road Sports by Justin Murphy (Ginetta G4), '70s Road Sports again by Oliver Ford in his invincible Lotus Europa, and Classic Clubmans went to John Harrison in his Mallock Mk21, with Octane's Mark Hales third in a Centaur.

HARI IF WOODING

#### Circuit des Remparts

21 September Angoulême, France

NOWADAYS IT'S RARE to see an all-Bugatti field. But not at the Circuit des Remparts. Celebrating the street race meeting's 75th anniversary, 20 pre-war Bugattis and a post-war T73C lined up for the Prix Maurice Trintignant.

Tim Stiles' T73C, which had problems during the morning practice session, was no more successful in the afternoon and retired without completing a lap in a race dominated by Type 35s. Robert Spencer was on pole but Jean-Marc Laffont was faster off the grid. Not many laps elapsed before Gregory Ramouna overhauled both to take the lead, which he kept until the end. Spencer and Lamont finishing second and third respectively.

As for the FISC 'Legendary Circuits' race, the crowds watched a thrilling duel between Paul Conway's 1969 Morgan Plus 8 and Pieter Bakker's 1959 Austin-Healey Monza Sprite. Despite the former's 3.5 litres and the latter's 1.4, Bakker was nipping at Conway's heels for 21

laps, frequently attempting to overtake while Conway coolly held him off. Perhaps pushing just a little too hard. Bakker then collided heavily with the barrier at le Marronnier with only four laps left. Conway went on to win, finishing comfortably ahead of Jacques Dubernet's 1965 Lotus Seven and Jon Wolfe's 1969 Triumph GT6.

In the Plateau Raymond Sommer, Angoulême regular Dougal Cawley met his match in another 'chain ganger'. Justin Maeers drove an inspired race in his 6.2-litre 1922 'Parker' GN Sports. 'Piglet', Cawley's 1921 Frazer Nash Special, could do nothing, finishing not only behind Maeers but also Tim Greenhill's 1935 Wolseley Hornet Special. Thus it seemed only right that Maeers should go on to win the day's vintage final ahead of Greenhill and Bo William in his 1926 Type 35B Bugatti.







#### Castle Combe **Autumn Classic**

5 October Castle Combe. UK

GLORIOUS WEATHER, fabulous cars and a period atmosphere came together for what many called the best race meeting ever held at the Wiltshire track.

Circuit owner Pat Strawford recreated 1950's original opening lap by then-owner Kitty Thomas with a tour in a Bristol 401 Farina. Popular among the crowd were Mike Vardy's 1905 Fiat Land Speed Record recreation, the driver's bravery in unleashing its 16.5-litre engine much admired, and Robert Dyke, who just managed to tame the 1905 'Whistling Billy' steam car (above). Mark Hales impressed in Nick Mason's 1957 Maserati 250F, while Simon Hadfield won the Historic Aston Martin race by a full minute in his beautiful DB3S. The 1988 Le Mans winner Andy Wallace was unlucky in the sole D-type of the pre-1966 Jaguar race, running third before losing two places when an incident brought out the safety car.

#### **VSCC Richard Seaman** Memorial Trophy

28 September Snetterton, UK

NICK TOPLISS added his name to the illustrious list of winners, driving R4A, the 1935 ERA first raced by Pat Fairfield, and managing to hold off the 1955 Connaught of Simon Diffey for the full race distance. Diffey was competing in the concurrent race for post-war racing cars, which was won by Fred Harper's powerful Kurtis Indy Roadster. Topliss and the ERA later went on to finish a spirited second to Calum Lockie's 1938 Maserati 6CM in the race for standard or modified pre-war racing cars.

The race for standard and modified pre-war sports cars attracted the biggest field of the 11-grid programme, and the battle for victory was won narrowly by Gareth Burnett driving one of the original Talbot 105 team cars. Californian Fred Wakeman (Frazer Nash) was second.



### In brief



#### STOKES SUPREME

David Stokes and co-driver Guy Weaver rounded off their title-winning season in the Mintex MSA British Historic Rally Championship with victory on the final round of the Historic Rally Car Register organised series, the Colin McRae Forest Stages. The duo also made it a clean sweep of titles, adding the Gravel Cup to the Asphalt Cup they'd already won.



#### MASTERS IN SINGAPORE

Masters Historic Racing ran two support races at the Singapore Grand Prix on 21 September, with a combined grid from Europe and North America. Event manager Rachel Bailey said: 'The reaction from the fans was stunning, many of whom had never seen Formula 1 cars of the '70s and '80s, and the drivers loved the track, the atmosphere and the competition. That contemporary F1 drivers watched – and enjoyed – our races made it even more of a thrill.' Ollie Hancock won both races in his Fittipaldi F5A, his first after a great duel with Michael Lyons until the latter's Hesketh careered up an escape road.



Richard Hill and Steffan Evans claimed victory on the Trackrod Historic Cup, final round of the West Wales Rally Spares RAC Rally Championship, after Nick Elliott and Dave Price had clinched the championship on the previous Neath Stages. Matt Edwards and Paul Morris set the early pace in their Ford Escort Mk2, but Hill/ Evans started to claw back Edwards' 15-second overnight lead and, into the final stage in Langdale, pushed hard to secure victory by seven seconds after a fine performance by both crews.



## The last open road

The Carrera Panamericana is the last race of its kind – and no-one can tell how long it will survive words: PAUL HARDIMAN

**EVERY OCTOBER,** 100 historic racing cars line up in southern Mexico – this is the Carrera Panamericana's 26th year – to race nearly 2000 miles to the north, seven days flat-out over closed, paved roads, through some of the most beautiful country north of the equator. The modern event is a revival of the famous international PanAm that ran between 1950 and 1954. Many of the world's most famous drivers, including World Champions Phil Hill and Juan Manuel Fangio, and NASCAR legend Hershel McGriff, came to Mexico during those years to test their cars, skill and stamina.

In 1988 a group of Mexican and North American enthusiasts revived the PanAm as a stage rally, divided into transit and speed stages. The transit stages are run from town to town on normal roads. But every day there are several speed stages, ranging from three to 16 miles in length. After the Mexican Federal Highway Patrol clears the road, the race cars are started at 30-second intervals to run flat-out over demanding roads, though the road book contains basic pace notes.

Cars crash, people get hurt and the website is candid in its advice. 'Please understand that La Carrera Panamericana involves serious auto racing, an inherently dangerous sport, over an extended period of time, and at high altitude.' To limit speeds only 1:1 top gear ratios are allowed, plus rev limiters. But a tyre size/rev chart published on the website shows that up to 145mph is still possible...

Classifications include, first, Panamerican Cars (sports, GT and production sedans from 1940 to 1954), broken down further according to engine size and modifications. Cars must appear as they did in the 1950-54 race, but with improvements for safety and dependability such as disc brakes, aluminium radiators, 12-volt electrics and solid state ignition.

Historic Cars is for Sports, GT and production sedans from 1955 to 1965, in four age/engine categories. Finally, the Exhibition Cars group is basically for everything else, such as a '49 Cadillac running a Corvette 427 engine, or a 3.6-litre 1973 Porsche 911. Engines must be of the same make or family and configuration as the original, and that's about it – though this group is not eligible for awards.

General rules specify no turbo or blower, no fuel injection (unless originally fitted), original bodywork and frame or identical replacements. Max 600cfm carburettors are allowed for V8s, multiple carbs for European sports cars, and 0.040in overbore.

The website helpfully adds: 'There are three unofficial levels of participation. Tourist is 1965 or older, with added safety features. Finishing the event, even at this level, is a significant accomplishment. The second level, Competition, requires investing more in your car and running it hard. You may not expect to finish first in class, but you intend to extract the most from the car and yourself. A podium finish is possible. The third level is Full Competition. Drivers will spend inordinate amounts on a thoroughly prepared vintage hot rod in an effort to finish first in class or higher in the overall standings. The stress and expense involved in this approach should be obvious.

'No-one will ask about your intended level of participation. But we have noticed that the Tourists seem to be smiling more often.'

Sensible safety requirements are a six-point rollcage – if you're a rookie or building a new car you need to send a diagram to the organisers to see if it complies – fireproofs, extinguishers, fixed seats (no runners), helmets, racesuits to FIA 8856/2000 (with blood type marked), fireproof boots and gloves, HANS devices, five-point harnesses and two belt cutters. Headlights must work and be on throughout the event. All participants must buy a Mexican rally licence (\$280, www.fernadac.org.mx).

Organisers says they favour entries other than Ford Falcons, Mustangs and Porsche 911/912s. A 1965 Falcon that finished the event in 2011 was listed on one of Bring A Trailer's auctions recently (with receipts for \$55k for parts) and bid to \$31,500. You couldn't build it for that, and it didn't sell.

Realistically, entry plus expenses is going to run at least \$30,000 on top of the car, says Martin Lauber, a regular in an Alfa Giulia. Entry fee (about \$15,000 in 2014) includes one room for eight nights in first-class hotels, plus a number of receptions, fiestas, and souvenirs — as well as advice and limited assistance with preparing your car and getting it to the starting line.

Entries open in mid-February, and insurance can be bought at www.Bajabound.com, a broker in San Diego. Get in there while you still can...

// www.panamrace.com



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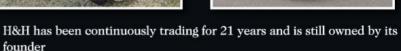
#### 1952 MG YB

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1960 Austin-Healey 'Frogeye' Sprite Entered from the Yarwood Collection

1970 Morris Mini Cooper MKII Entered from the Yarwood Collection





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## **Brooklands & Luffield, Silverstone**

MARK HALES ON A COMPLEX THAT RACERS LOVE TO HATE



BROOKLANDS AND THE LUFFIELDS (one and two) is the sequence at the end of Silverstone's Wellington Straight, laid in 1990 as part of a strategy to slow down ground-effect Grand Prix cars, which were lapping at an average 150mph. They may have created an ideal mini-arena at the feet of the BRDC building, plus a variety of interesting overtaking opportunities, but you will struggle to find a driver who likes them.

They are interesting though, not least because the lines vary according to the kind of car you are driving, and because they are so difficult to get right in anything. Every time I brake for Brooklands, I think I could have left it later. Most times I try, the nose runs wide and I'm slow towards Luffield. And every time I exit Luffield, I always think I could have gone faster but, when I try, I end up running wide in the middle and have to lift to get the nose pointed towards the exit. So, let's take a run through in something old, say an E-type wearing Dunlop's finest tall-profile historic 'L' section rubberwear. Then we'll sit in something more modern.

It's a guick approach whatever you drive and I want to brake as late as possible, but I know how easy it is to lock the fronts and dive into the gravel trap. Try to spot an apex which is always further round than I think. The earlier one is tempting, but I know the front tyres will give up halfway round when I need them most - and I'll teeter towards the kerb, dribbling away speed and unable to squeeze on the power. Tread the middle pedal, hard at first, then relax a little. Feel the back end sway as I gently ease the gearlever from fourth to second. Must be careful to match the revs. Not too many, not too few. And it's not bad... I could have braked later, and I should have aimed further round, but there was only a small pause while I waited for the nose to line up with the road and aim towards Luffield.

By rights I should immediately be easing all the way over to the left to aim a long way round Luffield.



The turn goes through more than  $180^\circ$ , but I already know that if I go left, the corner will take an age because it makes the road so much longer, and besides, the road is dirty, or the camber's wrong, or something. The front end just won't work.

Best settle for somewhere near the middle. And an early clip to the crinkly kerb on the right is tempting but that too will only send me wide. The front will give up in the last third of the corner and I will have to wait, and then wait some more until it bites so I can get on the power towards Woodcote.

I'll leave a couple of car's widths to the right, but start pulling the nose into the turn. Aim for a point about halfway round instead. And I must be patient. Try to resist giving it the big bootful I so want to do. That will only shove the front end way out to the left.

Keep rolling the car round the kerb, feeling the front end. Waiting for the sense that it's stopped trying to nose wide and is happy at last to point the car. There it is. There's still another third of the turn left but now the nose is almost lined up with the road leading out and the short sweep to Woodcote. If I squeeze on the power, the car should stay straight but move nicely across the width of the road. I'll just rumble along the kerb to the left, which marks the exit. Not too much though... Damnation.

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I've had to lift a little because now the tail wants to slither wide. Should have been just a little more patient. I've been waiting for the front since the entry to Brooklands and now the bloody thing has woken up and it's the tail that's given up. Old cars, eh.

So let's try a newer one. How about a Radical, or a Caterham wearing a set of slick tyres? Sixth gear and piling down towards Brooklands. Leave it... leave it... but look left to the entry of Brooklands. Now, squeeze the brake pedal as hard as I can, then relax.

At the same time pull the left paddle, once, twice, three and four times while I aim the car across the road. Let it lean on the right front. Aim to clip the kerb at the mid-point, and keep my foot on the pedal but continue to relax the pressure. Feel the nose bite the road and let the speed drain away as we roll into the turn. See the blackened kerb of Luffield ahead is nicely lined up with the right-side wheels. Leave it there and squirt the gas hard towards the corner.

No need to ease left, just lift on the entry and go for that first-quarter apex. Now, keep the same amount of lock and drive the car steadily round the turn. Feel it edge left towards the mid-point, then come back again to clip the kerb about two-thirds round. Pour on the power and aim up the road, pulling the paddle every time the lights on the dash blink.

Easier then? You lose less time when you don't optimise all the variables because the car does more of the work for you. Let's just say it's a different experience. It has everything to do with grip.

#### MARK HALES

Octane's resident test driver is also a track instructor, and regularly races famous historic cars, including Nick Mason's Ferrari 250GTO.

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## THE MARKET

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## Pininfarina sells the Modulo

US collector Jim Glickenhaus acquires the famous concept car - and vows to get it running

**WE'LL SAY** this for Jim Glickenhaus, proud new owner of the world's most recognisable concept car: the man is persistent. There must be more than a few wealthy collectors out there who have approached Pininfarina over the years in hopes of acquiring the Modulo, but all overtures have been rebuffed – until now.

Glickenhaus, a New York-based investor by day, is better known for his seriously impressive collection of Ferraris, which includes the custombuilt P4/5 and the 1967 Dino 206 Competizione prototype, both of which he bought from Pininfarina. His close relationship with the carrozzeria must have helped when the time came to talk turkey over the Modulo, but it still took him the better part of a decade to seal the deal; he first made his interest in the car known way back in 2005.

Ordinarily we would be less than enthusiastic about the idea of an iconic car joining a private collection, but Glickenhaus is not the sort to squirrel his stuff away. All of his cars are driven, and he has long been an enthusiastic

participant at the world's big shows. In fact, he has already stated that the Modulo will appear at Villa d'Este in 2016 – and, more excitingly, that it will arrive under its own power.

The process of bringing to life the Ferrari 512S-based stunner will begin with a full scan ('to establish how she is so we can repair any future prangs') before the mechanicals are sorted and road gear such as a speedo is added. It's taken almost 50 years, but the world is finally going to experience the Modulo in all its otherworldly glory.

### **TOP 10 PRICES**

SEPTEMBER 2014

£4,872,000

1956 FERRARI 250GT BERLINETTA 'TOUR DE FRANCE'

RM Auctions, London, UK. 8 September

£2,277,000

1971 FERRARI 365GTS/4 DAYTONA SPIDER

Silverstone Auctions & Salon Privé London, UK. 4 September

£1,960,000

1966 FERRARI 275GTB ALLOY

RM Auctions, London, UK. 8 September

£1,897,500

1963 FERRARI 250GT LUSSO

Silverstone Auctions & Salon Privé London, UK. 4 September

£1,569,500

1936 LAGONDA LG45R RAPIDE

Bonhams, Goodwood, UK. 13 September

£1,255,900

1930 OM 665 SS MM SUPERBA 2.3-LITRE SUPERCHARGED

Bonhams, Goodwood, UK. 13 September

£1,176,000

1964 SHELBY 289 COMPETITION COBRA

RM Auctions, London, UK. 8 September

£1,012,000

1954 BENTLEY R-TYPE CONTINENTAL FASTBACK

Silverstone Auctions & Salon Privé London, UK. 4 September

£954,500

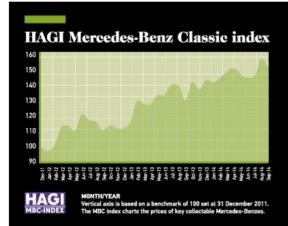
1970 ASTON MARTIN DB6 MKII VOLANTE

Silverstone Auctions & Salon Privé London, UK. 4 September

£952,000

2003 FERRARI ENZO

RM Auctions, London, UK. 8 September



AFTER GAINING 7.64% in August to hit an all-time peak, a correction of 3.47% through September has dropped the HAGI Mercedes-Benz Classic Index (MBCI) back to a level of 149.74 – just slightly above the point it was at when we reviewed the MBCI four months ago.

There have been notable variations in the performance of individual MBCI constituents, with gains made by some models balancing weaker transactions among others, when taken in the context of market capitalisation. When gauged against other index constituents, the 300SL Gullwing has been gaining ground in the rankings over this period and increasing its influence on the segment in terms of market capitalisation. Meanwhile, the influence of the 300SL Roadster has lessened very slightly.

While model price-performance variation

is a characteristic of all HAGI marque indices, it is more marked in the MBCI owing to its broader catchment, which encompasses some higher-volume production models as well as emerging classics from the 1970s onwards; in the latter segment such price variability is a feature of a young market that is still maturing.

Apart from a spike of activity in August, trading volumes have been lower over the last four months than at the beginning of the year. As for the bigger picture, the MBCl's year-to-date performance of 5.62% is the most modest of all HAGI individual marque indices. However, the year-on-year figure of 16.14% is still considerably ahead of historical long-term average annual growth for this segment.

Visit www.historicautogroup.com for futher analysis. Dave Selby

## Hired gun

RM Auctions, Dallas, USA 15 November

LYNYRD SKYNYRD. That is the complete list of things more American than the Shelby Mustang GT350 H, the special-production GT350 built in the mid-1960s for car hire giant Hertz and its 'rent-a-racer' programme.

Back in '66, anybody over the age of 25 with a driving licence and a 20-dollar bill could avail themselves of one of the most impressive competition cars of the era, for 24 hours at least. A monster muscle car in every driveway – that's the American Dream! (The exact rental cost, for the curious, varied by location: as little as \$13 per day in some areas and as much as \$17 per day in others, plus a mileage charge.)

Customers needed little persuading, but the venture still proved expensive for Hertz.

The cars (1001 were made) were predictably returned the worse for wear on numerous occasions, and devious types would hire a GT350, take it to some meeting or other and fit the Cobra 289 V8 to their own mount before hastily reassembling the rental car following the race and handing it back.

When the Mustangs were ditched from the fleet, many found their way back to the track, including this one, chassis SFM6S564, which was absorbed into the huge collection of Texas businessman Sam Pack last year, and will be auctioned on 15 November along with 130 more of Pack's prime US-made machines – among them a 1967 Shelby 427 Cobra and a series of Fords from as early as 1920.

'But who'd want an ex-rental?' you might ask yourself. In this case, the answer is 'any racer with \$100,000-150,000 to their name'. Pack is known for his fastidiousness, so it is no surprise that he was drawn to SFM6S564, which was painstakingly rebuilt in 2003.

Now packing a 295ci Ford V8, a BLP 750cfm Winston Cup carburettor, an Edelbrock Victor custom-ported intake manifold and a race-spec Jericho transmission, it is good for a colossal 572bhp – 266 more than a standard GT350. We suspect it would frighten the life out of any sane person but, if the new owner ever feels like renting it out for \$13 a day (plus mileage charge, of course), we'll be first in line.

// www.rmauctions.com



EDDY PIE

#### ONE TO WATCH

## 1969 Fiat 125 Samantha

Anglia Car Auctions, King's Lynn, UK 1 November

**THANKS TO** the frantic acceleration of the market in recent years, it is hard to find any car among the more stylish Italian creations of the 1960s that could be described as genuinely affordable. (There are plenty of models that represent good value, but that's a different matter.) Here, though, is a helping of mid-century, coachbuilt class for the price of a Vauxhall Zafira: the Fiat 125 Samantha.

Styled and built by Vignale, it cost twice as much when new as



the boxy 125S on which it was based, but even a blind man could see why: slinky, flowing bodywork, a hint of Miura in the nose, a great dollop of Jensen Interceptor in the doors, a tasteful wood-and-leather interior, smart handling, a five-speed gearbox, and 106mph from the 1.6-litre four-cylinder twin-cam engine.

The 'four-cylinder' bit has probably helped to keep values low, with excellent cars changing hands for around £20,000 – albeit infrequently. It is thought that only 100 Samanthas were made, and Father Time has claimed a good number of those, meaning that examples in nice shape are rarely offered for sale. Late last year a 1968 car hit the market in Germany asking £39,800 before vanishing again quickly.

That price might be an outlier, but it certainly makes this rare righthand-drive 1969 Samantha look all the more appealing. Restored over a period of 17 years, it is currently fitted with a 2.0-litre engine – but the rebuilt, original 1.6-litre unit will be included in the sale, with the hammer expected to fall somewhere between £19,000 and £24,000. Take a look at the very limited number of alternatives – all far less rare – and you have to conclude that it looks something of steal.

#### ALSO LOOK OUT FOR ...

Bonhams' next Leica sale, which takes place in Hong Kong on 29 November, will feature a 1937 camera that - in the most literal sense possible - made photographic history. The Leica III below (£240,000-320,000) belonged to Russian shutterbug Yevgeni Khaldei, who on 2 May 1945 slung it around his neck and climbed the Parliament building in Berlin, captured a short time earlier by the Soviets, to take the photo Raising a Flag over the Reichstag. It became one of the defining images of World War Two - even though it was staged for the camera and altered for dramatic effect. No fools, those Soviet propagandists!



### In brief

#### KNOWLEDGE IS POWER

#### Auctions America, online 21 November

The idea of an online-only car auction is not unappealing: no crowded saleroom to endure. no journey to make, and no obligation to put on a pair of trousers before bidding. How, though, to inspect your potential purchase properly? Auctions America has proposed a solution to that problem ahead of its first 'BidAnywhere' online sale, providing a very detailed condition report for each lot and making its experts available to answer questions, too. So we know, for example, that this lovely 1948 Allard L Type (\$50,000-60,000) has a small crack in its Bakelite steering wheel boss. Hardly a deal-breaker, but forewarned is forearmed.

www.auctionsamerica.com



#### YOU LOOK FAMILIAR

#### Artcurial, Paris, France 2 November

You might just recognise the special below, which was featured in the magazine five years ago, almost to the day. If you missed our story on the 'EJS-Climax', however, allow us to recapdesigned by Edwin J Snusher, an engineer and racing fan, at the kitchen table; built in 1956 to a standard that suggests money was not an issue; tubular chassis, Microplas body, 1098cc Coventry-Climax FWA engine; a heavy thing to drive at a dawdle; a revelation at speed. What you really need to know, though, is that its limited competition career means it is eligible for Goodwood Revival - which helps explain the estimate of €125,000-145,000.

// www.artcurial.com



#### SCARY GOOD

#### Anglia Car Auctions, King's Lynn, UK 1 November

Described as 'a labour of love', this 1965 Mini Cooper S seems to us to be the product of something more worrying. Rebuilt to works Monte Carlo Rally-spec, it is a spot-on replica of AJB 44B, the 1965 Monte winner. No detail has been overlooked; from the mechanicals to the loom to the weight-saving measures, everything seems to be correct - there's even a washer bottle filled with alcohol for icy mountain stages. The car is a monument to somebody's terrifying perfectionism and, while that trait probably makes life a bit of a trial, it has resulted in a car that in man-hours alone must be worth its low estimate of £36,000.

// www.angliacarauctions.co.uk



## **Back-seat driver**

Bonhams, London, UK 31 October

THE DREAMERS and dingbats of the car world have come up with some spectacularly impractical ideas in the last hundred years or so, but none - not even the Ford Nucleon - was as obviously silly as the vis-à-vis coachwork routinely seen on cars in the late 1900s and early 20th century. Forget texting while driving; there can't be very many things less conducive to road safety than a seating arrangement that puts passengers eyeball-to-eyeball with the driver.

This charming little Rochet 41/2hp Type D. dating to 1902, is effectively a two-seater, then. It was built in Paris by Compagnie Générale des Cycles et Autos, originally a

manufacturer of bicycles, as the name suggests. The firm's early automotive efforts were conventional, front-engined cars, but with the Type D it changed course abruptly, opting for a rear-mounted, single-cylinder engine by Aster, and pairing this neatly with a two-speed Bozier gearbox with cone clutch.

Chassis 1369, the only example we've come across, is valued at £50,000-60,000 and has aged very well indeed thanks to the attentions of its previous owners (one of whom had the good sense to fit a starter motor and discreet electric water pump) and is a seasoned London to Brighton campaigner. Anybody after a manageable, reasonably priced veteran for the 2015 Run should give it a long, hard look, particularly if the period marketing blurb is to be believed - a 'marvellous climber' sounds like just the thing in which to attack Clayton Hill.

// www.bonhams.com







Richard Edmonds Castle Combe, UK

#### 25 October

Theodore Bruce Melbourne, Australia

#### 25 October

Matthewsons Thornton-Le-Dale, UK

> 28 October Barons Esher, UK

31 October - 1 Nov

#### Motostalgia Austin, USA

31 October Bonhams London, UK

#### 1 November

**Anglia Car Auctions** King's Lynn, UK

Artcurial Paris, France

#### 2 November

Charterhouse Shepton Mallet, UK 12 November

#### Bonhams Harrogate, UK

H&H Buxton, UK 13-15 November

#### Mecum Anaheim, USA

15 November

#### RM Dallas, USA

15-16 November

#### Silverstone Auctions

Birmingham, UK 17 November

#### Shannons Sydney, Australia

21 November

#### Auctions America Online

#### 21-23 November Leake Auction Dallas, USA

26 November

#### Brightwells Leominster, UK

28-29 November Dan Kruse Classics

#### Houston, USA

29 November Historics at Brooklands Weybridge, UK

#### 29 Nover

#### Oldtimer Galerie

Toffen, Switzerland

30 November Bonhams London, UK

#### 2 December

Coys London, UK

#### 3 December

H&H Droitwich Spa, UK 4-6 December

#### Mecum Kansas City, USA

#### 7 December

Bonhams Oxford, UK

#### 8 December

Shannons Melbourne, Australia

#### GO ONLINE!

www.octane-magazine.con FOR MORE INFORMATION ON THESE SALES, CHECK OCTANE'S WEBSITE

#### **INSIDER** ⊢



#### **UK AND EUROPE COMMENT**

## Simon de Burton on the highs and lows of autumn

'£121,000 was

probably fair money

for an E-type

upgraded with lots of

sensible and tasteful

modifications to

make a seriously

rapid modern-day

continent-crosser'

HE BALMY WEATHER of the Goodwood Revival makes it feel so long ago, yet there Bonhams fielded the biggest ever entry for its Revival sale, achieving an impressive £15.4 million from the 106 cars and 172 lots of automobilia offered.

Two cars broke the £1m barrier, most notably the 'world's most famous Lagonda' in the form of EPE 97, the ex-Fox and Nicholl LG45R Rapide team car that last crossed the Bonhams block in the US back in 2008 for a then-impressive £860,000. This Rapide is recognised in the wider old car world for having taken part in the last 13 Mille Miglia retrospectives looking, as it does now, almost identical to how it did in the Fox and Nicholl days, thanks to a thoughtful older restoration.

And it was the car's fame and racing provenance – both recent and in period – that helped it to set a new

Lagonda price record when Bonhams hammered it down for almost £1.6 million, right in the middle of the presale estimate, following protracted bidding from Europe, the US and Asia. So not a bad return in exchange for six years of vintage motoring fun.

The other seven-figure offering was another Mille Miglia regular with lots of provenance in the form of a 1930 OM Superba, which made its racing debut at that year's 'Mille', the fourth to be held, in which it was driven to fifth overall and first in class by Aldo Bassi and team-mate Carlo Gazzabini.

The rare, supercharged car subsequently achieved a creditable sixth in the Targa Florio a few weeks later.

A further £3.5 million of the total was accounted for by another ten Ferraris and ten Abarths from the so-called 'Maranello Rosso' collection formed by the late mineral water tycoon Fabrizio Violati, the jewel in the crown of which was the widely publicised Ferrari 250GTO sold at Monterey by Bonhams this summer for a record £22.8m.

Elsewhere in the sale, a brace of historic, single-seat Maseratis performed less impressively than might have been expected in this centenary year, with a 4CM making £427,100 and a 6CM £606,300 – each price only slightly above low estimate. A rather more modern 1975 Merak SS originally owned by Benny Andersson of ABBA (and featured in a photo book about the group) also scraped through at a premium-inclusive £64,220.

Among quirkier offerings was a 1951 Land Rover 81in prototype (one inch more than usual), stretched when new and fitted with a Rolls-Royce engine at the behest of the Ministry of Defence, which wanted to evaluate it alongside the production Austin Champ. Last sold by

Bonhams in 2012 for £47,000, it fetched £51,750 this time – but, despite having been extensively restored, some Land Rover pundits believe it still needed a considerable amount of work to bring it up to scratch.

The arrival of the Callum Mk2 recently featured in Octane, meanwhile, may (or not) have helped to raise interest in a couple of highly modified Jaguar Mk2s that appeared here, the first being one of the Vicarage models that began to appear during the first classic car boom of the late 1980s. This example was converted in 1989 at a cost of more than £43,000 for a Hong Kong buyer – only £5000 less than it sold for at Bonhams.

More impressive, however, was a 1960 3.8 automatic that once belonged to the well-known Jaguar collector Peter Hall, who had the car rebodied with a new shell and modernised to make it thoroughly usable in the modern world. It fetched a strong £70.940.

In contrast to the hefty total grossed by Bonhams, the £1.8 million achieved by Brightwells at its Leominster sale on 24 September might seem insignificant — but it translated into an 80% sale rate for the house, now established as a leading player at the more affordable end of the classic auction scene.

Of the 160 cars and 30 motorcycles offered, stand-out lots included a rare Riley Sprite – one of around 55 made – originally owned by Lady Mary Grosvenor, the amateur racer and daughter of the

Duke of Westminster. International bidding saw the car pushed well beyond the high estimate before it was hammered down to a UK collector for £170.500.

An even stronger £253,000 was achieved for a Meadows-engined Frazer Nash TT Replica, while the current good state of the Jaguar E-type market was demonstrated in the sale of a 1963 3.8 coupé, last sold through specialist Eagle of East Sussex and which here fetched £121,000 – which was probably fair money for a car upgraded with lots of sensible and tasteful modifications to make a seriously rapid modern-day continent-crosser.

Perhaps more surprising, however, was the fact that a brave heart paid £60,500 for a completely rotten 1961 flat-floor roadster that came to the sale direct from 40 years in storage. In contrast, a perfectly decent-looking Series 3 V12 coupé, which had been in the same ownership for 36 years, changed hands for £26,400 – and that might have proved to be the best buy of the lot because they seem unrealistically cheap at the moment; as, in my opinion, do all 2+2 E-types.

**SIMON DE BURTON** has his finger on the pulse of the auctions and sales rooms, and was *Octane*'s founding market editor for five years.

## European sale highlights

BRIGHTWELLS, LEOMINSTER, UK. 24 SEPTEMBER



Cars don't come much rarer than this 1963 Hillman Zimp, which had been in the same ownership for 40 years. The result of an aborted project between Italian coachbuilder Zagato and Imp-maker the Rootes Group, it was one of three Zimps produced and featured an alloy body designed by Ercole Spada – of Aston Martin DB4 GT Zagato fame. As such, it certainly seemed something of a bargain at £15,000.

BRIGHTWELLS, LEOMINSTER, UK. 24 SEPTEMBER



The MG R-V8 seems to be one of few 'modern classics' that remain relatively affordable. This one had covered a mere 27,000 miles from new and had spent most of its life in the relatively benign climate of Japan. Well, there's such a fan-base out there that many of the cars left Britain for those shores. Even so, it all adds up to a car that should be worth at least a bit more than the bargain-basement £9000 it changed hands for here.

BONHAMS, GOODWOOD, UK 13 SEPTEMBER



Surely the ultimate gift for the Little Lord Fauntleroy in anyone's family, this half-scale Silver Ghost child's car was probably even better built than the real thing. Featuring a full steel chassis and aluminium bodywork, it has a top speed of 8mph, thanks to a 24v electric motor, and also features rack-and-pinion steering, working acetylene lamps, a miniature Spirit of Ecstasy and bulb horn. It made a deserved £14.375.



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2006 ASTON MARTIN VANQUISH S BIG SCREEN MODEL • £114,950



2009 ASTON MARTIN DBS TOUCHTRONIC • £95,000



1967 DB6 SALOON MANUAL
• £POA

#### INSIDER |



#### **US COMMENT**

## Dave Kinney on unlikely sales at an unlikely venue

'While Indiana-built

Duesenbergs,

Auburns and Cords

all seem to sell best

on home turf, it must

be said that other

classics such as

Packards tend to do

very well here too'

UBURN, INDIANA, is an unlikely place to host significant auction sales. The closest airport is 30 miles away, and Auburn is a sleepy town when compared with the usual auction venues. But auction sales in Auburn are a tradition, and Auctions America and Worldwide are happy to uphold the expected each Labor Day Weekend.

Auctions America is reporting sales of 718 cars out of 1046 offered, a 77% sales rate. This year's dollar volume exceeded \$25.9 million. The top seller at AA was a 1935 Duesenberg Model SJ Dual-Cowl Phaeton with body by LaGrande, number J-523, said to be one of just 36 examples built and in single family ownership since 1978. Selling for \$1,265,000, it was the highest dollar amount seen at Auctions America over the weekend by a significant amount. The number two car, a hometown

favourite Auburn Model 851 supercharged Speedster, brought \$423,500, itself a strong number. It's worth noting that Ford GTs were third and fourth: interest continues to increase, despite persistent rumours of Ford reintroducing the GT concept in the near future.

A Packard sold at Auburn eclipsed the Auctions America top seller, but in this case at Worldwide. It sold a 1934 Packard Twelve Model 1108 convertible sedan by Dietrich for \$1,350,000. While Indiana-built Duesenbergs, Auburns and Cords all

seem to sell best on home turf, it must be said that other classics such as Packards tend to do very well here too.

Worldwide also did well with a 1938 Talbot-Lago T-23 Sports Cabriolet, which found a new owner at \$660,000 and was Worldwide's number two seller. Let's finish Auburn by saying that sales remain strong, and it's great to see many of the full-on Classics getting not just top billing but their due as auction top sellers as well.

Mecum and Dallas proved to be another powerful combination, with sales reported at \$31,400,000. With a listed 769 sold of 1135 offered, that looks to be a sale rate around the 68% mark. Mecum's top seller was a 1969 Corvette convertible, factory-equipped with a rare and desirable L88 motor. It brought \$734,400. Dallas is truck country, and Mecum did not disappoint. Ford and Chevrolet trucks were plentiful, and there were no fewer than 17 Toyota Land Cruisers, ranging from a 1970 model to a 1984. Top seller for Land Cruisers was an '83 that brought \$61,560. Mecum offered and sold three Ford GTs; like Toyota Land Cruisers, it seems that 'most every sale must have at least one of each on offer.

It's interesting that a 300SL Gullwing did not sell at Mecum Dallas, with a reported high bid of \$1,200,000. I don't think too much should be read into this, just noting that the market handily absorbed a huge number of 300SLs, both Roadsters and Gullwings, at Monterey. Perhaps my hunch is correct that, as the auction market grows, it is becoming particularly important to choose the right venue to sell a car.

While the logistics and costs of moving a car across North America can be quite harsh, the results at each auction are not always the same. Put another way, as a buyer, you might wish to double-down on your search for cars that are out of the mainstream of other cars on offer. Buying a vintage car at a sale composed of 90% post-war offerings might provide more of the rare fishout-of-water opportunity than it did in the past.

Bonhams held its Preserving the Automobile sale

at the Simeone Automotive Museum in Philadelphia in early October, with some impressive automotive lots as well as interesting results. It hails an impressive 20% increase from last year's dollar totals, a happy 80% sale rate and close to \$4,000,000 in total sales.

We should be paying very close attention here, as the top seller, at a world auction record, was a 1907 American Underslung 50 Horsepower Roadster. The Simeone sale is not a glamour 'n' glitz extravaganza but rather a serious

collector event, and the Underslung was the superstar lot. With a very well-known and complete history, the Underslung was the subject of intense bidding both in person and on the phones. No-one will ever win the argument as to what car can claim the title of the first American sports car but, with the 50hp Underslung, let's say you have an even chance. It should also be noted that the vendor appeared happy with the selling amount, and that a portion of the sale is scheduled to benefit the Simeone Foundation Automotive Museum.

If you were looking for a fun 'drive it while you restore it' car, Bonhams had just the Mini for you. A 1967 Austin Mini 1000 Mk2 Countryman estate, in right-hand drive, it sold for a reasonable \$8250.

And finally for Bonhams' Preserving the Automobile sale, a barn-find condition 1958 Lancia Aurelia B20S 6th Series Coupé by Pinin Farina sold for \$62,700. It was in need of a full and extensive restoration – as little as ten years ago, the American buying public would have ignored this car. What a difference time (and a booming interest in Italian iron) makes.

**DAVE KINNEY** is an auction analyst, an expert on the US classic car auction scene, and publishes the USA's classic market bible, the *Cars That Matter* price guide.



AUCTIONS AMERICA, AUBURN 30 AUGUST



This 1967 Sunbeam Tiger Series II Roadster had some light modifications, but was well done throughout: not a show queen but ready for some quality drive time. Panasport wheels are a good look here as well. Without wanting to labour the point, the poor man's Cobra is now the 'I'm cashing in my other investments' man's Cobra – and, if you think they're expensive now, just wait. This one sold for \$143,000.

MECUM AUCTIONS, DALLAS 5 SEPTEMBER



This 1964 Studebaker Avanti R-2 was finished in turquoise with a turquoise vinyl interior and had incorrect but nice wire wheels. With automatic transmission and supercharged, wheels aside it was stock and said to have covered fewer than 7000 original miles, with great paint and chrome. Excellent examples of the supercharged R-2 are making their way into important collections. This one sold for \$54,000.

BONHAMS, PHILADELPHIA 6 OCTOBER



Let's call this 1973 Volvo 1800ES 'good plus' all-round, only a heavy detailing effort and a few key parts away from becoming a potential local show-winner. Bonhams sold an 1800 sportwagon earlier this summer for huge money, and the collector world took notice. That example had extremely low original miles; this one did not. Conclusion: not-exceptional cars bring not-exceptional money. It sold for \$22,000.

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1953 Frazer Nash Le Mans Rep • 1963 Aston Martin DB 4 Convertible

#### MARKET INSIDER



Shawn Miller Significant Cars Indianapolis, USA

I WAS born with a toy car in my hand, and I'm really a collector who has been lucky enough to make a living in his hobby. I'm a broker, and although we do have a showroom, the business is essentially internet-based. We were among the first to use the internet to successfully market high-end collector cars worldwide and now have many imitators, but the most successful aren't old-fashioned dealers.

Lots of dealers long for the days when they could take advantage of people who had no clue what their car was worth. That's not as easy now. I always try to find a win-win situation for my clients, and I think that most dealers need to consider what their value is to customers. If you're all about making lots of money, your days are numbered.

Most of our consignments are American classics, and most reside in the US, but at least a third of our sales are to overseas buyers. There's an emphasis on fine pre-war cars, which always find a home quickly; there's real enthusiasm for the exquisite engineering and design of that era — and among younger people, too, I might add. The notion that people tend to just collect the cars they remember from their youth is pure folly. It was used to raise the values of rank-and-file production cars from the 1960s and '70s. If you have to talk about colour combination and option package to make your car rare, it's not rare.

Among the most exciting cars we've sold recently are a 1932 Packard Twin Six Coupe Roadster and a '34 Cadillac V16 Convertible Sedan – both largely original cars from long-term ownership. It's nice to see the market finally placing a premium on originality.

premium on originality.

We sell lots of post-war classics, too, and can't get enough of the later Mercedes Pagoda SLs.

I think 190SLs have hit the top of their value, but Pagodas still have lots of room for growth. The cars of the 1980s are coming on across the board, with European sports cars leading the way. Interestingly, economy cars like the Chevy Vega and AMC Gremlin are also gaining steam because they have such low survivor rates. The Mustang II is no longer an embarrassment to own!

// www.significantcars.com



### **Old-school**

French veteran crosses the Channel and lands in Bicester

IF BACK-TO-BASICS motoring is your thing, you'll share our glee at the appearance of this contraption at The Motor Shed, the Bicester-based business run by Mark Elder.

Dated 1900 by the VCC, it is more likely an 1899 example of a car that even then was considered unrefined: the Clément-Panhard. Intended to fill a gap in the market for a small and inexpensive but reliable car, the model was the brainchild of Commandant Arthur Krebs, who, in addition to being a Bond villain (we assume), was a pioneering engineer and a director of Panhard et Levassor.

His single-cylinder, hit-and-missengined creation succeeded on its own terms, delivering a complete absence of frills, and it proved dependable enough to manage Land's End to John O'Groats without incident in 1901, completing the journey in 59 hours and 15 minutes. Panhard et Levassor lacked the capacity to put the car into production, however, so it was built under licence by Adolphe Clément instead. Around 500 cars were made, of which fewer than 20 are known to survive. This one, number 238, was in a bad way when discovered by its previous owner, having been got at by woodworm, but the body was rebuilt correctly and the car took part in the London to Brighton Run in 1996 before being hidden away in storage.

'Gentle fettling' will be needed after a long lay-up, but 238 runs well, and for the sticker price of £75,000 – or any price, really – you'll struggle to find a more elemental driving experience. // www.vintageandclassiccars.co.uk

Memory stir

LOOKING AT the 1961 Appia Coupé to the left, fresh in at Berkshire's Black & White Garage, it is hard to understand how Lancia could have lost its way quite so badly. From 2016 it will offer only the ugly, Fiat 500-based Ypsilon — a sorry state of state of affairs for a marque once regarded as one of the world's most innovative. All the more reason, then, to be thankful for cars like this, a faultless and recently refreshed reminder of Lancia's better days. Collectors prefer the Zagato-bodied Appia, but we love Pininfarina's Coupé, which offers superb styling and build quality for a tiny price relative to many other Italian cars of its era — £22,900 in this case. That's more than twice the cost of a new Ypsilon, but it's a hundred times the car.

#### SHOWROOM STAR

### 1956 Volvo P1900 €94,500

AMONG THOSE who remember the P1900 at all, the short-lived Volvo is usually catalogued as an intriguing failure. That's not unfair; the chassis and newfangled glassfibre body just weren't up to the sort of driving suggested by the car's racy lines. But it really was a looker, and the torquey four-cylinder engine was excellent. This car – number 19 of just 68 built – is as good as they come, with under 19,000km on the clock. The price is correspondingly vast but, given that P1900s are about as available as astatine, we can't see that putting off collectors of European oddballs. // www.classicpark.nl





#### PORSCHE 997 - GT3/TURBO / C4S / C2S / C2

2010 - 997 GEN II TURBO COUPE MANUAL (CARRERA WHITE) 19,000 MILES
Metropole Blue ther Intr., PSM/PSSM/PCM-Touchscreen Str. Nix, BOSE Surround Sound system, CD Changee,
Telephone, Heated & Memony Seats, Rear wiper, White Dials, Rear Park Assist, Xenon Headlights, 19" Turbo
Alloys (GCN III), Full Prosche Service History

2008 - 997 TURBO COUPE TIPTRONIC S (BASALT BLACK) 19,000 MILES
Black Leather Intr. PSM/PASM/PCM-Sat Nav/Fidephone, BOSE, CD Changer, Chrono Pack
Crusie Control, White Dial, Mi/F/S-Wheel, Memory/Heated/Sports Seats, Sunroof, Porsche Crest Headrest,
Xenons, Rear wayer, Rear Park Assist, Full Porsche Service History

2007/56 - 997 TURBO COUPE MANUAL (GT SILVER) 26,000 MILES
Full Black Leather Intr, SM/PASM/PCM - Sat Nav, Telephone, BOSE, CO Changer, Sunroof, Chrono Package Plus,
White Dial, Heated Seats, Memory/Electric Seats, Rear Wilper, Rear Park Assist, Xenons, 19" Turbo Alloy Wheels,
Full Porsche Sentice History

2007 - 997 TURBO COUPE TIPTRONIC (BASALT BLACK) 47,000 Miles
Black Leather Int, Sports Chrono, MSAM/PSAM/PSAM Stan Nav, Telephone, Sports & Heated Seats, Part Electric Seats,
Sunroof, Rear Wipe, White Dials, Porsche Crested Headrest, Climate Control, Traction Control, Rear Parking
Sensors, 197 "Unto Alloy Wheels, Full Ponsche Service History

2009 - PORSCHE 997 GEN II C2 COUPE PDK (GT SILVER) 33,000 Miles

Black Leather Intr., PSM/PCM 3-Touchscreen Sat Nav, Telephone, BOSE, IPOD Connector Chrono Pack, Cruse Control, Heated & Semi Electric Seats, Alcantara Headlining, Rear Parking Assists, 19° GEN II Carrera Alloy wheels, Full Main Dealer Service History

2006 - 997 CAS COUPE MANUAL (BASALT BLACK) 46,000 Miles
Black Lither Intr, PSM/PASM/PCM-Sat Nav/Telephone/BOSE & CD Changer, White Dials, Sports Ethausts, Heated
Seats, Alexantran Headlining, Part Electric Seats, Rear Park Assist, Climate Control, 19<sup>4</sup> Turbo Alloys, Full Ponsche
Sentice History

2007 - 997 CARRERA 2 COUPE MANUAL (METEOR GREY) - 41,000 Miles Black Grey Lither Intt, PSM/PCM-Sat. May/Relephone, BOSE, CD Changer, Heated Seats Cruise Control, Alcantara Headlining, Rear park Assist, 19° Carrera S Alloy wheels, Full Service History.

2006 - 997 CARRERA 4S COUPE MANUAL (BASALT BLACK) 39,000 Miles Black ther htt. PSM/PCM/PCM-Sat Nay, Telephone, Heated/Memory/Sports & Fully Electric Seats, Sunroof, White Dals, M/f/Steering wheel, Alcantara Headlining, Rear Wiper, Rear Park Assist, Sports Enhausts, Climate Control, Full Main Dealer Service History

2006 - 997 C2S COUPE TIPTRONIC (BASALT BLACK) - 55,000 Miles
Full Black Liber Intr. PSM/PRSM/PCM-Sex New/Relephone, MF/Fs Wheel, BOSE, Heated/Sports Seats, White Dials,
Witchable Sports Exhaust, Alcantara Headlining, Rear Wiper, Rear Park Assist, Climate Control, 19" Spiltrim Alloy
wheels, Full Main Dealer Service History, (lust been carried our major service)

2006 - 997 C2 COUPE MANUAL (BASALT BLACK) - 56,000 Milles
Sand Beige Lither Intr, PSM/PCM-Sac Nay, Telephone, Alcantara Headlining, BOSE,CD Changer, Climate Control,
Sports Exhausts, 18" Carrera Alloys, Full main dealer Porsche Service History.

#### PORSCHE 996 - GT3 / GT2 / TURBO / C45 / C2 / C4

2003 - 996 TURBO COUPE MANUAL (POLAR SILVER) – 70,000 Milles
Dark Metropole Blue tiher Intr. PSM/PCM-Sat Nav, Telephone, BOSE, CD Changer, Fully Electric Seats, Sunroof,
Rear wiper, Rear Park Assist, Alcantara Headlining, 18" Turbo Alloys, Full Service History.

#### PORSCHE 993 - TURBO / C2S / C4S / C2 / C4 / TARGA

1998 – 993 TURBO "S" COUPE MANUAL (SPEED YELLOW) 60,000 Miles Black Leather/Carbon Fibre Intensing, Litronic Lights, Sports Seats, Electric Seats, Electric Mirrors, Yellow Dials, Porsche Radio & Single CD Changer, Yellow Seat Belts, Sunroof, Rear wiper, Yellow Calipers., 18" Turbo S Alloy Wheels, full Service History.

1996 - 993 TURBO COUPE MANUAL (MIDNIGHT BLUE) 21,000 MILES
Grey Leather Interior, Surnoof, Part Electric Seats, Electric Windows & Mirrors, Rear Wiper
Air Conditioning, Becker Radio Player, 18" Turbo Alloy wheels, Full Main Dealer Service History

1995 - 993 TURBO COUPE MANUAL (ARENA RED) 31,000 Miles.
Grey Leather Interior Wood Package Electric Surroof/Seats Sports Seats Cruise Control Uprated Becker CD Player/
Bluetooth/Speakers/Sat-Nav Compatibility Climate Control 18" Turbo Alloys (OPC Service History)

393-395 Hendon Way London NW4 3LP

1997 - 993 CZS COUPE MANUAL (ARCTIC SILVER) 71,000 Miles
Varioram, Metropole Blue Linter Int, Surroot, Write Dials, SONY Single CD player & Radio, Electric Window &
Mirror, Air Bag, Air Conditioning, Factory Fitted Alarm System
18" Turbo Alloys, Turbo Spoile, Fully Documented Service History

for collectors of modern art

1997 - 993 C4 CABRIOLET MANUAL (MIDNIGHT BLUE) - 92,000 Miles Marble Grey Liber Intr, Air Conditioning, Radio & CD Player, Electric Window & Electric Mirror, 17" Carrera 4 Alloys, Full Service History

1995 - 993 C2 COUPE MANUAL (MIDNIGHT BLUE) 99,000 Milles Sunroof, Black leather electric seas, Porsche immobiliser and spare lwsp, Recent cosmetic paintwork carried out to remove stone chips, Porsche doctinent wallet and manuals, Rear wiper, Electric spoiler risers and falls as it should Porsche inscribed mats, The car is always garaged and is a C.S. UK car, A very nice example in excellent

1994 – 993 CZ COUPE TIPTRONIC (BLACK METALLIC) – 73,000 Miles Black Lither Intr, Kenwood CD Player & radio, Sunroof, Rear Wilper, Electric Window/ Mirror, 17" Alloy wheel, Factory Fitted Alarm System, Full Main Dealer & Porsche Specialist Service History

1994 - 993 CZ COUPE TIPTRONIC (BLACK) 99,000 MILES
Marble Grey Lthr Intr, Sunroof, Becker Radio, Electric Seats, Electric Windows, & Mirrors, Rear Wiper, 17 \* Alloy wheels, Full Porsche & Specialist Service History: (Just been Serviced)

1987 PORSCHE 930 TURBO COUPE MANUAL (BLACK METALLIC) 140,000 Miles
DEP Plum thir Int; 3.3L engine, KKQ27 Turbo, Manual Gearbox (915), Porsche Sports Steering Wheel, Fully
Electric Seats, Felantsed Seats, Alcantan Teadeline, Full Climate Control (AC) converted to modern AC gas,
Upgraded Bi-Venon Lights, Front Suspension Struct Brace, Rear Wiley, Original 15° FUOTS Alloys with new
Continental Nt Inst fitted. Upgraded right End Sound system, Full Service, History with Innoises and photograp
documenting the full restoration. Subject to a full and extensive restoration, just recently completed.Concours
condition Notewales.

1987 PORSCHE 911 CARRERA 3.2 CABRIOLET 1989 (G50 GEARBOX)
126.000 Miles, Manual Gearbox (G50), Matching Numbers Example, Immaculate Blue Metallic Exterior, Full
Matble Grey Interior, Matching Dark Blue Hood, Fully Electric Softiop, Electric Windows and Mirrors, Period
Correct Furths Mily Wheels, Comprehensive Service History, Very Original Condition, 10 Years With The San
Owner, Kept with the same specialist for a number of years

1984 PORSCHE 911 3.2 COUPE SPORT (BALTIC BLUE) 74,000 Miles
Manual, Bahic Blue Metallic Coach work, Black Leather Interior, Sunroof, Electric Mirror, Electric Window, Factory
Fitted Air Condition, Factory Fitted Alarm system, Fully documented service history.

1991 - PORSCHE 911 (964) CARRERA 2 COUPE TIPTRONIC 64,000 Miles Midnight Blue Coachwork, Full Grey Leather Interior, Air Conditioning, Becker Radio Player, Sunroof, Electric Mirror & Window, 17° Alloy wheels, Fully documented Service History.

PORSCHE 911 (964) CARRERA 2 COUPE MANUAL 94,000 Milles
Black Coachwork, Full Black Leather Interior, Sports Seats, Air Conditioning, Grundig Radio Player, Sunnoof, Rear
Wiles; Electric Mirror, Electric Window, 17" Alloy wheels, Full Service History (just been serviced at official
Porsche Centre-Bournemouth)

2010 - FERRARI CALIFORNIA (1) 2 PLUS 2 SPIDER 12,000 Miles

Crigio Silverstone with Sabbia, Crema Daytona Seats with Griglo Scuro Sittching and Piping, Nero Carpets, Yellow Rev counter, Central Turned and Armest in Crema Leather, Plod Connectivity, Safellite Mavigation, Telephone Module, Electro chromic literator Mirrors, Front and Rear Parking Sensors, Reversing Camera, Adaptive Headights, Sabbilly & Taccisin Control, Magneride Dual Mode Suspension, Type Pressure Montor full Climate control, Ceramic Brake Calipers, 19<sup>2</sup> Forged Diamond Wheel Rims, Souderia Shields, Full Ferrari main Dealer Service History.

2008 - FERRARI F430 SPIDER F1 (Fully protected and wrapped in white) 20,000 Milles Coachwork as New condition, Grigio Silverstone Coachwork, Nero Black Leather Interior with Red Carpet, Carbon Fiber Trim, Ferrari Stereo with a telephone module, Manettino with Sports and track settlings, Climate Control, Ceramic Ferrari shields, From & Rear Parking Sensors, Ferrari Crested Headness, Full Ferrari Service History, Very

2003 - FERRARI 360 SPIDER F1 (GRIGIO SILVER) 28,000 miles
F1 Gear box, Grigio Silver Caachwork, Black Leather Interior, ASR, Chellenge Grill, Climate control, CD changer,
19" Ferrari Alloy wheels, Full Ferrari Service History, Two previous Keepers

1998 – FERRARI 550 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 (Terrari Service History)

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for more information on the company and our stock.

1996 - FERRARI F355 SPIDER (MANUAL) GIALLO MODENA 28,000 Miles Gillalo Modera Yellow, Full Nero Black Int. Optional Sports Mode, Electric Seats, Electric Hood, Tonnau Cover, AC, R/Parking Sensors, Electric Windows & Mirrors, 187 Ferrari 355 Alloys, Original Toolkit, PSH, Recently Serviced, This car has been known to us for period of 5 years.

1973 – FERRARI 365 GTB/4 DAYTONA RHD (ROSSO RED) 38,000 Milles.
Slack/Red Leather Interior Red Carpets Climate Control "Ferrari Classiche" Full Continuous History Superb
Provenance 3 Owners From New.

1967 – FERRARI 275 GTB/4 MANUAL LHD (ARGENTO SILVER) 59,000 Milles.
Full Black Leather Interior Detailed Restoration History Full History Original Build Sheets/Sales Invoice/Tool Kit/
Wallet/Hand Bools Numerous Concourse & Awards Winner Engine Rebuilt By Ferrari In Johannesburg 26,000
KMS Ago Comprehensive photos showing The Repairs & Work Done By Ferrari Exceptional Condition Throughout.

2011 LAMBORGHINI GALLARDO (YELLOW) 9,700 Miles

ZOLI CAMBORGAMINE ACLERACY (ELECTIVE S), 700 MINES

Paddle shift Gearbox (Automatic), Interior in Nero Leathy, 31 inch Lamborghini Crested Alloys with Yellow Callipers, Satellite Navigation, Fully Electric Seats with Lamborghini Crests, Aluminium Crested Flat Bottom Steering Wheel, Aluminium Dash Dals and Facio and Times, Fully Electric Heated Seats with Lumbar Support and Lamborghini Lagos, Tracter Flated, Bi-Kenon Lights, Rarr Wew Camers, Rear Parking Sensors, Full Official Lamborghini Service History, recently Serviced, New Lamborghini Pirelli Tyres Fitted

#### CLASSICS - AC / BENTLEY / JAGUAR / PORSCHE 356

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 26 Vehicles Manufactured.

1964 - PORSCHE 356 SUPER 90 COUPE LHD (SIGNAL RED)

Manual\_2600km since a ful restoration, Soft Beige Leather Interior, 1600 cc, Left Hand Drive, Eligible For Many European Events, Supplied with Porsche Certificate of Authenticity 1 owner for the last 15 years

1964 - PORSCHE 356C COUPE (SIGNAL RED)
Signal Red Coachwork, Black Leather Interior, 1600cc, Recent Major Service, Excellent condition and fully documented service history. Originally supplied to US

1958 PORSCHE 356 A COUPE 1600cc (SILVER) LHD

73,000 Miles, Silver Coachwork, Green Leather Seats, Sunroof, 15" Wheels Superbly restored, concours condition.

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

1962 JAGUAR 'E' TYPE ROADSTER 3.8 SERIES I (OPALESCENT SILVER BLUE)

Refurbished by one of the UK's most renowned E-Type specialists restored to Concours level. Manual, Series I, palescent Silver Blue Coachwork, Black Leather seats with Navy Blue Carpets, Aluminium Centre Console, Dark Blue Soft top, Restoration work Fully documented. Chromed wire wheels.

1936 - BENTLEY 4 1/4 PILLARLESS COUPE (MIDNIGHT BLUE)
Grey Leath Gumey, Nutting Coachwork. 1 Owner 40 Years Extensive History A True Classic Completely Original
Throughout & Has Been Exhibited At Luois Vultton Concours D'Elegance In Paris 2003. Sunroof Produced By
Gumey Nutting Chassis Completely Original Throughout &

1998 FIAT BARCHETTA CONVERTIBL MANUAL LHD

1336 rule and the convertible manufacture. Crui Blue with a new black mohair hood, it has done just over 51,000 miles, We imported it from Germany at 6 months old in 1998, it had previously been owned by 'Hertz Germany. The car is clean, but not concours, This is a well loved italian thoroughbred, which provides an excellent entry into sports car ownership.



#### DAVE SELBY'S HOT LITTLE NUMBER



## Ferrari 250GTE 2+2

A racebred heart, that magic number - and it's cheaper and more practical than a DB4

IF YOU WANT a Ferrari with the magic number '250' in its name, along with all the mythic resonance and associations that buys into, there's no cheaper entry point than the 250GTE. The downside is that it comes with a couple of other numbers, namely 2+2, that add up to a stigma in the eyes of some less broad-minded Ferrari fanciers.

But even that's a plus, for when you discover what a lovely car the 250GTE 2+2 is, you'll be more than happy to live with the bigotry, particularly as it's not only the most practical Ferraris of its era but also compares well on price and as an all-round package against the Aston Martin DB4. And make no mistake, the 250GTE 2+2 was an important car for Ferrari and for Enzo personally, as it heralded the concern's play for the wider, more mainstream luxury market inhabited by the likes of Aston and Maserati.

Ferrari's first true production four-seater made its public debut in 1960 as the course car for Le Mans, before the official unveiling at the Paris salon in October. Of course, there was the magic '250' moniker, which told you that this car had the racing heart of the 3.0-litre Colombo V12 that powered the limited-production sports-racers and glamour convertibles. However, as fashioned by Pininfarina on the same platform as the legendary 250GT Tour de France, its V12 was moved forward eight inches, the fuel tank moved aft, and the track widened to create the extra internal accommodation. Indeed, there's more room in the back of a 250GTE than in an Aston Martin DB4 - the GTE really is more four-seater than two-plus-two; it's also lighter than the Aston and more luxurious.

In short, the 250GTE was a game-changer for Ferrari. John Bolster of *The Motor* summed it up as 'a wonderful combination of luxurious touring and super-sporting characteristics'. In 1961 the GTE accounted for 70% of Ferrari output by volume. At run-out in 1963, a total of 955 had been made, making it not only the most successful Ferrari thus far in terms of numbers built, but also the first genuine 'volume' Ferrari. It even made money.

Its success can also be gauged against the DB4, which sold a few more (1113), but over a considerably longer production life.

That's all history, and from the 1970s on many a 250GTE has been consigned to history as its vital organs were transplanted into any number of clones and 'evocations' of sports-racing 250GTs, GTOs and convertibles. That's a great shame for those who've never experienced the delights of the well-mannered and civilised 250GTE, for as *Sports Car Illustrated* commented: 'For touring in the grand style, "Two plus Two" equals near perfection.'

Road tests of the 240bhp GTE returned a 0-60mph figure of 7.5sec, a second better than the heavier Aston, and a top speed of 136mph, just 4mph shy of the larger-engined Brit. The GTE's worm-and-peg steering was commended for being direct and light, while overdrive kept things calm at cruising speeds. It also had a large boot and was better put-together than any Ferrari before it.

Today, perhaps the best news is that, despite strong recent growth, the Ferrari 250GTE still remains at a price level that is significantly below that of the Aston Martin DB4.

#### **PRICE POINTS**

#### AT LAUNCH

In October 1960 the UK list price – with import duty – was £6326, a tad more expensive than a Rolls-Royce Silver Cloud 2. Compare that with a UK list price of £5852 for a Maserati 3500GT, £4739 for a Facel Vega HK500, 'just' £3967 for an Aston Martin DB4 saloon, or £3195 for a Jensen 541. In the real world a Mini was £496 and an Austin-Healey 3000 cost £1175.

#### 1980s-2000s

In the early 1980s average examples could be picked up for £5000-6000; nicer ones £10,000. During the boom values soared beyond £80,000. Prices corrected throughout the 1990s and from 1995 to 2000 auction prices for decent cars ranged from £25,000 to £45,000. In 2000 Lord Brocket's 250GTE made just £17,200 at auction.

#### TODAY

Growth was less than spirited through the early Noughties and in 2006 £56,500 bought a GTE that had been restored at a cost of £50,000-plus. However, when a very good and historied car made £121,000 at auction in 2007, it commanded attention. In 2012 eyebrows raised again when an utterly derelict car that once belonged to film producer Dino de Laurentiis made £101,000. Now, and with more coming through to market, the auction arena has seen transactions exceeding £250,000 in the last year. At Artcurial in February a recently restored GTE made £266,300; at RM in Monaco in May another fetched £252,000. Not a bargain as such, but excellent value compared with the Aston Martin DB4 at £100,000 more.





One of just 19 LHD European Specification Daytona Spyders, this stunning example is presented in its original colour combination of Rosso with Nero leather, this matching numbers car also benefits from factory fitted air conditioning. Classiche Certified. POA.

#### Additional Motorcars Available for Acquisition



#### Forrari E40

This example is an early "non-cat, non-adjust" F40, without doubt the most desirable specification. The car shows exceptional weave and the vehicles condition is spectacular. Having covered 18,000 kms from new this sensational F40 is ready to be viewed immediately.



#### 2005 Porsche Carrera GT

This stunning Carrera GT has covered 3,900 Miles from new and is presented in outstanding condition. Not only does this example represent a fantastic investment opportunity but is ready to be used and enjoyed on the road immediately.



#### Porsche 2.7 Carrera RS Touring

This sensational RS Touring is one of the earliest and arguably one of the finest in existence. Totally restored in California by the marque experts and presented today in Concours condition.

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#### 1962 Jaguar 3.8 E type FHC race car

This is a well built and competitive 3.8 FIA race car built to "period F" specifications. It carries current MOT, tax and a recent HTP. The specifications are everything and more that you would expect: Peg-drive Dunlop wheels, Alloy bonnet, doors, tail gate, rear wings and boot floor, FIA brakes, Lightened suspension with LWE geometry, up-rated all-synchromesh close-ratio gearbox, Rob Beere 345 BHP racing engine on 48DCOE Weber carburettors, Hayward and Scott exhaust system below 105 db. All on the button and ready to go!

#### £120.000



#### 1955 XKI4O Fixed-Head FIA race car

Raced last season by the owner and our director Chris Keith-Lucas, this all-matching number car has had a full nut-and bolt race preparation and holds a current FIA HTP. It is not only competitive but very smartly turned out both inside and out. The engine is a full race spec Sigma 3.4. Preparation includes a roll cage, competition bucket seats, alloy-rim wire wheels, Salisbury I.s.d, and a paddle clutch. It is eligible for Woodcote Trophy, Class "A" of JEC XK challenge, Le Mans Classic and Mille Miglia. Genuinely ready to race!

£89.500



## 1963 Alfa Romeo Giulia TI Super race car

This very well-known FIA racing car has a long and well documented history. It benefits from having been thoroughly prepped by CKL's race technicians including a freshly rebuilt engine and GTA "hollowshaft" gearbox, new bag tank, roll cage and belts. Having run regularly in the St Marys Trophy at the Goodwood Revival as well as in the U2TC, HRDC, Gent Drivers and HSCC. With its sweet handling and light weight this Alfa represents excellent value as an enormously fun and highly eligible car.

#### £34.500



## Lynx XJS Eventer VI2

This very elegant and sought-after Lynx Eventer is conversion number 40, carried out when the car was new in 1988. The body colour is "Bordeaux" and trim is Magnolia leather. It is in very good order and quite clearly has been properly looked after for its enthusiastic owners throughout its life. It is currently undergoing a CKL Developments refresh, some of our staff having actually built this car, in an earlier life! Recorded mileage is a mere 79,228 miles.

£ POA

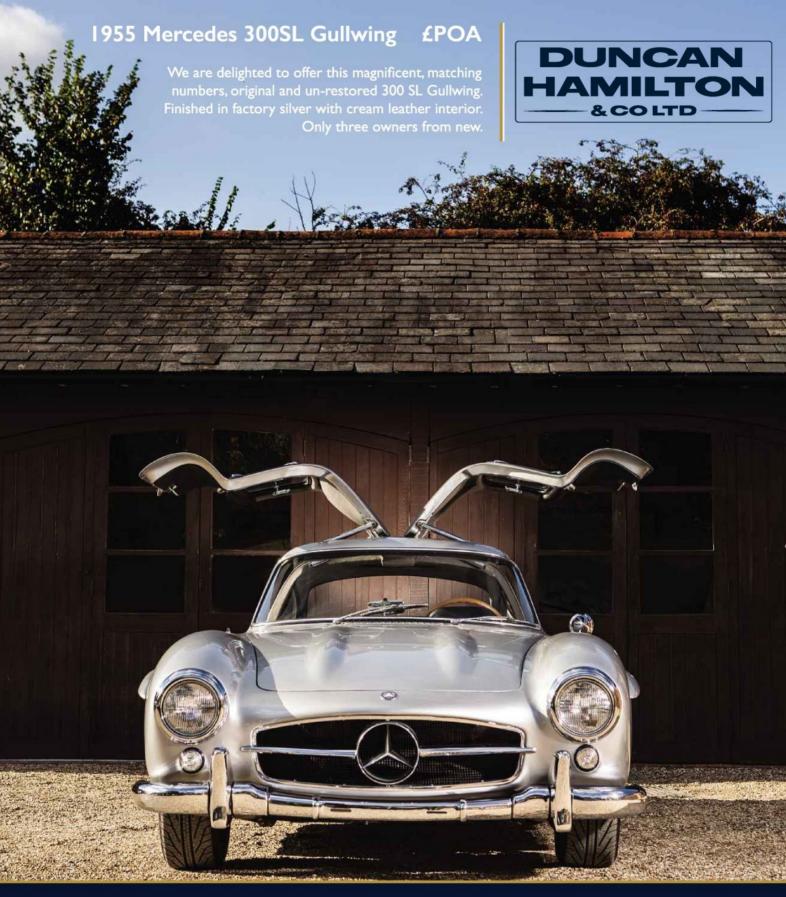
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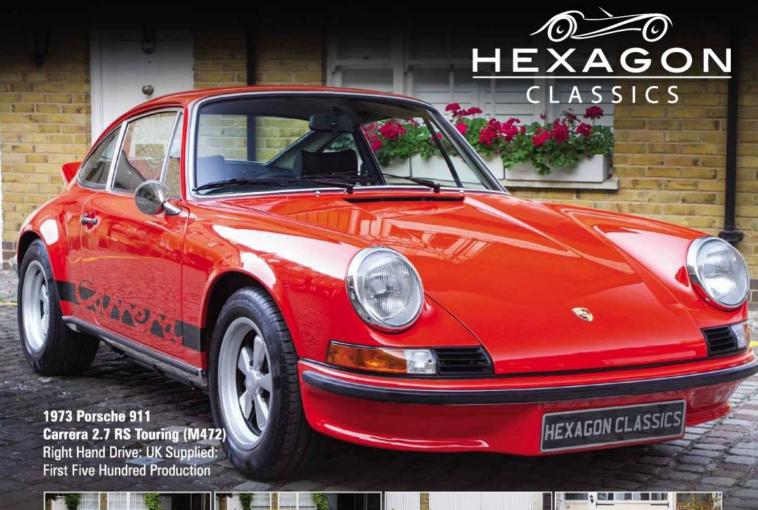
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1964 Jaguar E-Type Series 1 3.8-litre FHC Correct Matching Numbers Fresh Restoration



1972 (Series E) Ferrari Dino 246 GT Classiche: Only 57,433m: Concours Restored



DB6 Mk2 Volante
ZF 5 Speed: Vantage Upgrade:
1 of 17 Cars Produced: Concours

1970 Aston Martin



1960 Ferrari 330 GT Right Hand Drive Classiche: Concours Restored: 1 of 43 Cars Produced

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1955 Aston Martin DB2/4 Vantage Coupé 1970 Aston Martin DB6 Mk II Vantage Coupé 1967 AC Cobra 289 MKIII: Concours Restored 1993 AC Cobra MK IV Lightweight: Left Hand Drive 1965 Ferrari 330GT Series 2: Classiche: Left Hand Drive 1972 Ferrari 365 GTB/4 Shooting Brake: Left Hand Drive

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Top row: Left to right: 1971 Mercedes-Benz 280SE 3.5, 1967 Maserati Mexico, 1961 Alvis TD21, 1911 Ford Model T Torpedo. Second row: 1959 Porsche 356 Convertible D, 1939 MG TA Tickford, 1925 Renault Model 45, 1929 Stutz Model M. Third Row: 1955 Chrysler 300, 1931 Pierce Arrow, 1960 Jaguar XK150 3.8 OHC, 1967 DeTomaso Mangusta.



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#### 1989 Ferrari 328 GTS Rosso Corsa with Crema

**£POA** 5,437 Miles

This Ferrari 328 GTS was delivered new by Strattons Ferrari in early March 1989. Its first owner took delivery of it as a registered, delivery mileage car. Kept in Concours condition, stored in a dehumidified garage, this car was retained in One Family Ownership for 25 years. Only being used in dry conditions & very occasionally, it is presented in beautiful original condition complete with all books, spare keys & tools.



1973 Ferrari 365 GTB/4 Daytona Dark Red with Black Leather & Red Carpets

**£POA** 22,668 Miles

This Ferrari Daytona is one of only 158 UK right hand drives built. This example was first registered by Maranello Concessionaires Colonel Ronnie Hoare who later sold it to Ferrari dealer Colin Briggs. Subsequently it joined part of the Earl of Mexborough's collection where it has been since 1980. Having covered just 22,668 miles, its complete with all books, tools & a large history file.



2013/63 Ferrari 458 Spider

£204,900 **Delivery Miles** 

Rosso Corsa with Crema

We are delighted to offer this delivery miles Ferrari 458 Spider finished in Rosso Corsa with Crema
Leather & Red Stitching. The specification of this car includes Red Calipers, Leather Central Tunnel
Crema, Ipod Connection, Carbon-fibre Steering Wheel + Led's, Scuderia Shields, Electrochromic Inner
Mirror, Bluetooth, Sat Nav, Navtrak, Parking, 20 Inch Wheels & a Yellow Rev Counter.



New LHD Ferrari 458 Speciale - VAT Qualifying Rosso Corsa with NART livery, Nero Alcantara

Delivery Mile
We are pleased to present this New LHD 4,98 Speciale, Ferrari's highest performance V8 sports car.
The large specifiation includes Racing Seats with Emblem, Lifting System, Scuderia Shields, Yellow Rev
Counter, Front & Rear Park, Audio, Navigation & Cruise Control. **Delivery Miles** 



2013/13 Lamborghini Gallardo Spyder LP560-4 Arancio Borealis with Nero

£139,900

**£POA** 

The LP560-4 is an improved version of Lamborghini's most successful model in the company's 50 year history. This example is finished in Arancio Borealis & has a large specification that includes the Lifting system, Heated Electric Seats, Arancio Callipers, Branding Pack, Reversing Camera, Sat Nav, Alcantara Steering Wheel, Folding Mirrors, Dual zone digital climate control, Toolkit, Embossed headrests, CD & Xenon Headlights.





HERITAGE

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#### ASTON MARTIN DB6. 1967. 23k

The DB6 was the most popular and accomplished of the 1960's DB's. With more cabin space, greater levels of refinement and improved aerodynamics, the DB6 could lay claim to being a true 'Grand Touring' car, with ample space for four adults. Finished in period colour California Sage with Tan hide interior and fitted with 5 speed ZF transmission, this particular car has been maintained annually and regardless of cost by respected marque specialists, for the last enthusiast owner. Restorative works carried out have included engine rebuilt to 4.2 litre lead free specifications, transmission, suspension and brakes rebuilds. Bare metal repainted in the 90's, the current condition bears testament to the last owners enthusiasm of ownership. A comprehensive history accompanies the car with works invoices stretching over the last 30 years, previous MoT certificates and a copy of original build sheet. £230,000



ASTON MARTIN V8 Efi 'Hunter Green. 1989, 6k 165,000



ASTON MARTIN V8 VOLANTE 'Prince of Wales' (1 of 22) £POA

ASTON MARTIN LAGONDA SERIES 2. 1984, 28k £59,950



ASTON MARTIN DB9 VOLANTE. 2006. 25k £48 950



ASTON MARTIN DBS. 2007. 22k £77.950



ASTON MARTIN VANQUISH, 2003, 8k





ASTON MARTIN CYGNET. 2011. 18k £22.950



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price POA

#### INVENTORY

- 1957 Fiat Abarth Vignale 750 Coupe -goccia-
- 1984 Ferrari 288GTO Evoluzione
- 1985 Ferrari 288GTO
- 1986 Porsche 911 Carerra 934 RSR version
- 1987 Ferrari F1 (F187)
- 1987 Lamborghini Countach LP5000QV
- 1989 Porsche 959 Racing
- 1990 Ferrari F40
- 1992 Ferrari F40 LM -modified-
- 1994 Ferrari F40 LM
- 1997 RUF CTR2 -Kleeblatt-
- 1997 Schuppan 962 CR
- 1998 RUF CTR2 Racing White Pegasus
- 2005 Ferrari FXX Evoluzione
- 2007 Maserati MC12 Versione Corse (Silver)
- 2009 Mercedes-Benz SLR McLaren Stirling Moss
- 2009 Bugatti Veyron 16.4 Bleu Centenaire
- 2011 Bugatti Veyron 16.4 Grand Sport
- 2012 Ferrari 458 Challenge
- 2014 McLaren P1
- 2014 Bugatti Veyron 16.4 Grand Sport Vitesse



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1969 Lamborghini Miura Jota Price: POA | Mileage: n/a

The last owner of this stunning Miura set out to produce a car as close to the original Jota specification as possible, spending in excess of £365,000. We have taken this work a significant stage further, resulting in a show-stopping recreation of a famous car.



1988 Lamborghini Countach 5000 QV Price: £299,995 | Mileage: 34,000

This stunning LHD Countach is the desirable 88 ½ version. It has had only one owner from new and is in stunning condition throughout. Factory engine refresh and gearbox rebuild less than 5,000 miles ago. Fitted with a sports exhaust and recent tyres.



1936 Rolls Royce Phantom III Price: POA | Mileage: n/a

This remarkably original and historically significant Phantom III was used by General Montgomery during WW2. Involved in the recent D-Day commemorations and paraded at the recent Goodwood Revival. Complete with extensive historical documentation.



1984 Aston Martin V8 Price: £149,995 | Mileage: 115,260

This elegant Aston Martin V8 has covered only 14,000 miles since it was fully restored by a marque specialist and upgraded with a 580X-Pack engine and reprogrammed automatic gearbox. A superb driving car which continues to appreciate.



1969 AC 428 Coupe Price: £139,995 | Mileage: 57,000

Offering a combination of elegant Italian styling, American muscle and a race proven chassis, the AC 428 is both incredibly rare and fabulous to drive. This excellent example has had three enthusiastic owners from new, and has a comprehensive history file.



1971 Jaguar E Type S3 FHC Price: £49,995 | Mileage: 39,829

This remarkable matching numbers Jaguar E Type V12 is possibly the most original example you will find. Only two private and one dealer owner from new, with less than 40,000 miles recorded. An unrestored S3 FHC that is virtually as good as new!



1974 GRD S74 Group 6 Sports Price: £130,000 I Mileage: n/a

This stunning GRD 2 litre Group 6 sports car had been highly developed into a proven race winner. Low mileage BDG engine and FT200 gearbox. Ideal for Martini, Masters and CER events and complete with a very extensive spares package.



1956 Cooper Type 39 'Bobtail' Price: £129,995 | Mileage: n/a

This fully restored Bobtail has been maintained by marque specialists and is ready to race in the most prestigious events worldwide, including Goodwood and Classic Le Mans. Fitted with a very low mileage Coventry Climax FWB 1460cc engine.



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1956 Mercedes Benz 300 SL Gullwing



1985 Renault Alpine A110 1300 LHD



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1958 Porsche 356A 1600 Convertible D LHD



2010/60 Rolls-Royce Phantom Coupe RHD



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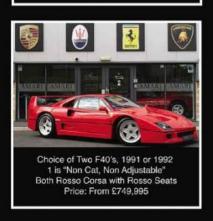
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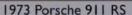


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FERRARI 365 GTC/4, 1972, celeste blue / black, fully restored
FERRARI 308 GT4, 1978, dark blue / dark blue, completely restored
FERRARI 308 GT5, 1979, blue / tabacco, restored from bare metal up
FERRARI 512 BB, 1978, black / tabacco, body, chassis and interior fully restored
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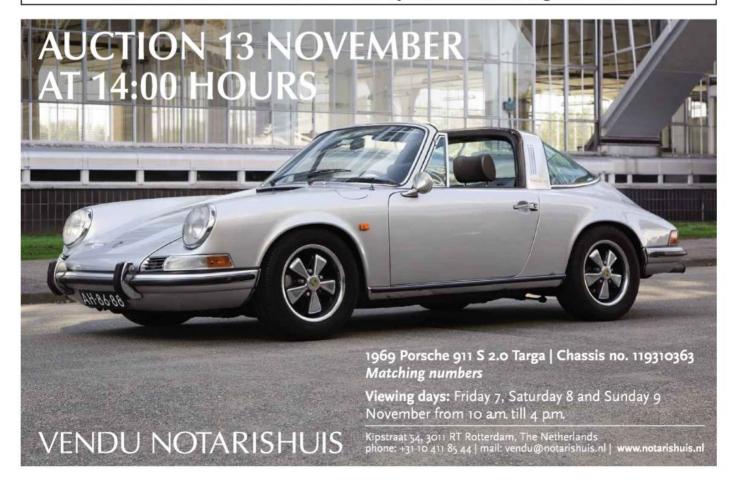








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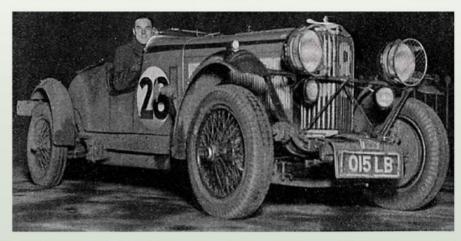


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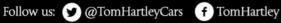
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1998 I RIUMPH I R.Sa.
Sebring White with Red Hide. A UK example – 33 CUR – Having had a Ground Up Professoral Restoration with Invoices on file for in excess of £38,000. Specification includes Uprated Overtine with Rack and Prinon Steering, Stage 3 Engine on Webers, Full Tubular Sports Exhaust, Chrome Wire Wheels, Diffiled Disc's and AP Calipers, Uprated Suspension, Chrome Wire Wheels, Uprated Suspension fit: Less than 3,000 Miles since. Absolutely Outstanding.

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RHD - £34,995



### 1948 JAGUAR Mk IV 3.5 LITRE DHC.

hory with Red Hide. Extensive restaration and very sensible upgrades Spec. Includes 5 speed gear box, High Ratio 3.54 Differential giving 80mph cruising. Stainless Steel Exhaust, Flashing Indicators with working semaphones, Twin Spot Lamps, Hazard Warning Lights, Concealed Music system with CD player, Badge bar, Lucas Sign Post Lamp, Twin Windtone Homs, Full Tool Kit, Heritage Certificate and extensive history. A most outstanding example, has been driven recently to Sweden and back. Also Multi-concours trophy winner

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### 1977

DRM entry by G.S Tuning Team Warsteiner driven by Jorg Obermoser.

Round 1 - ZOLDER - Driven by OBERMOSER - 9th

Round 2 - NURBURGRING - Driven by OBERMOSER - DNS

Round 3 - NURBURGRING - Driven by OBERMOSER - 6th

Round 4 - KASSEL CALDEN - Driven by OBERMOSER - 7th Round 5 - MAINZ FINTHEN - Driven by OBERMOSER - 10th Round 6 - NORISRING - 6th

Round 7 - DIEPHOLZ - Driven by Rupert KEEGAN - 11th Round 8 - HOCHENHEIM - Driven by OBERMOSER - 8th Round 9 - ZOLDER - Driven by OBERMOSER - 5th

Round 10 - Driven by DIÉUDONNE - 7th

Finished 16th overall in championship.

DRM results for the Sachs sporting/Rodenstock driven by Harald ERTL

- NURBURGRING: 5th
- ZANDVOORT: 2nd
- HOCKENHEIM: 1st
- NORISRING: 1st

### 1979

DRM results for the Rodenstock/Wurth BMW driven by Manfred WINKELHOCK

- ZOLDER: 4th
- HOCKENHEIM: 2nd
- NURBURGRING: 2nd
- SALTZBURGRING: D.N.F
  - MAINZ: 3rd
  - NORISRING: 1st
  - ZANDVOORT: 1st
  - DIEPHOLTZ: 3rd
  - ZOLDER: 2nd
  - -HOCKENHEIM: 5th
  - NURBURGRING: 3rd

Finished 3rd overall in championship

### 1980

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- 6H BRANDS HATCH # N° 23: DNF
  - 6H MUGELLO # N° 4: DNF
- 1000 KMS MONZA # N°5: DNF
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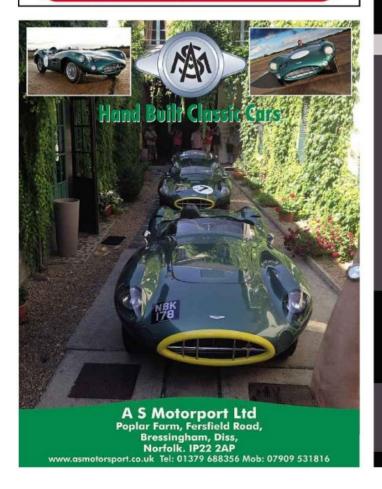




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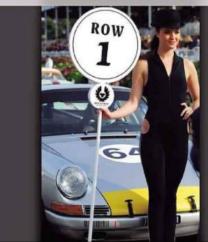
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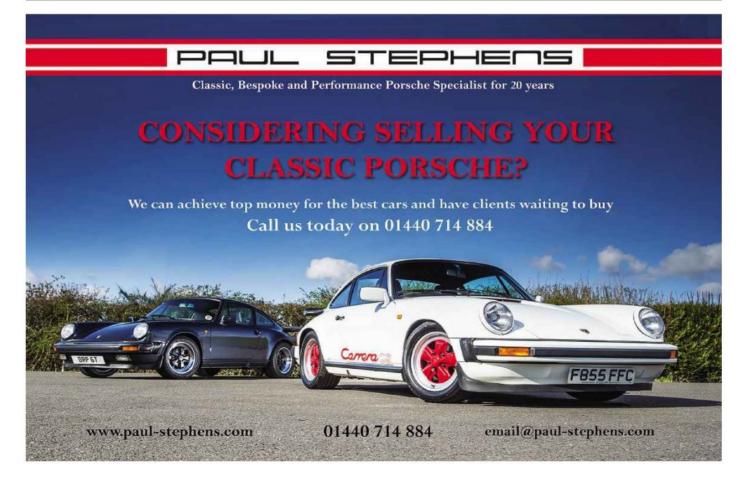
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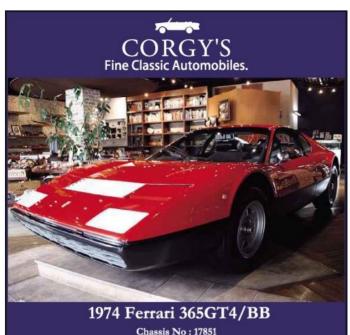
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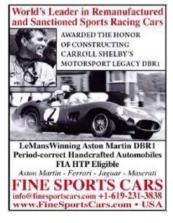
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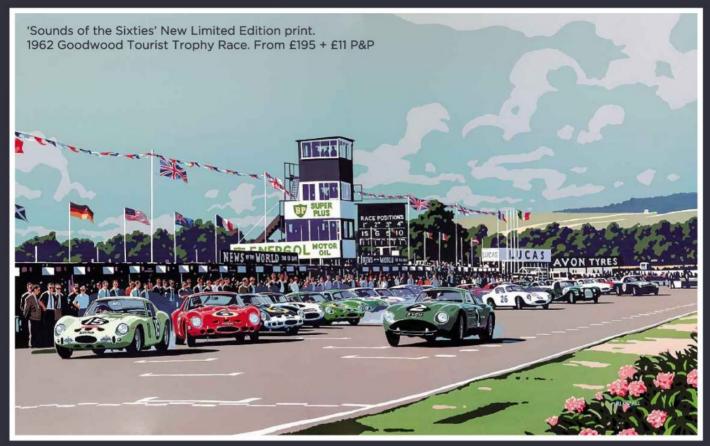
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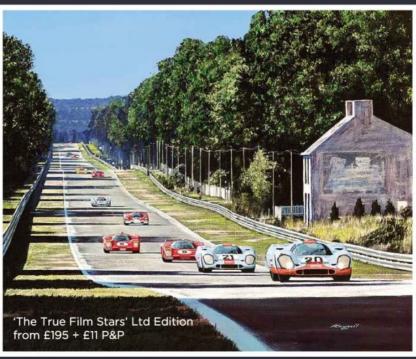
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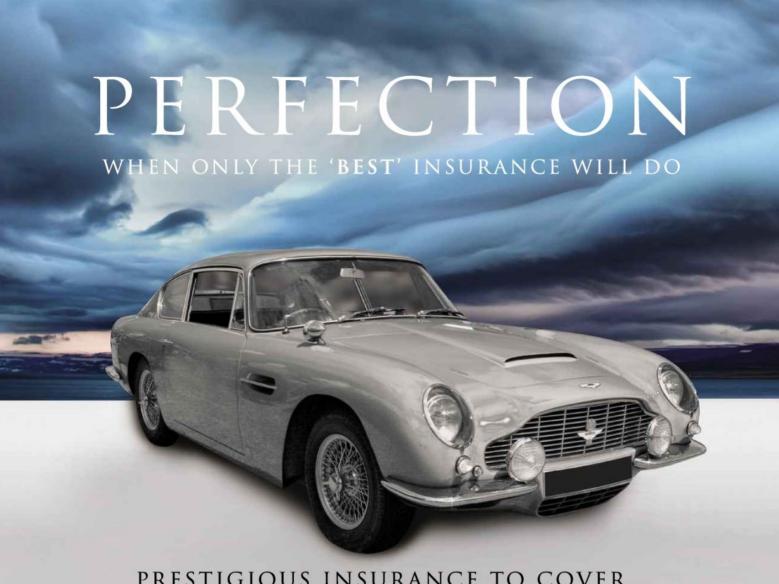


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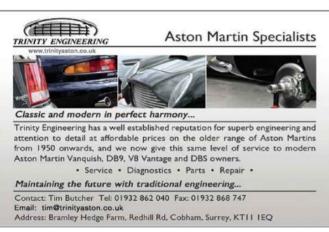
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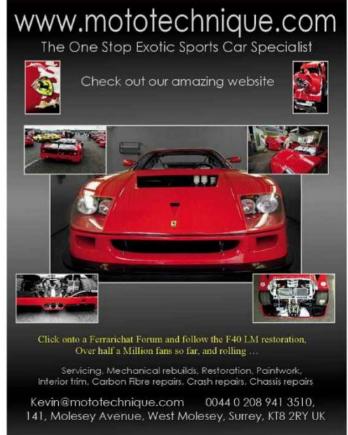












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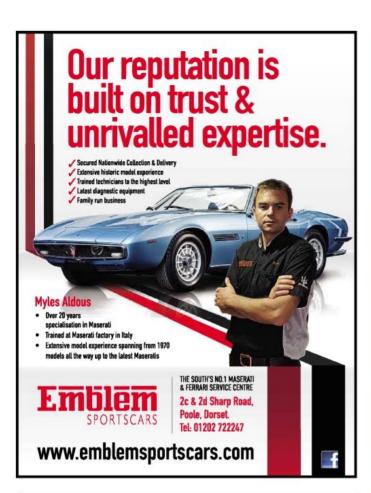


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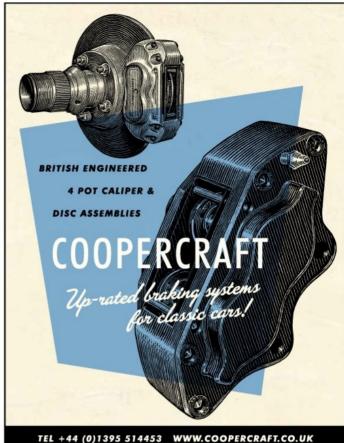
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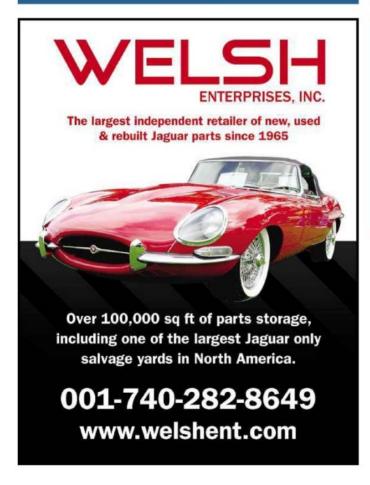
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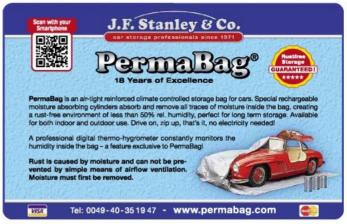
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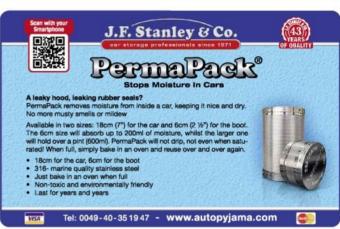
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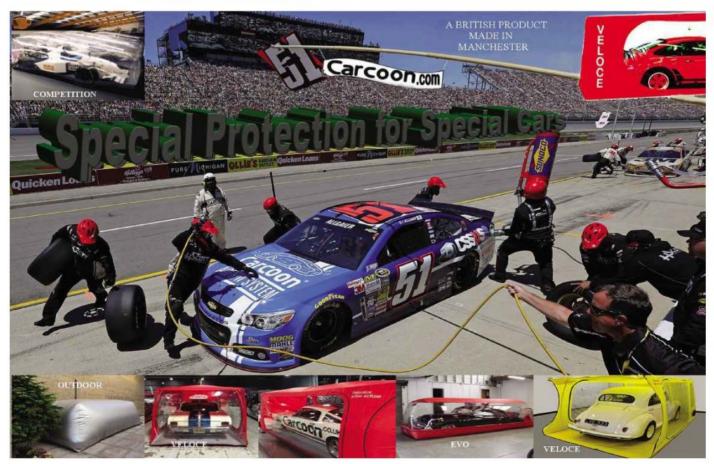
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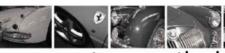
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### **Scott Moran**

Five-time British Hillclimb Champion who works and competes with his former Hillclimb Champion father

'M 38 and I live in a village near Ludlow with my wife Debbie, four-year-old son Oliver, our cat and our Collie/Labrador cross. During the week I'm up at 7am, take the dog for a walk, have some cereal and then either drive or cycle the five miles to work, which is our family-run motorhome business.

Moran Motorhomes was founded by my dad, Roger, the 1997 British Hillclimb Champion. He was running a garage and sold a few cars when he started hillclimbing in 1988. He bought a motorhome for us all but quickly realised that it was too small, so he put it up for sale and it sold straight away. That started him in motorhomes. My sister Marie and I joined the business in the '90s and we moved to our present, larger site in Ludlow in 1998. We sell a lot of motorhomes to our fellow competitors. At weekends, mum, dad, me and my family head off for the hills in our own motorhomes.

My dad and I share a car in the British Championship, which comprises 17 meetings and 34 rounds, including three overseas meetings in Jersey, Guernsey and Ireland. It's quite a big commitment and we drive over 3000 miles a year to events.

I started hillclimbing in 1995 in a Delta Imp and then in roadgoing Caterhams, which are fantastic cars in which to learn car control. Dad was keen to try to win another Championship so for 2002 he sold his Gould GR37 and bought a Pilbeam V6. I sold my K-Series Caterham to buy a house and started sharing his car.

That was a baptism of fire. I was always mindful to try to bring the car home in one piece as dad was going for the Championship. For 2004 we fitted a 4.0-litre Judd V8 and in 2005 we bought a Gould with a 3.5-litre Nicholson McLaren V8 – with about 640bhp. That's the car we still run, although we have developed it along the way, fitting traction control and a paddleshift gearbox. It really suited my style and I haven't looked back.

My first Championship Round win came in 2003 at Harewood, but that was a bit flukey as it was a rain-affected result. The first time I beat everyone on equal terms was a double win at Prescott in 2006. Everything clicked into place and I thought 'I can do this'. I won the Championship in 2008, 2009, 2011, 2013 and again this year. I never thought I'd win one, let alone five. I'm absolutely delighted.

My ambition is to win six Championships and equal the record of the late Tony Marsh. But even if I can't I would like to keep going for as long as I'm able because hillclimbing is just

### 'It's 125mph between granite walls, Armeo and trees, with lots of blind corners'

so much fun. It's mad, really, when you consider all the effort and expense in what amounts to just a few minutes of track time in a weekend. But when you climb into the car, it is really intense. You have to block out everything mentally, concentrate 100% and totally commit. You have to believe in yourself and believe that the car will stay on the road.

At Gurston Down, for instance, I cross the finish at more than 150mph. I've just taken the record there, which was set back in 2007 by Martin Groves. I still don't know how he did that time!

I've had two big shunts, both in the Pilbeam. At Gurston I went backwards across the finish at 109mph when the rear wing failed, and at Loton Park the suspension failed at 100mph and I narrowly missed a tree and a brick wall.

For me, the most challenging, the most fun and the most daunting hill is Doune in Scotland. It's 125mph between granite walls, Armco and trees, with lots of blind corners. It's a massive buzz and you get what's known as 'The Doune Shakes'. I took the record there in June this year.

You can do hillclimbing in your shopping car but at *this* level it is quite expensive. Nothing like circuit racing, though. The biggest expense is tyres. We use about seven sets a year at £1300 a set but, thankfully, we are sponsored for those by The Swift Group. An engine lasts us three or four seasons between rebuilds and the gearbox is bombproof.

In the evenings, everyone fires up their barbecues and has a drink and a chat. It's a really good social scene. We often don't get back home until 10pm on the Sunday and then it's up for work again Monday morning.

During the week I get home around 6pm, have tea with the family and then usually spend a couple of hours working on the car. I maybe watch some TV and then go to bed around 11pm.

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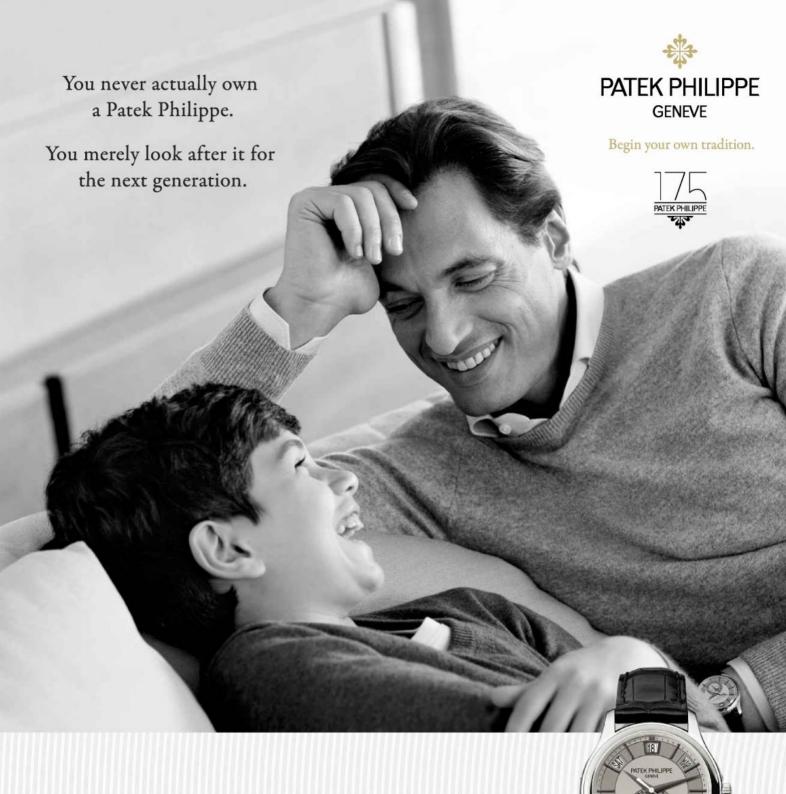


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