

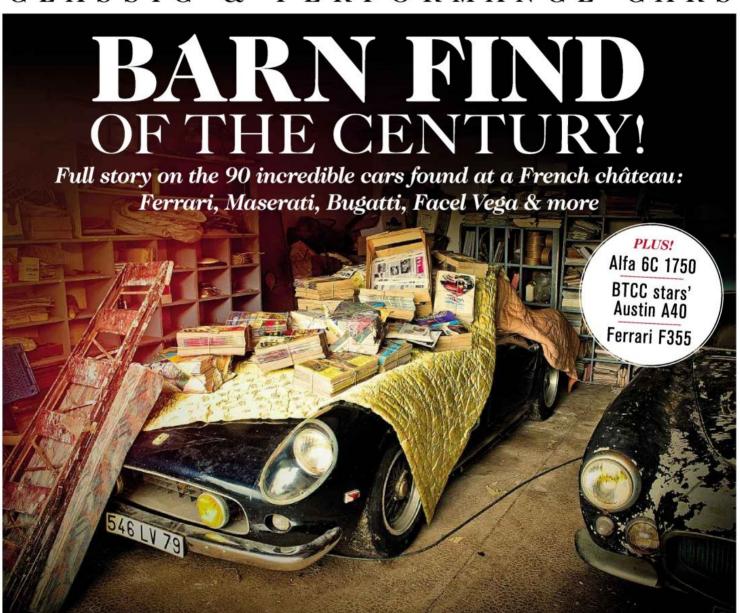
### JAGUAR XJR-9 PORSCHE 911

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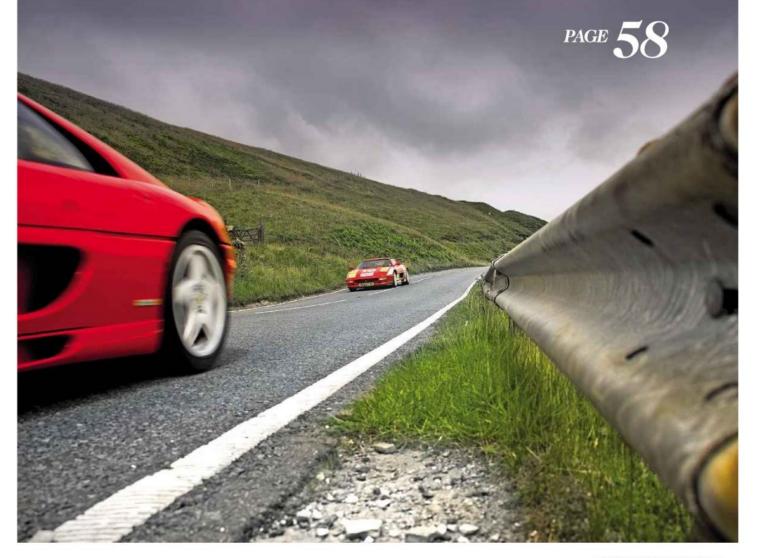
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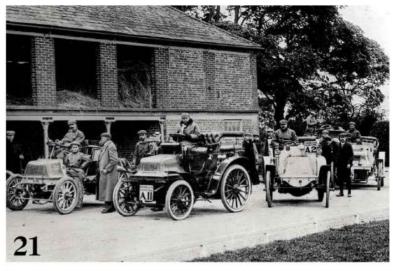
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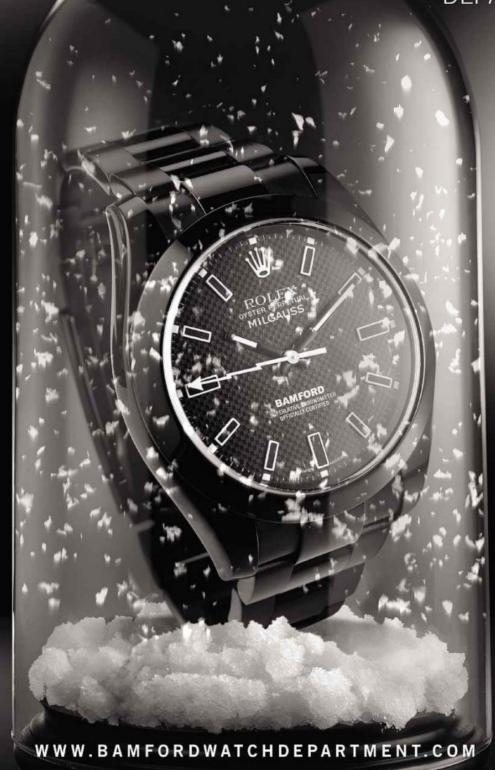








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## Rusting in peace



WE ALL DREAM of the barn find, don't we. It doesn't matter whether or not we actually have any desire to restore a car; there's just a curious, overwhelming romance to the idea of stumbling across some long-forgotten gem. Or, as in this case, gems very much in the plural.

The incredible cache of (mostly) thoroughbred cars in the grounds of a beautiful French château will surely go down

in motoring history as one of the greatest ever finds, including as it does a long-lost Ferrari 250GT SWB California Spider, Maserati A6G Gran Sport, Hispano-Suiza H6, Bugatti Ventoux, Facel Vega Excellence and many more.

The news of the discovery quickly went viral, though most of the reports were of '60 classics on a French farm', which is actually understating the reality. *Octane* was one of only four publications (two of the others being mainstream French press) to be allowed access to the château (not a farm!) to view the remaining 90 of the 200 cars that French engineer and haulier Roger Baillon had stashed away over the years.

Octane's Glen Waddington and Matthew Howell came back wide-eyed, amazed at the breadth of the collection and at the faux-Versailles opulence of the château, which they were shown around by the Baillon family. They're still talking about it now, and I suspect they will be for some years yet. See why on pages 68-78 – and at February's Rétromobile in Paris, where the cars will be displayed and offered for sale.

David Lillywhite Editor

#### Also featuring...



#### ANDY WALLACE

'We'd peel off the banking at just over 200mph, then spear down the slope and into the pitlane entry doing 185 and some. We'd actually be accelerating as we went by the other pits.' Read more of Le Mans and Daytona winner Andy in Richard Meaden's Jaguar XJR-9 feature on pages 108-118.



#### MATTHEW HOWELL

'Shooting for *Octane* means you run the risk of becoming desensitised to amazing cars. Every shoot sees another beautiful vehicle, often even better than the last. But this was on a whole new level of incredible. I can't imagine what will ever come close.' See the long-lost collection of cars Matt's talking about on pages 68-78.



#### ADAM TOWLER

'I think the very best cars are those that affect the soul. It's not about numbers, power outputs or price: it's about knowing there's no other car you'd rather be hearing, seeing or driving at that given moment. Both the old green 911 and those Ferrari F355s commandeered my world.' Read Adam's features on pages 58-66 and 130-136.

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#### JAGUAR D-TYPE 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 'merchandise').

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### The Mercedes-Benz Auction

Saturday 28 March 2015 Mercedes-Benz Museum Stuttgart, Germany

Entries now invited

Bonhams is delighted to announce the return of the Mercedes-Benz Auction in association with Mercedes-Benz Classic. Following last year's success the auction will be held within the stunning surroundings of the award-winning museum.

The sale will also be taking place during RETRO CLASSICS 2015, Stuttgart.

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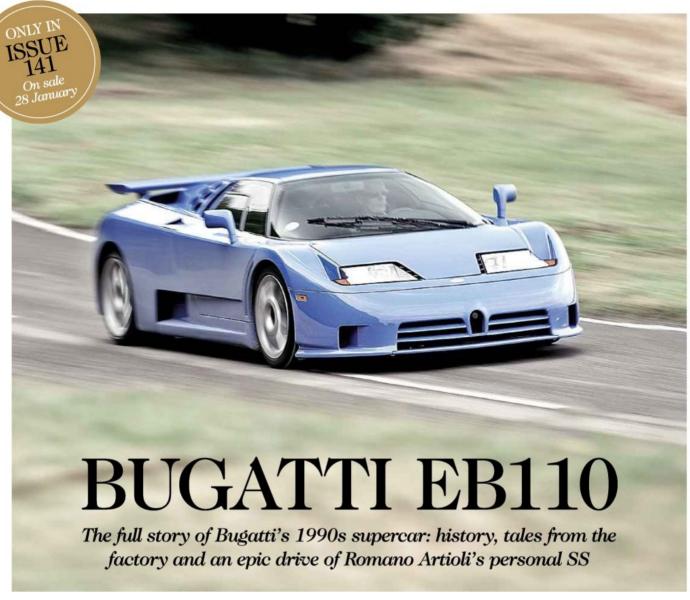
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- First drive of the Bentley La Sarthe Ferrari-powered race boat
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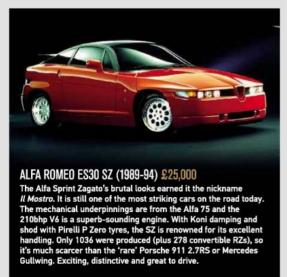
■ NEWS // EVENTS // DIARY ■

# WHAT TO BUY IN **2015**

Classic cars for clever money: enjoy your investment

Words Robert Coucher

2014 HAS BEEN a vintage year for classic cars. Prices have continued to rise strongly. As is now usual, Ferrari leads the way with huge gains in value, followed by Aston Martin and Porsche – and a Lamborghini Countach LP400 *Periscopo* is now a \$1-millon car while a McLaren F1 is worth \$10 million! Depressing? Possibly, but there are still some great classics from the leading marques out there that represent good value. Buy any of these and you'll be rewarded with immense driving enjoyment – and the prospect of increasing value.



#### LANCIA DELTA INTEGRALE (1987-93) £8000+

The Monte Carlo-winning Lancia Integrale is a superb driver's car – a real hot hatch in an Italian suit. The initial eight-valve version developed 185bhp, which rose to 212bhp in the Evo2 model. Fierce acceleration and limpet-like handling make this the car to catch down a fast and flowing country road. Buy one in dark blue or green with cream upholstery for the smooth Italian look.



#### FERRARI 308 VETRORESINA (1975-77) £120,000+

Classic Ferrari prices have gone mad, none more so than the diminutive Dino, which now commands over £300,000. Well, the 308 is a better car than the pretty Dino and it is far superior to drive. Also it is *much* cheaper: regular 308 prices start at £50,000. But the one you want is the rare 308 *Vetroresina*, the early glassfibre model built for only three years. Slightly lighter than the steel-bodied 308 that succeeded it, the *Vetroresina* has a DOHC V8 engine whacking out a full 255bhp, and early ones (about 500 in number) had dry-sump lubrication. Only 808 were made of glassfibre by Scaglietti and these are some of the nicest Ferraris you can drive. Expensive, yes – but not for a great Ferrari. Expect values to climb further.



#### BENTLEY CONTINENTAL R (1991-2003) £35,000

The technical term 'bang for your buck' applies perfectly to the bruiser Bentley Continental. When launched it was the most expensive production car in the world at £178,000: the last handmade, proper Bentley. The model evolved into faster and upgraded S and T versions (1850 produced in all) but the early, plain Continentals are the best value and look extremely elegant today. The large 63/4-litre turbocharged 325bhp V8 (420bhp in the R Mulliner) is the daddy.





#### EDINBURGH'S CONCOURS

2015 Concours of Elegance at Holyroodhouse Palace p20



RAC RALLY

Octane takes part in a Triumph TR7 V8 p24



#### CRAZY ABARTH

695 Biposto: world's smallest supercar? So it's claimed p42

#### FORD GT (2005-2006) £150,000

Yes, £150K is a lot of money - but not for this supercar, probably the best American car ever built. The DOHC 5.4-litre supercharged V8 produces 550bhp (and 500lb ft) so 0-60mph takes just 3.3 seconds and top speed is 205mph. It sounds incredible when pushed but its party trick is refined, high-speed cruising. Tough, reliable, beautifully made and easy to live with.



#### LAND ROVER DEFENDER (1990-2015) £10,000+

Land Rover recently announced that the Defender will cease production at the end of 2015. A descendant of the original Land Rover of 1948, the likes of this no-nonsense, go-anywhere car will never be seen again. Defenders are as useful in the urban jungle as they are in the Amazon. Buy a mint one and put it away (or take good care of it) for posterity.



#### PORSCHE 968CS (1993-95) £18,000

356 and early 911 prices have increased very strongly in 2014, but the 968 Club Sport is regarded as one of the best-handling Porsches ever. With stripped-out trim the CS weighs 1320kg, allowing it to accelerate from rest to 60mph in 6.3 seconds and on to 160mph. The UK-only 968 Sport is the same car but with more electrical gadgets and comfortable seats, and it is generally cheaper than the CS.



#### FERRARI 550 MARANELLO LHD (1996-2001) £60,000

A big, front-engined V12 Ferrari for £60,000? Yes, as long as you purchase a left-hand-drive example in Europe. RHD values have risen to £85,000 but LHD cars still lag behind. This is a proper Ferrari, with its stonking 5.5-litre engine producing 485bhp at 7000rpm. Top speed is 199mph and this analogue 'Rarri will blow the doors off a £600,000 Daytona.



#### LAMBORGHINI ESPADA (1968-78) £50,000

The big shock of 2014 was the stratospheric prices achieved for LP400 Periscopo Countaches. We already know that prices for the beautiful Miura are kissing £1 million, so how about a classic Lambo with the same V12 engine for a fraction of the price? Yes, the Espada (Spanish for sword) is what you want. OK, the 325bhp V12 is slightly detuned but it is fantastic to drive, whereas the Miura and Countach are not. Spacious, comfortable, fast - we love the Gandini-designed looks.





#### JAGUAR XK150 (1957-61) £50,000

With earlier XK120 and 140 prices having risen fast, the XK150 looks good value. But for £50,000 you will be limited to the standard 3.4-litre fixed-head coupé, as roadsters and dropheads are much more expensive, top dog being the 3.8 S roadster at six times the price. Parts and specialists are plentiful and many upgrades are possible and not expensive.

# Concours of Elegance moves to Scotland

HM Queen Elizabeth grants special permission for Edinburgh's Holyroodhouse Palace

HER MAJESTY the Queen has given permission for the 2015 Concours of Elegance to be held at Holyroodhouse Palace in Edinburgh, Scotland, on 4-6 September – the fourth Royal venue for the event, following on from the previous concours which were held at Windsor Castle, St James's Palace and Hampton Court respectively (pictured left to right, bottom).

As with those events, the 2015 Concours of Elegance will feature 60 of the greatest cars from around the world, supplemented by hundreds more cars from the UK's most prestigious manufacturers and clubs.

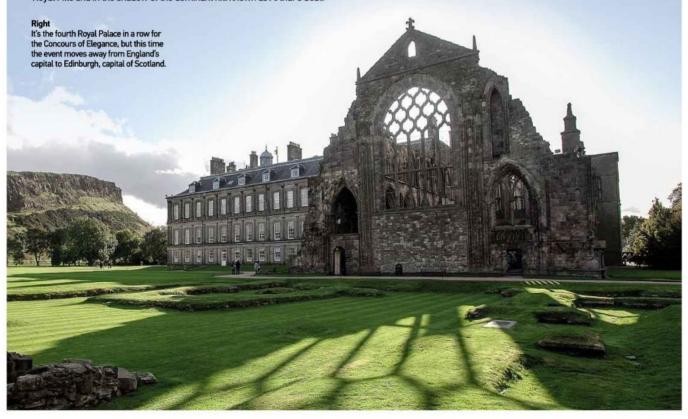
A driving tour of Scotland will take place just ahead of the concours, on 2-3 September, culminating at the Palace and including a drive along Edinburgh's renowned Royal Mile.

This will be one of the first major concours to take place in Scotland and a rare public use of the Palace, which is one of Her Majesty the Queen's official residences. It is arguably the most spectacular, being sited at the end of the Royal Mile and in the shadow of the dominant hill known as Arthur's Seat.

The palace's origins lie in the foundation of an Augustinian abbey in 1128, which contained Royal chambers. Later, early in the 16th century, James IV decided to convert these chambers into a palace, and this work was continued by James V and James VI. In 1650 some of the buildings were destroyed by fire during a visit from Oliver Cromwell and his men, and the Palace as we know it today is mostly down to work commissioned by Charles II after he had been restored to the throne in 1660. By 1679 the Palace was finished and it has survived in that form ever since. In recent years, Her Majesty the Queen has hosted 'Holyrood Week', during late June and early July, entertaining around 8000 guests.

For the concours, in early September, the cars will be displayed on the lawns directly in front of the Palace, and will once again be attended by concours patron and avid car enthusiast HRH Prince Michael of Kent.

For more details, see www.concoursofelegance.com.











### Historic photographs saved

National Motor Museum charity buys 1000 Mile Trial collection

**AN ALBUM OF** photographs documenting the 1000 Mile Trial of 1900 has been bought by the National Motor Museum Trust, using funds raised in just five days by the museum's Beaulieu One Hundred members.

The pictures were taken by official event photographer Albert Argent Archer to cover the entire gruelling run all the way from London to Edinburgh and back again. At the time, the event helped to overcome the public's negative perception of motor cars; now the photographs provide a remarkable record of an event that took in many of Britain's major cities.

There's particular poignancy in the pictures for the National Motor Museum, because one of the Trial's participants was John Montagu, father of the museum's founder, the current Lord Montagu. He took part in his 1899 Daimler 12hp (pictured above, numbered A11), the car in which he competed in several events, including the Paris-Ostend Race. It was also this car that he drove into the House of Commons Yard, the first person to enter in a motor vehicle, and he used it to give the Prince of Wales (later King Edward VII) one of his first rides in a motor car.

When it became clear that the pictures were to be included in the Bonhams London to Brighton sale, the museum trust had just five days to raise the money to buy them, calling on the Beaulieu One Hundred museum supporters to help with donations.

The Daimler is now displayed in the National Motor Museum, and copies of the pictures will be available to buy online at www.motoringpicturelibrary.com.



#### 007's new Aston Martin points to the DB's future

Ten specially built and exclusive 'DB10s' to star in next bond film, Spectre

current DB9's

**JAMES BOND'S** next Aston Martin will be the bespoke DB10, shown here, of which just ten will be built – and none of those will be available to buy.

However, Aston Martin says that the style of the new model points heavily to how the next generation of its cars will look. With the replacement due in 2016 – not long after the 6 November 2015 release of the new film, *Spectre* – it's likely that the new model will look very similar.

The Bond DB10 is said to be based around the existing VH aluminium architecture, powered by a V12, though it's likely that this will be twin-turbocharged. With Aston Martin's new technical partnership with AMG, the electronics will almost certainly be Mercedes-based.

As for the film, Spectre will again star Daniel Craig, directed by Sam Mendes. Spectre, an acronym for Special Executive for Counter-intelligence,
Terrorism, Revenge and Extortion, is the evil global terrorist organisation first introduced by lan Fleming in the 1961 novel Thunderball.
Shooting began in early December.

#### In brief



#### SURTEES RAISES £336,000

John Surtees has revealed that his appearances in the 1964 World Championship-winning Ferrari during 2014 have raised £286,000 for the Henry Surtees Foundation charity, set up to help raise funds to support accident care, with particular emphasis on head injuries. The Ferrari was loaned to Surtees by the Barber Vintage Motorsports Museum in Birmingham, Alabama, and founder George Barber honoured a promise to donate £50,000 if Surtees could raise the same amount — resulting in a total of £336,000.



#### GT40S AT LE MANS WEEKEND

The annual Le Mans Legend historic car support race at the Le Mans 24 Hours will this year feature cars built from 1949 up to and including 1968, bringing in Ford GT40. Porsche 908 and 901. Alfa Romeo T33/2 and similar for the first time. Duncan Wiltshire, chairman of organiser Motor Racing Legends. says: 'We will limit entries from the earlier cars to those we believe capable of lapping Le Mans in a reasonable time. The result should be stunning - from the earliest cars such as C-type Jaguars and Allard J2s up to the newest additions such as the GT40s.' www.motorracinglegends.com



#### LAND ROVER MUSEUM APPEAL

The world-renowned Dunsfold Collection of historic Land Rovers has launched a fundraising campaign to raise money towards a museum building. The collection of more than 130 vehicles - including prototypes, military vehicles, record-breakers and royal cars - was started by Brian Bashall in 1968 and has been continued by his son Philip, pictured above in the unique amphibious OTAL prototype. It's open to the public only once a year, but this could change if enough funds can be raised. With newly granted charitable status, the Collection is asking for donations of £35 a year. www.dunsfoldcollection.co.uk



#### In brief



#### MINI EXHIBITION IN MUNICH

BMW has opened a temporary exhibition celebrating 55 years of the Mini, from 1959 to the present day, at its museum in Munich – with plans to bring it to the UK in 2015. The Mini Story includes concept cars, unusual Minis such as the Outspan Orange and a Wildgoose camper, competition cars, archive pictures and original design sketches. It runs until 31 January in Munich – dates for the UK are yet to be confirmed. For details online search for 'the Mini Story'.



#### ZAGATO ON DISPLAY

A new exhibition of Zagato cars has opened at the Museo Nazionale dell' Automobile in Turin, Italy, to honour the 95th anniversary of the famous coachbuilder. Cars on display include an Alfa Romeo 6C, Lancia Aprilia, Maserati A6G 54, Lanica Flavia Supersport, Alfa SZ, Fiat 500 Coupé, Aston Martin Virage Shooting Brake and Alfa TZ3 Stradale. The exhibition runs until 15 March.



#### **FORMULA 1 PHOTO AUCTION**

Photographs taken by Formula 1 drivers, designers and team principals are to be auctioned on 16 January at the Intercontinental Park Lane, London, with proceeds going to the Great Ormond Street Hospital Children's Charity. The shots are hugely varied and include submissions from Jenson Button, Toto Wolff and 2014 World Champion Lewis Hamilton – who submitted this landscape, above.

#### LIGHTNING JET APPEAL

Citroën expert Andrew Brodie is appealing for funds for his 'other' project: the restoration of an English Electric Lightning jet fighter. The aircraft has been approved by the FAA for 'experimental, exhibition airworthiness certification', which means it can be flown in the USA. Search for 'Lightning XS422 Restoration' on Facebook or email andrew brodie@htinternet.com



## Drag race legend returns to UK

Don Garlits celebrates the 50th anniversary of first UK drag races

AMERICAN DRAG racing legend 'Big Daddy' Don Garlits has marked the 50th anniversary of his famous appearance at Britain's 1964 International Drag Festival (pictured above) with a week-long tour of the UK, organised by the British Drag Racing Hall of Fame.

His visit 50 years ago, as the best-known of a team of American racers, gave Britain its first taste of drag racing. In the following decades Don's reputation grew, and he's still respected as the greatest ever drag racer. His Florida museum attracts 40,000 visitors a year. This was Don's packed schedule:

 20 November: 82-year-old Don is a special guest at the International Historic Motoring Awards, for which the Don Garlits Museum of Drag Racing is shortlisted for Museum or Collection of the Year.

- 21 November: the family lunches at the Royal Automobile Club with UK drag racing representatives, including Alan Tiley, former Allard mechanic.
- 22 November: the British Drag Racing Hall of Fame Gala.
- 23 November: Q&A at Santa Pod.
- 24 November: to the National Motor Museum to meet with drag racing supporters. Dinner is at Beaulieu Palace with the Hon Ralph Montagu and Octane's David Lillywhite.
- 25 November: to Ten Tenths, to see Nick Mason and his car collection.
- 26 November: BDRHoF benefactor

Geoff Stilwell arranges lunch and a tour of Lloyds of London, followed by sightseeing in London.

• 27 November: Thanksgiving lunch at a traditional English country pub.

Next day, Don flew home to Ocala, Florida, to continue his preparations for an attempt to top 200mph in an electric-powered dragster.



#### **Historic UK hillclimb revived**

Last used in 1967, the Chateau Impney hillclimb is set to re-open in July 2016 following MSA course approval



A HISTORIC hillclimb is to be revived nearly 50 years after it was last run.

The Chateau Impney hillclimb near Droitwich Spa, Worcestershire, ran between 1957 and '67 in the grounds of the French château-style stately home, completed in 1873. For many years it was acclaimed as one of the country's best motor sport events, attracting big-name drivers.

Last year a gala event was held at the venue, now a luxury hotel, to gauge response for a possible return of the hillclimb. More recently, the Motor Sports Association has approved an extended hillclimb course, twice the length of the original, at 1000 yards (you may also recognise it as the new venue for H&H auctions).

The first event on the new course will take place 11-12 July 2016, with around 200 entrants expected.

// www.chateauimpneyhillclimb.com.

# SCOTTSDALE Auctions

FRIDAY Jan. 16 SATURDAY Jan. 17



1959 BMW 507 SERIES II Equipped with Rudge Wheels, Disc Brakes, and Hardtop



1968 FERRARI 330 GTS Formerly the Property of Dr. Lou Sellyei Coachwork by Pininfarina



1961 ASTON MARTIN DB4 SERIES II
Aston Martin Works Restoration | Coachwork by Touring



1964 SHELBY 289 COBRA



1966 PORSCHE 906 CARRERA 6
Formerly the Property of Racing Team Holland | First in Class at the 1966 Nürburgring 1000 Km

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Amelia Island Auction through January 2
Pebble Beach Auctions through June 1
Scottsdale Auctions January 2016





ROGER ALBERT CLARK RALLY

# The RAC is dead, long live the RAC!

The Roger Albert Clark Rally recaptures all that was great about the original RAC Rally, as the 2014 event confirmed

Words Philip Young Photography Gerard Brown

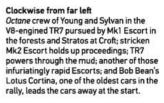
THE DEMISE OF the Lombard RAC Rally left a large hole in the lives of motor sport enthusiasts. The premier British rally established a unique concept of long days and nights at the wheel, driving all over the country, with a huge variety of timed sections. There was no practice allowed and no pace-notes, so you marked up the route on your own maps. No other event was quite like it.

I drove it only once, as a member of the works Skoda rally team in a factory 1300cc Estelle in 1985. It was gruelling and challenging, with two long, 36-hour loops out of Nottingham. If anyone then had suggested that the concept – and the name itself – would soon be lost forever, they would have been considered nuts. But it happened, and its demise in the '90s left a void for drivers, car preparers, and in particular the enthusiasts who followed the action. In its heyday, the RAC Rally attracted three million spectators. You drove down tracks lined by walls of woollen hats and anoraks.

Thankfully the void was filled by Colin and Nicola Heppenstall who, in 2004, against all odds and through sheer tenacity, created an inspired RAC revival, calling it the Roger Albert Clark Rally – or, as it's cunningly abbreviated, 'The RAC Rally'. Organised exclusively for older cars, there is nothing quite like it on the calendar. What makes it unique is that it attempts to recreate the original concept of the Special Stage RAC that took its first tentative steps way back in 1960. It's a formula that provides plenty of thrills, as the 2014 running confirmed.















# 'In less than 30 minutes, the grassy banks are reduced to rutted mud. The first timed test has begun'

You start in near-darkness, a light drizzle falling as brooding clouds billow up beyond a silhouette of trees in Sunderland's Herrington Park. What was once an old coal mine is now a popular beauty spot, but in less than 30 minutes its grassy banks are reduced to rutted mud by the combined efforts of several thousand horsepower. The first timed test of three days of rallying has begun.

Some 70 cars compete long into the night. No practice, no pace-notes, restricted service support. The route is presented on maps – your co-driver is navigating now, taking us back to the good old days. Out of Sunderland, you drive to Hamsterley, into the first forest stage of RAC Rallies past. Now we really get down to it. We will be at the wheel for the next six hours, and it will be the early hours of Day Two

before we get back to Sunderland, with two long days and nights to follow.

We're driving the rally for *Octane* in a Triumph TR7 V8. The chunky Triumph with its Rover V8 produces a bench-tested 318bhp (more than double the power of the 2700 production TR8s), gulping in the night air through four 48mm Weber twin-choke carburettors, with a back axle (from an XK Jaguar) that's so heavy it takes three to lift it, all balanced on an ultra-short 85-inch wheelbase... the same length as a Morris Minor's. The works team built 20 TR7s to this specification, the final fling of a British sports car in the world of international rallying.

Escorts make it look easy – and for them it is, with 40 years of constant development. Saabs, a lonely Lancia Fulvia and a Volvo PV544 are to score

good results and class wins; a Stratos gets into the top ten for the first time, bellowing its Ferrari scream through the trees, and the independent suspension of the Reynolds/Walsh Fiat 131 twin-cam helps it finish third, behind the Escorts of Elliott/Price and winners Robinson and Collis.

We survive the first night. Alongside is Hans Sylvan, who like me has not seen a British forest stage for 30 years and is loving the deep growl of the V8 engine as we lunge into the depths of Kielder's pine trees. We emerge in 25th place and first in class, but it should have been better. We lost nearly a minute stuck in mud. At Croft circuit, the Triumph has to fend off an attack from the Stratos: can a Triumph beat an Italian supercar? Oh ye of little faith. Red, white and blue Triumph can indeed keep Lancia plastic in the mirror to the finish flag.

The V8 expires after thundering down a Kielder track on the last day. Well, didn't the TR7 chalk up more DNFs than results? Deeply frustrating. But it's a unique event, slickly run. We'll be back.







LANCASTER INSURANCE CLASSIC MOTOR SHOW

### Birmingham has Essen in its sights

NEC show pulls in a record crowd again, as Jaguar and Porsche celebrate their heritage

AROUND 65,000 enthusiasts visited the NEC for the Lancaster Insurance Classic Motor Show, matching 2013's record attendance.

With 1700 cars on display and 250 clubs represented, the show claims to be Europe's biggest classic motoring club event (the huge Techno Classica Essen features 220 clubs). Buoyed by its continuing success, the organisers have already committed to making next year's event (confirmed for 13-15 November) even bigger. For 2015, the show will transfer to the biggest halls at the NEC, expanding the total floor-space from 82,000m2 to more than 93,000 (Essen is 120,000m<sup>2</sup>, so the NEC is catching up).

This year's event featured the usual array of club and enthusiast stands, as well as heritage displays from manufacturers such as Jaguar, which was showing the first of the six 'continuation' Lightweight E-types alongside a D-type.

Porsche also had a significant presence as it celebrated the relaunch of the 911 Targa and the 40th anniversary of the 911 Turbo. To tie those two events together, Porsche challenged its dealers to undertake restorations on either a Targa model or a turbocharged car; the results of the restoration competition were on display, with

16 models ranging from a 924 through to a 996-generation Turbo.

Elsewhere, the 12 halls offered everything from modern retro and British classics to European exotica, oddball pre-war motors, historic racers, American muscle-cars and, thanks to a tie-up with the Classic Motorcycle Show in Hall 6, a good smattering of two-wheelers, too.

The cream of UK club cars were gathered in the Meguiar's Club Showcase, which featured 16 cars, each of which had been named as the best of its type by its particular owners' club.

Among the highlights were immaculate examples of cars as diverse as a Fiat Uno Turbo, a Mazda MX-5 and various examples of mid-'80s sports cars such as a Mercedes-Benz 420SL and a Porsche 911 Carrera Supersport.

The theme of the show was The Big Screen, and star exhibits included the Adams Brothers' M-505 Probe 16 that appeared in the film A Clockwork Orange: KITT - the 1982 Pontiac Trans-Am used in the TV series Knight Rider; the 1959 Cadillac Ecto 1 from the film Ghostbusters; and the Porsche 917 driven by Steve McQueen in the movie Le Mans.

Stars of the small screen were also in attendance - Wheeler Dealers Mike Brewer and Edd China restored a 1965 Volkswagen Beetle, transforming it into a Herbie tribute, while Fuzz Townshend from Car SOS and comedian and car enthusiast Steve Coogan mingled with the crowds. Sir Stirling Moss was a VIP visitor on the Saturday, meeting and signing autographs for his legions of fans.

A new feature for this year's show was the Classic Club Stage. Hosted by Quentin Willson, this provided classic motoring advice and expert seminars on maintenance and restoration.

Meanwhile Silverstone Auctions hammered down £4 million of vehicles at its Sunday sale, which featured a

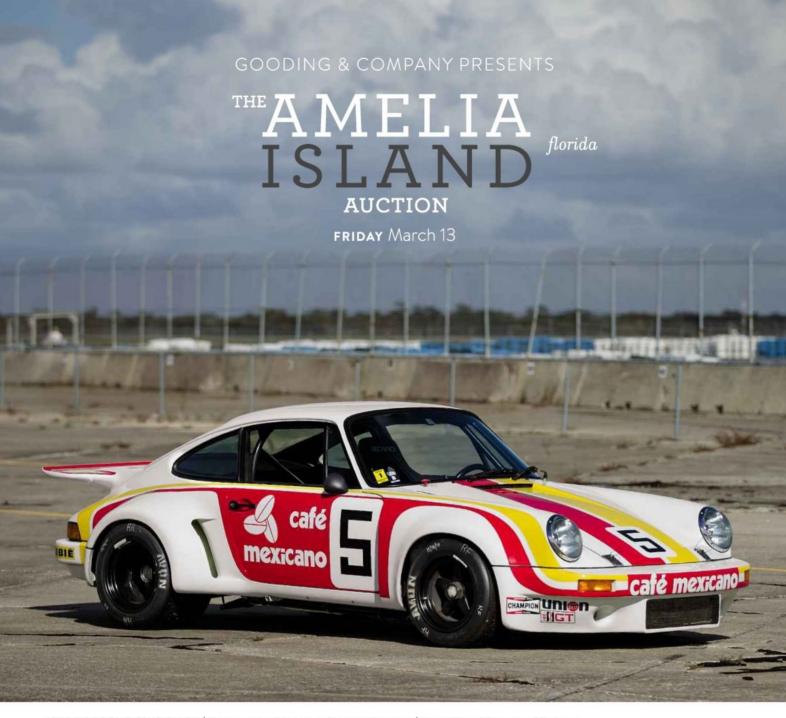
wide variety of classic and modern cars, motorbikes and automobilia.

Among the star lots were a Jaguar XJ220 previously owned by the Brunei royal family, which went for a strong £247,000, a 1969 DeTomaso Mangusta (sold for £180,000), and an exceptionally rare 1970 Ford Capri Perana V8 (£30,938). A late entry, and a rather appropriate one given the theme of the show, was a DeLorean DMC12, which sold for £28,125.

#### Clockwise from below

924s starred on Porsche stand; Jaguar showed continuation Lightweight E-type; retro crash scene: some more models





**1974 PORSCHE 911 3.0 RSR** | Formerly the Property of Héctor Rebaque | Three-Time 24 Hours of Daytona Two-Time 12 Hours of Sebring Participant | Chassis 911 560 9115



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Clockwise from top right Daytona's banked curves offer competitors a unique challenge; '68 Porsche chases '69 BMW in the hotly contested Group A for 1960-72 sports and racing cars; Lola T70 coupé and spider head Chevron B16 and UK-entered Camaro on the grid; Peter Davis and his Ginetta G4 were popular with the locals.

DAYTONA CLASSIC 24 HOUR

# **Banking on success**

New event draws competitors from 20 countries to test their mettle on Daytona's banked circuit

Words and photography Mark Dixon

'I'M 100% CONVINCED that we will see a lot more entries next year. The quality of the cars was good, and the standard of the driving was generally high. And everyone was friendly and relaxed.'

Not a bad testimonial, especially when it's delivered by 1970s Touring Car and F1 star Jochen Mass. The affable Bavarian was racing a 1974 Porsche 911 RSR in one of the six grids that were on track during the first running of this 24-hour event, held on the famous banked track at Daytona International Speedway.

What sets the Daytona Classic apart from its more established 24-hour rival, the Le Mans Classic, is the spread of those six grids, each one representing a particular era or type of car that competed at Daytona between 1961 and 2010. 'We have to appeal to the American audience,' said

organiser David Hinton, 'and they love seeing an Audi R8 or a Viper GT up on the banking. More and more owners of these cars want to race them, so I can see this age-group being a big growth area.'

For fans of more traditional machinery, there was still plenty to entertain them: everything from an Elva Courier to a brace of Porsche 962s, via 1969 Corvette and even a 1975 Aston Martin Vantage the last of which was noted by a rather bemusedlooking Brian Redman. Other famous names who were enjoying themselves included 'Quick Vic' Elford and Hurley Haywood, although Arturo Merzario looked less pleased when his Ferrari Daytona developed an engine fault and had to be retired.

Triple Daytona 24 winner Andy Wallace - who features in our Jaguar XJR-9 story later in this issue - did well to win Group E in his Audi R8 Le Mans car, after an epic battle with David Porter in a Pescarolo. 'The car's set up for the wet,' Andy told us in-between races, 'which means we're giving away maybe 100bhp to the Pescarolo - but we can't change the engine mapping. He's just leaving us for dead on the straights.' In the event, a spin on cold tyres cost Porter his victory, and he finished in fourth place, two laps behind Wallace.

Drivers from some 20 nations were represented at the Classic, including many from Europe and, in particular, the UK. Among them was Peter Davis, whose shoestring entry of a Ginetta G4 gained infamy in the paddock after Peter drove his race car down the freeway from Jacksonville after having problems extracting it from Customs. Sadly, the Ginetta suffered a couple of minor engine fires during the race and had to retire, but Peter and his support crew (a couple of mates who came along for the craic) were awarded a trophy for their 'dedication and extra effort in going above and beyond'.

The authorities at Daytona were reputedly surprised and impressed by the success of the inaugural Classic, so it looks certain that more will follow. The question is when; organiser David Hinton wants the Classic to be a biennial event that alternates with Le Mans Classic, so odds are that it will be held again in 2015 and then every two years after that. We think it has a great future and will be running a major feature on this debut Classic in the next issue of Octane



### PRIVATE TREATY SALES AT KIDSTON SA



#### Illustrated 1991 FERRARI F40 (EX-OTIS CHANDLER, 4,923 MILES)

#### **CLIENT PORTFOLIO**

1955 Mercedes-Benz 300SL Gullwing (preservation class candidate)

1955 Mercedes-Benz 300SL Gullwing (show winner)

1962 Ferrari 400 Superamerica (ex-Geneva Motor Show)

1985 Porsche 962 (ex-BF Goodrich double 24 Hours of Daytona podium finisher)

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



MOTORCLASSICA

#### Aussie auto attraction

#### Down-under classic car fans converge in Melbourne

MOTORCLASSICA 2014 is reckoned to have been the most successful staged so far, with more than 20,000 people flooding into the Royal Exhibition Building in Melbourne to see more than 500 vehicles on display over the three-day event.

Amid the many highlights, Gina Campbell was a standout, attracting huge interest from show attendees as she recalled the exploits of her famous World Speed Record-setting father, Donald Campbell. A former Women's World Water Speed record holder herself, Gina was the focal point of a tribute that marked 50 years since Donald Campbell set Land and Water Speed Records in Australia.

Australia's International Concours d'Elegance, a key annual feature of Motorclassica, saw 18 prestigious awards handed out, with the magnificent



1952 Aston Martin DB2 of former Grand Prix boss Mal Hemmerling winning the coveted Best in Show. Widely regarded as the best DB2 in the world, this recently finished car also won Restoration of the Year for Marque Restorations of South Australia.

People's Choice went to the 1966 Porsche 912 of David Belford, the Chief Judge's award went to the 1969 Boss Mustang 429 of Sam Newman, and the new Preservation Class to John Matties' 1979 Rolls-Royce Silver Shadow. Modern Classic USA was won by Brian James' 1966 Ford Mustang Shelby GT350H, Modern Classic Euro by Miles Sandy's 1971 Ferrari 365 GTC/4, and Modern Classic Sports & Performance (Euro/UK) by the 1974 Lancia Stratos Stradale of Philip Allen.

Motorclassica also celebrated 100 years of



Maserati, and a special award for the best vehicle was presented to Con Caracoussis for his 1966 Sebring II, while the 50 years of Ford Mustang tribute saw Ron and Dorothy Cremona win the special award for their 1967 car.

Australian Specials were honoured with a display, with the award going to Derek McLaughlan's 1956 Edelbrock Ford V8 Special, while three motorcycle awards went to Peter Arundel's 1931 Indian 101 Scout (Pre War), Jon Munn's 1948 Vincent Rapide factory racer (Post War) and Robert Marro's 1951 Moto Guzzi 250 Airone Sport (Preservation).

Motorclassica's older entrants didn't miss out, with the Turner Foundation's 1936 De Soto SG Airflow (Vintage & Pre War), Peter Arundel's 1954 Jaguar XK120 (Post War Classic UK), Eric Hill's 1959 Cadillac Series 62 (Post War Classic USA) and Michael Kelly's 1963 Alfa Romeo Giulia Spider (Post War Modern & Classic European) winning accolades.

In the auction, conducted by Theodore Bruce, sales topped \$2.5 million. The biggest seller was a rare 1954 Bentley R-Type Continental that sold for almost AU\$1.1 million.

The event saw a major increase in attendance by modern manufacturers, Mercedes-Benz returning for a second year for the Australian launch of the S Class Coupé. Others included Jaguar, Alfa Romeo, Maserati, Caterham, Aston Martin, Porsche, Morgan and Lotus, and from the motorcycle world Indian, BMW, MV Agusta, Triumph and Benelli.

Motorclassica has already confirmed its sixth event for 2015, to be staged again at the heritage-listed Royal Exhibition Building on 23-25 October.

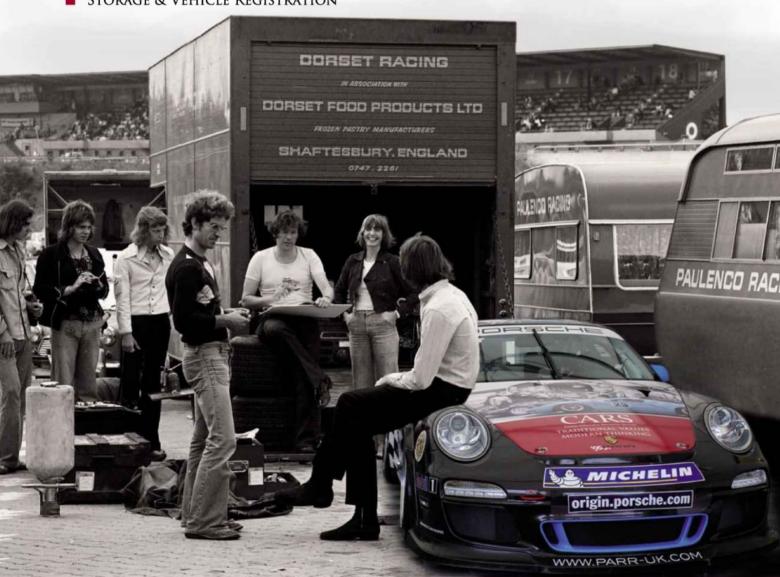
#### Top and left

Melbourne's Royal Exhibition Building hosted 20,000 visitors and over 500 classics; former Women's World Water Speed record holder Gina Campbell was star guest.



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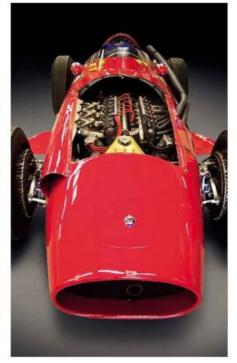
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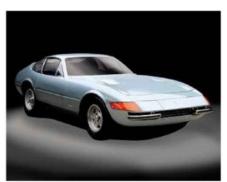
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EVENT PREVIEW

#### The London Classic Car Show

ASIDE FROM a 24-hour Tube service, some affordable housing and a giant airport in the middle of the Thames (we've not given up on that most harebrained of Boris Johnson's ideas), London doesn't want for much, but for some years now its lack of a regular, major classic car show has been a source of irritation and confusion. Fortunately that gaping void is soon to be filled – and in some style, too, from what we can tell.

The London Classic Car Show, which will be held on 8-11 January at the ExCeL exhibition centre in Docklands, will feature 40 specially selected cars including a 1904 Lagonda Tricar – the earliest known Lagonda in existence – and the Maserati 250F driven to victory by Stirling Moss in the 1956 Monaco Grand Prix.

The invitation-only approach should ensure a first-rate field and, excitingly, visitors will be able to see many of the cars in action, despite the fact that this is an indoor event. Organisers plan to create a 'Grand Avenue', allowing pre-and post-war treasures to steam up and down the vast venue.

The sound of a 1957 Ferrari Testa Rossa or McLaren M23 or 1931 Bentley 8 Litre roaring inside a giant metal box has to be worth the price of admission alone, but there will be plenty more to enjoy, including a display of 'Cars That Changed the World' curated by James May, a huge number of trade stands, and a 60th birthday party for the Citroën DS featuring all sorts of variants of the otherworldy French beauty. It would be hard to say no to all of that on a cloudless day in mid-July; in mid-January, the London Classic Car Show is likely to prove completely irresistible.



#### **USEFUL INFORMATION**

WHERE ExCeL London, London, UK

WHEN 8-11 January

HOW MUCH Adult tickets are available from £13 in advance, and premium tickets from £45. A premium ticket provides access to the Grand Avenue enclosure, fast-track entry and more. *Octane* readers get £5 off standard tickets with the code LCCS36 when booking in December.

**GETTING THERE** ExCeL London is easily reached using the Tube and the Docklands Light Railway; there is parking at the venue, but driving in central London is not enjoyable.

INFO thelondonclassiccarshow.co.uk

#### LISTINGS

26 DECEMBER Romsey Boxing Day Classic Car and Bike Meet

Romsey, UK. The Boxing Day Meet will see 700 classics and customs gather in the Hampshire town of Romsey.

26 DECEMBER Lakeland Motor Museum

Boxing Day Classic Car Meet Backbarrow, UK. Meanwhile, further north, classics assemble at the Lakeland Motor Museum in the picturesque Leven Valley, close to the southern tip of Lake Windermere.

28 DECEMBER
Oundle Classic Sprint
Oundle, Northants, UK. The first
ever sprint and classic show to be
organised in picturesque Oundle.

28 DECEMBER
Classic Car and Bike Winter
Restoration Show

Donington, UK. If you're feeling industrious over the festive period and would like to make some progress on that long-stalled project, you'll find parts, advice and inspiration here.

1.1ANIJARY

Brooklands New Year's Day Gathering

Weybridge, UK. Rising early on New Year's Day might be something of a challenge, but the cars on display here, both inside and outside the museum, are worth getting out of bed for. I JANILARY

Vintage Stony Stony Stratford, UK. A popular and informal get-together for

and informal get-together for classic cars and bikes of all types, held in aid of Willen Hospice. 4. JANUARY

The Autojumble Midlands
Coventry, UK, Browse 60,000

Coventry, UK. Browse 60,000sq ft of parts and automobilia at the Ricoh Arena – which will be well heated, thank goodness. 8-11 JANUARY

The London Classic Car Show London, UK. See preview. 8-11 JANUARY

Autosport International
Birmingham, UK. The annual
show at the NEC will feature
something for fans of just about
every motor sport discipline, and
a karting track in the 'Adrenaline
Zone' for those who want to do
more than look around.

8-11 JANUARY
InterClassics & TopMobiel
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.
9-10 JANUARY

The Exeter Trial
One to sort the men from the
boys, the youngest of the MCC's
'Big Three' sees entrants setting
off from a variety of starting
points for a 270-mile journey
through the night to Torquay.
11. JANIARY

Traversée de Paris Hivernale Paris, France. Hundreds of pre-1986 classics (700, to be precise) cross the French capital in convoy. 11 JANUARY

Arizona Concours d'Elegance Phoenix, USA. Only a year old but already a very fine event, the Concours will feature a class for Ghia-bodied cars in 2015 and a display of cars once owned by the architect Frank Lloyd Wright, as well an appearance from special guest Sir Stirling Moss. 21-25 JANUARY

Cavallino Classic
Palm Beach, USA. Chiefty 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.
22-25 JANUARY

The Winter Marathon Madonna di Campiglio, Italy. Pre-1968 cars (and a handful of special pre-"76 cars) tackle a route that includes a number of new time trial stages for 2015, as well as the ice race that was introduced last year.

25-30 JANUARY The Winter Trial

As in previous years, the exact route for the Winter Trial is being kept a secret, but we know that crews will begin and end their six-day drive in Sundvollen, just outside Oslo in Norway. Stages will take in frozen lakes and rallycross circuits as well as long stretches of tarmac, and pretty much everything will be covered in snow, according to forecasts.

25 JANUARY – 11 FEBRUARY

11 FEBRUARY Burma Road Classic

The Burma Road Classic returns to offer lucky crews the chance to experience Myanmar, formerly Burma, which was largely closed to visitors (and certainly to classic car rallies) until only a few years ago.

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.
4-5 FEBRUARY

Rétromobile
Paris, France. More than 100,000
visitors are expected to descend
on the Porte de Versailles Expo
for this year's Rétromobile, and
they won't leave disappointed,
with displays set to include a
collection of rare Pegasos and a
selection of cars from the stable
of Corrado Lopresto.

Bremen Classic Motor Show Bremen, Germany, Hot on the heels of Rétromobile comes Germany's first big show of the year. It's an inclusive affair, with all eras and most marques represented by the 650-odd exhibitors who travel to the ÔVB-Arena in Bremen from all over Europe and beyond. 17 FEBRUARY —

6-8 FEBRUARY

Royal Rajasthan Rally
A once-in-a-lifetime, 23-day
drive through some of India's
most incredible scenery, taking
in Delhi, Udaipur and Agra.

20-22 FEBRUARY Race Retro

Stoneleigh Park, UK. The winter's major historic motor sport show will again feature a host of famous names, displays and live action.

#### GO ONLINE!

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Octane makes every effort to
ensure accuracy on these pages,
but recommends that you contact
event organisers before setting
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#### THE EX PETER SUTCLIFFE, 1964 JAGUAR E TYPE LIGHTWEIGHT, YVH 210

YVH 210 is the ninth of only twelve factory Jaguar E Type Lightweight Competition Coupes built. Sold new to the famous privateer racer Peter Sutcliffe who went on to extensively campaign YVH 210 throughout Europe, including the Nurburgring 1000 Kms, Goodwood TT and an overall victory at the Monthlery 500 Kms, before taking this extremely significant E Type to be campaigned further in South Africa. Subsequently campaigned by the highly acclaimed Red Rose Racing team, YVH 210 remains in highly original condition. One of the most important Jaguars in existence.





# LA Auto Show: Octane's pick

Europeans firmly in charge at Los Angeles' downtown Convention Center

Words Glen Waddington

**OK, SO IT'S AN** American show but it's thousands of miles from the US auto industry's Detroit heartland – which may go some way to explaining why the LA Auto Show seemed to have more European than American highlights.

Big news from Jaguar (1) was the new four-wheel-drive and manual-transmission versions of the F-type, at a stroke extending the range from six to 14 models. With four-wheel drive, the F-type R Coupé now accelerates from rest to 60mph in 3.9sec, and its 543bhp supercharged V8 replaces the 488bhp version fitted to the convertible. Rear-wheel-drive supercharged V6 versions are now available with the new six-speed manual transmission, which is deliberately aimed at driving purists – though the standardisation of electric power steering across the range is perhaps less welcome. We'll let you know after we've tested the new range in a future issue.

Making its world debut was Bentley's Grand Convertible (2), in essence a soft-top version of the Mulsanne limo – and clearly inspired in its finish by Rolls-Royce's Phantom Drophead. It's a concept for now; as Bentley chairman Wolfgang Dürheimer said: 'We are eagerly awaiting the response of our customers to this car. We will ensure that this car – if it reaches the roads – will be a highly exclusive, extremely limited collector's piece.' Who'd bet against it reaching production?

Mercedes-Benz revived the Maybach marque (3) as a branding excercise on its most upmarket S Class limos; we told you all about the M versions of BMW's new X5 and X6 last month; and Audi (4) ushered in an evolution of its design language with the Prologue concept car – which hints (heavily) at a coupé version of the next-generation A8 limo. VW, meanwhile, chose LA to launch the estate version of its Golf R (5): 296bhp, four-wheel drive and room for luggage.

In riposte to the domination of European metal, Ford revealed the most powerful Mustang ever, in the shape of the Shelby GT350 (6), with a 5.2-litre flat-plane V8 with 'more than' 500bhp and 400lb ft. Japan got in on the launch action too, with America's first sight of the new Mazda MX-5 and the world's first look at the new Mazda CX-3 crossover, while Lexus showed the LF-C2 concept (7): surely a preview of a convertible version of the RCF coupé.

















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Official fuel economy figures for the Jaguar R-Performance range in mpg (1/100km): Urban 14.9-17.8 (18.9-15.9); Extra Urban 32.8-34.0 (8.6-8.3); Combined 22.2-25.5 (12.7-11.1). CO<sub>2</sub> Emissions 297-259 (g/km). Official EU test figures. For comparison purposes only. Real world figures may differ.

#### Mercedes takes on the 911

The SLS is no more, yet the new Mercedes-AMG GTS doesn't exactly replace it, in spite of similar styling. No, this car has its Stuttgart rival firmly in its sights

Words Dan Prosser

IT WOULD BE tempting to consider the AMG GT to be Mercedes-Benz's replacement for its discontinued SLS grand tourer, but in reality this new model is a very different sort of car. For one thing it's around 30% cheaper than the SLS – the entry-level version costs £97,195 and the more powerful GT S, tested here, starts at £110,495 – and for another it's a proper sports car rather than a GT (don't let the badging fool you).

The AMG GT does continue where the SLS left off in aesthetic terms, however. With its long bonnet and cab-back silhouette it's very clearly a relative of the SLS and it even calls to mind the iconic 300SL of the 1950s. On the subject of aesthetics it is worth noting that the AMG GT works even better in the metal than it does in pictures; the taut shape and sharp creases are more apparent and, once on the move, the GT looks impossibly wide and low.

Both versions use the same 4.0-litre twin-turbo V8, albeit in different states of tune. The engine is dry-sumped so that it can be mounted low, and it sits well behind the front axle line. The turbos nestle within the vee, which improves response because the inlet tracts are very short. In base trim it delivers 456bhp, while the S is good for 503bhp. Mercedes claims 0-62mph in 3.8 seconds and a top speed of 193mph for the quicker version.

Although this new model uses a cut-down SLS platform, the rear axle assembly is bespoke. It runs

on double wishbones all round and the dampers on the S offer the driver a choice of three modes.

It takes only a mile or two to realise that this new model is pitched very differently to the SLS; the low-speed ride is firm to say the least, even in the softest setting. With its transaxle layout and front/mid-mounted engine the AMG GT feels perfectly balanced on the limit, while the sophisticated suspension flattens bumps and keeps the body in check over undulations and through corners. The result is that the driver feels huge confidence when pushing along a road, never fearing that the front axle might suddenly wash wide or that the rear might violently step around. It's a sports car through and through – one that has the dynamic ability to rival the Porsche 911.

The V8 is one of the most impressive turbocharged engines on the market. It has both immediate response and a useful top end, although it is a shame that the dramatic exhaust note is reserved for bystanders. The twin-clutch gearbox is a reworked version of the unit used by the SLS, but it has been transformed. Shifts are quick and clean, and the 'box responds obediently to the driver's tweaks of steering wheel-mounted paddles, which wasn't necessarily true of the SLS.

With its latest model, Mercedes-Benz's performance division has excelled itself. The AMG GT is even better than we dared hope.

#### Below and bottom

Very wide, very low; two seats inside, two turbos for the front/mid-mounted V8. Porsche's 911 Turbo S is the rival, which Mercedes-AMG battles with 503bhp.

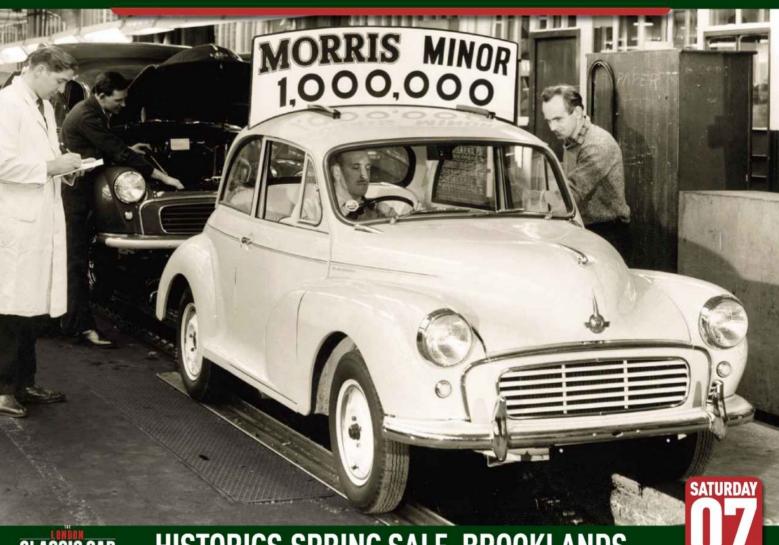








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#### Access all areas for less

The Freelander is no more: welcome Land Rover's Discovery Sport

Words John Simister

AHEAD, JUST VISIBLE through the night and a snowstorm blowing horizontally at maybe 70mph, is a Land Rover Defender. It's one of Land Rover's own vehicles, fully togged-up with chunky tyres and huge candlepower. Nothing should defeat it on what we assume is the narrow road, marked out across the white, increasingly soft, extremely cold landscape only by posts and bend arrows.

We see it bounce and slither as it claws its way along this lonely backroad in Iceland, as the 'weather bomb' - due to hit Scotland shortly after batters us with snowy shrapnel. It's an old-school 4x4, its driver feeling and listening for every traction change and steering tug. We feel for him, as we luxuriate in our compact cocoon.

And we follow him, faithfully but a bit impatiently, because we're feeling much less drama in here. Inputs concerning the dynamic state of our new Land Rover Discovery Sport are filtered through on a strict need-to-know basis. Otherwise it just gets on with the job while we explore the music tracks beamed from an iPhone via the InControl interface. (So much better than OutOfControl, don't you think?)

This Sport (from £32,395) replaces the Freelander and is a move towards making 'Discovery' almost a brand name, in the way that Range Rover is. The front half of its underpinnings come from the Evoque (and Freelander), but the rear suspension with its aluminium hub carriers and lower arms is a more compact design, to accommodate third-row seats for small people with short legs. The second row slides to let them in and to alter the ratio of boot space to people space with the rearmost row folded flat. Bonnet, roof and tailgate are all of aluminium, and there's a pop-up airbag at the bonnet's rear edge to soften an errant pedestrian's landing.





Top and above Whereas the Evoque majors on style, its Discovery Sport sibling majors on practicality, with a useful boot and seven seats. Still guite a looker for an SUV, mind.

This is an unusually good-looking SUV, with a crispness of line absent from Audi Q5 or BMW X3 rivals. It manages not to look overbearingly bulky, instead seeming squat, poised and ready for action. The higher, glassier tail and body-colour C-pillars separate it from an Evoque, while its interior comes across as modern but conventional. At launch the only engine offered to UK buyers is a 2.2-litre, 190bhp, sequential-turbo diesel with either sixspeed manual or nine-speed auto transmission and rather redundant paddleshift; you would surely get lost with all those gears. New 'Ingenium' petrol engines and front-wheel drive will follow.

Like the Evoque, the Discovery Sport rides smoothly, steers with a precision remarkable in an SUV, and has a proper Land Rover's ability to carry on when the road has vanished. We had the Terrain Response set to grass/gravel/snow most of the time, and were running on lightly studded winter tyres, but driving the snowy roads on the normal road setting, and with the traction and stability systems switched off, was much more fun when there were no steep drops to the sides. The engine could then release its ample torque (310lb ft) freely and gentle powerslides were ours for the asking.

Thus configured, the Sport wanders a little on fast but rutted snow-covered roads, as the grip and traction vary. Switched back on, the stability system constantly 'vectors' torque to each wheel and suddenly it's as if an invisible hand is pressing lightly down on the Sport to keep it straight and true. It's very impressive and entirely alien to a fully hands-on Defender exponent.

Is that a good thing, or is it better always to feel exactly what's going on? We could argue that indefinitely, if I hadn't just run out of space...



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#### Always read the labels

Abarth's technical partners add expertise, cool branding and £30,000 worth of engineering enhancements to the 695 Biposto. But does that make it it crazy enough?

Words Glen Waddington

'YOU 'AVE TRY the beach box?' asks my Italian chaperone, as I head towards the uscita at the Autodromo di Varano. The what? Ah, the bitch box. It's not fitted to this car, which is the standard £32,990 matt grey, 187bhp 695 Biposto, with the standard Abarth Cinquecento five-speed synchromesh gearbox. But back in the pitlane snarl a trio of Biposti, each of which has more options ticked on the customisation list, from carbon trim and Sabelt seats to ally bonnet and polycarbonate windows (with little sliding hatches rather than a winding mechanism) - and a dog-ring gearbox. So that's what he means.

We spend little time on the road, but long enough to find out that a wide track (and 18in OZ rims accommodated by flared arches), short wheelbase and immense roll stiffness add up to sixpence agility in corners and head-wagging, rib-crunching discomfort over irregular ridges, and also that throttle response on this uprated 1.4-litre turbo four (bigger turbo and an intercooler are the highlights) is less instantaneous than you might fancy. But it's an engaging little device, delivering on first acquaintance the cool appeal promised by a weight-loss programme (dry, it's a somewhat contrived-sounding 997kg, thanks to junking the air-con, radio and rear seats) and Abarth's inspirational claim that it was 'born from a drop of madness'. It's also 'the smallest supercar', they like

to think. Whatever; fun is had, with a fair belt from 2500rpm and lots of loud gurgling, popping and banging from the Akrapovic dual tailpipes.

If you're prepared to stretch to Golf R money for a pumped-up shopper then really you should splash another £8000 or so on the ristretto spec Bacci transmission. It's what makes this machine stand out as, frankly, the power isn't huge for the price and the question of desire hangs on character.

Around the circuit, familiarity means you're quicker initially in the synchro car but - if you can stop ogling the gorgeous naked gate and beautifully wrought selector mechanism - the dog car is ultimately a smoother, sharper way to travel. It seems to select the next ratio while you're still thinking your way across the tight gate, engaging with a clunk that's intuited more than felt. You can heel-and-toe downshift better here than in the synchro car too, so it's quite flattering.

All 695s get Brembo brakes that haul you up efficiently, and bespoke Extreme Shox dampers mean that hardness is tempered by control, while a proper mechanical front diff and laid-back traction control let you hang out at stupid angles (on purpose or, er, not) before simply gathering you up ready to get silly again at the next bend. To whom such things matter, all those labels add a bit of fashion cred too, though if you tick every box you'll be into it beyond 50 grand.



Top and above Abarth fancies the 695 Biposto as a road-legal track car, but it's more a funky road car with tonnes of racing-inspired character especially if you can afford the full set of customisations.

For all the designer gear, the steering is still that of a bog-standard supermini, so there's not a huge amount of sensation to be had. Something a bit less buzzy and more properly vocal under the bonnet would be welcome too - and I wonder if it's really quite insane enough. Without the rear seats, there's a perfect opportunity to bolt the driver to the floor and fit a BTCC-style steering column, ridding the Abarth of its bar-stool driving position. Actually, there's not a drop of madness in that idea at all.

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## JAY LENO

#### THE COLLECTOR

HEN YOU HAVE a car website, and you write for a magazine such as Octane, people always want to ask you questions. Things like, how much horsepower does a particular car have? But the most common question I get is:

'Hey Jay, you know about cars, right? What colour should I get?' I ask, 'What colour do you like?' And they tell me and I say, 'Why don't you get that colour?' And it seems so brilliant to them.

I'm often asked about cars by people who don't care about cars. Consequently they're asking about cars they, and sometimes I, don't care about. You know... Hyundai, Kia, Prius. They're not asking me about the excitement or the joy of driving a car, they're just asking what's a good appliance that will never

break and last forever? That's the part where I say to them, 'What do you want to do with this car?' And they look at me incredulously... 'Well, just drive to work.' I mean, the idea of having a car for fun or sport, you know, just goes right over their head.

A woman who I worked with at NBC had just bought a Ford Explorer, secondhand. She wanted to know if I knew a good upholstery company. And I said, is it all torn? She said, no, it's not torn but the

previous owner put his name all over the seats and things and it's so obnoxious I just want to have someone take it out. I said, well... OK. Just curious, what was the owner's name? She said Eddie Bauer. Eddie Bauer is a men's store here. It was an Eddie Bauer Edition Ford Explorer.

Unless you've actually worked on a car, you don't really appreciate how it works and how hard it is to troubleshoot and find problems, especially in older cars. Older cars you actually have to fix. With modern cars you really just replace. In older cars, if the radio isn't working you pull it out and you open the radio up and you take it apart. Well, that's a couple of hours right there. How much is that? Five, six hundred bucks? It takes a lot of money to fix the radio. But to get it out of a dashboard without destroying the car takes talent.

I'm flattered and I realise that there's a whole generation that doesn't know anything about cars. My mother, for instance, didn't know how cars worked but she knew when her Chrysler Valiant didn't run to open the hood, take off the big round thing, stick a screwdriver down to open that butterfly thing, and then the car

would start. I think most men, or boys, learn automotive stuff from their dad but if your dad didn't know anything the chances are you won't either. I mean, a number of times, real enthusiasts – especially kids of 19, 20 – will pull me aside and ask: 'What is the turbo, anyway? What does it do?' Well, that's not a dumb question. A lot of times you read all the magazines about the McLaren with the twin turbos and what-not, but nobody actually explains in the article, they just assume the reader knows how a turbo works. So there are no dumb questions, really.

The guys in my garage and I are always learning new stuff. Stuff you can't ask people any more because many of them are now dead. So for one of the steam cars I have, we had to make our own pistons. There wasn't anyone to ask so we found out that different metals expand at different rates, and that you've got to

make sure you've got a uniform material. You're building an engine and putting it together.

Germany was the birthplace of the car but France was the nursery. French engineering was so different to anything anywhere else. I bought a 1960 Panhard. It has a two-cylinder boxer-type motor. Roller-bearing crank. Top speed of almost 100mph. And it's 850cc. Fantastic. It's just the most oddly put-together thing. But it works. The exhaust manifolds

come out of the cylinders like they would on a motorcycle. But the exhaust pipes are also the motor mounts. You clamp onto the exhaust pipes and then you clamp onto the frame and that holds the motor in place. I mean — it's brilliant! It's really a clever bit of kit and it's just so uniquely French.

Back to the asked questions. Sometimes you get to be a hero. A friend of mine had a Jag with about 35,000 or 40,000 miles on it and complained the transmission was shifting improperty. The shop she brought it from told her she needed a whole new transmission; probably around \$8000. Well, nine times out of ten your car does not need a new transmission. I told her, go back to the shop, tell the guy to change the fluids and replace the filter. That's what she did and the car was fine.

#### 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

#### THE LEGEND

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familiar subject this month, but Mark Webber's ghastly shunt during the six-hour race in Sao Paulo at the end of November really got me thinking. I continue to be amazed by the robustness of modern-day sports-prototypes. I am gobsmacked that anyone could escape such a violent crash without major injury. On the flipside, I am also dumbfounded by just how many similar accidents have occurred in recent years, almost all of them involving the fast guys in LMP1 cars being tripped up - or tripping over - less powerful GT machinery in the braking zones. I wasn't there in Brazil and didn't witness the accident first-hand so it would be unfair for me to apportion

blame regarding the Webber incident. However, I have been

HOPE YOU WILL forgive me returning to a

appalled by some GT drivers' antics in recent years.

Far be it for me to say that GT drivers don't belong in the World Endurance Championship. They're a vital component of a global series and there are some excellent professional wheelmen competing in the various classes. I want them to stay. All I would say is that every driver should be of a certain calibre before they're allowed into what is the most prestigious global motor sport contest save for F1.

I don't want it to be a case of 'The right crowd, and no crowding'; I would hate that. There have been amateurs - or gentleman drivers in modern parlance - competing for as long as there has been motor racing. The concept of a professional driver in the accepted sense probably began with one Stirling Craufurd Moss. The point is, while there are many good professionals plying their trade in GTs, there are a great many tuggers who have made a fortune and are looking for exciting ways of burning through it. Unfortunately, at this level, wealth will only get you so far.

I can imagine what you're thinking: Derek, you silly old duffer, was it really so much different in your day? Well, yes it was, as it happens. During my frontline career, I competed in sportsprototypes and GT cars and I know which I preferred. I didn't enjoy being the chap who had to get out of the way of the big boys, but I tried to win whatever class I happened to be competing in. I just kept my head down and got on with it.

There was always a sizeable speed differential between the

various categories, and there were accidents, but nowadays there is no such thing as an endurance race; they're all endurance sprints, if that makes sense. These days, even a 24-hour race can be won or lost by a matter of a few seconds, and the top drivers take no prisoners. They expect - quite rightly - that the guys in the lower categories will stay out of their way. Unfortunately, a great many of them are either inexperienced or woefully out of their depth. It would appear that mirrors are for sissies.

One person who knows all too well what it's like to tangle with a slower car is Anthony Davidson. I can still picture his accident at Le Mans in 2012, his frontrunning LMP1 car being tagged by a Ferrari 458 Italia before impacting with something immovable. It's a miracle that he survived to race another day.

> Anthony was out for the rest of the season, and for what?

> In my opinion, blame for the accident that landed him in hospital lay squarely with the chap driving the car that wandered into his path.

Like me, Ant is a driver who didn't get a shot at F1 in a decent car and has since carved out a niche in sports cars. I am delighted that he was crowned 2014 World Endurance Champion alongside Toyota Racing team-

mate Sébastien Buemi. It's great to see another Briton take the title, especially as he's such a nice guy.

One driver he won't have to beat in 2015 is Tom Kristensen, the Dane who has won the Le Mans 24 Hours a remarkable nine times. Tom is another driver for whom the planets weren't fully aligned as he tried to get into F1. Given his record in the junior categories, he surely deserved a shot.

But, thinking about it, had he made it to F1 and been mired in the midfield, would we remember him with such reverence? Probably not. I wish Tom all the best. I don't know if he will be tempted to come out of retirement and compete just for fun. I hope so, but who knows? I just wish we had managed to share a racing car at least once.

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.



Cars shown:

left: 1974 JAGUAR E-TYPE
SERIES 3 V12 ROADSTER
Single owner since 1977
1974 JAGUAR E-TYPE SERIES 3 V12
COMMEMORATIVE ROADSTER
Built the last day of production

below: 1965 JAGUAR E-TYPE
SERIES 1 4.2 ROADSTER
Restored to the highest standard
1965 JAGUAR E-TYPE
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## STEPHEN BAYLEY

#### THE AESTHETE

E WERE HAVING lunch in a favourite Soho dive with baffling noise levels, but huge character. I mean to say: Canaletto once lived in the building! His ghost is still there giving hints and tips on Venetian cooking. My companion was an

old friend who knows a great deal more about driving than me.

As he studiously navigated a path through a glistening pile of fritto misto, he explained that he had just been driving a Tesla, which was pronounced to be very impressive. Handsome, fast and comfortable, he said. So I asked: 'Would you buy one?' Hesitating for a moment while he theatrically removed an intractable bit of deep-fried calamari from his teeth, he scrunched-up his brow and said 'No'.

The reason, it turned out, was much the same as the frequent failure of many of the old design 'clinics', where customers were shown a de-badged car and asked questions such as 'Does it look expensive?' or 'Does it look German?' No-one asked the most important question: 'Would you dream about it at night?' So the 1985 Ford Granada slipped into the world with no-one's approval.

The problem with the Tesla is the noise, or rather the lack of it.

Nikolai Tesla's rotating AC induction motor is a thing of wonder, making a magnificent job of converting electrical energy into propulsive mechanical energy. But electric motors are boring. They are all much the same. Exploding complex hydrocarbons is much more interesting. In a more innocent age, the late Russell Bulgin said the Nissan Micra was about as fascinating as a microwave oven. Russell, I wish you were here now. In comparison to some electric cars, the Micra is like a Jay Gatsby party mingled with Rubens' Rape of the Sabine Women.

Fifteen years ago, before electric cars became the reality they are today, Renault's Patrick Le Quément was already speculating that a supportive soundtrack would be needed to make them amusing. BMW now has that in its i8: the stepless power delivery has a synthetic backing chorus that imitates, if somewhat abstractly, the catastrophic internal events that make internal combustion more ferally exciting than magnetism. Somehow, this seems wrong. There are people in California advocating cool virtual sex with digital probes and wired full-body suits, but I think I am inclined to prefer the hot and messy original.

I have always loved the hot and messy sound of engines. Does anybody anywhere who has bought a Porsche with the Sports Auspuff NOT switch it on? Always? I grew up with a V8 rumble in the background and remember going to circuits and getting that prickly sensation in the pineal gland as you approached when you could just begin to hear the yelps and howls of racing engines in the distance, long before you could see the cars themselves.

In car design, noise tends to be a by-product rather than an end in itself, but I wonder if the coming acoustic crisis will force people to think about it a little more systematically. In 1916, the Futurist Luigi Russolo published a book called L'Arte dei Rumori ('the art of noises'). Of course, the Futurists were mad about machine guns and speed, but Russolo's argument was a very thoughtful one. Before the arrival of machinery, the world, save

> for the odd thunder-clap, volcanic explosion or little passage of insistent bird-song, was... silent. Only when steam hammers, trains, drills and petrol engines came along was nature augmented (some would say defeated) by a mechanical symphony. Russolo thought this raised the game for composers who, in his view, would now have to work very hard to make a more artistic noise than,

'PEOPLE IN CALIFORNIA ADVOCATE VIRTUAL SEX WITH DIGITAL PROBES AND WIRED SUITS, BUT I PREFER THE HOT. MESSY ORIGINAL' say, a Howitzer. As I write this I am thinking

about the pretty mechanical noises that we will soon lose or have already lost. The whine of a Porsche fan and the clatter of valves or the wheeze of a carburettor. Of course, noise is a form of pollution and chastening evidence of wasted energy. Etymologically, noise perhaps derives from the Latin nausea: it sickens and is aggressive. But it is also engaging and expressive.

Tesla was, himself, out there in the blurred margins of sanity. He said his eyes had turned blue because his brain was used so much. He was obsessed with a 'death ray' that would transmit electricity, and believed that flexing your toes increased the IQ. Additionally, he kept pigeons in the New York hotel room where he led a life of well-publicised chastity. Would you buy a car named after this man?

#### 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

'MY TEENAGE YEARS

WERE SPENT TRYING

TO COAX OLD WRECKS

INTO LIFE. THE RESULT?

USUALLY FRUSTRATION

AND FAILURE'

AM NOW SUFFERING a degree of cognitive dissonance. In the past, when it came to classic cars, my ambition was only ever to have one. One classic car in as perfect mechanical condition as possible. A car with solid but not immaculate bodywork. And one with a roof. But it shouldn't be too large, so a two-door coupé was the ideal.

Many classic-car types are natural hoarders and numerous acquaintances have whole menageries of classics in various states of disrepair. My father always had too many old cars about the place, the upshot being that my teenage years were spent underneath old wrecks trying to coax them into mechanical life. The result? Usually frustration and failure. With oily fingernails and torn knuckles, I determined that one classic is more than enough if you want a life.

I hadn't consciously considered that every classic car I'd owned until recently has been a coupé. Lancia Aurelia, Porsche 356 (it has rear seats), Alfa Romeo Giulietta Sprint, and Jaguar XK140 DHC. I have never owned a new car, let alone one that is not a classic (even if my two-door Golf GTI Mk2 was pushing it). Of course, an open car would not have been sufficiently practical. And I've never really liked convertibles

because they are generally lousy in wet weather and too hot in summer, leaving you with bird's nest hair and a windblown face.

No, a hardtop has always been my choice and the one-at-atime idea was borne out of the fact that I somehow ended up owning inexpensive examples of rather complex and expensiveto-repair classic cars. For example, a comprehensively knackered Aurelia when I was 15 years old! I learnt about sliding-pillar front suspension, engine-speed propshafts, transaxles and weird pot joints (definitely not for smoking). I envied my friends with their straightforward Minis, MGs and Datsuns.

I shipped my lovely little Giulietta Sprint over from Cape Town years ago and promptly blew the engine at Silverstone Circuit. I've not had much luck there. Fortunately another 1600cc engine was rebuilt and shipped over again from South Africa, and it was superb. Being a coupé, the Alfa doubled as a removal van when I moved flats back then. Managing to squeeze everything I owned, including a television set, into the Giulietta, my worldly possessions were all moved in just one journey. Ah, the days of a simple, clutter-free existence. Today, I'd need the help of a team

of strapping Hedley's Humpers (got to love that name) and a few lorries to move all of our largely unnecessary detritus.

The 1955 Jaguar XK140 FHC SE has been mine for eight years now and it's been fantastic. It is a good example, having been properly restored in 1990. Since then pretty much everything mechanical has been rebuilt and improved by Jaguar specialists engine, gearbox, brakes, suspension - and the rot-free bodywork smartened up considerably. The Jaguar fitted my onecar approach perfectly. I know I can go to the garage, check the oil and water (of which it uses none), put a gauge on the tyres (which never deflate), start it, warm it up carefully, then motor down to the South of France in overdrive at an easy 100mph... right now!

Hence the dissonance. The Jaguar is near-perfect, so why did I go and buy a 1991 Range Rover Classic? Sure, it is also the

> correct shade of British Racing Green like the XK, but it is a large four-door box sitting atop a 4x4 chassis and is absolutely not a coupé. Suppose it comes down to the fact that I've always wanted a Ranger and, with the Jaquar now needing nothing more than driving, why not add something different? As a past girlfriend used to say: 'What's the point of having a mind if you can't change it?' Women are clever like that, even if she was slightly bonkers.

The old Ranger is a joy. The big difference between it and my previous classics is that it's in great condition and all I've had to do is fit a fresh set of Michelin tyres, some brake pads and a fuel pump. Sure, it drinks even more than me, but parts are cheap and available via the web and arrive at the front door the next day. Easy. There's no need to grub about underneath to make it run and driving the gentle and comfortable Ranger is a sort of automotive therapy. And boy, is it good in the snow.

With the Jaguar and Range Rover in fine fettle I then went and bought a 1973 Porsche 2.4S Targa! What am I doing? Suppose I've finally grown up and realised that I'm not actually a freespirited hippy and have joined the real world, where owning more than one good classic car is enormously rewarding.

#### 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.



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#### **Harris Mann**

Designer who penned the Allegro and TR7 before branching out into trains, motorbikes and buses

BEST KNOWN AS the British Leyland designer who came up with the Allegro, Princess, Marina, Metro and TR7, Harris Mann started out with Commer in 1963 working on small commercial vehicles. By 1966 he'd progressed to Ford, where he helped pen details for iconic models such as the Cortina Mk2, original Escort and Capri. When Ford's design head Roy Haines jumped ship from Ford to British Motor Holdings (later to become British Leyland) in 1968 he took Mann with him. However, Haines was gone within a year, leaving Mann to work under Triumph man Harry Webster. When the latter was superseded by David Bache, and then Roy Axe, in 1983 Mann went freelance, working on a variety of projects. These included trains, motorcycles, trucks and buses for companies such as BMW, Lotus, ERF, British Rail, Suzuki motorcycles and Lola.



- 1 // When I was a young boy I used to droot at the window of Bond's model engineering shop on Euston Road in London. The company produced an array of parts for model makers but I never had enough money to buy anything. But I do have this much-treasured catalogue that listed all the things I couldn't afford.
- 2 // Around that period I spent much time with my grandmother in Camden Town. I used to roller skate to the railway stations to watch the trains. My grandfather, who died in 1939, drove steam engines, including the Royal Scot. In the hallway of gran's was a picture of the Royal Scot and later on I bought this Italian-made model. It was this background that got me interested in trains and mechanised transport.
- 3 // In the very early 1970s I was asked by Harcostar to design a two-gallon watering can. This Huntingdon-based company specialised in plastic blow mouldings and this was my design. It's still in production, but this is one of the original prototypes, still in daily use at home; it was wonderfully over-engineered.
- 4 // I started at technical school in Westminster when I was 11, and while there I was awarded this badge to recognise my athletic achievements. It was while I was at technical school that I gained an appreciation for design; from here on I knew what I wanted to do with my life.
- 5 // I started my apprenticeship at bus maker Duple in 1954. My father used to take me there in his car, but when the Suez Crisis hit in 1956 he couldn't get the petrol coupons so first I bought a Heinkel Perle moped to get me there, followed by a Moto Rumi scooter (pictured).
- 6 // In my early days at Ford I was racing motorcycles, with some success. These are two of the trophies I collected along the way, presented by the Southern Sixty-Seven Racing Club for winning third place in the 250cc production class in April and May 1969 on a Bultaco Metralla.
- 7 // In 1959 I travelled to the US as I had an uncle out there who reckoned he could help me find some work. I spent eight months in the States and ended up in New York, where I worked for the Raymond Loewy studios, which was an incredible experience. While in the US I bought this box of pastels it introduced me to colour illustrating. I couldn't have bought something like this in the UK and, while I've got other boxes, this is my favourite.
- 8 // In 1959 I was awarded this medallion. It was presented to me by IBCAM (the Institute of British Carriage and Automobile Manufacturers) for designing a truck; I later won several such awards.
- 9 // The TR7 and TR8 are enjoying a greater appreciation than they've ever done. I have an input into several clubs including the TR Drivers' Club, Princess and Ambassador Owners' Club, TR Register, Allegro Club and the Wolseley Register too. This 1:43 TR8 model was given to me by the TR Register, while I was recently awarded lifetime membership of the Vintage Triumph Register in the US in recognition of my work on the TR7.



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## TONY DRON

#### HAVE FUN OVERTAKING ON THE PAVEMENT THIS WINTER



HERE WAS A FREE goody bag from the doctor's surgery when I went for my annual flu jab this year. Inside, I found a tea bag and plentiful advice on how to survive the winter, including: 'Make sure the rubber ferrule on the bottom of your stick has a good tread on it. If it has worn smooth, it can slip on wet surfaces.'

It makes you think. But the fates hadn't finished with me yet because the following day there was a free catalogue with the Sunday newspaper, full of 'unusual, practical and fun Christmas gifts for men'. Gifts such as bottle openers in the form of Subbuteo players, barbecue sets resembling golf bags, and a genuinely terrifying zombie garden gnome – plus, you've guessed it, a walking stick ice grip. Seemingly good value at £7.99, it has five sharp metal spikes that can be flipped down in icy weather. Just add a pair of Yaktrax Pro ice and snow grips (£14.99) to your boots and you could sprint to the pub, leaving the foolish old farts with ordinary rubber ferrules sprawled on the icy pavement, waiting for the paramedics.

To tell the truth, all this good advice about walking sticks is completely wasted on me. I do have one, as it happens, tailored to the right length — and I admit that its ferrule would not pass a safety scrutineer now, but then I haven't used it since 1977. It was handy at that time, when I was recovering from knocking down a two-ton slab of Tom Wheatcroft's then brand-new concrete wall at Donington. After a brake cylinder burst at 120mph on the works

'WINTER TYRES ARE CATCHING ON. I'M AMAZED AT THE IGNORANCE OF THOSE WHO STILL DRIVE IN WINTER ON THEIR SUMMER TYRES'

Dolomite Sprint I was driving, I used the stick for six weeks but it has remained in the back of a wardrobe ever since.

My own preparation for this winter is rather different. It involves having winter tyres fitted to my new Ford Fiesta, a necessity because the summer tyres it came with are wide, low-profile jobs – superb in warm, wet or dry conditions but useless when the temperature plummets. My local tyre dealer offers a 'hotel service' for the tyres not in use, storing them correctly for their preservation, and I have not had to buy another set of wheels.

It has taken decades to sink into British thinking but the trend towards winter tyres is finally catching on. Even so, I have been amazed at the ignorance of many people who still intend to drive through the winter on their summer tyres. A few, with four-wheel drive, even believe that their super-wide, low-profile

tyres will be fine because all the wheels are driven. This is witlessness of a very high order indeed but, incredibly, some people really are that stupid. If and when it does snow properly, they will get stuck. If they manage to get going on a level surface, trying to stop will be no fun at all, even with ABS.

In a severe winter, the difference in grip between winter and summer tyres is staggering. Back in the 1980s, I did a lot of historic winter rallies, mainly in the Alps and with a 1959 Ford Zephyr. Despite its 'primitive' live rear axle, that car was fantastic in snow when perfectly normal winter tyres were fitted. Modern cars with even slightly wide wheels on summer tyres, even those with four-wheel drive, were left trailing in the wake of the entire field of old rally cars, as we pressed on at high speed.

To be fair, I did not fit winter tyres to my previous road car because its relatively narrow wheels and tyres could cope well enough in snow and ice. Winter tyres would have been better but it wasn't worth bothering with them. Like most new cars, my new Fiesta has significantly wider wheels and winter tyres have become a necessity, not a luxury.

As for my Austin Seven, I can leave it on its ultranarrow, 19in Blockley tyres, and look forward to the winter with a malicious sense of anticipation. In snow an Austin Seven is pure fun, and much quicker than nearly everything else on the road.

What very few people realise, however, is that winter tyres are not 'snow tyres'. They are unbelievably brilliant in snow, of course, but the fact is that, once the temperature drops below about 45°F (7°C), a modern winter tyre starts to outperform a summer tyre. It will take some more years before the average driver gets that message and stops calling them 'snow tyres'. Some of them still even talk about using chains. Gordon Bennett, chains for road cars have belonged in motor museums for the past 40 years.

Roll on the worst of the weather. Anyone with winter tyres can look forward keenly to a bit of snow but all through the winter we can also think happily about our safely stored summer tyres. For the next few months they will be getting no wear and tear whatsoever, making the annual use of two types of tyre far less expensive in terms of cost per mile than you might think.



#### 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.

















### Letters

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#### LETTER OF THE MONTH

#### **Testing the Triumph TR4**

I WAS INTERESTED to read your article on the Triumph TR3 Beta replica in *Octane* 139, having been a student apprentice in the Experimental Department at Standard-Triumph during the late 1950s. There were just two examples of the original: Black Beta and Red Beta.

We knew about the proposed TR4, with its wider track, bored-out engine and new Zenith Stromberg constant-depression carburetters. To accommodate the increased track, the Betas were fitted with extra-wide mudguards, but everything else was standard TR3. During the testing of the prototype Zenith Stromberg CD carburetters, Black Beta was, in 1960, driven from top to bottom of the USA by Standard-Triumph's development engineer Dennis Barbet and Zenith engineer Harry Cartwright, a virtually trouble-free run from -50°C in the north to the searing heat of the Arizona desert.

In 1960 I joined the Zenith Carburetter Co (note the spelling – Zenith and SU preferred 'carburetter', while Solex and Weber used 'carburetter') as a development engineer, specifically dedicated to the CD carburetter. In late 1961 I received my new company car: the very first production TR4, registered 9210 MC and delivered on the day that the TR4 was announced. For a 24-year-old enthusiast (my other car was a 1933 Frazer Nash TT Rep, BMK 102), life was good. I had a unique car which wouldn't go on sale in the UK for another year, and I was encouraged to put as many miles on it as possible – for a period in 1962, testing at MIRA, I was covering 900 miles a day in this car.

Standard-Triumph fitted my TR with many prototype parts, as I was covering more miles than some of their endurance test cars. I remember stating that too much hand movement was necessary to change gear progressively through the ratios with the overdrive controlled by a steering column stalk; consequently they made and fitted a Perspex gear knob with the overdrive switch incorporated. This became a standard feature on the Dolomite Sprint.

When the TR was sold in early 1964 it had covered nearly 100,000 miles in two years. In all those miles, the only faults that I can remember were the occasional failure of overdrive solenoids and, on one occasion, a broken pushrod.

LEWIS PELHAM DEVON

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.



#### DRIVING A D-TYPE

RICHARD MEADEN'S article on driving Jaguar D-type 774 RW at Le Mans in *Octane* 138 brought back very happy memories. When David Lomas owned the car, he rang me one day asking if I could help out – he had been asked to take his GTO and his D-type to Le Mans and couldn't drive both, so could I take the D?!

Well, er, yes! I had been racing HWM 1 for many years with a D-type engine and so comparing the two was interesting. Duncan Hamilton told me that, when he drove HWM 1, he could generally beat a D on a circuit like Oulton Park because, with a de Dion rear end, the HWM would put its power down better coming out of a tight corner, but Le Mans is a different proposition altogether. At 130+mph, HWM 1 used to feel a little lightheaded but the D felt absolutely planted.

Following David in his GTO back across France, I often knew when I could pull out to pass things, as I would hear the GTO change down one or two gears whereas I just eased my foot down and the D would be right up the Ferrari's chuff.

It was with a mixture of sadness and relief that I arrived back in Cheshire at the Lomas house. I hadn't done much damage – the only dent was a small one in the fin. We had been coming off the *péage*, and paying is difficult with a wraparound screen on the wrong side, so I shouted to Willie Tucket in front of me in his D and asked him to pay for me, which he did. The barrier went up and we drove through, only to have the damned thing come down an inch behind my head – hence the wee dent, which David was very decent about.

I got out of the D and back into my Series 1 E-type. As I put my foot on the clutch, my heart sank, as the pedal went straight to the floor with no apparent resistance. I had visions of the slave cylinder having failed but there was nothing wrong at all – just the huge contrast after the weight of the multiplate racing clutch in the D, which hadn't seemed at all heavy when I was driving it.

Just about every superlative has been written about the fabulous D-type Jaguar. In my limited experience it lived up to every one of them and I shall always be very grateful that David Lomas asked me to help him out of a spot.

KIRK RYLANDS CUMBRIA



#### PEUGEOT IS VANTASTIC

AS A FOOTNOTE to your article on the VW Type 2 van in *Octane* 138, may I remind the world of the Peugeot J7?

Hunting for a cab-forward classic van in order to build a camper (a nostalgic idea stemming from my misspent youth in a bay-window VW), I came across the long-forgotten Fourgon. Introduced in 1965 with independent suspension, front-wheel drive and petrol or diesel power, these equally cute Gallic vans had enormous load space, a low floor, and no rear engine to get in the way. I have been quite taken aback by their robust and sophisticated engineering and the joy of driving with the sliding front doors locked in their open position.

Like the T2, the J7 evolved. It became the J9 and boasted a 2.5-litre diesel, five-speed gearbox and even the option of power-assisted steering, and the basic design is still produced in Turkey today as the Karsan J10.

I can confidently state they are a better proposition in every way to their Wolfsburg competition. If only the French had had the foresight to sell them in the States and commission a clever New York advertising agency to grab the imagination of a new generation.

NICK YYSE PROVENCE, FRANCE



IAMIE LIPMA

#### SELLING THE MANGUSTA

AS A NEW subscriber, I missed your Mangusta article [Octane 137] but would like to add some comments after reading letters about it. We sold three new Mangustas in 1969/70; I personally selected the colours and interiors from a magnificent sample stack of leathers and paint colours (which I lost when I moved house). The USA versions had a clever rev

limiter: the distributor points spring was so weak that the points would float at about 5000rpm! On wet roads, a gentle brake application would lock up the front wheels; I heard customers ameliorated this by cutting away about half of the front brake pads.

They were gorgeous cars and, although I can't remember the exact fuel consumption, I do recall I was amazed at how economical they were. I wish I could remember what we sold them for. We charged about \$17,500 for new Ferrari 365GT 2+2s. Could the Mangusta price have een \$8500?

ANATOLY ARUTUNOFF
OKLAHOMA, USA



#### FIT FOR A LADY

I WAS BOTH surprised and delighted to read in *Octane* 139 that Robert Coucher has purchased my old 911S Targa [pictured above]. I owned the car for about 12 months in 2007-2008 after purchasing it from Rory Johnston at Classic Throttle Shop.

I was told at the time that the original owner had bought the car for his mistress! Apparently she happily drove it around Sydney for many years before laying it up, and it was later sold and restored.

I had some enjoyable adventures in that car. One memorable day I took it to an advanced driving course at Eastern Creek Raceway. I spent some happy hours learning the fine art of 911 lift-off oversteer on the skid pan before a massive thunderstorm started depositing hailstones the size of tennis balls. A mad dash to undercover parking ensued, but luckily the car escaped almost completely unscathed, although if you look closely at the stainless steel roll hoop you may see some small reminders of that day!

Later, on the way home in torrential rain, the wipers packed up, which made for an interesting drive down the motorway. Otherwise the car was completely faultless and I hope Robert gets many years of enjoyment from it.

My latest purchase from Rory is a 1973 Aston Martin AMV8 with 4000 miles from new. It had been in storage in Queensland for 25 years and we have just completed a mechanical recommissioning.

ANDREW PROUD NSW, AUSTRALIA

#### **BAYLEY IS THE BEST**

I'VE FOLLOWED motoring and motorcycling matters for well over 50 years now, and have taken many titles on these subjects during this time. Writers of the calibre of Bolster, Boddy, Setright, Jenkinson, Garnier and suchlike remain in my memory – but the one who stands out is your very own Stephen Bayley.

He is so very savvy and clued up, it's worth taking time to think about what he has written. So far, for me at least, he hasn't put a foot wrong.

ANDREW EASON ESSEX

#### WORTH DYING FOR?

IN OCTANE 138, Derek Bell raises the question of whether racing is worth dying for. As the grandson of a World War Two fighter pilot and as a fan of endurance racing, I'd like to respond. Is it worth dying for? Yes.

When racers get on the track and pull 180mph before slamming on the brakes to dive into a turn at 90, they are dog-fighting with stresses similar to those faced by World War One pilots such as the Red Baron, and, by racing, are proving that they have the stuff to defend nations. If they are of material wealth, it is even more impressive that they risk their lives.

Risking their lives in racing honours the sacrifice those men made to their nations and brings honour to their own families as they demonstrate courage in the face of death, something not easily proved in civilian life. No risk, no reward. I agree with Bell.

STEPHEN GUNTER TEXAS, USA

#### FROM FOE TO FRIEND

I REALLY ENJOYED the article about Tamiya in *Octane* 138. From 1973 to 1991, I worked in product development for Monogram Models and travelled to Japan Hobby Show with our president, Tom Gannon.

One evening, the Tamiya advisor, Bud Voss, extended an invitation to a private dinner at a wonderful Shizuoka restaurant. Bud was ex-USAF, as was I, so we had a common bond. Bud knew I liked white asparagus and told me that dinner included a special guest who was bringing white asparagus, grown in his garden. Bud made sure that we sat together and I followed his advice to get to know the fellow who was short in stature, with a great smile and disposition.

After the main course, Bud bent over my shoulder and asked if I had discovered who the guest was. He then whispered: 'That man is Saburo Sakae' – one of Japan's leading aces of World War Two.

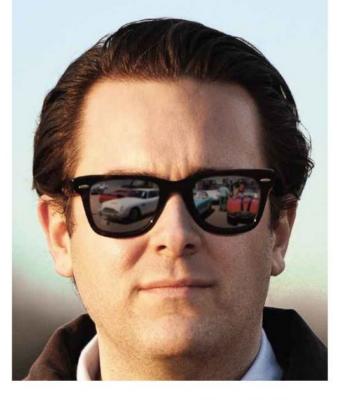
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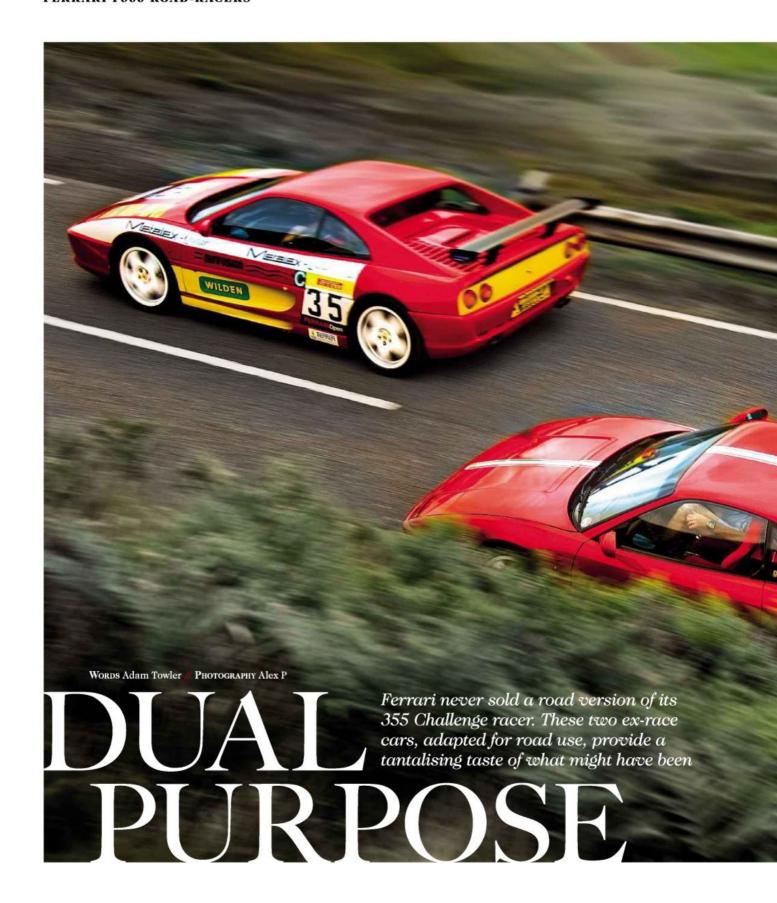


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EVER SINCE THEY CRANKED into life early in the morning with quad rooster-tails of exhaust vapour, this Modenese pair have pummelled my chest with their sonorous bass and unleashed a barrage on my eardrums that has intimidated and enthralled in equal measure. They've also provoked all sorts of weird, tingly sensations through their utterly immersive driving experiences, and even made me giggle at the absurdity of driving a stickered-up competition Ferrari through a sleepy market town in England. This, then, is the story of how two competition Ferraris came to be craning necks on a weekday afternoon in Derbyshire - and of one of the greatest road-going Ferraris that never existed.

Never existed? That's because there never was an 'official' road-legal F355 Challenge. It's a missing link in a glorious run of feisty, V8 Ferrari road-racers that kicked off with the rare 348GTC and restarted, in spirit at least, with the 360 Challenge Stradale, to be followed by the 430 Scuderia and now the new 458 Speciale.

The regular F355, of course, is a car held in pretty much universal affection. Arguably the last truly beautiful Ferrari, it was also a great car – not only in terms of ability, but in how it recaptured the 'junior supercar' market for Ferrari. Its 348 predecessor had been criticised for its styling and edgy handling; the 355 fixed both, while introducing a raft of new tech, including five-valve cylinder heads, electronic damping control and a paddleshift gearbox option. A fiery 375bhp at 8250rpm helped, too.

Ferrari had got into one-make racing with the 348 Challenge in 1993. It was an obvious step, offering wealthy and enthusiastic clients the opportunity to compete but in a carefully cost-controlled environment, with all the benefits of major manufacturer support.

When the F355 Challenge cars were ready for 1995, Ferrari dealers in Europe were invited to sell them. Bob Houghton, now running his eponymous Ferrari specialist but at the time the 'H' in Ferrari dealer MHT, takes up the story: 'None of the other UK dealers wanted a car, so Robin [Mortimer – the 'M'] said: "I'll have all five RHD cars." Ferrari UK then decided to hand over the build and running of the cars to us, with the idea that MHT and Ferrari UK mechanics would support the racing. I ended up doing the European Challenge for nine years.'



These early Challenge cars weren't built as dedicated racing cars at the factory, as with, say, the current 458 Challenge. Instead they were road cars, albeit with mounting points in readiness for a roll-cage and with carpets removed. The 'Challenge' elements were delivered in a box and included a number of performance mods, but mainly items to make the car suitable and safe for circuit racing.

So there was a competition clutch, a much quicker steering rack, and suspension components to racing spec, including firmer springs and solid bushing. A choice of exhausts gave either restrained or very loud volume levels, while the driver sat in a deep, red, OMP bucket seat, gripped a Momo steering wheel, and was anchored in place by a five-point harness with a full roll-cage around him.

The usual racing safety items, such as an ignition cut-off switch and a fire extinguisher, were included; from the outside, the most obvious difference was the 18in magnesium alloy Speedline wheels painted white, but there was also a black mesh 'Challenge' grille (an option later available for the road cars) and a lighter front bumper. Behind the gorgeous spokes of those Speedline wheels lay larger Brembo brakes with distinctive gold calipers – a set-up developed for the F40 LM, no less. Various luxury items were also removed, such as the air-con system and the stereo plus interior trim; minimum weight was set at

1335kg, which was slightly under the factory's claimed 1350kg 'dry' weight for the road car.

Chassis 101515 – the wing-less car without sponsor decals – was among the first batch of five right-hand-drive Challenge cars, built in 1995 for Alain Li. Today, Li remembers the car with great affection: "The European Challenge was a very good series. I was in my third year of racing – I'd started in Renault Clios and then had a 348 Challenge – and I did the full West European Challenge Series [in 1995]. In the UK they also created a new class in the Pirelli Maranello Championship for the Challenge cars, so I did a couple of races there too; a number of us ran our 355s in the UK."

Li also used 515 on the road. 'I had all my racing graphics on it and I used it on the road first for two weeks to run the engine in. I even dropped my daughters off at school a couple of times. I remember once the police stopped me – they were just curious. They asked if they could call some colleagues down, and we all had a really nice chat about the car.'

Li battled hard in the 1995 European series, and also appeared twice in the UK series, winning the Challenge Class on both occasions and taking a first and second overall. He campaigned the car again the following year, before part-exchanging it for a new 355 Challenge. 'It was just a beautifully balanced car,' he reflects with fondness. 'It was still relatively heavy, but when you got the

set- up right it was fantastic. Growing up with the myth of Ferrari, the open gate gearbox, it was a fantastic feeling to race it. I took up the 458 Challenge two years ago; I don't know what the comparison in lap times would be, but I'd get as much pleasure from the 355 as the 458.'

From here the history trail of the car goes cold, but clearly at some point in its life it was converted back into a road car. It lost its most distinctive Challenge parts, such as the seats, exhaust and wheels, and it was in this slightly sorry state that John Greatorex of Warringtonbased GT Cars first viewed it on behalf of a customer. 'It was advertised as a Challenge car,' says John, whose infectious enthusiasm for working on all performance cars, and Ferraris in particular, is as contagious as a common cold at a nursery. 'It had the Challenge grille but otherwise looked just like a normal 355, but I knew it was something special when I tapped the rear window and realised it had a Plexiglas item in there.'

After suffering complete clutch failure on the return journey, John set about rebuilding '515' to its original Challenge spec. 'I managed to buy some unused, Series 1 Challenge seats from Holland – they must have been the last available!' he laughs. 'Once I'd found those seats I knew we could do the project. I sourced the rest of the Challenge parts and gave the car an engine-out cambelt service, and a new Challenge clutch.'







'The seat is fixed in position, much too high for my 6ft 3in frame. But nothing is going to stop me enjoying this car'



around my ears, nothing's going to stop me from enjoying this car today. After all, even by the standards of the F355, there's something mesmerising about the Challenge's presence: I think it's the brutal simplicity of those motor sport wheels, juxtaposed perfectly with the extravagant curve of the rear haunches.

modern performance cars. The exposed gate makes wrong-slotting less of a concern, and the distinctive click-clack sound never palls. Rev-matching feels like second nature.

While the operatic lunacy of the engine is always clamouring to take centre stage, it's the dynamics of the Challenge that make the >

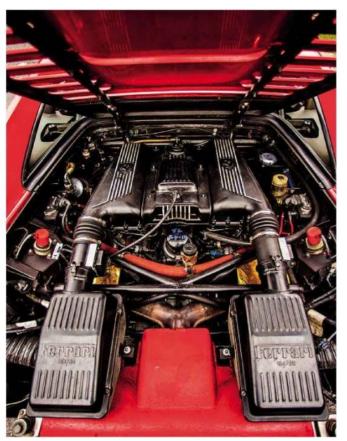


Bosch Motronic M2.7 electronic fuel injection and engine management POWER 380hp @ 8250rpm TORQUE 268lb ft @ 6000rpm TRANSMISSION Six-speed manual, rear-wheel drive STEERING Rack and pinion SUSPENSION Front and rear: Unequal-length double wishbones, coil springs, telescopic dampers, anti-roll bar BRAKES Ventilated discs WEIGHT 1335kg PEREORMANCE Top speed c183mph. PERFORMANCE Top speed c183mph. 0-60mph c4.3sec

#### FERRARI F355 ROAD-RACERS







# 'Loud and intense, it still feels like an out-and-out racing car and is all the madder on the public road for it'



biggest impression. The quick rack, magnified to an extent by that solid bushing, rights what is arguably the standard car's only real failing, its rather long-winded steering. The Challenge requires only minimal lock to negotiate most corners, administered via that gorgeous, flatbottomed Momo, and although the steering is light there's enough resistance to inspire genuine confidence. Feedback? It's like being shouted at in the street by a furious Milanese caffè owner. The tireless brakes possess both great pedal feel and outright stopping power.

Then there's the noise. It's all flat-planecrank throbbing loveliness low down, but, with each 500rpm increment of revs gained, it mutates through an impossibly broad range of harmonics, finally settling on a sweet howl past 7000rpm and onwards to the limiter. It has to be one of the great engine notes.

OUR OTHER 355 Challenge represents the type's final specification, built in 1998 but commonly referred to as '99 spec. Chassis 111454 is from the final batch of 18 RHD cars delivered to the UK (approximately 108-120 Challenges were built in total, but records aren't clear). The most obvious development is the addition of a carbonfibre rear wing, proudly positioned atop the 355's delicately fluted engine cover. There's also a different ECU map and a gearbox oil cooler, fed through one of the spot-lamp apertures in the front bumper.

These cars were assembled on a separate line at the Ferrari factory, rather than built from a kit of parts - a process that Bob Houghton says Ferrari had been working towards with each intervening year. For the car's current owner, Rich Wrigley, that link to Ferrari's artisan workers is a key part of its appeal. 'It's a full factory racing car,' he says. 'It still has its DNA in the old factory.' It has also always been a racing car - until now.

Chassis 454 was purchased originally by John Seale, who was drawn into the world of Ferrari racing after attending a Fiorano driving course. I picked the car up at Maranello [Concessionaries in Egham] and took it to Donington for the afternoon. They just gave me a set of wheels and said: "There you go"! It was then shipped to Magny Cours for the European Challenge, then did the Ferrari Finals at Imola.

John raced the car extensively in the UK Pirelli Maranello Championship for two years, including setting the first 100mph Challenge lap in 2000 at Thruxton, where he won overall. 'I moved on to a 360 Challenge in 2001: it was quicker, but not so easy to drive.' In comments that echo Alain Li's closely, John remembers his F355 Challenge as a 'quick car; handled well, a beautiful car to race'. After two seasons, he then sold the car to Kevin Wilkins, who raced for another two seasons before Mike Furness bought the car in 2003.

Viewed up close, 454's patina is fabulously evocative. The panel gaps are wavy in places and the paint bears the scars of many a hardfought race. It's exactly how a racing car should look and so refreshing that it hasn't been 'restored' to as-new condition. The livery dates from a race meeting in Bahrain during 2004 while in the custody of its previous owner, Mike Fruness; by then 454 was an old racing car, but still giving good service. In fact it was raced regularly by Mike in the Maranello Ferrari Open Championship until the end of '07, with one appearance as late as 2012.

John Greatorex has not only re-commissioned 454, but implemented the features necessary to make it road-legal for the first time in its life. That includes fitting a handbrake, headlamps and additional lighting, changing the ultrafirm race springs for Fiorano Pack road springs (the race items were so hard they shook a fair few connectors loose), plus adding bonnet struts and an adjustable passenger seat rail.

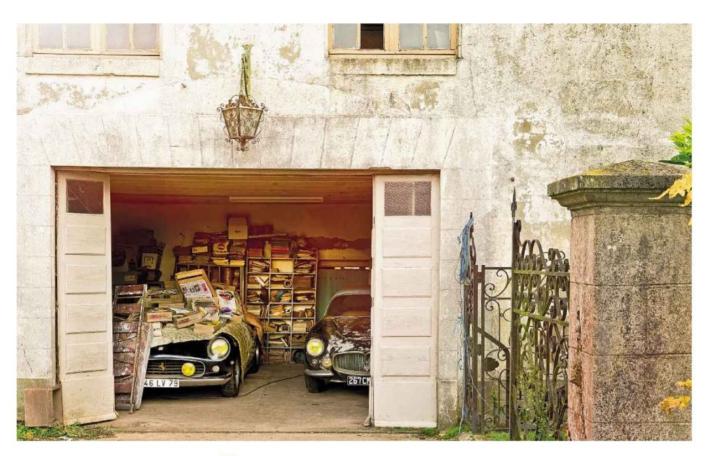
The driving experience is slightly different in 454 because everything, bar the marginally quieter catalysed exhaust, is that much louder and more intense. Principally this is because it still feels like an out-and-out racing car, and is all the madder on the public road for it. There is no interior to speak of. The floors are bare metal, the door-cards carbon (a later addition), and the roll-cage is mere millimetres from my forehead. The engine sends zings and tremors >











## Barn find of the CENTURY

Imagine stumbling across a vast collection of rare and valuable cars, hiding in the grounds of a romantic French château. This is what it feels like

Words Glen Waddington // Photography Matthew Howell

IT'S FAIR TO SAY they look more like cattle sheds than barns. And some of the cars are secreted in stone outbuildings; two in particular are hidden in a garage. But the effect is the same. Stashed away in the grounds of a sleepy château in the rolling rustic splendour of western France is a collection of cars that would be remarkable in any circumstance. Their decrepitude only serves to make the scene all the more romantic. You see, while rarely a week passes by without somebody unearthing something in a remote shed, less often do you come across a collection nearly 100-strong. And even less frequently do you find gems within it such as a Ferrari California Spider, a Bugatti Ventoux, Maserati A6G Gran Sport Frua, Facel Vega Excellence, pre-war coachbuilt grandes routières from Talbot-Lago and Delahaye, even a fairly spectacular coupé of the late collector's own making. The barn find of the century? That doesn't overstate the case by any means.

'Roger Baillon was a mechanic in the French Air Force and, after the war, he created lorries for transporting chemicals from a factory to the Paris Métro, where they were used to clean the tunnels. He bought the château around 1950 and started to collect cars – he wanted to build a

museum on land opposite the château,' says Pierre Novikoff of auction house Artcurial. *Octane* is there while Pierre and Artcurial director Matthieu Lamoure catalogue 60 of the cars for their Paris Rétromobile sale on 6 February. The grandchildren of Roger Baillon approached Artcurial following the death of their father Jacques Baillon last year.

The collection was housed piecemeal in shelters that were built in the grounds as the numbers flourished. By the mid-1970s it was 200-strong – but then Transports R Baillon lost its main contract and was driven into bankruptcy. Two bank-enforced car sales followed, one in 1979 and another in 1985. Yet while such treasures as a 1938 Talbot T150 LM found a new home for FF160,000 in an auction room described as 'full to overflowing' by *La Vie de l'Auto* in August 1979, there were still 114 cars that escaped the clutches of the creditors.

Most of those are what you see in these pictures. Walk through the château gates and the first glimpse elicits a gasp of disbelief. Explore further and your credulity is seriously tested. Artcurial plans to display the cars in all their dusty, cobwebbed glory, and you can find out more at www.artcurial.com. For now, simply feast your eyes here.



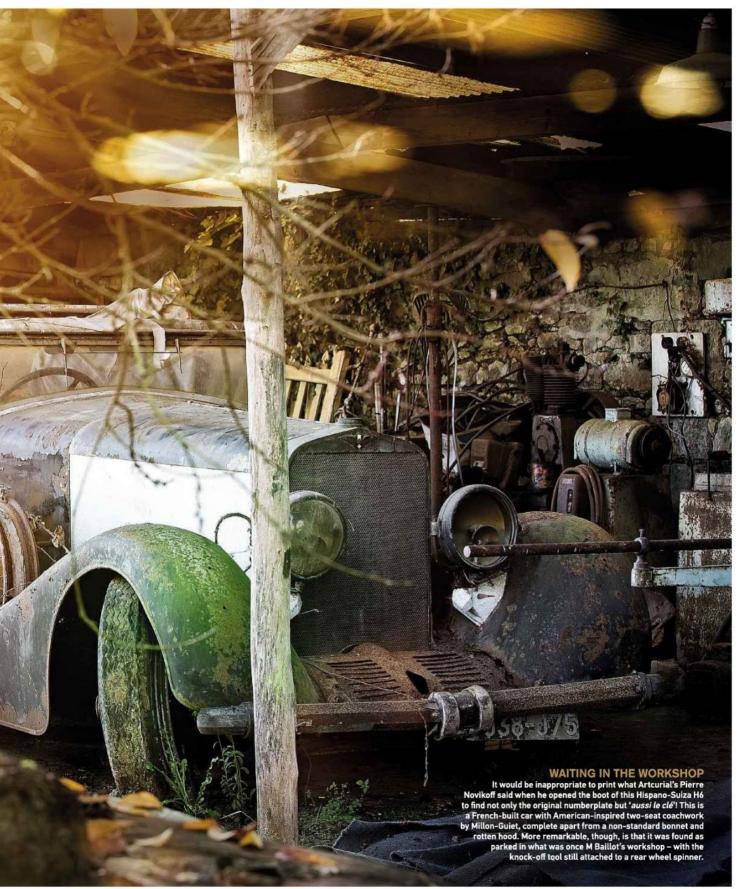




#### SHUNTED INTO STORAGE

This 1947 Talbot T26 Gran Sport is one of only around 25 road cars built with a competition-spec triple-carb engine. The extraordinarily swoopy coachwork is by Saoutchik and is complete, although the tail has suffered crash damage. A typical Saoutchik detail is evident in the side glazing, which is split to accommodate the winding mechanism in a door with a cut-out around the rear wheelarch. Just out of view is an extremely rare and complete Delahaye 135M with coachwork by Faget-Varnet, dating from 1946/47.





#### FRENCH BARN FINDS







OK, let's get this over with: the 1961 Ferrari 250GT SWB California Spider will carry an estimate of €9-12 million. Its remarkable level of preservation is down to the fact that it was hidden under mulitple piles of back issues of *L'Automobile* magazine, though their sheer weight has dented the bootlid. It belonged to Jacques Baillon, son of Roger (who owned a white one), but was originally bought by French actor and director Gérard Blain, who sold it to Alain Delon in 1963. He kept the car on Monte Carlo plates, and it starred alongside him and Jane Fonda in 1964's *Les Félins*. There were three subsequent owners before Jacques Baillon bought the car in 1971. 'It is a matching-numbers car, still with its ignition key [just visible, right], and containing the owner's handbook and period maps,' says Artcurial's Matthieu Lamoure. 'It will be presented as you see it here.'





#### THE FINDERS

Matthieu Lamoure (on left) and Pierre Novikoff head up Artcurial's car department. "We hope you are as amazed by this collection as we were," says Lamoure. 'There has been nothing like it before.' We'd agree, certainly in the case of the California Spider – and the 1956 Maserati A6G Gran Sport that accompanies it. It's mostly complete but the alloy body is crumbling and there's no front bulkhead, though it still ran until five years ago, when it needed a new clutch. M Baillon bought the car in 1961.

It's one of four bodied in this style by Frua.





#### FRENCH BARN FINDS





#### **EGALITARIAN SOCIETY**

A two-seat Amilcar CGS awaits its return to glory (top), while a Bugatti Type 57 Ventoux rests alongside an altogether more *ordinaire* Renault 12! The Bugatti's wings, with faired-in headlamps, suggest that this is a 1938 car. It is complete and highly original, apart from the missing rear trunk.





#### THE FAMILY WAY

#### Roger Baillon's grand-daughter recalls life with the cars at the château

**'CARS WERE A REAL PASSION** in the family. My brother and I were allowed to drive the modern family cars at the château from the age of ten, but we were not allowed to talk about the collection with anybody, 'Ms Baillon tells me over a glass of red while *saucisson* pops and spits on a makeshift barbecue in the grounds of the family pile. Like so many of the cars, it's no longer habitable, though it wears its history honestly.

'Since my father's death, much has been discovered in terms of documentation and history, including newspaper reports. My grandfather always serviced the cars at the château, and he always – always! – wore a tie, no matter whether he was working under a car or in the garden.

'He was a charismatic man who, one Christmas,

bought Mobilette mopeds for all his employees, and there were 200 of them.'

They worked at a factory known as the cathédrale verre (glass cathedral), pictured below with the Baillon fleet and Roger Baillon's white 250 California Spider. This is where the 1950 Micheline truck was built (bottom left) and also where M Baillon's own designs for his Delahaye (bottom right) and Oiseau Bleu (right) were translated into metal. He's pictured above with his family, and his Delahaye 235, in St Peter's Square, Rome.

It's reckoned that around 90 cars of the original collection survive and, while 60 of those will be offered for sale by Artcurial, a handful will be retained by the family and restored to their former glory. It's a fitting tribute.









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IN THE 1960s, THE CALIFORNIAN CUSTOM CAR SCENE SAW SOME AMAZING CREATIONS. NONE MORE SO THAN THIS JET-POWERED DRAGSTER, NOW CAUSING SHOCK WAVES ALL OVER AGAIN



WORDS David Grainger // PHOTOGRAPHY Joe Weicha



can remember my first glimpse of Turbo Sonic. It was in a dusty, lung-parching warehouse, sweltering in the heat of the dry Californian desert. It lay surrounded by dozens of other oddball vehicles, including a Lincoln Futura recreation, the Leslie Special from *The Great Race* and even a very old 1960s Batmobile replica. In fact the whole warehouse was filled with unidentified but immediately recognisable vehicles from various sci-fi films, along with full-scale movie props of helicopters

and spaceships. When I walked in and my eyes adjusted to the gloom, I felt the thrill of discovery, rather as if I had just broken into a pharoah's tomb or uncovered the skeleton of a long-extinct antediluvian monster. It was a fantasy come true.

What was notable about Turbo Sonic was not that it was outlandish. In this company, the three-wheeled jet-fighter look was actually rather conservative. In fact, the reason it stood out among its peers was that it was still wearing its original paint scheme and markings as a custom dragster, one whose origins sprang from the heyday of the California car show circuit of the 1960s.

This was the first time I visited the appropriately named Fantasy Car

in El Cajon, California. It was in the mid-'90s and I was there because Fantasy's owner, the late Bob Butts, had decided to retire and hence his collection of movie cars and oddball customs was up for sale.

I had dealt with Bob a few times from a distance, purchasing old film props, most notably original parts from the 1960s Batmobile for a bat car I was restoring. It was through this contact that I learned of his collection and desire to retire.

Over the years, Bob had accumulated a vast number of old movie vehicles and props; his business was to recycle them and reuse them for TV commercials and B-movies. Taking an old prop vehicle, giving it a facelift and plastering on a few new bits and pieces created a whole new look – invaluable to producers on limited budgets unable to create their own brand new props. Even some big-budget films used his

services, most notably the *Back to the Future* franchise. I left there that day with seven very interesting collectibles, including a 'lost' Mercury prototype from the early 1950s, the George Barris Supervan, other extreme '60s customs and, of course, Turbo Sonic.

Not long after, I spoke to George Barris about the three-wheeler, and George, ever the showman, regaled me with stories of its high-speed drag-strip runs at over 200mph. I have to admit I was a little sceptical. In my opinion the design of the body would have caused severe aerodynamic problems as the car's speeds rose into three figures. I figured at some point it would have become airborne, rather in the fashion of a hydroplane hitting a large wave.

George also told me of the high-tech turbine engine from a helicopter that had powered it. When I bought it there was just a hole where the engine had lain and George told me that it had mysteriously disappeared one day. It did indeed disappear, but with more of a loud bang than a mysterious whisper... Years later, while I was researching the car with a mind to a full restoration, I gradually winkled out Turbo Sonic's real

story and, while not successful as a dragster, it had certainly enjoyed more than its share of the limelight.

It was built in the early '60s by the late Dick Dean, a famous custom car builder in his own right who worked closely with Barris on many projects such as the Batmobile, the Munster Coach, Dragula and others. Turbo Sonic, though, was all his own. It was built by Dean for a client by the name of Skip Torgerson, a child star of the '50s and an enthusiastic hot-rodder in the '60s. Skip was personally involved in the actual building of the dragster and I have pictures kindly sent to me by Dick Dean's son, Keith, of Dick and Skip doing a cockpit fitting.

Turbo Sonic was originally built as an open, rear-engined car, with chrome-moly tubular construction, a single nose wheel and large slicks on the back. The engine was indeed a turbine, but not one intended for a helicopter. It was a Turbonique, a tiny but immensely powerful turbine engine that sat on the rear axle. For a time in the 1960s it was widely adopted on the dragstrip and also in go-karts.

There were two versions, the main difference being the size of the combustion chambers. The one with the small chamber created 150bhp from an engine weighing only 14kg. Those equipped with the larger chamber weighed only a few kilos more but pushed out

300bhp. Both were powered by an exotic blend of highly explosive rocket fuel called Thermolene. Once ignited, a Turbonique quickly spun up to 92,000rpm and howled like a banshee. It also delivered the power almost immediately, so any vehicle powered by a Turbonique was amazingly quick off the line. The drawback was that the Turbonique was a bomb waiting only for the tiniest mistake to ignite.

If a driver came off the accelerator a tiny fraction, the motors would overfeed and explode. They would also explode after running and spooling down if someone restarted them without first draining the combustion chamber. This is what happened to Turbo Sonic.

The boys had spun it up on a test run to make sure everything was ready before they took position at the start line of the now long-gone Lion's Drag Strip at Wilmington, near Long

Beach, California. Dick Dean told me that if they had read the instructions they would have known to drain the combustion chamber, but a bunch of young guys and instructions are not necessarily compatible. What happened next scared the living hell out of them.

Skip Torgerson was in the car that day. I recently had the chance to speak to Skip at the rebuilt Turbo Sonic's unveiling, where he was a special guest. He remembered the moment vividly. He told me that as he flipped the switch to ignite the engine, there was an almighty bang and the dragster jumped a few feet down the track.

The engine had blown and was now scattered in hundreds of fragments across the start line. Skip was lucky. The Turbonique's reputation as a bomb was already well-established and Dick Dean had built in a nice thick piece of steel plate between the driver's seat and the motor. This saved Skip from anything other than a good scare. Thankfully the others were just as lucky and no one was hurt. Sadly that was not always the case. There were numerous injuries and I have heard of fatalities caused by the Turbonique's propensity to explode.



Above and right

Original owner, former child star Skip Torgerson tries the cockpit for size, watched by Turbo Sonic's creator, Dick Dean, at George Barris's custom shop in the early '60s. Author David Grainger has overseen the restoration, which included finding a replacement for the ultra-rare Turbonique engine.



# 'THE TURBONIQUE ENGINE QUICKLY SPUN UP TO 92,000RPM AND HOWLED LIKE A BANSHEE. IT WAS ALSO A BOMB, WAITING ONLY FOR THE TINIEST MISTAKE TO IGNITE'



#### Above

Turbo Sonic wasn't actually rocket-propelled, despite appearances, though its microturbine engine, which drove the rear wheels, did run on a type of rocket fuel, the highly explosive Thermolene.





When I got my hands on Turbo Sonic, the engine, as I mentioned, was long gone. Initially I considered an alternative powertrain so that the dragster would be able to move around under its own power. But it soon became apparent that even a motorcycle engine was not really going to work and I put the whole project on the back-burner with a mind to finding a Turbonique at some later date.

It took almost 15 years before I came across another motor. My researchers finally found one in Minneapolis, Minnesota, in the possession of a celebrated rocketeer by the name of Ky Michaelson. Ky is known as 'The Rocketman' and with good reason. He has been building and launching the most amazing rocket-powered machines – cars, bikes, even actual space rockets – all of his life, and in his younger days he was also a famous Hollywood stuntman with an amazing list of accomplishments.

Ky agreed to sell me the Turbonique from his collection, as he felt that if any vehicle deserved to be reunited with its correct engine it was Turbo Sonic. He reckoned there was probably only a handful of the tiny turbines still in existence – chiefly as a consequence of the breed's explosive nature. Any survivors, he said, had probably never been run. In his words, if a Turbonique was run, it blew, sooner or later.

I flew to Minneapolis to collect the motor and to meet Ky. It was an incredible experience, which culminated in me riding a rocket-powered kiddy scooter through a public park, but that is an entirely different story. One of the last things I asked Ky was his advice on running the motor once it was installed. His reply was quite simple and I have heeded it. He said: 'Don't.'

Now that I had the correct motor, there was no longer any reason to delay the restoration, and it was front and centre in my facility [the Guild of Automotive Restorers, Ontario] for a couple of months. I wanted to restore it back to its full-bodied show configuration with the original glassfibre coachwork painted in its white-to-yellow-to-red fade from front to back, and with its original driver's name on the cockpit side.

There was a lot of restoration required to the body, as its outer shell had received no small amount of abuse over the years. Happily it was a different story with the chrome-moly frame underneath: the dragster itself was in superb shape. We were even able to re-use the wheels and tyres, which was particularly exciting because, in the photographs we found of the car on the track the day it blew up, it had these very tyres and wheels on it.

Turbo Sonic had its debut as a fully restored dragster at a major indoor hot rod and custom car show a few months back. This I felt was entirely appropriate as, in its mid-'60s heyday, this remarkable machine drew crowds of curious onlookers wherever it went.

The crowds of today seem no less appreciative; indeed, perhaps the only difference is that today there is not a single Kodak Brownie camera in sight. Instead, Turbo Sonic is captured by masses of brandished cell-phones – but the smiles behind them are no less broad.



### 'The 1750 was a natural race-winner. The fact that it looked gorgeous was just the icing on the cake'

T'S SURPRISING how often you can lust after a car for ages, only to find that, when you finally manage to get behind the wheel, you don't really want to own it after all. Maybe it's noisier than you expected, or not quite as fast, or the brakes turn out to be downright scary. Sometimes you can't even put your finger on just why a car doesn't float your boat.

Occasionally, though, the reality lives up to your expectations. My fantasy garage is now about to be virtually extended by the imaginary builders to make room for a newcomer: an Alfa Romeo 6C 1750 Gran Sport. More precisely, this Alfa Romeo 6C 1750 Gran Sport.

When I mentioned to contributor Andrew English – a man whose vast experience ranges from Commercial Motor to Telegraph Motoring, and who has therefore driven every kind of lorry, from Berliet to Bentley – that I was off to Swizerland to sample the Alfa, he emailed back: 'Good luck with the 6C. I've driven several and they all had different degrees of difficulty with gearboxes.'

I mentally recalibrated my preconceptions of how pleasurable this trip was likely to be.

THINGS STARTED to look up as soon as the owner opened the door of his remarkably ordinary single garage in a quiet Zurich suburb. Shoehorned into the small concrete cell, the blood-red Alfa glowed like a ruby nestling in a jeweller's presentation box. Long bonnet, raked-back radiator, neat and rounded derrière: it looks sexy as hell.

Zagato's clothing of the Alfa 6C 1750 chassis is one of those automotive marriages that was just perfect. It was a relatively early piece of work by Zagato, which had been founded in 1919 by Ugo Zagato after he had spent the war years building aircraft fuselages with Italian biplane manufacturer Pomilio. Of necessity, these had to be made as light as possible, and Ugo translated the principles he learned there into the car bodies he was now designing.

For the 1750 chassis, therefore, Zagato designed an aluminium-skinned, lightweight roadster, which was the ideal complement to Ingegnere Vittorio Jano's hot new twin-cam engine. Being literally boosted by the addition of a supercharger, the 1750 was a natural racewinner. The fact that it looked gorgeous was just the icing on the cake.

The car I've come to drive has been in its present ownership for 20 years, and has been thoroughly enjoyed. It has competed on four or five Mille Miglias (the owner has done nine altogether, so is understandably a little hazy about which year he drove which of his various classics), plus numerous other major events such as the Klausen hillclimb and the Gaisbergrennen. Restored during 1987/88, when the leather trim was replaced, it's still incredibly original and retains all its factory bodywork. A major part of its appeal is that every step of its history, from the day it left the Alfa Romeo works on 20 April 1931, can be traced through to the present.

CHASSIS 10814314 is a fifth-series 6C 1750 Gran Sport, basically similar to the Super Sport that preceded it but with a few minor chassis changes that make the wheelbase all of 5mm shorter. More significantly, there was a new Roots-type supercharger, which turned at crankshaft speed, and the engine was given bigger main and big-end bearings.

The 1750 is known to have been favoured by Enzo Ferrari – a works driver for Alfa Romeo in the 1920s – who said in later life: 'Think of how much motoring history was made in those Zagato spiders, first on the RL, then on the 1500 and 1750. It was a glorious series, the fruit of an avant-garde mechanism and a brilliant improvisation that lasted for years and brought so many victories.'

He wasn't exaggerating, either. The 1750 won both the 1929 and 1930 Mille Miglias – in fact, 1750s took the first four places in the latter event, which is remembered for its epic duel for first and second between Achille Varzi and Tazio Nuvolari. (Nuvolari turned off his headlights and sneaked past Varzi just two miles from the finish.)

The other two works drivers on that 1930 Mille were Giuseppe Campari and Pietro Ghersi, and Campari is known to have owned our feature car – albeit very briefly. The records show that it was sold to him on 29 December 1931 and re-sold to a Mario Vanoni just two days later; it's very likely that, as compensation for being paid a pittance as a works driver, the Alfa factory either gave or sold to Campari at a big discount one of its ex-demonstrators. Chassis 10814314 had been registered as a factory test car that August, so would have been four months old when he acquired it.

The 1750 passed to a new Italian owner on 15 March 1945, barely a month before the surrender of Axis forces in Italy, and was bought by an Anthony C Baker of the British Embassy in Rome in 1949. He took it with him on his next posting to Czechoslovakia, and sold it to another British diplomat in 1952, attached to the embassy in Berlin.

Now the US Army stepped in – or, more specifically, Captain Lesco G Kaufmann of the 54th Transport Battalion in Frankfurt, who bought it in 1960 and had it shipped home to Baltimore. Unfortunately, by 1969 the Captain had died and his widow sold it on to a John C North of Maryland, who seems to have retained the car for the best part of three decades; it next changed hands in early 1987, when London dealer Dan Margulies brokered it to a gentleman in Switzerland.

Then, on 18 April 1994, its present owner acquired it. He'd prefer not to be identified but, having spent a day with him during the *Octane* photoshoot, we can confirm that he's a charming and urbane individual with a strong interest in modern art. 'The aesthetics of cars have always been very important to me,' he explained. 'I believe that old cars are really art works, which were built with passion.'

ANYONE ACCUSTOMED to the spider's web of tiny country roads that lace almost every part of Britain will have a rude shock should they attempt to stray off the beaten track – sorry, I mean flawless tarmac – in the environs of Zurich; it seems that all the lanes leading to distant farms and houses are privately owned, and trespassing is *verboten*. So our test drive will be conducted on the bigger – and much busier – roads that snake out of the city.











**Left and top**Supercharged version of the 1750 gained an attractive finned alloy intake manifold; red plastic headlight covers were used by Alfas competing on the Mille Miglia to make them identifiable, and protect against flying stones.

# 'It doesn't matter whether you're going fast or slow, the steering is always light and supersharp'

First, though, the 1750 has to be awakened from a slumber of several weeks. To do this, you manually prime the Memini carburettor by lifting the needle until a little petrol overflows; then insert the cylindrical ignition key, push it into the Bosch lock that's dead centre in the dash, and turn it one click to the right - turning it a further click will switch on the headlights. Goose the throttle slightly and push the starter button above the key, and the straight-six bursts into life, supercharger whirring and whining above the staccato beat of the exhaust.

While the oil warms through, there's time to adjust to your surroundings. Leather seats which only now are starting to acquire a patina - in another 30 years they'll look just right. A handsome set of foot pedals clearly visible against the bright-metal footboard, clutch and brake flanking the button-style centre throttle and bearing attractive cast ALFA logos. The dashboard, painted red and prescribing a swooping arc above the occupants' knees, and home to a fine collection of Jaeger instruments, plus a chromed twist knob for fine-tuning the carburettor mixture.

It's disappointing, though, to see an ugly modern fuel gauge has been installed below the dash, to the right of the steering column. In a car of this quality, detail is everything: surely it wouldn't have been beyond the wit of man to install something that looks more period?

At least the horrible fuel gauge is testament to the fact that this Alfa is used, and used properly. It feels right, straight from the get-go. Give the throttle an exploratory blip, and it revs cleanly and instantly, with a bassy roar that belies its modest capacity.

ANY SPORTS CAR is only as good as its engine - and in the case of the 6C 1750, the engine is very good indeed. '6C' stands for sei cilindri, six cylinders, and the 1750 was an evolution of a design by Vittorio Jano that he'd introduced in 1500cc form soon after being poached from Fiat in 1924. In fact, although Jano had developed a twin-cam version of the 1500 very early in his career with Alfa, the first 1500 to appear in a production car had a single

overhead camshaft, with cylinder head and block cast as a monobloc to avoid any problems with head gaskets.

The SOHC 1500 debuted in the plain Jane 6C 1500 saloon in 1927 but we know that a DOHC engine was in the works long before that, because the newshounds from Britain's Light Car and Cyclecar magazine published a photo of one that they'd seen on a bench in the Alfa factory during the autumn of 1926.

This new engine, which would lay down the principles for the classic Alfa Romeo twin-cam beloved of generations of enthusiasts, was still made of cast iron but the cylinder head was now a separate casting (we tend to think of Alfa heads as lovely chunks of alloy, but the material wasn't changed from iron to aluminium until the 6C 1900 came along in 1932). Mated to a Roots-type supercharger and installed in a sportier roadster version of the 1500, this combination immediately proved itself by winning the 1928 Mille Miglia, in the hands of Campari and Ramponi.

For 1929, Alfa upped the capacity of both single- and double-overhead-camshaft engines to 1750cc, offering them in a bewildering range of chassis and body styles that covered all possible bases, from torpedo to spider to berlina. For our purposes, the important model was the 6C 1750 Super Sport, the one that preceded our Gran Sport, because it introduced the classic raked-back radiator. That wasn't simply a styling tweak - although it did look very, er, rakish - but was also an ingenious way of enlarging the radiator's surface area without having to increase the bonnet's height or width. Imagine the radiator in profile as the longest side of a very thin triangle, with the second-longest side being vertical, and you'll see what I mean.

You could order your 1750 SS with or without supercharger, but the latter option definitely offered more show along with the extra go, since it was accompanied by a stylish finned alloy intake manifold. When the Gran Sport superseded the SS, the supercharger became standard, its value in competition having been proved by the successes that blown Alfas racked up on the Mille Miglia. From 1928 and throughout the 1930s, the 'Mille' was practically an Alfa benefit. Alfa Romeos, whether 1750s or (from 1931) the 2300s and 2900s, filled most of the top ten places every year. In 1933, they actually accounted for the entire top ten.

BUT AS I prepare to T-left onto a major road heading out of Zurich, extracting maximum performance is very far from my mind. I'm more concerned with remembering that the central pedal is not the brake, and in not causing the gearbox to emit embarrassing grating noises (thank you, Mr English).

Pre-war cars all seem to require different techniques when it comes to changing gear: do you pause between upshifts, for example, and if so, for how long? Do you hold onto the revs or try to shift up very early, to minimise the differential in speed between those rotating cogs? Double-declutching on downshifts is de rigeur - but just how much should you spin up the revs before engaging a lower gear?

I confess, it takes me a few minutes to work out the Alfa's predilections. I can get the gearchanges almost, but not quite, right; every so often a mild graunch from the gearbox's teeth elicits an empathetic grinding from my own. But then, all of a sudden, I absolutely 'get' it. The trick is to move the lever quickly and decisively on the upchanges, with no fannying about; you can keep your right foot reasonably well in, too. Find the rhythm, and the Alfa becomes as easy and well-mannered as a sports car 30 years its junior.

Confidence restored, I start to hustle the 1750 a little harder along a twisty valley road. Straightaway, it's clear why this car was such a natural for road racing. It doesn't matter whether you're going fast or slow; the steering is always light and supersharp, almost disconcertingly direct at times. On the straights it is, in fact, slightly fidgety; but the pay-off is that you can power around hairpins with very little effort from your arms and shoulders, which must have been a godsend on those endless Mille Miglia passes. The fact that your bum feels as though it's practically over the rear axle, and there are two heavy spare wheels >





hanging off the back, helps quite considerably in this regard, I suspect.

With about 85bhp to propel 920kg, the 1750 feels brisk rather than seriously fast – I wonder how well it would go on methanol? It's quick enough to entertain and keep your interest up, certainly; and because it's relatively light, the mechanically operated drum brakes never feel stressed (at least, not at Swiss speeds). Nuvolari averaged over 100km/h – 62mph – for the entire distance of the 1930 Mille Miglia, which means that he must have been screaming along at close to 90mph whenever he had the opportunity.

'Scream' is the appropriate word, too, because it's the higher-pitched sounds of supercharger and gearbox that assault your ears when you're pressing on; only when you shift into direct top does the gear whine vanish, suddenly transforming the car into a surprisingly relaxed tourer. The exhaust

#### 1931 ALFA ROMEO 6C 1750 GRAN SPORT

ENGINE 1752cc four-cylinder, DOHC, cast-iron head and block, single Memini twin-choke DOA carburettor, Roots supercharger POWER 85bhp @ 4400rpm
TRANSMISSION Four-speed manual, rear-wheel drive STEERING Worm and pinion
SUSPENSION Front and rear: beam axles, semi-elliptic springs, lever-arm dampers

BRAKES Mechanically operated drums WEIGHT 920kg PERFORMANCE Top speed 90mph

produces a wonderfully rorty hot-rod beat, but one that's mostly apparent at low revs, when it's not competing with the mechanical noises from up front. Torque, incidentally, is remarkably good, and the 1750 will pull cleanly and valiantly from the kind of low engine speeds that it would probably rather not be enduring.

THERE AREN'T MANY cars of this vintage that feel so satisfying in every respect. Yes, the projecting scuttle cuts off a taller driver's view of the instruments, and it's impossible to release the handbrake once reverse gear has been selected because one lever fouls the other, which makes reverse hill starts interesting.

This, however, is nit-picking of a high order. If you want a quality pre-war sports car that's challenging but not difficult, exhilarating without being exhausting, then a 6C 1750 makes a convincing statement. This one comes up for sale at the Bonhams Rétromobile auction in February and, if I had a couple of million euros sloshing around in my current account, I'd be taking my seat in the front row of the Grand Palais, bidding paddle at the ready.

THIS ALFA ROMEO will be offered at auction by Bonhams at Rétromobile, Paris, France, on 5 February. See www.bonhams.com.

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A PASSION

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ARLY 2014: the end of a cold, wet Silverstone test day. A father-and-son team has been out for the first time in an Austin A40 Mk2, freshly built for the HRDC Touring Greats series. It's now filthy but the

pair jack it up, remove the wheels and start to work through the car, cleaning it, checking it. They seem to know exactly what the other will do. It's a lesson in synchronised car prep.

Goodwood Revival, a few months later. The crowd holds a collective breath as the same A40 squeezes between two Jaguar Mk1s, drifting crazily. Can it *really* win? The crowd is willing it on and – yes! – it takes first place in part two of the St Mary's Trophy, having just been pipped into third in part one.

And now we fast-forward to the end of the 2014 season. Father and son are grinning widely, chatting with fellow HRDC competitors and recounting their 'appalling' pit stop (dropping them back to third at Donington Park) and their fight back to first place.

Who are they? Mike Jordan, former BTCC driver and 2001 GT champion, and son Andrew, 2013 BTCC championship winner. Together they run Eurotech Racing, one of the most successful privateer BTCC teams of recent years – but at every gap in their hectic schedule they've been out in the A40.

We meet next at the Eurotech Racing workshops. Mike is pushing a toolchest into place, minutely tweaking it back and forth until it's perfectly lined up with the adjacent workbench. He catches us watching and grins. 'If it doesn't line up, it could ruin my day!'





The A40 sits alongside, a diminutive jewel sparkling in the shadow of Andrew's high-tech BTCC Honda Civic. It's perfect, every detail spot-on, right down to the thin red pinstripe around the black racing roundels, echoed by the subtle black pinstripe around the rims of the red steel Weller wheels.

'I drove the bodyshop mad,' says Mike. 'I sent it back three times because the pinstripe was too close to the edge of the roundels. It had to be right!'

Mike's OCD (his words) has paid off. In a world in which historic race car preparation is improving every season, this car's detailing still stands out. The Plexiglas side windows are lightly tinted, the font of the race numbers perfectly chosen, the stance spot-on. That black roof is mirror-smooth.

Inside, the stock passenger and rear seats are showroom-fresh, the spotless dashboard kitted



out with Stack instruments and neat little toggle switches. The interior paint is as flawless as the exterior, and the doors and the wing closing panels have been drilled for lightness with perfect precison. Mike has fitted his favourite RaceTech seat, the cage came from Eurotech's BTCC suppliers and there's a safety net to protect the driver, complete with emergency release on the dash. Mike soaks up the compliments like a proud father, nodding as we pick up on the clever detailing, modestly pointing out anything we haven't spotted.

'It sounds soppy but this car has become a family friend,' he says. 'When AJ [Andrew] came in this morning he took the cover off, stroked the wing and said "My favourite little car!"'

Right on cue, Andrew walks in. 'I love this car,' he says immediately. 'I love how simple it is, and inexpensive. If we want to go and do a track evening we can; if we want to take it on a test day we don't have to worry about it. I love the attention it gets; that's why I spend so long cleaning it!' The phone rings and Andrew's off, already building up to the 2015 season.

Mike takes up the tale again. 'I'd always had a soft spot for A40s; it was the first car I remember my dad having. When I saw this a while back I had to have it. It was in lovely condition, not modified at the time.

'Then two years ago AJ was asked to drive Bluebell [a well-known racing Morris Minor]. That's where I started, in a Minor, and I was asked if I'd like a go. I didn't get to race it but I had such a blast in qualifying!

'That was on a Saturday; I came into the workshop on the Sunday, and by the time the guys came in on Monday the A40 was half-

Above and left

A40 battles with Jaguar Mk1 and Alfa Giulietta at Goodwood Revival; interior features top-level safety features; engine runs SU carbs on a custom-made inlet manifold.



Below and right Standard passenger and rear seats are required by the race regs – but note the massively lightened doors! A40s are now a popular HRDC choice.



stripped. When they asked what I was doing I said, "We're going racing!" I like [HRDC founder] Julius Thurgood's no-bullshit approach, and I thought that if we do it well, we might also just get an entry into the Goodwood Revival with AJ.'

You can see the logic in this. For Goodwood, a father-and-son team of big-name racers is Revival gold. Mike, now 56, started competing in the late '70s, racing a Minor with the Classic Saloon Car Club. He moved into moderns, racing saloons (his first BTCC race was in 1989), GTs and V8 Eurocars, competing at Daytona in a 911 and Le Mans in a works TVR. He returned to BTCC in 2006, and in 2008 was joined by Andrew, who had started out at 14 in junior rallycross before moving to the Clio Cup. This was the first time a father and son had competed together in the BTCC. After a successful but stressful year Mike stepped down to run the team (and to concentrate on historic race car preparation, as Jordan Racing Team), building up to the championship win in 2013 and this year's fifth place.

The A40, then, is quite an antidote to all this, and Mike and Andrew have clearly enjoyed putting it together.

'We stripped the car down to a bare shell, and had it beadblasted first,' says Mike. 'All it needed was a replacement floor panel in the front and then we took as much out of the shell as possible. An A40 can be 713kg [in the race regs] – we're at about 720kg. In a Mk1 A40 you can get to the point at which you need ballast.

'There's a really good guy, Dave Wells at SH Engineering, who does the engine. He builds Mini engines and this is essentially the same. It's just a 1293cc Midget, with twin 1.5in SUs, but with steel crank and rods. A lot of the difference in these is down to hand-fettling of the cylinder head, and we've got to one that



works well. A lot of engine guys get 120-125bhp but this does 130bhp, and the way it picks up the revs is just phenomenal. It pulls from four-and-a-half right up to 8300rpm. At Goodwood I was asked if I'd deliberately positioned the in-car camera so the far end of the scale couldn't be seen – the needle was hitting the stop at 8500rpm and the car clocked 121.6mph in the tow of the Jags!'

This little buzzbox is mated to a close-ratio, straight-cut Sprite gearbox and uprated back axle, with limited-slip differential, stronger halfshafts and A-frame location. It uses Midget front discs and calipers and a Mini master cylinder. 'It took us ages to get that right but we didn't want to use a modern pedal box,' says Mike.

'For the suspension,' he continues, 'we did our own thing with the springs, nothing special, and fitted adjustable lever-arm dampers from the USA. In the rules Mk2 A40 shells are allowed but only with Mk1-spec lever-arms—Julius Thurgood is very pragmatic [because Mk2s are more readily available than Mk1s]. We spent a lot of time tuning the anti-roll bar and the bump stops. They're very progressive; they let the car roll but slow down

the roll. With a car like this you don't want to overload the tiny tyre footprint.'

At this point, anyone who saw the car at Goodwood might be thinking there was quite a lot of overloading inflicted on the A40's footprint. Mike cracks a very wide smile.

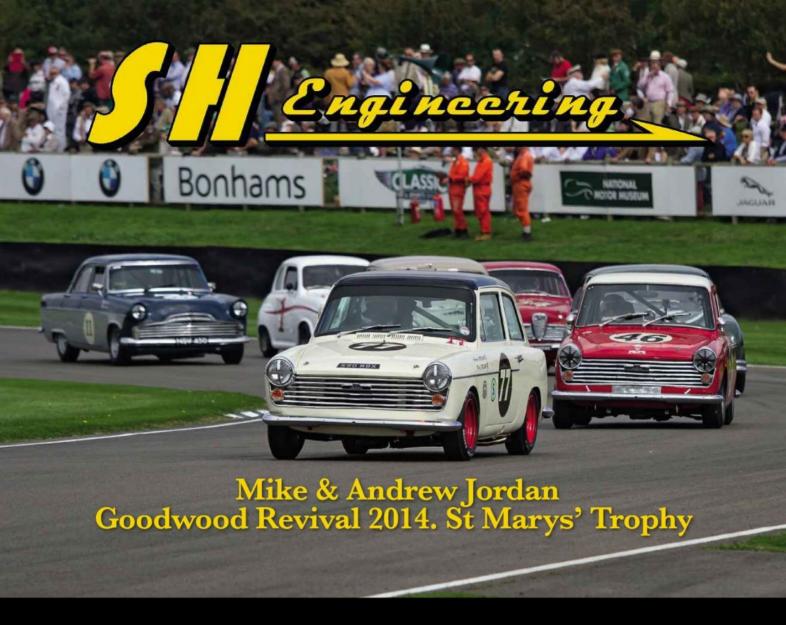
'I was ever-so-sideways; AJ told me off for it! We lost the aggregate by 0.4 of a second, and that was mostly down to me showboating. AJ carries more corner entry speed and is smoother; I tend to chuck it in a bit more. AJ criticises me a lot for overdoing it because for just another 20° of slip angle you can hear it drop 200rpm – but it's so much fun! In over 30 years of racing, this is right up there with the best. The car and the series fulfil everything I want from racing. It's the diametric opposite to the pressures and intensities of BTCC.'

Andrew returns and enthusiastically agrees with his dad. 'This is my first historic race car. It's so nice to go back to the enjoyment of racing, to switch off from the pressures of the BTCC. I really enjoy it.'

Will they be out in it for 2015? You bet! Can it still be improved? Yes! Mike says there are still a few bolts that are a little too long, and it's driving him mad...

#### HRDC-SPEC AUSTIN A40 MK2

ENGINE 1293cc four-cylinder, OHV, twin 1.5in SU carburettors POWER 130bhp @ 7900rpm
TORQUE 100lb ft @ 5800rpm TRANSMISSION Four-speed manual, rear-wheel drive, limited-slip diff
STEERING Rack and pinion SUSPENSION Front: lower wishbones, coil springs, lever-arm dampers,
anti-roll bar. Rear: semi-elliptic leaf springs, lever-arm dampers, A-frame BRAKES Discs front, drums rear
WEIGHT 920kg PERFORMANCE Top speed 120mph. 0-60mph 6sec (est)











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ROBERT COUCHER JETS OFF TO FLORIDA TO TEST BENTLEY'S NEW 530BHP SPORTS LIMO. SOUNDS LIKE THE LAP OF LUXURY -BUT RACING LEGEND DEREK BELL HAS OTHER IDEAS...

Рнотоgraphy Jamie Lipman



#### BENTLEY MULSANNE SPEED









HITE SANDY BEACHES, towering white skyscrapers, massive white motor launches, gleaming white teeth... and an imposing Ghost White Bentley Mulsanne Speed. Welcome to Miami, The Magic City. Years ago Miami used to be 'God's waiting room' but, with the arrival of the flash and sassy

Miami Vice TV series in the 1980s, featuring James 'Sonny' Crockett (Don Johnson) and Ricardo 'Rico' Tubbs (Philip Michael Thomas) in their mock Ferrari Daytona and white Testarossa, Miami became cool.

The city was founded in 1896, deriving its name from Mayaimis, a native America tribe, which translates into 'big water'. The *Miami Vice* production team repainted some of the tired Art Deco buildings and hotels along South Beach and now it's a top tourist destination. Never having been to Miami, let alone Florida, when an invitation arrives from Bentley to test the new Mulsanne Speed, I accept with glee.

The plane lands at Miami International airport and a fleet of brand new Bentley Mulsanne Speeds are waiting on the forecourt. I climb into the capacious rear seat behind the chauffeur, he thumbs the start button and the sizable 530bhp, Six-and-Three-Quarter V8 – yes, the original big Bentley V8 lives! – gurgles awake and the limousine eases off effortlessly on 811lb ft of torque. What a wonderful feeling of discreet power.

The Bentley cabin is a lavish display of quite outstanding British quality and craftsmanship. First there's the smell of the luxurious bull hide leather; then there's the high-gloss wood veneer on the dashboard, as well as the signature Bentley waist rail that surrounds the entire cabin with matching symmetry.

The interior draws upon Bentley DNA of old but it is bang up to date, with electrically adjustable rear seats (as in the front) and the most beautifully wrought working tables that glide out of the front seatbacks, where you connect your iPad. With a nod to the Bentley Boys of yore, in the door pockets are heavy chromed cigar ashtrays, and between the



rear seats is a bottle cooler with a powered, frosted glass cover complete with two crystal champagne flutes, styled by designer David Redman and inspired by the five-spoke Mulsanne alloy wheels. Isn't life grand.

Bentley retains the classic bull's eye air-conditioning vents, which are lovely and tactile, and privacy in the rear is enhanced by electrically deployed side window curtains for the full plutocrat vibe. But, hey, we are in Miami and I want to see the view, so down they go. I had expected an attractively shabby coastal town, but Miami is big, confident, bright, clean, assertive and as sophisticated as any leading American city. The Art Deco seafront area is dwarfed by the Downtown skyscrapers.

Traffic is heavy but that's no problem in the hushed confines of the Mulsanne, the air-con doing its thing, the big V8 muscling the 2865kg Speed along with elegance. As we cruise down Collins Avenue, Miami appears startlingly beautiful. Bright blue waterways are everywhere and the large houses all seem to have enormous motor launches moored outside. Every lush green hedge is clipped to perfection and as we arrive in Bal Harbour - our digs - the impressive, five-star St Regis hotel rises up before us. Indeed, this is a proper Bentley gig.

Next morning it's drive time and I'm saddled up with Simon de Burton, also of this parish. I hop up and into the large and comfortable diamond-quilted leather driver's chair, and notice the drilled alloy pedals. I adjust the seat electrically, push the starter button and the V8 awakes. The eight-speed ZF gearbox features a Sports mode but let's leave that until we clear the city limits.

The Mulsanne Speed eases away with alacrity. The steering is wellweighted but effortless, as are the powerful brakes. On the wide Miami boulevards the car doesn't feel large and it is oh-so-gentle and cosseting in the busy morning traffic. In the passenger seat, de Burton busies himself with the 2200-watt Naim sound system. Apparently there are no fewer than 14 speakers secreted around the Speed's sumptuous interior and the sound quality is that of shock and awe.

Soon it becomes apparent that we are heading for the Florida Keys >







#### **2015 BENTLEY MULSANNE SPEED**

ENGINE 6750cc V8, OHV, electronic fuel injection and engine management, twin turbochargers POWER 530bhp @ 4200rpm TORQUE 811bhp @ 1750rpm TRANSMISSION Eight-speed ZF automatic, rear-wheel drive STEERING Hydraulic rack and pinion SUSPENSION Front: double wishbones, anti-roll bar, air damping. Rear: multilink with toe and brake reaction control, air damping and ride height control BRAKES Vented discs WEIGHT 2685kg PERFORMANCE Top speed 190 mph. 0-60mph 4.8sec

and we find ourselves spearing along one of the most famous roads in the world: the impressive Overseas Highway. We could do with Jan Hammer's synthesised *Miami Vice* score but the muted sound of the Bentley's V8 offers a sublime background beat. This venerable lump will shove the Speed from rest to 60 mph in only 4.8 seconds and on to a top speed of 190mph. The figures are incredible. The engine features twin turbochargers and is 13% more efficient than the standard Mulsanne's, thanks to a clever cylinder deactivation system that allows it to run as a V4 under light loads – not that you'd ever notice.

Time to select Sports mode. This picks up the revs to ensure the turbos are on parade to deliver instant grunt. And it stiffens the all-round air suspension and sharpens the steering. Now the sporting nature of the Bentley takes over from the previous limousine mien. The Speed becomes tauter but never loses its demeanour. It remains distinguished, calm and relaxing but fully communicative. A real driver's car, where every 'journey' becomes a 'drive'.

After lunch on the picturesque Little Palm Island in the Keys – children are discouraged because the resort is well-known for, er, discreet adult activity – Bentley Motors puts its sporting heritage on the line with a ruthlessly brave test. We are strapped into a top-of-the-line Bell 407 helicopter and swing low over the Everglades, so low, in fact, that we can see sharks and stingrays basking in the shallow waters below.

Then, in the distance, a huge airfield hoves into view - a two-mile

ribbon of tarmac, the ambitious but defunct Everglade Jetport. We have moved on seamlessly from *Miami Vice* to the full *James Bond*.

There to meet us is Bentley ambassador Derek Bell (pictured top right, Florida resident and also of the *Octane* parish). Derek has devised a circuit around the airfield. He instructs me to get behind the wheel and slips into the passenger seat of the Speed. This could be embarrassing. 'Put it in Sports mode and keep your thumbs on top of the steering wheel spokes so I can see where we are pointing,' he says. 'This is a very fast circuit, with flat-out straights and tight loops. Now floor it!'

The Mulsanne Speed is off the leash, in full attack mode, and it picks up speed with vigour. 'OK, brake hard here and aim for the last cone on the apex.' The big car sloughs off speed as quickly as it picked it up. A smart change of direction sees it clip the cone accurately and then it is full chat again. 'Let it run wide, use all the track and get the speed up,' says Derek, with calm insouciance.

By now the Mulsanne Speed is *really* living up to its name and the next corner comes up too fast. 'Brake firmly, brake, brake, now lift and aim for the cone. That's it, now power!' Here I am, in a £252,000 limo, with Derek Bell in the passenger seat goading me to push harder. I see 157mph on the speedo, my forearm muscles are starting to ache, my heart is pounding, I'm sweating and trying to remember to breathe.

Meanwhile the Bentley remains as cool and calm as Derek Bell, fivetimes Le Mans winner. What a car... And Derek? What a dude.



\*15 April: Happy View Day / Preview

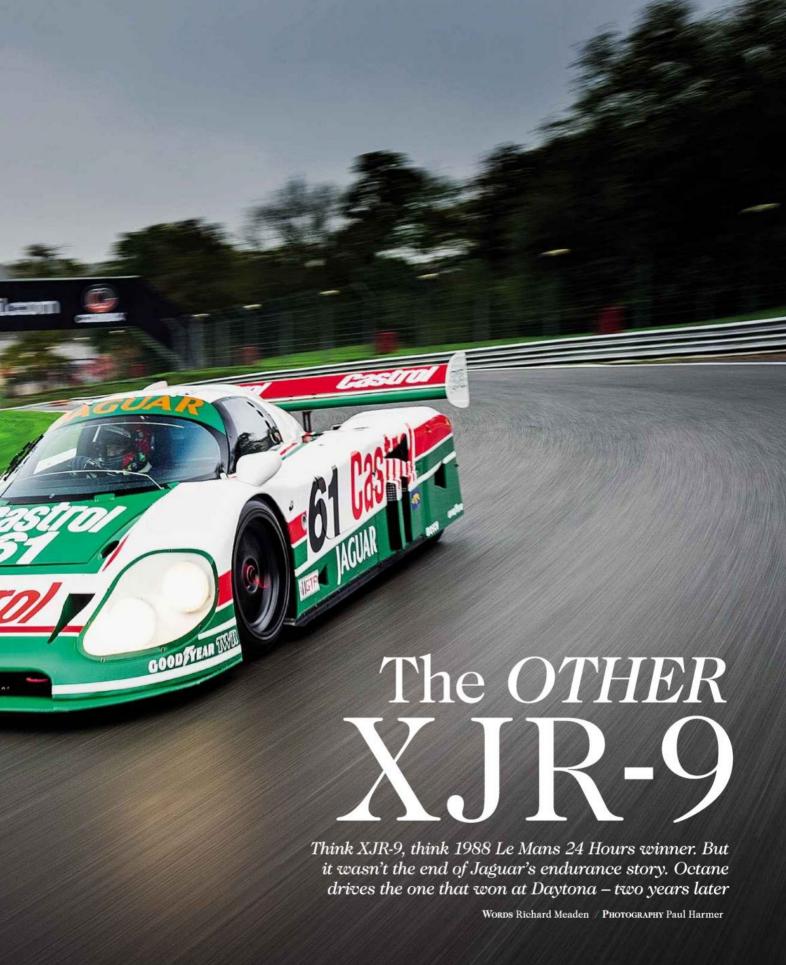


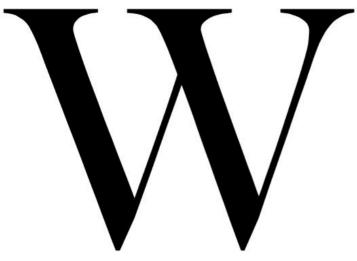
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WHEN YOU THINK of Jaguar's Group C efforts, two things spring to mind: Le Mans and that iconic purple-and-white Silk Cut livery. But there's another tale of 24-hour glory. One forged on Daytona's fearsome banking and draped in white, red and green. Jaguar's brief yet brilliant period of imperious domination at the Daytona 24 Hours might be less widely celebrated, but it's a no-less-significant success. And this car sits right at the heart of it.

The white wedge you're no doubt drooling over now is chassis XJR-9 no 388: one of three cars that ran in IMSA, and one of two cars created expressly for Jaguar's US campaign by TWR. The first – chassis no 188 – was built from a World Sports Car Championship car used in the 1986 season. Though it saw race action in the US, its primary role was that of the team's development car and spare. The first of the pure-bred IMSA cars – chassis no 288 – is a hero in its own right, having scored Jaguar's debut Daytona 24 Hours win in 1988 and finishing second in 1990. However, far from being mothballed and parked in a museum, this celebrated piece of racing history was withdrawn from its IMSA campaign in the spring of 1990 to be converted to World Sports Car specification, re-liveried in Silk Cut colours and entered for that year's Le Mans 24 Hours. A race it would ultimately go on to win...

That leaves XJR-9 no 388: the sole IMSA car to remain unchanged since Jaguar's spectacular Stateside adventure (it was converted from XJR-9 to XJR-12 spec for Daytona). With a pair of consecutive podiums in the Sebring 12 Hours (second in 1989, third in 1990) and a fistful of other IMSA podiums between 1988 and 1990 to supplement its Daytona glories, it ranks alongside its sister car as the single most significant Jaguar sports prototype of all time.



Clockwise from right

Author Meaden edges his way onto a damp Brands Hatch pitlane; ready for some test laps; chatting with Jaguar racing legend and winner at Daytona and Le Mans Andy Wallace; Wallace (with characteristic moustache) and the victorious Jaguar team at Daytona, back in 1990.

For race fans of a certain age there's something incredibly evocative about any car from the Group C era, but examples of Jaguar's Tony Southgate-designed XJR series are more charismatic than most. Steeped in success and patriotic fervour, capable of immense speeds and spoken of in reverential tones by all who raced them, they are the epitome of a golden age in endurance racing. Its Castrol livery might not conform to the image your mind's eye conjures, but chassis no 388 is no exception.

A breathtaking – and breathtakingly beautiful – machine, it sits before you in the pit garage, silent and brooding, commanding your awe-struck attention. Impossibly low and wide, with vast underfloor venturi tunnels running the length of the car before rising up to emerge beneath the massive rear wing like some latter-day Roman viaduct, it's as explicit an expression of aerodynamics and downforce as you're ever likely to see.

After taking part in the Daytona 24 Hours test in 1991, no 388 was unceremoniously retired from active service as Jaguar's V12 era finally came to an end. Since then it has been the star of a number of car collections, most recently in the custody of Group C addict Henry Pearman, who has chosen the 25th anniversary of its Daytona win to offer no 388 for auction at RM's Amelia Island sale (Florida, USA, 14 March 2015). Perhaps because of its historical significance it hasn't been raced since its retirement, but it has been recently treated to a total restoration and rebuild by the acknowledged experts, Lanzante Motorsport. As such it is absolutely perfect. And I mean pristine in every way, just as it would have been a quarter-century ago at Daytona, when presented for pre-race scrutineering.

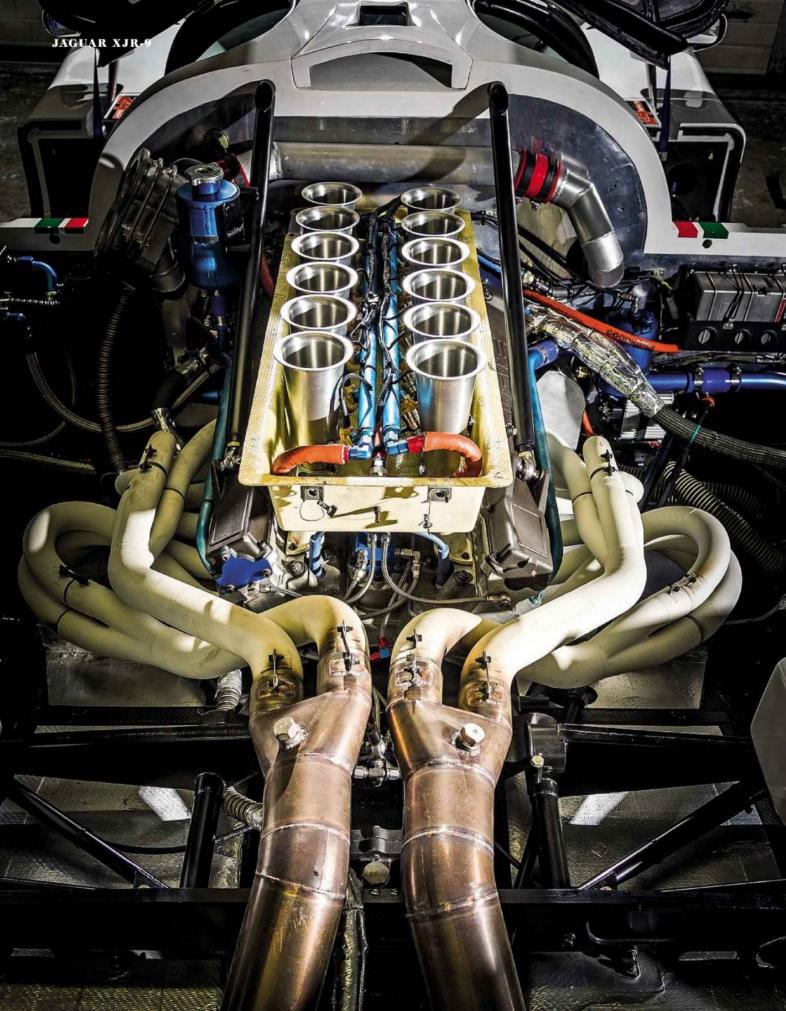
To complete the timewarp effect I've invited Le Mans, Daytona and Sebring winner Andy Wallace along to have a look at his former steed, and to share some reminiscences from the most successful 24 hours of no 388's brilliant career. Shorn of his trademark 'tache, Wallace is no longer in full Daytona specification, but low-drag facial set-up aside it's obvious from the sparkle in his eyes that the sight of the Castrolliveried Jag has transported him straight back to Florida and the scene of his 'other' great 24-hours win with Jaguar. Even now, the memories it evokes are powerful and profound:

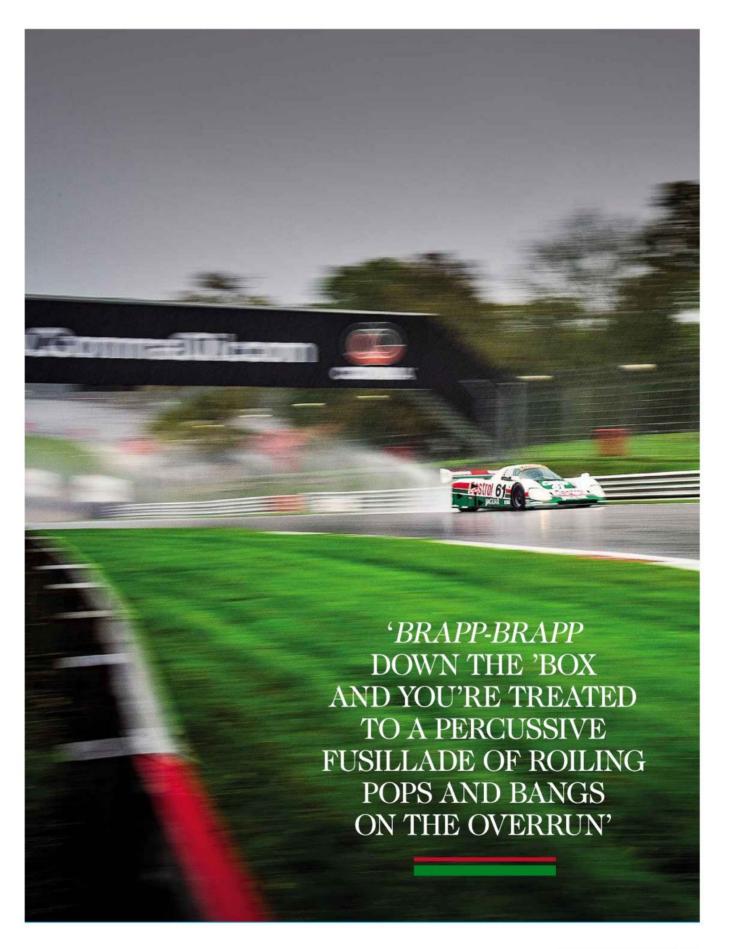
'Wow, it looks fantastic, doesn't it? It's funny, but when you're there, in the moment, so to speak, you're completely focused on getting the best from yourself, the team and the car. It's not that you're oblivious to the significance of what you're a part of, but it's your job.' With >











## 'I'M NOT SURE I'VE DRIVEN ANOTHER CAR THAT MAKES YOU SO AT-ONE WITH ITS RESPONSES'

apparent understatement, he adds: 'The older I get, the more I appreciate how special those days - and these cars - were.

'1989 was my first visit to Daytona. In those days we didn't have simulators, so you'd try to get hold of some in-car video or talk to someone who'd raced there before. I was sharing with Jan Lammers with whom I'd won Le Mans a few years before - and he had a lot of Daytona experience so was very helpful.

'The biggest shock was how bumpy the surface was. They've re-surfaced it now, but back then it was really bumpy, largely from where the NASCARs had pounded round and round and round and pulverised the tarmac. The Jag moved around from bump to bump and even started "panting" [a phenomenon peculiar to high-downforce cars] at certain points, particularly on the section of banking that ran over the entrance tunnel. The banking was easily flat-out in terms of grip, but the bumps meant you really had to hang onto it. The constant need to make steering corrections and the sheer weight of the steering at 200mph made it hard work."

And that's not all. 'The other thing peculiar to Daytona is the traffic. At Le Mans you had 55 cars on an 8.5-mile circuit, but at Daytona you had the same number of cars on a 3.5-mile lap, so it was very, very busy. Mentally and physically I'd say it was a tougher race than Le Mans. There were lots of different classes and a much bigger speed differential on the banking, so while in theory the slower guys stayed low and we'd go round the top of them, it wasn't quite that simple.

'There are two points where you join the banking from the infield, and in both those places all the cars were thrown out wide towards the wall until the angle of the banking caught you. In the Jags we couldn't afford to waste time waiting for the slower cars to settle back down at the base of the banking, so we'd end up going by them every which way. Sometimes you'd get a driver who'd be frozen like a rabbit in your headlights, desperate to move down the banking, but unable to because there were quicker cars hammering by either side of them. If you were racing someone for position you'd regularly find yourself cutting up and down the banking, zig-zagging through the traffic like a lunatic.

There were no team orders within the Jaguar team so we really went at it hammer and tongs. I still remember one fantastic sequence of laps when I was battling with Martin Brundle, who was in the sister car. He still had his Formula 1 head on, and we were racing each other nose-totail through the traffic. We got round the banking to the point known as NASCAR 3-4 and there, right in the middle, were three battling Porsches, blocking the track. Martin obviously thought "Well, I've got so much momentum I'm damned if I'm going to lift", so he veered left and crashed down off the banking in a massive shower of sparks, passed the Porsches on the apron [the flat section of track that runs around the base of the banked oval], then smashed right back up onto the bowl in another huge shower of sparks.

'I can remember sitting there thinking "Jesus, that's impressive!" and I even toyed with the idea of following him for a split second, but in the end I decided to be a little more cautious. After a very short while a gap opened up and I shot by the Porsches and he was still just ahead of me. Then lo and behold he got wrongFacing page, clockwise from top left The hot seat, which probably feels rather like strapping yourself to a missile: wet Brands Hatch corners mean you take time to learn the

XJR-9's reactions - which, thankfully, are transparent; at Daytona, the scene of that fabled 1990 victory.

sided by two more cars as we crossed the start/finish line and I went by him and the slower cars! The traffic was a lottery, but you couldn't fight it for 24 hours. I tried to think of the car and take calculated risks.'

Those calculations would extend to strategy too. 'A tank of fuel would last around an hour. We'd change tyres at every fuel stop, more due to concerns over carcass durability than any degradation in grip. The loadings on the banking were horrendous. The weather also posed its own challenges. Daytona 24 Hours is run in January, so at night it wasn't uncommon for the overnight temperature to drop very close to freezing, but during the day it could get close to 30°C, which meant it got stinking hot in the car. We'd do double stints between driver changes. That was more than enough, believe me.

'It seems mad to think about it now, but there were no speed limits in the pitlane. In practice sessions we trained at coming straight off down the banking and in, no messing. TWR always had the very last pit, so at Daytona - which had a pitlane a bit like a motorway - we'd peel off the banking at just over 200mph, then spear down the slope and into the pitlane entry doing 185 and some. We'd actually be accelerating as we went by the other pits, eyes out on stalks looking for the lollipop with our team name and car number on it and desperately trying to judge our braking so we'd cut across the three lanes of the pitlane and just stop in time. It was only because we'd been perfecting this high-speed kamikaze run in the practice sessions that the other cars realised the nutters in the Jags were coming through the pits at almost full speed! Once we'd screeched to a halt we'd have just 12 seconds to jump out and strap the next driver in before the team were ready to send the car back out. The stops were as full-on as the race.'

AFTER SUCH TALES of derring-do, when the time comes for me to slide down into the very same seat, reach out to grasp the same steering wheel and drive this most significant of racing Jaguars, there's little point in attempting any half-baked heroics. To be perfectly honest, right up until the moment I feel the surprisingly progressive clutch find purchase against the big V12's flywheel and propel us along the Brands Hatch pitlane, I'm expecting Henry Pearman to come to his senses, run out in front of the car and shout: 'Stop this madness!' That he doesn't is testament to boundless generosity, a horizontally laidback attitude and presumably – a cast-iron insurance policy.

The cockpit is snug, but perfectly laid out. The view through the huge bubble-screen is straight from Lap of the Gods (on something called VHS. Look it up, kids). The carbonfibre chassis is immensely reassuring and much more robust in the event of an accident than the more normal aluminium honeycomb tubs of the period. Big analogue dials present you with all the V12's vital signs; well-spaced and clearly labelled toggle switches are easy to flick in gloved hands, though I suspect they were

> still tricky to find while rattling round Daytona's bumpy saucer. On your right sprouts the gearlever, which feels weighty but beautifully precise as you take it on a dry run through the dogleg five-speed H-pattern gate.

Rain has been hammering down all morning, so these are far from ideal conditions to have your first taste of any Group C car, least of all one with such history. Yet as >











Left
The ex-Wallace Daytona car was
converted to XJR-12 spec during its
illustrious racing career. The 'R' is
especially pertinent when you take
a look inside the cockpit, which is
rather less luxurious than that of

the Jaguar's stablemate XJ12.

Wallace and Pearman attest, no 388 is indeed a pussycat, at least when it comes to making your first few tense and tentative laps. Of course, there's a world of difference between merely driving and really *driving* a car like this, but the fact it appears to steer, stop, change gear and direction without any malice or tricks is hugely reassuring.

I'm not sure I've ever driven another car – race or road – that makes you feel so comfortable or at-one with its responses. This is a wholly analogue car: three pedals and a gearstick to make that gargantuan naturally aspirated V12 engine sing; a simple and surprisingly large three-spoke steering wheel to work the unassisted rack; and the palms of your hands, balls of your feet and clenched cheeks of your arse to gauge just how much to ask from the huge Dunlop wets in these treacherously slippery conditions. You'll never feel more connected to a car.

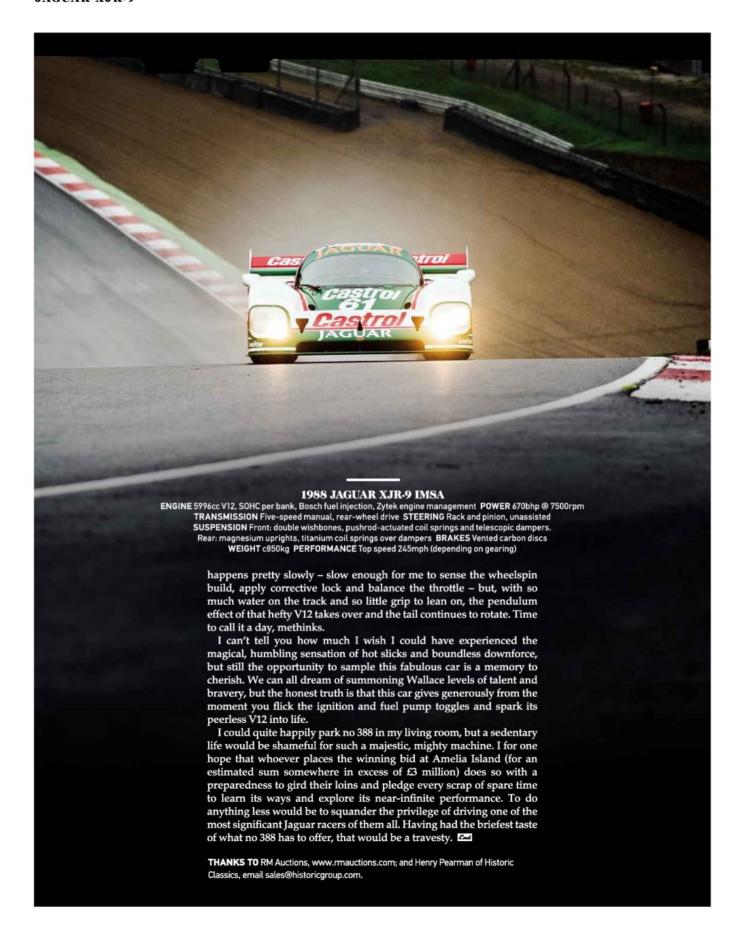
At first it's all rather overwhelming. The Brands Hatch Indy circuit might be small, but it's also sinuous (even the straights are curved!) and contorted, with unsettling camber changes. Even at sensible speeds you're constantly busy. The sensory bombardment is intimidating and intoxicating, the weight of responsibility crushing, yet the knowledge you've been let loose in such an iconic car sets your spirits soaring in line with your heartrate.

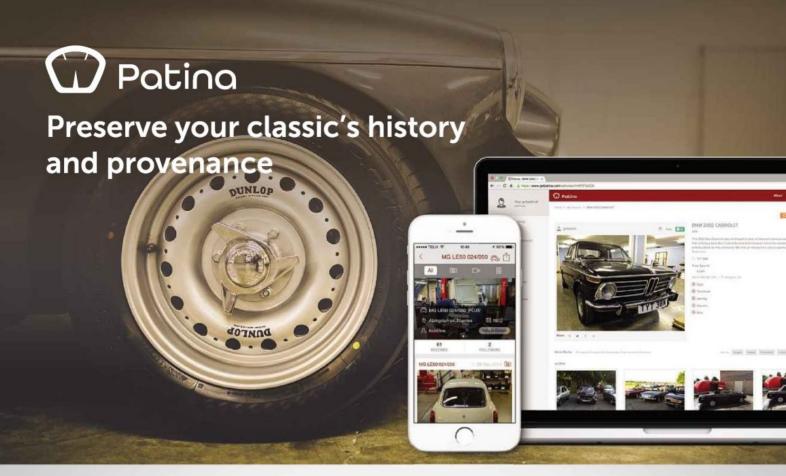
Laps don't last long on the Indy circuit, even in the pouring rain, but every time the pit buildings skim though my peripheral vision I feel a little more confident to keep the throttle pinned that little bit longer on the charge towards Paddock Hill. Speed gets those monster venturi tunnels working, which in turn brings stability and a fleeting sense of security, but no sooner are you empowered to stretch the V12 than you're left with a craving for more and more exposure to this XJR-9's wondrous engine. It really does have a boundless sense of power.

The noise is totally seductive, at once silken and serrated, an X-rated soundtrack of aural sex and sonic violence. It might not have the torque of its 7.0-litre Le Mans brother, but it still pulls like a train from modest revs. Then, when you finally hit the brakes and brapp-brapp down the 'box, you're treated to a percussive fusillade of roiling pops and bangs on the overrun. At first I think there's something loose thumping on the floor, but then the penny drops and I realise its the V12's high-octane reflux thumping and gurgling through the exhaust system.

Despite the ever-present fear of pirouetting into the gravel (or Armco), the XJR-9 gives you some feel to work with, so while you know you're in over your head you've got just enough tactile feedback to make an educated guess as to how hard you can squeeze on the throttle or brake pedal. Paddock Hill and Druids are surprisingly grippy, but the exit from Graham Hill Bend and the endless arc of McLaren and Clearways are horribly slippery, the former allowing you to carry some speed on turn-in, but punishing a greedy right foot with wheelspin as apex cedes to exit, the latter making you catch your breath mid-corner with a sudden smear of understeer if you ask too much from the XJR-9's frontend. It should feel like knife-edge stuff, but so lucid are the Jag's channels of communication that you never feel like you're taking an ill-advised leap of faith. Even when you sense the rear wheels breaking traction along the Cooper Straight a little voice tells you to trust in the honesty of the car and the increasingly firm hand of downforce that's pushing you into the track surface as speed builds.

I'm not sure cold running water is an industry-standard g sensor but, once I feel confident enough to carry some speed through Clearways, a steady stream of chilled rainwater rushes through the top of the door and onto my gloved right hand. After ten minutes enough water has run down my arm and accumulated on the broad sill of the carbon tub that water begins to slosh into my seat. More cold water is poured on my run when I have a sedate half-spin on the exit of Graham Hill Bend. It all





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## Where the stars stayed

Since the 1950s, the Hotel de France outside Le Mans has been a favourite base for race teams. It's just been refurbished by its new vintage Bentley-owning proprietor, as Robert Coucher found out

MAIN PHOTOGRAPH Tom Gidden

HE HOTEL DE FRANCE is my absolute favourite,' says Derek Bell. 'I first stayed there in 1970 for my first Le Mans 24 Hours race and have been back ever since. It has been used by many motor racing teams and personnel, including John Wyer, the successful team manager who ran Astons [above, in 1955], GT40s, then Porsche 917s. We used to drive the cars the 30 miles to the circuit along the public road - what great days,' laughs the five-time Le Mans winner and Octane columnist.

Indeed, the Hotel de France can be said to be the most famous motor racing hotel in the world - and the good news is that it's now better than ever.

This beautiful building, located on the Place de la Republic in the middle of the quaint little town of La Chartre-sur-le-Loir, had been privately owned by the Pasteau family

for 100 years. It was renowned locally and internationally for its superb Le Relais de Ronsard restaurant and visitors have included the President of France, President Kennedy's family, Steve McQueen (when shooting the film Le Mans) and the full A-list of racing drivers, from Carroll Shelby to Stirling Moss, Jackie Stewart, Roy Salvadori, Jacky Ickx, Mario Andretti and more recently the Franchitti brothers - plus, of course, Derek Bell.

Over a period of ten years, keen historic racing driver Martin Overington had been a regular visitor to the hotel in his vintage Blower Bentley, and fell in love with the place. But he couldn't fail to notice it was becoming dishevelled, although it remained charming.

'I was captivated by its history and all the old photographs of these legendary racing drivers dotted around the place,' he says. 'A few years ago, after one too many glasses of good red wine, I made the owners an offer to

buy the hotel, as I felt it had to be saved. Late last year the purchase was completed.' A proper Bentley boy, then.

Fortunately, Martin is in the construction business, refitting upmarket hotels, restaurants and bars. Even more fortunately, he understands the difference between sympathetic restoration and inappropriate renovation. He shipped an entire team over from England and set about the hotel with military precision. The 22 bedrooms received fresh en suite bathrooms and specially selected king-sized beds with crisp linen. Details such as bespoke furniture, heated backlit mirrors and towel rails, and fluffy towels and expensive fabrics, make all the difference.

The trick was not to turn the Hotel de France into a new, gaudy British hostelry, but rather to return it to its former glory: a beautiful provincial French hotel that is absolutely correct in the middle of La Chartre-sur-le-Loir. →









#### Clockwise from top left

The hotel's cosy lounge has been subtly restored, with reminders of its former occupants framed on the wall; the Triumph Le Mans team stayed here in 1964; hotelier Martin Overington's Citroën H van and 2CV; Stirling Moss relaxing over a game of cards in 1959 with his wife Katie and, from left, Maurice Trintignant and Carroll Shelby.

 $\ensuremath{\in} 70$  per night. This is thanks to the hotel still being rated as two-star. Clearly it is superior to that.

The Deluxe Rooms are named after Stirling Moss, Roy Salvadori, Jackie Stewart and so on, but the only discreet reference to the drivers inside the rooms is a neat black-and-white photo on the sideboard. Oh, and the vintage-looking Roberts radio is a delight.

Martin keeps an early Citroën 2CV and H van in the hotel's covered courtyard, where the Le Mans cars were worked on all those years ago. The hotel can arrange visits to the local wineries and châteaus, the elegant city of Tours, or fishing trips along the river. In addition to a pretty swimming pool in the garden, Martin has ensured secure parking as well as a number of bicycles (new for 2015) and classic cars for hire. Yes, he includes breakdown recovery...

The Hotel de France is located an easy 130 miles from the picturesque port of Caen, full of seafood restaurants. What better than to take the overnight Brittany Ferry from Portsmouth in your classic car, with your favourite person, and enjoy a gentle meander down to La Chartre. Trust me, just go.

THANKS TO Hotel de France; www.lhoteldefrance.fr.

And so it is today, with the long-serving French chef, waiting and bar staff still very much in place. More locals visit the hotel and its restaurant, bistro and bar than ever before, and the town square, with its boucherie, boulangerie, poissonnerie and other bars and bistros, has been reinvigorated. It buzzes with genteel activity.

A casual visitor might not immediately notice the motor racing history, which remains very much part of the hotel's fabric. In the bistro, one wall is lined with a subtle montage of pictures of all the teams and drivers that have stayed there over the decades. The room is warmed by a large log fire with comfortable sofas at one end, while the more formal, spacious restaurant sparkles thanks to clever lighting, heavy white tablecloths and gleaming glass and silverware.

The *menu découverte*, which includes foie gras and filet de boeuf, is a very reasonable €32 (à *la carte* is also available) and rooms start at





THE OCTANE INTERVIEW

# Simon Saunders

Body kits and a stint at Aston Martin are in the past of this car designer - the man behind the seminally minimalist Ariel Atom and the new Ariel Ace motorcycle

Words Richard Heseltine / PHOTOGRAPHY Lyndon McNeil



HE BRITISH SPECIALIST sports car industry isn't exactly lacking in lost causes. Some margues went the way of the dodo because the principals lacked a business plan. Others died because there was no demand. And then there were those that tanked because their makers got stuck in creation mode and were too late to market. Designer and manufacturer Simon Saunders has his own theory as to why so many startups fall down. 'I blame the Excel spreadsheet,' the Ariel Motor Company boss deadpans. 'You just keep tinkering until you get the magic number of units, which says you'll be making a profit. Except it doesn't work like that. The romance of making cars and the reality are somewhat different.

And he should know. Saunders has spent 40 years designing or making cars. Motorcycles, too. More than 1500 Ariel Atoms have been built since 1999, with seven distinct iterations and licensed manufacture also taking place in the USA. As this issue goes to press, production of the firm's Honda V4-powered Ace 'bike will commence and another chapter in this very British success story will be written.

'I think it's the archetypal schoolboy thing. I was always drawing cars and motorcycles,'

#### Above

Saunders with the minimalist Atom, of which more than 1500 examples have been built in the UK and abroad. 'Everything revolves around the factory,' he tells *Octane*.

he says. 'I used to daydream about seeing a car go by that I had designed, but my careers master told me I should go into insurance or banking. I ignored him and went on to study industrial design. My first job was with Norton-Triumph. That was in 1975.

'Norton-Triumph immediately went into receivership and I was made redundant, so I left for Holland to work for Van Veen on the OCR-1000 motorcycle. It had a rotary engine made by a subsidiary of Citroën and was beautifully crafted but it was also hideously expensive, so few were made. Coming back to the UK, I did some car stuff with Conran and then got a job with General Motors in Luton.'

In many ways, the move acted as a launchpad for his career. 'There were a lot of talented people at Vauxhall back then: Wayne Cherry was the boss, and Geoff Lawson, who later went on to be head of design at Jaguar, was my first studio chief. Another was Ken Greenley, who later headed up Transport Design at the Royal College of Art. I worked on everything from concepts to trucks and learned a lot, not least that in a large studio you will churn out tonnes of stuff and most of it will

end up in the bin. Successful designers will tell you that maintaining a design intact through the engineering reviews, customer clinics and into production can be a nightmare. Given the investment in creating new models, big manufacturers err on the side of caution and will dilute the design you started with.'

Saunders' next role offered greater creative freedom but that freedom was freighted with insecurity. 'I took a reasonably dramatic pay cut and went to Aston Martin Lagonda. I was there ostensibly to design a new car and shared an office with a guy who had been brought in to do the V12 engine that would power it. Unfortunately we never quite got there because there was no money. There was constant upheaval: people would invest in the firm, come to the factory and make stirring speeches, and then disappear as the reality of making cars didn't live up to expectations. I remember being told on my first day that I shouldn't get too comfortable; chances were I wouldn't have a job in a week's time.'

Fortunately, Victor Gauntlett came in and saved the company. 'There was little money still, but at least there was some stability. I was mostly tasked with day-to-day jobs such as updating the existing Williams Towns V8, or trying to find more room in the "wedge" Lagonda, which was a reverse Tardis: big on







the outside, minuscule on the inside. However, I loved that you didn't have the politics of a big firm; loved the team spirit and the immediacy of low-volume production. It's amazing what you can get done with a small band of likeminded people.

'Unfortunately, CH Industrials, which made soft-tops for BL and so on, then bought in and that soured things. One morning we were informed that we were now Aston Martin Tickford and we had to do more to justify our existence. One of the first jobs was the Frazer Tickford Metro, which we did through gritted teeth. Due to internal politics, we were then moved into an industrial unit down the road. It was there that we did the Tickford Capri, which was poorly resolved but paid the rent. It was the usual story: no time, no money; get it done this afternoon. Again, it was valuable experience but by '83 I'd had enough.'

Life as a freelancer beckoned, one of Saunders' first tasks being as a contractor to Porsche. 'I went to Porsche Design to do a forklift truck and the 959 was happening, so there was involvement in various projects, which was interesting – but I only went to Germany to get some money to repair my bank account and form my own company.'

KAT Designs would become inextricably linked with aftermarket add-ons that decade. 'Body kits were all the rage back then and I viewed them as a way of earning money to fund a design service to low-volume manufacturers. Such firms tended to exist on a hand-to-mouth basis. They would invest heavily in, say, the perfect upright but wouldn't spend a penny on styling a car. It would be a case of "My mate's son is a bit handy with a pencil. He can do it." And it showed.'

There were, however, one or two projects that threatened to become reality but instead became lessons from history. 'There is no point in trying to out-Ferrari Ferrari with a supercar of your own, at least not unless you have access to hundreds of millions of pounds. Even then, you won't have brand recognition or heritage to fall back on. Back in the late 1980s and early '90s, I don't think a week went by when we weren't approached by someone looking to do a supercar. Many were after pretty pictures to put in a prospectus in the hope of snaring a venture capitalist to fund their dreams.

'In the late 1980s
I don't think a
week went by
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'An example was a new Vanwall road car. I recall being in a meeting where there was much debate about where the gearlever should be sited, should the gearknob be wood or aluminium or something else. I asked where the gearbox was coming from and was met with blank stares. But it was joined to a W12 engine that also didn't exist. At this point, I realised I was dealing with dreamers and of course it came to nothing.

'Even now, we get approached by people who have grandiose ideas about being the new Ferrari or McLaren. I always say, "Before we go any further, is your plan to create something powered by a Ford V8 that will do more than 200mph but be cheaper than a Lamborghini and better built than a Porsche?" They'll say "Wow, that's amazing. How did you know?" It amazes me that people still get tunnel vision and try to copy or outdo what's already out there, and do so with a non-existent budget.

'When we first started brainstorming what became the Atom back in the mid-90s, we were determined to create something genuinely new. We had a 30m board covered in renderings: three-wheelers, six-wheelers; engines in the front, the middle, the back or to the side; single-seaters or cars with staggered seating. We even had a car with a diamond-pattern wheel arrangement. The Atom could have been far more radical but it had to work.'

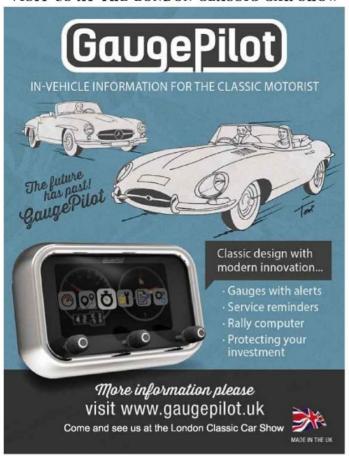
Product differentiation will only get you so far, however. 'Part of the reason why we're still here is because we understand economies of scale: you either go for high volume or very Above, from left
Saunders set up KAT Designs to satisfy the 1980s craze
for body kits; Vanwall road car was a project that came to
naught; new Ace motorcycle sees Ariel return to its roots.

low volume. By the time you're making a few thousand cars, you need dealers, a service network and so on. One of the many things I love about our business, and I think our customers like about us, is that everything revolves around the factory. We enjoy seeing the smiles on people's faces when they come back from a test drive, or when they're picking up a new car.

'We tailor Atoms to suit our customers and make sure they're in the right car with the right spec. Atoms are designed to be used and there's no point in us selling someone one of our more extreme versions if it's going to intimidate them. It makes more sense to steer them towards something better-suited to their experience level and intended usage so they can enjoy themselves and build up their confidence. One of the great things about the Atom is that you can always update it and it can grow with you.'

Now the philosophy extends to two wheels. It was always our intention to do a motorcycle. It's part of the reason why I was so keen to revive the Ariel name, but I think people looked at the Atom and expected us to make an ultra-lightweight monster. The problem with that sort of thing is that modern highperformance 'bikes are already beyond the ability of all but a select few. We wanted to create something that could be used in the real world by ordinary riders. What's more, you can tailor the Ace to your particular requirements. With most 'bikes, your options are limited to "Do you want it in red or yellow?" We're making motorcycles on a very small scale and, as with the Atom, we will be dealing with customers on a one-to-one basis.'

And the future? 'The specialist end of the motor industry is unique to the UK. There really isn't anything quite like it anywhere else in the world, and I hope we'll continue to be part of it. On a personal level, it all goes back to drawing cars and 'bikes as a schoolboy; wanting to see something drive past that I'd designed or played a part in and be proud of it. That hasn't changed and I hope I will always feel that way.'







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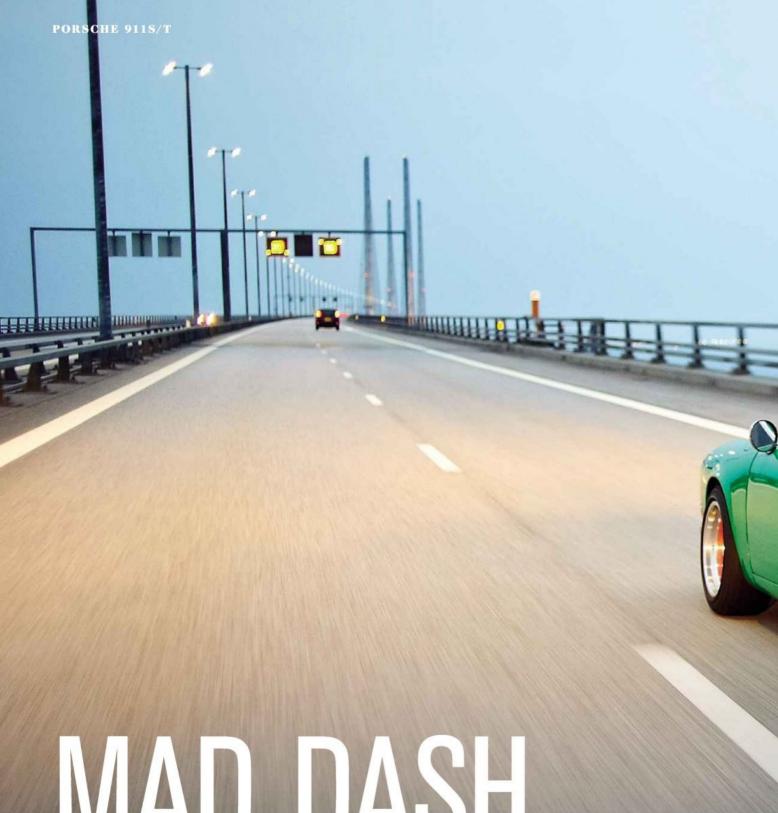












## MAD DASH

Porsche specialist Josh Sadler heard about a 911S/T in Sweden that needed to be driven all the way to England. He invited Octane along - how could we refuse?

Words Adam Towler Photography Gus Gregory













**OLF NILSSON LEANS** against the hydraulic lift and smiles for the camera. Inches above his head, wheels forlornly a-droop, is the business end of a 1971 Porsche 911S/T. It's a car he has known intimately since 1989, when he brought it to Sweden from a German owner outside Munich. Although it's not his to relinquish - he sold it to a customer many years ago - there's the sense that this is a significant parting of ways: he rebuilt it, raced it, repaired it, sold it, and has subsequently looked after it. And now I'm about to drive it out through his gate one last time for a new life thousands of miles away. Frankly, I'd be lying if I said I didn't feel a pang of guilt mixed with embarrassment.

Nevertheless, that is our mission, Josh Sadler and I: to drive this gnashing, gargling roadlegal competition 911 all the way back from south-eastern Sweden, via Denmark and a ferry across the high seas, to a new owner that Josh will sell it on to. Given that he founded Autofarm (the Porsche specialist based near

Oxford) more than 40 years ago, there are few better people to have sitting beside you on such a trip. What Josh doesn't know about early 911s isn't worth knowing.

Rolf works alone in his large and orderly workshop on the outskirts of Tomelilla, servicing Porsche road cars in the week and still racing at the weekends as hard as ever, these days in a BDA-engined Ford Escort Mk1. Even at 70 years old, for Rolf cars are a sevenday way of life, on road and track. His connection to the sports cars from Stuttgart goes back to 1974, when he began competing locally in rallycross events with a '69 2.0-litre 911 he had bought in Germany. That car soon featured a 3.0-litre motor, but quickly made way for a second 911 that he purposely built up for rallycross and that, as the photos around his workshop show, developed an acute form of automotive anorexia.

With a 3.0-litre RSR motor out back, it was this machine that Rolf used to win the 1982 British Rallycross Grand Prix at an impossibly wet and grimy Brands Hatch (go on, YouTube it). Later, he was the very first man to build a

#### Above

Rolf Nilsson has turned 70 years old and still works on Porsches for a living, but 40 years ago he raced them in rallycross – and he went on to build a four-wheel-drive version before Porsche itself did.

four-wheel-drive 911, using parts from BMW, Saab and Volkswagen – this all prior to Porsche's own experiments with the 953 and the subsequent 959 projects.

Amid the fetishism that surrounds early 911s on both sides of the Atlantic, a Conda Green 911S/T is about as cool – and as copied – as it gets. The S/T suffix was factory slang for an era of competition 911s that began with the 2.2-litre C Series models released for 1970. Before that, the world of competition 911s was a confusing maze of different models homologated in different classes, and with different upgrade kits.

Regardless of tune, there was no escaping the 2.0-litre class limit that the 1991cc flat-six had to run in; only when the road cars' capacity increased to 2195cc could the 911 race in the 2.0-2.5-litre class, with bore size (although not stroke) eligible for expansion. So initially the



## 'AMID THE FETISHISM THAT SURROUNDS EARLY 911S, A CONDA GREEN 911S/T IS ABOUT AS COOL - AND AS COPIED - AS IT GETS'

factory offered the 2247cc engine with 230bhp (up from 180bhp in the road-going 2.2S), and then a 2380cc motor with 250bhp. The ultimate S/Ts were based on the later long-stroke 2.4-litre road cars: good for 275bhp but troublesome. That was one of the reasons why Porsche introduced the 2.7 Carrera RS.

The sole 'donor' model was now the top-ofthe-range 2.2S but, to provide a suitable basis for motor sport, Porsche catalogued it in stripped-back 'lightweight' form as well as the regular road car that had all the luxuries demanded by a well-heeled clientele. From there, one tailored the car to whatever sporting discipline was in mind. Whoever ordered chassis '1251' for delivery in the spring of 1971 - via Porsche's Munich dealer Mahag - knew what they wanted: Conda Green was a nod to contemporary fashion, but 'airfield' gear ratios and a roll-bar proved serious intent. Crucially, the Sport Equipment box was ticked, which meant a long list of goodies including a reinforced body, lightweight bumpers and thinner glass, among many other features.

An S/T such as this was then ready for Group 3 competition (Porsche having been banned from the Group 2 'Touring' class) and, with further modifications, Group 4. Those achingly cool wide-arch 911s bobbing along the Hunaudières straight behind McQueen et al in Le Mans? They're S/Ts.

LEAVING TOMELILLA, past the provincial rallycross circuit with its amusingly brutal topography, the reality of calling an S/T home for the next couple of days rapidly sinks in. It is sparse; utilitarian, even. There is nothing that might distract you from the act of driving; pulling a cord opens the door. The leather sports seats are positioned low in the car, although for pews bearing that description they offer limited bracing qualities. Their patina suggests originality, although curiously the build documents point to part-leather seats from the factory.

Athough the car presents very well, some of the details have gone awry in scale. You've probably noticed the wheels, whose shoulders poke out beyond the arches. Then there's the steering wheel, which has shrunk: a gorgeous Momo Prototipo that might work wonders in a two-litre Chevron sports racer but feels too small for a 911. I'd rather sacrifice some knee room for more purchase and progressiveness.

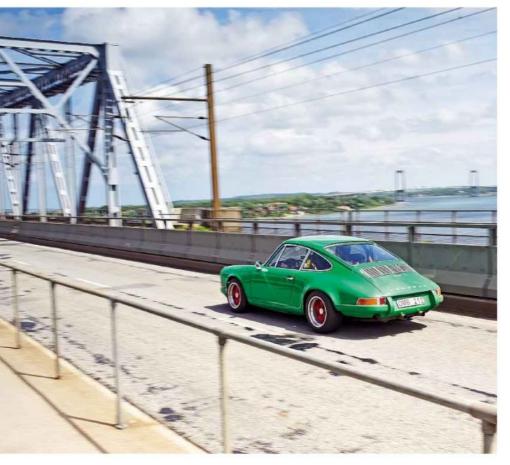
The road west writhes over gentle green hills and between dark pine forests, often bordered with Armco barriers and calling to >





'IT PANTS AT IDLE LIKE A RACEHORSE,

THE AIR THICK WITH FUMES'



Left
Interior looks lived-in, though the leather
seats don't feature on the original build sheet.
Standard engine was a 2.2-litre with a startling
240bhp: this one is believed to be a 2.5.

mind the old Spa circuit. The temptation is to work the flat-six until our ears bleed, but the speed limits are stringent and the local constabulary won't reward a poor impersonation of Björn Waldegård. So I grab fifth gear and live with the drone of an engine having to do things it would rather not, our progress enlivened by a makeshift landing strip for the Swedish air force.

Without warning, the road becomes a multilane highway: an impromptu runway for aeronautical Saabs with short take-off and landing capabilities, away from fixed aerodromes that make easy targets for an enemy in wartime. It's a popular hang-out for local car enthusiasts, given the motley collection of performance machinery and old Volvos, and we suddenly find ourselves in a wheel-to-wheel with an Audi R8.

It's dusk as we reach the outskirts of Malmö and the first bridge of our journey. Passage over water is what will define this trip: Denmark, for those without much of a grasp of European geography or an atlas to hand, mainly consists of three islands – two large and a small one situated between them, each linked by a bridge. The first is Zealand, where the capital Copenhagen is located; the small one is Funen, and the much bigger landmass to the west is Jutland.

Under the harsh light of the tollbooth, the S/T's coachwork glows and, as we queue, it pants at idle like a racehorse, the air thick with fumes of hydrocarbons only partially burnt. That it is running too rich seems obvious – I can feel it every time I accelerate suddenly from middling revs. Josh mutters to himself about injection set-ups with a furrowed brow, and I can sense the man straining to break out the spanners and get tweaking.

The Øresund Bridge links Sweden with Denmark, although the elevated section only takes you as far as the artificial island of Peberholm, and then it's under the waves by tunnel. It's a striking structure, but even more so in the ethereal light of dusk, when the blue of the near-night sky and the water become as near-as-dammit one blanket texture beyond the extremities of the 911's glasshouse.

Periodically, a 38-tonner appears out of the mist and we bob past like a little green frog with two yellow eyes winking over the bumps. We then plunge down into a deserted tunnel, its overhead lighting creating a seemingly endless parallax scrolling effect that reminds me of once playing *Great American Cross-Country Road Racer* on the Commodore 64. Predictably, the amplification effects of the tunnel invite the odd unnecessary downchange and throttle application, and the resulting wail fills the void with a deafening bellow.





In stock: 1970 Mercedes 280SL Pagoda,

1973 Porsche 911 Coupe 2.4S,

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The S/T spends the night kerbside in a smart suburb of Copenhagen, its slumber, like ours, periodically woken by the freight trains rumbling past nearby. Don't worry: it gets its own back come our break-of-dawn start, when every inhabitant gets to share in the cold-start fury whether they're so inclined or not. The contrast with the rows of 'premium' new German metal is absolute; if only those red-centred Fuchs alloys didn't poke so clumsily beyond the arches.

They're a legacy of this car's former life; the search for its first 20 years of history is ongoing, but when Rolf purchased the car it was white, with RS arches and front airdam – a loose replica of the 2.7 RS. His restoration partly returned it to S/T spec, leaving the wheels and arches in-situ. Depending on what can be found out, the new owner will either return it to a narrow body or, if there's evidence to support it, convert to the unique Group 4 S/T wide arch look. Oh, what a problem to have.

It's this decision I'm pondering as we fight our way out of a miserably wet Copenhagen in rush hour, the S/T dwarfed by most of the traffic and consuming its own little fuel lake as it sits chuntering away going nowhere. As a 2.2-based S/T, this car has the type-911 'box, the last to feature a dogleg first gear. Later, I'll look upon it as a blessing when we're on deserted, open country roads, but for now it's a bit of a chore to keep swapping cross-gate between first and second, especially given the stubborn short-shift linkage Rolf had fitted.

The weather worsens as we wade westwards, and the monotony through the spray doesn't lift until we make our next crossing over water – the Great Belt Bridge – and onto the island of Funen. Here we turn right, even though that takes us in the opposite direction to our destination. Why? Because I can't stand the tedium anymore and, while the S/T has been surprisingly habitable on the motorway slog, it just begs to be driven in the manner for which it was designed. Thankfully, the coastal roads to Kerteminde and beyond prove to be an ideal environment to find out a good deal more about this 911.

The S/T is spoiling for a fight, despite not running as cleanly as it should. It's too stiffly suspended for road use in its current guise, and therefore loves to wander at speeds over awkward cambers. You've got to hang onto it at all times, but most of my attention initially is taken up by the driveline.

Many performance car manufacturers extol their engines' instantaneous responses to the accelerator pedal, but in this S/T it's as if your toes have been physically strapped to the throttle linkage. Educated guesswork suggests this 911 weighs less than a tonne, so the immediate stab of venom in the tail is enough to bolt the car forward almost as quickly as you think the command. It's utterly addictive, and has the added benefit of making the cabin awash with noise of brazenly delicious melody and timbre. No modern Porsche can make this noise; it's not manufactured, sampled or

### 1971 PORSCHE 911S/T (FACTORY SPEC)

ENGINE 2247cc air-cooled ftat-six, SOHC per bank, Bosch mechanical fuel injection POWER 240bhp @ 8000rpm TRANSMISSION Five-speed manual, rear-wheel drive STEERING Rack and pinion SUSPENSION Front: MacPherson struts, torsion bars, telescopic dampers, anti-roll bar. Rear: semi-trailing arms, torsion bar, telescopic dampers, anti-roll bar BRAKES Discs WEIGHT Sub-1000kg PERFORMANCE Top speed 150mph 0-60mph 6.0sec (depending on gearing)

deliberately amplified; it's a constantly evolving soundtrack that should be turned into an MP4 file.

It might have ceased raining, but the glisten of new, wet, ripple-free asphalt sounds alarm bells in my ears like the 'Ring's pitlane klaxon, and suitably tempers my enthusiasm to a degree. That, and Josh sitting quietly alongside, of course, no mean driver in his own right.

Even so, this is driving an old 911 laid bare: the lack of mass (and where what little mass there is has been placed), the uncompromising suspension set-up and the responsive motor gelling in their own inimitable way. It's believed a 2.5-litre motor now sits over my shoulder, but whatever it is there's plenty of punch between corners. Eventually, we simply run out of road; the surface turns to stones and gravel, and when the S/T finally stops it's looking out over a cold grey sea without so much as a wall between it and the water. The silence is astonishing on this near-deserted peninsula, perhaps more so because of the blare in our ears over the previous hour. Do you ever find that? When you've been concentrating hard in a really vibrant, noisy car, when it's all over the silence in the cockpit is almost a tangible entity.

Time flies when you're having fun; the reality of our time-and-distance calculations to the port on the west of Jutland dawn on us. Josh and I are soon back in the S/T, belts tightened, and 'maximum attack' back in the direction of Esbjerg. The Little Belt Bridge is a far quainter construction than the other two, and once traversed it's a straight, no-nonsense run to the port and, eventually, home.

Research suggests there was a burgeoning club racer scene in the Munich area during the early 1970s. This glorious 'matching numbers' car surely played a role in that, although whether it was a footnote or a key player is not known. It was a time when you really could buy a racing car with numberplates, drive it to work if you insisted, and then head off to a circuit or mountain at the weekend for fun and competition, whether trivial or deadly serious. If I could have chosen a car with which to live that life, I reckon I'd have ordered this one.

THANKS TO Autofarm, www.autofarm.co.uk.

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## Porsche Classic Resto

## Winner

## BODY AND PAINT AWARD

WHEN THE TEAM at Porsche Centre Guildford and Premier Panel Skills set out to enter the Porsche Classic Restoration Competition in June 2014, the plan was to restore a car while keeping as much of it original as possible. Work began on a Porsche 911 3.6 Targa in Guards Red. With 130,000 miles on the clock, it was suffering from some corrosion in the nearside quarter. Porsche Centre Guildford and the Premier Panel Skills teams scheduled the restoration as they would any other and it took just 16 weeks to resurrect the car from tired Targa to pristine Porsche.

The bodyshell was stripped of all trim and glass, every rubber seal was saved and all but the screen retained to ensure all the date coding remained correct. The engine and running gear were removed and totally rebuilt by the technicians at Porsche Centre Guildford. All the plated components were restored to the original specification and only the rubber air shroud gasket was replaced, simply because it had a hole in it.

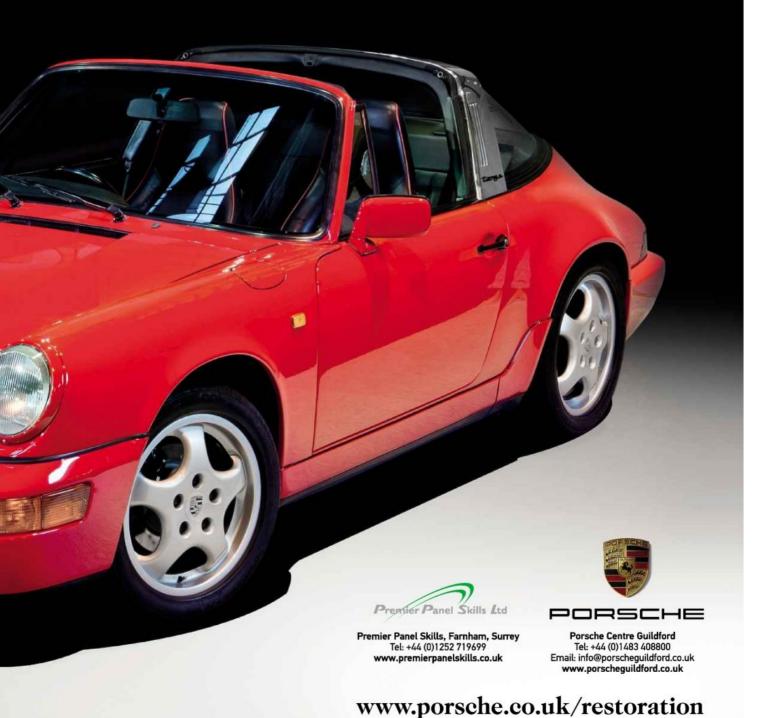
Suspension was removed and restored to the original factory finish and the car was mounted on a jig to check body alignment. The corrosion in the nearside rear corner inner flitch panel was repaired by carefully letting in new metal and the result is a completely invisible repair.

This attention to detail coupled with the Porsche approved paint system provided a superb, high-gloss finish that gives the Targa a fresh-off-the-production-line look.

Three points in particular made this restoration stand out: first, when the Premier Panel Skills team started cleaning back the tatty matt black paint on the Targa hoop, they revealed a stunning polished stainless steel finish, which has really set the car off. The second detail was that every single fixing and catch has been cleaned and replated as per original specification. Finally, the interior trim, instead of being completely replaced, was sensitively restored, the leather work carefully dismantled and re-piped to ensure the interior retained the subtle patina of age.



## ration Competition



# JOURNEY'S END FOR THE GRANDE ROUTIÈRE

By 1950, the golden age of the French coachbuilt thoroughbred was almost over. Almost – but not quite...

Words Dale Drinnon Photography Martyn Goddard



OME CARS have the distinct ability to make your feel hideously underdressed. With this one, tossing a tweed jacket over your jeans just won't make the grade. A Delahaye calls for something Cary Grantish, something that says *To Catch A Thief* and '50s French Riviera and the quietly underplayed panache to make an ascot look like the most natural thing imaginable.

Delahaye became the kind of motor car a smooth, stylish, ascot-wearing Cary Grant character would drive, in fact, long before the man himself did on screen. And right up until the time of our heartbreakingly original, Chapron-bodied, Hermès leather-lined Type 235, the last of a special breed indeed, Delahaye represented all the best virtues of the French Grande Routière tradition: a subtle balance of performance, comfort and beauty, along with a certain sense of elegance and grace now virtually extinct in the industry, if not the world in general.

But the brand was definitely not ever thus. After founder Emile Delahaye assembled its first car in 1894, the Société des Automobiles Delahaye passed into the

But the brand was definitely not ever thus. After founder Emile Delahaye assembled its first car in 1894, the Société des Automobiles Delahaye passed into the operational control of Paris factory manager Charles Weiffenbach upon Emile's 1901 retirement (and subsequent death four short years later, aged 62, poor chap). Aside from some early racing successes and record-setting boat engines, it initially marketed well-

engineered cars that were largely known for their rather nondescript sturdiness. 'Solide comme une Delahaye' proclaimed the adverts – 'Solid as a Delahaye' – and this didn't apply only to the marque's complementary line of commercial vehicles.

When the Depression started to cut hard on the bottom line, however, 'Monsieur Charles' hit upon a fundamental truism, possibly under tutelage from Ettore Bugatti: the people to sell to are the people who have money. He instructed new staff engineer Jean François to whip out something sporty and modern for the still-affluent upper classes, while pouncing to acquire near-bankrupt but highly respected premium constructor Delage. By 1935, Delahaye had the Type 135 platform, with a low-slung, state-of-the-art, independent-front-suspension chassis that was ideal for the bespoke bodybuilders, and a shared Delage customer base eager to buy the products.

The late 1930s were good for Delahaye. Design houses such as Figoni et Falaschi, Saoutchik and Henri

The late 1930s were good for Delahaye. Design houses such as Figoni et Falaschi, Saoutchik and Henri Chapron used the 135 chassis to make magic that still takes the breath away. Styled in the French Streamline idiom that we now habitually (if not entirely accurately) refer to as Art Deco, some cars were pure masterpieces of unfettered imagination mostly intended for the concours lawn; others brought near-equal glamour to the endless French highways while handling them with impressive poise and long-legged pace.











The Type 135, when wearing more workaday clothing, also had a distinguished motor sport career. With both moral and financial support from American heiress and French resident Lucy O'Reilly Schell - herself an accomplished racer and the mother of future Formula 1 driver Harry Schell - it was massaged into an Alpine and Monte Carlo rally winner, and circuit versions took first, second and fourth at Le Mans in 1938.

A further refinement of the basic structure was the Type 145. Fitted with a I François V12 and driven by René Dreyfus for O'Reilly Schell's works surrogate team Écurie Bleue, a 145 won the legendary Million Franc Race, a 1937 Montlhéry speed trial held to reclaim the track record from Alfa Romeo for the pride of France, beating Bugatti in the process. The following year the redoubtable Dreyfus took the same Écurie Bleue car to a bravura Pau Grand Prix victory ahead of Caracciola's formidable Mercedes W154.

The early 1940s, on the other hand, were good for nobody at all. Delahaye survived by building lorries for the German army; as few and as slowly, it's said, as the firm could get away with. In 1946 it resumed car production by reviving its most popular pre-war offering, the 135. The same coachbuilders flocked around again, too - at least those remaining - and sometimes with spectacular results (Cary Grant's Delahaye from To Catch A Thief was a 1940s Figoni-bodied 135), but obviously the demand for such frippery in war-ravaged Europe was limited, and Delahaye's dated technology couldn't stand much competition.

With little development money available, attempts to introduce new, improved, post-war models were also frustrated - the firm eventually had to buy back most of them due to reliability problems - and, as sales plummeted and the balance sheet gushed red, the decision was made in 1950 to dust off the old 135 underpinnings one more time, to try to reconnect with the Type 135 loyalists - and its very name might be taken as code for Exactly The Same Stuff You've Always Loved, But More Of It. It was called the Type 235.

Well, you couldn't fault Delahaye's honesty. Whereas its post-war 175 chassis and its long-wheelbase derivatives - sales disasters one and all - stepped boldly forth with Dubonnet front suspension (a sort of proto strut set-up) and de Dion rear, hydraulic brakes, left-hand drive and a new 4.5-litre six-cylinder engine, the Type 235 marched 15 years in reverse.

Under fresh, crisp, contemporary lines drawn for the prototype by new chief stylist Philippe Charbonneaux, and recommended as a guideline for the associated coachbuilders, were mechanicals that could have fallen off the by-then-deceased Jean François's 1935 drawing board. Cable brakes, transverse-leaf front suspension, live rear axle and the same 3.6-litre, 152bhp straight-six as Écurie Bleue's sportiest spin-off: cutting-edge in the mid-'30s, maybe, but getting decidedly stale by the car's 1951 debut. In the period's 'export or die' environment, the reversion to right-hand drive couldn't have helped.

The wonderment is that today it all comes together fabulously. A nice, big, torquey, long-stroke, '30s-style engine actually works admirably in typical modern urban traffic, given proper gearing - and the 235 has it; the optional Cotal semi-auto transmission (a conventional four-speed was standard) is well-matched and flawless in operation. In theory the clutch pedal is needed only for starting off but, for a novice, shifting the tiny columnmounted joystick lever feels smoother and safer with a >



## 'THIS DELAHAYE IS IN ESSENCE UNTOUCHED SINCE 1952'









clutch-dab on every gear. It isn't a pre-selector 'box, but a manual with remote electric selection.

Road manners at sensible, legal speeds on anything like even surfaces seem closer to early-1960s levels than early-50s, let alone '30s. The cable brakes admittedly prefer a bit of advance notice, although a healthy dose of extra foot will suffice in a pinch, and a steady, solid 75mph motorway clip is totally relaxed and comfortable, with tons of cabin room and fantastic visibility forward. Rearward maybe not so much so, and there are no side mirrors, but hey, have a little heart.

More wonderment still: this particular 1953 model, made just a few slots from the final Type 235 chassis number issued, is in essence untouched from when it was reportedly the last real Delahaye ever presented to the public, at the Paris Show of October 1952. Housed for years in the private California collection of wellknown French car enthusiast Jacques Harguindeguy, its first owners following his 2007 death were Brian and Jeannine Hoyt. Despite running one of America's foremost French and Italian thoroughbred restoration shops (Perfect Reflections in Hayward, CA), the Hoyts chose to approach the immaculate 19,000km automotive time capsule as a cultural trust, not a project opportunity.

Aside from the minimum required to make it drivable again - carb, ignition and brake freshenings primarily - virtually nothing was touched, and in 2008 the 235 took third in the Postwar Preservation Class at Pebble Beach. 'We might have won outright,' Brian said later, a trace repentantly it sounded, 'if I hadn't moved carpet from under the driver's seat to replace the worn part below the pedals...'

When you're not counting concours points, however, there could surely be little to gripe about; the car grabs you like a rediscovered photo of a long-lost lover. The flow of master craftsman Henri Chapron's sinuous body panels outside is still lush and true, the colours adorning them cool and refined in rich, thick cream and a most satisfyingly dynamic sort of electric cobalt blue. The Hermès hide inside is no less gracious and luxuriant from 60 years of seasoning; door latches still snick home surgically, and a caress of the artfully fluted cranking handle sends the delicately framed side window gliding like butter across warm Limoges. It is a car to inspire the Cary Grant in any of us.

Over the Type 235's four-year production run, a whopping 84 units were sold. The market, it seemed, had turned to mass-production marvels such as the XK120 - and in 1954, Charles Weiffenbach, then well into his 80s, as were most of the management and directors, decided enough was enough. Delahaye agreed to a 'merger' with Hotchkiss and, while its commercial and military vehicles and a few Delahaye/ Hotchkiss amalgamation cars staggered on for a few more years, it was moribund. And so, really, was the world that created it. End

THANKS TO Brian and Jeannine Hoyt of Perfect Reflections, www.ferraripaint.com.

#### 1953 DELAHAYE TYPE 235 CHAPRON

ENGINE 3557cc straight-six, OHV, three Solex downdraught carb POWER 152bhp @ 4200rpm

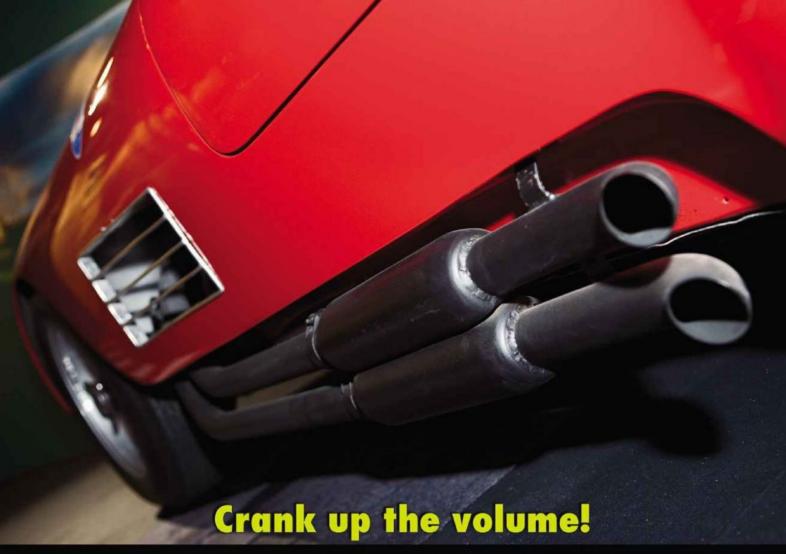
TORQUE 224lb ft @ 2200rpm TRANSMISSION Four-speed Cotal semi-automatic, rear-wheel drive

STEERING Recirculating ball SUSPENSION Front: transverse lower leaf spring, upper control arms, lever-arm dampers

Rear: live axle, semi-elliptic leaf springs, lever-arm dampers BRAKES Four-wheel drums, cable operation

WEIGHT 1500kg (est) PERFORMANCE Top speed 115mph. 0-60mph 11.1sec





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# **JAGUAR** F-TYPE

AND SO IT came to pass that, nearly four decades since the demise of the E-type, Jaguar finally granted us a successor. Naturally enough, they called it the F-type, and it made its debut in concept form as the C-X16 at the 2011 Frankfurt show, Octane was granted a sneak preview, so it starred on the cover of issue 101. 'I'm probably more pleased with this car than any other,' Jaguar's design boss Ian Callum told us at the time.

With good reason, too: the F-type is undoubtedly one of the most handsome cars on sale, with certain elements such as the tail-light graphics and the coupe's roofline redolent of those of its 1960s forebear. Sales began in 2013 with the roadster, to satisfy initial demand in the USA, the coupé sidling up alongside in spring 2014.

Many, including Octane, have suggested that the coupé is the driver's choice, and the top 542bhp F-type R is a stirring partner on challenging roads, with an epic, snarling soundtrack to match its performance of 0-62mph in 4.2sec and 186mph flat out. And the supercharged V6 versions are great fun too: 'The F-type simply tucks in, grips and squirts you out the other end,' I wrote after testing the V6 S (right) in issue 132.

A four-wheel-drive version has just been launched at the LA Auto Show (see New Car News), while hardcore driving enthusiasts hoping for a manual transmission to join the (admittedly excellent) eight-speed auto have finally had their wish granted: you can now spec your rear-wheel-drive V6 F-type as a six-speed manual.

Glen Waddington



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### GONE BUT NOT FORGOTTEN

### Sir John Black

Standard-Triumph managing director whose hard-man image and dictatorial style eventually led to a boardroom revolt



Left
Sir John with a Standard Eight,
launched in 1953 – the year his
management style finally
proved too much for the
company's board, who
demanded his resignation.

HE TWO men responsible for Triumph being a notable classic British sporting marque were probably feeling rather chipper on that November morning in 1953. They understood each other pretty well.

Six months earlier, their jointly conceived TR2 – now in definitive form – had been a massive talking point at the Geneva show. Then, in May, the minimum of trickery was employed to get it to pull 125mph on the Jabbeke motorway in Belgium. The TR2 was real excitement, and there'd been precious little of that at Standard-Triumph recently.

Ken Richardson was an engineer laid off by BRM and taken on at Standard-Triumph; he'd cast a critical eye over the TR2 prototype and declared it an amateurish and ill-handling dog. Sir John Black, the company's managing director, was the car's champion – he badly needed an MG rival to pull in US export dollars – and would not normally entertain any such criticism. In fact, his managers lived in fear of receiving a public tongue-lashing.

For once, Black chose to listen. It was a change of heart perhaps prompted by a string of launches, all Black's babies, which had failed to live up to his own deluded expectations.

He let Richardson take the project on and do what was needed to make it a credible sports car. Now, in November '53, the first ones were being built and there was a ray of sunshine on the company's perpetually cloudy horizon.

Here they were, seated in a Swallow Doretti, a luxury roadster using TR2 mechanicals. They were taking it out for an appraisal spin, maybe sizing it up with a view to selling it alongside the TR2, but disaster struck outside the Coventry factory gates. The car was shunted by a lorry and the impact caused Black to bang his head. Once the stars had dispersed, Black was OK, but he needed time off to recover.

Sir John had picked Triumph from the wreckage of insolvency in 1944, but he was already an industry old hand. He was 19 when the First World War began, and distinguished himself as a captain in The Tank Corps. His pugnacious attitude was a shoo-in to the car business afterwards. He joined Hillman and led it for most of the 1920s, cementing himself into the business after marrying Daisy Hillman, one of the governor's six fair daughters.

When the Rootes Group took over he decamped to Standard, where by 1934 he was a punchy managing director and turned it into a thriving mass-producer, albeit of somewhat mediocre cars. The Second World War saw him excel, as might have been expected, because he put Standard in the thick of the war effort, leaving it with excellent facilities afterwards.

These Coventry factories continued to hum into the late 1940s, thanks to his astute clinching

of a deal to manufacture tractors for Ferguson. But Black's dictatorial style had a bizarre effect on the company's own offerings.

He thrived on his hard-man image, revelling in his toughness, and managers who challenged him would first be humiliated and then sacked. When not on the warpath, he'd be stirring up resentment between senior staff such as styling chief Walter Belgrove and engineering head Ted Grinham.

Their crimes were usually in pointing out shortcomings with cars such as the poorly developed Standard Vanguard, the anachronistic Triumph Roadster, or the unwise Triumph Mayflower, which attempted to fuse suburban shopping car with razor-edge limo.

Whether it was the thinking or the execution, the go-ahead for these cars was rarely consensual. The cars were 'what Sir John wants' first and foremost, even down to the driving positions, where his 6ft but shortlegged frame usually resulted in pinched legroom but plenty of headroom.

The utilitarian Standard Eight of 1953 had some proper focus but, even then, the emphasis on economy was a personal obsession of Black, who sensitively declared the Eight his 'Belsen line' due to its austere trim and fittings.

One by one, senior staff came to hate him as their input was trashed. Towards the end of 1953, things went too far. Sir John signed a new tractor-making deal without bothering to even discuss it with the board, and then he decided to fire Ted Grinham because of some imagined treason.

Black's bruised forehead but unabashed ego proved too good an opportunity to overlook. Grinham persuaded the entire board to turn up unannounced at Black's home. Not one of them rated him any longer so there was a unanimous demand for his resignation.

The 58-year old boss may have been aghast, but there was no alternative. Anyway, the face-saving exercise was perfect. Black's departure was attributed not to his appalling management style but to the life-changing 'injuries' sustained in that Doretti crash.



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### **Brooks B17 saddle**

F THOSE among us who wouldn't know a headset from a chainset had to guess, we'd probably hazard that a Tuber Ischiadicum is a variety of potato or an exotic plant. But that band of brothers, the Men in Lycra, will be only too aware, even if they can't pronounce it properly, that it refers to the bony projections at the bottom of the pelvis upon which they make

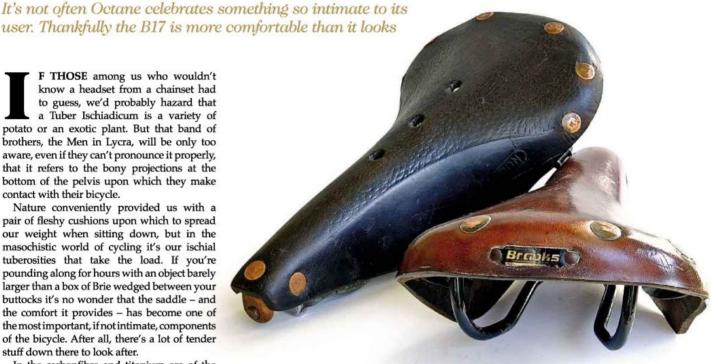
contact with their bicycle.

Nature conveniently provided us with a pair of fleshy cushions upon which to spread our weight when sitting down, but in the masochistic world of cycling it's our ischial tuberosities that take the load. If vou're pounding along for hours with an object barely larger than a box of Brie wedged between your buttocks it's no wonder that the saddle - and the comfort it provides - has become one of the most important, if not intimate, components of the bicycle. After all, there's a lot of tender stuff down there to look after.

In the carbonfibre and titanium era of the modern racing bicycle, with a plethora of hightech, feather-light, skeletal racing saddles, it perhaps comes as a surprise that there remains a faithful following for an old-tech classic introduced more than 100 years ago: the Brooks B17 saddle.

John Boultbee Brooks, the son of a saddlemaker, was born in 1846. At the age of 19 he thought he'd indulge in the new velocipede craze, but he soon discovered that the two-wheeled contraption lived up to its 'boneshaker' description. Iron frame, wooden wheels and a wooden saddle were not an obvious recipe for comfort. Back at dad's saddlery, John set about designing a more comfortable leather seat for his two-wheeled toy. A year later, in 1866, Brooks opened his own leather goods manufacturing business in Great Charles Street, Birmingham, and in 1870 he added bicycle saddles to his range.

With the introduction of the rear-wheeldrive safety cycle in the 1880s (Octane 62), bicycle fever gripped Britain, and Brooks' blossoming business started catering for all the cyclist's needs, adding saddlebags, protective clothing and even a clip-on cigar holder. Brooks created and patented the first sprung saddle in 1882 and, before the turn of the century, introduced a 'racing' saddle,



### 'As with a fine pair of leather shoes, the Brooks saddle conforms over time to the peculiarities of its rider's anatomy'

which ultimately would evolve into the legendary B17. This entered the catalogue in 1910 and before long became the choice of champions, and by the 1920s every rider in the Tour de France was sitting on a Brooks.

The B17 is a suspended hammock design consisting of a leather seat stretched over and riveted (three at the front, six at the rear, copper or chrome) to a metal nosepiece and rear cantle plate. A steel frame or rail connects nose to cantle plate, and the nose has an adjustable threaded bolt that allows the leather to be tensioned if or when it stretches more than the rider is comfortable with. Three small ventilation holes punched through the leather are arranged along its longitudinal axis.

So, why has a 100-year-old heavyweight endured in the face of modern competition? Well, it's all down to those 'sit-bones'. As with a fine pair of leather shoes, the Brooks saddle conforms over time to the peculiarities of its rider's anatomy. The leather stretches to accommodate those bony ischials, providing comfort that connoisseurs maintain is still second to none.

But - and here's the rub (excuse the pun) some pain has to be endured before one enters the pleasure zone. The running-in period can take anything from weeks to months, or more, and to preserve its suppleness and encourage the leather to conform to the rider's anatomy, Brooks supplies an emollient cream called Proofide to anoint your new saddle and accelerate the process.

For those cyclists of a less masochistic bent, Brooks, now Italian-owned but still Birmingham-built, continues to produce the magnificent, wide-bodied, multiple-spring, all-round independently suspended B135. Unfortunately, the intriguingly named Victorian-era Climax saddle appears to have slipped out of production.







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### A small work of genius

A highly inventive watch with a nod to Einstein was among the winners at the Grand Prix d'Horlogerie de Genève

TEND TO BE ambivalent about awards ceremonies, largely because I never win anything. However, I do enjoy judging them. Every summer, for the past decade or so, I have risen at some unconscionably early hour on a Sunday to make the dawn dash to Lord March's little seaside cottage at Goodwood to judge at the Cartier Style et Luxe concours d'elegance.

I like judging at Goodwood for many reasons: I have known Charles for well over 20 years, I went to the first or second festival and have seldom missed one, and the collector in me likes to have a complete set of everything, including Cartier enclosure badges. Moreover, the jury is always composed of such interesting and informed people. Some of the greatest product designers in the Commonwealth -Marc Newson CBE, Sir Ionathan Ive and Viscount Linley - are among the regulars, and they are joined by such noted automotive enthusiasts as Lord Bamford and Rowan Atkinson CBE (as I said, I seldom win awards and have neither a title before my name nor letters after it). As well as a nice day out in Sussex, the presence of such experts means that some nugget of learning usually manages to penetrate my skull.

And it is the sharing of stimulating ideas among an informed group that makes my service on the jury of the Grand Prix d'Horlogerie de Genève such a treat. This year was the second time that Aurel Bacs – the legendary watch auctioneer – has invited me to participate, and it has become something to which I look forward greatly.

The first year I was anticipating it as a bit of a chore, but as soon as I joined the two dozen or so watch industry luminaries – everyone from respected and academic horological museum directors to fresh-faced American watch bloggers – I knew I would be enriching my store of knowledge about my favourite mechanical objects.

'Electrical power is supplied by a tiny hand-crank set into the side of the watch'

Under the guidance of Bacs, the jury deliberates on some seriously interesting watches, and this year the balance between major marques and small independents seemed nearly perfect.

Big brands were well represented among the winners. Blancpain and Breguet scored well, with Breguet's Classique Chronometre picking up the top prize for its combination of classic styling and innovative technology. Hublot won the prize for best striking watch, a new category that recognises the growing interest in minute repeaters, grande sonnerie and other watches that use the bell-like sound of tiny hammers striking on 'gongs' coiled around the movement. Better known for its macho-tech styling and imaginative use of new materials, Hublo surprised all jurors with the purity and clarity of the sound. Zenith picked up a prize for its sports watch, and I was pleased to see Seiko victorious in the category for reasonably priced watchmaking: its superb Grand Seiko Hi-Beat 36000 GMT is a beautifully finished, solidly engineered piece.

Alongside such industry heavyweights, this year's laureates included a clutch of names

little known outside the industry: Gronefeld, Voutilainen, Claret and De Bethune. Niche player Urwerk was so popular that it netted two prizes. The watch's name, EMC (Electro Mechanical Control) seems to invoke Einstein. Although fully mechanical in its functions, it is truly a work of inventive and creative genius, as it also has an optical sensor and an integrated circuit board so that the wearer can check on the isochronism and, having determined whether the watch is slow or fast, can adjust the rate by turning a small screw on the caseback. Electrical power is supplied by a tiny hand-crank set into the side of the watch.

Of course, as is the way with democratic decisions, there were watches that I would like to have seen picking up awards that did not make it on stage: among my most keenly felt absences from the podium were Greubel Forsey's Art Piece and Tudor's blue-bezel iteration of the Black Bay, but I suppose the Black Bay needed a bit of a rest after last year's triumph in the Revival Category (yes, just like Goodwood there is a Revival, too). But there's always next year and I hope that they – and I – will be back for the GPHG 2015.





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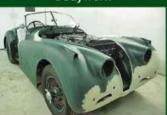
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### The wheel that spoke to millions

The classic 1960s Minilite is the world's most copied rim, and the magnesium originals are much in demand. Just don't attempt to run them on your car...

N MINILITES': that little phrase is guaranteed to quicken most of our pulses, no matter what car's being discussed. The eight-spoke wheels, whose form is as functional as it is elegant, have a name more instantly redolent of 1960s and '70s motor sport than any fancy Italian carburettor or French spotlight.

If you grew up in this era, you instinctively knew 'mag' wheels were a crucial part of the souping-up process for any desirable car, from Le Mans winners to Cortinas purporting to be, er, Lotus-Cortinas. Minilites were mags, of course, but few youngsters realised they were the pioneering ones; you needed A-level physics to truly appreciate their effectiveness.

The Minilite wheel came from the brilliant mind of Derek Power, Imperial College graduate and nuclear engineer with a passing interest in motor sport. In early 1963, and aged 34, Derek was busy establishing his electric tubes manufacturing business Teltron, and pondering ways to use his knowledge of thermodynamics to diversify.

'We were looking for something else to make,' he recalled. 'I'd been at Brands Hatch one day, and three Minis crashed right there in front of me in the same spot, all because their wheels had collapsed.' The brainwave struck him: frenzied racing called for super-strong wheels.

Derek had vast experience of working with magnesium because it was used for fuel elements in atomic reactors. He knew it was much stronger than aluminium yet a third less weighty, and a whopping 75% lighter than steel. He quickly designed a prototype made from a 90% magnesium and 8% aluminium alloy, plus a little zinc and manganese.

'We tested it and it broke, so we changed the design until it didn't. I remember going along the A1 in my wife's Mini with a bit of wool on the end of a stick poking out of a window, trying to see which way the air went through the spokes. Fortunately, the air came out, just as it had on our lathe, and that meant the wheel really helped keep brakes cool.'

Derek used the jocular Tech Del name for his new wheel business, and Minilites were launched for Minis in late 1963, after taking a



'Minitites found a ready market on road cars whose owners desired sporting authenticity'

sandcast from a wooden pattern that could then be used for gravity casting. Thanks to the exotic materials the rims were pricey at £97 a pop, but racing teams soon found their benefits indispensable. Before long the range had expanded to 500 variations from 10in to 15in diameter. To win on ever-more-punishing international rallies, Minilites became essential. They were omnipresent in saloon car racing, and prevalent in many other branches of European motor sport.

They also found a ready market for police pursuit cars and, of course, on road cars whose choosy owners desired sporting authenticity. Although Minilites were never offered as original equipment on a production car, by its peak in 1974 Tech Del was making 350 wheels a week. Derek Power again: 'It was good business because we supplied the rally market during the winter and the circuit

racers in summer.' He also brought out a vastly cheaper, all-aluminium, low-pressure wheel to combat all the proliferating Minilite mag alloy copies.

Problems hit the company when the price of magnesium soared in the late 1970s. By 1983 Tech Del was in liquidation. However, there was a revival in 1990 to cash in on the authentic Mini accessories craze in Japan (£299 apiece then), and Minilite continues today as part of KN Wheels, based in Telford.

'It's the most copied rim in the world,' says the company's Russell Harris. 'But we don't make the magnesium wheel any longer, at least not for stock. We would have to sell them for £450-600 each and there isn't the demand, although we can have batches made when people ask.'

Is a Minilite really 'automobilia', I hear you ask? Certainly it is, because very old Minilites simply aren't safe to use any longer, and so they are primarily display items. At issue is that magnesium – super-strong when new – gradually weakens with age. Once this was understood, 'pro' Minilites had a short shelf life: Ford would use a set just once on its works Escorts in the 1970s before discarding them. At 10-15 years of age on a regular road car, even with moderate use, they'd be cracking up.

So, these days, genuine original magnesium Minilites, appealing though they sound, endanger a painstaking restoration because they're prone to age-related collapse. Sleeves come loose, fractures appear, and the steel/magnesium joints become frail. You could have them X-rayed for cracks but that's fearfully expensive, while sandblasting weakens the metal and repainting can trigger material deterioration.

Original magnesium Minilites are worth anything from £10 to £100, depending on their corrosion level. All the cheaper alloy Minilites feature the stamped 'M' logo, plus 'MINILITE' and 'ENGLAND' in the traditional Helvetica typeface, but only 60% of the mag originals sport these identifiers.

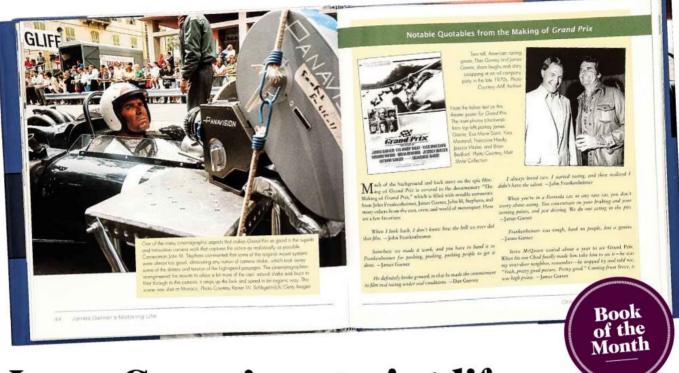
No question, they look marvellous on show either in garage or study, where any degradation can be explained as genuine patina. Russell Harris also reveals that one customer asked for a reject alloy Minilite to use as a garage hose reel – another splendid idea.



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#### Service & Parts



# James Garner's motoring life MATT STONE, Car Tech, ISBN 978 1 61325 136 2, £34.95



FOR THOSE of us who are suffering from Steve McQueen fatigue, the arrival of this slim 157-page hardback comes as a blessed relief. Garner may not have enjoyed the racing career of his

one-time neighbour and (sometime) friend, but he was no mean driver, as is made abundantly clear in this engaging effort.

The late, great Garner was notoriously reticent when it came to committing his life story to print, The Garner Files being the only biography to which he contributed and the only one he ever endorsed. Co-authored with Jon Winokaur in 2011, it even stretched to a complete chapter dedicated to the actor's competition exploits. Unfortunately, it also included one or two glaring errors which rather spoiled an otherwise enjoyable read. There are no such howlers here.

The author sets out his stall with Garner's recollections of his first car, a grey '52 Dodge that '...was bought using my mustering-out pay from the army, plus the cash I won in a poker game on the ship home from Korea', but the story gets going when it moves on to the more desirable road cars he could afford on hitting the big time. Even if you are already familiar with the story of 'The Brentwood Grand Prix' – the so-called road race in which he and McQueen would go into battle aboard their customised Minis – it's still a treat to see pics of the man and his tailor-made Mini together. It's surprising that the car's builder, Harold Radford Ltd, isn't namechecked, however, and there is

no mention of the car's subsequent fate (it was parted out relatively recently).

The book really picks up apace when it comes to the film *Grand Prix*, which introduced Garner to circuit racing. The story of how this John Frankenheimer vehicle was made has been well documented but there are a few choice nuggets here that were new to us. It was particularly interesting to read Bob Bondurant's quotes as he discusses Garner's talent behind the wheel (the Cobra tamer and F1 occasional trained him and wrote the foreword). There is also plenty of gen on Garner's off-road exploits: studio contracts precluded him from racing on track but, tellingly, they said nothing about him competing off-piste...

Garner was a frontrunner as a driver and team owner, his American International Racing enjoying two reasonably successful seasons in Formula A (later F5000) and in sports-prototypes. And that is before we get onto the subject of *The Rockford Files* and, of course, the Pontiac Firebirds he famously handled with aplomb. The subsequent rediscovery and restoration of these 'star cars' is described over several pages.

James Garner died of a heart attack in July 2014, having suffered a severe stroke back in 2008. That can't have made the author's research any easier and perhaps explains why this book, while undeniably fascinating, is not particularly in-depth. The photos alone make it worth buying, however.



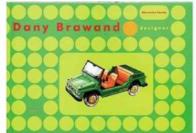


### Dany Brawand designer

ALESSANDRO SANNIA, Societa Editrice Il Cammello, ISBN 978 88 96796 19 1, €29.90

WE GREATLY enjoyed Sannia's earlier works of Italian coachbuilders, and this slender volume is arguably his best yet. Brawand, who died last year, served a lengthy apprenticeship with Giovanni Michelotti before joining Moretti as its chief designer. The author recounts the Swiss designer's gradual rise to prominence, and particularly interesting are the individual projects such as the ISO Grifo-like Moretti Maserati 3500GT Coupé, or some of his very pretty takes on the Fiat 850.

With text in Italian and English, the book gives a good feel for the cars and the man who created them, although you cannot call it a biography. It's attractively designed and easy to navigate, and what really appeals is the use of Brawand's renderings. These include everything from his ideas for a coffee machine to a stillborn microcar, Fiat 130-based two-door coupés (which were undone by Pininfarina's offering) and more besides. Recommended.





### The baroness and the Mercedes

WALLACE WYSS, Enthusiast Books, ISBN 978 1 58388 312 9, \$17.95



THIS, THE second book on 'barn finds' from Wyss, follows a tried and tested formula. Within this 272-page softback there are 50 interesting cars with equally interesting stories behind them; cars that were presumed lost

forever. One of the most amazing stories concerns a Ferrari 250GTO, donated to a US high school for pupils to practise their spannering skills on, and which subsequently was left in an Ohio field. There are a few entries that smack of filler – for example, the delectable Giugiaro-styled Bertone Mustang built for *Automobile Quarterly* in the 1960s, which remains lost – while other cars have been written about extensively elsewhere (not least in *Octane*). It's still fun to dip into, though.

### The business of winning

MARK GALLAGHER, Kogan Page, ISBN 978 0 7494 7272 6, £14.99



FIRST THINGS first: this isn't a glossy book aimed at motor sport types per se. Instead, it's a look at Formula 1's finances and how to not only survive but thrive in what is euphemistically referred to as 'The Piranha Club'. Former Jordan

and Red Bull Racing man Gallagher does a superb job of outlining the appeal of F1 to manufacturers and sponsors, and also why the likes of, say, Ford-controlled Jaguar chose to acquire and rebrand an existing team, only then to achieve next to nothing. Given F1's current parlous state, with two teams heading for the exit as we close for press, the arrival of this book is apposite. It's an engrossing read, not least on how the spoils are unequally distributed down the order.

### 'Remember those great Volkswagen ads?'

ALFREDO MARCANTONIO, DAVID ABBOTT, JOHN O'DRISCOLL, Merrell, £39.95, ISBN 978 1 8589 4634 4



"Represented those good Volksvergee add."

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IT PROBABLY ISN'T too great a stretch to say that US ad agency Doyle Dane Bernbach (DDB) revolutionised the way American audiences – and, by extension, global audiences – saw
Volkswagens via their critically acclaimed campaigns back in the 1960s and '70s. These brilliant ads, of which the 'Lemon' commercial was the most notorious, made a virtue of the Beetle and Transporter's utilitarian style and more than 450 of them are reproduced here, most in period monochrome.

This thumping hardback from Merrell, a publisher better known for its works on art and architecture, is an updated, expanded and redesigned version of a 1982 book, with the authors (who include the late David Abbott of DDB) recalling how a tendency to ask questions rather than make extravagant claims turned the US advertisement world on its head. Our one regret is that their insights are spread rather thin; we would have appreciated a bit more text to go with the many images.



#### **COLLECTORS' BOOK**

### The Motor year book

Published by Pitman Press, value £20



Edited by Laurence Pomeroy and Rodney Walkerley, these superb books were published annually by *The Motor* magazine and offer a wide range of features for anyone with even a passing

interest in 1950s cars and motor racing. In the 1955 book, for example, you can read the definitive technical breakdown of the Swallow Doretti while also learning who came out on top in the International Aosta-Grand St Bernard hillclimb. Superb stuff.

#### DVD

### Pendine Sands hot rod races

www.vhra.co.uk. £22



THE VINTAGE Hot Rod Association's annual races on Pendine Sands, South Wales, have become massively popular since they debuted in 2013, and this beautifully produced DVD of the 2014 event demonstrates

just why they've been so successful. Interviews with participants are intercut with footage from the races – some of it shot in slow-motion, so you can see every grain of sand being kicked up by spinning tyres – and it's presented in a soft monochrome throughout, which really suits the subject matter. Instead of background music, the throb of V8s and staccato roar of big-banger flathead 'fours' provide the soundtrack, and the ingenuity of the cars' builders cannot fail to inspire.

### Formula One circuits from above

BRUCE JONES, Carlton Books, £25, ISBN 978 1 78097 548 1



AND NOW FOR something completely different... The dust jacket blurb says 'Experience the thrill and intensity of Formula 1's greatest circuits as never before,

with the breathtaking satellite photography of Google Earth', and that pretty much sums up this book's USP. This intriguing effort describes 28 current and former Grand Prix circuits, the novelty element being the aerial pics that have been supplied by that well-known internet company and which bring fresh insight to a familiar subject. Corner-by-corner images are even more enlightening, not least of the challenges faced by drivers. That said, it does also make you realise just how samey modern-day F1 tracks really are.

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### Ferrari 248 F1 sculpture

IT MIGHT NOT be readily apparent, since the photographer who took this picture omitted to include a medium-sized German for scale, but what you're looking at is not a model.

### It is in fact an astonishing 1:1 sculpture of the car in which Michael Schumacher won the 2006 Chinese GP - his 91st and final victory in F1. Formed entirely by hand in 10mm steel tubing, it is the work of Australian artist Terry Lawrie, who was moved to create the piece following Schumacher's tragic skiing accident last year, and it will be auctioned by RM in Paris on 4 February. Zenith El Primero Chronomaster Power Reserve £6400. www.zenith-watches.com FOR ALL the seasonal goodwill and generosity floating about as we go to press, we doubt anybody will be receiving one of these for Christmas; with its exquisite styling, a legendary movement that took seven years to develop back in the 1960s, and a build time of nine months, Zenith's El Primero Chronomaster is just too good to give away.



### WW1 fighter fin/ rudder assembly

£POA, www.repertoirecollectables.co.uk WHETHER YOU'RE a crackpot attempting to build a Sopwith Camel in your shed, or just a collector, you'll want to empty your pockets for one of these airworthy fin/rudder assemblies, built to original drawings by some of the UK's best aeroplane restorers. A variety of models can be ordered, and squadron colours can be specified, too.

#### Pininfarina Fuoriserie bicvele From €6000 (without motor). store.pininfarina.com

DESIGNED BY the Italian carrozzeria and built by 43 Milano, the limited-production Fuoriserie blends traditional styling (inspired, incidentally, by the Lancia Astura Bocca) with a high-tech electric booster motor - so in spite of its classic looks there need be no old-fashioned huffing and puffing as you make your way around town.



#### Davida Mike Hailwood Jet Helmet

£298. +44 (0)1885 488488, www.holden.co.uk
WE MIGHT not have been blessed with
the effortless riding ability of 'Mike the
Bike', but we can at least look the part as
we wobble along: Davida's lovely, leatherlined helmet features a design based on
the instantly recognisable livery of the
nine-times world champion.



#### Hamilton Khaki Pilot Pioneer Aluminium

£840, www.hamiltonwatch.com

DISPLAYS OF horological excess are all too common these days, so it is a joy to see a timepiece designed to be so brilliantly inconspicuous. With its 41mm hardened aluminium case and fabric strap, Hamilton's latest automatic Pilot model is barely noticeable on the wrist – meaning it should even appeal to those who don't like wearing a watch.



### Bologna Babes by Frederic Dams

From £35. +44 (0)1332 694538, www.historiccarart.net

HERE'S ONE last opportunity to celebrate the Trident's centenary before the calendar flips to 2015 – a limited-edition print by the artist and designer Frederic Dams, who clearly shares our taste in Maseratis...







### 1:18 SPARK Alfa Romeo 8C 2300

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

PRICE £134.95 MATERIAL Resincast QUALITY \*\*\*\* VALUE \*\*\*\*

EVEN BY the deming-do standards of pre-war racing drivers, Raymond Sommer was a bit of a hero. He only took up racing in 1930 – driving a Chrysler Imperial, of all things – and two years later he won the Le Mans 24 Hours. What's more, he drove solo for 20 of those 24 hours, after his co-driver Luigi Chinetti was taken ill.

Sommer (and Chinetti) won the event in an Alfa Romeo 8C 2300, as modelled here by Spark, which had begun life with Zagato Spider coachwork and was reworked by Figoni, on Sommer's instructions, specially for Le Mans. After Sommer sold the car, chassis 2111018 was rebodied by Brandone in 1934, and it retained that body until

the late 1990s, when it was restored with Zagato-style coachwork for its English owner.

Spark's large-scale replica is what's known as a 'kerbside' model 
– or 'curbside', if you say 'tom-ay-to' rather than 'tom-ah-to' – 
which means it's predominantly a solid resin casting, with no 
opening panels. Even so, it has a fully detailed cockpit, while the 
radiator can be seen inset some distance behind its protective mesh, 
which adds a lot of 3D character.

This Alfa is beautifully finished and, at a price not much more than you'd pay for certain 1:43 models, remarkably good value.



#### 1:43 SCALE

1 // PORSCHE 907C BY AXEL'R PRICE £144.95 (see below)
MATERIAL Resin handbuit
QUALITY \*\*\*\* VALUE \*\*\*\*\*
Attractively finished in Brazil's racing colours, this is a fine model of local hero Angi Munhoz's 907C as it raced at Belo Horizonte in 1973. It's also available as a pre-painted kit for £52.95.

2 // ASTON MARTIN DB3
BY SMTS PRICE £119.95
MATERIAL Metal handbuilt
QUALITY \*\*\*\*\*\*\*\*\*\*\*\*
SMTS has used 3D printing for the first time to master this model of the 1957
Goodwood 9 Hours winner. Made of solid cast metal, it's heavy but nicely finished.

3 // PORSCHE 550A BY MAKE UP COMPANY/EIDOLON PRICE £126.95 MATERIAL Resin and metal handbuilt QUALITY \*\*\*\*\* VALUE \*\*\*\*\*\*\*
Resin is hard to beat for depicting panel lines crisply, something shown to great

advantage in this 1957 Le Mans model.

4 // LIGHT CAR CO ROCKET
BY SPARK PRICE £49.95
MATERIAL Resincast
QUALITY \*\*\*\*\* VALUE \*\*\*\*\*
An appealing little model of the Gordon
Murray-designed Rocket, built by racing
driver Chris Craft's company. Superbly
finished and relatively good value too.

5 // INNOCENTI 950S BY MATRIX PRICE £67.95 MATERIAL Resincast QUALITY ★★★★ VALUE ★★★★ It's also available in black, but we think pale yellow really suits this replica of the pretty Ghia-bodied Austin-Healey Sprite, built under licence by Innocenti of Italy.

6 // AMILCAR MCO 'THOMAS PRODUCTS SPECIAL'
BY CG MODELS PRICE £199.95
MATERIAL Resin and metal handbuilt
QUALITY \*\*\*\*\* VALUE \*\*\*\*\*\*
At 1300cc, the works-backed Thomas
Products Special was one of the smallest
cars ever to start at Indy. It qualified
15th, but crashed out of the race.

#### 1:24 SCALE

7 // CORD L-29 BROOKS STEVENS SPEEDSTER BY AUTOMODELLO PRICE \$299.95 MATERIAL Resincast

QUALITY \*\*\*\*\* VALUE \*\*\*\*\*
As a young man, car designer Stevens reworked a used Cord L-29 into a superstylish speedster, which he kept until his death in 1995. Automodello's replica is flawlessly finished and finely detailed.
See www.automodello.com for stockists.

### CLASSIC MODELS



### **Old Timers series** by Charbens

ONE OF THE most popular films of 1953 was Genevieve, a comedy starring Kenneth More, Kay Kendall, John Gregson and Dinah Sheridan as two rival couples taking part in the London to Brighton veteran car run. It has been suggested that this film singlehandedly turned old cars from being a minority interest into a major international hobby.

It also had a considerable effect on the toy and model industry, with the Matchbox Models of Yesteryear series leading adults to take up the collecting hobby for the first time. One of the first companies to see the potential in veteran and vintage car models was a lesser-known firm based in North London called Charbens, named after its founders Charles and Benjamin Reid.

Charbens had been making toy vehicles, soldiers and other lead figures since before World War Two and launched its diecast Old Timers series in 1955. Not surprisingly, the first two in the series were a 1904 Darracq and a 1905 Spyker – the two stars of the film.

Other subjects included an 1898 Panhard, 1906 Rolls-Royce Silver Ghost and the 1908 Packard Runabout pictured. The inclusion of some very obscure vehicles such as a Grenville Steam Carriage suggests that Charbens did some thorough research.

Often featuring a discast body matched to a tinplate chassis and mudguards, the models ran to over 30 subjects, the last few being military vehicles rather than cars. But metal fatigue, caused by lead contaminating the zinc alloy, resulted in many castings developing cracks and breakages. This, and the fact that veteran and vintage models aren't as popular as they used to be, means that the Charbens Old Timers can still be purchased at very reasonable prices, and even an example with its original box will only cost around £10.



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### Now 20% faster



1983 PORSCHE 944 GLEN WADDINGTON @OctaneGlen

WELL, I'VE OWNED the 944 for 21/2 years, so I suppose it was about time I spent some money on it. For a while I'd been meaning to check out local German car specialist Autowerks of Wellingborough (www.autowerks2010. com) so I called in to ask about a service, cam- and balance-belt change, and a bit of bodywork. While Autowerks' stock-in-trade is mainly sales and service of recent VWs, BMWs and suchlike, proprietors John and Adrian Pulford run an immaculate low-mileage 944 S2 Convertible and a 968 Clubsport trackday car, so my 944 seemed to be in safe hands.

It returned not only with fresh lube (I use Valvoline VR1 20W50 highperformance mineral oil), filter and belts but also a new set of HT leads. 'They were arcing,' said John Pulford. I'm surprised I hadn't noticed any rough running or misfires, but the engine certainly leaps into life more quickly now and settles to idle much better. As for the belts, it's a fairly complex job thanks to the slant-four's balance-shaft system, there to make up for the reciprocal imbalances wrought by chopping a 928's V8 in half – which, in effect, is what this twin-cam, eight-valve engine is. Happily, technician Andrew Butter reported that the car is mechanically in decent fettle.

So now I'm driving the 944 a little harder than I had been for the last 12 months or so (yes, the work had to wait longer than was ideal). Gone is the self-imposed 4000rpm rev limit in favour of allowing this big four-banger to wind out in its turbine-like way to the 6000rpm red line. Great stuff because not only does that make it quicker and more fun, it also means you get to explore the alter-ego of the upper rev range, in which the engine changes in aural character from slightly coarse and whiny to something more suitably jet-like and special.

And the bodywork? For some time there's been a small patch of corrosion on the lower edge of the driver's side sill, as well as some bubbling on the passenger side. Time to get it sorted, with new metal let in as necessary and fresh stonechip; some of it remedial, some preventative. A great job done too, as the new finish is undetectable compared with its surroundings, and it's amazing how much sharper the whole car now looks as a result. One happy customer.

So my bank balance is down by four figures, and that means I've no option

other than to change the oil in my BMW myself (and save up for its cambelt).

Still, the 944 market seems to have moved a little since I bought mine. And that's especially gratifying as I've just got back after an extremely spirited cross-country drive home from the Classic Motor Show in Birmingham, only for the flatulent raspings of a blown exhaust to make themselves heard. Never ends, does it?

#### Below

Autowerks technician Andrew Butler (back) consults with colleague Bob Gunn; note the immaculate 944 S2 convertible behind.



### Going, going... gone



1987 BENTLEY TURBO R MARK DIXON @OctaneMark

'WORKING ON a classic car magazine must be useful when you want to sell a car.' You'd think so, wouldn't you? But if I had a pound for every time someone had said that to me, I'd still be a very long way short of making up for the money I lose whenever I sell one of my cars.

Latest in a line of financial misadventures has been my much-loved Bentley. For more than a year I've been trying on-and-off to sell the car, asking about £10,000, which is what I paid for it and what I thought – and still think – it's worth. And a few potential buyers seemed to agree with me; one chap even transferred the money to my account without viewing the car, only to send an embarrassed email the following day to the effect that he'd just measured his garage, and realised it wouldn't fit... I felt honour-bound to refund his cash.

None of these deals actually came to anything, and with the end of the year fast approaching — and the shock realisation of just how large my credit card bill actually was — I decided to cut my losses and put the car into H&H's auction at Chateau Impney, Droitwich, in December.

#### Right and below

"Ere, John, you might be interested in this motor...' Bidding for the Bentley stalled at £7000, so someone got a real bargain. The week before the sale, I had the car MoT'd (which it flew through, as I knew it would) and fully valeted by Mick Brown, who preps the cars for my local Rolls and Bentley specialist Hillier Hill. He did a fantastic job and applied something called Airglide, which is one of those hi-tech nano-thingy treatments used on aircraft fuselages to repel dirt. Innately sceptical, I became an instant convert when the muck that was picked up on my drive to the auction venue simply lifted off the moment I misted the paint with water from a plant sprayer.

Never having sold a car at auction, it was interesting, not to say nerve-wracking, to see the process from the seller's perspective. The H&H team couldn't have been more helpful and I felt I was in good hands, though it was depressing to learn that every removable item – cigarette lighters (the Bentley has three), toolkit – has

to be taken out of the car for safe keeping, in case some light-fingered viewer helps themselves.

Come the day of the sale, there was a healthy turn-out and auctioneer Simon Hope (seen in action, below) did a valiant job of bigging the car up – but the hammer fell at just £7000.

So do I regret buying the Bentley? Absolutely not. I drove it 11,000 miles in two years, and it was nowhere near as expensive to run as the doom merchants predicted. Dealing with Hillier Hill was a real pleasure and was a reminder that there are specialists out there who really care about the work they do.

Most importantly, I'm glad I had the balls to buy the Bentley in the first place, instead of wondering 'What if?' in years to come.

THANKS TO Hillier Hill, hillierhill.com; H&H Classics, www.classic-auctions.com.





### 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 1973 Porsche 911S 2.4 Targa 1991 Range Rover Vogue



GEOFF LOVE Publishing director



#### 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

### OCTANE CARS







### Long-distance love affair



1980 FERRARI 308GTB MASSIMO DELBÒ

**TALK WITH** the owner of a classic V8 Ferrari and you'll soon discover their worst nightmare is changing the engine's belts. After a long chat with my mechanic Alessandro, we agreed on a four-year interval between changes for my 308GTB.

Alessandro often has to work on Ferrari V8s and has made a special tool that allows him to swap the belts without taking the engine out of the car. This makes the job much quicker, and therefore less expensive. The cost of the parts is about £250, plus maybe eight rather than 30-35 hours labour.

The one drawback is that you can't check the valve clearances on one side of the V8. However, if the car covers about 4000km a year, then in four years' time it will have travelled less than half the distance recommended in the manual between valve checks.

And if you measure the clearances on the bank you can reach and they're OK, it's reasonable to assume that the other bank will be OK, too. The engine can come out once every eight years, or even 12 if everything is still running smoothly, and it makes ownership a much more relaxed proposition.

However, Alessandro did have to change the radiator expansion tank on my car. It was original and had already lasted 34 years, but it was so corroded internally that I was afraid it could develop a hole at any time. I asked him to check everything else and change all the fluids because I was about to embark on a 'big adventure' – driving the Ferrari from my house, south of Milan, to the UK.

When I typed my destination – the Warren Classic and Concours in Woodham Walter, Essex – into my sat-nav, the distance calculated was 1320km, or 821 miles. Until then the furthest I'd gone in the 308 was to a party near Maranello: a mere 500km that was spread over three days. Friends thought I was crazy and told me that the car would not last the

distance – but the idea of going to the Warren was too tempting.

The decision was made for me by Alessandro. He looked me straight in the eye and said: 'I checked everything and in my opinion there's nothing that will stop it from arriving.'

And he was right. The journey went smoothly, despite a lot of rain, and the 308 seemed to run better with every passing kilometre, as if expressing its happiness. It hardly used any oil but fuel consumption was rather greater, at just under 22mpg.

What I will always remember about this trip is the soundtrack. When you've driven your Ferrari a long way, what you miss as soon as you switch off the engine is the symphony coming from behind your shoulders. The only casualty was my jacket; the front luggage compartment turned out not to be the best place to store my outfit for the concours' gala dinner.

Clockwise, from top Massimo's 308 rests in the shade at the Warren Classic; sat-nav predicted 1320km journey; belt change was done in-situ.



SANJAY SEETANAH Advertising director 1998 Aston Martin DB7 Volante



WADDINGTON
Associate editor
1983 Porsche 944
1989 BMW 320i Convertible

GLEN



TONY DRON Test driver 1932 Austin Seven



ANDREW ENGLISH Contributor 1960 Triumph TR3A 1965 Aston Martin DB5



JOHN SIMISTER Contributor 1934 Singer Nine Le Mans 1961 Saab 96 1987 Peugeot 205GTI 1.9



RICHARD MEADEN Contributor



### Stress-free shipping



1973 PORSCHE 911S TARGA ROBERT COUCHER @OctaneRobert

I MUST ADMIT to a few nervous moments late at night. I'd wake up wondering where my little Porsche 911 was, tied down in a container somewhere on the high seas between Australia and Britain. It's a long journey by ship.

But Rory Johnston of the Classic Throttle Shop in Sydney, from whom I bought the car, assured me he sends classics all around the world and it's no problem. He used his usual shippers, Gibson Freight, and the bill to get the Targa all the way over here was around £2500. Not bad.

I have shipped two cars into the UK in the past, my Alfa Giulietta Sprint and Porsche 356. On both occasions I ended up in the docks trying to get the cars started once exhumed from the containers. A bit stressful. Then there's all the hassle with the DVLA, customs, etc.

With the Targa I chose to hand the

whole time-consuming and fiddly bureaucratic job to CARS UK.

Now, CARS is 'reassuringly' priced but, having asked around, most agree that it is one of the leading specialists for importing historic cars and, as the 911 was coming over from Oz, I didn't want any headaches.

Robert Cook (pictured below) got the car cleared of customs – I only had to pay 5% importation tax); MoT'd – it needed a set of brake pads; and UK registered, with correct number plates. He had to wait a week or two for a Certificate of Authenticity from Porsche in Germany to validate it.

With all the paperwork done, I caught a train up to Suffolk to the secure storage facility. My '73 2.4S looked absolutely fantastic, even better than in the pictures Rory had emailed. We put it up on a hoist and inspected it carefully. Immaculate.

With a folder full of documents, I hopped into the car, which started instantly. Immediately it felt crisp, light, alive, aural and damn fast, just as an early 911 should.

THANKS TO Rory at www.clasicthrottleshop. com, and Robert at www.carseurope.net.







### The year of the Tatra



TATRA T87 DELWYN MALLETT

2014 WAS the year of the Tatra. Apart from frequent runs to local hostelries I made a very late call in May and decided to join the International Tatra Rally in Holland.

Usually they are held outside my Tatra comfort zone, in places such as Austria or the Czech Republic: a little too far to be confident of getting there and back without incident. Having said that, over the years the Tatra's woes have tended to be of the minor niggle rather than the major letdown variety.

Holland, via Harwich to the Hook, meant that reassuringly most of the mileage would be on home Tarmac. More than 40 Tatras of all vintages attended, with the highlight being a mass display in the forecourt of the magnificent must-visit-if-you haven't-already-done-so Louwman Museum. The T87 ran like a train, although, given the rumble produced by the aircooled V8, a Lancaster bomber might be a more appropriate analogy.

Back in Blighty our own Tatra Register 'weekend' was based in historic Ironbridge, which, curiously, in road miles was almost exactly the same distance from my Tatra home berth as the Dutch event. Again, the T87 happily throbbed its way north without protest.

All these miles, mostly on motorways, has demonstrated that stopping is the Tatra's weakness and I'm currently exploring the possibility of fitting more efficient American 'street rod' front drums.

The UK event was inevitably a much smaller affair, with 10 Tatras making it, but as always they excited the interest of the natives. Although my car is clearly badged 'Tatra', most people seemed compelled to hazard a guess as to what it was - with Citroën.

Peugeot and Jowett ranking high on the (im)probability list.

August meant the VSCC Prescott meeting where, on the Saturday, the weather broke and the attendees were shot-peened by the heaviest hailstorm I've ever experienced. It was only when attempting to leave the camp site at around 11pm that I discovered that the severely dampened electrics had lost the will to spark.

My thanks to all those only slightly inebriated enthusiasts who, in the pitch dark, helped me start - a very noisy process spread over about 40 minutes - and my apologies to the nearby blues singer whose performance I completely disrupted.







#### MARTYN GODDARD

Photographer 1963 Triumph TR6SS Trophy 1965 Austin-Healey 3000 MkIII



#### DELWYN MALLETT

Contributor 1936 Cord 810 Beverly 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 Roadrunner Various motorbikes



#### MASSIMO DELBÒ

Contributor

1967 Mercedes-Benz 230 1972 Fiat 500L 1980 Ferrari 308GTB 1982 Mercedes-Benz 500SL

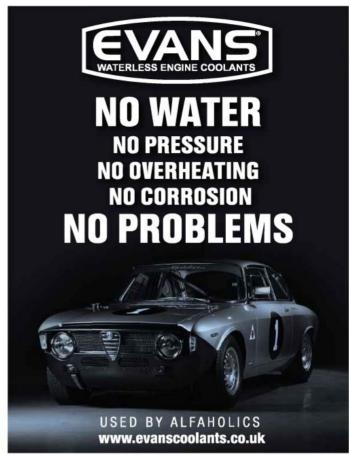
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### Italian cars shine on RAC

#### Paul Hardiman follows up the saga of the Group 4 Fiat 131 Mirafiori

THOUGH A MK2 Escort predictably won the Roger Albert Clark Rally (see Events), the long-awaited Fiat 131 Mirafiori developed and built as a Group 4 works replica by Rallysport Developments achieved its best result yet: a remarkable third in the hands of Julian Reynolds and Patrick Walsh.

'We were inspired by the cars that won the World Rally Championship three times in a four-year period: 1977, 1978 and 1980,' said Kevin Theaker of RSD. 'The project started 2½ years ago after we acquired an original 131 Abarth Stradale and many original works Group 4 parts, which we reverse-engineered so new parts such as diff casing and cylinder head could be created.'

'With a long-stroke engine and fuel injection they give about 20bhp and 10lb ft more than a BDA and, with a dog gearbox and independent rear suspension, the 131 has a lot more potential than a Mk2 – that's why I started building them, as I couldn't make the Mk2s go any faster.' Theaker has three more in build – at £120,000 plus VAT.

And Steve Perez's Stratos, which has given so much trouble these past couple of seasons and often retired, also took its best result to date, finishing eighth overall having set a string of top-ten times including fourth fastest overall on the Ogre Hill stage with its new (and rare) 24-valve engine fitted, developing around 280bhp – at 11,000rpm! 'I'm really pleased,' said Perez at the

finish. 'It's fantastic to have four non-Ford Escorts in the top ten of this rally. We've now got the handling absolutely spot on, and I'm looking forward to the British Historic Rally Championship next season. I'm confident that we can have a shot at the title and please all the crowds.'

Rounding off the Italian trio, Petro Turchi and Giorgio Pesavento brought their Fiat 125S, below, from Italy and finished 41st of 43 finishers.



### More incentives from HSCC Novice trophies offer top value

**ON TOP OF** its Novice Membership scheme, the HSCC has announced three new Novice Championship trophies to be won within existing series, all named after famous drivers. The Historic Formula Ford Championship offers the Jody Scheckter Trophy for the winner, '70s Roadsports offers the Win Percy Trophy, and Historic Roadsports offers the Gerry Marshall Trophy. Along with the trophy, each winner will

receive a voucher towards their first race entry fee with the club in 2016.

Racing membership of the club normally costs £150. But under the Novice Membership scheme, new members who have never raced before will have this refunded in the form of a voucher towards their first race entry, along with the £35 fee for the HSCC Vehicle Identity Form.

// www.hscc.org.uk



### VSCC bombs around Bicester

6 December, Bicester Heritage, UK

AFTER 36 YEARS of organising the VSCC's annual Winter Driving Tests, Malcolm Elder handed over to his son Mark - and there was a new venue: Bicester Heritage. The manoeuvrability tests - aptly named such as 'Control Tower Calamity'. 'The Great (Guard House) Escape' and 'Technical Latrine Dribble' began around the former RAF buildings at the old Bomber

Command base, and continued onto the next-door airfield

Mark Ballard looked quickest from the start in his 1931 Frazer Nash Falcon TT Rep, having a choice of throttle or handbrake - and sometimes using a combination of both - to spin the solid-axle sportster around the gates and cones, and was rewarded with Best Performance Overall in the 88-car

entry with 839 points dropped. though Edmund Burgess ran him a close second on 847 in his Bugatti Brescia, and Clive Hamilton-Gould headed Class 2 for Touring Cars on 892 in his 1930 Morris Minor Tourer.

With 12 tests to tackle, some of the drivers of faster, longer cars had read the rules carefully and took advantage of the 'no grass penalty' on Test 2 in front of one of the huge. bomb-proof hangers, taking a wider line around one of the cones - to the surprise of some spectators and photographers.



### Starring at Goodwood

Spa Camaro confirmed for Members

THE CHEVROLET CAMARO Z28 that started the 1981 Spa 24 Hours from pole position will race for the first time in more than 30 years at the Goodwood 73rd Members' Meeting on 21-22 March.

The ex-Serge Power Camaro will be one of 30 machines contesting the Gerry Marshall Trophy, which is held in honour of the saloon racing cult hero of the 1970s, and features pre-82 Group 1 Touring Cars.

Resplendent in its Bastos livery, the car has been entered by Goodwood regular David Clark. The ex-TWR Mazda RX-7 that started alongside the Camaro on the front row at Spa - and went on to win in the hands of Tom Walkinshaw and Pierre Dieudonne - will also contest the race, while former British Touring Car Championship front-runner Patrick Watts will campaign a rival RX-7 with Ian Cowley. Group C cars will also feature - more details to follow.

### Cotswold trial proves wet and wild

8 November Gloucestershire, UK

THE HSTA JUDGED its third Cotswold Historic Sporting Trial 'really wet' even by trialling standards, but it attracted the highest entry so far of 40 drivers: 19 in the Historic class and 21 in Post Historic.

Ian Veale, with Andy Wilks as passenger, won the trial in the 1172 IRH2 on 45 marks lost from Monty Peters on 79. Some of the hills cut up badly in the rain, leaving cars struggling for grip.

Newcomers from the racing world included Chris Atkinson, who shared his ex-Michael Schryver Cannon with Westie Mitchell, turned in an amazing drive and finished on 133 marks lost. In Post Historic. Simon Durling campaigned a Kincraft for the first time and walked off with the Post Historic class on 48. HSCC chairman Grahame White had a good event, finishing third in class behind Neville Collet.



### In brief

£6000 FOR CHARITY

As well as a marvellous day out at the Winter Driving Tests at Bicester Heritage (see left), the VSCC also ran its popular Race and Speed Forum, where the club revealed its calendar, including a return to both Oulton Park and Mallory - and raised £6315 for charity by charging for race licence medicals, which club doctors carry out for free. This year's chosen charities were Practical Action, Women for Women and Mission Motorsport



#### A NEW TWIST

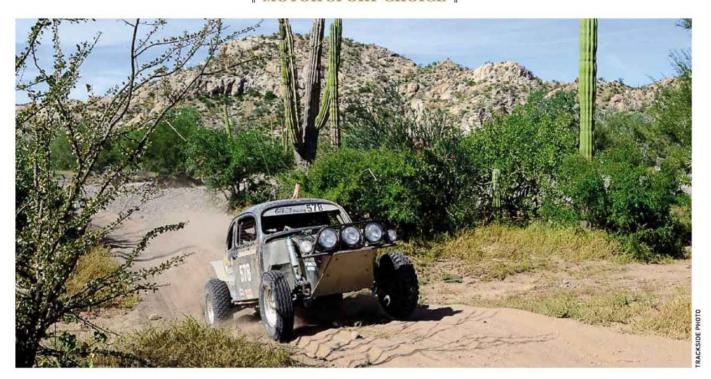
The Rattler torsional crankshaft shock absorber has been around for a while, but now Steve Smith at Vibration Free has come up with the idea of incorporating the rolling-puck technology into the flywheel, so that this enginesaving technology is invisible from outside. It can be added to your existing flywheel if there's room, or built into a new one - a Ford Model A unit is pictured. Though it's aimed at higher-revving race engines, Smith says it can benefit all motors with smoother running and less likelihood of crankshaft and less likelihood of crankshaft breakages. Prices from £450 for the Sterling Rattler flywheel, £350 for a front-pulley Rattler. www.vibrationfree.co.uk



DIARY DATES Automobiles Historiques Ltd has released details of its GT & Sports Car Cup dates for 2015, which are: 2-3 May Donington Historic Festival, UK 16-17 May Historic Sports Car Club International Trophy Silverstone Grand Prix Circuit, UK 13-14 June Historic Sports Car Club Autosport 3 Hours Snetterton 300 Circuit, UK Aston Martin Owners Club Brands Hatch Grand Prix Circuit, 23-25 October Algarve Classic Festival Portimao, Portugal

www.gtandsportscarcup.com

#### MOTOR SPORT CHOICE



## Get the bug for desert racing

Off-road racing gets no cooler than California's Baja 1000 - especially in a period VW words: PAUL HARDIMAN

JAMES GARNER, Paul Newman, Steve McQueen... and even Mike Nesmith – they've all had a go at desert racing, McQueen in his GM-designed one-off, the Baja Boot (you can see it in the Louwman Museum in The Netherlands). The Baja races are an institution, run annually since 1967 and now forming part of a series of events that include the San Felipe 250 and Primm 300, all run by SCORE – Southern California Off Road Experience, which was founded by Mickey Thompson in 1973.

Baja 1000 is the biggie, usually a 650-to-800-mile loop starting and finishing in Ensenada every third week in November. The attrition rate is high (get hold of a copy of *From Dust to Glory* to see why), and there are classes that range from motorcycles to trucks, encompassing insect-like custom-fabricated rail racers with huge suspension travel. Two classes interest us most: Baja Bug and Stock VW, remaining fairly faithful to the cars that started it all off. And Baja 1000 is where you'll find the highest concentration of these Beetle-based racers.

Class 5 –1600 is the open-wheel limited Baja Bug class, started in 1969 after someone turned up to a desert race with the corners gas-torched off a stock Beetle. It's more high-tech now but still Type 1-based, 'like a Herbie on steroids', as Win Deen of the Baja Coalition once put it. Engine must be single-or dual-port VW Type 1 with stock parts and dimensions, maximum 1600cc. Suspension is VW Type 1 plus mods such as free dampers and twin rear shocks. Disc brakes are now allowed, as is power steering. Wheels are 15 or 16in, tyres limited

by what clears the suspension, with massive 33in Yokohama Super Diggers the favourites on the rear and Mickey Thompson 7.10s on the front. A used 1600 racer will cost up to \$20,000, or you could build your own for \$45,000.

Stock VW sedan, class 11, is toughest on drivers as these are standard cars with mods limited to safety, reinforcement and ground clearance. The body must maintain original size, configuration and appearance – and you're not even allowed to run a Super Beetle, meaning no MacPherson strut suspension. No disc brakes are allowed, just stock drums with the stock master cylinder.

Jim Graham, co-owner of Desert Dingo Racing, which has run its class 11 sedan five times in the Baja 1000, offered lots of hard-won practical information: 'The biggest costs are the engine (\$3k-10k), race transmission (\$700-1200), shocks (\$1200), a fuel cell (\$600), seats (\$900), radio and intercom (\$800), tyres (\$650 including one spare), all the tubing you need for a rollcage (about \$1000) – the list goes on and on. This doesn't count any spare parts and, when we go to a race, we typically carry enough spare parts to build a second race car. Then, of course, you have helmets (\$400-\$800), race suits (\$150 upwards), HANS devices (\$30 for a neck brace, up to \$600 for a NexGen).

'The much smarter route is to buy an existing racer that has pedigree. Class 11 racing is a pretty small world and everyone knows everyone else's car. You want to look for one that is SCORE tagged (meaning it has passed a SCORE tech inspection) and

has won or podiumed at races. If your car has passed a SCORE inspection, there's a very good chance it will pass in any other race series.

'There are usually a handful of Class 11s for sale. In most cases, the sellers are moving to a more powerful class or are getting out of racing. A Class 11 of this calibre will cost you \$6500 to \$8000 and, at the higher end, they usually throw in all their spare tyres and parts because the wife wants it all gone. I'd recommend the classified ad section at race-deZert.com, the website where all off-road racers lie about how awesome they are, us included.'

Graham points out that the car is only part of the cost and, even on a no-frills budget with friends helping for free, running a Baja 1000 costs him between \$8000 and \$11,000 depending on the course (loop or Peninsula, which takes a lot more fuel for everyone to return from La Paz), of which \$3500 is the entry fee and \$2400 is 165 gallons of 110-octane fuel for the race car.

'Because it's so expensive, only a handful of Class 11s do it each year. But to win the 1000 – which I've never done – is the ultimate in bragging rights. I'll win it for sure next year!'

If you want a taste, there's an arrive-and-drive option using the modern incarnation of the rail bug with a 175bhp Subara flat-four, the Baja Challenge Car from Wide Open Excursions. Book and get a feel for the action from either Ensenada or Cabo San Lucas. See www.wideopenbaja.com.

- // http://score-international.com
- // www.race-dezert.com



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Mercedes 22/40 HP, 1909, ultra rare, well documented history, completely restored.



**Lancia B24 S Convertible**, 1958, restored by leading marque specialist to concours condition.



**Aston Martin DB6 Coupé**, 1966, LHD, 5 Speed manual, 44,500 miles only.

Auburn 851/52 Sport Phaeton, 1935, rare. Bentley 6,5 l Corsica Tourer, 1927, f. history. BMW 328, Sportroadster, 1937, restored. Horch 853 Sport-Cabriolet, 1936, rare.



Facel Vega HK 500, 1960, rare RHD – only 40 were made, manual shift, completely restored.

Lagonda V12 DHC, 1938, 30 cars produced. Maserati Ghibli 4.9 SS Coupé, 1970. Maserati Mistral Frua Coupé, 1967, 4.0 ltr. MB 170 S Cabriolet A, 1950, black, leather gray.



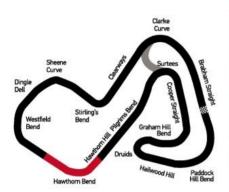
**Talbot Lago T14 America**, 1959, ultra rare, fully restored to concours, one of the last produced.

MB 300 SL Coupé, 1955, red, 'matching-numbers'. O.S.C.A. Maserati 1600 GT Fissore, 1964. Porsche 911, Coupé & Targas, div. vehicles. Rolls-Royce 40/50 Silver Ghost, 1913.

Many more interesting cars in stock - please ask or visit our website: www.thiesen-kg.de

### **Brands Hatch: Hawthorn Bend**

MARK HALES ON A CORNER THAT DEMANDS A DEGREE OF FAITH



BRANDS HATCH GRAND PRIX circuit is one of the nation's little treasures. Created in 1959 as an extension to the Club Circuit – as it was then – the new 2.3-mile track hosted the British Grand Prix a dozen times between 1964 and 1986. The topography that makes the place such a challenge to drive, though, is ultimately what cost the track its top-level status – that and the proximity of back gardens that but the dippiest bit between Westfield Bend and what is now Sheene Curve. There was no space to extend the minimal run-off areas, while the pit and paddocks couldn't accommodate modern Grands Prix. Superbikes still manage though, and they draw the biggest crowd of the year by far.

The layout doesn't see much use but it's a treat worth seeking. Old-fashioned circuits with old-fashioned corners are becoming ever more rare and this one has a unique ability to make you feel like a novice. Three seconds off the pace. What? It's because almost every apex is hidden and those ahead of you attended one of only two, maybe three track days during the year. At the moment, there is none listed before the middle of 2015.

A couple of experiences stick in my memory: the TVR Tuscan race of 1993, held in a rainstorm of biblical intensity that began while we were in the collecting area. Come the warm-up lap, the puddles in the dip leading towards Hawthorn were already full and swiftly claimed a couple of opponents. So I resolved to use no more than half-throttle anywhere and — most important — stick to my plan for the whole duration. Gently round I drove, watching others spin until there was nobody in the mirrors. These days they probably wouldn't have started the race.

I also remember trying to take that bit more speed into Hawthorn Bend in Porsche GB's 968 and putting a couple of wheels over the kerb at the exit. You'd get away with that at Silverstone, where the kerbs are half the width of a normal track's, but not here. The last bit of kerb is about the depth of a



housebrick and I rotated like a top all the way along the grass towards Westfield, waiting for the ugly sound of metal against barrier, yet there was none. I came to an eventual halt facing the way I'd come but looking back up the road; the distance I'd travelled seemed astonishing. That and the fact I hadn't hit the barriers.

I've thought about that since and the racing gods were clearly looking elsewhere. The reason was probably that I had actually finished the corner and it was the added momentum that had edged the car wide, rather than an apex that was too early. Hawthorn Bend is super-fast, as in you take it fairly close to the speed you carried up Hawthorn Hill. So, as ever these days, it depends on what you drive, and the irony is that if you're in something that sticks to the road – such as a Radical – you probably slow a little more than you would in, say, a Lotus Cortina, which doesn't. It's how close you are to the car's top speed versus the amount of grip that makes the difference.

The Indy track lies in a small valley and the road that leads from there and out to Hawthorn lies one side of a ridge. The road then climbs up to Hawthorn, turns right over the ridge, then runs back the other side towards the Indy. The fastest corners — Hawthorn and Westfield Bends, and Sheene Curve — are all relatively shallow, which makes them fast,

IN ASSOCIATION WITH



The private bank for historic motor racing WWW.EFGINTERNATIONAL.COM

but the length of the curve ensures you can't see all of it. That's the drama. A quick, blind corner always involves a degree of faith because you need to make a judgement about how fast you get in and you will only discover whether your assessment was correct when you exit. At Hawthorn, you can't see all the turn as you approach, but you can see the apex. Unlike most of the corners on the short track, the clip here is an early one because the length of the corner in effect widens the exit.

You need to experiment a little but it is so very easy to back off as you approach because you can't see that final piece of road, and losing some speed always provides that extra level of comfort. Then you encounter the slope, which drains yet more energy from your progress, and you know you gave away too much. Try it, and I guarantee you'll say to yourself more than once: 'Dammit, I could have done that so much faster.' Pick a point and aim, then revise as the session progresses, and remember to let the car run out progressively along the length and width of the road. Don't be tempted to hold it towards the middle and waste the good work you have just done.

A proper exit, where the car is pointing straight towards Westfield with your foot planted on the pedal while the last length of kerbing comes sweeping towards your left hand pair of wheels, is an easy moment to savour. But please experiment with care. I remember having much the same discussion with myself in the cockpit of that Porsche 968.

#### MARK HALES

Octane's resident test driver is also a track instructor, and regularly races famous historic cars, including Nick Mason's Ferrari 250GTO.

# HALL & HALL



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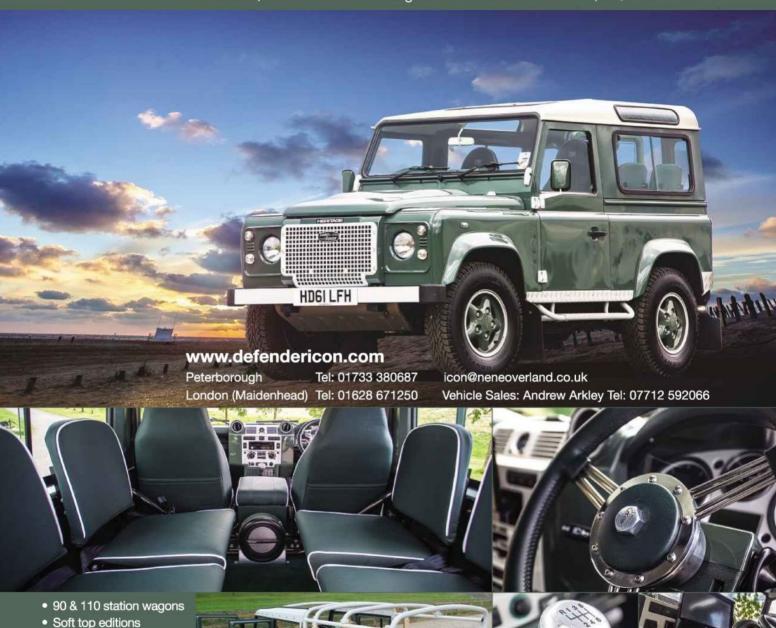
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# THE MARKET

■ BUYING // SELLING // OWNING I



### Bonhams goes for the triple

Inaugural Members' Meeting sale means auction house Bonhams now does all three Goodwoods

WITH SALES ALREADY wellestablished at the Festival of Speed (since the first, in 1993) and Revival, it's perhaps no surprise that this March's 73rd Members' Meeting – only the second in its modern format, after a 48-year break – will feature a Bonhams auction.

Leading the sale is a 1955 Frazer Nash Le Mans Coupé, which raced at several Members' Meetings in period – and at a certain La Sarthe circuit, too. Ordered new by Mrs Kitty Maurice of Castle Combe, Wiltshire, in April 1955, the car appeared as a Le Mans support vehicle for that year's AFN entries. It appeared again in 1959, when new owner John Dashwood drove it with Bill Wilks for all of three hours before he slid into a sandbank at Arnage when the brakes faded. It is estimated at £600,000-700,000 and will be featured in next month's *Octane*.

'The timing is perfect, allowing buyers a full season of recreational or competitive motoring for the year ahead,' said James Knight, director of Bonhams Motoring. The sale will be held on 21 March at the Chicane Paddock within the circuit, and will feature more than 50 sports, touring and classic motor cars. For details, visit www.bonhams.com.



### **TOP 10 PRICES**

**NOVEMBER 2014** 

£2.185.500

1969-70 PORSCHE 908/02 'FLUNDER' LANGHECK

Bonhams, London, UK, 30 November

£1,821,500

1965 FERRARI 275GTB LONG NOSE ALLOY

Bonhams, London, UK. 30 November

£1,513,500

1985 FERRARI 288GTO

Bonhams, London, UK. 30 November

£1,379,100

1934 TALBOT AV105 'ALPINE RACER'

Bonhams, London, UK. 30 November

£1,368,500 (\$2,150,000)

1965 FERRARI 275GTB SHORT NOSE Mecum, Anaheim, USA. 13-15 November

£825,000 (£1,292,500)

1967 SHELBY 427 COBRA

RM, Dallas, USA. 15 November

£749,000 (€955,400)

1964 ASTON MARTIN DB5

Artcurial, Paris, France. 2 November

£673,500

1955 AUSTIN-HEALEY 100S

Bonhams, London, UK. 30 November

£673,500

1963 ASTON MARTIN 4.7-LITRE DB4 VANTAGE TO DB4 GT SPEC

Bonhams, London, UK. 30 November

£561,500 (£880,000)

1963 SHELBY 289 COBRA

RM, Dallas, USA. 15 November



FUELLED BY a full quarter of growth, the HAGI Ferrari index ended November on a new market peak of 292.55, taking year-to-date growth to 18.10%. The progress over the last three months is further highlighted by the 10.68% quarter-on-quarter advance, which has provided more than half the growth of the nearly closed-out year. Indeed, for the half-year to the end of June, the HAGI F had posted a gain of just 5.03%, which if annualised – in other words doubled – would be regarded by many in the community as disappointing.

Considering 2013 was marked by runaway growth of 62.14% in the Ferrari sector, the market in 2014 has been more measured, although year-on-year growth still stands at 27.33%, which is significantly ahead of the historic long-term average of just over 16%

for this segment. It will be year end which will put 2013 in broader context.

Further texture is provided by the wider picture, with Porsche leading the HAGI individual marque measures on 23.8% YTD. That says something about Ferrari, but more about the Porsche sector, where there has been an awakening to value and virtue, noticeably in the private market.

In the Ferrari arena, recent positive contributions have been made by road cars from the 1960s on, though this has not applied across the entire catalogue. Meanwhile, road cars from the late 1970s on are also coming into focus as other models with confirmed collector status have moved beyond range of some participants. For further analysis, visit www.historicautogroup.com. Dave Selby

### Bet on red

RM, Phoenix, USA 15-16 January

'HOW DO YOU know when it's done?' It is a question routinely asked of great artists, and one that we'd have been interested to put to those at Carrozzeria Boano who worked on this Ferrari 250GT Europa Coupé – one of nine pre-production 250GT Boanos and one of only 14 alloy-bodied cars.

Chassis 0447GT left Ferrari in October of 1955 and was intended to wear coachwork by Pinin Farina, but Battista, Sergio and co announced that they were much too busy to dress the car, so it was sent to Boano instead.

There, the team began work on a body penned by Pinin Farina, making small changes as they went. (Designers and builders of the period were not known for their deference.) In the grand scheme of things, these tweaks

were pretty inconsequential, but they were noticeable – particularly the upswept beltline break behind the doors. The meddling didn't end there, however: remarkably, 0447GT was back at Boano almost immediately after it was 'finished', and more alterations were made.

There was a new, unbroken waistline from the front to the rear fenders; the front fenders were tapered to end at the headlight rims; the turn signals on the B-pillars were eliminated. The first take is usually the best, but here, for once, the fiddling produced something special.

'How do you know when it's done?' is a question routinely asked of market watchers, too, particularly when things heat up. In 2005, an alloy 250GT Boano made \$410,000 – a sum described then by Hemmings as 'stunning'; in 2011, 0447GT was sold at auction for \$660,000; the going rate for a top-quality steel 250GT Boano is now pushing a million dollars; and the pre-sale estimate on 0447GT this time is a vast \$1,750,000-2,250,000. Demand for good Ferrari road cars shows no sign of abating, and 0477GT, which was once part of the Blackhawk Collection, is a very good car indeed. Unique, well maintained by knowledgeable owners and powered by the fabulous 3.0-litre Colombo V12, it ticks a whole lot of boxes.

The answer to that question, then, as it relates to the Ferrari market: when a car has more than quadrupled in value in less than ten years and *still* looks an attractive long-term prospect, it's not done yet. Not by a long shot.



ONE TO WATCH

### 1939 Citroën Traction Avant cabriolet

Bonhams, Paris, France 5 February

WE'LL GET the estimate out of the way first: €150,000-180,000 (£120,000-140,000) sounds like a lot of money for a Citroën Traction Avant. Especially so when you consider that perfectly serviceable saloons can be had from the right side of £10,000. But, yes, those cars are saloons. The roof comes off this one. As with the DS Décapotable, which moves in very different social circles to the saloon with which it shares so many genes, those final years at finishing school make all the difference. And this Onze Légère clearly knows how to wield its cutlery without offending others at the top table.

You can compare its rise in value with that of the Décapotable.



A decade ago, the topless goddess inhabited what seemed an unlikely postcode at around £50,000; more recently, there have been notable auction sales at more like £150,000. In fact, Bonhams found  $\varepsilon$ 337,500 for one at Rétromobile in 2009, though that was one of only three DS23s converted by Chapron, and the only fuel-injected one.

So, it seems people like soft-top Citroëns. It helps when they manage to look even more glamorous than the already haut-couture saloons on which they're based. Helps that they're rare, too – only 3524 convertible Tractions were built. 1945 of those being the 11L.

This one was bought by the current owner in 1971, when it was said to drive perfectly but needed bodywork restoration. That it finally received between 1977 and 1982, when the engine and body were rebuilt with the help of the Musée Automobile du Mans and the windscreen was remanufactured with reference to Citroën's own drawings. It underwent further restoration between 2007 and 2009, before going on to win 'best car' at the 2010 Rallye ASA Bretagne.

Fanatical ownership for 44 years: that's what you're paying for.

Glen Waddington

ALSO LOOK OUT FOR ...

It looks like something straight out of Thunderbirds, and a glance at the specs reinforces the idea that it is the creation of an imaginative script writer: capable of travelling vast distances across lakes. swamps and hostile terrain at 100km/h. in temperatures far below zero. It is real, though - even if the Russian Government might prefer to pretend otherwise. This is a 1978 Tupolev amphibious craft, a machine designed to recover returning cosmonauts from Siberia, and it will be offered at Barrett-Jackson's Scottsdale sale (10-18 January) at no reserve. It's the only example in the US, but we're unsure of total production numbers. and the Russians aren't talking..



### In brief

#### HERE COMES THE FUTURE

Barrett-Jackson, Scottsdale, USA 10-18 January

As arresting now as it was back in 1950, the gargantuan, Art Deco-inspired GM Futurliner remains the world's most spectacular bus. That's admittedly a title for which there is little competition, but the Futurliner, built for use in the 'Parade of Progress', is also a fascinating cultural relic - a vision of the future as imagined by post-war America, used to display the technology of America's future. Very meta. Only nine of the 12 buses built survive, and only three of those present in their original colours, so expect a futuristic amount of money to change hands when this spot-on restoration is offered; it last sold in 2006 for \$4.1 million... // www.barrett-jackson.com



#### IT'S A GOLF, BASICALLY

Bonhams, Paris, France 5 February

Jacques Gérin was one of those people who make you feel horribly inadequate. Between 1923 and 1926, while in his early 20s and with no formal training in engineering, he built this, the Aérodyne Prototype. Radically different from all contemporary cars, it was informed by aeronautical design and features around 50 innovations - so many, in fact, that it is at the most basic level indistinguishable from a modern hatchback. Naturally, many of the old guard declared it to be ridiculous, even as they quietly adopted its design principles. It is one of the more important cars of the 20th century. so €130,000-180,000 seems a fair price.

// www.bonhams.com



#### WIND OF CHANGE

Mecum, Kissimmee, USA 16-25 January

The reaction of the American public to early streamlined cars suggested that the Lincoln Zephyr, introduced in 1935, would be welcomed with torches and pitchforks. In the event it sold astonishingly well, saw Lincoln through the Great Depression, and remained in production until '48. The Convertible of '41 is our favourite: by then the car, powered by a silky 292ci V12, was much improved in every aspect - and holy mackerel it was a looker, especially in profile. The most recent owner of this lovely example, which is valued by Mecum at \$140,000-160,000, clearly shared our enthusiasm; he hung on to the car for 40 years.

// www.mecum.com



### Yesterday once more

Gooding & Co, Scottsdale, USA 16-17 January

THOSE WHO have long lusted after an Alfa Romeo Giulietta SZ might look at the estimate of \$600,000-800,000 on this 1960 car and conclude sadly that the gorgeous little dynamo is now well and truly out of reach - and prices have indeed rocketed in the last two years - but this particular example was always going to command a substantial premium.

'Timewarp condition' is one of those phrases that is overused by auction houses, but here it is entirely appropriate: chassis 43, one of just 200 Giulietta SZs built, has hardly stretched its legs since running in the Targa Florio for the third time back in 1963. In fact, before this year it had scarcely seen the light of day in almost half a century.

Supplied new to a Gianni Bulgari of Rome, it was

immediately pressed into action under the Scuderia Campidogio banner, lining up for the Tour de France as well as the Targa Florio. It found a new owner following the 1962 season and raced one more year before being sold to New York, where it was used as a runabout until '68 or in '69, at which point it was stashed away.

It re-emerged unexpectedly in August, winning the 'Untouched' concours class at Lime Rock Historics (no doubt there were bonus points for the original 1963 Targa Florio sticker), and while it is unsurprisingly in need of mechanical attention after its long slumber, its fabulous patina must surely be preserved. If the winning bidder even thinks about a full restoration, we'll be very, very unhappy...

// www.goodingco.com





A January

Bonhams Las Vegas, USA

8-10 January Mecum Las Vegas, USA

10 January

Coys Birmingham, UK

10 January

Covs Maastricht. The Netherlands

10-18 January

Barrett-Jackson Scottsdale, USA

14-18 January

Russo & Steele Scottsdale, USA

15 January

Bonhams Scottsdale, USA

15-16 January

RM Phoenix, USA

16-17 January Gooding & Co Scottsdale, USA

16-25 January

Mecum Kissimmee, USA

31 January

**Anglia Car Auctions** King's Lynn, UK

4 February

RM Paris, France

5 Februar

Bonhams Paris, France

6 February

Artcurial Paris, France

20-21 February

Leake Auction

Oklahoma City, USA

24 February Barons Esher, UK

27-28 February

Mecum Las Vegas, USA

& March

Brightwells Learninster, UK

7 March

Historics at Brooklands Weybridge, UK

7 March

**Anglia Car Auctions** 

King's Lynn, UK 10 March

Coys London, UK

12 March

Bonhams Amelia Island. USA

13 March Gooding & Co Amelia Island, USA

13-14 March

Vicari Chattanooga, USA

14 March

RM Amelia Island, USA

19 March

**DVCA** Dorchester, UK

20-21 March

Mecum Las Vegas, USA

21 March Bonhams Goodwood, UK

#### GO ONLINE!

www.octane-magazine.com FOR MORE INFORMATION ON THESE SALES, CHECK OCTANE'S WEBSITE

#### ∥ INSIDER ⊩

'The cars in Simon

Kidston's new k500

index are described

with appropriately

droll commentary.

lest we forget that

old motors are.

actually, supposed

to be fun'



### **UK AND EUROPE COMMENT**

# **Simon de Burton** welcomes a 'definitive' index of values

T LOOKS AS though the much-debated subject of classic cars across the board being great investments (are they? aren't they?) might have been settled definitively with the recent launch of the 'k500' index by industry guru Simon Kidston. Essentially, the k500 tracks market trends by collating thousands of auction results for 500 individual models over the last 20 years, in order to show how average values have evolved for everything from 'affordable classics' such as the Volkswagen Golf GTi to blue-chip Ferrari berlinettas.

The cars are described with appropriately droll commentary (lest we forget that old motors are, actually, supposed to be fun) and there's even a FTSE-style index graph for the various sectors which, from a starting point of 100, tracks rising and falling values.

See it all (if you subscribe) at k500.com, but heed a word of warning; it's slightly addictive and – depending

on what you own, what you sold for how much at the wrong/right time, and what you didn't buy – the k500 can be both uplifting and depressing in equal measure.

Its sensitivity to market trends was demonstrated within hours of its launch when the overall index quickly jumped from a starting point of 449.9 to 451.1 following the stellar £12.7 million grossed by Bonhams at its 'Sabbath day' end-of-November sale in London's Bond Street, where the 1969/70 Porsche 908.02 'Flunder' Langheck prototype justified being on

the cover of the catalogue and taking up 14 pages inside by fetching £2.18 million.

With provenance aplenty, it was originally raced by Vic Elford and Richard Atwood in the 1969 Sebring 12 Hours before becoming the lead car for the Martini International Racing Team, for whom it was variously driven by Attwood, Gerhard Koch, Gerard Larrousse, Rudi Lins and Helmut Marko. It was the latter pair who brought the car home in third position at the 1970 Le Mans 24 Hours to complete Porsche's famous one-two-three placing at the event. And if that's not a historic car, I don't know what is.

The Bonhams sale also saw a record £1.4 million paid for the 1934 ex-works Talbot AV105 that won that year's Alpine Trial, while the only three 'modern classics' on offer all sold impressively, with a 2000 Aston Martin Virage Le Mans V600 making £348,700, a 1988 Porsche 959 £505,500 and a 1985 Ferrari 288GTO an asanticipated £1.5 million. (According to the k500, where the 288GTO rates 72 on the 100-point scale, we could

have snapped one up for about £350,000 five years ago).

Bonhams' blockbuster was, however, preceded by the November end sales staged by Brightwells and Historics, with the former achieving £1.44 million from its 223-lot catalogue, 85% of the contents of which found buyers. A claimed 2000 punters made the trek to rural Herefordshire, demonstrating the momentum that promises the firm continued growth in 2015.

The top seller, which graced both the front and back covers of the catalogue thanks to Brightwells specialist James Dennison being a fan of the marque, proved to be a well-restored Facel Vega which, had it been manual rather than automatic, might well have topped its £125,000 pre-sale estimate. In the event, it was hammered down for a relatively modest £99,000, leaving a £30,000 gap between it and the next best seller, a 40.500-mile Porsche 930 Targa Turbo at £63,900.

Targa versions of the legendary Turbo are rare, so it

was surprising to see a second one in the same sale, this time a less well turned-out, higher mileage example that fetched £34,100.

True British classics included a beautifully presented Triumph TR3A in unusual and original Pearl Grey (a strong £25,850, but worth it), an ex-USA, fully restored Austin-Healey 3000 MkIII (£41,800) and a comparatively unusual Marcos GT from 1969. Finished in a striking and uncommon silver colour scheme, the car certainly looked the part and, with single

family ownership for almost 25 years and in road-ready condition, it struck us as great value at just short of £14 000

Historics' November sale at the Mercedes-Benz World Brooklands site, meanwhile, topped the £2.2 million mark with a chunky, 310-lot catalogue (including automobilia) that was highlighted – appropriately enough – by a 2006 Mercedes SLR McLaren with a mere 15,000 miles on the clock. It fetched £159,000, a fraction of its new price. But what a car for the money, and very likely a future classic.

The sale also saw a written-off and repaired 2007 Porsche 911/997 GT3 RS sell for £79,500, while more 'traditional' classics included a De Tomaso Pantera GTS at what could prove to be a cheap £57,120 (look where Mangustas have gone in recent times), and another of the increasingly ubiquitous Ford Mustang 'Eleanor' recreations inspired by the car in the year 2000 Nicolas Cage film Gone in 60 Seconds.

Not a patch on the 1974 original, of course...

**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.



Magister from 1939 was widely viewed when it went on show at Bonhams Bond St saleroom. The last aircraft from the Strathallan collection, it appeared following the death of collection founder, Sir William Roberts. Complete and apparently needing little work, it seemed remarkable value at £46,000 – half the pre-sale estimate.

H&H, DROITWICH, UK 3 DECEMBER



Although great weight is placed on originality, there's something reassuring in knowing that a car is completely *un*-original yet, simultaneously, totally honest. That was the case with this Jaguar XK120/150, which enjoyed a decidedly chequered early life before being developed into a useful and well-fettled rally car, complete with shamelessly hideous gold paintwork. We loved it, especially for £33,900 in 'ready to race' condition.

COYS, LONDON. UK 8 DECEMBER



Sometimes, all the hard work (and money) required to properly restore a car from the ground up is justified by its subsequent value. More than €70,000 had been lavished on the rebuild of this exquisite 1964 Alfa Romeo Giulia Sprint Speciale, which was only completed weeks before the auction, but it sold for £102,700. One wonders, however, whether or not the new owner might find it just too good to use...













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1997 ASTON MARTIN VANTAGE V600 - £135,000



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2009 ASTON MARTIN DBS TOUCHTRONIC V12 2+2 • £94,950



1967 ASTON MARTIN DB6 SALOON MANUAL . £POA



2013 V12 VANTAGE ROADSTER · £POA

### INSIDER |



### **US COMMENT**

# Dave Kinney on a quiet end to the auction year

'The Anniversary

Countach is a car

that has gone from

missing-in-action

to must-have in less

than a year. Values

have, as expected,

followed the rise

in interest'

N THE UK, there is a tradition for collector-car auctions in November and December. Not so in North America. There are a few, some of them big, but not a season of sales, or anything close. It's not that there is a hiatus, but January (Phoenix-Scottsdale) and August (Monterey-Pebble Beach) are the big dates and, in the months between, the auction action often moves from south to north as the weather improves.

Even though the calendar is light with auction events, it's by no means empty. Austin, Texas-based Motostalgia held an event in its hometown where the focus was on mid- and higher-tier collector cars. Of the 90 offered, 62 were marked as sold, a 69% sell-through rate. Oh, and apparently there was a Formula 1 race going on in Austin around the same time.

Top seller was a 1989 Lamborghini Countach 25th

Anniversary that hammered, with commissions, for \$357,500. For those who have not been paying attention, the Anniversary Countach is a car that has gone from missing-in-action to must-have in a matter of less than a year, or at least it seems that way. Values have, as expected, followed the rise in interest. Not an isolated incident, this Lamborghini, as the same thing has happened with the Ferrari Testarossa in the past two years as well. The second best-seller at Motostalgia was a LHD 1955 Aston Martin DB2/4 that sold for \$308,000.

The big question here continues to be where the hell are all these Aston Martins from the 1950s coming from? It appears they have broken away from the club traders and into the auctions. Good or bad, it seems a fact.

Heading down the value slide a bit, a 1962 RHD AC Greyhound that brought \$143,000 raised few eyebrows. Greyhounds are rare, with just 83 built; this black example looked the part of an international car with its fair share of flair. Is it just me, or are Greyhounds starting to look better as the years flow by?

Mecum can always be counted on to hold an auction or two throughout the year, and its Kansas City sale is an old standard in December. Results are not in as *Octane* closes, but early reports point to a solid sale. With renewed interest in De Tomaso Panteras, the sale of a modified 1972 model for \$52,840 sounds a bit of a bargain. A few weeks earlier, Mecum held a sale in Anaheim, California, where top seller was a handsome 275GTB short-nose at a memorable \$2,318,400.

Auctions America tried something a bit different this autumn – its first 'Bid Anywhere' sale. The concept is

simple: you let them come to you and have one of their specialists write up a condition report about the car you are selling. No transport to the sale is required; the seller stays at home with his or her car. Photos are posted online and the bidders can ask questions and view the cars – not in person, but on their computer screen. When the sale is in progress, a live auctioneer conducts the action; phone and online bids are accepted.

Many of the cars offered at this inaugural sale were barn finds, and it appears that quite a few sold for very reasonable prices. A 1964 Buick Riviera brought a parts car-like \$1760. Another barn find, a 1969 Intermeccanica Omega Coupe, brought \$39,600. A car in close-to-new condition also found a new home at a very reasonable price: the Buick GNX is hot again, and this (almost) still-in-the-wrapper 1987 example sold for \$88,750.

Farmers Branch, Texas, is not an international hot

spot for, well, just about anything, but it was the location for RM's final sale of 2014. Actually, Farmers Branch, despite the great place name, is a suburb of Dallas, a place we have all heard of. The Sam Pack Collection was a 100% sale, with 131 cars offered and sold for a total dollar amount of \$11,543,000. Two original Cobras changed hands: CSX2048, a 289 roadster, brought \$880,000, while CSX3279, a 427, made \$1,292,500. There were plenty of sub-\$100,000 cars at the Sam Pack sale; in fact the vast majority of cars

on offer were in the affordable range. Some of the notable ones that found a new garage were a 1981 DeLorean DMC-12 that brought an impressive \$41,250, while a very rare 1960 Edsel convertible hammered, with fees, at \$60,500.

Continuing the Jaguar E-type new pricing paradigm, the Pack sale offered a 1974 Series 3 V12 convertible that sold for \$85,250. By way of comparison, just two years ago, this might have been a \$50,000 car. If a 1967 Volkswagen convertible can be noteworthy, as indeed a nice example can, how about a sale at a wild \$33,000? Sam Pack had a number of one-off cars and concept cars as well. A Ford Focus Kona Concept wagon sold for just \$8250, and has the distinction of being the least expensive car sold in Farmers Branch.

The next question is the one on everyone's mind as we enter, gracefully, into 2015. Can the results posted at auction in 2014 be topped by the new year? If anything can be certain, it remains the lack of certainty. If we ask the toy Magic 8 Ball of our youth, it might say 'all signs point to yes'. Personally, I don't trust the thing.

**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.



was a great buy at \$55,000.

AUCTIONS AMERICA, BID
ANYWHERE, 21 NOVEMBER

the Pack Collection was a concept

car. Sold at just about double what

a production car would bring, it



This sub-14,000-mile 1987
Porsche 911 Carrera's unusual
Lagoon Green paint was a
refreshing change. Selling for
\$82,500, it was unmolested and
a low-mileage survivor from the
first-year US G50 five-speed
models. It was even fitted with a
Fujitsu Commander mobile phone,
should the urge to call the 1980s
become overpowering after
listening to Squeeze on the
Blaupunkt AM/FM cassette/radio.

MOTOSTALGIA, AUSTIN, TEXAS 1 NOVEMBER



Datsun built lots of Z-cars in the 1970s; they were inexpensive, reliable, sexy and easy to live with. Most were driven hard and used up; those that survived are now quite collectable. This 1970 example sold for a handsome \$40,700. Sounds a lot, you say? Try making an average 2402 this nice without spending more. Japanese collector cars will remain a growth area for a very long time to come.

# PETER BRADFIELD LTD



1936 Bentley 41/4 Litre Tourer by Vanden Plas

A highly original and correct Tourer beautifully restored to concours standards and presented in its original livery and with all matching numbers and significant history file.



### 1952 Frazer Nash Targa Florio

The prototype Targa Florio and first 200 Series chassis. Its great looks are matched by mechanicals sorted with a cavalier disregard to expense by well known marque expert. Enormous history file too.

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#### MARKET INSIDER



### Max Bontempi

Motorstorica, Brescia, Italy

I WAS born here in Brescia but, perhaps unusually, I didn't grow up dreaming of Ferraris and Maseratis; when I was 12 I fell in love with an old Jaguar Mk2 and convinced my father to buy it, and ever since I've had a thing for British cars. As soon as I got my driving licence I bought a 1966 Triumph TR4, and over the years my garage has been home to Aston Martins, Lotuses, MGs and many more.

These and pre-war French racing cars are the focus of my business, which I started in 2004 with my wife, although I spend as much time providing valuations, research and advice as I do selling cars these days. I offer transport, insurance and breakdown services, too, having unexpectedly become a sort of 'fixer' for foreign customers who want to enjoy their cars on historic events in Italy.

The vast majority of my clients – around 90% at present – are based overseas, and as far away as Japan and Argentina. (The most exciting car I've sold in the last 12 months was a gorgeous ivory 1933 Aston Martin Le Mans Special; that went to Argentina.) The ongoing economic problems in Italy have really slowed the domestic market. Consumer confidence is very low, there isn't a whole lot of disposable income splashing about, and new tax laws mean it has become very expensive to buy certain classics – in particular those between 20 and 30 years old with lots of power.

It's hard to see things picking up in the next couple of years, but there is an encouraging level of enthusiasm for British cars here. Flat-floor E-types are popular at the moment, and there's always demand for Astons, MGs and Rileys. I like Austin-Healey 100s for the future, especially the BN2 100M.

It goes without saying that the UK remains the best place to find good examples of British classics, but they're not in desperately short supply out here, either. I don't have to import many cars and, although I've built a good network of contacts over the past decade, I tend to buy direct, and usually from private owners. Part of the fun of the job for me is visiting a vendor, having a chat and a pint, and taking their car out for a drive.

// www.motorstorica.com



### Casualty of war

One of the great forgotten cars of the 1930s finds its way home

IT MAY not be true that history is always written by the winners (in many cases it was simply written by those who knew how to write – grumpy monks, usually), but the old aphorism does help to explain why most of the world would struggle to identify the car pictured above.

In 1944, Allied forces began a bombing campaign intended to destroy Auto Union's manufacturing plants, which had long since stopped building civilian cars in order to supply the Nazi war effort with military vehicles. The Siegmar-Schönau factory of Wanderer was blown to bits, and the marque went with it, never to be resurrected.

That Wanderer has often been treated as a footnote in automotive history is about as unjust as the Scopes Monkey Trial, for it was responsible for one of the very best cars of the 1930s: the W25K. Powered by a beautiful, Ferdinand Porsche-designed, supercharged 2.0-litre straight-six (the 'K' is for Kompressor) and capable of 90mph, it was a legitimate alternative to the BMW 328. Build quality was out of this world, and the styling faultless equal parts European elegance and American adventure, with that hugely distinctive, shield-shaped radiator.





Despite its obvious qualities, few were made (Audi puts the number at 259, other educated estimates are lower) and you wouldn't need many fingers and toes to count the survivors.

This car, currently hiding out at Steenbuck Automobiles in northern Germany, is an early (1936) example without running boards. It ended up in Nevada after WW2, but found its way home in 2006 and has since been fully restored; it has a replacement, unblown engine, but in every other respect looks picture-perfect.

At €410,000, it will only appeal to those in the know, but we suspect that those few wise folk are busy counting their cents right now...

// www.steenbuck-automobiles.de



### Historik racing made easy

SUFFOLK-BASED classic Porsche specialist Historika has announced a range of new arrive-and-drive packages designed to appeal to those looking for a first taste of wheel-to-wheel action, as well as those interested in buying one of Historika's race-ready 911s. Prices range from £1500 for a UK track test to £5000-plus for a European meeting, and include transport costs, entry fees and around-the-clock support from two Historika mechanics.

// www.historika.com

### SHOWROOM STAR

### 'Windmill & Lewis' MGB £75,000

'I COULD have ten good MGBs for that price!' we hear you cry. This is not merely a good MGB, however, and greatness costs. 222 WAE might be the most significant non-works racing MGB there is, and was campaigned relentlessly between 1964 and 1970 on behalf of Bristol dealership Windmill & Lewis. Built to works spec, with a lightweight body and an improved 1840cc engine, it gave even Cobras a run for their money on the UK circuit – and, having been carefully maintained since its retirement from serious competition, it still might.





#### PORSCHE 997 - GT3/TURBO / C4S / C2S / C2

2010 - 997 GEN II TURBO COUPE MANUAL (CARRERA WHITE) 19,000 MILES

Metropole Blue ther Intr. PSW/MPSM/PCM-Tucubscreen Sit Nay, BOSE Surround Sound system, CO Changer,
Telephone, Heated & Memory Seats, Rear where, White Dials, Rear Park Assist, Xenon Headlights, 19" Turbo
Alloys (GCN III), Full Porsche Service History

2009 - 997 TURBO COUPE TIPTRONIC S (CARRERA WHITE) 36,000 Miles

Black Liber Intr. PSM/PAGM/PCM-Touch screen San Naw, Telephone, BOSS, CO Changer
IPOD Connection, MFS Whees, Sports/Hearted/Memory/Electric Seats, White Dials, Sunroof, Alcantara
Headlining, Chron Package Pius, Cruise Control, Rear Park Assist, Climate Control, Xenon Headlight, 19" Turbo
Alloys, Full Porsche Service History

2008 - 997 TURBO COUPE TIPTRONIC \$ (BASALT BLACK) 19,000 MILES
Black Leather Intr. FSM/PASM/PCM-Sat Nav/Tielephone, BOSE, CD Changer, Chrono Pack
Cruise Control, White Dial, M/F/S-Wheel, Memory/Heated/Sports Seats, Sunroof, Porsche Crest Headrest,
Xenore, Rear where, Rear Park Sasist, Full Porsche Service History

2008 - 997 TURBO CABRIOLET TIPTRONIC S (BASALT BLACK) 54,000 Miles

ack Lither Intr, PSM/PASM/PCM-Sat Nav/Telephone, BOSE, CD Changer, sports/ riearred /Memory/Electric Seats, hite Dials, Chrono Package Plus, Rear Park Assist, 19\* FUCH alloys, Full Porsche Service History

2007 - 997 TURBO COUPE TIPTRONIC (BASALT BLACK) 47,000 Miles
Black Leather int, Sports Chrono, PASM/PSM/POM-San Nay, Telephone, Sports & Heated Seats, Part Electric Seats,
Sunroof, Rear Wipe, White Dials, Porsche Crested Headrest, Climate Control, Traction Control, Rear Parking
Sensors, 197 "Lubo Alloy Wheels, Full Phosphe Service History

2009 - 997 GEN II CZ COUPE PDK (GT SILVER) 33,000 Milles
Black Leather Intr. PSM/PCN 3-Touchscreen Sat Nav. Telephone, BOSC, IPOD Connector
Chrono Pack, Cruise Control, Heated & Semi Electric Seats, Alcantara Headlining, Rear Parking Assists, 19° GEN II
Carrera Alloy wheels, Full Main Dealer Service History

2008 - 997 C4S COUPE TIPTRONIC (SPEED YELLOW) 26,000 Miles

Black Leather Interior, PSM/PASM/PCM-Sat Nav, Telephone, CD Changer, White Dials, Switchable Sports Exhaust, M/F/S Wheel, Rear park Assist, Sunroof, Xenons, 19" Sports Design Wheels, Full Main Dealer Service History

2008 - 997 CAS COUPE MANUAL (BASALT BLACK) 46,000 Miles
Black Liher Intr, PSM/PASM/PCM-Sat Nav/Telephone/BOSE & CO Changer, White Dials, Sports Exhausts, Heated
Seats, Alcantara Headlining, Part Electric Seats, Rear Park Assist, Climate Control, 19\* Turbo Alloys, Full Porsche
Service History

2006 - 997 C4S COUPE MANUAL (BASALT BLACK) 39,000 Miles

Slack Liber Int., PSM/PCM/PCM-St IA, Telephone, Heated/Memory/Sports & Fully Electric Seats, Sunroof, White Dals, M/FSteering wheel, Acantara Headling, Rear Wiper, Rear Park Assist, Sports Exhausts, Climate Control, Full Main Dealer Service History

2006 - 997 C2S COUPE TIPTRONIC (BASALT BLACK) - 55,000 Miles
Full Black Lither Int., PSAW/PKSAV/PCM-Sax Nav/Felephone, Na/F/s wheel, BOSE, Heated/Sports Seats, White Dials,
Whitchable Sports Exhaust, Alcantara Headlining, Rear Wilepe, Rear Park Assist, Climate Control, 19" Spiltrim Alloy
wheels, Full Main Dealer Service History, (Just been carried out major service)

2005 - 997 C2S COUPE MANUAL (SEAL GREY) 47,000 Miles

Black Lither Intin, PSM/PCM-Sax Nav, Telephone, Chrono Pack, Cruise Control, M/F/S wheel, White Dial Sports Exhausts, BOSE/CD Changer, Heated Seats, Fully Electric Seats, Memory Seats, Sports Seats, Sunroof Alcantara Headlining, Rear Wilper, Rear Park Assist, 19\* Sport Design Alloy Wheels, Full Service History

2006 - 997 C2 COUPE MANUAL (BASALT BLACK) - 56,000 Miles
Sand Beige Lither Intr, PSW/PCM-Sex Nav, Telephone, Alcantara Headlining, BOSE,CD Changer, Climate Control,
Sports Exhausts, 18\* Camera Alloys, Full main dealer Porsche Service History.

PORSCHE PANAMERA (G1) D V6 PDK DIESEL (DARK CARBON GREY)
2012-14,000 Miles, Black Ither intr, PSM/PXSM/PCM-Touchscreen Sax Nay, Telephone,
MrSseening Wheel, 80SE, CD Changer, Memony/Heated/Flectric Seats, Sports Echaust, Cruise Control, Chrono
Pack, Sunroof, Rear wijeer, Front and Rear park Assist, 20° Alloy wheels, Full main dealer Porsche Service History,
One Owner from New.

393-395 Hendon Way London NW4 3LP

#### PORSCHE 993 - TURBO / C2S / C4S / C2 / C4 / TARGA

1998 - 993 TURBO "S" COUPE MANUAL (SPEED YELLOW) 60,000 Miles Black Leather/Carbon Flore Interior, Ultranic Lights, Sports Seats, Electric Seats, Electric Mirrors, Yellow Dials, Porsche Radio & Single CD Changer, Yellow Seat Belts, Sunroof, Rear wiper, Yellow Callipers, 18" Turbo S Alloy Wheels, full Service History.

for collectors of modern art

1996 - 993 TURBO COUPE MANUAL (MIDNIGHT BLUE) 21,000 MILES Grey Leather Interior, Sunroof, 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 Sunroof/Seats Sports Seats Cruise Control Uprated Becker CD Player/
Bluetooth/Speakers/Sat-Nav Compatibility Climate Control 18" Turbo Alloys (OPC Service History)

1997 - 993 CZS COUPE MANUAL (ARCTIC SILVER) 71,000 Miles Varioram, Metropole Blue tither Intr. Sunroof, White Dals, SONY Single CD player & Radio, Electric Window & Mirror, Air Sag, Air Conditioning, Factory Fitted Alarm System 18" Turbo Alloys, Turbo Spoller, Fully Occumented Service History

1995 - 993 C2 COUPE MANUAL (IRISH BLUE) 88,000 Miles Sunroof, Black leather electric seats, Porsche Immobiliser and spare keys, Recent cosmetic paintwork carried on to remove stone orbis, Porsche document wallet and manuals, Rear wiper, Electric spoiler risers and falls as it should Porsche inscribed mats, The car is always garaged and is a CLG VIX car, A very nice example in excellent

1994 - 993 CZ COUPE TIPTRONIC (BLACK) 93,000 Miles Black Leather Interior, Tiptronic, Sunnoof, Becker Radio, Electric Seats, Electric Windows/ Mirrors, Rear Wiper, 17 "Alloy wheels, Full Porsche & Specialist Service History. (Just been Serviced)

1994 - 993 C2 COUPE TIPTRONIC (BLACK) 99,000 MILES

Marble Grey Lihr Intr, Sunroof, Becker Radio, Electric Seats, Electric Windows, & Mirrors, Rear Wiper, 17 \* Alloy wheels, Full Porsche & Specialist Service History. (Just been Serviced)

1987 PORSCHE 911 CARRERA 3.2 CABRIOLET (G50 GEARBOX)
126.000 Miles, Manual Gearbox (G50), Matching Numbers Grample, Immaculate Blue Metallic Exterior, Full Marble Grey Intr. Matching Gark Bile Hood, Fully Electric Softoo, Electric Windows and Mirrors, Period Correct Fuchs Alloy Wheels, Comprehensive Service History, Very Original Condition, 10 Years with The Same Owner, Kept with the same specialist for a number of years

1984 PORSCHE 911 3.2 COUPE SPORT (BALTIC BLUE) 74,000 Miles
Manual, Baitic Blue Metallic Coach work, Black Leather Interior, Sunroof, Electric Mirror, Electric Window, Factory
Fitted AC, Factory Fitted Alarm system, Fully documented service history.

1991 - PORSCHE 964 C2 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.

1990 - 964 CZ CABRIOLET MANUAL (MIDNIGHT BLUE) – 108,000 Miles Midnight Blue Coachwork, Marble Grey Leather Interior, Sports Seats, Fully Electric Seats Sony CD Player, 17" Alloys, Full service History

#### FERRARI - MODELS FROM 1967 -

The control of the co

2008 - FERRARI 612 SCAGLIETTI COUPE (NERO BLACK) 11,000 Miles

EXAMPLE PLANNING SEX SURGILETH CLUTP (IRRUN BLAKE), 11,000 MINES

WILL MERO Black their Int, HCTC package, Sport Mode, Latest Software on Gearbox to enhanced speed of
Gearchange, Sports Sizhaus; 19\* Modular Alloy Wheels (HCTC Special), Ferrari Ceramic Brakes, Second
Generation Set Na, H-POD Connection, USB Connection, Telephone, Front & Bear Parking Sexoss, Electronic
Chromatic wing mirrors, CD Changes; Enhanced Sound system (BOSE), Nero Daydons seats, Memory Seats,
Lumbar support, Heated Seats, Type Pressure Monitoring System, Xenors lights, Full Climate control, Tracker
System, Full Ferrard Service History

for more information on the company and our stock.

2008 - FERRARI F430 SPIDER F1 (Fully protected and wrapped in white) 20,000 Miles
Coschwork as New condition, Grigio Silverstone: Coachwork, Nero Black Leather Interior with Red Carpet, Carbon
Fibre Tim, Ferrari Stereo with a telephone module, Manettino with Sports and track settings, Climate Control,
Ceramic Ferrari shelds, Front & Rear Parking Sensors, Ferrari Crested Headrests, Full Ferrari Service History, Very
Well Kept Example

2002 - FERRARI 360 SPIDER F1 (BLUE SILVER METALLIC) 33,000 Milles F1, 33,000 Milles F1, 33,000 Milles Azzuro California (Blue Silver Metallic) Coachwork, Nero Black Leather Interior, Nero Daytona Seats, Cruise Control, Kenwood Radio & CD Player, Ferrari Crest on the Headrest, Climate Control, 19° Daytona Alloys, Full main Dealer Ferrari Service History.

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 (Ferrari Service History)

1996 - FERRARI F355 SPIDER (MANUAL) GIALLO MODENA 28,000 Miles

1390 - PENNANT 7333 SPIDER (MEMPLAY) GIALLO MORENA ZOJUD MINES (Giallo Modena Yellow, Full Nero Black Int. Optional Sports Mode, Electric Seats, Electric Hood, Tonnau Cover, AC, R/Parking Sensors, Electric Windows & Mirrors, 18 Ferrari 355 Alloys, Original Toolkit, FSH, Recently Serviced, This car has been known to us for a period of 5 years.

1973 - FERRARI 365 GTB/4 DAYTONA RHD (ROSSO RED) 38,000 Miles.

Black/Red Leather Interior Red Carpets Climate Control "Ferrari Classiche" Full Continuous History Superb Provenance 3 Owners From New

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 Books Numerous Corcourse & Awards Winner Engine Rebuilt By Ferrari In Johannesburg 26,000
KMS Ago Comprehensive photos showing The Repairs & Work Done By Ferrari Exceptional Candition Throughout.

#### CLASSICS - AC / BENTLEY / JAGUAR / PORSCHE 356

1991 - AC COBRA LIGHTWEIGHT (BLACK METALLIC) 5,000 Miles.

1 of 26 RVD 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

1958 PORSCHE 356 A COUPE 1600cc (SILVER) LHD

73,000 Miles, Silver Coachwork, Green Leather Seats, Sunroof, 15" Wheels, Superbly restored, concours

1973 JAGUAR E-TYPE ROADSTER SERIES III AUTO 25,000 MILES

finished in Carmen Red with Black hide interior and Crema soft top, Automatic transmission, stereo system.
The finest Chrome wire wheels. Chrome exhaust system, Previous owner over the 32 years, totally restored to a very high standard. Total miles is 25,000, Fortune spent on restoring this superb E Type drives like new.This car is just amazing.

1962 - JAGUAR 3.8 MARK II AUTOMATIC LHD (BLACK) 16,478 Miles.

1962 JAGUAR 'E' TYPE ROADSTER 3.8 SERIES I (OPALESCENT SILVER BLUE)
Refurbished by one of the UK's most renowned 5-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 Leathr Gurney Nutning Coachwork 1 Owner 40 Years Extensive History A True Classic Completely Original
Throughout & Has Been Exhibited At Luois Vulton Concours O'Elegance In Paris 2003. Sunroof Produced By
Gurney Nutning Chassis Completely Original Throughout

1998 FIAT BARCHETTA CONVERTIBL MANUAL LHD

Blow with a new fact, make how the kind when the second with t



### DAVE SELBY'S HOT LITTLE NUMBER



# **Sunbeam Alpine**

Infinitely more affordable than an Aston, 007's first big-screen set of wheels is a bargain

JAMES BOND and Sir Cliff Richard have more in common than you might think. In 1962 Sean Connery drove a Sunbeam Alpine in *Dr No*, and in 1959 the proceeds of *Living Doll* enabled an 18-year-old Cliff to become the first member of his family ever to own a car, a new pearl grey Sunbeam Alpine in which he passed his driving test.

I don't quite know what to make of that or how it affects values, but one thing's for certain: the pretty 1959-on Sunbeam Alpine is not only the cheapest Bond car you can buy, it's also available for MGB money. That's a bargain. It's about time that this car – unfairly maligned as a 'woman's sports car' – received the attention it deserves.

When launched in Cannes in July 1959, the new arrival with its crisp transatlantic styling made the rival MGA and Triumph TR3 look dated. That it looked a little like a scaled-down Ford Thunderbird was no coincidence, for Rootes designer Ken Howes had not only worked at Ford America, but at Studebaker as a protégé of Raymond Loewy. The influence is clear in the sweep of the large tailfins of the early models.

But there was more to the Alpine than mere style. Its monocoque shell set new standards in rigidity for an open sports car and, although the 1500cc, 78bhp four-pot didn't endow the car with tarmac-ripping pace, performance was respectable. The Alpine was quicker to 60mph than the MGA 1500 and matched the MG's top speed of 98mph. The handling and ride were tidy and predictable, too, if lacking the hangon-for-your-life qualities that drivers of 'proper' sports cars like to inflict upon themselves.

Perhaps that whole 'woman's car' thing came from

the fact that many early adverts featured women at the wheel, and also that its cabin was not only well appointed but comfortable, too. In the olden days, die-hard cravatists used to think that wind-up windows, carpet and comfort made you soft. They were no doubt aghast at the Alpine's neat ragtop that folded away behind three steel panels (sadly deleted on Series IV cars), instead of the assemble-it-yourself-and-swear-at-it tops of the MGA and TR3A. Neither did they appreciate the optional automatic transmission offered from 1964. In truth, neither would you; go for manual plus overdrive.

When the MGB appeared in 1962 it was apparent that the Sunbeam's build quality was simply superior. Nevertheless, the Alpine was vastly overshadowed and outsold by its domestic rival, despite a series of model revisions. The engine grew eventually to 1725cc, which made less of a difference to ultimate performance than people assume, although the Alpine became a genuine 100mph car. A hardtop GT model appeared in 1963 (the aftermarket Sunbeam Harrington Alpine coupé had preceded it in 1961). Among other upgrades, the front disc brakes were enlarged, and adjustable pedals and steering and multi-adjusting reclining seats further improved driving comfort.

Along the way, in 1961, a Harrington coupé came 15th overall and second in class at Le Mans, averaging 94mph; that engine is eminently tuneable. If you want to damn the Alpine with faint praise, the word 'pleasant' will do it. But that's what this lovely little car was and is. And it was good enough for James Bond.

#### **PRICE POINTS**

1959 At launch the 1500cc Sunbeam Alpine cost £971, pitching it in with the 1600cc MGA Roadster, which was £30 cheaper, and the 2.0-litre Triumph TR3, which cost £20 more. A Morgan 4/4 was £706, the Renault Floride convertible cost £1191 and the Austin-Healey 3000 was £1168.

1962 When the MGB Roadster appeared priced at £834, the Sunbeam Alpine's sticker price was shaved by more than £100 in response, to £840. A Triumph TR4 was £906 and the Jaguar E-type roadster cost £1828.

CLASSIC AFTERLIFE The Alpine was always overshadowed on the road and in the market by the MGB Roadster, which sold over 500,000 to 1980 compared with 69,291 for the Sunbeam, which was axed in 1968. In the late 1980s, price guides valued first-rate chrome-bumper MGB Roadsters at £7000-plus, with Alpines at a little over half the money.

TODAY The car's relative rarity, difference and intrinsic merit are yet to be fully appreciated in the market. Values of average examples are broadly on a par with those of chrome-bumper MGBs, with useable driver-improver Alpines buyable at auction from around £5000. The top UK auction price for a standard road car is £11,660, paid in 2014 for a freshly restored Alpine V. However, better-quality examples have a margin on MGBs. In the trade, really decent cars are priced at £10,000-15,000, and a 1960 dealer car described as 'possibly the best fin-tail on the market' is currently available at £19,995.



### Mercedes-Benz 300 SL Roadster

Fitted with a Factory 300SL Hardtop this car has been recently treated to a cosmetic restoration including a bare metal repaint to the current Anthracite Grey. UK Registered and ready to be used and enjoyed immediately.

### Mercedes-Benz 300 SL Gullwing

Totally restored in Germany by leading experts with the body off, this stunning show quality Gullwing is presented with its factory supplied Belly Pans and in the ultimate colour combination of Blue Leather and DB180 "Silver Arrows" paintwork, which is the original colour.



This P400 Miura is presented in its breath-taking original colour combination and retains its original matching numbers motor. One of the most iconic shapes in car design, this car is stunning in every respect.



This Swiss supplied factory M471 "Lightweight" Carrera RS is presented in superb condition throughout having covered just over 2,000 kms since its full restoration in 2008. Original colour combination of Grand Prix White with Blue script. European taxes paid.



This matching numbers 330 GTC benefits from a recent restoration including a bare metal repaint to Stunning Grigio Mahmoud with the original Nero leather seats having been retained. This vehicle has recently been Classiche Certified by Ferrari and wants for nothing.



This example is an early European supplied "non-cat, non-adjust" F40, without doubt the most desirable specification. The vehicle's condition is spectacular. Having covered just under 25,000 kms from new this sensational F40 is ready to be viewed immediately.

**Acquisition Consultancy** 



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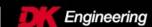








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### 1962 Jaguar 3.8 E type FHC race car

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



## 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



### 1955 XKI40 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!

### New price instructions: £79,500



### 1956 Jaguar XKI40 DHC

This car was restored around thirty years ago to take part in historic rallies. It has a really apt registration number, a C type cylinder head and practical enhancements including disc brakes all round, Koni shock absorbers, stainless steel exhaust system, 6-leaf rear springs, alternator, Mallory distributor, and oil cooler. It has been maintained by us for many years, remaining in a lovely patinated condition and as you would expect, drives very well indeed.

£85,000

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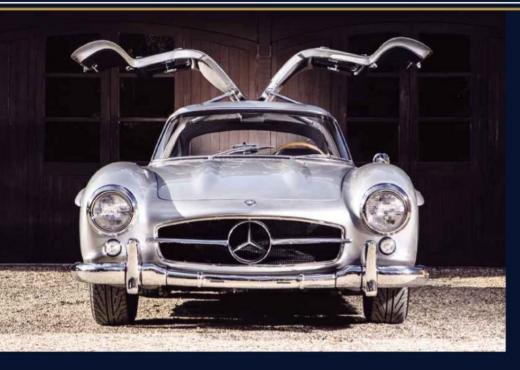
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**Top row:** *Left to right:* 1961 Facel Vega HK500, 1973 Citroen SM Coupe, 1987 Ferrari Testarossa, 1986 Lamborghini Jalpa. **Second row:** 1920 Mercer Raceabout, 1938 Mercedes-Benz 320B, 1938 AC 16/70 Drop Head, 1925 Rolls-Royce Silver Ghost. **Third Row:** 1964 Lancia Flaminia, 1971 Intermeccanica, 1973 Citroen DSuper5 Convertible, 1957 Daimler Conquest.

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1991 Rolls-Royce Corniche III Convertible Only 17,136 miles: Magnificent Condition



Right Hand Drive Concours: Classiche Certified: 1/43 Produced

1964 Ferrari 330GT:



1964 Jaguar E Type Series 1
3.8-Litre FHC
Left Hand Drive:
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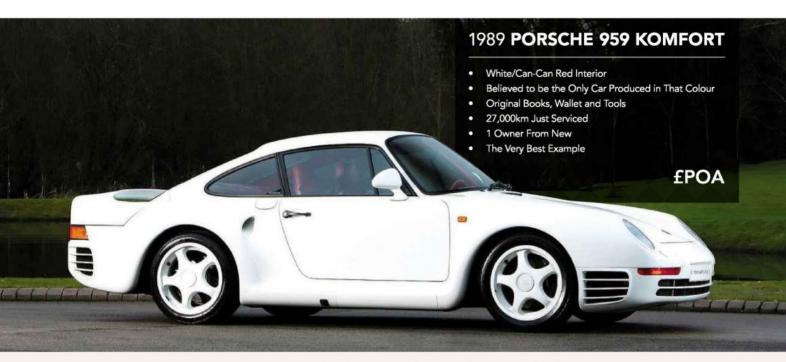


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02/1990 Rolls Royce Corniche Cabriolet Mk III Midnight Blue with Magnolia

£119,950 17,837 Miles

The Rolls-Royce Corniche Series III Convertible was introduced in 1989 with lots of improvements. This outstanding low mileage example comes with Blue Piping, Dark Blue Carpets & a Dark Blue Mohair Hood. The other options include Drinks Compartment to the Passenger Door, Veneered Door Panels, and Provision for Radio/Telephone Includ-



05/1978 Rolls Royce Corniche Mk II Black with Magnolia Leather

£99,950 12,500 Miles

We have known this Rolls-Royce Corniche from almost new as we bought it from its first owner as a delivery miles car. We bought & sold it twice more before it went to its most recent owner who kept it in his collection for 17 years. Its mileage & condition is totally genuine. In addition it has had a recent major service in May 2014. A rare opportunity



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1948 Talbot Lago T26C, 1959 Cooper Monaco T49, 1961 Maserati Tipo 63, 1966 Lola T70 Mk2, 1966 Dino 206 SP, 19966 Lola T70 Mk2, 1968 Chevron B8 1968 Ginetta G16 BMW, 1968 McLaren M4A F2, 1969 McLaren M10 F5000, 1971 Lola 212 BDG, 1975 Chevron B31, 1977 Shadow DN8 1978 March 782 BMW F2, 1978 Lola T298 BMW, 1983 Rondeau Group C1, 1999 Honda BTCC Super Tourer, 2010 Ferrari 430 GT2



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This is an extremely well presented, fully restored Jaguar XK150 OTS (roadster) 3,4 S with mechanical overdrive, it is an original UK right hand drive car in its original colour and has all numbers matching.





#### Jaquar XK140 DHC 1955

This Jaguar XK140 is an older restoration with good mechanicals and has recently been rewired. It is finished in metallic red with a cream/biscuit interior and a black mohair hood.

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### Jaquar XK120 OTS 1952

This XK120 has been built to period race specification but is still very much road legal. There is an extensive history file with the car which details much of the work done on the car and includes MSA/FIA papers. £74,500





#### Jaquar XK150 FHC SE 1957

This car is a very desirable original 'SE' (Special Equipment) car featuring an uprated version of the 3.4 engine with a 9:1 compression ratio and an overdrive gearbox. Red leather interior.



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1955 Triumph TR2 LHD (Restored)



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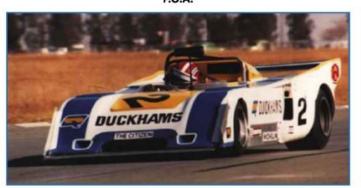


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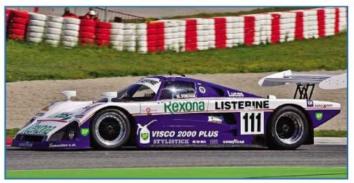
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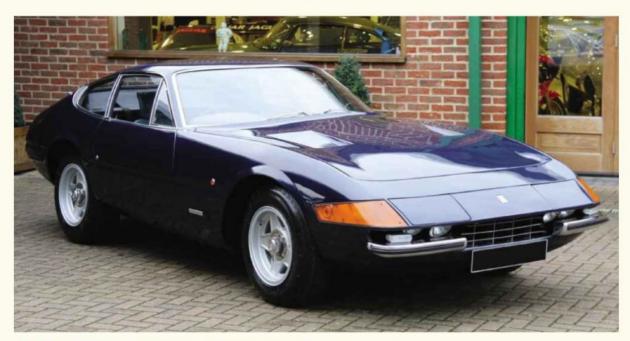
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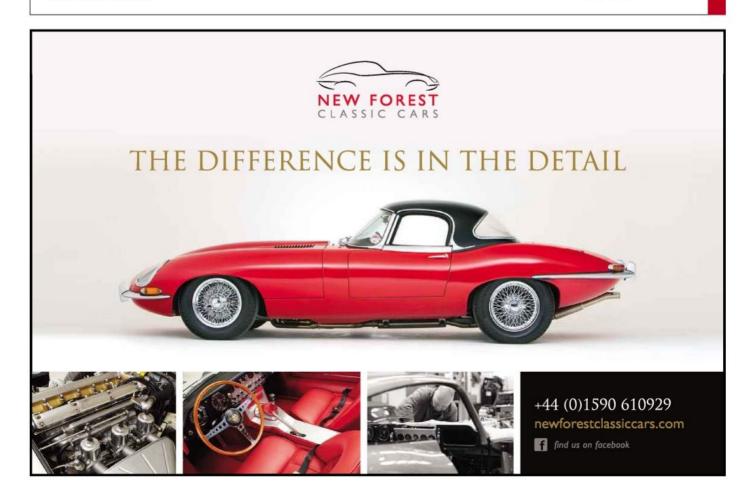
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Mille Miglia Red with Black Trim. 350 ci, Automatic, Detroit Locker, Hard and Soft Tops, Rallye Wheels, PAS, Electric Windows, Original Radio, Etc. Restored to an exceptional standard. The paint finish is like a sheet of glass! A stunning example of this American Icon.

LHD - £29,995



## 1988 PORSCHE 911 3.2 CARRERA TARGA - G50 CELEBRATION.

One of only 10 RHD Targa's Built. Finished in Diamond Blue Metallic with Marbl Hide. 120K Miles with Total Service History. Invoices on file in excess of £19,000. Every Invoice and Purchase Invoice from new. Outstanding specification includes GSO Short Shift Gear Box, Electric Seats, windows, and Mirrors, Remote Locking, Tinted Glass, Blaupunkt Music System, Recent Service, New Clutch, Brake Overhaul and Windscreen, I doubt a better example exists. RHD - £26,995



### 1959 MGA 1800 ROADSTER.

Glacier Blue with Grey Hide & Grey Weather Equipment. Restored from the ground up by Marque Specialist. Bob West, to the highest of standards. Fitted with 1800 Engine to Stage 1, Five Speed Gear Box, Alternator, Uprated Brakes, Will Wheels, Boot Back, Oil Cooler, Electronic Ignition, Twin Spot Lamps, Radio, Electric Ariel, Seat Belts. Works Style Wood Rimmed Steering Wheel Etc. Full photographic record and all invoices on file. In excess of £37,000 I An absolutely stunning example that will cruise happily at 80 MPH!

RHD - £32,995



#### 1997 PORSCHE 993 CARRERA C2S WIDE BODY - VARIORAM 285 BHP TIPTRONIC.

Arena Red with Marble Hide, 2 Owners, 66,000 Miles with Total Time Served History. Equipped with RS Alloys, Electric Sunroof, Seats, Windows, Mirrors & Locking, Rear Wiper, Sports Steering Wheel, High Level Brake Light, Tinted Glass Etc. The rarest C2 in exceptional condition having been serviced 16 times. This is, in my opinion, a very sound investment and what a sensational drive. The last true 911. RHD - £59.995



## 1967 AUSTIN HEALEY 3000 BJ8 PHASE 3.

Built Dec. 1967, 14th from last car produced. BRG with Full Tan Hide and Tan Mohair Hood. Total Ground Up Restoration by one of the best in the business. Uprated with Gas Flowed Unleaded Head, Competition Overdrive, Alternator, High Torque Starter, Spin On Oil Filter, Alloy Fuel Tank, Twin Spot Lamps, Reversing Light, 6" Chrome Wire Wheels, Mota Lita Steering Wheel, Badge Bar, Etc. Perfect Panel Gaps Etc. Rarely do cars of this quality come onto the open market. Quite Outstanding

RHD - £64,995



## 1958 ROVER 60.

Dove Grey over Smoke Grey with red Hide. One Owner until 1984, at which time it had only covered 8,700 Miles. Mileage to date is 13,900. This has to be the lowest mileage Rover extant. Has a most extensive history, including Original Log Book, Hand Books, service Bills Etc. equipped with free Wheel, Spot Lamps, Wing Mirrors, 'His Masters Voice' Radio, Rim embellishers Etc. It would be hard to believe that a better example exists.

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RHD - £34,995



1935 SS1 TOURER 2.6 OHV.

Masons Black with Tan Hide and Full Black Weather Equipment. Restored to absolute perfection some years ago and less than 3,000 miles covered since. Reputedly uprated with its 'SS engine in period, making it a much better performing example. Just extensively serviced and recommissioned, so now ready to go. Flaving owned and sold this model in the past I doubt if a finer example exists. Quite simply – it is absolutely stunning.

RHD - £129,995



## 1958 TRIUMPH TR3a

Sebring White with Red Hide, A UK example - 33 CUR - Having had a Ground Up Profes-Restoration with Invoices on file for in excess of £38,000. Specification includes Uprated Overdrive with rack and Prinion Steering, Stage 3 Engine on Webbers, Full Tubular Sports Exhaust, Chrome Wire Wheels, Drilled Disc's and AP Calipers, Uprated Suspension, Chrome Wire Wheels, Uprated Suspension Etc. Less than 3,000 Miles since. Absolutely Outstanding

RHD - £36,995



## 1971 MGB 1.8 ROADSTER.

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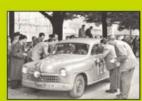
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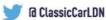






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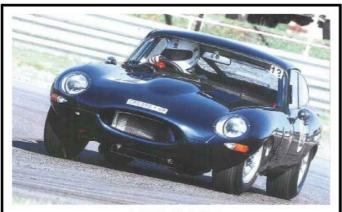
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1988. Morgan Plus 8 – 3.5 V8. Corsa red with magnolia leather bit ned with 51,400 miles from new. Walnut dash, redining seats, Motowood steering wheel, small luggage rack, black PVC hood, tonin cover and side-screen bag, Brooklands aepo screens, radio and bar.



2011. Morgan Plus & 60th Anniversary Supersport No. 23/60. RAF blue with black perforated leather trim. This immaculate one owner from new car has covered just 1,070 miles from new. No track use and absolutely immaculate. The best colour



2014, Morgan 4/4 – 1600ct Sigma, Just 2,800 miles from new. Finish in Morgan soorh black with Saddle tan leather and black wire whee this car has the desirable options of waint, dash, 1/4 Moto-lita wain wheel, front and rear over fiders, elasticated door pockets, sun viso



1953, Morgan Plus 4 - a seater 2080c. Deep Maroon with black interior trim the car has been in long term ownership from the mid syrych until acon having seen many of the lare years sorred in dry condition. See drives externelly well but the paintwork and timis earth, perfect and would benefit from some attention. That not the paintwork are described to the paintwork as the property properties and would be earth from some attention. That not the paintwork are the properties are preferable, when the described described the paintwork are the properties.



2007, Morgan Roadster q.o. Dite V6 Lightweight - Series 1. Finished in Morgan Le Mans colours of blue and silver metallic. This car comes supplies with the full road pack comprising of full width windscreen, hardicop, side screens, passenger race seat and harness. She is fully road registered with only upon miles recorded, full details on recursest. Pau, poor

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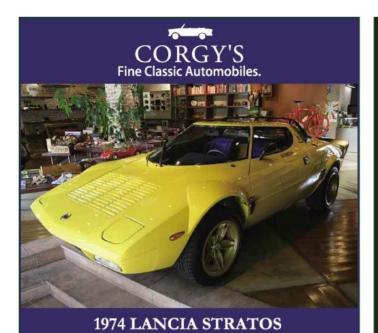
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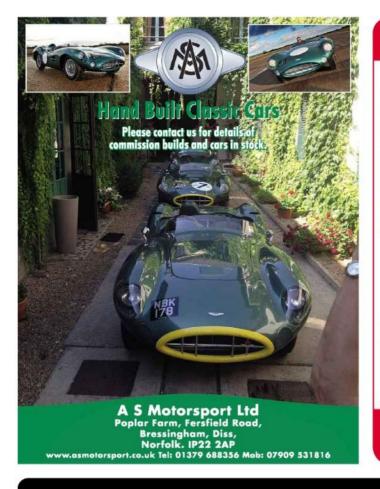
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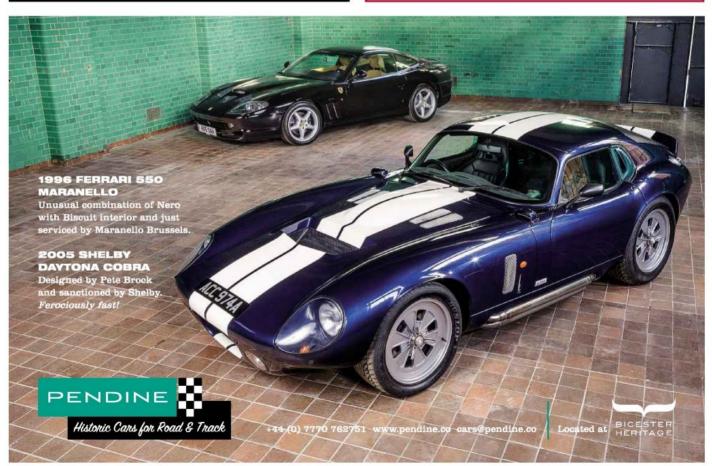
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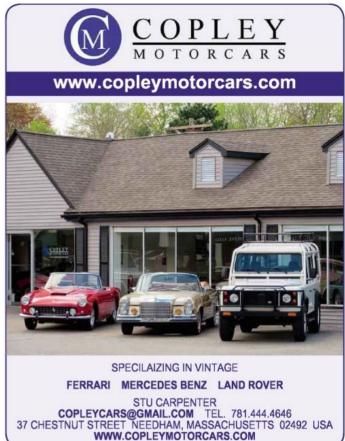
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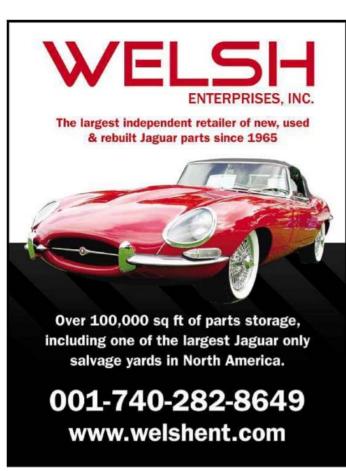














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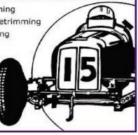
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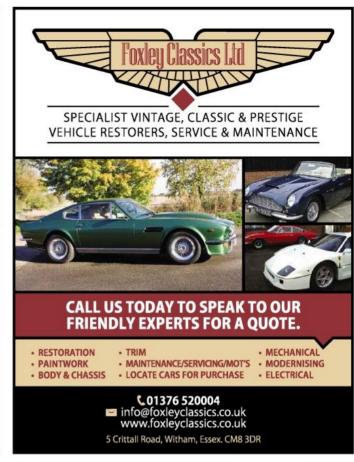


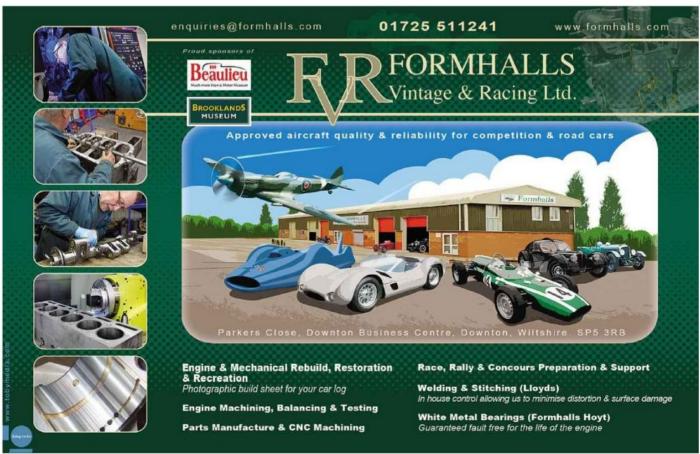
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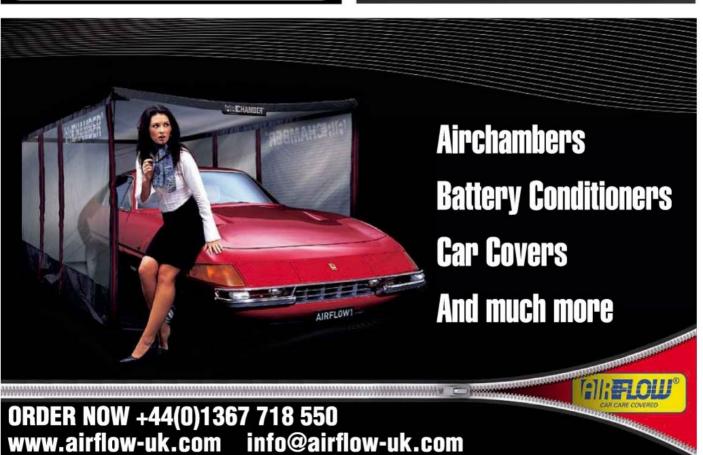


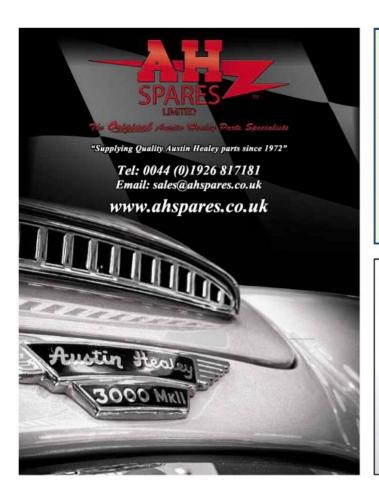




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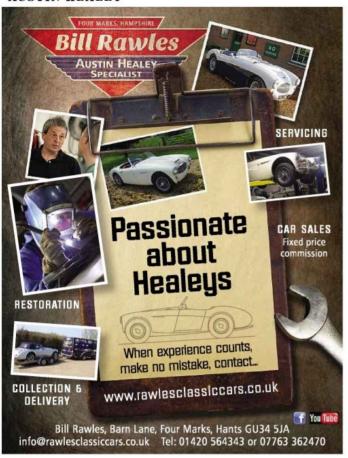
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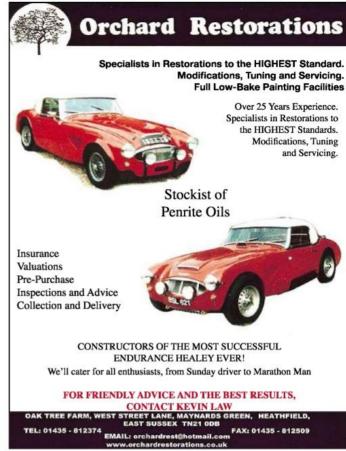




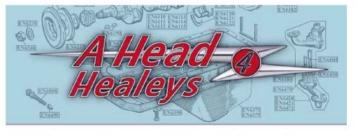


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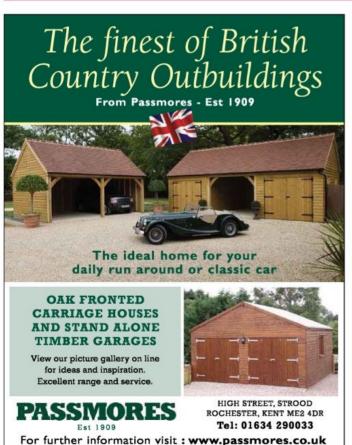
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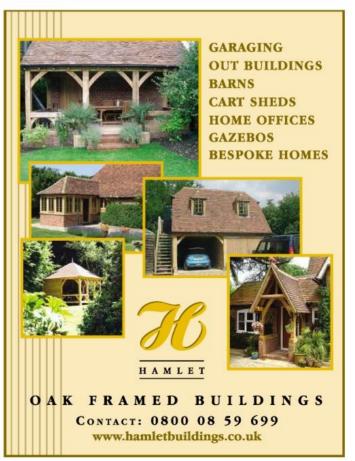


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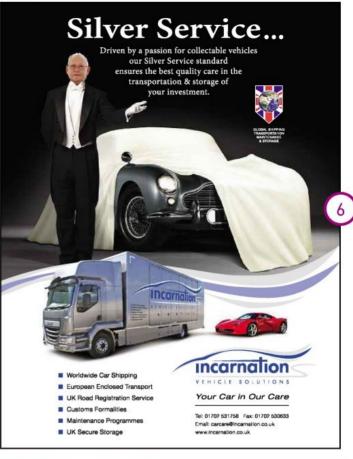


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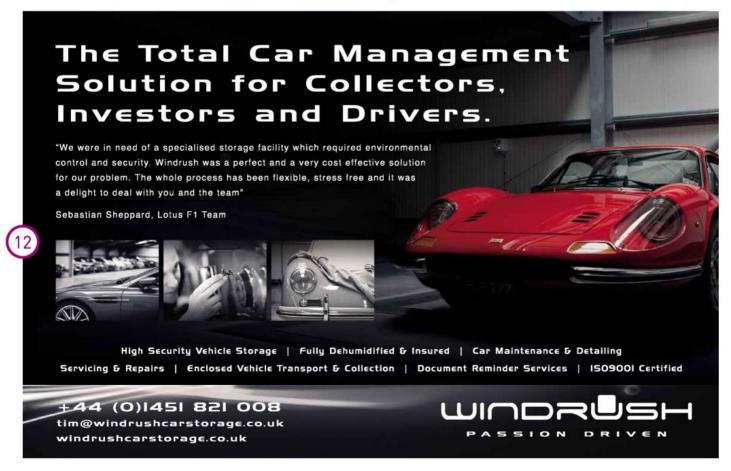
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## 'Mad' Max Papis

Formula 1, IndyCar, NASCAR, Champ Car, Le Mans... the Italian-born, US-based racer lives life to the max

LIVE ON an 80-acre farm in North Carolina with my wife Tatiana [the daughter of Emerson Fittipaldi] and our two boys, Marco, eight, and Matteo, five. We have two dogs, three cats, two miniature donkeys, two miniature pigs, two chickens, 40 Black Angus cows and 27 calves. We also grow our own vegetables. So, when I'm not driving a race-car, I'm usually sitting on a tractor.

I've been a professional racing driver since I was a kid racing karts. I'm 45 now and, although I am still deeply involved in racing, in recent years I have also been building a life away from the sport.

I set my alarm for 5.25 every morning. From Monday to Thursday, I'll feed and check the animals and have breakfast with the family. Then either Tatiana or I will take the boys to school before we go to our office, from which we run two businesses. Max Papis Innovations produces steering wheels for stock car racing. I would say that 80% of the top NASCAR teams use our wheels and I'm very proud of that. We develop them in the States but they are made in Europe. When I started in stock cars, the steering wheels were basically a piece of

pipe welded to the spokes. Ours are much lighter and safer, developed by using F1 and sports car technology. In the event of an accident, our wheels will fold up to help prevent injuries to arms and wrists. Our aim is to expand into other branches of motor sport.

Our other business, Max Papis International, is larger. We are the brokers for four major European companies in the USA. They produce deli goods, coffee and innovative household cleaning products. I use the team and sponsor connections I made in racing to give European companies the opportunity to work with US supermarkets, retailers and distributors.

On Thursday afternoons, I head for the race track. That's where I am until Sunday night. I test and race stock cars on the road courses for Richard Childress Racing, who are a huge team within the sport with over 400 employees. I also coach, guide and offer business advice to their two young drivers, brothers Ty and Austin Dillon, who are the two most talented young drivers in NASCAR. I go to every one of the 36 NASCAR races each year.

I raced a Corvette prototype in this year's Daytona 24 Hours and will be doing so again next year. I won Daytona in 2002 in a Judd

#### 'When I'm not in a race-car, I'm usually sitting on a tractor'

Dallara. But it was my first ever race in America, the 1996 Daytona 24 in a Ferrari 333SP, that kick-started my career here. At the end of 1995, after my not-so-great Formula 1 experience with Arrows [seven races but no championship points], I thought my race career was finished. I got a call from a close friend of Piero Ferrari and was invited to Daytona to test a Ferrari 333SP and was subsequently offered a drive by Gianpiero Moretti of Momo. It was my first time in America and it was quite an adventure. I was born in Italy and the McDonald's sign at Daytona was bigger than my whole village.

My team-mates were Mr Moretti, Bob Wolleck and Didier Theys. We started from pole but, near the end of the race, Wolleck was hit by another car and we lost a lot of time, so, with nothing to lose, I was told to try and catch the leader. I drove absolutely flat-out and made up two-and-a-half laps and I came into the pitlane for a pitstop in fifth gear at 260km/h [162mph]. That's why I got the name 'Mad Max' and was basically why they introduced pitlane speed limits soon after. People still call me 'Mad Max', which I like. It separated me from the rest of the other race-car drivers.

Anyway, we finished second in what was then the closest-ever finish in the Daytona 24 Hours. When I got out the car I was handed a phone and it was Mr Montezemolo, president of Ferrari, congratulating me on a great race. It was a dream come true for a young Italian.

I was offered further drives in the Ferrari by Gianpiero Moretti and I was actually paid to race instead of having to pay, as I did in F1. I won three races that year and finished second in the IMSA Championship.

In 1997, I moved to America and returned to single-seaters in CART and IndyCar. I raced in the Indianapolis 500 three times. I was 2004 Grand-Am Champion, raced with Corvette Racing for several years and, in 2006, started in NASCAR. This year I drove the Childress No 3 Chevy NASCAR in the shootout at the Goodwood Festival of Speed, which was wonderful.

At home, after tea at 6.30pm, I do more work on the farm and I'm usually in bed by 9.30pm, totally exhausted. I live my life at Max rpm!

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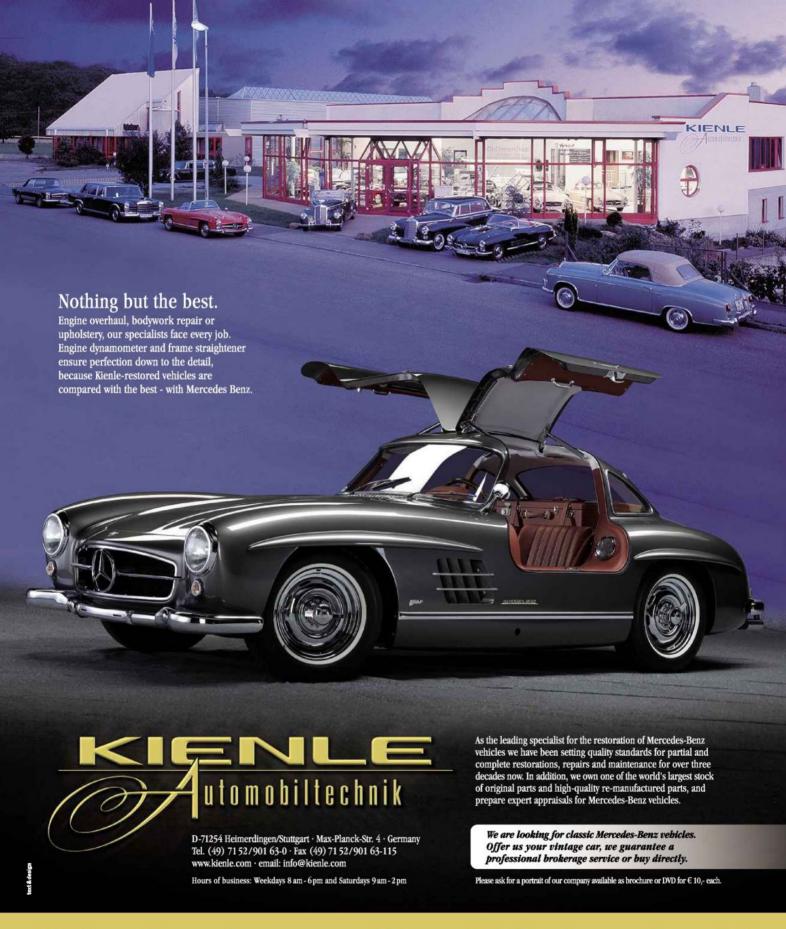


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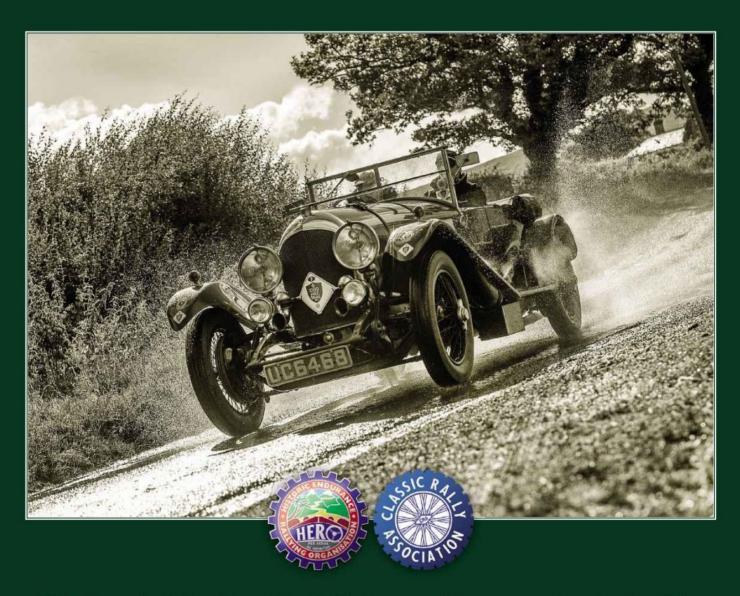


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## WELCOME

The International Historic Motoring Awards aim to recognise the best of the best in the classic car world, from cars and personalities to restoration specialists and events. This year the competition was fiercer than ever...



## Robert Coucher

#### INTERNATIONAL EDITOR, OCTANE MAGAZINE

> IN JUST FOUR years the International Historic Motoring Awards has become an important fixture on the calendar, and its growth reflects that of the classic car industry, which continues to flourish thanks in no small part to the passion, talent and hard work of this year's IHMA winners and nominees.

The success of the Awards, of course, is also a reflection of the continued and generous support provided by EFG Private Bank, a longstanding backer of key historic motoring events around the world.

The 2014 ceremony, held at the St Pancras Renaissance Hotel in London, was the biggest yet and was attended by the great and good of the car world, including racing legends John Surtees and Paddy Hopkirk, Jaguar test driver Norman Dewis and rally navigator extraordinaire Willy Cave.

Outside the venue guests encountered more big names, with a trio of historic machines on display: the Jaguar D-type chassis number one, a beautiful 1934 Triumph Dolomite 8C, and the extraordinary 1938 Mercedes-Benz 540K Streamliner, which returned home to Germany with the prize for Restoration of the Year.

Master of Ceremonies this time was Tiff Needell, and the 'Earl of Oversteer' entertained a truly international audience all evening with anecdotes from his long and varied racing career. Guests came to London from all over Europe and the USA, and from as far away as Japan, proving that the classic car movement is in rude health right across the globe.

They showed themselves to be a generous bunch, donating almost £3000 to the Henry Surtees Foundation, which provides facilities and equipment to those suffering from the effects of brain and physical injuries, as well as training for young people – particularly those with a keen interest in motor sport-related industries.

Hopefully some of that money will aid the development of the next generation of IHMA nominees, who would do well to emulate the exploits of those honoured in these pages.



## THE AWARDS NIGHT IN PICTURES

Combining a beautiful venue, impressive guest list and fantastically friendly atmosphere, the Awards night was one to remember – and not just for those who took home a prize





















Clockwise from far left
Guests were welcomed to the stunning
venue by some equally stunning cars,
including the 1938 Mercedes-Benz 540K
Streamliner that took the prize for
Restoration of the Year; night becomes
George Gilbert Scott's Gothic Revival
masterpiece; Jaguar test driver Norman
Dewis (second from left, wearing bolo
tie) was on fine form even before picking
up the award for Personal Achievement
of the Year; navigator Willy Cave,
recipient of the Lifetime Achievement
award; F1 veteran Rupert Keegan (right,
wearing glasses) with BTCC champion
Robb Gravett.





































#### Clockwise from top left Robert Coucher finds Tiff Needell's funny bone; the 2014 trophy, inspired by the wheel of a Jaguar E-type; HERO's Tomas de Vargas Machuca heads to the stage to accept the prize for Rally of the Year; Norman Dewis is congratulated by Murray Smith and racing legend John Surtees; the team from Octane Japan; Anita Greiner of Mercedes-Benz Classic was the winner of the latest painting by Klaus Wagger; Sir Greg Knight MP and Lawrence Whittaker of Lister Cars; Willy Cave, receiving his award from rally driver Paddy Hopkirk, knows how to work a room; EFG's Keith Gapp presents the trophy for Motoring Event of the Year to Patrick Peter as Lord Pembroke applauds; Neil Cummings, co-CEO of Carroll Shelby International (wearing black bow tie); Jonathan Turner's 1934 Triumph Dolomite 8C; model Jodie Kidd shares a laugh with Paddy Hopkirk.





## HOW THE AWARDS ARE JUDGED

The winners are chosen by noted collectors, journalists, designers and experts from all corners of the motoring world

> THE EXPERT PANEL of judges has once again evolved, with several distinguished names added this year, including Jaguar's director of design Ian Callum; Ben Cussons, motoring committee chairman of the RAC; and event organiser Patrick Peter of Peter Auto.

Each judge has considered the entries to 13 of the 14 categories, while *Octane* readers voted for Car of the Year.

Given the vast experience of the panel, it is inevitable that some judges will be involved with certain nominees, but impartiality is assured: where a judge is linked to a candidate, he abstains from scoring in that category. Each judge works in private and submitted votes are held until all scores are in.





#### 2014 JUDGING PANEL

#### DEREK BELL

Five-times Le Mans winner

#### HORST BRÜNING

President, FIVA

#### IAN CALLUM, RDI

Director of design, Jaguar Cars

#### ROBERT COUCHER

International editor, Octane

#### BEN CUSSONS

Motoring committee chairman, Royal Automobile Club

#### BERTHOLD DÖRRICH

Presenting editor, Octane Germany

#### TONY DRON

British racing driver, motoring author and journalist

#### LSCOTTGEORGE

VP, The Revs Institute for Automotive Research; president, ČH Motorcars LLC; associate curator, Collier Collection

#### **EDGILBERTSON**

Chief judge, Pebble Beach Concours d'Elegance

#### McKEEL HAGERTY

Chief executive officer, Hagerty

#### SHIRO HORIE

Editor in chief, Octane Japan

#### SIMON KIDSTON

Founder, Kidston SA

#### DAVE KINNEY

Historic vehicle collector; appraiser and journalist for Automobile and the New York Times

#### **JAY LENO**

TV presenter, columnist and collector

#### NICK MASON

Historic racer, columnist and collector

#### JOCHEN MASS

Racing driver

#### BRUCE MEYER

Founding chairman, the Petersen Automotive Museum

#### DR FRANZ-JOSEF PAEFGEN

Head of classic activities, VW Group

#### PATRICK PETER

Historic motor sport event creator and organiser

#### MURRAY SMITH

Historic car collector and racing driver

#### PETER STEVENS

Renowned automobile designer

#### DUNCAN WILTSHIRE

Chairman, Motor Racing Legends; co-founder, Donington Historic Festival

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## MUSEUM OR COLLECTION OF THE YEAR

Over the past year the shortlisted five have all played a major role in celebrating automotive heritage and keeping classics relevant for future generations. But which stood out?



#### HAYNES INTERNATIONAL MOTOR MUSEUM

Sparkford, UK

> IN 2014, AFTER more than ten years of planning, the Haynes International Motor Museum opened a new £5 million home.

The museum, a charitable trust founded by John Haynes OBE in 1985 (sons Marc, in left foreground, and Chris are pictured receiving the award from Tiff Needell, on right), is dedicated to the preservation, restoration and education of motoring culture. The collection started with 30 vehicles but today numbers more than 450.

The latest development, opened in April, is a new building housing three exhibition halls and conference facilities, while outside there is a playground, another display area, an improved test circuit, and a new shop and café.

Those three new exhibition halls – housing the displays 'Minis and Micros', 'Century of Supercars' and 'Motorcycle Mezzanine' – have given the the museum the opportunity to grow its collection futher and to become more interactive; one of the new exhibits allows

visitors to 'virtually' respray a real Mini. Such additions will be put to use as the museum continues its work with schools and colleges, educating students of science, technology, design, history and sociology.



#### THE SHORTLIST

#### Don Garlits Museum of Drag Racing

Ocala, USA

An incomparable display of drag racing history, curated by one of the sport's greatest drivers and trailblazers.

#### Blackhawk Automotive Museum

Danville, USA

Part-museum, part-gallery, the worldfamous Blackhawk celebrates cars as art.

#### LeMay - America's Car Museum

Tacoma, USA

Focused on preservation and education, LeMay houses a fabulous collection of cars in an equally fabulous, sculptural building.

#### Simeone Foundation Automotive Museum

Philadelphia, USA

Dr Fred Simeone's collection of racing cars is among the world's most important.

## SPECIALIST OF THE YEAR

From restorers to fuel-additive experts, historic automotive specialists play an essential role in keeping classics on the road and track.

Who impressed our judges most in 2014?



#### **HK-ENGINEERING**

www.hk-engineering.de

> 2014 HAS BEEN a winning year for HK-Engineering: cars restored by the German Mercedes-Benz 300SL expert won prizes at some of the world's most prestigious events, including four at Villa d'Este (for the 19th alloy-bodied Gullwing and a 300SL Roadster once owned by Rudolf Caracciola), as well as a brace at the Hampton Court Palace Concours of Elegance in early September.

The company, run by Hans Kleissl (pictured), currently has ten Gullwings and nine Roadsters undergoing restoration at its Polling HQ, which is staffed by 45 specialists and features an engine shop as well as in-house departments for injection pumps, upholstery, bodywork, spare parts, servicing and racing.

Kleissl and his team are passionate about automotive history, and the company's restorations are notable for their originality and correctness, with every effort made to avoid replacing precious original parts.



#### THE SHORTLIST

#### Strada e Corsa

www.stradaecorsa.com Netherlands-based Italian GT gurus.

#### RS Panels

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## RESTORATION OF THE YEAR

Historical research, creativity, commitment and the highest conceivable level of workmanship: all are vital to a world-class restoration, and all were evident in each of this year's nominees. Which took the crown?



#### 1938 MERCEDES-BENZ 540K STREAMLINER

Mercedes-Benz Classic

> THE RESTORATION OF the 540K Streamliner was one of the most complex projects ever undertaken by Mercedes-Benz Classic.

In 1937-38 the special vehicle production unit at the company's Sindelfingen plant created this pioneering vehicle, which was used by Dunlop for high-speed tyre testing. During the 1950s the car was brought back to the Mercedes-Benz Museum and in 2011 the go-ahead was given to restore it.

While components such as the frame and rear axle had been preserved, the striking, slippery aluminium body needed to be built from scratch using the original drawings from the company archive. Numerous experts were drafted in to help with the project, and dedicated three years to the painstaking process of renovating original components and adding missing parts, until in 2014 the 540K Streamliner was complete.

It was unveiled in the spring to the same sort of wonder and amazement that greeted it when it first appeared more than 75 years ago.

The award was presented to Michael Bock of Mercedes-Benz Classic (pictured centre).



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#### THE SHORTLIST

#### 1922 TT-winning Sunbeam

Graham Millard and team 'Counter-restoration' has returned the Tourist Trophy winner to in-period state.

#### 1934 Triumph 8C Dolomite

#### Blakeney Motorsport

Skilful work has allowed this rally car to retain more than 90% of its original parts.

#### 1959 Ferrari 250 TR59 Fantuzzi Spider David Smith

The Hill/Gendebien Sebring winner took two class trophies at Pebble Beach in 2014.

#### 1980 and 1981 Mercedes-Benz 600 Pullman Landaulets

#### Kienle Automobiltechnik

This uber-rare pair emerged following a staggering 6500 hours of work.

#### 1955 Mercedes-Benz 300SL Gullwing

#### HK-Engineering

Now just as it was for the '56 Mille, and the winner of two awards at Villa d'Este.



## BE A PART OF JAGUAR'S HERITAGE

Jaguar cherishes its heritage just as much as you do, which is why it has opened a brand new workshop at the legendary Browns Lane site in Coventry - the spiritual home of many vintage Jaguar models.

Operated by the same highly skilled craftsmen, engineers and specialists who will build the six new Lightweight E-types, all the servicing, restoration and genuine parts come with a full warranty.

Customers receive an official Workshop Service Book and Stamp that's only available from Jaguar Heritage. They can also visit the workshop to see the work in progress and specify a collection and delivery service from anywhere in the UK.\*

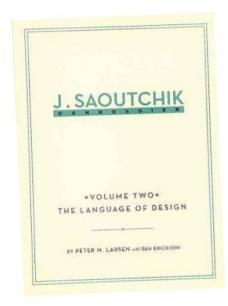
For an appointment, contact +44 (0)203 601 1255 or email heritage@jaguar.com.





## PUBLICATION OF THE YEAR

Whether you're reading or watching, the best publications on historic cars entice, engage and inspire. Our judges shortlisted eight – could they narrow it down to one?





#### JACQUES SAOUTCHIK, MAITRE CARROSSIER

Peter Larsen with Ben Erickson, Dalton Watson Fine Books

>THIS WEIGHTY OFFERING is a comprehensive study of one of France's greatest coachbuilders, and covers its subject in hugely impressive detail over three volumes, 1164 pages and some 3000 images.

The first volume, titled *The Life of a Jeweller in Steel*, is the story of Jacques Saoutchik, the founder of the company. It is a tale that spans eight decades, a flight from Imperial Russia, incarceration, the birth of the automobile, the Great Depression, and the heyday of the Carrosserie D'Automobile Luxe in France – all set against a backdrop populated by glittering Parisian socialites, artists and couturiers.

The second volume, The Language of Design, analyses the evolution of the company's coachwork, using rare and fascinating design drawings that are reproduced in high quality. The third, Heavenly Bodies, is a beautiful photographic record of the cars built by Saoutchik and his son, Pierre.

The book is the product of two years of research by Peter Larsen (pictured second from left) and Ben Erickson, whose efforts unearthed much previously unknown information.



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> www.hortonsbooks.co.uk



#### THE SHORTLIST

Magical Moments – the Time of the Silver Arrows (DVD) www.mercedes-benz-classic-store.com

Figoni et Delahaye, 1934-1954, La Haute Couture Automobile Jean-Paul Tissot, E.T.A.I

Follmer, American Wheel Man Tom Madigan, Ejje Publishing Group

Grand Prix Zandvoort – the History of the Dutch F1 GP 1948-1985 Mark Koense, Tuvalu Media

Jaguar Lightweight E-type – the Autobiography of 4 WPD Philip Porter, Porter Press

John Surtees – My Incredible Life on Two and Four Wheels John Surtees/Mike Nicks, Evro Publishing

Targa Florio 1955-1973 Ed Hewvink, McKlein Publishing

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## MOTORSPORT EVENT OF THE YEAR

Historic racing fans are spoilt for choice these days, as were our judges when choosing between these six superb events



#### LE MANS CLASSIC

Le Mans, France

> THE LE MANS 24 Hours is the most famous motor sport competition in the world – and the toughest as well.

For more than 90 years, manufacturers and drivers have battled to add their names to the list of 24 Hours winners, and once every two years the Le Mans Classic brings all that history to life, offering enthusiasts the opportunity to watch a vast and gloriously noisy array of classic and vintage machinery tear up the tarmac of the famous French circuit.

The Peter Auto-organised event (Patrick Peter is pictured receiving his award), first held in 2002, was attended by 110,000 spectators in 2014. Drivers and collectors from 30 countries took part in some truly exceptional cars, with entries numbering almost 500, and 8000 club cars filled the car parks and fields surrounding the track, creating a unique atmosphere.

This year's gathering included for the first time a children's race, which saw a field of under-12s battling one another in half-scale electric cars and making the traditional Le Mans running start; the future of this fabulous event is in no doubt.



#### SPONSORED BY

#### Jaguar

Jaguar was founded by Sir William Lyons in 1922, as Swallow Sidecars Ltd. From humble Blackpool roots, via a change of name to Jaguar after WW2 and a move to Coventry, it grew into one of the world's leading makers of sports and luxury cars, including such legends as the SS100, XK120, E-type, XJ6 and XJ220. Today it's enjoying a golden era, with record sales and an enthusiastic press reception for its range, which includes the XF saloon and Sportbrake, XJ limousine, XK grand tourer and F-type sports car.

> www.jaguar.co.uk



#### THE SHORTLIST

#### Gaisbergrennen

#### Salzburg, Austria

Monaco-style street racing in town combined with closed-road driving up the mountain.

#### Silverstone Classic

Silverstone, UK

A record 1125 entries from all eras made this the world's largest motor sport event in 2014.

#### Rolex Monterey Motorsports Reunion

Laguna Seca, USA

Four days of top-class racing at Laguna, which attracted more than 60,000 spectators this year.

#### Eifel Rallye Festival

Daun, Germany

This free event recreates the world of rallying in the 1960s, '70s and '80s.

#### Grand Prix de Monaco Historique

Monte Carlo, Monaco

For two days in May the principality goes back in time with no-holds barred street racing evoking the glory days of 1939-1978.





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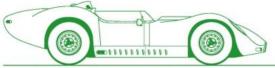
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LISTER JAGUAR KNOBBLY - CAMBRIDGE 2014 The first 2014 Knobbly outside Cambridge University www.youtube.com/listercars





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## RALLY OF THE YEAR

A road rally is perfect for fun-loving classic car owners with a competitive streak. Our shortlist takes in Scandinavia, the UK, France, Africa and even Myanmar – but which event won the award?



#### THE ROYAL AUTOMOBILE CLUB 1000 MILE TRIAL

#### England and Scotland

> THE ORIGINAL 1000 Mile Trial took place all the way back in 1900. Designed to show off the motor car – an innovation that many people considered would never become a commercial or practical success – it was an extensive demonstration trial that tested both mechanical and human endurance.

It took 114 years for the 1000 Mile Trial to be run for a second time, and a collaboration between the Royal Automobile Club and HERO Events (HERO joint managing directors Patrick Burke and Tomas de Vargas Machuca are pictured receiving their award). The 2014 event took the form of a reliability trial for pre-war vehicles and was classed as an intermediate event, so navigation was fairly straightforward, and the route designed to be sympathetic to the vehicles taking part.

That meant that the participants had plenty of energy for the social aspects of the Trial, and time to savour stops at fine hotels, stately homes and



museums. Those who lined the roads of the route enjoyed themselves just as much as the entrants, with the cars receiving a warm and appreciative welcome wherever they went.

#### THE SHORTLIST

#### The Winter Trial

Denmark, Sweden and Norway
Six days of ice and snow driving across
Scandinavia, including regularity sections
and a variety of special tests.

#### Road to Mandalay

#### Myanmar

A three-week rally for 25 pre-1972 cars, taking in temples and valleys.

#### The 1st Alpine Trial

#### France

A three-day re-enactment of the original Alpine Trial, featuring cars of the 1930s.

#### Classic Safari Challenge

South Africa, Zimbabwe and Namibia An epic, 5000-mile marathon starting and finishing in Cape Town and crossing into Zimbabwe and Namibia.

## TOUR OF THE YEAR

It's a beautiful world out there, and what better way to explore it than from behind the wheel of an historic vehicle? Our judges chose from five of the most glorious tours of the past year



#### MASERATI CENTENNIAL INTERNATIONAL GATHERING

Modena to Turin, Italy

> THE MASERATI CENTENNIAL International Gathering, which took place in Italy in mid-September, was the highlight of the marque's official centenary celebrations.

The three-day tour from Modena to Turin involved cars and collectors from all over the world, and started in Bologna with a visit to the Fountain of Neptune, which is the inspiration for the Trident badge.

More than 200 Maseratis paraded through Italian towns along the route, to the delight of the assembled crowds. A full complement of road models from the marque's storied history took part, including the A6GCS/53, 3500GT, 5000GT, Sebring, Mistral, Mexico, and examples of the original Ghibli and Quattroporte, Bora, Indy and Khamsin. Those road models were able to stretch their legs on a track day, and a concours d'elegance rounded out a special event.

Receiving the award was Maserati's regional manager for North Europe, Peter Denton (right).



#### THE SHORTLIST

#### The 30th Grand Tour

Paris to Barcelona

Entrants solve cryptic clues as they motor along the spectacular, mostly empty roads of the Alps.

#### The Scottish Malts Reliability Trial and Classic Car Tour

Scotland

The much-loved tour around Scotland takes in famous distilleries and stately homes.

#### ASC Ein- und Zwei-Zylinder-Kriterium 2014

Germany

Some of the oldest active cars in the world blow away the cobwebs.

#### Bentley Drivers' Club – Europe By Bentley Europe

A month-long extravaganza across Europe.



## CLUB OF THE YEAR

They work hard to help classic vehicle enthusiasts meet like-minded folk, raise our profile and support technology and legislation to keep us on the road. Choosing just one wasn't easy...



#### VINTAGE SPORTS-CAR CLUB

www.vscc.co.uk

> SINCE 1934 THE Vintage Sports-Car Club has become one of the world's best regarded motoring clubs, organising around 40 events each year, from circuit racing and hillclimbs to trials and rallies.

Events feature cars from the Edwardian and Vintage eras and selected 'Post-Vintage Thoroughbreds' built between 1931 and 1941. In addition, 1950s sports racers and Formula 3, Formula Junior and Grand Prix single seaters built before 1961 also compete at many events.

This year has seen the VSCC celebrate its 80th anniversary by running more than 50 MSA events, covering eight motor sport disciplines.

The club's 7500-strong membership not only benefits from competitive events, but also from more than 500 (rather more relaxed) pub meets each year. A social ethos gels the club together, and the VSCC Library is one of the foremost collections of motoring books, magazines, handbooks, sales literature, photographs, films, videos, DVDs and ephemera in the UK.

Pictued accepting the award are the club's James Taylor and Julian Ghosh (second and fourth from left respectively).



#### SPONSORED BY

#### Footman James

The Footman James collectors' team specialises in insurance solutions for the collector of classic vehicles. Sharing enthusiasts' passion for nearly 30 years, Footman James has been at the heart of the classic vehicle movement, and throughout this time has developed a true understanding of the market. Through this strength we've been able to negotiate exclusive access to a specialist collectors' product. We currently arrange cover for close to £1 bn worth of classics.



#### THE SHORTLIST

#### Jaguar Enthusiasts' Club

#### www.jec.org.uk

The largest Jaguar organisation in the world celebrated its 30th anniversary with a special event at Thoresby Hall that gathered 1200 Jaguars together.

#### Maserati Club UK

#### www.maseraticlub.co.uk

The 650-strong club punched well above its weight in 2014 as it helped support Maserati's centenary celebrations.

#### Vintage Hot Rod Association

#### www.vhra.co.uk

The club was instrumental in staging the new Atomic Vintage Festival, and revived the Flathead Meltdown drag race series, too.

#### Historic Rally Car Register

#### www.hrer.co.uk

Long at the forefront of historic rallying, the club celebrated its 30th anniversary in 2014 with the Classic 30 – a weekend of competition on classic rally roads.



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\*All cover is subject to insurers terms and conditions, which is available upon request. \*\*Premium example based on: 1978 Jaguar Series 2. Value: £3500. Main policy only and does not include any FJ+ cover options. All premiums assume the vehicle is not the main car and includes Insurance Premium Tax. Male driver aged over 25 years old, 2000 annual limited mileage, and full clean driving licence with no claims or convictions. Member of associated club. Postcode OX10, vehicle garaged with no modifications. Includes a £10 arrangement fee.



## RACE SERIES OF THE YEAR

Organising a thrilling historic race series is a real achievement

– one to which every shortlisted entry here can lay claim.

But which delivered the most memorable action?



#### STIRLING MOSS TROPHY

www.motorracinglegends.com

> IN 2010, MOTOR Racing Legends launched a new series of historic races for pre-1961 sports cars and sports racers: the Stirling Moss Trophy. The aim was to offer the most authentic historic motor racing possible, with longer, two-driver races at high-profile meetings.

The series, supported by JD Classics, builds on Motor Racing Legends' ethos of inviting only cars built to period specification, and there is an expectation that driving standards will be 'gentlemanly' as well as highly competitive. This past year saw another full season of racing between some fabulous and important cars, and an exciting new element was introduced: the Brian Lister Trophy.

Awarded by the Lister Motor Company to celebrate its 60th anniversary, the trophy is aimed, unsurprisingly, at the many Listers that line up at each meeting, and has ensured even hotter competition in an already fiercely contested series that has entertained spectators at meetings across Europe in 2014.

Receiving the award on behalf of Motor Racing Legends was chairman Duncan Wiltshire (pictured third from left).



#### SPONSORED BY



#### Lister Motor Company

Founded in 1954, Lister has been responsible for some of the most dominant racecars ever built. The Lister-Jaguar, which incorporated the engine and gearbox of the Jaguar D-type, was Britain's most successful sports

racing car of the 1950s, and was described by Walter Hayes as a 'national treasure'. Sir Stirling Moss said of the 'Knobbly: 'It was terrific! I mean, who's going to beat you?' From its Cambridgeshire factory, a reinvigorated Lister has recently begun building a small number of continuation Knobbly cars, most of which will eventually be used for historic racing. In celebration of the marque's 60th anniversary, Lister this year partnered with Motor Racing Legends to award the Brian Lister Trophy to the most successful Lister in the Stirling Moss Trophy series.

> www.listercars.com

#### THE SHORTLIST

#### **HRDC Touring Greats**

www.hrdc.eu

The highly competitive series for pre-1960 Touring Cars offers diverse grids and close racing, helped by a stable set of regulations.

#### Iberian Historic Endurance

www.historicendurance.com

The series enjoyed a successful year, filling grids to capacity and boosting the profile of historic racing in Spain and Portugal.

#### Masters HGP USA

www.mastershgp.com

Revived interest in 1970s and '80s F1 racing with wonderful grids, and supported the F1 Grands Prix in Canada and Singapore.

#### U2TC

www.historicmotor-racingnews.co.uk
The invitation-only series for pre-1966
under-2.0-litre Touring Cars has gone from
strength to strength, and again its meetings
were characterised by a high level of race
prep and equally high driving standards.



"A great event with wonderful cars"

"Terrific value with excellent racing"

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"We loved the free access to the paddock and free grandstands"

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## MOTORING EVENT OF THE YEAR

Established and brand new world-class events from Britain, mainland Europe and the USA gave the judges much to ponder



#### CHANTILLY ARTS AND ELEGANCE RICHARD MILLE

Chantilly, France

> THE CONCOURS D'ELEGANCE is a French tradition born in the 1920s, combining coach-building with the elegance of the couture houses.

After the Bagatelle Concours ended in the 1990s, France was lacking such an event. This concours, based on an elegant Sunday in the countryside and organised by Peter Auto (Patrick Peter is pictured, centre, picking up his award from EFG's Keith Gapp), was born in September on the Chantilly Estate. Reviving a traditional concours à la Française, it was a feast of French elegance past, present and future and deservingly attracted 10,000 visitors.

Guests were entertained all day long by attractions that included fine art displays and equestrian events, but the main focus was, of course, the cars.

The event offered three contests: a concours d'état, gathering 'the most beautiful cars in the world'; a concours d'élégance for modern concept cars; and a grand prix des clubs, featuring the best cars from some of the world's best car clubs.



#### SPONSORED BY

#### **FFG**

EFG supports historic events around the world, including Le Mans Classic, Classic Endurance Racing, Spa Classic, Dix Mille Tours, Donington Historic Festival, RAC Woodcote Trophy, HERO Cup, Wilton Classic Supercar, London to Brighton Run, Gstaad Classic and EFG Dolder Classics. With a private banking business active in 30 countries, it shares the international outlook of many historic car enthusiasts. > www.efgmotorracing.com



#### THE SHORTLIST

Concours d'Elegance Paleis Het Loo

Apeldoorn, the Netherlands
A breakthrough year with 21,500 visitors.

Concorso d'Eleganza Villa d'Este

Cernobbio, Italy

The always stunning waterside show.

Amelia Island Concours d'Elegance

Amelia Island, USA

Celebrating McLaren and Jochen Mass in 2014.

The Quail, A Motorsports Gathering

Carmel, USA

An ultra-exclusive gathering of classics.

Pebble Beach Concours d'Elegance

Pebble Beach, USA

World-famous for a reason; reliably superb.

The Concours of Elegance

Hampton Court, UK

The UK's most prestigious concours event.

## INDUSTRY SUPPORTER OF THE YEAR

Their practical and financial support, and passion and enthusiasm for classics, are invaluable – but whose efforts made the biggest difference this year?



#### MERCEDES-BENZ CLASSIC

www.mercedes-benz-classic.com

> THE HERITAGE OF Mercedes-Benz has always been hugely important to the company, and its appreciation of the past has been clear for all to see this year.

Mercedes-Benz Classic had a busy 2014, with activities focused on the theme '120 Years of Motorsport' – fitting, given that the marque eventually secured the Formula 1 Constructors' and Drivers' world titles. The year has seen the Classic division participate in 26 international events and host many more of its own.

One significant achievement was 100 Years of Grand Prix Lyon. Mercedes' 1-2-3 in the 1914 French GP is a glorious milestone in motor sport history, and Mercedes-Benz Classic (whose head, Michael Bock, picked up the award) brought this event back to life on the original circuit near Lyon, with three original vehicles.

The main platforms of Mercedes-Benz Classic – the Mercedes-Benz Museum, the Classic Center, the marque archive and clubs, and the vehicle collection – have worked hand-in-hand to support the key theme of the year.



#### THE SHORTLIST

#### Credit Suisse Classic Car Program

www.credit-suisse.com/classiccars/friends
The Classic Car Program continues to
support the scene with excellent rallies as
well as its sponsorship of events including
the Grand Prix de Monaco Historique and
Pebble Beach Concours d'Elegance.

#### Bicester Heritage

www.bicesterheritage.co.uk

The UK's first park for the restoration,
storage and enjoyment of classic cars,
motorcycles and aeroplanes is developing
into something very special thanks to the
stewardship of its managment team.

#### Jaguar

#### www.jaguar.co.uk

The marque again shared its heritage with the world, fielding a stellar group of cars for the Mille Miglia and showing off its D-types at a number of key events. Excitingly, it also opened a dedicated Heritage workshop.



## PERSONAL ACHIEVEMENT OF THE YEAR

The historic motoring movement is fortunate to boast some extraordinary characters, but who has made the most significant contribution over the past 12 months?







#### **NORMAN DEWIS**

Former Jaguar test driver

> THE JAGUAR D-TYPE turned 60 this year, and one of the highlights of the birthday celebrations at Goodwood Festival of Speed was the presence of former Jaguar test driver, Norman Dewis, who at 94 showed he's retained his skill behind the wheel

Norman has been heavily involved with the D-type's year-long bash, as he was at Jaguar for 33 years, during which time he tested and developed no fewer than 25 models, including the C-, D- and E-types, XK140, XK150 and Mk2. He also competed with Stirling Moss in a C-type in the 1952 Mille Miglia, drove a works D-type at Le Mans in '55, and set a production car record of 173mph with an XK120 at Jabbeke in Belgium in '53.

Completing over a million test miles at an average speed of more than 100mph, Norman also played a crucial role in the development of Dunlop's revolutionary disc brake, and he survived high-speed crashes and rollovers in the days before seatbelts – astonishingly, without ever breaking a single bone.

Mike Hawthorn had such faith in Dewis that when he was asked to attend a test and saw that Dewis was present, he asked the team manager: 'Why am I here? If Norman's satisfied with it, I'm satisfied.'

#### SPONSORED BY

#### The Historic Endurance Rallying Organisation

Founded in 1993, HERO is a classic car club that organises classic regularity trials and touring events such as Le Jog. Scottish Malts, Summer Trial, Throckmorton Classic Challenge and London to Lisboa. Recognised by the MSA, HERO is also a member of the Federation of British Historic Vehicle Clubs, thus affiliated to FIVA. In 2012, HERO joined forces with the Classic Rally Association (best known for events such as the Poppy Rally, Rally of the Tests, Classic Marathon and Winter Challenge) to become one of the leading rallying organisations in the UK and Europe. In fact, HERO today operates a fully integrated one-stop-shop platform, including test days, training and car hire.

> www.heroevents.eu



#### THE SHORTLIST

#### Mark Gessler

President, Historic Vehicle Association Gessler has undertaken an ambitious programme to record significant vehicles in US history – a huge logistical task.

#### Dan Geoghegan

Managing director, Bicester Heritage
The VSCC regular aims to develop the
Bicester site into a centre of excellence for
companies in the classic vehicle sector.

#### **Bob Dance**

Former Team Lotus chief mechanic 2014 saw Bob celebrate 55 years in motor sport – and he's still wielding the spanners with Classic Team Lotus.

#### Andrew and Lawrence Whittaker

Lister Motor Company

The men responsible for the resurrection of the Lister Motor Company and its new state-of-the-art Cambridge facility.

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LIES A STATE OF THE ART TECHNOLOGY.





## CAR OF THE YEAR

Octane readers voted for the classic car that's made the biggest impact on the historic scene in the past 12 months. To be shortlisted is an honour – to win, the ultimate accolade



#### SHELBY COBRA DAYTONA COUPE CSX2287

The groundbreaking Daytona Coupe prototype that set 23 speed records

> THIS YEAR SAW chassis CSX2287, the prototype Daytona Coupe, become the first car to be entered into the US National Historic Vehicle Register and attain US Heritage status, meaning it is held in the same esteem as the Apollo capsule, the Chrysler Building and the Golden Gate Bridge.

This is just the latest chapter in the car's amazing 50-year history, which includes outings at Le Mans, Daytona, Spa and Reims, and an extraordinary period in the hands of Craig Breedlove and Bobby Tatroe, during which it broke 23 speed records at the Bonneville Salt Flats in Utah.

Its post-racing life was just as interesting: it was owned for a time by the music producer Phil Spector before his bodyguard's daughter took ownership in 1971. She put the car into storage and resisted all offers to buy it, and it was scarcely seen until her death in 2000.

Eventually the car made it to the Philadelphia museum of Dr Frederick Simeone (pictured left), where it is displayed in unrestored condition.



#### SPONSORED BY

#### Octane magazine

Octane is the monthly magazine for those who appreciate the excitement of the world's greatest cars. It taps into the zeitgeist of the classic car world; the people, the events, the action. Since its launch, Octane has set new standards with its authoritative and detailed features on machines from million-dollar Ferraris to Le Mans-winning Bentleys.

> www.octane-magazine.com



#### THE SHORTLIST

#### Lotus Type 56 chassis 3

The radical 1968 gas turbine Indy 500 car.

#### Ferrari 375MM Scaglietti

The first post-war winner of Best of Show at Pebble Beach since 1968.

#### Sunbeam 350hp

Malcolm Campbell's rebuilt record-breaker.

#### Ferrari 250GTO chassis 3851GT

The first 250GTO to hit the open market in years made an auction record \$38,115,000.

#### Rover-BRM

Rover's famous gas turbine Le Mans entry.

#### 1914 Mercedes number 28

The car that headed a 1-2-3 at the 1914 French Grand Prix.

#### Jaguar E-type Lightweight Continuation

The fabulous E-type Lightweight reborn.

# RETIRED MOBILE

THE PAST STILL HAS A FUTURE



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## LIFETIME ACHIEVEMENT

Still skiing, yachting and regularly competing in historic rallies at 80-something years young, legendary BMC navigator Willy Cave is an inspiration to us all





ILL PRICE

JANUARY WILL MARK the 60th anniversary of the first event contested by the newly formed BMC Competitions Department, which entered three MG Magnettes – known as the Three Musketeers – into the 1955 Monte Carlo Rally. Only one member of the team is still out there rallying regularly in international events: navigator Willy Cave.

As well as rallying, the former Spitfire pilot still skis and enjoys navigating yachts around the Mediterranean – much as he has done all his life. He once worked for the BBC on the *Tonight* programme, timing different slots into a tightly packed programme for presenter Cliff Michelmore. This deft timing ability came in handy inside a rally car, too. Willy was not only a pioneer in MGs, he went on to navigate in John Sprinzel's Sprite. PMO 200 was to become one of the most famous numberplates in rallying, gaining a class win first time out on the 1958 Alpine Rally.

Willy rallied in Standard Tens and Triumph

Left and right
Paddy Hopkirk presents the award to Willy Cave;
Willy (right) with Jack Sears on the 1959 RAC Rally.

TR4s, in the factory team, and in Rover 3.0-litres as well – which must have been like travelling on a sofa compared with a Sprite.

Long-distance epics included the London to Mexico World Cup Rally in 1970, when he found himself alongside a *Daily Mirror* motoring correspondent in an 1800 Landcrab from the Special Tuning Department. Descending the tortuous hillclimb of Kotor on the Adriatic coast, smoke appeared from under the bonnet, quickly followed by flames. Electrics by Lucas – that well known 'Prince of Darkness' – had caught fire. Undaunted, Willy instructed his driver to 'press on a bit; if you go faster you might blow out the flames'. Only a Spitfire pilot would think of such a thing... but it worked, and the crew survived.

Now in his mid-80s (he's as coy as any lady when it comes to age), Willy remains a regular

on the historic rally scene, as Britain's oldest competitor. He recently survived bouncing around on the rubber suspension of a Mini Cooper through blizzards on the Monte Carlo Historique. What a tiring drive that must have been, yet Willy gives no sign of packing it all in.

In addition, he's helped the Endurance Rally Association with its training seminars, making sure novice navigators understand the black art as well as the language required to keep a driver on the straight and narrow.

After all, as he knows, when things go wrong it's always the navigator's fault, and when things go really well, it's all down to the driver! More than 1000 newcomers have come under Willy's tutelage and learned how to find the right time-control at the right time.

'Willy Cave is unique,' says former British Rally champion Sprinzel. 'You can't see him giving up just to mow the bloody grass. And he can still show many a youngster how it should be done.'



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