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# RICHARD MILLE

A RACING MACHINE ON THE WRIST



**TOURBILLON RM 017** 



# Are there too many sales?



**SO MUCH TALK** suddenly of the classic car market being in trouble. A couple of points here: one, it isn't, though it does seem to have flattened a little. Two, I think many of us feel uncomfortable with the term 'market', however naïve that may be. It's a hobby for most of us, whether in the trade or not.

All this because, at the time of writing, we're fresh out of the madness of the Scottsdale and Paris Rétromobile sales, the

latter of which yielded a world record price (in sterling and euros, if not dollars) for the Ferrari 335 Sport Scaglietti. But there was a higher than usual percentage of no-sales, and that's what's got the pundits punditing.

Here's what we reckon: that, thanks to date changes this year, Scottsdale and Rétromobile ended up too close together in terms of timing, especially considering that they're 5500 miles apart; that there are too many sales; that Scottsdale's and Rétromobile's home venue sales (ie, Barrett-Jackson and Artcurial) have both grown significantly, and taken attention away from the other sales outside the main venues; that the mix of cars offered has been compromised (so many Testarossas and 911s for sale in Paris); that really good cars are in short supply at the moment and, in the scramble to attract sellers, auction houses gave what can now be seen to be over-optimistic estimates, thus encouraging over-optimistic reserves; and that, actually, prices have risen too quickly recently, and need to cool off. More of this on pages 16, 186 and 188.

Meanwhile, an apology. This month's *Next Month* page looks remarkably like last month's *Next Month* page, if you see what I mean. Due to circumstances beyond our control we had to delay the Jaguar C-type feature by one month. But it is on the way, I promise... **David Lillywhite** Editor

## Featuring...



### JOHN COLLEY

'Being a car nut as much as a photographer helps.
The beauty of shooting in the studio is that you spend more time appreciating the car, in its transformation from tatty barnfind to the perfection of Aston Engineering's final work. I am in awe of the skill involved.' John documents an Aston Martin DB4 restoration on pages 64-76.



### MARK HALES

'I thought motor sport and the pursuit of a modest reputation would occupy me for as long as I could do it. Then I discovered flying: just as challenging, and the romance of the machinery is much the same, yet you can sample it in your own time.' Mark tells us about a restorer of World War Two Hawker Hurricanes on pages 132-138.



### DALE DRINNON

'Like lots of car-crazy American kids, I grew up with the legends of Auburn, Cord and Duesenberg; they're part of our automotive DNA and, in their individual ways, the equal of any pre-war Bugatti or Merc or Hisso. So enjoying them on roads around their historical home was the pleasure of a lifetime.' See pages 140-146.

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

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Saturday 21 May 2016 Aston Martin Works, Newport Pagnell

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# Plus

- Sir Stirling Moss on his love of the C-type To Blofeld's lair in Aston DB9
  - Austin-Healey 100s compared The Robert M Lee car collection
- Inside the new British Motor Museum Paul Easter, co-driver to the stars

# The Mercedes-Benz Auction

Saturday 19 March 2016 Mercedes-Benz Museum Stuttgart, Germany

Final call for entries

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 the Retro Classics Motor Show, Stuttgart.

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# Bonhams









2014 Pagani Huayra Serial no. 62/100

**1960 AC Ace-Bristol** Chassis no. BEX 1054; Offered without reserve

1973 Ferrari 365 GTS/4 Daytona Spider Coachwork by Scaglietti; Chassis no. 15369

**1962 Kurtis Aguila** Chassis no. 62-S1

**1955 Mercedes-Benz 300 SL Gullwing** Chassis no. 198.040.5500397

**1936 Bugatti Type 57 Stelvio** Chassis no. 57406

1930 Delage D8 C Cabriolet Coachwork by Chapron; Chassis no. 34738; Offered without reserve

1962 Ferrari 400 Superamerica LWB Coupe Aerodinamico Coachwork by Pininfarina; Chassis no. 3949 SA

**1954 Bentley R-Type Continental Fastback Sports Saloon** Coachwork by H.J. Mulliner; Chassis no. BC2LD

# **REGISTER TO BID: AMELIA ISLAND, MARCH 12**

Official auction of the Amelia Island Concours d'Elegance











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# IGNITION

■ NEWS // EVENTS // DIARY ■





## END OF DEFENDER

Octane sees last off the line at Land Rover factory p20



# PARIS IN THE ...WINTER

Rétromobile gets the classic car season kick-started *p26* 



### NEW CARS TESTED

New 911 Turbo, Pagani Huayra BC, Ford Focus RS rated p42





Far left, left and below Tension was palpable in the saleroom as Artcurial's Hervé Poulain invited bids on the ex-Moss/Hawthorn 1957 Ferrari 335S Scaplietti barchetta.



ANYONE CONCERNED about the direction that classic car values might be taking will have been heartened by the headline result for the 2016 Artcurial Motorcars sale at Rétromobile. The star lot, a 1957 Ferrari 335 Sport Scaglietti, campaigned by Sir Stirling Moss and Mike Hawthorn amongst others, made €32.07 million (£24.7 million) including the buyer's premium, a world record amount in sterling and euro currencies. Cue smiling auctioneers and plenty of column inches in newspapers not normally renowned for their classic car coverage.

Make no mistake, the Ferrari's sale was big news. But for the current strength of the US dollar, the ex-works Pierre Bardinon collection 335S Scaglietti would have assumed the mantle of the 'world's most expensive car' (at auction). Even so, at \$35.7 million it becomes the world's second most expensive car, the crown being retained by another Ferrari, a 1962 250 GTO that in 2014 – when the value of the dollar against other world currencies

wasn't as robust – made \$38.115 million at the Bonham's Quail Lodge auction. In 2014, that dollar sum was the equivalent of about  $\in$ 28.5m, but early in 2016  $\in$ 32.1m buys you only US\$35.7m. Semantics aside, it's still a lot of money.

In some ways the Artcurial hammer price reflects the ongoing hysteria that surrounds anything Ferrari, especially a Ferrari with competition history. This car, chassis number 0674 and one of only four 335S Spider models built, was driven by Peter Collins, Wolfgang von Trips, Piero Taruffi, Maurice Trintignant, Luigi Musso, Mike Hawthorn and Stirling Moss; an impressive line-up. Viewed dispassionately, however, this particular car didn't trouble the podium excessively, despite its stellar driving cast. It came second on the 1957 Mille Miglia with Von Trips at the wheel, while Moss steered it to victory in the 1958 Cuban Grand Prix. An OK tally, but hardly startling.

Perhaps that's why the bidding on this car was a drawn-out affair, despite the palpable tension and  $\Rightarrow$ 



## 'Auction values are set to continue the upward march we witnessed in 2015. Or are they?'

excitement filling the auction hall. That said, bidding opened at a cool €20m, and it took more than ten minutes for the final telephone bids to push up the price to its record-breaking level. The cheering and applause following the bang of the gavel effectively hid the fact that the V12-engined racing Ferrari had only managed to creep past its low estimate, excluding premiums and taxes.

Yet the Artcurial team was understandably happy with the outcome, not only for the Ferrari but for the rest of its lots, too, with 80% of them sold during two days of auctioneering. The second day was exclusively Citroën, the majority of which came from the collection of André Trigano. Seven new auction records were set in the non-Citroën sale, including the most money paid for a Facel Vega, and six of the Citroëns also broke records.

So it would seem that classic car auction values in 2016 are set to continue the upward march we witnessed so vividly in 2015. Or are they? Artcurial wasn't the only auction house wielding a gavel at Rétromobile. RM Sotheby's was also in action, but with considerably less success. Of the 61 lots it had on offer, 57% failed to reach their low estimate or sell at all. Yet that sale also had golden moments. Porsche's 1955 Frankfurt Motor Show 550 Spyder, which had spent most of its life in Florida, made an impressive €2.74m, for example. But from London to Brighton-eligible carriages through to 1980s supercars, the bidding lacked energy. Pundits are predicting a consolidation of prices this year and the RM Sotheby's results suggest they could be right.



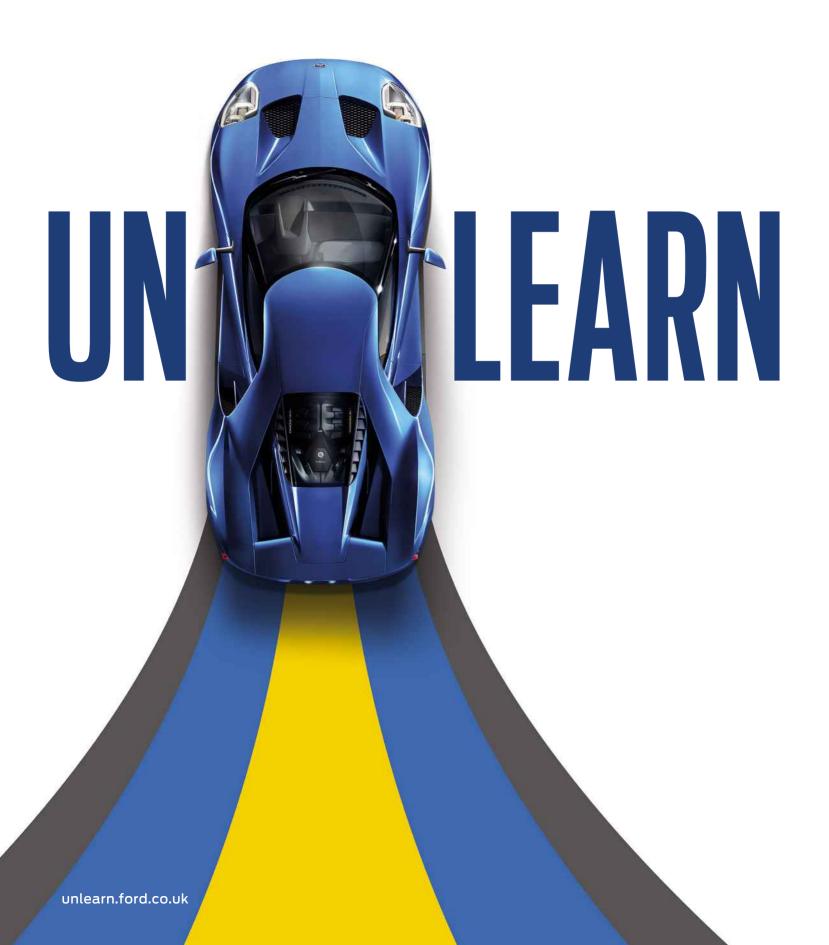






Above and left
Big names in the Ferrari's past
but only so-so competition
history; Bonhams still holds
the dollar record, set at Quail
Lodge in 2014 with a 250 GTO.







# The end – and a beginning

On the same day that the very last Defender rolls off the line, Land Rover announces it will be restoring Series Is for sale

Words Mark Dixon

**AT 9.22 IN THE MORNING** of Friday 29 January, the last Land Rover Defender left the production line at the Solihull factory where every traditional Land Rover has been made since 1948.

A huge crowd of employees and invited guests thronged the assembly area as the final batch of Defenders were bolted together, and for once Health and Safety considerations were put aside while memories were captured on every kind of recording device, from mobile phones to TV outside broadcast units. Far from it being a sombre occasion, there was something of a party feel – not least because no-one has been made redundant, and line workers will be deployed elsewhere in the factory.

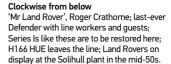
The very last Defender, chassis 490328, is a soft-top 90 in Keswick Green, and it will remain as part of Jaguar Land Rover's own heritage fleet. In a nod to the first-ever Land Rover, a 1948 Series I known as 'Huey' after its 166 HUE registration, this Defender has been registered as H166 HUE – the initial 'H' plausibly standing for 'Heritage'. Land Rover can thank its long-serving ambassador Roger Crathorne for that: the man known as 'Mr Land Rover' for his 52 years as an engineer, instructor and spokesman snapped up the 'plate many years ago, thinking it would come in useful one day.

'It's been a morning of mixed feelings,' Roger told Octane, 'though I'm probably more emotional for the workforce than the vehicle. Their spirit is unique and I can't imagine this kind of event happening at any other car plant. It will be interesting to see how they take this team spirit to the other parts of the factory in which they'll now be working. We don't want to lose any of these people; they make Land Rover what it is.

'I'm fortunate in that I've ordered one of the very last Defenders, also a soft-top 90 in Keswick Green. It will be my everyday car, and whenever I climb into it I'll be thinking of the men and women who built it.'

There was a moment of unintentional comedy when, as the automated line inexorably pulled the near-complete vehicles towards the end of the assembly hall, it was realised that a roof-rack-equipped 110 wasn't going to clear a metal bar carrying cables over the line – apparently, the roof racks were normally fitted *after* production. A fitter with an air-wrench worked frantically to dismantle the bar as the 110 loomed ever closer, cheered along with ribald comments from his workmates, which only added to the good-humoured atmosphere. Thankfully, he achieved his goal.







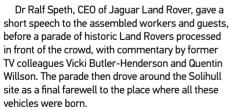












Land Rover also chose this day to make the surprising announcement that it will be restoring Series Is in-house, having imported a number of vehicles from countries such as Australia. Twelve experienced employees will carry out the work, with the vehicles being offered for sale at an as-yet unspecified price. Given that privately restored Series Is can sell for £30,000-50,000, you can expect Land Rover to be asking a premium for something rebuilt by the original manufacturer.

As for the Defender's replacement, Land Rover is remaining tight-lipped about what it will look like and, indeed, when it will appear. It seems a fair bet that it will be launched in 2018, however – 70 years after the Land Rover first appeared.



**OBITUARY** 

# **Stanley Mann** 1945 - 2016

### Classic car world loses Bentley restorer, racer – and character

Words Brett Fraser

**ONE OF THE CLASSIC** car world's most ebullient characters, Stanley Mann, has died following a fall in his workshop on 4 February. Described by his close friend Philip Strickland of Benjafield's Racing Club as 'a big, warm-hearted, generous family man', Mann was globally renowned for his deep love of vintage Bentleys, selling, restoring and racing them. And above all, enjoying them to the full.

Stanley Mann was born in April 1945 and began his career as a professional photographer. But he became smitten by the Bentley marque after he had the opportunity to restore a 3 Litre model; he soon binned the photographic career and set up a vintage Bentley operation behind his parents' butcher's shop in Edgware, North London. As the business grew, he later moved to a farm in Radlett, to the

EN FLEY

Stanted

Sta

north of the capital, and there he stayed as his reputation flourished.

Mann's early passion was restoration work and at one time or another most of the world's notable vintage Bentleys passed through his workshop. Despite his expertise in turning basketcases into gleaming Le Mans replicas, Mann came to believe in the importance of maintaining originality, wherever possible, and successfully raced standard cars in Britain and Europe.

In 1988, driving the then-recently restored 'Old Mother Gun' – a 6.5-litre single-seater Bentley that had originally raced at Brooklands – Mann set two Class B UK speed records for 100-mile and 500-mile distances. He returned in 1992 to pick up the 1000-mile record and thus completed the set.

As a firm believer that the best way to really enjoy your car is to use it, Mann established the eponymous Stanley Mann Racing Team. Together with Philip Strickland, he went on to found Benjafield's Racing Club, an organisation intended to 'preserve the spirit of camaraderie and sportsmanship which inspired Dr JD Benjafield [bacteriologist and Bentley Boy] and the Great Racing Team for whom he drove'.

With membership restricted to just 100 and vintage Bentley ownership implying some form of considerable wealth, Benjafield's Racing Club stood a fair chance of being written off as just a bunch of elitist toffs having a jolly. And yet, with Mann in control, the club became known for hard driving and even harder playing, and its madcap antics and incredible adventures in very valuable cars cast a more favourable light on its members. In 2015 it was crowned 'Club of the Year' at the International Historic Motoring Awards.

Octane will remember Stanley Mann as someone ever-willing to help with magazine features, to give generous praise when it was due and very forthright critcism when it wasn't, and to always get the drinks in... He is survived by his wife Karen and son Oliver, who will continue his father's Bentley legacy alongside Mann's sister, Elaine.

**OBITUARY** 

## Patty McLaren-Brickett 1937-2016

Widow of Bruce McLaren loses battle with cancer

Words Brett Fraser

**WHETHER PERCHED** on the pit wall clutching stopwatches or sitting in the passenger seat filming her husband's lines around a circuit prior to a race, Patty McLaren was an integral part of Bruce McLaren Racing.

Even after Bruce's death testing a McLaren M8D in 1970, Patty kept close ties with the company that bears her husband's name. McLaren's current CEO, Ron Dennis, was a great admirer. 'She was especially resolute in the period immediately after Bruce's accident, inspiring "my boys", as she used to refer to the men who made up the grief-stricken team, not only to keep McLaren alive but also to make it successful.'

New Zealand-born Patty was also patron of the Women's Motor Racing Associates Club – affectionately referred to as the Doghouse Owners' Club – set up in the 1960s to give support to the wives and girlfriends of drivers killed at the wheel. Patty lost her fight against cancer on 6 February.





**NEW PEUGEOT 308 GTi** 



# Amelia Island all revved up to go Historic racing

After the Concours d'Elegance comes the Vintage Gran Prix Words Brett Fraser

**AMELIA ISLAND** is to host its own classic car race meeting on 18-19 March, four days after the end of the annual Concours d'Elegance. It's being organised by the Sportscar Vintage Racing Association (SVRA), an outfit that has become increasingly ambitious under the ownership of telecoms magnate Tony Parella. And in homage to the local sports car racing events of the 1960s and 1970s that were held there, the Amelia Island Vintage Racing Gran Prix will be staged at Fernandina Beach Airport.

Racing will take place on a 2.1-mile circuit marked out on a section of the airfield by special safety barriers that the SVRA has bought rather than rented. Fernandina Beach will remain an active airport

throughout the races and, as part of the agreement for the event being staged there, the race circuit has to be created in a single day and then removed with equal haste.

The inaugural Amelia Island Vintage Gran Prix is an invitation-only event. It's predicted that 250 race cars and 30 race bikes will make the trip to the Florida coast, together with at least 10,000 spectators. Under Parella's leadership the SVRA has been making festivals out of its race events, and for Amelia Island it is organising a Show and Shine on the neighbouring golf course, with motorbikes and aircraft on display as well as classic cars.

www.SVRA.com/Amelia





### **OBITUARIES**

### Ian Macleod 1938-2016

IAIN MACLEOD, coachbuilder and founder of Contour Autocraft, the company which specialises in restoring Jaguar XK bodies, lost his battle with cancer in mid-January.

Aged 15 he took an apprenticeship at AE Smith and Son, one of the UK's

few remaining coachbuilders, and later honed his craftsmanship and eye for detail when he trained as an instrument maker. Iain established Contour Autocraft in 1976, and over the years trained many others in the coachbuilder's craft.



### **Robert M Lee** 1926-2016

**WE'RE SADDENED** to learn of the passing of Bob Lee, the American car collector who was close friends with Enzo Ferrari and a respected and much-liked figure on the American concours scene.

An entrepreneur with twin passions for cars and guns, Bob Lee bought cars from HM The Queen and owned the first Ferrari to win at Le Mans.

Over the years he amassed a colossal number of cars, yet claimed it wasn't a collection: 'I simply gathered the cars I loved the most, or that meant something to me or my family.'

Octane sends our condolences to his wife and long-time partner, Ann Lee, and we will run a feature on Bob Lee's extraordinary collection in the next issue

## In brief



#### **JAMES HUNT EXHIBITION**

Today's F1 stars have such closely controlled lives that you never see their true selves: not so James Hunt, subject of an exhibition at Proud Chelsea in London called *James Hunt: Girls, Beer and Victory.* This fascinating pictorial essay by David Phipps (in conjunction with Sutton Images) is emotive and revealing. It runs until 3 April. www.proud.co.uk



#### **MORGAN DEVELOPS HYBRIDS**

After long trading on its traditional values, Morgan has announced it has received a £6m grant from the UK's Advanced Propulsion Centre to develop new hybrid and electric powertrains. Morgan will work in collaboration with Delta Motorsport and Potenza Technology and expects to introduce the green tech on its cars starting in 2019. By the end of the decade Morgan predicts that hybrid propulsion will be available for all its models.



### GONNA RIDE A CLASSIC...

The National Motorcycle Museum has a number of interesting events planned for Friends of the Museum, including a chance to ride a number of bikes from the museum's collection. The first 'Try a Classic Bike Training Day' is on 12 March. NMM Friends will only have to pay £5 to cover insurance costs. It costs £29.95 a year to become a Friend. nationalmotorcyclemuseum.co.uk

### TROPHIES GO CENTRE STAGE

The organisers of the Amelia Island Concours d'Elegance (11-13 March) are staging a special exhibition: The Great Trophies and Cars. It centres around 11 famous motor racing trophies – including the Borg-Warner Trophy from Indianapolis, two Le Mans trophies, and the Maurice G Bauer Trophy of Cannonball Run fame – and pairs them with the cars that won them.



1962 FERRARI 250 GT SWB BERLINETTA SPECIALE | SOLD \$16,500,000 Pebble Beach Auctions 2015

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# As quirky as ever

Paris show rediscovers its 'je ne sais quoi' in style

Words David Lillywhite Photography Dirk de Jager

**IF WORDS AREN'T ENOUGH,** then the actions of British and American enthusiasts surely are: Rétromobile attracts them to Paris in remarkable numbers, despite the show's relatively small size and its strongly Gallic nature.

Still, Rétromobile is now the biggest it's been for years, taking over a second hall for 2016, and continuing to regain the charm that it was so well known for during the 1980s and '90s.

What brings the charm? It's not the venue, which is your typical modern exhibition hall in a not particularly attractive area of Paris: it's the quirky nature of some of the exhibits. Most noticeable this year was the huge and wonderful two-tone blue 1955 Pathé-Marconi mobile TV studio, designed by Philippe Charbonneaux and built on a Panhard chassis to follow the Tour de France – one of several exhibits at Rétromobile celebrating the career of designer Charbonneaux, who was also responsible for the Delahaye 235, Renault 8 and 16, several presidential Citroëns and all manner of domestic items, from toothbrushes to televisions.

Though show visitors flocked around the Pathé-Marconi truck, they invariably rushed away again on hearing the thunder of the two other big stars of the show, the Fiat S76 'Beast of Turin' of Duncan Pittaway and the 1905 Land Speed Record Darracq of Mark Walker. Both were regularly wheeled outside to be started and run up and down, spitting flames, trailing oil splashes and deafening onlookers in their wake. Brilliant stuff, and as popular in Paris as they were at Goodwood last year.

Even more bizarre than the huge mobile studio

and monstrous Edwardian racers was the display of *Les Rhomboïdes*. These are cars with their wheels arranged in a diamond pattern (one at the front, one at the back, one either side), and together they made one of the wackiest displays we're ever seen – the 1968 Automodule looked as if it had arrived straight out of a sci-fi movie.

Then there were the manufacturer stands, with regulars Citroën, Renault, Peugeot, Bugatti and Mercedes-Benz joined by Jaguar Land Rover, making its first appearance at Rétromobile to publicise its new Heritage restoration service with an Airfix-style display of its remanufactured panels.

For mass appeal, though, it's also the specialists that Rétromobile relies on – UK dealers, most notably Fiskens, JD Classics and William l'Anson this year, plus Tillack (all the way from Los Angeles), along with mainland Europe dealers such as Lukas Hüni, The Gallery Brummen and Axel Schuette.

This year auction house Artcurial had relocated its sale cars to the new second hall, with its collection of Citroëns attracting as much attention as the Ferrari 335S that went on to set the record price.

Back down in the main hall, the motoring art section was arguably the best it's been for several years, and appealingly varied in subject. Automobilia areas, too, were proving popular with visitors – it's what Rétromobile is known for.

Other favourites? The little Dino 246 prototype sat in the corridor between the halls, Lukas Hüni's lovely D-type 'XKD 524', and the unlikely Group 5 Renault 17 race car on the official Renault stand.

We can't wait to see what's at next year's show...













Clockwise from top left
Baillon Collection Talbot
Lago T26 under restoration;
Fiskens stand; Pathé-Marconi
mobile studio; JD Classics; HK
Engineering's popular Gullwing
display; the Beast of Turin in
action outside; plenty of art
and automobilia; and Bugattis!







PALM BEACH CAVALLINO CLASSIC 25

# Gilded age glamour

### Ferraris galore invade Florida for the 25th time

Words and photography Simon Aldridge

**AN INTOXICATING** mix of (mostly) temperate winter weather, a world-class hotel and the finest vintage cars turned Palm Beach into *Octane* heaven. Owners of some of the rarest and most desirable cars in the world flocked to take them out on public roads for this year's Cavallino Classic.

The Breakers Hotel was the stunning venue for Thursday's Symposium on three rare Ferraris, their maintenance and restoration. It was a fascinating study into the validity of different restoration approaches, beginning with a very special example of continuous ownership and upkeep in the form of the ex-Sebring 12 Hour 1955 Ferrari Monza of Admiral Phillips, who has owned, maintained and raced the car since 1960. The breathtaking 400 Superamerica Aerodinamico Coupé was used as a concept car by Pininfarina to explore different colours, forms and volumes and appeared in multiple incarnations before being sold in 1962; it has now been restored to its Superfast II-D form of 1961. Finally, of the 'Baillon' Ferrari 250 GT SWB California, restorer Paul Russell explained what was and (more controversially) what wasn't done to the car to make it roadworthy for its new owner.

Palm Beach International Raceway hosted the Cavallino Classic Historic Competition Races for Ferraris, with Alfas, Maseratis and Bugattis also allowed by special invitation. Given the competitive state of current Historic racing, this was a rare



Top and above Ex-Ulf Norinder 250 GTO joins Spiders and and Alfa on the lawn; rain struck the Palm Beach International Raceway.

opportunity for classic Ferraris to be out on track with equal machinery. It was an absolute joy to see these cars being raced in relatively period spec.

Tom Price won the Disc Brake race in his glorious 250 GTO, with a spectacular drive through torrential rain in a group that included several newer and faster cars such as the 512 BB/LMs (which chose not to brave the deep standing water on their wide tyres). In the Pre-War class, the ex-Nuvolari Alfa P3 of Peter Giddings and the Alfa Monza of Peter Greenfield were inches apart lap after lap as both drivers fishtailed out of every corner, with Greenfield taking the win on the final lap. Bryce Davies' 375 MM Spider won the Drum Brake race in style.

The Concorso d'Eleganza on the lawn at The Breakers was the centrepiece of the Cavallino. The palatial resort, with its 140 acres of manicured grounds, served as a fitting backdrop for some of the finest Ferraris and Alfa Romeos in existence, from ex-Mille Miglia competition Alfas to coachbuilt one-off Ferraris.

As the final cars were being ushered into position, Andrew Longe, Porsche GT3 racer and test driver for the Revs Institute, roared onto the lawn in Miles Collier's 1948 Ferrari 166 Spider Corsa. 'This is the first competition Ferrari ever to come to the United States,' he said as he leapt out to shake my hand. It was also an ex-Best In Show winner here at Cavallino, as organiser John Barnes explained: 'For the event's 25th anniversary we decided to bring together all 24 of the previous Best In Show winners for a special display.'

The Palm Beach Cavallino Classic 26 will take place on 25-29 January next year.



## THE MOST BEAUTIFUL MOTOR CARS IN THE WORLD



Illustrated 2012 ASTON MARTIN VI2 ZAGATO (Delivery mileage)

### **CLIENT PORTFOLIO**

1935 Fiat 508S Balilla Spyder Sport Coppa d'Oro ● 1938 Lagonda V12 Drophead Coupé
1949 Maserati A6 1500 Pinin Farina Berlinetta ● 1961 Bentley S2 Continental Flying Spur (LHD)
1966 Maserati Mistral Spyder ● 2012 Aston Martin V12 Zagato (1,444 km from new)
Please note that to respect client confidentiality not all motor cars available may be shown







### CLASSIC SPORTS SUNDAY AT MAR-A-LAGO

# **Top Trump**

### Lawns of billionaire's mansion host charity car event

Words and photography Simon Aldridge



#### **CLASSIC SPORTS**

Sunday is a charity event presented at the legendary mansion of socialite and founder of General Foods, Marjorie Merriweather Post. From ocean to lake, wonderful sports and

racing cars graced the lawns of Mar-a-Lago, which is now a private club owned by billionaire businessman and would-be US President Donald Trump. Reminders of the tropical splendour of old-time Florida abound and, paired with 120 vintage and classic sports cars, they made for a very special day to benefit the American Council of the Blind Scholarship Fund and the Dreyfoos School of the Arts.

The British class featured both pre- and post-war Rolls-Royce and Bentleys, and was won by Steve Wolf's 1935 Rolls-Royce Phantom II Binder Body. Excellence in Class was shared between a 1954 Bentley R-Type Park Ward, a Rolls Phantom II by Brewster, and the imposing 1931 Bentley 8 Litre of Donnie Gould. Sam Lehrman's 1934 Packard Twelve Dietrich was Best in Show in the American Class, Robert J Quiroz's Mercedes-Benz 300SL won the German Class, and the 1930 Bugatti Type 35B of Joey Bojalad won the Competition Class.

This event, though, is really about the Italians, and they came in impressive numbers. The Alfa Romeo historian and author Simon Moore was there to judge a huge class of Alfa Romeo 8C pre-war sports cars. The entry was divided into separate classes for the 2300 and 2900, with the 1933 8C 2300 of Peter Sachs and the 1938 8C 2900B Berlinetta of the Revs Institute taking Best in Class honours. Additionally, the incomparably elegant open two-seater 8C 2900 of Sam and Emily Mann won the People's Choice 'Most Elegant' award.

Ferrari was well-represented, of course, and the character of the field was different enough from the Cavallino Classic concours (which had been held the

previous day) that visitors to both events were able to appreciate some amazing cars that they might otherwise have overlooked. The People's Choice 'Finest Competition' award went to the blue 500 Mondial of Robert Phillips.

Chatting with the long-term owner on the lawn, he described how, in 1963, he'd driven the car from California to Staten Island, New York, in the winter. 'I pulled up at a gas station in New Mexico during a snowstorm, but I didn't need gas as it has the 40-gallon fuel tank for Sebring – I just needed to warm up. I was covered in snow from the waist up and I scared the life out of the attendant. I think he thought I was a yeti or something!'

Resplendent in metallic bottle green on the manicured lawns was the 1953 Fiat 8V Supersonic of Orin Smith, a rare and unusual delight that won the People's Choice 'Most Unique' cup and garnered the Excellence in Class award in the Italian Class. However, no-one could disagree with the winner of this year's Italian Class, the fantastic black 1924 Isotta Fraschini Tipo 8A Cabriolet of Jim Patterson, seen here for the first time since its Pebble Beach win. It is an incredible car that has been featured in the pages of *Octane* (issue 149) before. This time it walked away with the People's Choice 'Best in Show' award.

#### Clockwise from bottom right

Fiat 8V Supersonic; the Revs Institute's Alfa Romeo 8C 2900B Berlinetta; and contrasting Alfa 8C 2300MM.











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### IGNITION // EVENT PREVIEWS COMPILED BY SARAH BRADLEY



## **Donington Historic Festival**

30 April – 2 May Donington, UK

THE DONINGTON HISTORIC Festival promises something really special for May Bank Holiday break, with grids of 400-plus historic racing cars across 17 events, open-access paddocks, live rally and karting action plus a huge display of road classics.

Celebrations include 80 years since Dick Seaman/ Hans Ruesch's 1936 Donington GP win. The HGPCA Nuvolari Trophy will mark the anniversary, featuring pre-1950 Grand Prix and Voiturette cars. From early Bentleys, Bugattis and Frazer Nashes, through 1950s and '60s sports and GT machines, to Touring

Cars such as Ford Capris, Rover TWR Vitesses and XJS Jaguars, there's something for everyone.

The new Pre-80 Endurance Series mixes sportsracing, GT and Touring Cars, while the '1000km' race recreates the early-1970s sports prototype battles - a superb spectacle as dusk descends. There'll be demos from historic F1 and Group B rally cars and karts, plus Club Village displays, and new spectator bankings will further enhance views of the track action. Advance adult tickets cost from £21. doningtonhistoric.com



## Mille Miglia

19-22 May Brescia-Rome, Italy

ITALY'S 'MAIN EVENT' is only a couple of months away – and participating drivers and crews from all corners of the earth are working hard to prepare for the most famous and historic road run of all time.

The Mille Miglia, which is billed as 'the most beautiful race in the world' and incorporates four legs over four days, attracts a huge number of spectators along its 1000-mile circular route. It winds through stunning scenery and villages as the runners head south from the Lombardy city of Brescia to Rome, via Rimini. The overnight stop in the capital will include

a spectacular night-time procession of participating cars, before the route returns to Brescia via Parma. Only automobiles of a type that took part in the original speed races from 1927 to 1957 are eligible.

Next year's event will mark the 90th anniversary of the very first Mille Miglia. We're sure the organisers will really be going to town to celebrate, so look out for more news later in 2016 - and don't miss the opportunity to witness what Enzo Ferrari himself called an 'extraordinary travelling museum'. 1000mialia.eu



### Atomic Festival

30 April – 1 May Sywell Aerodrome, UK

NOW IN ITS third year, the Atomic Festival is more than simply a classic car show. It's a huge vintage weekender which celebrates everything that was great about the post-WW2 era.

For fans of old motors, displays of hundreds of pre-1963 cars and bikes are the highlight. However, the action-packed event also brings together vintage aircraft aerobatics, eighth-mile strip action from traditional dragsters, stock cars and hot rods, rock 'n' roll bands, DJs and dancing, the Wall of Death, a retro marketplace, mid-century caravans, a traditional fairground, a rock 'n' roller rink and even a moon-lit drive-in movie.

Northamptonshire's Art Deco-esque Sywell Aerodrome - an RAF base during WW2 provides the perfect backdrop to this immersive step back to the golden era of fun and style. atomicfestival.co.uk



## **Spa Classic**

13-15 May Spa-Francorchamps, Belgium

**ONE OF EUROPE'S** great Historic racing events, the Spa Classic offers stunning motor sport in a breathtaking setting, the forests of the Ardennes Spa-Francorchamps. This weekend sees those sweeping curves, fast straights and tight bends play host to top-class classic car grids.

Featuring 300-plus machines from the 1950s to the 1980s, races incorporate Classic Endurance, Group C, 1960s Endurance, Trofeo Nastro Rosso and Heritage Touring Cup. Spectators can view from free-to-use grandstands, explore the open paddocks or trek to the high banks at Pouhon, Blanchimont or Fagnes on the far reaches of the track. peterauto.peter.fr

### LISTINGS

26-28 FEBRUARY Race Retro. Stoneleigh Park, UK raceretro.com 4-6 MARCH

Antwerp Classic Salon. Antwerp, Belgium siha.de

5-6 MARCH

Practical Classics Restoration & Classic Car Shov

NEC Birmingham, UK necrestorationshow.com 10-13 MARCH

Phillip Island Classic. Phillip Island, Australia vhrr.com 11-13 MARCH

Amelia Island Concours D'Elegance.

Florida, USA ameliaconcours.org 12-20 MARCH

Southport Festival of Speed. Lancashire, UK

Onefivetwoatninety.co.uk 17-20 MARCH

Retro Classics. Stuttgart, Germany retro-classics.de

18.19 MARCH Amelia Island Vintage GP.

Florida, USA. SVRA.com/Amelia 19.20 MARCH

74th Goodwood Members Meeting. Goodwood, UK

grrc.goodwood.com 20 MARCH

Pioneer Run. Epsom-Brighton, UK

sunbeam-mcc.co.uk 26-28 MARCH

Circuit Déià Vu. Killarney, Ireland

rpm-motorsport.com 27-28 MARCH Motorfest.

Weston Park, UK classicmotorshows.co.uk 1-3 APRIL

Jarama Classic. Circuito Del Jarama, Spain

peterauto.peter.fr 3 APRIL Old Warden Classic Motor Show

Biggleswade, UK classicmotorshows on uk 6-10 APRIL

Techno-Classica Essen.

Essen, Germany siha.de 8-10 APRIL

La Jolla Concours d'Elegance. San Diego, USA

lajollaconcours.com 8-10 APRIL

MotorClássico Fair. Lisbon, Portugal

motorclassico.com 9-10 APRIL

Masters Festival Zolder, Belgium

mastershistoricracing.com 10 APRIL

MG Era. Brooklands, UK brooklandsmuseum.com

11-16 APRIL Targa Tasmania

Tasmania, Australia targa.com.au 14-17 APRIL

GP Terre di Can Parma, Italy

gpcanossa.it 15-17 APRIL

Flying Scotsman. England-Scotland, UK endurorally.com

16-17 APRIL Classic Car Boot Sale

London LIK classiccarbootsale.co.uk 18-22 APRIL

Beach to Bridge Liberation Rally.

Normandy, France thetrial.nl 18-24 APRIL

Tour Auto Optic 2000. Paris-Cote D'Azur, France peterauto.peter fr

23 APRIL VSCC Spring Start. Silverstone, UK

vscc co uk 24 APRII Drive It Day.

National, UK fbhvc.co.uk 24 APRIL

Drive It Day/ British Motor Museum.

Gaydon, UK heritage-motor-centre.co.uk 24 APRIL

Drive It Day/Brooklands. Weybridge, UK brooklandsmuseum.com 24 APRIL

Bicester Heritage Sunday Brunch Scramble

Bicester, UK bicesterheritage.co.uk 24-26 APRIL Scottish Malts.

Scotland heroevents.eu 30 APRIL

Rrooklands Auto Italia Wevbridge, UK brooklandsmuseum.com 30 APRIL - 1 MAY

Classic Days. Magny-Cours, France classic-days.fr

30 APRIL - 1 MAY Atomic Festival. Sywell Aerodrome, UK atomicfestival.co.uk

30 APRIL - 2 MAY Donington Historic Festival. Donington, UK

doningtonhistoric.com 30 APRIL - 2 MAY Llandudno Transport Festival.

Llandudno, UK llantransfest.co.uk

1 MAY Goodwood Breakfast Club.

Soft-top Sunday. Chichester, UK grrc.goodwood.com

1 MAY Simply Ford. Beaulieu, UK beaulieu.co.uk

1 MAY Catton Hall Classic Motor Show. Alrewas, UK

classicmotorshows.co.uk 1-2 MAY

Beds Classic Motor Show. Woburn Abbey, UK classicmotorshows.co.uk

1-2 MAY Stratford Festival of Motoring Stratford-upon-Avon, UK

Stratforward.co.uk/events 5-8 MAY

**London Motor Show** London, UK thelondonmotorshow.co.uk

5-8 MAY Rally Targa Florio. Sicily

targa-florio.it 6-8 MAY

speedfestival.co.za

Jaguar Simola Hillclimb. Knysna, South Africa

7-8 MAY

Original London Motor Sho 120-year Re-enactment.

London, UK dedionboutonclub.co.uk

8 MAY Simply Classics and Sports Cars. Beaulieu. UK beaulieu.co.uk

8 MAY

Youngtimer Event. Roytel Netherlands voungtimerevent.com

Spa Classic. Spa-Francorchamps, Belgium neterauto neter fr

13-15 MAY GP de Monaco Historique.

Monte Carlo, Monaco acm mc 14 MAY

1940s Relived. Brooklands, UK

brooklandsmuseum com 14 MAY

Classics on Track for Children. Chichester, UK

classicsontrackforchildren.com 15 MAY

Classics at Prescott Prescott, UK

prescott-hillclimb.com 15 MAY

Gaydon Spring Classic. Gaydon, UK heritage-motor-centre.co.uk

19-22 MAY Mille Miglia.

Brescia-Rome, Italy 1000miglia.eu 20-22 MAY

Concorso D'Eleganza Villa D'Este. Lake Como, Italy concorsodeleganzavilladeste.com

21-22 MAY Spring Autojum

Beaulieu, UK beaulieu.co.uk 22 MAY

Brooklands Classic Breakfast. Weybridge, UK

brooklandsmuseum.com 22 MAY

Bicester Heritage Sunday Brunch Scramble.

Bicester, UK bicesterheritage.co.uk

22 MAY Land Rover Rummage Beaulieu, UK

beaulieu.co.uk 28-29 MAY

La Vie en Bleu. Prescott, UK prescott-hillclimb.com

28-29 MAY Masters Historic Festival.

Brands Hatch, UK mastershistoricracing.com 28-30 MAY

Enfield Pageant of Motoring. Enfield, UK whitewebbsmuseum.co.uk

29-30 MAY Motorsport At The Palace. Crystal Palace, UK

motorsportatthepalace.co.uk 29-30 MAY Ragley Hall Motor Show.

Alcester, UK classicmotorshows.co.uk 1-4 JUNE

Three Castles Welsh Trial. Llandudno, Wales three-castles.co.uk

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ROYAL AUTOMOBILE CLUB 1000 MILE TRIAL

# Epic rally with epic past

The 1000 Mile Trial dates back to 1900. There's still time to prepare for the 2016 running of this award-winning event

MUD, BLOOD, OIL, goggles, tweed and speed – the fourth running of the Historic Endurance Rally Organisation's (HERO) Royal Automobile Club 1000 Mile Trial is a barmy British motoring event of the first order. You don't have to be mad to take part in the oldest 1000 Mile Trial ever, but it certainly helps.

Winner of the International Historic Motoring Awards 'Rally of the Year' in 2014 and 2015, as well as winner of the 2015 FIA 'FMC Heritage Cup' award, the RAC 1000 Mile Trial is one of the best events for pre-war motor cars you will ever experience. This grand motoring adventure starts on 11 July with dinner on The Royal Yacht Britannia, Edinburgh, finishing five full-on days later at the RAC's country clubhouse, Woodcote Park in Surrey, with a final blast up the exclusive Captain's Drive.

As well as being the premier reliability trial for pre-war cars in the UK, the 1000 Mile Trial is a great social event and the accommodation, food and hospitality are of the highest standard. The route takes in 1000 miles of the UK's most beautiful roads, plus stately homes, castles and museums.

The first RAC 1000 Mile Trial was run in 1900, predating the Mille Miglia by 27 years as well as many other long-distance reliability trials. At the time there was a degree of scepticism about the newfangled automotive contraptions that had just appeared on the roads, as they were seen as being unreliable and untrustworthy devices. In order to prove the validity of the automobile, Claude Johnson of Rolls-Royce Motor Cars (and secretary of the RAC) organised the first trial from London to Edinburgh. Intrepid motorists took 20 days to travel the length of the country at average speeds of up to 14mph.

The first Trial was won by Charles Rolls driving a Panhard et Levassor, proving that automobiles had a future. He even managed to breach a heady 38mph in the 12hp Panhard, busting the 14mph speed limit. Don't forget that, at the time, most people had not even seen a motor car and the crowds en route were flabbergasted by these futuristic machines that







Clockwise from left
Bugatti Type 37A on Horseshoe Pass; Croft
Castle; Bentley and Talbot on Winnats Pass;
Alfa Romeo 6C takes a plunge; Sue Shoosmith
and Trina Walsh happy in their Bentley.



proved to have more stamina than the most robust of Shire horses.

HERO's impressive Trials in 2014 and '15 again drew the crowds to watch these marvellous old pre-war machines in mechanical action, through the lanes and byways of Britain in a 1000-mile charge from Surrey to Scotland. Team *Octane* took part in the 2014 Trial in Jonathan Turner's Bentley 3 Litre Team Car, which had competed in the 1925 Le Mans 24 Hours. And what a blast it was. The fellow vintageants arrived at Woodcote Park in the most impressive array of vehicles and proceeded to enjoy one of the finest regularity trials going.

HERO's attention to detail is super and the rally route was beautiful and challenging. With more than 20 hillclimbs and special driving tests, along with 26 regularities, our work was cut out and the Bentley had to summon up its 'bloody thump'. The waterproof Tulip-style route book was accurate and the navigation simple enough even for the *Octane* 



### **IGNITION**// EVENT PROMOTION







Clockwise from top Talbot in the Cotswolds; boarding The Royal Yacht Britannia for champagne reception and dinner; Wilton Hall.

entrants. All the hotels and stops along the way were excellent, providing magnificent backdrops for these magnificent motor cars.

For the first time, the 2016 running of the Trial will start in Edinburgh and head south and will include more than 20 regularity sections as well as some 20 driving tests. After scrutineering, the event kicks off with a black tie gala dinner aboard Royal Yacht *Britannia* before the week of superb driving unfolds. The route takes the cars down to Sheffield, through the Peak District and across the Midlands to Sir Winston Churchill's birthplace, Blenheim Palace (as well as visits to Bowes Museum and Slaley Hall along the way). Then through the heart of England and various Areas of Outstanding Natural Beauty, swooping along the chalk downs to glorious Goodwood before the final run to Woodcote Park and up the Captain's Drive, finishing on the Cedar

Lawn adjacent to the champagne reception. And all this is followed by the lavish awards dinner in the elegant clubhouse.

Already, 28 exciting pre-war cars have secured an entry. These include Viola Procovio's 1927 Bugatti Type 37A; the Goettsche Beberts in the 1928 Alfa Romeo MM Supercharged; Paul Wignall and Mark Appleton in the 1929 Alvis Silver Eagle Beetleback; twice previous winner John Abel in the 1937 Lagonda LG45 with top navigator Iain Tullie; the Gregorys in the 1933 Alfa Romeo 8C 2300, and the Hendersons in the 1939 Frazer Nash BMW 328. First class competitors in superb motor cars and jolly good company, once the tests have been completed.

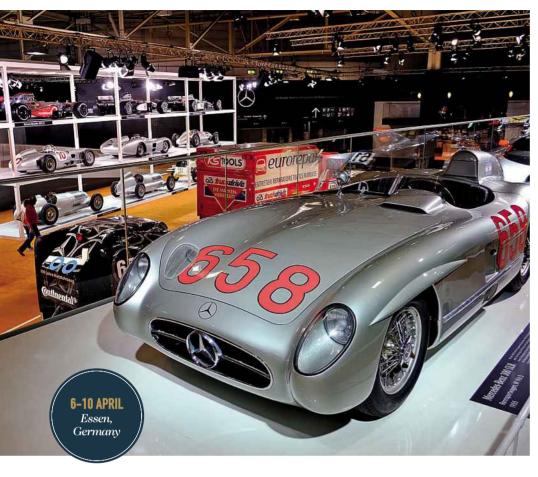
HERO's chairman, Tomas de Vargas Machuca, says: 'Winning Rally of the Year twice at the International Historic Motoring Awards is testament to the high level of the event, not only from the point

of view of hospitality but also from a competitive perspective. The importance of this event in automotive history is not to be underestimated. We look forward to again bringing together some of the most important pre-war cars ever built and taking crews from Edinburgh to Woodcote Park on a quintessentially British rally.'

With sponsorship from EFG private bank and official timekeeper Zenith Watches, HERO's Royal Automobile Club 1000 Mile Trial is a 'must do' regularity rally and reliability test for enthusiastic drivers of pre-war motor cars. The cars entered are always superb, the attention to detail on the event is excellent, the route is beautiful and significant, the accommodation and hospitality are first class, and all the competitors are enjoyable company.

VISIT www.heroevents.eu.









TECHNO-CLASSICA ESSEN

## 190,000 people can't be wrong

## Hugely popular German season-opener gears up for action

IT'S A BIG 'UN, is the annual Techno-Classica Essen. Germany traditionally kicks off its classic calendar with this massive exposition of vintage, classic and prestige cars, motorcycles and motorsport – in fact, all things automotive and interesting. Annual attendance of 190,000-plus proves that the tried-and-tested, and extremely slick, formula still hits the spot in this, the event's 28th running. It's even been reliably described as 'the world's largest classic car show'.

Spread throughout 20 halls and display areas, the traditionally vast array of classic specialists is complemented by impressive showcases from many of the world's major car marques, which are keen to celebrate their own heritage. There are more than

2500 collector's vehicles for sale, as well, from the exotic to the everyday.

Hands-on classics owners and restorers are likely to find everything they require for any job in hand, thanks to the abundance of spare parts, literature, automobilia and restoration guidance on offer. Further inspiration and help comes from the 220-plus clubs that are represented on-site, many with cleverly themed and professionally presented vehicle displays of their own.

Additional attractions include the daily live demonstrations of the Techno-Classica Akademie, Coys auctions, Top Salon Exclusiv, a concours d'élégance, and autograph sessions with the great and the good of the classic world. Heading up this

year's range of official special displays will be one marking the legendary 1955 Mille Miglia race, featuring a Ferrari 750 Monza, Maserati A6 GCS, Porsche 550 Spyder and Mercedes-Benz 300 SLR among other iconic machines.

Aim to schedule in at least a couple of days to fully explore the event, as it's simply too big to cover in a single exhausting session. And make sure you wear comfortable shoes, as you'll be walking a very long way indeed...



WHERE Messe Essen, Essen, Germany

WHEN 6-10 April

**HOW MUCH** When booked in advance, adult tickets for the preview/Happy View Day (6 April) are  $\le$ 40, while day passes for the remaining three days are  $\le$ 22. Under-18s receive reductions; under-eights get free entry.

**GETTING THERE** Düsseldorf International is about half an hour from the Messe Essen by road, and Essen train station has pan-European links. For UK visitors, driving to the event in North-West Germany is enjoyably do-able if you have time to spare.

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Featured Theme 2016 Mille Miglia 1955



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## Of course, they're all turbos now...

Yes, that's true, but the Porsche 911 Turbo with a capital T is still top dog. Or is it?

Words Kyle Fortune

**FOUR-WHEEL DRIVE,** wider arches, turbos. The specification sounds familiar – but there are four 911s here with it, and only two of them are wearing Turbo badges on their tails. All of Porsche's Carreras now feature a pair of turbos to add pace without losing efficiency, exemplified here by the new Carrera 4 S and Targa 4. And so the 911 Turbo – and its faster–still Turbo S relation – have lost something of their USP. Once a byword for lunatic performance that demanded heroic reactions, the 911 Turbo has evolved to a point where it's retained its ability to leave you slack-jawed, but without the intimidation factor.

Thank the introduction of four-wheel drive from the 993 onwards. This 991-series Turbo and Turbo S get more power as part of the ranges's mid-life revisions, adding 20bhp here, some of the standard Carrera's smarter interior touchscreen, smartphone-connected infotainment there, while getting some new lights and bumpers to mark, albeit subtly, those changes. Never have 533bhp and 572bhp outputs been so civilised: the Turbo and Turbo S's massive go is entirely exploitable, if socially unacceptable on the road.

It's indecently fast, the official numbers saying that the Turbo S manages 62mph in 2.9 seconds and a 205mph top speed (3.0sec and 198mph in the Turbo). Insiders quietly admit that those figures are conservative for 'repeatability', with around half a second to be shaved off that 0-62mph time in perfect conditions. Remember, this is a car that can, at a push, carry four, and some luggage. The 911 Turbo's breadth of ability is nothing if not extraordinary.

You need a track really to explore just how extraordinary, Porsche usefully having access on the launch to a heavily revised, indulgently invested new Kyalami track in South Africa. Expansive, smooth tarmac, some very fast corners mixed with some sharp, technical ones, a huge straight and useful gradients make for a challenging track. More so, in fact, thanks to some rain run-off – practically rivers – and standing water in less-than-ideal places.

Even so, the 911 Turbo S monsters around the circuit, shrugging off the conditions with a shimmy of its wider hips as it finds traction and grip, its Porsche Traction Management four-wheel drive, torque

vectoring and Porsche Stability Management defying physics. Fiddling with those systems in the Turbo is now easier with the adoption of the Carrera's Mode Switch (actually a rotary dial) and Sport Response button. Mounted on the steering wheel, it allows quick and convenient access to the 911 Turbo's Normal, Sport, Sport+ and Individual driving modes.

All are quick. Porsche's trick new 'dynamic boost function', which holds boost for a moment when quickly lifting off and reapplying the accelerator for greater immediacy of response, works with all of them. Then there's the Sport Response button – a 'push to pass' set-up for overtaking – which turns-up the Turbo's systems to 11 for 20 seconds, though any overtake that needs it might be your last.

Mighty as its ability undoubtedly is, the Turbo's cleverness doesn't translate to the most engaging drive. The transmission shifts with incredible speed, the brakes are never-ending in their stopping power, the ride good, too, but the 3.8-litre flat-six's tone is somewhat muted by those variable-vane turbos, and the steering – despite some geometry revisions –





lacks any sort of feel. That would be fine in isolation, but the 414bhp Carrera 4 S, with an optional sports exhaust, demonstrates that forced induction doesn't have to mean stifled sounds. The C4 S's steering is also clearer and more precise. It's as fast as a previous generation 997 Turbo, too.

For many, though, that will matter little, as the Turbo remains the only car to wear that badge, and brings with it a level of expectation of performance that's difficult truly to comprehend. In the fastest-isbest race the Turbo wins, unequivocally, but the C4 S is the more entertaining car to drive.

Clockwise from top left New Turbo S is top of the 911 tree, with 572bhp, and *Octane* thrashed it around a wet Kyalami circuit – yet found the C4 S (yellow) more entertaining; facelifted range includes new Targa, too.

## The best M car money can buy?

After testing the new BMW M2 at Laguna Seca, Shane O'Donoghue thinks it could well be

**WHILE MANY BMW** aficionados have been hoping that the new M2 Coupé is really a modern-day E30 M3, BMW shies away from such comparisons, instead placing the new car on a pedestal with its most recent precursor, the limitededition 1 Series M Coupé and, for a bit of nostalgia, the BMW 2002 Turbo.

Yet a turbo and bulging wheelarches are about all the M2 and its groovy '70s grandfather have in common. The new car's development was driven as much by its business case as it was by the search for high performance in a compact package. Nonetheless, the M2 has been the subject of much hyperbole. After all, it borrows the best bits of the M3/M4 twins (high-tech differential, big wheels, components from the straight-six engine) and marries them with a 2 Series Coupé body on steroids. And yet, it takes less than a lap of the Laguna Seca circuit to realise that the M2 is far more than a cut-and-shut M4.

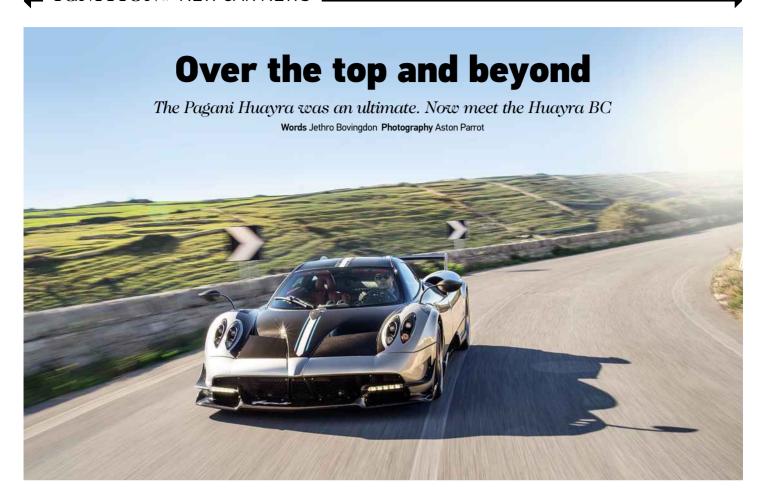
Turn-in to a corner is incisive, even with overheating tyres. The rear end is more than willing to drift if you've got the space and guts, but for most it's reassuringly planted and highly predictable in its responses. There's huge mechanical grip on offer, yet not so much as to stifle the 365bhp engine, so it's playful, but the chassis has been set up to be incredibly forgiving too – even over bumpy roads. Through all this shines direct and communicative steering, plus strong brakes and excellent fixed-rate damping. It sounds purposeful, especially at low revs, and is as indecently fast as any road car needs to be.

There is just one main specification (though you can choose between the DCT auto or six-speed manual – both are fab) and it simply works. No adaptive damping, no big brake options: simply a well-sorted sports coupé that would not only leave its E30 M3 relative for dust, but also give its owner just as big a smile.

This is the best car BMW's M division makes right now.







**THE GAME HAS CHANGED.** The combined might of the LaFerrari, McLaren P1 and Porsche 918 Spyder has seen to that. Developed with huge resources, head-spinningly complex hybrid systems and drawing on F1-spec simulators and massive engineering departments, these three extraordinary cars have taken Bugatti Veyron-style performance and wrapped it up with startling agility and excitement. They define the new 'hypercar' genre.

How can tiny independent manufacturers like Pagani respond? The obvious answer might be more of everything... Power, wings, good old-fashioned outrageousness. But Pagani is cleverer than that. The company plays its own game. A game defined by lightweight materials, construction that's as much art as engineering, and a sense of the bespoke that must be almost hypnotic should you have the funds to indulge. And quietly, behind closed doors, Pagani is doing very nicely indeed. They're currently building the 94th of the planned 100 Huayras, there's a Huayra Roadster on the horizon, and a new factory is merely weeks away from the grand opening.

Oh, and this. The Huayra BC. Track-focused, more powerful, with more sophisticated aerodynamics and, at just 1218kg, the lightest hypercar you can buy. Well, you can't actually buy one as only 20 will be produced at  $\pounds$ 2.35 million plus local taxes and they've all been sold to existing Pagani owners.

We're in Sicily to drive an early prototype. The 6.0-litre twin-turbocharged V12 isn't quite running at full power, there are new four-way adjustable Öhlins yet to arrive and the aero balance is still being fine-tuned, but the team suggest it's around 65% there and already representative of how they want the BC to feel, sound and perform. Incidentally the 'BC' tag comes from the initials of the first ever Pagani customer, the late Benny Caiola.

The spec is mouthwatering. That big AMG-sourced engine produces 800bhp and 811lb ft, it drives through a transversely mounted seven-speed paddleshift 'box, brakes are new Brembo carbon-ceramics, the chassis is constructed from Carbo-Titanium (titanium strands running through the weave provide greater strength), suspension is by double wishbones and inboard, plus the aero package (including the trick moveable aero devices – two large flaps on the bonnet and two below the fixed rear wing) is developed with Dallara.

Narrow Sicilian lanes are not the ideal place to unleash a precious hypercar with 667bhp per tonne but still it's a great taste of this wild machine. The BC is an extraordinary place to be, the interior a feast of immaculate carbonfibre and



titanium, the view out revealing great slashes in the front wings to reduce pressure in the wheel wells, plus you see those aero flaps dancing around as you drive. The noise isn't the howling wail of the old normally aspirated Zonda and it isn't half as exciting, but the deep, industrial roars and snorts match the heavy thump of torque that turns into a raging flood of power as you sweep past 3500rpm and surge to the limiter. That paddleshift 'box is a single-clutch system, and thus lacks the seamless accuracy of PDK, for example, but it's quick and positive once above crawling speeds.

More impressive still is the chassis. The smooth ride – long a Pagani trait – remains but there's a new control to the way it changes direction. The BC really does feel light and hyper-responsive, with no body roll and amazing mid-corner stability. Drive in the 'Sport' setting and the traction control is excellent too, allowing just enough slip to make you feel like you're fully in control but not so much that you could hang yourself. Remarkably, this massively powerful car with huge and extreme P Zero Corsa tyres is friendly even beyond the limit.

This BC might only be a prototype but it's shaping up very nicely indeed.











Arresting shape of the Huracán Spyder easily diverts your eye from the Miami skyline; writer Steve Sutcliffe enjoys its soundtrack all

the more with the roof down.

## Come on, feel the noise

Lamborghini Huracán Spyder comes out of its shell. Not one for introverts

Words Steve Sutcliffe

**THE HURACÁN** has got better and better since its launch in 2013. Chassis revisions last year made it more engaging to drive, then came the infinitely more playful rear-wheel-drive LP 580-2. Now Sant'Agata has gone one further by producing this, the new Spyder, which, says Lamborghini, combines the power and dynamic performance of the coupé with the added emotion of open-air motoring.

The Spyder does look rather suave. It is instantly identifiable as a member of the Huracán family yet different at the same time. I personally think it looks even better than the coupé, and the way the three-part hood glides gracefully into the rear bodywork in just 17 seconds produces a decent hit of street theatre, never more so than in a place such as Miami beach, where the car was launched.

It's a lot more than just a pretty version of an already pretty car, however. Lamborghini has gone to great lengths to ensure the Spyder's underpinnings remain razor-sharp. Stiffening has been added front and rear, there are rollover bars that deploy to protect the occupants if the car starts to invert, and there's a small rear screen that raises automatically on the move to eradicate swirl in the cabin with the hood down.

The Spyder weighs an extra 122kg yet it feels extremely well sorted, with little or no compromises noted in terms of chassis stiffness or general sharpness. And with the exact same 602bhp 5.2-litre V10 engine as the coupé, allied to the same much-improved seven-speed dual-clutch gearbox, the Spyder still feels heroically fast. Lamborghini

claims 0-62mph in 3.4 seconds and 201mph flat-out, hood up or down, and although you need to rev the V10 beyond 4000rpm to get at the meat of its potential, when you do so the resulting thump in the kidneys is hugely addictive.

Best of all, you get to hear the V10 in all its glory that much better in the Spyder. And believe me, it sounds utterly fantastic, never more so than with the hood up and the little electric rear screen down. At 8000rpm in second gear, it's enough to make a grown man go weak at the knees.

Price? A snip at £205,000, which is actually not that horrendous beside rivals from Ferrari, Porsche and McLaren, none of which sound anything like as delicious as the Spyder, even if they are a tiny bit quicker where it counts.

## Jaguar gets impressively dirty

F-Pace is an SUV with the emphasis on S – for sport

Words Matt Robinson



IN ORDER TO distance itself from the 'in-house' team responsible for a wide range of 4x4s (Land Rover, naturally), Jaguar has decided its new F-Pace is a 'practical sports car' rather than an SUV. But even though we've only driven a pre-production 3.0-litre V6 diesel model on boggy ground, it would seem the Jag has got both 'S' and 'U' covered to an incredibly high degree.

Despite its sporty pretensions, the F-Pace is extraordinarily capable off-road. Even by Welsh weather standards, in an astonishingly sodden quarry that JLR uses for 1800 hours of annual engineering development work, the F-Pace found frankly unbelievable levels of traction in grip conditions akin to black ice. It managed to pirouette round a cluster of cones in a balletic

drift, before charging along mudand-gravel tracks used by the WRC at 70mph without terrifying. Sure, a Defender would get you further into the wilderness, but the F-Pace is much more capable away from the black-top than you might expect.

With its 296bhp/517lb ft engine, fantastic steering – even on mud – and a high level of refinement, this SUV debut for Jaguar might just go straight to the top of the class. There are signs here that it will be even more enjoyable on roads than it is off them and, given that it looks magnificent both outside and in, and starts at a reasonable £34,170, then once the Jag goes on sale in a few months' time, Porsche's Macan might find itself usurped as the sports utility vehicle king.

# THE SPRING SALE

**BROOKLANDS MUSEUM** SATURDAY, MARCH 12<sup>™</sup>

Following our most successful year ever, culminating in our third consecutive HAT Award for professionalism and customer service, Historics is delighted to present a major Spring sale of 140 fine classic motorcars, held at Brooklands Museum on Saturday, March 12th, including this rare and racy 1992 Lancia Delta Integrale Evo 1 Martini 6 (Est: £48,000-£60,000). Please see website for all consignments and full information.





**ONE OF FORD'S** stated aims with the new Focus RS is that it should satisfy professional drivers, flatter ordinary ones, and make every driver feel they're a bit better than they are. Ken Block (you know, the guy whose *Gymkhana* tyre-shredding, donut-popping, crazy-precision driving videos started to go viral a few years ago; see page 274) was hired as a consultant to a team based in Europe yet headed mainly by men from Ford's homeland. An American-engineered hot hatch? One fettled by the Head Hoonigan himself? Hmm.

First impressions are good. Gone is the harsh ride and intimidating demeanour of the 2009 front-drive five-cylinder three-door. In its place is a calmer-looking five-door, offering clues via its high-mounted rear wing, low-profile 19s, splitters and gaping front air intakes: like teaming a Hugo Boss suit with Asics Gel Kayanos. Yet there's nothing superfluous: the aero makes for zero lift, while the plentiful cooling ensures reliability when you're whipping all 345 horses.

There's four-wheel drive, too, yet what you're more conscious of as you pull away is decent refinement. Largish Ford four-bangers never used to be as smooth and couth as this 2.3 turbo – with a Cosworth-machined cylinder head! – and, in fact, they've contrived something of the last RS's warbly note. The Recaro seat grips just right, the ride bobs a bit on the motorway yet doesn't let those 35-profile tyres hurt too much, the driving position is bang-on, and there's a highly informative if overstyled dash in a cabin that's more Aldi than

Waitrose in finish. In compensation for the latter, the £29,995 RS undercuts the posher-feeling VW Golf R by about a grand yet musters fully 50bhp more.

We peel off the highway and head into the mountains north-west of Valencia. What a road: series after series of switchbacks punctuated by straights just long enough for a squeeze of the right foot to get you past the tourists, and breathtaking views over every crest. The RS takes it in its stride, gripping determinedly yet with an attitude as playful as you could want.

There's loads of torque – thanks to an overboost facility it will peak at 347lb ft for 15 seconds between 2000 and 4500rpm; the 0-62mph dash is dispatched in 4.7 seconds and top speed is 165mph. Yet the easy gearshift and linear steering mean you can maintain a smooth gait at speeds that surprise you only when you realise how much you have to haul down on the firm, four-pot vented Brembos.

Soon we get to the track and, having played with only two of the four driving modes, that's no bad thing. Normal gave way to Sport (remapped throttle, weightier steering, gnarlier exhaust note); now Track notches back the traction control and brings in 40% stiffer dampers (they're switchable in any mode, though too firm for road use).

And Drift mode? Well, a circle of cones allows all those assembled to try it, resulting in clouds of tyre abuse as this all-paw hatch sends all its torque rearwards. There's a Launch Control too, allowing you to floor the throttle (which maintains 5500rpm) and dump the clutch for a sharp getaway. Fine, but you can get away equally sharpish without it.

Some of Ford's senior team are here too, and I ask RS engineering manager Tyrone Johnson which benchmarks were used. Turns out they quickly dismissed the Golf R and Mitsubishi Evo in favour of the old Escort RS Cosworth!

Out on the circuit there's that sensation of four-wheel drive pulling you away from trouble, running you wide if you carry too much speed into corners. But go in slow and accelerate hard and the rear end dances brilliantly: it's highly mobile yet mightily adjustable. I laugh out loud every time I get it right; getting it wrong summons a gentle frown rather than the recovery truck. As for that stated aim, I come away feeling satisfied and flattered as appropriate. This could be the new hot-hatch king.



### Above and left

RS looks purposeful rather than garish; six-speed manual only – there's no dual-clutch option.

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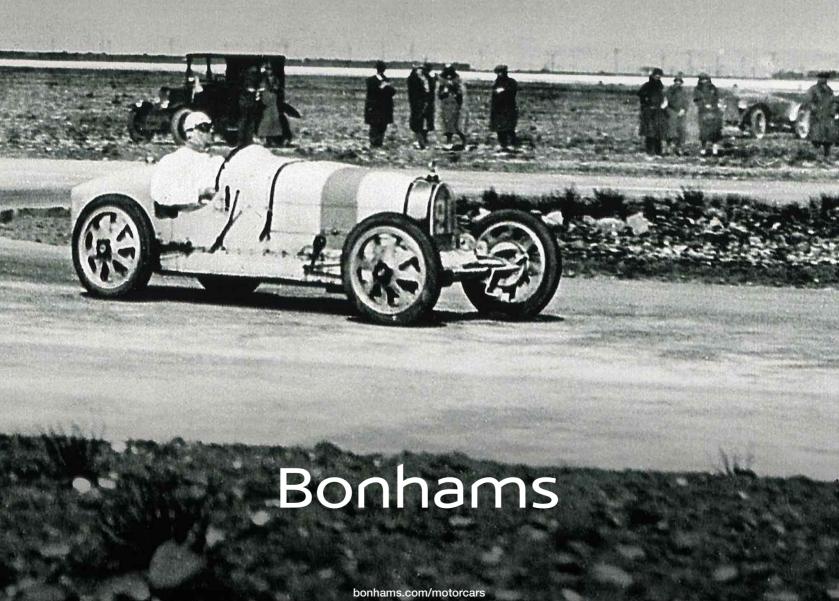
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## JAY LENO

## THE COLLECTOR

OMETIMES MY WIFE and I go out to eat at some fancy restaurant and I'll see a Ferrari or a Lamborghini or something being parked by the valet. Can you imagine the owner of a '63 Porsche 356 Carrera 2 giving that car to a valet? I don't think it would ever happen.

When we take one of my classic cars for an evening out, if there isn't a parking spot right in front of the restaurant window, where I can see the car, we don't eat there. We just go somewhere else.

I don't think modern-car owners bond with their cars as much as an *Octane* reader, for instance, would with their classic car. If you read *Octane* it's obvious you love cars; certain cars more than others, cars from a golden era, from about the '30s to about 1976.

What else separates modern and classic car drivers is this

notion of keeping the mileage down because it ruins the investment potential of the car. This, I think, would be ridiculous to the average *Octane* reader. One of my personal heroes, Rowan Atkinson, probably put more miles on a McLaren F1 than anybody. He drove it, broke it, fixed it. Twice!

Classic car owners become one with their machine in a way that most people don't understand. I enjoy reading Robert Coucher's exploits with his XK140. It's real to

me. He uses it as a proper car. He drives it, he fixes it, he does a sensible upgrade when necessary. He uses the car for its intended purposes. I believe the average Bugatti Veyron owner only does about 1200 miles in a year. Is that truly enjoying the car?

In past years you had to know more about the machine than just how to pay for it. I know rev limiters are wonderful things but seeing how far you can go before you break something does take a certain amount of skill. In the old days it wasn't taken for granted that the machine could last longer than the man. When you read old accounts of 12-hour races, the fact that the machine lasted longer than the human driving it was somewhat of a romantic notion. Now you just take it for granted that the machine is far superior. But back then you had to temper that machine to win the race, though not so much that it would blow up. Birkin driving the Bentley against the Germans' Mercedes and making them use their supercharger until their car blew up seems like a much more romantic period.

Why does Porsche have such a maniacal following? Because it takes a certain skill to master the car. Not everyone can make

a Porsche do what it's supposed to do. Or shifting gears in a WO Bentley; you know, just operating the transmission takes a certain amount of skill. It's always interesting to see anyone get into one of my WO's. It frustrates them. They can't master it. These cars take time to get used to. You don't get any of the instant gratification that new cars offer.

All this investment and patience means you feel a certain superiority to anyone else on the road. With modern cars, pretty much anyone can make them do what they can do. With older cars it's a bit like the old screen door you had at your house. You had to pull it and shut it in such a certain way that it latched, whereas everyone else could never quite get the catch to work.

I don't know about you but when I put the car key in and then turn it I almost feel like I'm taking the temperature of the car as I

do so. That's because, if I have to hold the key longer than usual, I know there's something wrong with the car. It's like having a child or a pet. You know when something is not quite right.

It's what I call the Betty Crocker Theory. In the 1950s Betty Crocker came out with an instant cake mix. You added water, stirred it, put it in the oven and you got yourself a cake. They thought they'd sell a million of them, and it bombed. So then someone said. why don't we

have people add water, then break two eggs into it, then mix it. And they sold a million of them, because people really felt like they were baking a cake. They felt like they'd made it themselves.

Some car companies realise how important the buyer's input is. Rolls-Royce has an interesting programme now, in which they do a lot of these bespoke cars. You come and, for better or worse, you give the parameters of what you want. If you're a piano player and you want an ivory keyboard-looking dashboard, by golly they'll figure something out for you. It means the car you have bought is also a car you have kind-of designed.

When you have a car that needs you, that you have helped design or repair, or even just washed, you form a bond, a relationship. Reading *Octane*, you probably already know this.

### 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.

'WHY DOES PORSCHE HAVE SUCH A MANIACAL FOLLOWING? BECAUSE IT TAKES A CERTAIN SKILL TO MASTER THE CAR'

## MAXTED-PAGE

## FINE HISTORIC PORSCHE



## Brun Motorsport / Repsol 1990 Porsche 962C | Chassis #962-163

We are delighted to offer this genuine factory-built Porsche 962 which was supplied new to Brun Motorsport for the 1990 World Championship and liveried in the famous Repsol sponsorship. Chassis 962-163 was built by Porsche in July 1990, being one of the final 962s constructed at the factory with carbon tub and fully water-cooled 3.0 litre Turbo engine with Bosch MP 1.78 ignition and fuel system.

Raced only twice, its debut at Montreal in 1990 resulted in retirement after just 22 laps, chassis 163 then completed a further 56 race laps in Mexico, before a broken drive-shaft forced retirement at this, the final round of the World Sportscar Championship. As such and having been in storage ever since, the present condition of this car is similar to that of an ultra low-mileage road car and is "Possibly the lowest mileage and most original 962 in existence" - to quote from the book of John Starkey & Ian Briggs - The Golden Era - The History of Group C and IMSA GTP.

An outstanding, factory-built Porsche 962 with excellent provenance and outstanding investment-grade potential. This car is waiting to be prepared as a highly competitive entry for the new Peter Auto / Group C Racing series and future historic Le Mans races.



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## DEREK BELL

## THE LEGEND

HAVE PROBABLY MENTIONED this once or twice before, but it's worth repeating: I am constantly amazed at how generous car owners are in letting me play with their toys. This column is being written in the midst of the Palm Beach Cavallino Classic, which has to be one of the best Ferrari events in the world. Maybe it's even the best; it's certainly one that I have been involved with in one form or other for many years.

Ferrari is a marque that holds a particular fascination for me, not least because I previously drove for the Scuderia in sports cars and single-seaters. It remains the marque with the best competition pedigree of them all, and I am proud to have been a works driver. I am still a Ferrari man at heart, as indeed is my old friend Todd Morici who owns the 312 that I drove in the 1968

Italian Grand Prix. I hooked up with Tom at the Palm Beach International Raceway (formally Moroso Motorsport Park) on the 'free' day, where he installed me in various cars including his 512 BB/LM.

Admittedly, this wasn't a great competition Ferrari in period. It certainly wasn't a match for the mighty Porsche 935 that I raced back then, and which, similarly, was based on a production road car. Nevertheless, it was – and remains – a car with real character.

Todd wasn't particularly happy with the way it was running so he put me in the car and we worked on setting it up properly. It was such a pleasure getting in some hot laps, the flat-12 wailing its heart out just inches behind me. That's the thing about cars of this ilk: they sound so strident in comparsion to the flat-plane parps emitted by most modern racing cars.

I was then asked if I'd like to have a go in a new 488 GTB. Of course I would! I had no prior experience of this, the latest junior supercar from Maranello, but I had preconceptions. Sure, it would be fast, but it's a road car so I wasn't expecting it to be a track weapon. Boy, was I wrong!

There simply aren't enough adjectival phrases to describe how much I enjoyed driving that car. I have experienced countless midengined supercars, many of which are fast but not necessarily pleasant to drive. In fact, most are pretty horrible when pressed hard. Not the 488, though. I had all the nannying traction control stuff switched off, and was grinning like a loon as it just bolted along the straights and broke into a gentle drift in the twisty bits.

The 488 was utterly composed at all times, and involving in a way that only truly great cars are.

There must have been no more than 20 cars in attendance, but they were all mouth-watering. There were no fewer than three 250 GTOs – all with their original liveries reinstated, along with Tom Price's wonderful 250 Testa Rossa. I never tire of looking at these cars. Then there was the ex-Mark Donohue/Penske 512M in Sunoco colours, which has to be one of the sexiest Ferrari sports-prototypes ever to turn a wheel.

Now, I am not a marque expert, nor would I ever claim to be one, but I am an enthusiast. As such, I thoroughly enjoyed chatting with the owners and learning more about the cars' histories. What was really telling was that most of these chaps seemed blissfully unconcerned about their cars' values.

Some of them had owned them for several years, decades even, from a time when they just weren't worth the sort of GDP-sized figures they attract nowadays. They just wanted to drive their cars as ol' Enzo intended, and one transporter came all the way from Seattle – some 3800 miles away – and deposited six cars just so guys could get in some quick laps. That earns my respect.

I thought my circuit forays were done after savouring the 488, but

then I was offered the chance to drive another car. This time, it was a Porsche interloper. I have driven variations on the GT3 RS before, but not the latest version. Needless to say, it was flippin' quick, but I brought it back with the brakes ever so slightly cooked. I got out of the car and immediately launched into a stream of apologies – I'm British after all – but the owner wasn't remotely fazed. He responded with words to the effect of 'they do that', and also added that many of the 7000 miles on the odometer had been racked up at flat chat at places such as Spa-Francorchamps and other classic European racetracks. It was a tool, and should be used as such. I returned home with the sense of elation you only feel when you've spent a day doing something you love with likeminded folk. Thank you one and all.

## 'THERE SIMPLY AREN'T ENOUGH ADJECTIVAL PHRASES TO DESCRIBE HOW MUCH I ENJOYED DRIVING THE FERRARI 488 GTB'

### **DEREK BELL**

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



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## STEPHEN BAYLEY

## THE AESTHETE

CTANE IS LIKE a museum. I adore museums. One of the best is New York's Museum of Modern Art, a great institution of The West. But that doesn't mean it's not annoying. For 70 years from its West 53rd Street home it has promulgated the democratic spirit of modernism. Yet its founder was billionairess Abby Aldrich Rockefeller, Mrs Standard Oil, not known to stand on the barricades of proletarian revolt. It is run by an exclusive clique. Nonetheless, it was MoMA's hugely popular Picasso retrospective of 1939 that created its own reputation and cemented the artist's. His greatest work of protest, Guernica, was bequested for display in New York until the fascists left Spain (even if they remained in Manhattan). It returned in 1981.

MoMA was the first gallery to have a serious design collection, suggesting beautiful kitchen machines have the status of art. And in 1968 there was an amazing exhibition called 'The Machine as Seen at the End of the Mechanical Age', curated by Pontus Hultén. The catalogue had an astonishing metal jacket and stands as an epoch-defining account of how technology and art so fruitfully miscegenated in the 20th Century.

Earlier. MoMA was the first

fine art museum to take cars seriously. In 1951 the exhibition '8 Automobiles' was built on a ramp covered in white pebbles that swooped from the first floor into the garden, its exhibits 'cars selected for their excellence as works of art'. The curator was Philip Johnson, rich, gay, and ever so slightly too close to the Nazis while visiting Germany on research trips before the War.

He became one of the most influential taste-makers ever. First, he introduced Mies van der Rohe, the last director of the Bauhaus, to America and, in the 1950s, became his great architectural collaborator and rival. Then, in the 1970s, Johnson changed his mind and became the champion of Post-Modernism. 'Remember, son, I'm just a whore,' he once told me.

But since architecture and prostitution are so closely related, it's interesting to see how Johnson applied architectural criteria to his assessment of a car's design value, as seen from 1951. He liked the 1931 Mercedes-Benz SS because it was 'on a heroic scale with each detail appropriately developed for the total effect'. The Jeep was admired as a 'genuine expression of machine art'. Both the Benz and the Jeep made no attempt artistically to

integrate the separate elements of wheels and passenger compartment. That was an effect to come later.

An MG TD was admired by Johnson because, while it remained a mechanical proposition, the designers had added interesting visual enhancements. The judicious use of highlighting chrome instead of the 'meaningless decorative strips' usually found on American cars? You have to imagine the MG close to *Guernica*.

Then there was the emerging 'single envelope' design of Pininfarina's Cisitalia. This car, bright red, is still on display. America was represented by a 1937 Cord and a 1941 Lincoln Continental, although Earl Muntz's Jet, a Frank Kurtis design seen on the cover of *Popular Science*, was shown in photographs. So too were 'two rear-engined cars, both designed in Germany by Dr Porsche': the Volkswagen and the Gmünd-era 356. Johnson

noted that the latter 'illustrated the extreme development of the seemingly one-piece metal lid'. This they are still doing.

No-one has better stated than Johnson the proposition of cars as art: 'Automobiles are hollow, rolling sculpture, and the refinements of their design are fascinating... besides being America's most useful Useful Object [they] could be a source of visual experience more enjoyable than they are now'.

visual experience more enjoyable than they are now'.

Johnson's words were in my own mind when, in 1982, I put the first car on show in The Victoria & Albert Museum: a Saab 92. Hitherto, the V&A could not decide whether cars were 'sculpture' or 'metalwork' so decided to ignore them. A year later I showed a Ford Cortina Mk1, the one with the CND rear lights. For the opening of London's Design Museum I had a modelmaker build a full-size wooden version of Le Corbusier's Voiture Minimum.

And so I often think, as we near The End of the Age of Combustion, what would '8 Automobiles' comprise today? Could anybody today ever agree on precisely what eight cars were true works of art? I don't think so. The great thing about the soon-to-be-past Age of Combustion was its practical and aesthetic certainties. These have disappeared, like exhaust smoke.

## STEPHEN BAYLEY

Author, critic, consultant, broadcaster and curator, Stephen co-created the Boilerhouse Project at the V&A, and was chief exec of The Design Museum. His latest book *Death Drive – There Are No Accidents* will be published by Circa Press/Thames & Hudson on 1 March.





## ROBERT COUCHER

## THE DRIVER

HANK GOODNESS it's February and the classic car season is back. As always it kickstarts with Rétromobile, at the huge Paris Expo, via a 186mph blast by Eurostar and a trundle across France's capital on the Metro.

The show ran this year from Wednesday 3 February, and it is always worth getting there the day before, during set-up. The Tuesday was when the hardcore traders and hagglers did business – one *Octane* reader bought a magnificent Rolls-Royce Silver Ghost off the floor, while the stand where it was being displayed was still under construction!

Paris had a tragic year in 2015 but that did not deter enthusiasts visiting from America, the Far East, Europe and, of course, Great Britain, all of whom had travelled to see the 500 examples of

automotive intrigue, ranging from a massive Russian T34 tank to regimented rows of tiny model cars in glass showcases.

Rétromobile always attracts wacky creations. This year we saw designer Philippe Charbonneaux's extraordinary Pathé-Marconi truck, looking like a berthed spaceship. Showgoers were agog. But on the nearby Renault stand – celebrating 115 years of sporting passion – a dinky little bog-standard, sky blue Renault Dauphine was attracting

heartfelt sighs of emotion from big, hairy Gauls. With its peashooter exhaust, the feisty Renault wore its period Rallye Monte Carlo plates with pride.

The Citroën stand devoted a lot of space to brightly coloured Meharis, those plastic 2CV-based buggies produced from 1968 until 1987. Perfect for the beach – and a new, electric-powered E-Mehari was also on display. A clever move. Popular classic tenders such as the Renault 4 Plein Air, Fiat Jolly, Mini Moke and the original Mehari now command serious money, as they make perfect runabouts when your superyacht is moored off St Trop.

I had a rare Renault 4 Plein Air. Well, it started out as a regular saloon but I managed to roll it, smashing up the roof. So, with a hacksaw and some cut-down aluminium panels fashioned for the sides to replace the doors – *voila!* – it became a Plein Air.

Outside the halls there was something deafening taking place. As part of the British National Motor Museum's display of 'Monsters from the Record Books', arch enthusiast Duncan Pittaway fired up the 1911 Fiat S76 'Beast of Turin', much to the delight of the clapping crowd. It was joined by the oldest British

racing car, the 1903 Gordon Bennett Cup Napier, and Mark Walker's 1905 Darracq V8. Symphonic.

Some wag has commented that Rétromobile is a large restaurant with a car show attached and, judging by the enthusiastic eating and drinking going on, they might have a point. The French take their food seriously and wandering around the sizable show certainly stimulates the appetite.

Chattering traders mused over *steak-frites* that there were fewer Mercedes-Benz Gullwings on display, although I did spot a wonderfully original Roadster on Mercedes specialist Kienle's stand. It was black and in perfect mechanical order; I do hope it is never restored to 'boiled sweet' condition. There were plenty of great Ferraris on offer on the impressive Fiskens and JD Classics stands and, this year, the show took up all of Hall 1 as well as 2.2,

where the huge array of Artcurial stock was assembled.

Coming soon after the Scottsdale auctions in America (see page 108), here in Paris, Bonhams, RM Sotheby's and Artcurial had a lot of highly valued cars to move and, while a good number of top-ticket cars were hammered home, quite a few did not sell. Dare one ask: are there now too many auctions being held in quick succession? Seems the market has cooled a tad, with

knowledgeable buyers taking more time, reducing the feeding frenzy of last year. A good thing for collectors and enthusiasts.

Of course, the most talked-about car at this year's Rétromobile was the ex-Pierre Bardinon Ferrari 335 Sports Scaglietti, which sold for €32.1 million – a world record price for a car sold in euros. One of the greatest Ferraris ever, the 335S generated huge interest when it was wheeled onto the rostrum. Thousands squeezed into the hall on the Friday to watch the heroically chaotic proceedings as Artcurial auctioneers Hervé Poulain, Matthieu Lamoure and Pierre Novikoff shouted, interrupted and talked over each other in French and *franglais* – they all looked exhausted once the gavel crashed down.

And so did the audience.

### ROBERT COUCHER

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

'A DINKY LITTLE BOG-STANDARD, SKY BLUE RENAULT DAUPHINE WAS ATTRACTING SIGHS OF EMOTION FROM BIG, HAIRY GAULS'

## WORDS AND PHOTOGRAPHY. RICHARD DREDGE

## Tom Karen

## Designer whose portfolio includes the Bond Bug

BORN IN VIENNA in 1925, Tom Karen spent his childhood in Czechoslovakia but arrived in the UK with his family in 1942. Most usually associated with designing the Reliant Scimitar GTE, the Bond Bug and the iconic Raleigh Chopper, Tom studied aeronautical engineering at Loughborough University and went on to become a technical illustrator. He switched to automotive design when Ford's Terence Beckett was recruiting in 1955 and worked on the Anglia 105E. After four years with Ford, Tom moved to David Ogle Associates but didn't stay long before switching to Hotpoint to design white goods. David Ogle was killed in a road accident in 1962, and Tom was headhunted to run the company – which he did until he retired in 1999, when Ogle was restructured into three separate companies, largely moving to Norway in the process. In retirement, Tom loves to create sculptures and toys, mostly from recycled materials, in his Cambridge home. He's a nature lover, keeps an eye on automotive styling trends and, now 90, he still drives – a Citroën C3 Picasso.

















- 1 // I love making things in my workshop at home I can work for hours with wood, wire, metal and clay. Bringing together my fascinations for aircraft and toys is this, which I call the Big Fat Peace Bomb. Pressing the pilot releases the bomb, spreading a mist of love and goodwill, to end all conflict.
- 2 // In Czechoslovakia in the 1920s and 1930s we were comfortably off; the family ran a brickworks and our transport was a Bugatti. As a child I got my own battery-powered Bugatti Type 35, left behind when we fled the Nazis in 1939, I often wonder if it survived.
- 3 // In the early 1950s I decided to build my own Austin Seven special, even though I had no workshop. I'm not sure how I built the body, with its wooden frame and single-curvature aluminium panels. It was my everyday transport until I sold it I'd like to think it's still out there somewhere.
- 4 // In 1968 Raleigh wanted to take on US bicycle manufacturer Schwinn, which had introduced its chopper-style bike, called the Sting-Ray, in 1963. I came up with the Chopper and this is a very early example, which belongs to my son. It was restored recently by a Raleigh Chopper Owners' Club member.
- 5 // I enjoy coming up with new toys and in 1970 I made a prototype marble run, which was adopted by Kiddicraft. Lots of other companies have come up with their own versions and millions children must have played with it. Toys rarely stay in production for long, but this one has stood the test of time.
- 6 // I've always been fascinated by automata and over the years I've made quite a few. Otto snaps at the ball and wags his tail. Making him work properly was a lot harder than you'd think.
- 7 // In 2001 I came up with this proposal for a new type of aircraft design, with a flat fuselage. By adopting this design the fuselage provides lift and offers more cabin space for on-board facilities. It will come...
- 8 // I love the whimsical. Ladies queuing at public toilets inspired *Ladies In Waiting*. I sold 60 prints at the Royal Academy Summer Exhibition and I'd love to see a 3D version on the fourth plinth in Trafalgar Square.
- 9 // This is my latest creation; a sculpture that will be auctioned in March for a local children's charity. Called *Toto*, it's a bird based on mannequin legs and made from recycled materials – I'm a big fan of recycling and I love birds too.
- 10 // In 1958, working at Ford, I entered the IBCAM (the Institute of British Carriage and Automobile Manufacturers) awards and won with this proposal for a rear-engined family car. My boss Roy Haynes came second, which didn't go down too well! Ron Hickman (of Lotus and Black & Decker Workmate fame) was fourth.



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## TONY DRON

## BIRMINGHAM'S SUPERPRIX STREET-CIRCUIT SHOULD HAVE HOSTED F1



ICTURE A NIGHTCLUB owner and, like me, you might imagine a tough nut with a sharp line in sarcastic wit. Certainly a type not to be crossed. So when I first set eyes on Birmingham nightclub owner Martin Hone, 40 years ago, I was rather taken aback. He resembled my idea of a Presbyterian minister, friendly but earnest – and he was indeed a man on a mission.

Martin was set on bringing an F1 Grand Prix to the streets of Birmingham, even though there'd never been a motor race on closed public roads in mainland Britain and any such thing was, in fact, illegal. Martin needed action at the highest political level.

Back in 1976 he had been working relentlessly on that for years and, at last, he seemed to be on the brink of success. One Sunday early in that year, the streets were officially closed for 26-year-old F1 hopeful Patrick Nève to drive a Brabham-Alfa BT45 on the proposed circuit.

It was probably the best fun that the young Belgian had all year in an F1 car. For Martin too, the demonstration was a resounding success. He said: 'After nearly seven years we're still going forward. Everyone, especially the police, has been very co-operative and it all went off very well.'

Despite that amazing achievement, it was another ten years before the persistent Hone got his way. That said, his dream of a Formula 1 Grand Prix never came true but, on 25 August 1986, the BRSCC ran the first Halfords Birmingham F3000 Superprix. A massive crowd, optimistically claimed to be 100,000, turned out to watch and hear the

intoxicating sound of F3000 engines echoing around the city's streets.

The naming of storms is nothing new and, 30 years ago, it was Hurricane Charley that lashed down on Birmingham that August Bank Holiday Monday, causing chaos with multiple shunts on the circuit and halting the race at half-distance, 24 laps. The following year, the Superprix went ahead in sunshine and without any serious incidents but, in 1988, the F3000 race was red-flagged twice because of serious accidents, including a massive shunt for David Hunt in which he piled into the side of a warehouse, making a hole in the brickwork.

The Birmingham Superprix ran for two more years, both relatively incident-free, though somehow the will to continue ebbed away. Birmingham City Council had done a magnificent job in preparing the streets and the surrounding area for proper motor racing. Indeed, the Council had been behind it all the way, thinking big and fighting for the right to do it for all of those 17 years. They were well-organised and spending heavily on restoring the image of Birmingham in many ways, of which the Superprix was just one.

But, after five years of racing in the streets, there was still no prospect of an F1 GP ever going there and the fact that Tom Wheatcroft's restored Donington was 40 miles up the road, and pushing for its own GP, probably didn't help Birmingham's cause one bit. Whatever the full reasons were, for Birmingham it all ended there.

Street racing on closed public roads may not be every purist's dream but to me the very idea

## 'WE SAT IN THE PADDOCK (ACTUALLY BIRMINGHAM'S VEGETABLE MARKET), ONLY TO BE TOLD OUR RACE WAS CANCELLED'

is dramatic, exciting and it takes our sport right to the doorsteps of the wider public. More than that, the Birmingham circuit was superb. I had expected a frustrating experience with lots of slow, right-angled street corners but it was nothing like that. Incredibly enough, the 2.5-mile circuit was seriously quick, with challenging corners and only a bit of 'round the houses' stuff.

At the first Superprix in 1986 I shared a Tiga-BMW TS85 with John Morrison in the Thundersports race. This being a relatively modest 2.0-litre Class B car, John and I were amazed to be reaching 160mph on the city street in qualifying. The outright lap record was set in 1987 by Roberto Moreno's F3000 car at an *average* speed of 107.24mph.

Unfortunately, the BRSCC had packed inappropriate club races into the international programme, leaving no time to deal with incidents. We sat in the paddock (actually Birmingham's enormous vegetable market), all ready to go on that wet Monday afternoon, only to be told that our race was cancelled because the meeting had run out of time. Two years later I was delighted to finish third overall in the Porsche Club GB race in Birmingham, driving AFN's splendid but generously proportioned Porsche 928 S4 SE.

At least I got one race there, and I still thought it was a fabulous circuit, if naturally rather bumpy, though that just added to the challenge of the place. The loss of the Birmingham Superprix still feels painful. The City Council (and Martin Hone) gave international motor racing a huge opportunity to promote itself and, sad to say, I reckon international motor racing failed to measure up. Forty years ago, there should have been a Birmingham Grand Prix.



### TONY DRON

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



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## Letters

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## LETTER OF THE MONTH

## Not the only racing Miura

THE ONLY RACING MIURA? [Cover feature page 70, Octane 153.] Not quite! I raced mine in three Sports Car Club of America races in 1967/68: one at the Savannah, Georgia, road course; another at Montgomery, Alabama, on streets closed for the occasion; and finally at Huntsville Airport in Alabama, where the Howmet gas turbine also ran in the A Sports Racing Class.

I retired, thankfully, from the Montgomery race when on the third lap my brake pedal went to the floor; those unvented discs weren't up to the job. The other two races were more like high-speed tours, as I'd learnt my lesson brake-wise! One other thing: the disappearing oil pressure mentioned in your feature, which showed up in my car on the double-apex 180° turns one and two at Savannah, and also in our Stratos at the Daytona 24 Hour a decade later, was the result of centrifugal force acting on the needle!

I even overheard comments about this at Sebring in around 1970, when one of the 2.0-litre Alfa Romeo sports prototype drivers was complaining about the same circumstance occurring. We'd baffled the Stratos sump with so much foam that it lost a quart or more of capacity, but the gauge still dropped in what was called the International Horseshoe. But while the needle might've been on the peg, the low-pressure light never came on...

I paid \$12,300 for the Miura in the summer of '67, having ordered somewhere around car no 8 and getting one from the second dozen of production. If the boat bringing it hadn't been late, I was all set to take it to Bonneville, where the record for production sports cars up to 4.2 litres (they were being nice to the Jags) was about 146mph. Sig Dallara told me that even at the elevation of about 2000m the car would beat that by a large margin. On a ten-mile stretch of Tennessee Interstate highway I saw 7200rpm and still climbing, which was something near 180mph; I lifted when a crosswind gust through a gap in the trees moved the nose over a couple of feet. I didn't want to re-enact the Rosemeyer autobahn accident, especially with no-one watching.

I eventually sold the car for \$11,500 in 1972, after 40,000-plus miles and a nice letter from Lamborghini telling me that for \$5000 they would convert my car into an S. That SAE50 oil in the sump/gearbox made it hard to start in the winter, until I drained the coolant every night in the garage and refilled the rad with hot water from a convenient water heater. The alternator's internal drive gear was repaired with a part from a Yazoo lawnmower and, when the U-joints got sloppy at 12,000 miles, Ford F100 truck parts slipped right in.

I took the seat tracks out and let the seatbelts hold both me and the lightweight seat in place, to give me a bit more headroom. The car was more than tolerable for cross-country trips, as it had decent luggage space, and when I used it as a daily driver, it was the only time in my life I ever developed six-pack abs! Those one-legged sit-ups getting in and out did the trick.

TOLY ARUTUNOFF OKLAHOMA. USA

### SALMON'S TALES

IT WAS with great sadness that I learned of Mike Salmon's death in Octane 153. I was lucky enough to spend a day with Mike and his wife Jean back in 2009, interviewing him for the upcoming Palawan Press book on the Aston Martin DB4 GT (Mike raced a Zagato-bodied GT and also both Project 214s in period). His story telling was utterly wonderful.

Mike had a great memory for the detail of his racing career – plus funny stories of emergency landings on the way to Daytona in 1964; of nearly gassing Lofty England with his XK while warming it up in the Jaguar car park outside Lofty's open office window; a very graphic description of being badly burned at Le Mans in a GT40; plus a much less well-known tale of a lap of Le Mans driving the Nimrod Aston Martin while covered in fuel but refusing to stop, in order to get the car back to the pits for the leak to be repaired!

Mike was extremely patriotic and it was clear that he was desperately keen for the contemporary Aston Martins he raced in the 1960s and 1980s to do well, but he was also honest in recognising their failings and the fact that there were better cars on the grid.

Mike's obituary made reference to both Project 214s being destroyed. In fact, only one of the two Project 214s Aston Martins was destroyed, and there has been some debate about exactly what happened to this car, in which Brian Hetreed lost his life following a crash at the Nürburgring 1000kms in 1964. I quizzed Mike extensively on the subject and he confirmed that the body and chassis of DB4GT/0195/R were scrapped, at the request of Brian's widow, but the running gear was saved.

**DAMIEN BENNION** LONDON SW12



### **COPS AND ROBBERS**

I LOVED the article about getaway cars in *Octane* 153. My grandfather was a motorcycle policeman with the Metropolitan Police before the war. He came from a wealthy family but was obsessed with motorbikes and secretly joined the police, much to his parents' annoyance, to chase criminals on his motorbike. He used to regale me with tales of chasing villains along the Embankment on his motorbike, with his cap on back-to-front, and going straight over roundabouts to close the gap.

As he was in a protected occupation, when war broke out he stayed with the police and escorted unexploded bombs out of London. He then joined the RAF in 1940 as a flight engineer on Lancasters. After the war he went back to the Met and did driver training at Hendon.

In your feature, the picture of a Rover SD1 that had been used in a robbery reminded me of some photos I took of the £300 SD1 that I owned not long ago. The temptation to 'drive it like you stole it' was too great. My friend (and *Octane* contributor) Richard Heseltine and I set up some empty boxes and drove through them just like *The Professionals* – the shots are a bit blurry because I'm having to jump out of the way!

Interestingly, the Rover was an ex-diplomatic car – who knows who once drove around in it?

NEIL GODWIN-STUBBERT HERTFORDSHIRE

The Letter of the Month wins a beautiful Toccata watch by Raymond Weil, worth £595.

This elegant, classically styled men's timepiece features a quartz movement inside a stainless steel 42mm case, and a stunning blue galvanic dial with appliqué indexes and date window, protected by a sapphire crystal. It is water resistant to 5atm and supplied with a black calf leather strap with an alligator grain finish.

Raymond Weil is one of a handful of Swiss watchmakers that remain in family hands. The Toccata name reflects the Weil family's interest in music, which has led to many of the watch collections bearing musically themed names. www.raymond-weil.com



### THE FINAL WORD

I READ with interest the article in Octane 149 about the 'barn find'
Baillon Ferrari SWB California Spider, written by my good friend and former Pebble Beach judge, Winston Goodfellow. I also enjoyed Kevin McCloud's remarks in Octane 152, along with your readers' comments on the Goodfellow piece.

In the light of all this, I thought it was time I threw my two cents' worth into the pot, because I was one of three people who judged the Ferrari Preservation Class at Pebble Beach last August, in which the Baillon Ferrari was presented. In fact, I was chief judge for that class.

In my opinion, this car needs to be restored. This is not easy for me to say, because I am a strong believer in retaining originality whenever possible. However, the Baillon Ferrari does not qualify for retention as an original vehicle. Here's why.

While the car retains its original body, engine, gearbox and differential, over the past 40 years it has not been preserved. Instead, it was abandoned and left to deteriorate outdoors. In addition, there are many non-original items on the car. It has non-original bumpers, and its overriders are missing; the soft top is not original; the amber front blinker lights and rear numberplate lights are not original; the front driving lights are wrong; and the door windows are Plexiglass, not glass. Inside, the seats are upholstered in black vinyl, not leather.

Overall, there are numerous small and not-so-small imperfections and incorrect replacements – everything from screw heads to the gearshift knob – and the general condition of the car is quite poor, having suffered years of neglect. Note the large dent in the trunk lid.

Our considered opinion, after judging the car in California, is that it is not a preservation vehicle and cries out for restoration.

ALAN C BOE GEORGIA, USA



## LESSONS FROM HISTORY

YOUR COVER feature in *Octane* 151 about the 205 GTI and Golf GTI was very enjoyable. I remember both from my teenage years, when I was impressed by the compact shape

of these cars and their brisk performance. Today I own an unrestored Fiat Abarth 130TC, which is so much fun to drive thanks to its Abarth-tweaked front suspension, superb 2.0-litre Lampredi engine with twin carburettors, and ZF close-ratio gearbox. The rest of the car is, as you described in your article, friable.

What has happened to Italian car manufacturers since the '60s? My 1969 Alfa Romeo 1300GT Junior [pictured below left] is unrestored, looks like a piece of art and drives as smooth as velvet. No squeaks, no rattles, and perfectly balanced.

I hope Mr Marchione drove both of these cars before starting to develop his new range of Fiats and Alfa Romeos – he should combine the quality of the Alfa and the driving fun of the Abarth!

EMILE VAN DE LOO THE NETHERLANDS



## **SLOTS OF FUN**

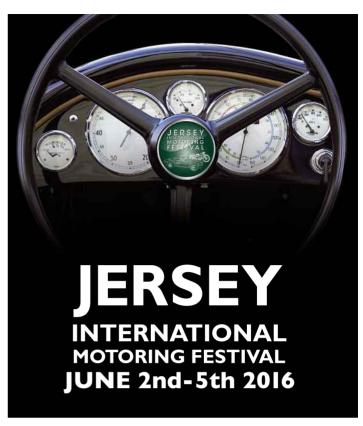
THE ARTICLE on the last page of Octane 153 about Luke Ralph, designer of Scalextric cars, reminded me of my old Polistil track, which my father bought for me when I was around 13. I spent countless hours building it, racing and taking care of it.

The two cars featured were a black McLaren (with a Marlboro ad) and a light blue Matra (with a Gitanes ad). During those times, tobacco sponsorship was the norm! The McLaren was clearly fastest for some reason, but I preferred to race the blue car so that I could prove to my opponent I was faster still.

I strongly believe that managing the tiny cars around the circuit at this young age played a big part in me getting to love the car as a machine but also, sometimes, as a piece of art.

Roughly 30 years later, I decided it was time to pass the knowledge on to the younger generation. I bought a new Polistil set on the secondhand market (the company folded in the 1990s) for a mere £10, as a gift to my nephew. The seller was surprised to find a grown man interested in the set but I look forward to engaging my nephew in a race.

Alternatively, if he does not fancy the idea, then I may set up the Polistil for myself – and revive old memories. THANOS P KAKOULIDIS SWEDEN



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## THE PRICE OF PERFECTION

What does it take to restore an Aston Martin DB4 from the ground up? Mark Dixon finds out how the professionals do it

STUDIO PHOTOGRAPHY John Colley // WORKSHOP PHOTOGRAPHY Paul Smith

'BETTER THAN money in the bank'. The old saying beloved of dodgy traders seeking to persuade dubious punters to part with their cash has, amazingly, become true of most classic cars in recent years. There's no doubt that the current economic situation has helped keep our hobby buoyant but, of course, rising values are a doubleedged sword. As with the property market, it's all very well if you're some way up the ladder; very frustrating if you're just putting a foot on the bottom rung.

But even if you will never be able to afford a classic like the DB4 Series 1 pictured here - and that goes for the Octane team - then you can take some small comfort

in knowing that high prices are keeping specialists and parts suppliers in business. That benefits all of us in the long run, and it means that more and more cars are being restored, to higher standards than ever before.

If there's one classic that's universally loved it's the Touring-styled DB-series Aston Martin, whether it's a 4, 5 or 6. Conversations with five of the bigger Aston specialists in the UK revealed that around 80 examples are currently in the process of restoration at these companies alone. Aston Martin's own Works Heritage division has 18 cars being rebuilt - five each of DBs 4 and 6, and eight DB5s, which is a neat reflection >









## 'FOR A GROUND-UP RESTORATION, THERE'S NO POINT BUYING SOMETHING THAT LOOKS HALF-DECENT'

of each model's relative popularity – while similar numbers are in hand at Aston Workshop in County Durham; RS Williams in Surrey; Desmond J Smail in Buckinghamshire; and Aston Engineering in Derby, the company that restored our

featured DB4. And there's no sign of that trend abating: everyone we spoke to reported full order books and waiting lists of up to a year.

These restorations involve six-figure sums but a finished car will now be worth more than the money invested. As a wise man once said, the number of rich people in the world is increasing all the time but the number of really good classic cars is finite. Demand fuels rising values – it's that's simple.

THE CAR featured here is not, in itself, remarkable. It's a DB4 Series 1, delivered on 17 May 1959. Originally blue, it spent several decades in Australia before being repatriated circa 1981 and, at some point, repainted red. Unfortunately, any benefits from those early years in a dry climate were negated when it came back to the UK, because it ended up in a garden in Derbyshire, where it sat unloved and untended for a long time.

So why have we chosen to make this particular DB4 our cover star? Quite frankly, because we rarely have the opportunity to feature a restoration that's been

Above and right

Although scruffy, the car looked superficially better than it was.
The poorly repaired front valance had to be replaced – as did much of the chassis!

so beautifully documented in pictures. Aston Engineering's own technician, Paul Smith – a former TV cameraman – recorded progress in the workshop, but at key intervals the whole shell and chassis were taken in a box trailer to the

studio of local automotive photographer John Colley, where they were photographed in various stages of *deshabillé*. The result is a fascinating illustration of the DB4's evolution from wreck to concours contender.

WHEN EMBARKING on a project like this, to misquote Mrs Beeton: 'First catch your donor car...' That's a lot more costly than it was just a few years ago, now that anything dragged out of a shed and dusted with straw has buyers clamouring to acquire it. Bonhams sold a stripped DB4 Series III, off the road for more than 30 years, at its Aston Martin Works auction last year for £303,900, and that's not unusual in today's fevered market. The car was advertised as being 'substantially complete', a seemingly innocuous phrase that would set alarm bells ringing with any experienced restorer.

Gary Williams is the workshop manager at Aston Engineering. As he explains: 'It's vital to buy a car that is as complete as possible, because some small but significant parts are very hard to find now – quarterlight catches, heater control levers and seat runners, to give









just a few examples. The DB4 evolved quite rapidly during production and there were lots of minor changes.

'The car that our client found was in terrible condition but it had the huge advantage of being complete. The fact that it had been languishing outdoors under a tarpaulin for years didn't matter; when you're looking to do a ground-up restoration, there's no point buying something that's road-legal and looks half-decent, because you're going to be taking it completely apart anyway. Much better to save yourself 50 grand or more and buy a derelict example – just as long as it's all there.'

Until very recently, it's not been cost-effective to have parts remanufactured, due to the small quantities required; lower front wishbones are one of the more significant components that haven't been available for years. Even so, RS Williams offers a repair kit for those – it's usually the straight steel brake-reactor section that gets bent in an accident – and there isn't much that can't be obtained from specialists or, indeed, Aston Martin itself. Nigel Woodward, Heritage manager at the Aston Martin Works service and restoration facility, points out that the capability to refurbish components for re-use is greater than it used to be, too, which also helps maintain originality. More on that later.

Gary Williams would be the first to admit that our featured DB4 was in a particularly bad state, and needed a lot more work to the chassis and floorpan than is usual.

'We started cutting into the sills, and just kept going... Normally you would cut the outer sill away, and perhaps the outer half of the box-section that lies behind that, and you'd find the inner half intact – but on this car we had to replace the entire sills and most of the floorpan too.'

BECAUSE IT will have several projects on the go at any one time, any major restoration company needs to follow a tried-and-tested set of procedures to keep the work flowing efficiently.

At Aston Engineering, the process goes like this: the car is stripped, and components labelled and stored together on racks. The chassis is shotblasted and the bodyshell chemically dipped. While body and chassis are being repaired, parts can be sent off at intervals for refurbishment. Then a rolling shell is built up, before being wired and trimmed.

The last stage is what Gary Williams calls the final build. 'It's always the worst stage of the job!' he exclaims. 'Adjusting door fits, sorting out all the minor glitches that will come to light during 350-500 miles of road testing. It's the phase that makes or breaks the job, and it's the point where some restorers will fall down, particularly non-specialists who have taken on an Aston. People think that if they can rebuild an MGB, then they can handle an Aston Martin – but these are much more complex cars to restore.'



will always require skilled labour to restore, advances in technology have made it easier to achieve really durable and consistent results. For example, at Aston Engineering, after the chassis and Superleggera framework have been shotblasted, instead of being painted in red-oxide as they were at the factory, the bare metal is now powdercoated with a semi-matt black and very tough chip-resistant coating, which is electrostatically attracted into every nook and cranny.

'In the old days,' says Gary Williams, 'you'd scrape most of the old underseal off by hand and then get busy with the Nitromors on the body panels. Now the body is chemically dipped. And whereas the body panels were originally wrapped around the steel framework with graphite-impregnated cloth in between, today we use a neoprene material that doesn't deteriorate or hold water like the cloth when it ages.

when they were new. The welding is often quite average and the Superleggera tubes were simply chopped away to install wiper motors and so on. Also, because they were handmade, they can differ from one side to the other. It's sometimes difficult for today's buyers, who are used to the perfection of modern cars, to appreciate that. The actual panel fit was pretty good – as far as we can tell, for very few Astons of this period haven't had at least one repaint and some bodywork by now.'

It goes without saying that restoring a DB's alloy panels demands a high level of skill and a lot of time our DB4 needed fresh metal letting in where accident damage had been poorly repaired, notably the front valance. Altogether, it took about 18 months to transform this car's bodyshell to the virgin state pictured above.

Paradoxically, although classic Astons are being rebuilt to better-than-new standards and using modern -



## ASTON DB4 RESTORATION

















solutions to age-old problems, owners are veering more and more towards originality in the way their cars are finished. At least, that's Aston Engineering's experience: 'We have a couple of cars for sale at the moment, and the first questions we get asked – even before we start to talk values – are whether they are "matching numbers" and finished in the original colours,' says Ross Allerton, commercial manager.

Over at Aston Martin Works, the trend is even more pronounced, according to Nigel Woodward. 'Within the last 18 months, originality has been everything,' he says, 'whereas three years ago it was all about 4.2-litre engines, air conditioning, power-assisted steering and so on. People bring their cars to us because they want them original and they believe it adds value in the long run, having them restored by the original manufacturer. The fact that we've just sold a DB5 saloon and a convertible for what may be record prices would suggest they're right.'

In the wider world, however, performance upgrades and luxury add-ons still seem to be popular – indeed, Aston Workshop (not to be confused with Aston Martin Works) reports that most of their commissions are for bespoke cars. The important thing is that any changes have to be discreet and, ideally,

reversible. The latter is true even of the six-speed gearbox conversions offered by Aston Workshop, using either Toyota or BMW units to improve on the typically noisy ZF five-speed 'boxes fitted to DB5s and 6s.

OUR FEATURE CAR is fairly typical of today's state-of-the-art restored Aston. The engine has been enlarged to 4.7 litres – it was 3.7 litres back in 1959 – and springs and dampers have been uprated to provide sharper handling. Overdrive has been fitted, and the back axle ratio upped to 3.31:1, to make high-speed driving more relaxed. The four-speed David Brown gearbox remains, however, and externally the car looks standard, riding on a set of Borrani chromed wires. Painted wire wheels would have been more typical but Borranis were an option, and today's owners can't get enough of them, despite their hefty price tag of around £8000 a set.

A concealed air conditioning system has also been installed. 'Clients often don't request it until I point out that wives and girlfriends will hate travelling in the car without it!' explains Gary Williams. There's also a modern but period-looking Becker Mexico ICE and navigation unit in the dash; these have proved hugely popular but are only made in batches and may not be available for much longer.

Engine modifications are a slightly controversial subject. For years it was standard practice to bore the straight-six out to 4.2 litres, not least because a set of 4.2 forged pistons and rings costs less than just the rings for a 3.7. By changing the crankshaft and con-rods to

increase stroke, the 4.2 can be enlarged to 4.7 litres, as in our feature car.

Now, however, there are even further options, and engines can be specced at 3.8 or 4.0 litres – the latter being the DB5's factory spec. You might ask why

### Below

Bereft of extraneous fittings such as glass or brightwork, the purity of the DB4's shape is stunningly apparent – as is the quality of the restored body.





## 'PEOPLE TEND TO FORGET THAT THESE CARS WEREN'T PERFECT WHEN THEY WERE NEW'

anyone would want to specify a smallercapacity engine when it looks the same externally as a bigger one, but it's all part of the new emphasis on originality, says Gary Williams. A 3.8 is also the easiest to build, since it involves less machining of the block and the original liners can be retained.

Not surprisingly, electronic ignition is standard-fit during a rebuild, and the Aldon Ignitor system has proven reliable; it fits invisibly under the distributor cap to retain that all-important 'original' look.

A RELATIVELY INEXPENSIVE change, yet one that improves a DB Aston's drivability more than any other, is the addition of electrically assisted power steering from Dutch manufacturer EZ (though Desmond J Smail prefers the British-made EPAC2 system from GTC Engineering). The EZ system bolts on without major work and is speed-sensitive, with an ECU that can be mapped to suit individual tastes.

'It used to be that you didn't need to worry about improving a DB4's handling,' jokes Gary Williams, 'because the steering was so heavy that you'd have run out of corner before it became an issue!' An exaggeration, of course, but power-assisted steering does make a huge difference.

Above and right This DB4 has been finished in the owner's choice of a non-standard metallic grey, with Autolux red leather rather than the more traditional Vaumol.

With or without power steering, however, the DB's turn-in can be sharpened and its general poise made more neutral by uprating the suspension. For road use the spring rates would typically be increased by 25% and the

front anti-roll bar thickened by 50%. DB4s originally had Armstrong telescopic dampers to the fore, and lever-arms at the rear; adjustable Konis have superseded the former, while it's now possible to specify adjustable lever-arms too.

The latter are a spin-off from parts developed for racing, a once-popular activity for DB-series cars. While a number of cars are still out there competing, the massive increase in values has meant that more and more former track-warriors are being rebuilt as road cars. In that sense, the wheel has come full circle.

Talking of wheels, the DB4 was originally fitted with 16-inch rims, reduced to 15 inches for the DB5. You can fit either size to a DB4 and the advantage of the latter is that they'll take Avon's excellent ZZR 205-section tyres. These aren't available in a 16-inch size so, if you want the period look, 185 Avon Turbosteels are recommended.

THE QUALITY OF paint and trim is what you notice first when judging any restored car, so any restorer worth  $\rightarrow$ 







#### 1959 ASTON MARTIN DB4

ENGINE 4.7-litre (originally 3.7-litre) straight-six, twin SU HD8 carburettors POWER 293bhp @ 5000rpm TORQUE 330lb ft @ 4000rpm TRANSMISSION Four-speed David Brown manual gearbox plus overdrive, rear-wheel drive STEERING Rack and pinion SUSPENSION Front: double wishbones, coil springs, telescopic dampers, anti-roll bar. Rear: live axle, coil springs, trailing links, Watt's linkage, lever-arm dampers BRAKES Discs WEIGHT c1300kg PERFORMANCE Top speed 150+mph. 0-60mph c8sec (est)

its salt puts huge effort into making them perfect. Waterbased paint is standard now, for environmental reasons, but brings its own challenges: some shades, says Gary Williams, appear different to the old synthetic colours and need tinting to make them match—especially that old favourite, Silver Birch. Needless to say, multiple layers of primer, basecoat and lacquer are applied, with plenty of labour-intensive flatting and polishing during and after, and an oven used to prevent microblistering.

That's all pretty much standard stuff. Retrimming poses more of a headache, not least because it's so hard to find suitably skilled people these days – and skilled people who will work in the style used by Aston Martin, rather than default to the way they usually operate.

Then there's the question of which leather to use. The correct Vaumol hide became unavailable in the 1980s, and restorers had to use other varieties called Autolux and Autocalf; the former was smoother-grained, the latter closer in looks to Vaumol but thicker. Vaumol is now available again – 'but, because of its pronounced grain, it can appear "grubby" in some colours,' Gary explains. Our feature car has been retrimmed in Autolux.

THE ELEPHANT in the room, of course, is... how much does a full-house professional restoration like this cost? Aston Engineering is upfront about what it charges: a standard restoration to original specification will

typically be £180,000-200,000. Add in some options and upgrades and you're looking at £220,000-250,000. Plus, of course, VAT at 20%. And the cost of the donor car.

Feeling in need of a stiff drink? It may surprise you to learn that such a quote is actually quite reasonable at this level. But take a look at some of the prices realised at auction for the very best Astons recently: £510,000 for a DB4 Series 2 (RM Sotheby's, August 2015), £628,700 for an Aston Workshop-restored DB5 (Bonhams, May 2015), and £453,000 for a DB6 Vantage (RM, January 2015), to name but three. And you can double or triple those figures for anything with a soft-top.

So, yes, it can make sense to spend a lot of money having an Aston Martin restored. At the moment, the DB4, 5 and 6 are the cars everyone wants – but we're already seeing some V8s being given the same treatment, as prices rise on their coat-tails. Given that buyers tend to seek out the cars they remember from their youth, it's a trend that's sure to continue.

Not everyone will rejoice at the way Aston Martins have become so monetised; the days when an ordinary man could run a DB Aston every day are long gone. The irony is that a really good example still makes a fantastic daily driver – as you can find out, over the page.

**THANKS TO** the owner of the car featured, the specialists mentioned; and, of course, Aston Engineering, www.astonengineering.co.uk.



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#### DRIVING THE DREAM

Can reality live up to expectation? Mark Dixon puts the restored DB4 to the test

WHO WANTS TO be a millionaire? And have flashy flunkies everywhere? Whether or not you agree with Cole Porter's punchline 'I don't, because all I want is you', surely one of the major perks would be the freedom to enjoy a car like this every day.

Aston Engineering's premises in Derby are just a street or two away from the maelstrom of the city's ring road, but the DB4 feels on your side from the moment you thread it out between the workshop gates. That's largely due to the power-assisted steering. The extra power of the 4.7-litre engine is also apparent within the first 100 yards; already you feel confident that this car has what it takes to cut the mustard in modern traffic.

It's a wonderful place from which to take on the outside world. Because the seats have been rebuilt with new foam cushions, you sit relatively high – the foams will compress over time – but the DB's recessed headlining still gives decent headroom and the outward vision is superb. Other than the retro-style Becker radio and navigation unit, the only noticeable departures from originality are the knurled alloy switches for the electric front windows. What was the speaker grille for the radio now flips down to reveal controls for the air conditioning, in best 007 style.

The old-fashioned buckle-together seatbelts are a nuisance, however: no matter how tightly you pull on the straps, they always end up slipping off your shoulder. Inertia reels aren't easy to fit to a DB Aston, due to the lack of a B-post above the beltline, but there are ways and means, and if I were spending this kind of money I'd insist on them.

One of the quirky delights of a DB Aston is its miniature, rather dainty gearlever, which is such a contrast with the overtly masculine nature of the rest of the car. The 'change itself is not heavy but you need to be precise and decisive with your wrist movements; double-declutching always helps on the way down and, to be honest, it's no chore when it gives you the excuse to blip the throttle for a quick fix of straight-six bark. Unnecessary, maybe, but great fun.

This car will sit at 'the ton' all day and it's surprisingly civilised inside at that kind of velocity, feeling stable and with less wind noise than you'd expect from the frameless windows. Thanks to the upsized 4.7-litre engine, it still accelerates strongly despite its tall gearing; the dyno sheet records over 290bhp and around 330lb ft at 4000rpm, which is certainly adequate. And, of course, it sounds glorious: a purposeful, relentless snarl that epitomises the late-50s Grand Tourer.

Any reservations? Only that the power steering has a slight inertia, almost a stiction, the moment you begin to rotate the wheel, which quickly translates into an easier motion and makes it difficult to 'hint' (as ace tester Mark Hales puts it) the car into a corner. Aston Engineering is well aware of this and points out that, being fresh out of the workshop, the car's suspension geometry has not yet been tweaked to match the power steering to best effect, and the caster angle would benefit from adjustment. It's a minor point, but one well worth addressing because the rest of the car is so perfect.

In truth, it's hard to think of a more desirable classic. Italian GTs are fabulous, of course, but if you're British there's something uniquely attractive about being seen to drive an Aston Martin. As if to prove the point, just as we pull off the dual carriageway onto a slip road, a passing van driver gives us a toot and a thumbs-up – the ultimate seal of approval.

Who wants to be a millionaire? I do. End

#### Above

It looks standard, yet the restored DB4 goes and handles better than it would have done when new – and it will remain in top condition for longer, too.







SERVICING PARTS RESTORATION ENGINE REBUILDS



#### SPECIAL, EVEN BY FERRARI STANDARDS

By the late 1960s, coachbuilt specials on Ferrari chassis were on the wane – but this unique version of the Daytona was an exception

WORDS AND PHOTOGRAPHY Winston Goodfellow

THIS 1969 FERRARI DAYTONA Speciale stands at the crossroads of automotive history. Two major trends were playing out when it was created and, intriguingly, this one-off in many ways signified the end points in both.

The story begins in 1966, when the Daytona was conceived – but in Turin and not Ferrari's home base of Maranello. That's when 28-year-old stylist Leonardo Fioravanti was in the early years of his meteoric rise in Pininfarina's design department, and happened upon an unclothed Ferrari chassis for the first time. 'It was a 330 GTC-GTS,' he joyfully recalled, 'and [it] struck me as something really unique.'

That chance encounter sparked a serious creative urge, and soon Fioravanti's pen was sweeping across the proverbial blank sheet of paper. 'I wanted to faithfully follow the shape and dimensions of the mechanical underpinnings,' he said, 'with extreme attention paid to the aerodynamics. The first drafts, and the more specific sketches I made later, really pleased Sergio Pininfarina.'

Although the up-and-coming designer didn't realise it, the timing of his sketching binge could not have been better. In mid-1966, many thought Ferrari would go mid-engined with its next top offering, as Maranello had been dominating endurance racing with the configuration since 1963.

Pininfarina had already designed the Le Mans-winning 250 LM, and the *carrozzeria* had shown a potential mid-engined street Ferrari with the very first Dino prototype at >





#### Above and right

Roll hoop and folding rear window recall early Porsche 911 Targa; patinated interior features unique seats, door panels and centre console.

1965's Paris motor show. But several months later, upstart rival Lamborghini shook the automotive world's foundations at Geneva with its Miura prototype. As Gianpaolo Dallara, the car's father and Lamborghini's chief engineer at the time, remembered: 'Every rich and impatient man wanted to have one!'

That fact was not lost on Sergio Pininfarina. 'The problem of creating a [mid-engined] car was debated at length,' he recalled, 'and I was between two schools of thought. There were those who strongly believed that, in a car destined to have extreme performance, a mid-engine layout was necessary. But Enzo Ferrari was reluctant to follow this path. He was afraid it would be dangerous in his customers' hands.'

In the midst of the raging debate, Pininfarina presented Fioravanti's sketches to Ferrari. Enzo was enthusiastic, and asked Pininfarina to develop the theme further.

'The fundamental objective we set was to obtain a svelte car like a mid-engine design, even though we were at a disadvantage,' Pininfarina noted. 'With the exhaust pipes

below the body, it made the car higher. The whole body was really a search for this sense of lightness and rake – what could be referred to as a "slender look".'

The concept was refined over the next two years, with Ferrari and Pininfarina constructing three versions of Daytona prototypes. The last mimicked the production prototype that was displayed at 1968's Paris motor show and, with that debut, the mid-engine movement lost some momentum. Road & Track's commentator noted: 'The Pininfarina-Dino coupe standing nearby just looked old fashioned in comparison.' Motor's show coverage went even further, dubbing Ferrari's newest 'the anti-Miura production car'.

And that it was when it hit the streets. 'It is hard to capture in mere words all the excitement, sensation and sheer exhilaration of this all-time great among cars,' *Autocar's* test enthused. 'For us it has become an important new yardstick, standing at the pinnacle of the fast car market.'

WHICH BRINGS US TO 1969, when this Daytona Speciale (chassis 12585) made its debut at Paris. According to the seminal work *Le Ferrari di Pininfarina* by Angelo Tito Anselmi, the car used an early Daytona Spider body which was modified into a show car. The most obvious change is the white-painted

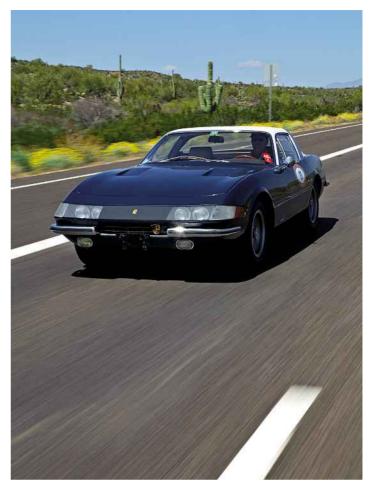
fixed roof with a stainless steel rollbar. At the back of the driver's compartment is a canvastype rear window that can be removed, like an early Porsche 911 Targa's. The tail section was subtly modified, with the rear lights set lower in the body, and the back part of the boot recessed more than on the production cars. The front had the early Daytona fixed headlights under clear Plexiglas covers, and longer bumpers that wrapped around the sides of the body. Inside were unique bucket seats, door panels and centre console.

The overall effect was extremely pleasing, Road & Track's Paris show coverage calling the one-off 'a model of restraint and elegance'. Which brings us to the second major trend playing out at the time of its unveiling. With the Daytona's superlative performance rebuffing the mid-engine movement until the mid-1970s or later, it takes a more discerning eye to recognise the prolonged death of custom coachwork. This one-off represents the last leg of uniquely tailored road cars, for factory-sanctioned one-offs and fuori serie models had all but vanished by 1969.

One reason was labour costs. The salaries of Italy's craftsmen increased throughout the 1960s, while clients demanded more sophistication and comfort. These two tenets were contrary to what one typically found in a custom-tailored, four-wheeled 'suit'.







Then, in 1968, America's safety legislation was enacted, and Lamborghini, which had several one- and two-offs in the mid-1960s, saw its last in early 1968 with Bertone's Miura Roadster. Maserati had also exited the game, preferring to focus on sleek models such as the Ghibli. And Maranello, the king of custom coachwork variants throughout the 1950s and early '60s, essentially stopped the practice in 1967 with the 365 California and four 330 GTC Speciales.

As the 1970s dawned, the only Ferraris with custom coachwork were Pininfarina's design-theme dream cars, or non-factorysanctioned rebodies carried out on older chassis by the coachbuilders. Then came two gas crises in the 1970s, a severe economic downturn, labour relations filled with disruptive strikes, and ever-tightening global emissions and safety standards. Companies struggled to survive, rather than create, and it would be another two-plus decades before there was any real return of custom coachwork. Only this time, no-one knew about the boom because all the testing was done at night, and the creations went to the islands of Brunei and the royal family.

By then, Ferrari chassis 12585 had long slipped off the radar, forgotten by almost everybody. So imagine my surprise when the phone rang, and on the other end was

'The tacho sails unhesitatingly towards the 7700rpm redline, which makes passing other cars a breeze'



Right and below The Copperstate 1000 follows a route through extraordinary scenery, past the strangest of locations; 4.4-litre V12 revs to 7700rpm.

enthusiast and collector Jack Thomas, excitedly talking about his newest purchase. As Jack extolled the virtues and originality of the car, he ended the conversation with a simple: 'Would you like to join me on the Copperstate 1000? The car hasn't been seen publicly in decades, so in a way this will be its coming out party.'

My arm didn't need another twist. The Copperstate is a sensational multi-day rally that covers 1000 miles on Arizona's best roads with brief sojourns into bordering states, and we met at the designated location on the rally's second day. My luggage was loaded into the chase vehicle, driven by master Ferrari restorer Wayne Obry, and off we went.

What makes this Ferrari such a jewel is that it's not restored but a real time capsule, and not in the vein of some unrestored basketcases that have sold for tremendous sums at auctions over recent years. In sparkling, original condition and completely untouched, the Ferrari is a true automotive archaeological artefact, one so well preserved that it's the perfect reference point to see how things were originally built. The paint still possesses proper depth, lustre and reflective quality. Inside you easily see the leather's grain, feel its suppleness and smell the aroma. Plus the paint and plating finishes in the engine compartment and undercarriage tell you everything you need to know, and more.

The Ferrari has 32,000km on the odometer, and Obry and his men gave it a complete mechanical examination to make sure it would have no issues on its 1000-mile trek. There was none over the next five days, only memorable miles of high-speed driving.

Thomas took the wheel for the first couple of hours, then turned the helm over to me. The roofline is low but the door opens wide so getting in and out is a breeze. Once you're in the comfortable bucket seat, headroom is plentiful, and all-round visibility is quite good. Especially the viewpoint that matters: the road ahead, framed perfectly by a sensual curve in the fenders over the wheels.

No manufacturer today uses wood-rimmed steering wheels, and that's a shame as they offer a lovely feel when the rim slips through your fingertips on return, or when you're simply holding it while cruising or blasting through turns. You work the Speciale's three-spoked tiller at low speeds, as the steering is fairly heavy until you clear 40mph. Then it lightens up nicely, and has crisp turn-in with excellent road feel.

All the gauges are clearly visible behind those three polished spokes, the tachometer being the most critical. While the double overhead-camshaft (per bank) V12 idles





#### 1969 FERRARI DAYTONA SPECIALE

ENGINE 4390cc V12, DOHC per bank, six twin-choke Weber DCN20 carburettors POWER 352bhp @ 7500rpm TORQUE 318lb ft @ 5500rpm

TRANSMISSION Five-speed manual, rear-wheel drive STEERING Worm and nut SUSPENSION Front: double wishbones, coil springs, telescopic dampers, anti-roll bar. Rear: double wishbones, coil springs, telescopic dampers, anti-roll bar BRAKES Vented discs WEIGHT 1600kg PERFORMANCE Top speed 174mph. 0-60mph 5.4sec (Autocar, 1971)

at 700rpm, it's clearly happier on the far side of the dial. Put your foot in and it is utterly delicious, as the broad torque curve has you hustling along at a pretty good clip from 2000 to 4400rpm. Then those four sets of cams kick in and the Ferrari gains a real sense of urgency, the impressive thrust from the singing engine shoving you into the seat. The tacho sails unhesitatingly toward the 7700rpm redline, which makes passing other cars on the Copperstate an effortless – and exhilarating – breeze.

The five-speed transmission is brilliant, gearchanges needing little effort but remaining precise, so you easily feel every shift slot into place. The only letdown is the second gear synchros, which are starting to show their age and thus make downshifts a bit more tentative than in other gears.

What's marvellous about the Copperstate is that the organisers take full advantage of Arizona's diverse terrain and open spaces. Classic desert with towering Saguaro and spindly Ocotillo cacti come to mind, but the state has grassy plains, thick forests, clear lakes and snow-covered mountains – and fabulous, sparsely trafficked roads that take you from one to another. Such open spaces really are the Speciale's domain, for it (and all properly fettled Daytonas) possess that sweet combination of comfort and road feel. It chews up the straights heading off to the horizon, and gobbles up long, sweeping turns like a starving kid chowing down his favourite dessert.

Straight-line stability at triple-digit speeds is superlative, so much so that Thomas took his hands off the wheel at more than 100mph to highlight its arrow-straight tracking. And while this Ferrari won't fool a Miura or Dino driver with ballerina-like litheness, it is remarkably nimble for a front-engined continent crusher. On one continuously curvy stretch, where some other rally participants appeared to struggle, the Daytona easily found its rhythm, the front and rear pivoting as one.

If the car has a shortcoming, it's the brakes. They work quite well when you stand on them but pedal feel is wooden, with slight travel before they bite. Jack, though, is amazed; he's used to drum-braked Ferraris, in which you need to preplan when you want to stop!

After four days and several hundred miles, I was sad to part company with this one-off Ferrari. Not only is there that fascinating historical back story, it possesses numerous qualities that make a car truly collectable: rarity, provenance, condition and big-league stature in the automotive world when new.

Best of all it's still a superb drive, leaving no doubt as to why *Autocar* proclaimed the Daytona 'an all-time great, at the pinnacle of the fast car market'.

#### **Dick Lovett**

est 1966



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Celebrating 50 Years 1966 - 2016

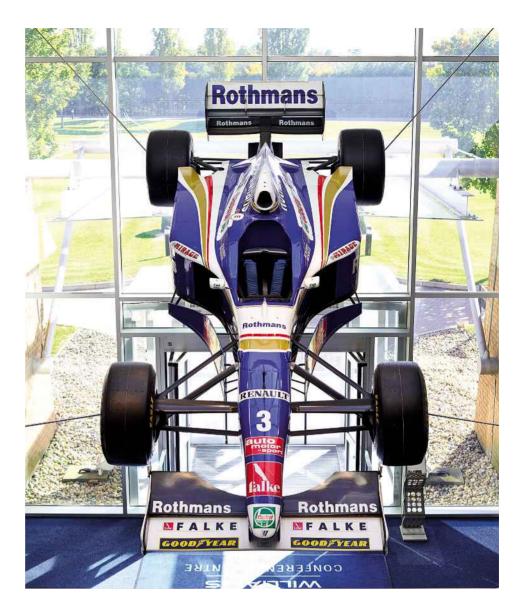












### JUST (OLD) WILLIAMS

The fledgling Williams Heritage department is working hard not only to document the F1 team's history but also to support more of its historic race cars out on the track

Words David Lillywhite // Photography Matthew Howell



HE WORKSHOPS are as spotless as expected. The design offices are hushed and efficient. The machine shop is simply awe-inspiring. But it's the unexpected that always shines, isn't it... In a warehouse out the back, mostly stacked with anonymous crates, is a floor-to-ceiling rack of old F1 cars. It's breathtaking.

Here's a 1997 Williams Renault FW19, a 2003 Williams BMW FW25, a 2009 Williams Toyota FW31 – and just being wheeled in is Mansell's 1992 Williams Renault FW14B. Wow! A mass of blue, white and yellow, each car differentiated from the next by some crucial detail in a spoiler, an air duct, a winglet. You know how it is in F1.

This could have been where Williams F1 cars went to die, and certainly they've been hibernating here for

some time. But all that is changing – meet the Williams Heritage department, headed up by none other than Jonathan Williams, son of Sir Frank, and managed by the legendary Dickie Stanford, former Williams mechanic turned team manager, with crucial back-up supplied by archivist Toby Norrell and whoever can be temporarily seconded from the current race team.

The plan? To maintain and curate the team's collection of F1 cars, as expected, but also to sell the spares and to run the team's own cars and also privately owned cars when commissioned to do so. From humble beginnings in 2014, Williams F1 Heritage is now finding its feet.

'We were the beg, borrow and steal department,' says Jonathan, only half-joking. 'But Mike O'Driscoll [who started as Group CEO in May 2013] has brought in a







more commercial approach to the older cars, in particular the operational ones. Now we've got the chance to be more elaborate than just storing cars and archiving.'

The Williams team has been around since 1977, and although Frank Williams, like every other team owner, was never seen to be emotionally attached to the previous seasons' cars, he's kept a surprising number of them. The company even has its own museum, nicknamed 'Frank's Garage', in the company conference centre, formerly the base of its BMW Le Mans car operation. Other cars were stored above the workshop bays, such was the shortage of space at the HQ in Grove, Oxfordshire.

Some of the best cars have been exercised occasionally at events such as Goodwood Festival of Speed, Silverstone Classic and others further afield, but only sporadically. Others have been lent to museums, particularly those cars without engines – and that's quite common, because the engine manufacturers tended to remove the engines at the end of each season, particularly during the late '80s, the '90s and early 2000s. Honda, for example, took theirs away and scrapped them, to prevent the technology from falling into the wrong hands.

Those cars that are still operational need expert care, something that Williams is in a good position to provide: several of the engineers and technicians have been there since the early 1990s, or in some cases the '80s. Indeed, Dickie himself started as mechanic to Nigel Mansell in 1985, and was team manager by 1995, which he remained for ten years. Now he's back, overseeing the resuscitation of some of his favourite machines.

Clockwise from above left
Tubs under restoration in the
Heritage workshop, previously a
C-X75 build area; trophies in the
museum – Jonathan and Claire
used to play with these as kids;
the main F1 team workshop.

#### 'It soon became clear what a waste it was to leave old Williams cars gathering dust when they could be out on track'



Above and right The 1998 and '99 Williams Mecachrome FW20 and Supertec FW21; the new Heritage workshop area; and those storage racks.

'The operational cars need a lot of maintenance,' says Dickie, 'but the expertise is here, and when we run the cars we get a lot of support from the rest of the team.

'The funny thing is, what was quite complicated in its heyday is actually quite straightforward now. The [1990] FW13 was the last Williams that could be run without a laptop – with that noisy V10 it's the perfect trackday car! – but we've kept old laptops, and we're looking at new systems to replace the original electronics where necessary. Honda and Renault have been doing the same.

'The FW13B that Massa drove at the Festival of Speed last year had been sleeping for 24 years,' he adds. 'It needed a new fuel cell and fire extinguishers, we X-rayed the suspension for internal corrosion, and we stripped and rebuilt the engine... That's £25,000 to £30,000 of work.'

All this was done in-house, with other staff seconded onto the project whenever their expertise was needed. The ability to do this highlighted the opportunity to do the same for private owners.

'We've identified about 30 cars that are ripe for sale,' says Jonathan. 'We're in the early stages of cars leaving here, and each car's exit from us is bespoke, so buyers have a say in specification and future support from us.'

The cars are being sold through London-based Cars International, which at the time of writing had sold six



Williams cars, with another five available, from Carlos Reutemann's 1981 FW07C and the restored 1990 FW13B, to an engine-less 2001 BMW Williams FW23B.

'Within the next three years we'd like to see more Williams cars on track,' Jonathan continues, 'with us running and servicing at least some of them, as well as cars that are already out there. There are a lot of very skilled independent specialists, but where we can help is with technical and historical support.'

That brings us to the archive, a crucial resource, though in appearance it's underwhelming in the extreme. It's based in a small windowless room in the heart of the admin block, and filled – of course – with filing cabinets and paperwork. But what's in there is pure gold.

'There are around 30,000 original drawings and another 30,000 that were transferred from the obsolete CAD system,' says Toby Norrell, a qualified archivist and historian with a passion for F1. 'In all, the drawings on our systems run into hundreds of thousands.'

'Williams went onto CAD in the early 1990s, but some older engineers were still using pencil at that time and it wasn't until 1998/99 that they went to full CAD. Pencil drawings, like all the Patrick Head stuff, is easy to deal with, but CAD is harder, because systems change.

'The pencil drawings are not of complete assemblies, they're all individual parts – they [engineers and designers] saw the assemblies in their heads. Modern engineers would struggle with that. There are far fewer drawings for the earlier cars, too, while with CAD you might have 50 drawings just for a front wing.

'We're transferring all the documents to network drivers and backing up to tapes. People come and go but the information and physical stuff has to remain.'

The archive also contains all the old green sheets – the lap-by-lap notes taken trackside by the race engineers – along with set-up notes for each car, with everything for each race weekend kept in one slim folder. They make for fascinating reading and are wonderfully dispassionate, with 'off' denoting an excursion from the track, whether minor or serious.









Sometimes a little emotion does come through, like 'Wheel came off!!' and 'World Champ!' referring to Jacques Villeneuve and Damon Hill respectively in the action-packed end-of-season 1996 Japanese Grand Prix.

Now it's the set-up notes that are most useful, allowing engineers to replicate settings and trace-back components. And that brings us to the rest of the company...

WILLIAMS EMPLOYS nearly 700 people, 520 of them on the F1 side, the rest at Williams Advanced Engineering. The latter works with manufacturers on high-tech projects, most of which are still top secret, though it's known that Jaguar and Nissan are regular customers – indeed, the C-X75 hybrid supercar was not only originally designed and built at Advanced Engineering, but also revived there for the Bond film *Spectre*.

Sir Frank and daughter Claire preside over operations from upstairs in the main building, which houses 80 admin and design staff. At 73, Frank still works seven days a week.

Next door, a huge machine shop hums with mechanical activity, 24 hours a day, seven days a week, producing around 110,000 components a year, each one individually barcoded to enable its history to be documented and traced back to source throughout its life. Engines aside, Williams has a long history of producing all of its own components, right down to the current KERS systems.

There's surprisingly little human activity in here, the machines split between CNC (all coloured blue) and console-controlled (grey) for the smaller components and one-offs. Consequently, the traditional fabrication

shop has shrunk from a staff of 14 to just two. Made in there now are the items that can't be milled or turned by machines, such as radiators.

Then there are the transmission build rooms (Williams produces its gearboxes in-house), crack-testing rooms, carbonfibre lay-up areas, and the giant autoclaves in which the carbonfibre components are baked at 180°C and pressure of approximately 100psi. The autoclaves are large enough to accept a body tub, but many of the smaller components take as much work. Guess how long it takes to make a front wing? Five thousand hours!

Now you're probably thinking that the current drivers have no idea of the work that goes into the cars when they rip off a wing on another driver's rear wheel. But you'd be wrong – young Williams drivers serve apprenticeships in the factory, and both Valtteri Bottas and development driver Alex Lynn have spent time there making carbonfibre components.

Interestingly, they've also all driven some of the Heritage cars – which brings us neatly back full-circle.

'All the current drivers have driven the FW08,' says team communications manager James Francis. 'It's all mechanical grip, not much downforce, and it's a stickshift. Massa started with a stick but Bottas had never driven [an F1 car] with a stick.'

'When Valtteri drove our [1996] FW18,' adds Dickie, 'he reckoned he'd be able to get it onto a current grid, because it has so much power and so much downforce.'

If all goes well for Williams Heritage, we'll be seeing more of its iconic cars on track very soon.

Above

In the Williams museum, the Riccardo Patrese (front), Nigel Mansell and Alain Prost Williams Renaults on display.



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# LIGHT FANTASTIC

This Alfa GTA took its driver to victory in the 1966 Dutch Touring Car Championship, then disappeared into obscurity. **Glen Waddington** uncovers its past – and its reincarnation

Рнотодкарну Mitch Pashavair



OUTH OF THE COTSWOLDS and just through the village of Tiddleywink nestles Castle Combe Circuit. Like so many of its ilk (Goodwood included) it's a former airfield, and it's fast and open rather than tight and technical. Today it's empty bar one car, one car I can hear before I've even parked and got out of my old Porsche 944. The Team Slotemaker 1965 Alfa Romeo 1600 GTA Corsa has been let loose and its restorer Max Banks of Alfaholics sounds like he's thoroughly enjoying himself.

I remember Max's infectious enthusiasm when I bumped into him in the paddock at Laguna Seca during the Monterey Auto Week in 2014. Work on the Slotemaker car was well under way, and the Alfaholics guys had been doing some digging into its history.

'The owner knew only that it was a 1600 GTA with many Autodelta parts fitted – he had no idea of its famous history – but all those Autodelta components meant this was certainly not just an average 1600 GTA. We researched its chassis number and confirmed it to be the 1966 Dutch championship-winning Team Slotemaker car, driven by Wim Loos.'

The research didn't end there. Says Max: 'We noticed other details, such as the "Rob Slotemaker's Anti-Slipscholen" sticker [it refers to Slotemaker's famous skid-training school] still in the rear screen and even the green thumb protection pads on the steering wheel spokes, which matched what we'd seen in old photos.'

But while this is a car clearly worth celebrating, it turned out that there was tragedy in its past too. The GTA (chassis number AR 613486; registered ROMA 854273) was supplied in Rome and bought by Rob Slotemaker in the spring of 1966, along with AR 613099, to form a two-car team that would compete in the Dutch

Touring Car Championship. Rob chose 613099 for himself; this one went to the up-and-coming Wim Loos.

'During the 1966 season, Loos won three races and scored two second-place finishes, enough to crown him Dutch Touring Car Champion at first attempt,' says Max. 'His 1967 campaign got off to an even better start, with four wins from four starts, but he was killed mid-season in a nasty accident during the Spa 24 Hours race, where he was entered in a friend's Giulia Sprint GTV.'

It turns out that Loos had suffered chest injuries when he'd been trapped under a car while repairing it, which made wearing a seatbelt uncomfortable. Shortly before midnight on 22 July 1967, Loos lost control in a bank of fog as he fought to avoid rescue vehicles attending the fatal accident of Eric de Keyn. He died a few days later in hospital. It's reckoned that he hadn't been wearing a seatbelt and that, if he had, he might have survived.

'Loos was well-known for his successes driving this GTA,' says Max. 'It was used to take his funeral casket to the church, which rested on the roof as the car was pushed along the high street. The number of people present to bid him a final farewell is testament to his achievements and popularity.'

Seeing the finished article in the metal not far from Alfaholics' West Country HQ – Max and co regularly host their own customer trackdays here at Castle Combe – it soon becomes apparent that the Slotemaker GTA's restoration has been extraordinarily respectful to its past. It's beautifully presented, of that there is no doubt, but it is far from the over-polished, new-for-old spectacle of some restorations. 'Nothing has been replaced for the sake of it,' says Max, when I collar him as he brings the Alfa off the track and into the paddock. It's an opportunity to learn a little more of the car's story.











Left, clockwise from far left First stage of the restoration: the Alfa is disassembled; bodyshell is stripped and found to be remarkably intact; Team Slotemaker colours applied; the Autodelta sliding block castings were cleaned but are original.



Soon after Loos's death in 1967, the Alfa was sold and went to America. There it was repainted and partially restored, losing all traces of its history – as well as its striking orange-and-white Slotemaker paint scheme.

'Our customer had owned the car for several years and taken part in a few events but suffered a number of mechanical issues, including a brake failure, which dented his confidence in it,' says Max. 'When we told him the amazing news about its history, the decision was made to sensitively restore the car back to its 1966 championship-winning specification. The odometer read just over 12,000km, which was likely to be genuine, considering its short racing career and what seems to have been limited use in America after that.'

Stripping the car down revealed no real horrors and supported the apparently low mileage. 'The shell was in remarkable condition, with no damage. We found some non-original fittings and overspray, confirming that the car had been repainted and partially restored. We also found that it had been undersealed – applied over original Autodelta parts such as the sliding-block brackets for the rear axle,' says Max.

The underseal was starting to peel off where it had been sprayed on dirt and grease, and the raw areas had been hastily sprayed with aerosol paint. Inside, the floors had been treated with a textured paint. To bring the shell back to factory specification, it had to be stripped bare and painted in the correct AR 501 red throughout, before

the outside could be finished in the Team Slotemaker scheme. 'We knew from period photographs that the car was painted white under the wheelarches, so the red paint there could not have been original. Where we *did* find the original red paint was under the front bumpstops – parts that had never been removed during previous restoration work,' says Max.

The aluminium body was chemically stripped back to bare metal once all the underseal had been removed. A couple of small areas of corrosion were addressed and previous repairs attended to that had been made to the corners of the front floorpans. 'Retaining those original panels, without changing complete sections for the sake of it, was crucial to maintaining originality,' says Max.

With all the bodywork stripped and prepared, new paint could be applied. 'As we intended to return the car to its Dutch Touring Car Championship-winning Team Slotemaker colour scheme and specification, we didn't

'The owner knew it was a GTA with many Autodelta parts – he had no idea of its famous history'





#### 'This engine is at the heart of the Alfa's appeal: four cylinders yet a voice richer than many with more'

set out for a full wet, flat, mirror finish inside and out,' says Max. 'The paint is purely out of the gun with a light machine polish, much as it would have been in period, but inevitably to a higher standard than the original rush job to go racing.'

Max was also happy to let the car wear its history with pride. 'We were careful not to fill and hide original dings and marks in the internal panels and chassis parts – these are all part of the racing history of the car. We developed a special paint formulation for the internal panels to achieve the same finish as Autodelta. It's dulled, not shiny. As the car left the factory in red, we painted it red in all the negative areas, with only the exterior painted in the Team Slotemaker colours, just as was done when the car was sent to Holland in 1966.'

Under the bonnet, everything is clean and functional, though not mirror-bright, and nothing has been replaced that didn't need to be. Says Max: 'Although the mechanical components were low-mileage, they were still 50 years old and were therefore dismantled and examined to see if they could simply be reassembled in order to retain the car's extraordinary originality.'

The engine was stripped, crack-tested, and reassembled with new bearings and reshimmed valve springs, but the original pistons and their original rings. Similarly the gearbox was stripped and its magnesium casing X-rayed, which revealed a bellhousing crack that was welded before the 'box was rebuilt with new bearings and synchros. Underneath, all the Autodelta castings were refinished to remove previous sandblasting damage and then reassembled.

'We removed the incorrect ATE brakes and fitted the correct Dunlop ones, and we have retained the modified axle casing,' says Max. Like all GTAs, this one is fitted with a sliding block mechanism, which attaches to the differential and allows the axle to move up and down but not skip sideways under cornering loads, so the tyres maintain their grip. All the suspension castings were blasted and powder-coated before being reassembled with re-coated original LOBO fasteners.

Time to try it out. You notice a sheen rather than a shine on stainless trim around the windows – 'we cleaned it with wire wool rather than mirror polishing' – and the lamps are genuine factory-fitment first series Carello units, cleaned and re-installed. The door swings open easily, thanks to its lightweight construction, so it's surprising to see how neatly trimmed the cockpit is. 'The foam padding in the doorcards and quarter-panels had disintegrated,' says Max, 'so we carefully removed the original vinyl, cleaned the hardboard backing, attached new foam and then refitted the vinyl.'

The dashboard has been stripped and cleaned, but is

the same one Wim Loos sat behind; the wood-rim steering wheel shows evidence of wear, but you instantly understand why Loos attached a couple of small foam strips to the upper sections of the spokes with green insulation tape: they stop your thumbs catching on the hard edge of the aluminium. Under your feet is clean vinyl matting. 'It's not original,' says Max, 'but it's correct and gently worn. There seemed no point in replacing it.'

Firing up the engine – merely a 1.6-litre four-cylinder, don't forget – results in a joyous noise from the side-exiting exhaust pipe. Loud barely covers it. The bucket seat keeps your torso well-planted, the wheel is a delight to caress, and the gearlever – quite long, though with a deliciously oiled, slick action – finds first easily. A tickle of the throttle and you're away on generous torque, the engine soon hitting stride and stretching up through the revs with a seamless blare.

This engine is at the heart of the Alfa's appeal. Yes, the lack of weight has much to do with the GTA's on-track success (A for *alleggerita* – 'lightweight', no less), but few engines are as generous as this one. Only four cylinders yet the voice is richer than many with more; only 1.6 litres, yet there's torque to mine and power to plunder. It will rev, and it thrives on a heavy right foot, yet it's hardly cammy. Instead, the power comes on stream as low as 2000rpm, so you don't wait an age to get past the popping and spitting, and nor are you ever dropped into an empty lot if you fluff a shift and land yourself with a labouring engine.

Not that you're likely to get things wrong with this gearbox. The lever moves with accuracy, yet it's so refined in action. Similarly the steering, which is never heavy, even when manoeuvring, yet comes alive the moment you're rolling, feeding back plenty of information from the tarmac and responding to every millimetre of lock applied.

Despite the car's small proportions (it's not much more than 13ft long or 5ft wide), it's immensely stable on track, that well-secured rear axle keeping the tail nice and tight, yet you're never aware of understeer building. Instead, the GTA feels largely neutral, and unthreatening; it's an easy car in which to gain in confidence, pushing a little harder with each lap.

That noisy exhaust means we don't have all day to enjoy it, though. Castle Combe is a fantastic track but it's had many events denied it for the last couple of decades because folks round here like to keep things sleepy. We don't want to upset anybody so, once the Alfa has been properly warmed, we wind things down and head back to the paddock, where the day started.

Gently, I click the driver's door shut behind me. That exhaust note is still ringing in my ears. What a lovely car. What a back story. What a temptation to get back out for just one more lap...

THANKS TO Alfaholics, www.alfaholics.com.

#### 1965 ALFA ROMEO GIULIA SPRINT GTA CORSA

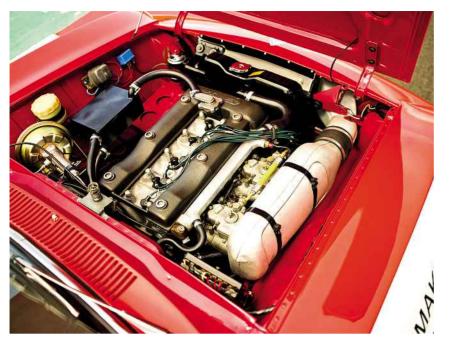
ENGINE 1570cc four-cylinder, DOHC, twin spark plugs, two Weber carburettors POWER 115bhp @ 6500rpm TORQUE 110lb ft @ 4000rpm TRAMSMISSION Five-speed manual, rear-wheel drive STEERING Worm and roller SUSPENSION Front: double wishbones, coil springs, telescopic dampers, anti-roll bar. Rear: live axle, radius rods, sliding block, coil springs, telescopic dampers

**BRAKE** Discs **WEIGHT** 745kg

PERFORMANCE Top speed 120mph. 0-60mph 8.5sec

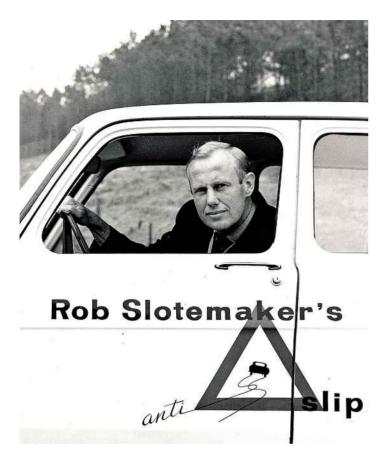
Clockwise from right
Despite its age, the engine
needed only the lightest of
rebuilds – even the original
piston rings remain; interior is
highly original; exhaust exits on
driver's side, just below the door.

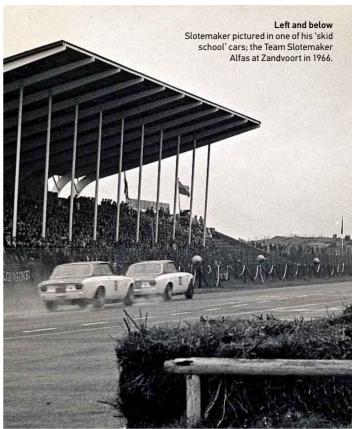












# ROB SLOTEMAKER

This bright light in the racing world was extinguished all too soon

Words Mattijs Diepraam

**HE WAS KNOWN FOR** running into trouble with authority – as he might, being the son of a magistrate. Out on the circuit, though, few people could live with him. 'Sloot', as Rob Slotemaker was affectionally nicknamed, began work as a fighter pilot but made racing his career.

Slotemaker was born in 1929 in Batavia, the capital of the Dutch Indies. Having survived separate prison camps during WW2, the Slotemaker family repatriated to Holland after peace was declared. Instead of following his father into law, Rob chose to become a fighter pilot and went to the United States for training. In between flights, he was soon exploring the grip levels of an ancient Buick. Back in Holland, this habit continued on Volkel airbase, where Sloot used to entertain his fellow aces by skidding his car around the frozen runways.

When a series of low-flying stunts got him suspended, Rob's attention shifted towards cars. He debuted in a Ford Zephyr in the 1954 Monte Carlo Rally and followed that with his first Zandvoort outing, racing a DKW. After leaving the Air Force in the mid-1950s, he opened a school for advanced driving techniques, specialising in anti-skid courses.

Racing Team Holland was founded in 1964, with Ben Pon and Rob Slotemaker as drivers. Pon brought the money, so it was agreed that he would be handed the lead if their Porsche 904s scored a 1-2 finish. Pon was outraged when Sloot broke their agreement at Monza, and it soon led to his separation from the team.

Slotemaker kept on racing until his untimely death, often spreading his talent too thin across many disciplines. His Formula 1 career went no further than driving an Ecurie Maarsbergen Porsche in the 1962 Dutch Grand Prix. He pioneered DAF's Formula 3 efforts with the company's groundbreaking Variomatic gearbox, and finished 17th on the London-Sydney Marathon in a DAF 55, but fell out with co-driver Rob Janssen along the way. The holes pierced into Janssen's passenger door – the result of Slotemaker crashing into a parked lorry to give Janssen a scare – were testimony to that.

Slotemaker was the guiding light for new generations of racing drivers, among whom Wim Loos and Jan Lammers were most prominent – Loos was due to test for Ferrari's F1 team when he was killed at Spa. Slotemaker took a second mortgage on his house to help finance Lammers' Formula 1 career, and lived just long enough to see him make his F1 debut with Shadow in 1979.

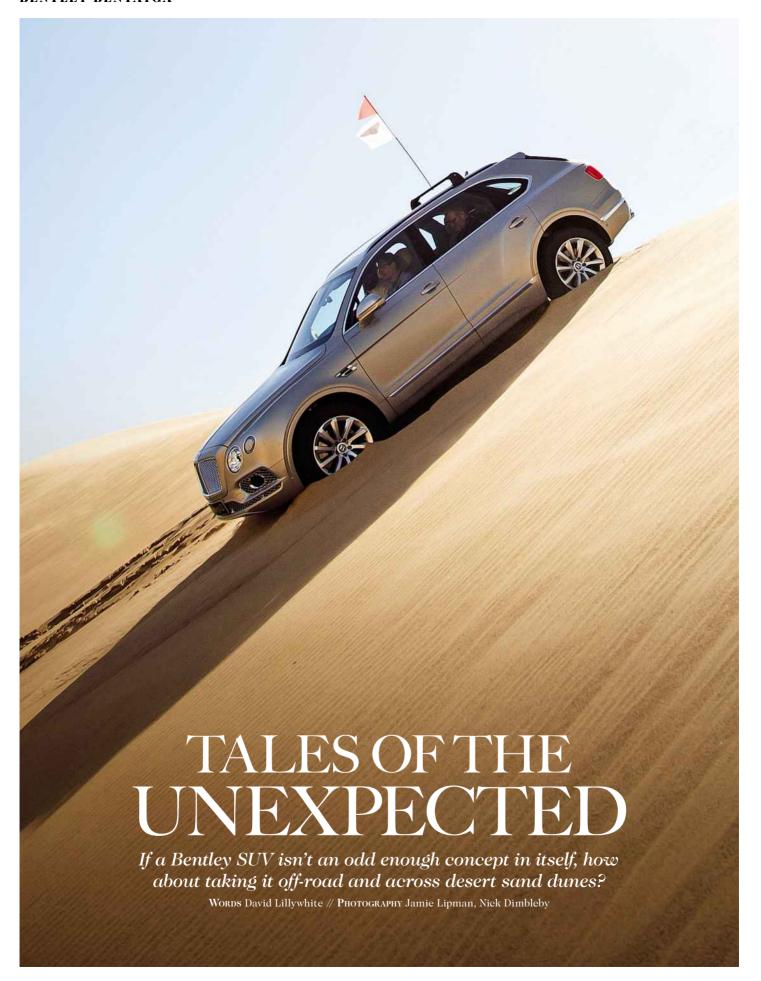
Sloot survived many accidents by sheer virtue of his car control, but his luck ran out on 16 September that year, when his Chevrolet Camaro skidded on an oily patch during an insignificant Touring Car race at Zandvoort. He controlled the slide but broke his neck on impact with Michael Strauch's similar Camaro, which just happened to be stationary at the wrong spot at the wrong time. Zandvoort named the corner after him. Slotemaker was only 50 years old.

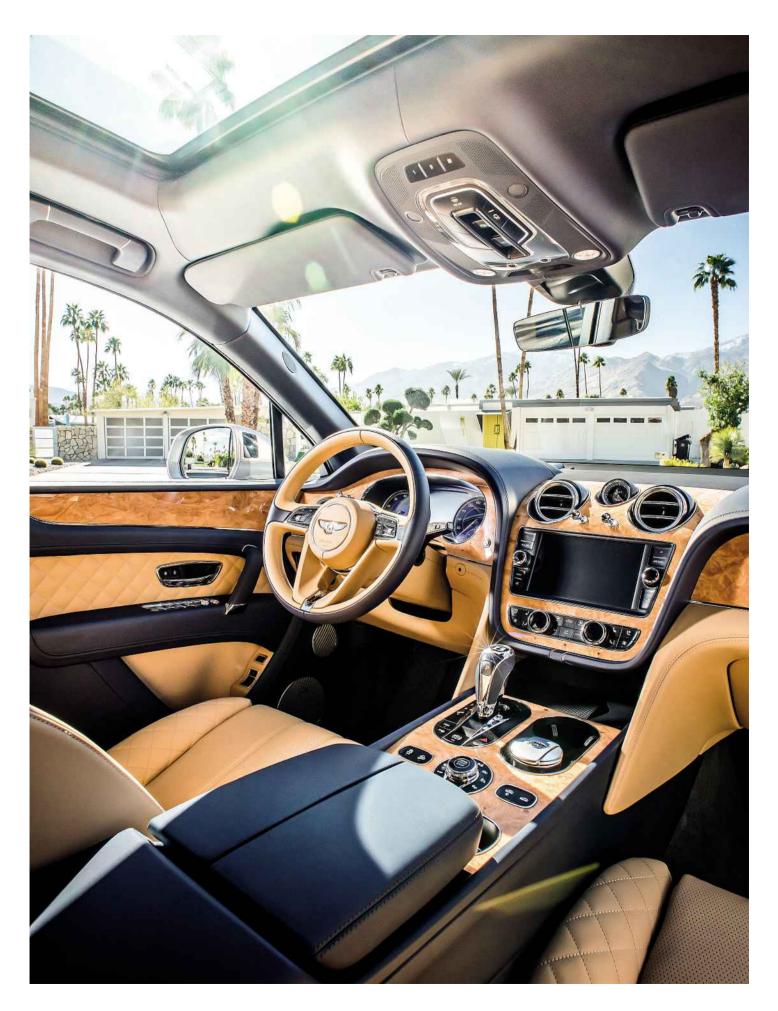


#### **ALFAHOLICS GTA-R**

The moniker "R-type" is reserved for our most exclusive restorations which represent the ultimate evolution of the Alfa Romeo 105 series









OMETIMES YOU JUST have to join the dots. An opportunity for a full drive in Bentley's new Bentayga in Palm Springs, California, turned out to be taking place during Scottsdale car week in Arizona. Interesting...

So I hatched a plan to experience a few extremes, from the mid-century Modernist charms of Palm Springs to the hullaballoo circus of Arizona car auctions; from the freeways of LA to the twisting roads of the San Jacinto wilderness; from the cool of desert nights to the searing, nostril burning, chest-tightening midday heat of the Imperial Dunes.

And the Bentayga? Hmm. I like Bentleys, I like them a lot. The noble history, the race wins, the undersung technological leaps and the fine tradition of cossetting-yet-sporty

luxury. My favourites are predictable: the Blowers, the 8 Litre, the Continental S1, the 1980s Turbo R, the 2001-2003 Le Mans Speed 8 (I was there; I actually did buy the T-shirt), and Continental Supersports and current GT3 racer. But an SUV? Well, we all know from Porsche that it makes commercial sense, and Lamborghini and Rolls-Royce aren't far behind the curve, so there's no escaping them.

In 2012 Bentley revealed its SUV concept, the EXP 9 F, to widespread shock-horror. Its looks were bold but 'challenging'. The production Bentayga is less challenging but less bold too, and it suffers for that. It's got plenty of Bentley styling cues: the front grille, of course, the sharp superformed creases of the aluminium body, the bulging rear haunches and the power lines down the side. It's a shock

'I suspect that the driver of the 911 we caught up with couldn't quite believe what he was seeing'









initially but, after a while, you find yourself wishing for something more confident.

At least all this is forgotten once you're inside the Bentayga. Bentley's craftsmanship in recent years is of the highest quality, and this is undoubtedly the best example yet. It's phenomenally good: the quilted leather seats and door trims; the dashboard and console (the shape of which is meant to emulate the swoop of the Bentley double wings); the perfect veneers; and the bullseye vents and the neat knurling on vents, clock surround and gear selector, both nods to Bentley traditions. Anyway, time to get a move on...

THE DAY STARTS EARLY, and cold, that preseason California chill that makes the locals shiver and perplexes holidaymakers expecting instant sunshine – but it's a long way off freezing. Still, the requisite heated seats and gently warmed steering wheel are more than welcome for the first few minutes. Tomorrow we'll be breaking away and driving to Scottsdale but today we're heading out of Palm Springs into the mountains on the Palm to Pines road. Google it: it's a twisty one!

The Bentayga weighs nearly 2.5 tonnes, is 1.74m high and its all-new twin-turbo W12 feeds 600bhp and 663lb ft of torque through an eight-speed, four-wheel-drive transmission. That's a lot to keep on the straight and narrow, let alone the twisty and narrow, so Bentley has been clever about the air suspension, which uses new electrically actuated anti-roll bars, a first in the SUV market. To produce the response rate necessary to bring the anti-roll

Left and below left

This car's light wood veneer gives the cabin a modern feel but isn't as classy as the darker versions; deep into the Imperial Dunes; off-roading at the Cahuilla Creek motocross track near Palm Springs.



bars in and out of operation, the electrical system is 48 volts rather than 12, something that's likely to be seen more widely across the new-car world over the coming years.

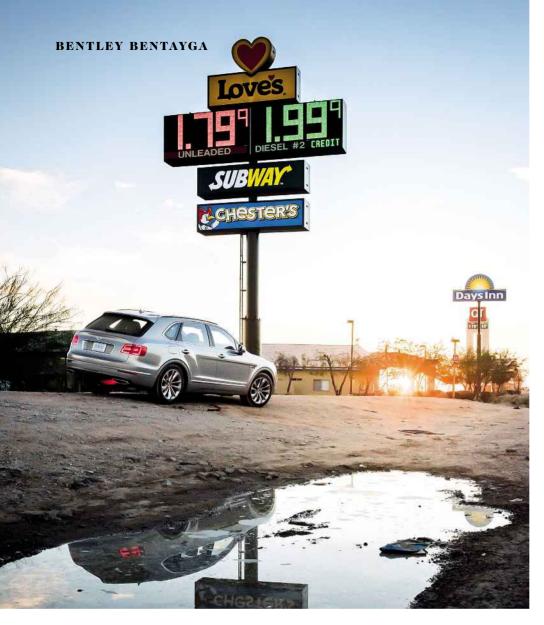
Does it work? It really does. There are up to eight Dynamic Ride modes available on the Bentayga, selected via the company-nicknamed 'Charisma' dial in the centre console. All models come as standard with Sport, Bentley and Comfort modes, but an All-Terrain option pack adds Snow & Grass, Dirt & Gravel, Mud & Trail and Sand Dunes, which we'll come to later.

In the default 'Bentley' mode, the Bentayga rides as you'd expect a Bentley to ride: firm but smooth, only the occasional bump-thump on the harshest surfaces belying the size and weight of the wheels – of the three choices, 20in look too small, 22in come with the lowest profile tyres, which degrade the ride a little, while the 21in on Pirelli All Season tyres (as on the version driven here) prove to be the best compromise. On the fabulously twisty run up into the mountains, the Bentayga remains uncannily composed; in Sport it's even better, the ride a bit firmer and the agility through corners even more impressive.

This doesn't sound believable, does it? But honestly, in one of those triumphs of engineering over extreme physics, the Bentayga does it all, to the point where you can barrel into a corner way too hard, the traction control allowing just the smallest of slides, before the car catapults out the other side almost completely unfazed. I suspect that the driver of the 911 we caught up with on the mountain roads didn't quite believe what he was seeing either, as the Bentayga hove into view in his mirrors (and stayed there).

Just how fast is the Bentayga? We're talking 0-60mph in 4.0 seconds and a 187mph top speed. And how big is it? The danger of trying a vehicle in the USA is that nothing feels large against the supersize pick-ups and trucks on the wide roads and freeways, but it's actually 142mm longer than a current Range Rover and 155mm longer than a BMW X5; not small!





Next stop, the Cahuilla Creek off-road centre. Now this is going to be interesting. Engage Mud & Ruts mode, try to disengage the fearfulness involved in driving a £200,000 car up and down steep, muddy hills, and go!

The main issue with any modern soft-roader is going to be ground clearance and suspension articulation rather than traction, because clever electronics will usually be able to keep it moving - and so it proves here. Even when the Bentayga is precariously balanced on three or (for a few seconds) two wheels, it manages to get itself out of trouble, often through the simple and satisfying solution of applying more throttle. The fact that wheels left the ground in the first place is due to the limits of the suspension's articulation, but the circumstances were more extreme than almost any luxury SUV is likely to encounter. As for ground clearance, we had no problems, though it's less than the Range Rover's.

The Bentayga is also fitted with Hill Descent Control, which electronically limits speed down even the steepest slopes. No need for braking; it does it all for you, uncannily well.

And on to the next challenge, via more twisty mountain roads that climb still higher,

#### 2016 BENTLEY BENTAYGA

ENGINE 5950cc twin-turbo W12, DOHC per bank,
48-valve, fuel injection POWER 600bhp @ 5000rpm
TORQUE 664lb ft @ 1350rpm TRANSMISSION
ZF eight-speed automatic, four-wheel drive
STEERING Electric rack and pinion
SUSPENSION Front: air springs, four-link double
wishbones, 48V active anti-roll bar. Rear: air springs,
trapezoidal multilink, 48V active anti-roll bar
BRAKES Discs WEIGHT 2422kg
PERFORMANCE Top speed 187mph, 0-60mph 4.0sec

through charming Idyllwild (home of Adventure, Music, Art and Harmony, the sign proclaims) and into snow, although the roads are clear. No need for the Snow setting – and the temperature where we're headed is right at the other extreme. The destination is the Imperial Dunes, deep in the desert.

The first sign that we've arrived is a cluster of motorhomes, motocrossers and off-road buggies. During public holidays there have been over 100,000 visitors to this area during a single weekend, which sounds like a recipe for potential carnage, but today it's relatively quiet, with only a few hardcore enthusiasts there to witness the curious sight of a Bentley Bentayga going dune racing...

This isn't as ridiculous as it seems, because for the Bentayga to have any credibility in the Middle East it must be able to cope with desert conditions. Indeed, in Dubai, the standard test of any luxury SUV is to attempt to reach the top of the nearby Big Red dune, something that the Bentayga has already achieved.

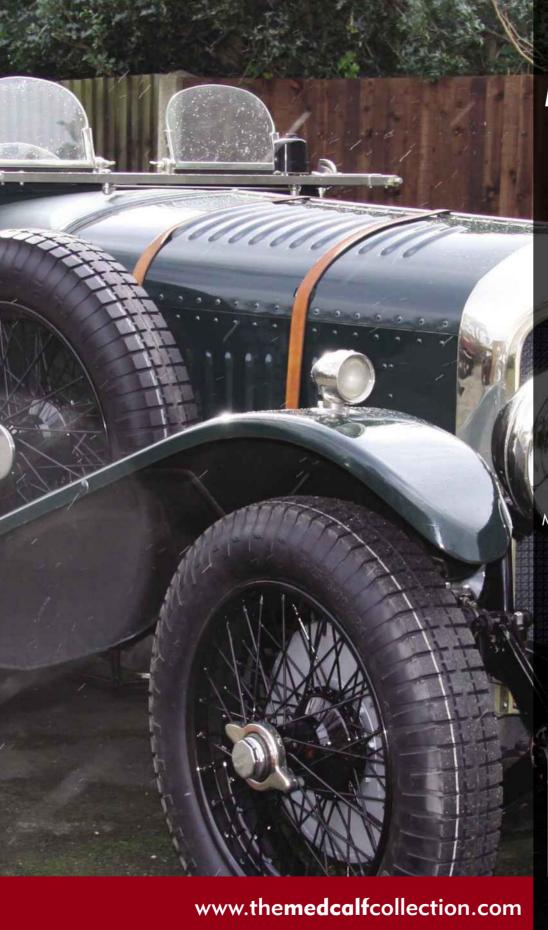
Engage Sand mode. Momentum is essential on the dunes, which are dauntingly steep; the mode allows the wheels to spin, and the driver has to keep the revs up even when it seems like more caution is needed. Occasionally the computer says no, and momentum is lost as the traction control cuts the power, but mostly the Bentayga just keeps digging through.

The Sand mode also raises the suspension to its maximum, which means there's no rebound left on it, making for a disappointingly rough, bouncy ride over any areas of hard-packed sand: the only shortcoming of the Bentayga's suspension found at any point in this test, and not serious enough to spoil the huge enjoyment of blasting across the dunes.

The following day is rather more down to earth: 300 miles from Palm Springs to Scottsdale, with as few stops as possible because there are auctions to catch. Engage Comfort mode now there are so few corners to worry about, switch on the Adaptive Cruise Control (monitoring distance to the car ahead as well as speed) and Lane Assistance, which gently steers the Bentayga to stay between the white lines and away from other vehicles. Set the climate control and the cooled seats. Turn up the (optional) 1950W Naim stereo. Foot down, remembering to switch on the back massage occasionally, just for the sake of it.

Three and a half hours later, say hello to Scottsdale! Cars and trucks have been dispatched with ease, the engine barely venturing above idle. The only stop made was for one last photography opportunity before the sun went down. That couldn't have been much easier. It's averaged about 20mpg; around town it was similar, thanks to a predictive stop/start system that cuts the engine before the car comes to a halt, and the Variable Displacement System shutting down six of the 12 cylinders when not under power.

Bentley says the Bentayga is the world's fastest, most powerful, most luxurious and most exclusive SUV. It drives phenomenally well. Will its competence outshine its looks? Apparently so; Bentley, which built a record 10,000 cars in 2015, has enough confirmed orders to have upped predicted production of the Bentayga in 2016 from 3500 to 5000. After that, the planned V8 diesel and a rumoured coupé version will provide another boost, and get us all muttering again, though we also know full-well that it's the Bentayga that will ensure the future of the Bentley models that we covet more. Such is modern life.



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A PASSION

REALISED









'A blonde gets pulled over for speeding...'
starts the bus driver over his PA system, on
the shuttle between car park and sale room –
but I won't carry on. A minute later he
reminds us all that knives over eight inches in
length and all pistols are prohibited. And he
gets us all to repeat after him which car park we're in.

Then we get to the Westworld showgrounds, where I discover that adult admission to the Barrett-Jackson sale is an eye-watering \$75. This seems wrong. But it seems prudent to avoid asking out loud who would pay \$75 to watch an auction, in front of the hundreds of men, women and children streaming past, tickets in hand.

THE DAY ENDS with (another) beer, a pizza and (as it later becomes clear) a touch of tinnitus. Oh, and a happy feeling that all is not always as it seems.

AND IN BETWEEN? Well, the first impression is that this sale is huge. Ford dominates the opening area, and behind the Ford stand are yet more queues, but these are for the Barrett-Jackson merchandise stand. It's only just turned 9am and eager shoppers are choosing T-shirts, hoodies, mugs, pens and caps emblazoned with the auction house logo. Well, you don't see that at Bonhams, I think, feeling proud to be British.

More stands. There's racing legend Bob Bondurant himself on the Bondurant School of High Performance Driving stand. But where the hell is the actual auction?

More stands. A glance at the first ever Camaro, recently restored, gracing the Chevrolet stand. No! Concentrate. I know that the auction should be easy to find, because I've seen it on TV, and it looks a decent size.

Next hall. I'm hit by a wall of baffling sound, a highvolume sing-song of numbers and words all rolled into one. The auction! But first to negotiate the automobilia stands, the queue for the toilets, the drinks vendors. And then, round the corner, the first sight of the sale. My goodness it's massive! And the noise is overwhelming!

At closer quarters the auctioneer's stream of sound is even more baffling than it was from 50 metres away. I find a seat and try to take it all in, catching perhaps 20%.

'And thirty bibbidy-bibbidy, and thirty-two, bibbidy-bibbidy, who'll-give-me thirty-three, bibbidy-bibbidy-bibidy, aaand thirty-three, SOLD!'

I can feel myself leaning forward, pulled in by the energy and atmosphere. It's so mesmerising that it takes a while before I notice the running bid displayed on the screens – the price is edging up at half the rate I'd expected. This 'county auction' style is simply a highly effective method of keeping up the excitement.

The cars are coming through at quite a rate, regardless. I picture a marshalling yard of classics behind the stage, yet when I leave the hall it's not a car park I find but a festival field, under a now burning-hot sun. There are lines of food vendors, beer stalls, VIP areas, simulator rides and stands for everything from sunglasses to superyachts. There are people everywhere.

I can't quite face it, but there's an entrance to a marquee that looks easier to deal with. How wrong can

a man be? I seem to have entered the marquee-thatnever-ends. I can tell you now (thanks to the smartness of my smartphone) that I walked more than ten miles on Barrett-Jackson day, and a fair bit of that must have been among the stands in the marquee-that-never-ends, looking in disbelief at everything from sparkly cowboy boots and paintings of semi-naked women to custom suspension installations and fishing boats.

The marquee-that-never-ends turns out to have ends after all: the one nearest the saleroom is the 'Salon' area, for the most important cars, such as 1930s coachbuilts (including a Mercedes-Benz 540K, a Delahaye and two Talbot-Lagos), ultra-low-mileage muscle cars, plenty of top-notch customs and much, much more.

The other end, a long way from the saleroom, is for the cars just one notch down from the Salon entries, from a splitscreen VW bus to slingshot dragsters. From here, doors lead to an outside area of still more sale cars, these less glitzty and even more eclectic. The first I spot are a Goggomobile and an International Scout utility vehicle.

I follow the sound of revving engines and screeching tyres, to see a driving demo arena; next to that are lines of long open-side marquees that house the rest of the sale cars. Hundreds of them. I have never, ever, seen anything like this. It's time to find out how it works.

THE NUMBERS are phenomenal. By the end of the eight days, 1469 cars have been across the block, selling for more than \$102 million, and more than 1400 pieces of automobilia have sold for over \$3 million, making a total of more than \$105 million, \$3.4 million of which is donated to charity. Of the 1469 vehicles sold, only 20 had a reserve price – no-reserve sales are a Barrett-Jackson trademark. What's more, 350,000 visitors have attended and many, many more across the world will have seen the sales on live TV, via the Discovery Channel.

When the most high-profile vehicles are going under the hammer – including the *Transformers* 'Optimus Prime' Peterbilt stunt truck and 'Bumblebee' Camaro (accompanied by director Michael Bay), the *Smokey and the Bandit* Firebird (with Burt Reynolds!), and a Porsche 918 – it's reckoned that over 9000 people squeeze into the sales arena, and they cheer and whoop as prices go high.

The atmosphere is electric, the pace relentless, with the car for sale rolled to the side of the stage while it's still being bid on to make way for the next one. The auctioneer barely seems to take a breath between shouting 'Sold!' then 'And here's the...' as the next sale gets underway. There's one sold every three minutes on average, but >

'AT CLOSER QUARTERS
THE AUCTIONEER'S STREAM
OF SOUND IS EVEN MORE
BAFFLING THAN IT WAS
FROM 50 METRES AWAY'

#### Right

The sheer scale of the event is vast, the white tents housing hundreds of sale cars, comprised of a wild mix of muscle cars, customs, supercars, Europeans and the just blain oddball.











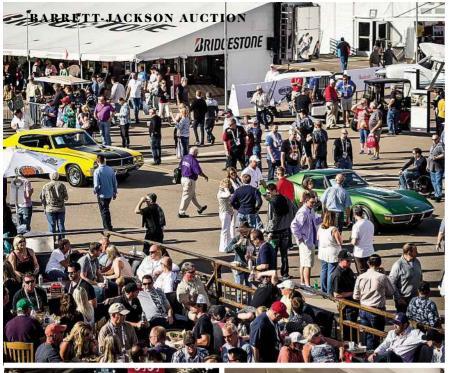
























#### Clockwise from left

A team of 60 employees drive the sale cars into the auction room; Meguiar's tent; so much foodl; American muscle dominates; early Camaro; Discovery Channel TV monitors; Salon collection.

many are much faster than that – the average is skewed by the song and dance of the most important cars.

I somehow manage to inveigle myself onto the stage, and then up onto the podium, standing right behind the auctioneers under the glare of the TV lights, gazing out at the huge crowd. It's early evening on Saturday, prime Barrett-Jackson time, and (if you'll forgive the cliché) the energy feels like a physical presence, an assault on every sense as the auctioneer blasts through his routine, the crowd roars, photographers and cameramen run back and forth and auctioneers' assistants relay bids and enthusiastically encourage bidders to keep on bidding.

There are four of us squeezed into the podium. The screens in front of us are split into windows that show the details of the car, a picture of the owner and a corresponding live camera feed focused on that owner to make sure he's not bidding on his own car. The current price achieved is displayed between the price the owner is hoping for and the price that the Barrett-Jackson team expects to achieve. Generally it seems that the sale price falls between the two, but it's clear that the auctioneer works hard for the best he can achieve.

Another screen shows the current bidders, the camera zooming in on each one to pick up the numbers on their lanyards. This enables the team to check that bidders are genuine and that their pre-agreed credit corresponds with the level they're bidding to. An aside: sellers are granted credit to the level of the estimate on their cars, and around 40% buy another car at the sale. Forty percent!

The number of phone bidders and internet bidders is displayed too, and all the while a bank of operators to one side of the podium monitor those bids and relay them to the auctioneer. Most of the bidders are in the front central section of the arena, but some are right at the back in the Muscle Lounge, where assistants are followed by cameras as they watch for bids back there. All the while, the auctioneer pauses only if the bidding stalls, to remind the crowd of the car's credentials. It's like watching someone rub their stomach and pat their head at high speed in the middle of a tornado.

Craig Jackson, chairman and CEO since 1995, joins us on the podium and I ask if he's seeing any new trends. 'Well the '80s cars are on the up, but some of *these* [he gestures to a pretty pre-war Ford being pushed across the stage in front of us] aren't selling for as much as they used to.' And then he's off again, and I follow suit.

I stagger outside, head spinning, to find myself in the middle of a party vibe. It's dark and the temperature is dropping, but there's no sign of the throng subsiding. Indeed, they're getting louder, drinking beer served by an army of cleavage-wielding bar staff in tight Gas Monkey Garage vest-tops. A band strikes up, and I follow the sound to another hall, hitherto undiscovered, where a rodeo show is finishing just as the band launches into a series of crowd-pleasing cover versions.

It's 9pm and there's plenty of life left here yet. I've drunk beer, eaten burgers, bought unnecessary tat, seen hundreds of cars, met lots of great people and had my eyes opened to a fascinating and entertaining sector of the classic-car world. What a fantastic day.



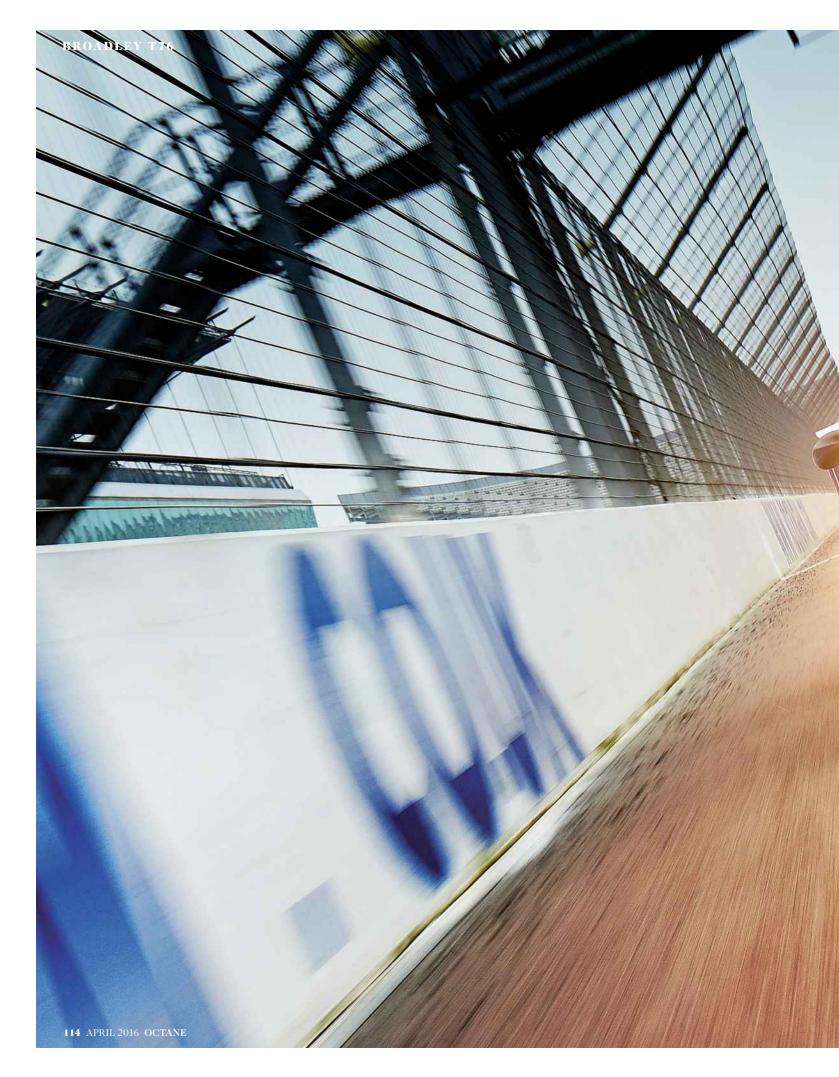
1961 Aston Martin DB4 GT Zagato Sanction II

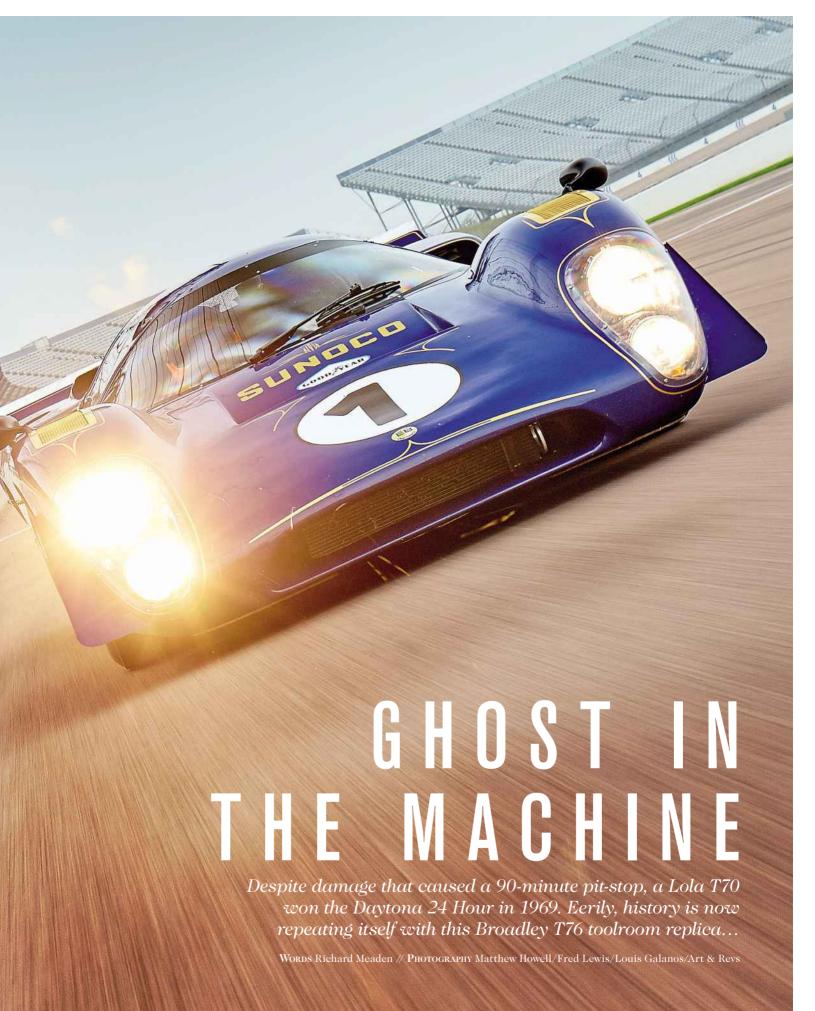
and the last



The DB4GT Zagato is arguably the most elegant and desirable road going Aston Martin, with just nineteen cars ever produced with coachwork by Carrozzeria Zagato. In 1987 Aston Martin commissioned four 'Sanction II' Zagato's to be built in collaboration with Carrozzeria Zagato using the four remaining 'GT' chassis designations. Autosport Designs are proud to offer this unique opportunity to acquire one of those four cars, offered in superb condition with just two long term owners and recently shown at The Quail.









Facing page, left and top left Broadley's Chris Fox (kneeling, in red jacket), Andrew Lindsey (next to him, leaning into the cockpit) and Rob Adams (on opposite side of car), with Florent Moulin of Art & Revs in the car. ready for shakedown testing at Rockingham Speedway; Broadley T76 in action at Daytona Classic; Donohue's Sunoco T70 pits in '69.

T COULD BE A SCENE plucked straight from the annals of motor sport history. A battered dark-blue-and-gold sports prototype thunders around Daytona's daunting banked curves, patches of silver tape holding splintered glassfibre in place, scuffs and smears of rubber along its flanks offering more evidence of a violent collision earlier in the weekend. Yet still it pounds onwards, the holler of a 5.0-litre Chevy V8 ricocheting off the vast grandstands as this proud, potent, indefatigable car chases its tail in pursuit of lost time and the chance of victory.

It's one of the defining moments of last November's Classic 24 Hour at Daytona and the culmination of a dream shared by an Englishman named Chris Fox and a group of European racers - Gérard Lopez and Frantz Wallenborn - competing under the banner of Florent Moulin's Luxembourg-based Art & Revs team. It's also the perfect (and, as it transpires, eerie) epilogue to a story that began some 47 years earlier, at the 1969 Daytona 24 Hour.

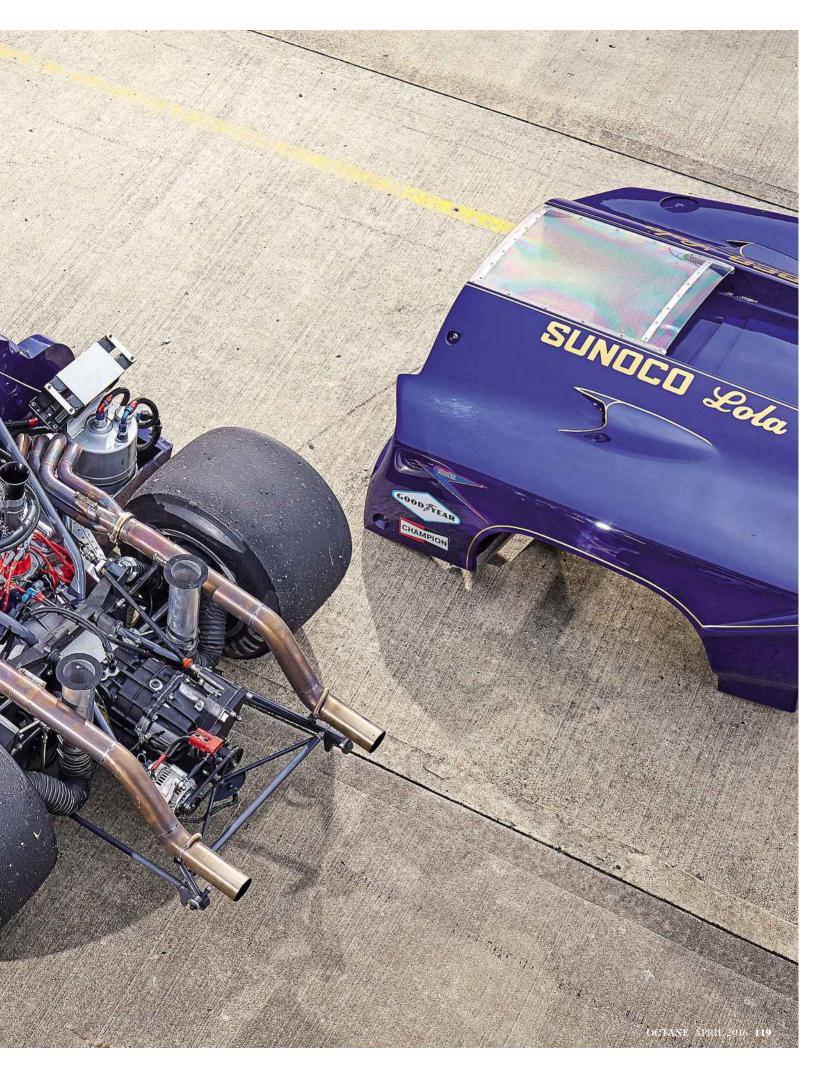
One third of endurance racing's unofficial 'Triple Crown', Daytona held its first 24-hour race in 1966, US homeboys Ford beating Ferrari with big-block MkII GT40s to take an emphatic 1-2-3 finish. The following year Ferrari repaid the compliment by having a pair of 330 P4s and a lone 412P fill the podium with a herd of Prancing Horses. Remarkably, 1968 would see another 1-2-3, this time Porsche's factory team choreographing a trio of 907 LHs for a picture perfect finish. The crowds might have been small, but this was big-time racing - the world's best slugging it out for bragging rights and immortality in endurance racing's Hall of Fame.

The 1969 race held plenty of promise. A spectacular crash in qualifying robbed the race of Matra's wailing V12-engined M630 but, of the 62 cars that took the rolling start, Porsche fielded no fewer than five new 908s and John Wyer a pair of Ford GT40s, while the big privateer teams favoured V8-powered Lola T70s. Most notable among these was a gorgeous new Mk3B entered by Roger Penske and Mark Donohue, sporting the team's immaculate Sunoco blue-and-gold livery and featuring unique bodywork modifications to improve aerodynamics.

Endurance racing is always unpredictable, but had the events that transpired during the 1969 Daytona 24 Hour not happened you really couldn't have made them up. The race began a little after 3pm, the Porsches and Lolas immediately going at it hammer and tongs while the Fords hung back, adhering to a more conservative strategy. Such was the pace at the front that the leaders were muscling their way through  $\rightarrow$ 







slower traffic after only two laps, the breakaway group of Elford and Siffert's Porsches heading the T70 Mk3B of Jo Bonnier and Ulf Norinder, itself being chased by Donohue. So far, so good.

But just before the first hour had gone, Donohue pitted early due to fuel pick-up problems that denied his Lola's thirsty V8 the last ten gallons in the tanks. Then Bonnier clouted a backmarker and had to stop early, leaving the Porsches to form a seemingly invincible five-car train at the head of the field. Shortly afterwards, Bonnier's co-driver Norinder returned with irreparable damage to the rear end

of the T70 thanks to another incident with a backmarker.

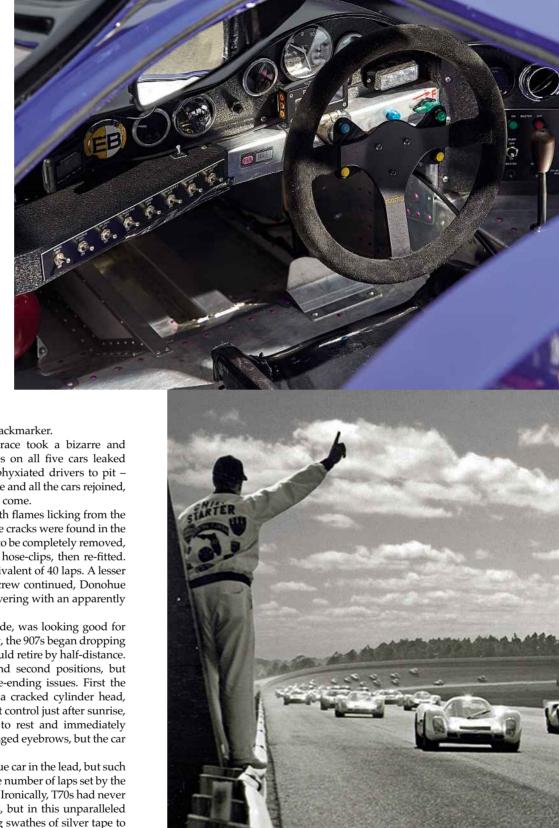
Then, around three hours in, Porsche's race took a bizarre and dangerous turn when cracked exhaust pipes on all five cars leaked fumes into the cockpits, forcing the near-asphyxiated drivers to pit – some for medical attention. Repairs were made and all the cars rejoined, but it would prove to be a portent of things to come.

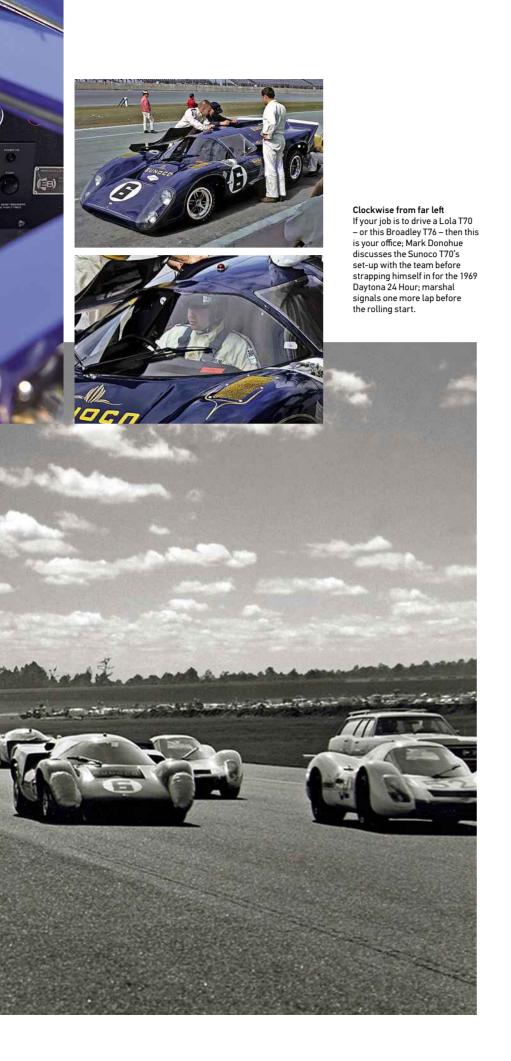
Exhaust problems also struck Donohue, with flames licking from the tailpipes as he pitted at around 10.30pm. Large cracks were found in the system and the custom manifolds, which had to be completely removed, welded, patched with steel and braced with hose-clips, then re-fitted. The fix took an hour and 19 minutes, the equivalent of 40 laps. A lesser team would have given up, but the Penske crew continued, Donohue and his driving partner Chuck Parsons persevering with an apparently hopeless chase for the chequered flag.

Porsche, by then back in an imperious stride, was looking good for another dominant win. But just after midnight, the 907s began dropping like flies with identical engine failures. All would retire by half-distance. This left the pair of Ford GT40s in first and second positions, but unbelievably they too would encounter race-ending issues. First the leading car of Mike Hailwood retired with a cracked cylinder head, then, having inherited the lead, Jacky Ickx lost control just after sunrise, his GT40 scraping the wall before coming to rest and immediately catching fire. The Belgian ace escaped with singed eyebrows, but the car – and Ford's race – was toast.

Against all odds this left the Penske-Donohue car in the lead, but such was its lap deficit it took 90 minutes to pass the number of laps set by the smouldering Ford and officially take the lead. Ironically, T70s had never shown the stamina to shine in 24-hour races, but in this unparalleled race of attrition the no 6 Penske car – sporting swathes of silver tape to hold its battered nose together after a collision during the night – took the flag, with the American International Racers Lola entry of film actor James Garner flanking it for an unexpected Lola one-two.

This bewildering race would be the T70's biggest victory, albeit one that would have sat awkwardly with the sensibilities of a perfectionist and fierce competitor such as Donohue, a man for whom the manner of the win could sometimes mean more than the win itself. Not that the home fans would have cared about luck or reliability, for a car run by an all-American team, powered by an all-American V8 and driven by an all-American hero had just prevailed over the apparently unbeatable factory Porsche team to win on home soil.





### CONQUERING THE FEAR

**WHAT'S IT LIKE** to race a Lola T70 Mk3B? Or indeed a Broadley T76, since they are essentially the same beast? Spectacular. Overwhelming. Magnificent. Intimidating. Intoxicating. Unforgettable.

Like all truly great cars, the experience begins well before you get behind the wheel. When it's a T70, that experience is informed by history, reputation and achievement, but also the raw, gut-fizzing beauty of the thing. Then a mechanic fires-up the engine and you can add primal fear to the mix.

Rather as you can tell those used to being around horses, you'll recognise someone who knows T70s by the way they instinctively step away from the tail when they hear the fuel pumps start to whir. That and the fact they shout, even in a quiet room. Tinnitus, it seems, goes with the territory when you hang-out with T70s.

Truly to appreciate the mettle of the monster you need to remove its rear bodywork. Then you'll not only see that 30% of the car is engine, with another 30% comprised of fuel tanks located either side of the cockpit(!), but you'll also appreciate the colossal size of the rear tyres. Whether on treads in Europe or slicks at Daytona, grip does not look as if it'll be in short supply.

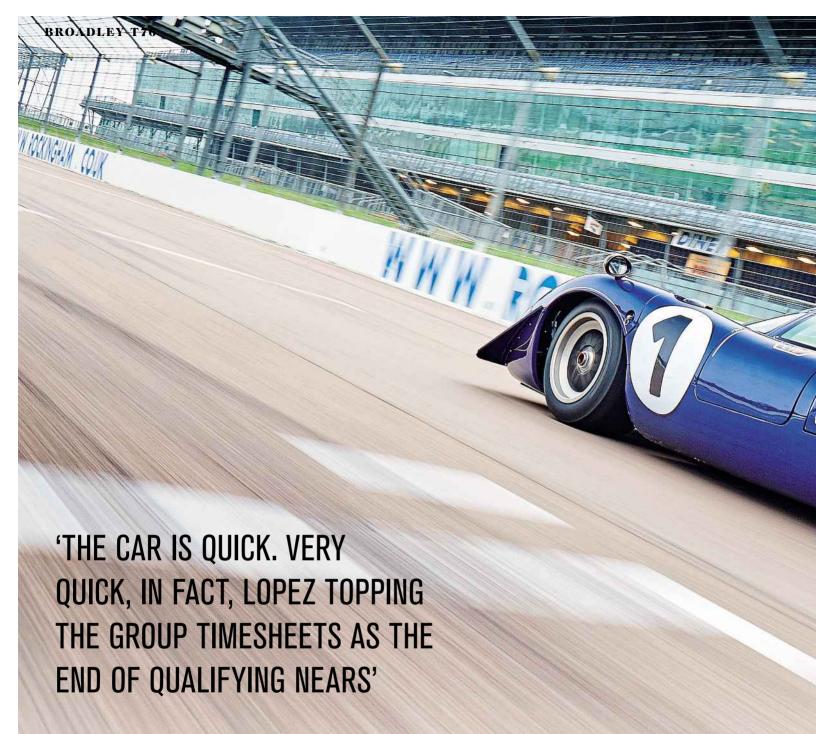
Pull a small alloy latch, tip the door forwards, then step onto your seat and lower your backside down while threading your feet into the slightly offset footwell, most likely clonking them on the suspension arms that come through the inner wheelarch and attach to the tub somewhere beneath your right knee and shin.

When the engine fires you can almost feel the pulleys and belts tickling your shoulders through the thingauge firewall and vestigial seatback. The noise drills deep into your skull and pummels your chest cavity, revs exploding with each prod of the throttle. The gearbox is a rock-crusher, controlled via a stubby lever mounted on the right sill. First is a dogleg, but there's so much torque you can pull away from the pits in second.

No matter what you've driven, the first few times you floor the throttle will truly take your breath away. You'll most likely utter some kind of profanity, too. Don't worry. This is perfectly normal. Dig into the T70's performance and it devours circuits, compressing straights into big blurry lunges of tarmac and Armco. The gearbox demands you show it who's boss, but you need positive finesse. Dither and it protests, but beast it and you'll turn dog rings to swarf in only a few laps.

But you know what? Despite the blood and thunder and the knee-knocking fear that can threaten to overwhelm you in the pit garage, if only you can allow yourself to relax and, crucially, trust the machine, a well-sorted Mk3B is an utterly faithful and transparent friend. One that goes like holy hell and sounds like Armageddon, true, but one that grips (then slides) consistently, stops well and flatters mistakes with its ample torque. That's why stepping into a T70 is such an event, and why you'll never hear a bad word against them from those fortunate enough to have raced one.





FAST-FORWARD TO 2015, and Daytona's pit apron is once again graced by a beautiful blue-and-gold bolide. Present for the burgeoning Daytona Classic, which takes its inspiration and format from Le Mans Classic, the car could easily be Donohue's Mk3B, but it's actually a toolroom copy of the '69 winner. Called the T76 and built by Broadley Automotive, the project is led by former Lola employee Chris Fox. Embarked upon with the blessing of Lola founder Eric Broadley, and executed with such period accuracy that each of the four cars built so far (a fifth is in-build) has been granted FIA Historic Technical Papers (HTP), the Broadley T76 offers the authentic look and driving experience of an original T70 Mk3B with the reassurance of being brand new from the tyres up.

Built to Group 5 regulations around a strong aluminium monocoque and dressed in sleek glassfibre bodywork that directly influenced the shape of the Porsche 917K, the Lola T70 – and therefore the Broadley T76 – is one of the most charismatic sports racers of all time. Weighing a little over 800kg and propelled by a Chevrolet V8 displacing just under 5.0 litres and comfortably producing 540bhp, its strength

always lay in its combination of pace and relative simplicity. In period it lacked the outright speed of the very fastest cars, but it was quick enough for well-funded privateers to take the fight to the more exotic cars fielded by the big factory teams. Now, with Historic racing more competitive than ever and the skyrocketing seven-figure values of Porsches, Ferraris, Fords and, indeed, original Mk3 B T70s making them almost too precious to race, those qualities make the T76 (with a basic price of £250,000) an even more compelling prospect.

Of course, being a Lola man through and though, Fox knew the story of the '69 race and – like anyone with a drop of petrol in their veins – he has always found the Penske-Donohue T70 to be irresistibly gorgeous. He'd also long been intrigued by the unique vents on the tops of the front wheelarches, and the extended fairing over the 5.0-litre Chevy's velocity stacks – the result of Penske and Donohue completely stripping, modifying and rebuilding their then brand-new T70 prior to the 1969 Daytona 24 Hour race.

It was inevitable, therefore, that Fox's dream would be to build a Broadley to the same specification, right down to the pinstriping. Its



debut was at the 2015 Silverstone Classic FIA Masters Historic Sportscar race, where it was driven to a fine second place by Sebring winner and (now) works Ford GT driver in the World Endurance Championship, Marino Franchitti, and some interloper by the name of Richard Meaden. Later that summer, serendipity sent things in a glorious new direction when keen Historic racer, serial car collector and Renault F1 Team shareholder Gérard Lopez acquired the car with the express intention of taking it to Florida for the Daytona Classic. There could be no more perfect place for the car to race.

No stranger to the Daytona Classic, or to driving cars of huge Daytona 24 Hour historical significance, Lopez relishes the prospect of driving the Broadley, not just for the obvious nostalgia, but because he will be experiencing the exact same sights, sounds and physical sensations as Donohue and Parsons in 1969.

'I think Historic racing is almost as if you are able to watch somebody repaint an old masterpiece. The same cars, racing on the same tracks where they fought for victories almost half a century before. Daytona is a special place and the Classic is a great event. I raced here last year,

in a MkII GT40. I'd thought about bringing it back this year, but it's so original that I've started to worry about the consequences of damaging it. The Broadley isn't an old car, but it's a T70 in all but name. To have this car, in the same colours and with the same body modifications as the Penske-Donohue car, is very, very cool.'

Neither Lopez nor his co-driver, Frantz Wallenborn, have had much wheeltime in the Broadley prior to it being shipped to Florida. Big, fast and loud, until you get to know it this is about as intimidating a car as you could meet. Almost as intimidating as the big, fast and steeply banked Daytona International Speedway, in fact. Put the two together, then add the fact that the Classic's multi-race, multi-group format means you race in daylight and the dark, and you can appreciate the deep end into which the pair are plunged.

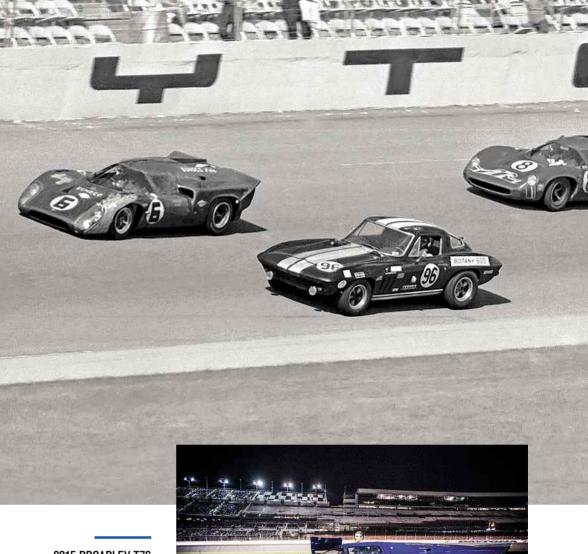
Despite this the car is quick. Very quick, in fact, Lopez topping the group timesheets as the end of qualifying nears. It's looking like the perfect start to the weekend – right until an incident that's like an echo from 1969. Says Lopez: 'It was the last lap of qualifying. I was passing a Porsche 911 on the infield section, through the fast left-hander that leads

#### **BROADLEY T76**

Below, right and bottom
Broadley engineers with the Art & Revs
team, Frantz Wallenborn in white
overalls, Gerard Lopez in black; in 1969,
the Donohue Mk3B followed by the AIR
T70 Mk3 that would finish second – note
spooky similarity between the battered
state of No 6 original and No 1 Broadley.







#### 2015 BROADLEY T76

ENGINE 4995cc Chevrolet V8 POWER 530bhp @ 7000rpm
TORQUE 450lb ft @ 5500rpm TRANSMISSION Hewland LG600 five-speed manual,
rear-wheel drive STEERING Rack and pinion SUSPENSION Front and rear:
double wishbones, coil springs, telescopic dampers BRAKES Discs
WEIGHT 840kg PERFORMANCE Top speed 190mph

into a tight right. I was on the right, he didn't see me and also moved to the right. There was no room for two cars and no time to avoid him as I was doing around 130mph at the time! He hit me on the left side, which sent me onto the grass and I started spinning, then the 911 hit me again when I came back onto the track! That broke the front bodywork, the wishbones, upright, wheel. The car was a big mess.

'The guys worked all night to fix the chassis and do what they could to make repairs to the glassfibre, then tape it all up. It wasn't until we knew the car was fixed and we took a step back that we realised it looked exactly the same as in 1969. People were coming up to us and saying "You know what happened to the '69 car, don't you?" and showing us photographs from the race. The cars looked identical. And I mean identical. We even had guys from Sunoco coming and looking at the car. It was an extremely weird moment. Totally nuts!'

Much like the exhaust issues that cost the Penske-Donohue so dearly, the clash with a backmarker costs the Art & Revs crew dearly. Not in time lost to those extensive post-crash repairs, but thanks to some of the patched bodywork repeatedly coming loose in the first race and resulting in unscheduled pit-stops. With the Daytona Classic's overall group results calculated on cumulative time across the four 45-minute races, it's hard to win back any lost time, even if it's just minutes rather than the hour-and-a-half Donohue and Parsons had to redress.

Still, racers are racers, be they professionals with a 24-hour race to win or passionate amateurs caught up in the adrenaline-fuelled moment of a thrilling Historic meeting. And so Lopez and Wallenborn mount a comeback, their pace growing with every lap as confidence and familiarity build. By the final race of the weekend the T76 is gaining ground at a terrific rate, but there simply aren't enough laps left to steal it, though they do climb to second overall and secure a class win.

I'm sure everyone in the team – and most likely many of the spectators – had been hoping for a fairytale finish, but in the end they all decide that it actually means more to have been a part of something so uncannily reminiscent of the race played out way back in 1969 that it could be the result of a slip in the space/time continuum.

For Fox, Lopez, Wallenborn and the Art & Revs team, it's been an extraordinary experience. One for which the bitterness of losing what could so easily have been an outright win was sweetened by inadvertently re-enacting such an iconic moment in the history of the Daytona 24 Hour and the Lola T70. Perversely, the accident that so nearly ended their weekend – or, rather, the damage it caused – is the greatest source of joy, for it recreated the tattered look of the 1969 car so perfectly that the spine-tingling symmetry stands the hairs up on the back of your neck.

A ghost in the machine? It certainly makes you wonder.







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# Robb Gravett

From motocross and stunt rider to high-profile Touring Car racer, Gravett helped make the Ford Sierra Cosworth a racing legend

Words Richard Heseltine // Photography Lyndon McNeil

THE BACKDROP SCREAMS gritty '70s British cop drama. Your mind instantly conjures images of British adventure shows of old such as *The Professionals* and *The Sweeney*; of fishtailing Fords and shoot-'emups. All that is missing is the giddying aroma of coffin nails and Blue Stratos. The point isn't entirely lost on our host, former Touring Car star Robb Gravett, who appears slightly bemused by *Octane's* wonderment at the roads and outbuildings on and around the Bicester Airfield site but joins in anyway.

'It's funny you should mention *The Professionals,*' he says, surveying the locale. 'I hadn't thought about this in ages, but I did some stunt work on the show while I was competing in motocross.' All of which is a world away now, yet the venue still plays home to fast-driving lawmen. Not to mention protection details, celebrities, executives and fleet drivers. Gravett's thriving Ultimate Car Control concern isn't so much about shaving that final tenth on track as improving road safety and reducing incident rates.

What's more, London-born Gravett doesn't appear to have aged much since his early-90s heyday, when he was a permanent fixture in the BBC's tin-top racing coverage on *Grandstand*. Irritatingly tall, tanned and buff, he comes armed with a fund of war stories, some of which are actually repeatable. He clearly isn't someone who is prey to self-doubt, even if his rise to prominence wasn't entirely conventional

'The funny thing is, there wasn't any prior interest in motor sport within the family,' he says. 'I have no idea where my fascination

came from, but growing up I really wanted to race motocross 'bikes. This was back in the early '70s. I nagged my dad for ages and he eventually gave in. I won a British title at 15 before representing Great Britain at international level when I was 16. I won more than 100 races and loved it, but I started my own business when I was 17 and that took off almost immediately. It got to the point where I had to make a decision: did I want to race professionally or be a businessman? I couldn't do both. If I fell off my 'bike and broke my legs, then it would impact on me making a living. So I retired while I was still in my teens.'

The move into racing cars happened more by chance than planning. 'Back then, I had a motor factors business – ROBBCO – which sold replacement parts for road cars and commercial vehicles. One of our customers was Rae Davis of Moto-Build who kept on at me about how I should have a go. I was always: "Yes, yes, now would you mind giving me your order?""

But Rae was persistent. 'One day he phoned to say that he had found a car for me to race and that I should pop round with a cheque. That was in 1983. The car was an MG Midget that had previously been a championship winner. Well, I'm 6ft 2in so you can imagine it was a bit of a squeeze, but I won my class first time out at Silverstone and that was it.'

A year later, in his first full season of racing, Gravett claimed the first of three consecutive marque titles, graduating from the Midget to Grahame Davis's MGB along the way. 'At the end of 1986, I told the Moto-Build boys that I wanted to try something else. I didn't see the

point in staying so I thought I'd have a go at production saloons instead. I bought a Sierra Cosworth road car and then drove it home, stripped it and put a 'cage in. The rules of production saloon car racing meant the cars were largely standard. I had Mountune build my engine. At that point, it was mostly doing stuff for grasstrack racing and wasn't wellknown outside of that sphere. I had a fantastic year, but inevitably there were protests. I don't know how many times my engine was stripped, but it was all above board. If it wasn't that, there were complaints that I was using dodgy fuel - they couldn't accept some club racer coming in and beating them. I think I put a lot of noses out of joint that year.'

Netting 18 victories along with Class A honours in both the Uniroyal and Monroebacked Production Saloon Car Championships

'In his first full season of racing, Gravett claimed the first of three consecutive marque titles'





# 'We had 550bhp so, if you were all arms and elbows, you'd fry the rear tyres. I adapted better than the other guys'

would do that. Highlight of the '87 season, however, was outright honours in the Willhire 24 Hours at Snetterton alongside Graham Hathaway and Phil Bullman.

'It was a fantastic year but I was in trouble financially at the end of it. I didn't have anything going into 1988. I wanted to step up to the British Touring Car Championship but I wasn't in a car for the opening round. I'm not normally the sort of person who gets emotional, but I was really upset that I hadn't managed to make things happen. It was looking bleak and then I got a call from Andy Rouse. He was one of the big stars of the series, both as a driver and a car builder. His business partner and team-mate, Pete Hall, had decided to retire from driving so there was a seat going spare. Andy asked me if I'd like to do a test at Thruxton and it went from there.'

Gravett's graduation to a full-house Group A Sierra Cosworth came with a few strings attached, though. 'After the test, they said they were happy with what I'd done so the drive was mine. I was delighted. Then I learned the rules, chief of which was don't beat Andy. They also wanted me to find £45,000.'

Following a partial season in '88, in which Gravett didn't always stick to the script and stay behind the team leader, it was time to move on. 'A few days after the British GP meeting at Silverstone, I received a call from Shell UK asking me if I'd like to do the Bathurst 1000 in a Shell-sponsored Cossie. I jumped at

the chance. While I was there, I made good contacts and for 1989 I teamed up with Mike Smith to form Trakstar Motorsport. It was clear to me that we stood no chance of beating Rouse with a Rouse-built car but there were few alternatives available in the UK. That was why we bought two cars from Dick Johnson in Aus. It was all about going our own way,

#### Left and below

Leading arch-rival Andy Rouse at the Birmingham Superprix, 1990; today, meeting Octane at Bicester Airfield in Oxfordshire.

having control. They were a known quantity to me. I'd seen them race and they were bloody good. I won the first round of the '89 season at Oulton Park and took the fight to Andy.'

And how. The following year would see Gravett dominate in the swansong year for the RS500. Yet if you read any contemporary review of the season, his choice of tyres seems to receive a disproportionate amount of ink.

'It all goes back to not following the herd. I did a deal with Yokohama when it wasn't a particularly well-known brand in the UK. To be honest, the race tyres were awful to begin with, but we did a lot of development work and they came good. It was a quarter of a century ago, but I still recall all the talk about how we had an unfair advantage. There were guys out there who were blatantly cheating and they often got away with it. I didn't cheat, I just did what anybody else could have done but didn't. I got off my backside and went to Japan to secure an exclusive tyre deal.

'Then there were the endless comments about my driving style. I mean, if you listen to F1 commentary, they bang on about tyre conservation and degradation and so on. It was the same in Group A Touring Cars. We had 550bhp so, if you were all arms and elbows, you'd fry the rear tyres. I simply adapted better than the other guys who drove with the tail hanging out the whole time.

'I won nine races that year, but what people tend to forget is that we had no money. We had a sponsor who promised us £330,000 as we went into the season, but they didn't pay





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1964 Austin Mini Cooper up so we had to chase them in the High Court. We won, eventually, but even then we received only a fraction of what we had been promised. In 1990, we would do maybe three laps in qualifying and then the car would sit on the jacks. We couldn't afford to stay out there. Ford Credit came in partway through the year, which helped, but it was still a pretty desperate time.'

In 1991 the multi-class BTCC came to an end, and the single-class, normally aspirated Super Touring era was born. Gravett wouldn't retain his title. Not even close.

'I did the Macau Touring Car race at the end of 1990 and had representatives from five manufacturer teams come up to me and ask if I'd drive for them. I decided to stick with Ford for '91 and it was a disaster. The Sapphire Cosworth was the worst car I ever raced. In the space of three rounds, I was a has-been. Suddenly, I couldn't drive anymore.

'There were so many problems with that car... Chief among them were the engines: we were promised 287bhp – we weren't running turbos anymore, remember – but what we actually had, I later learned, was 202bhp. Trakstar closed at the end of the year so I joined Peugeot Talbot Sport for 1992-93. That didn't go as well as I had hoped, either. The 405 was a winner in the French series, but national pride got in the way so the car I drove

was engineered and built in Coventry. The money that was wasted, and for what? It was an exercise in how not to run a team.'

There would be some high points, however, not least annexing the '97 Independents Trophy in a Graham Hathaway-fielded Honda – but Gravett called it quits a year later. There have been sporadic outings in Historics since then, though, and don't rule out him making a full-time return to the BTCC as he approaches the Big 6-0.

'I know people will think I'm too old, but I'm fit, focused and competitive, so why not? I think I could mix it with the current generation of drivers, some of whom aren't that current! I beat some of them back in the '90s and I see no reason why I cannot beat them again.'

We wouldn't dare argue to the contrary.

#### Below and bottom

Gravett claimed his third MG championship title in 1986 aboard the Moto-Build MGB; he then dominated ProdSaloons in 1987, with 18 wins in the ROBBCO Sierra.

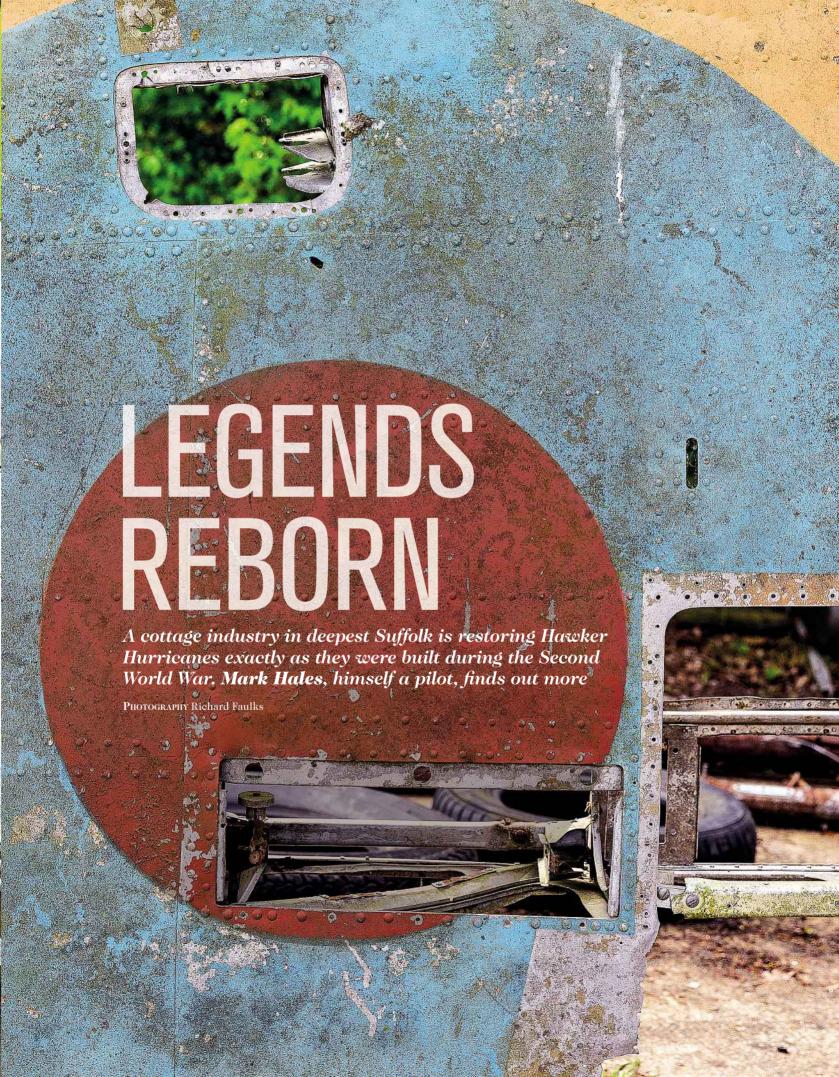






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T'S AN UNLIKELY VENUE for the world's most prolific Hurricane factory. Run by time-served display pilot and classic car racer Tony Ditheridge and nestled behind his beautiful Suffolk millhouse (complete with challenging uphill grass runway), the scattering of buildings that house the business is divided between race car restoration - Ditheridge has a mini-production line restoring mainly Coopers and Jaguar C-types – and aircraft restoration.

There are fewer people involved at Hawker Restorations (only seven craftsmen) and the scale seems surprisingly modest given the reputation, but Ditheridge points out that the skills and knowledge necessary are hard to acquire, not least because there aren't many people in a position to pass them on. Chief engineer Phil Parish has been with him since the 1970s and he's not planning to leave now. There is, too, the specialised machinery.

'We had to have this made because it's essential to restore a Hurricane,' says Ditheridge, pointing to a large, long machine with a set of rollers and a big crank handle. 'We made this by reference to the photographs and then reverse-engineered the dimensions.'

Feed in a round steel tube and the machine crushes it to make it square, but it also puts a bend in it, and a twist. There are about 40 different tube-squaring profiles, all of them so specific to the task and so specialised that, unless you were building Hurricanes, you wouldn't need that machine. Tony walks me round a set of trestles supporting a Hurricane's fuselage, brought down in September 1940 at the height of the Battle of Britain. The wings are in racks stored on their edges to save space and the whole project is part-owned by a brain surgeon who flies a Pitts aerobatic biplane.

Next-door is another, more advanced restoration, the starting point for which had been fished out of the sea near Dunkirk, where it crashed in 1940. Now standing tall on its undercarriage, it had been covered in mud and sand for over 70 years, the oxygen-free environment ironically ensuring more of the main parts survived. The pilot survived too -Kenneth McGlashan, then just 19 years old. He died only a couple of years ago but, in 2002, he came over to see the restoration.

'We found one of the 7.6mm bullets that caused the damage,' says Tony. 'It had gone through the screen - an inch-and-a-half of laminated glass - then passed through McGlashan's shoulder, through several tubes and ended up in the bottom of the aircraft.'

On the walls behind us are framed photographs of the production lines that built the originals. The statistics are staggering even today. Tony says it took up to 30,000 man hours to build each aircraft and around 35,000 people in total were involved, working round the clock in eight-hour shifts, and that is not counting the engine and propeller.

Looking at the elegant assembly in front of me, I can see the difference between this and the Spitfire. The Spitfire's new technology was similar to that which transformed top-level motor sport at the end of the 1950s. An aluminium skin is riveted to bulkheads or spars and forms a rigid box structure - like the monocoque of the first Coopers and Lotuses, where the skin lends strength and the loads are dispersed through the whole structure.

The Hurricane's shape and aerodynamics are similar to the Spitfire's - and it is powered by a similar engine - but the airframe construction is old-tech. Sydney Camm, Hawker's design chief, wasn't willing to accept wholesale riveting or welding, perhaps because he didn't believe the technology could be developed in time and imparted to sufficient numbers of workers, given the threat he had already recognised. Yet, like all great designers, his mind remained open and he would adopt the new techniques before the war's end.

#### Right

There's a clue in the name: Hawker Restorations Underneath the aircraft's impressively sleek skin lurks an improbably complex web of tubes, wires and struts.

been, otherwise the Civil Aviation Authority won't certificate it.

'Take the pairs of wing spars. They're tensided,' explains Ditheridge, 'and there are four parts, each nested inside the next like a Russian doll, a total of 16 components each with an exact curve that has to match the next one perfectly. The last machine that could do it here was being used to make Peugeot bumpers and it was cut up in the 1990s. Then British Steel quoted £400,000 to do the job in 1991 - sothe only place we could get them made was by Krupps in Germany.' I couldn't help but consider the irony of that detail.

Tony says the materials are a constant problem; the spar has to bend under load but only by so much, and it needs a particular grade of spring steel. It is the wing's major strength and unless it is made from the correct steel - and with the correct heat treatment - the aircraft isn't safe. It took 60 rolls of steel with a

# 'SO MANY MATERIALS AND PROCESSES HAVE LONG SINCE DISAPPEARED AND ARE NOW VERY DIFFICULT TO REPLICATE'

The Hurricane's shape is defined by plywood formers, ribs, stringers and longerons that are steamed and curved to form a profile, with Irish linen stretched over them (not secured by glue, but trapped by interlocking steel channels and brass screws). The weave is then filled with cellulose dope to make it airtight. The loads are distributed throughout the airframe by tubes, wires and struts leading to nesting points at strategic sites, all pinned in place by 'ferrules': tubular pins machined to within three thousandths of an inch and peened over once in place.

'You can't buy the ferrules, or the material, so they have to be specially made, in France,' says Ditheridge. There are no modern fasteners anywhere on the aeroplane, no stiff nuts, hardly any lock washers. 'You can't just use a drill to make these holes. They all have to be within three thou' for a proper interference fit. That's what gives the strength throughout the structure. And there are over 10,000 of them.'

Tony says there are so many materials and processes necessary that have long since disappeared and are now very difficult to replicate. All are essential to fulfil the design criteria, otherwise the aircraft won't be safe, or legal. 'We have to restore it as it would have total weight of 27 tons just to create one set of spars, which then have to be heat-treated in a

'That was done in Austria and they struggled as well. At one point, Bohlers, the company, said they'd give us a million quid to go away!'

Then everything has to be machined, roughed out and heat treated again. The spar webs that join the nests of steel tubes were made in a 300-ton quench press. 'They use a large hole in the ground to avoid distortion, which mustn't be more than 1/22 in along its whole length. We found a machine in America, at a company that does stuff for NASA.'

There's a great deal more of this, such as the L3 grade of aluminium that's no longer available, the aluminium water pipes that have to be thin enough that they don't ripple when you bend them, the different grades of lead solder, the hand-forged axle that starts at 44kg and ends up at four. All of it is fascinating for its arcane purpose; we have only so much space to tell the tale.

The processes may look fantastically complex now but the benefits were more obvious at the time. The component parts could be made in non-aerospace factories all over the country and, because the parts all slot  $\rightarrow$ 

















together with minimal riveting and no welding, the aeroplane could be assembled almost anywhere using relatively unskilled labour and without elaborate jigs to ensure accuracy. The clever bit was the design and the machining of parts.

The Spitfire's strength came much more from its construction and it needed skilled hands to do that accurately or the result would be compromised. It also had to take place in one factory, which made it easier to attack. The Spitfire's technology and method of assembly certainly helped to make it faster, which is a key attribute in a dogfight, but there were other advantages to the Hurricane's construction.

It was immensely strong – you could apparently pull the wings off a Spitfire, but you would never manage to do that to a Hurricane – and it would absorb a huge amount of punishment, partly because bullets could pass through the wood and fabric without exploding and damaging the parts that created the strength. The aircraft was then easier to repair, especially in the field. You removed the damaged items and put in some new ones – all the spare tubes came complete with their own reamers – then stretched the fabric and got out the paintbrush; over 60% of damaged Hurricanes were returned to service.

There were benefits for the pilot as well. Camm believed in looking after the man even if it made the aircraft slower, so he ensured better visibility from the Hurricane's taller, higher-mounted cockpit. And if the thicker wing created an aerodynamic penalty in speed, it also allowed the aeroplane to turn more tightly because it developed more lift and stalled at a slower speed.

The deeper wing section made room for a wider-track undercarriage, which made take-off and landing easier, and it could cope with rough or boggy surfaces. There was space for compact groups of four machine guns on each wing and it was more stable when you pressed the button, so it was generally more accurate as a gun platform. And, perhaps most important, it didn't fall out of the sky if the pilot got too slow on approach.

The Spitfire's elliptical wing, with its graceful curves all the way from root to tip, is a large part of the aicraft's allure, but it is less friendly when it stops lifting. And just how unfriendly depends on which part of the wing gives up flying first. The ellipse means the outer edge tends to stall first and the aircraft





Above
Author Hales (on right) discusses the finer points
of WW2 aircraft restoration with Phil Parish (who
has worked at Hawker Restorations since the
1970s) and company owner Tony Ditheridge.

# 'THERE'S MORE WORK BUILDING A HURRICANE TAILPLANE THAN THERE IS IN RESTORING A COMPLETE C-TYPE'

will instantly drop that wing. You can see how a tired or inexperienced pilot trying to bring his aeroplane in to land under stressful circumstances could find himself cartwheeling to an inevitably fiery demise.

The Hurricane's thicker-section, tapered wing will shudder and shake before it gives up at exactly 58mph – or about the same as the average Cessna tourer – and it's much more likely to stay level when it stalls. A quick shove of the throttle lever will usually save the day but, if not, you are more likely to bounce down the runway rather than go in on your back.

The Hurricane existed largely thanks to Sydney Camm's persistence and without it the Battle of Britain would have been lost, and possibly the whole war. Not the fastest, nor the best, but a great workhorse, and loved by the pilots who relied on it to stay alive, it was nevertheless obsolete by 1943. By then Camm had already utilised the Spitfire's stressed-skin construction and gone on to create the 400mph fighter in the Typhoon and Tempest. More than 70 years later, those methods and materials are commonplace in aircraft construction and more familiar to engineers.

The Hurricane, though, was a final attempt to access new levels of performance while using traditional labour-intensive construction methods and pushing known materials technology to make it work.

'I reckon there's more work involved in building a Hurricane tailplane than there is in restoring a complete C-type, and we do both,' says Ditheridge. 'The workforce has been here for 26 years and the youngest person is 52. We have the materials and the time to restore probably two more aircraft, but I reckon that's it. There are only so many spars, so many people, and so much time. We will definitely try to replicate one of the two-seaters that were converted in the field in Russia but that will probably be our swansong. After that, there won't be any more.'





# THE SKY'S THE LIMIT

Piloting your own Spitfire or Hurricane might not be as impossible a dream as you'd imagined

BY THE 1930s, the British Government had realised the RAF could no longer rely on lightly updated biplanes with design origins in 1918. Ramsay McDonald's Air Ministry issued specification F7/30 in 1931, calling for a 250mph fighter equipped with four machine guns, and Reginald Mitchell, chief designer at Vickers-Supermarine, set about developing the company's tender, based on his victorious Schneider Trophy seaplanes.

Most of the country's major aircraft manufacturers tendered their specifications and Hawker's chief designer Sydney Camm began work on an updated version of his elegant biplane fighter, the Fury.

The Ministry would issue two more specifications in 1934, by which time Rolls-Royce had already begun development of the V12 engine that had powered the Supermarine seaplanes and would become the Merlin. Hawker's offering had failed to impress the Air Ministry so Camm continued development as a private venture and, instead of trying to develop new technology, decided to use the best existing in order to create an effective fighting machine that could be built in large numbers in the shortest possible time.

Camm was nothing if not a curmudgeonly genius and his dogged insight was soon proven by events. His Hurricane – powered by a Merlin developing 1030hp – made its first flight on 6 November 1935. The Ministry had by then changed its mind and the Hurricane

became the RAF's first 300mph fighter, entering service six months before the Spitfire.

The Spitfire, which had been the Ministry's first choice, made its first flight in March 1936, also powered by a Rolls-Royce Merlin. Every detail of the aircraft's design had been dedicated to improved performance via pioneering technology, sometimes at the expense of operational criteria, and the result possessed an undeniable elegance, particularly in the shape of the wing. It was soon promoted as a symbol of the struggle that was about to follow. But building a complex design featuring new technology in the face of economic depression and widespread labour disputes would prove a battle on its own and it was the Hurricane that went on to shoulder the brunt of the attack between July and October 1940, when the RAF had 527 of them at its disposal compared with 321 Spitfires.

It's over 75 years now since the Battle of Britain and most of those with first-hand experience are no longer with us. And yet there are now more aircraft from that conflict, airworthy and flying regularly, than at any time since.

In total, 20,341 Spitfires and 14,583 Hurricanes were built but, just over 20 years later, for the eponymous film of 1969, even the resources of movie mogul United Artists could assemble only 12 airworthy Spitfires and just three Hurricanes – sourced from all over the world, some of them expensively

# 'THE ENTHUSIAST IN ME HOPES THAT THE SURGE OF INTEREST IN WARBIRDS IS ABOUT MORE THAN MONEY'

restored just for the cameras. Ironically, the film's efforts ensured that there would be more subjects available for restoration that might otherwise have met the scrapman's axe, and there are now more than 50 Spitfires flying worldwide. In September 2015, 24 of them plus eight of the world's 15 airworthy Hurricanes took part in the Battle of Britain commemorative flypast.

How has it only recently become a good idea to own something that needs a large building to house it (attached to a runway), is specialised and expensive to operate and, not least, is generally seen as being difficult and dangerous for an amateur to fly? David Wenman, avid classic car racer, collector and former City man, has no particular passion for aircraft but he has invested in Suffolk-based Hawker Restorations.

'A Jaguar C-type is fetching about £3 million and it costs a fortune to run over a year. You can buy a Spitfire or Hurricane for a similar amount and it will bring a 15% annual return on investment because it will be in constant demand for air shows or passenger rides.'

The enthusiast in me is still hopeful that the surge of interest in warbirds is about more than merely the money and, even if David still has no desire to pilot a Hurricane, having better understood the basics he can see that it's not impossible.

In order to gain a private licence today, you'll need to put a minimum of 45 flying hours in your logbook (it takes most people about double that), plus the ground school and exams. And then, if you want to fly further than the airfield circuit, as many hours as it takes to add a rating allowing you to fly a more complex aircraft, learn instrument flying or aerobatics and so on. It's not so different on paper to how it was in 1940, even if the reality of a 1000hp Merlin swinging an 11-foot propeller presents rather more of a challenge.

Given that there are so many more of these aircraft back in the air, the other question – surely, when you look at the numbers – is why so many Spitfires and so few Hurricanes? A great deal has already been written about the history and the respective roles of both, and also about what it's like to fly them today, but there's less about the effort and method of how they were made. It's probably that detail that has the biggest impact on the numbers flying today.

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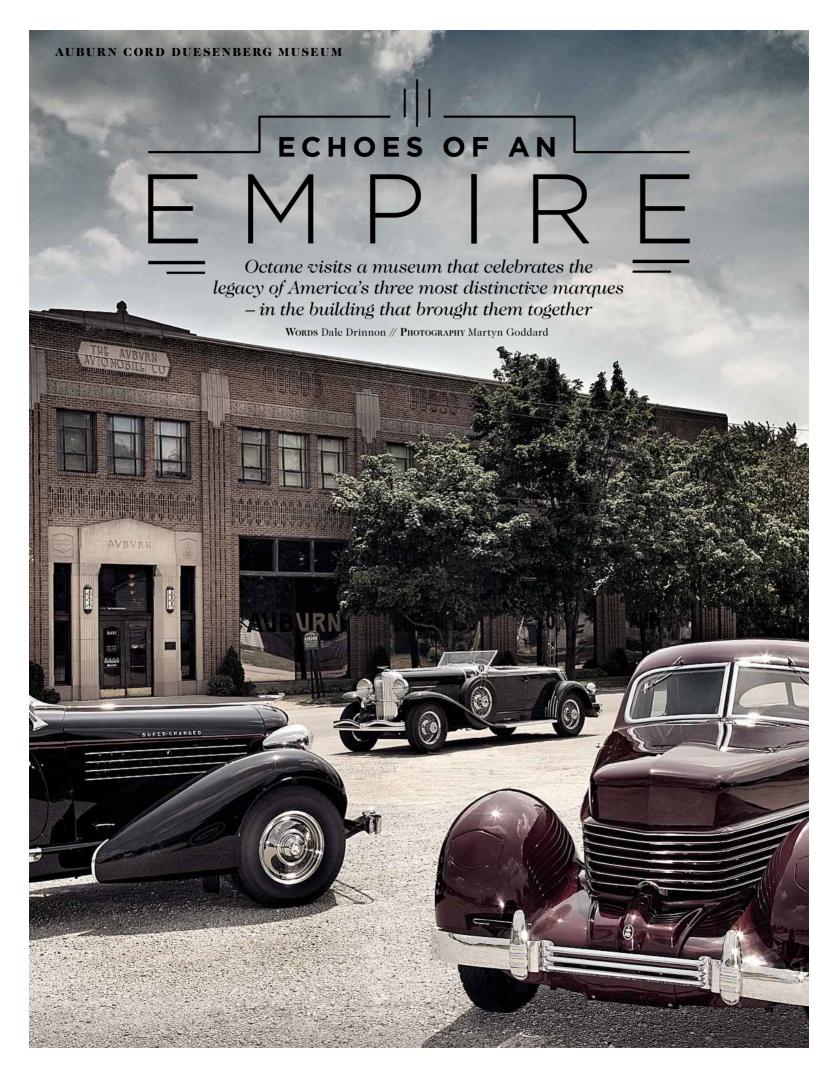
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HEY SAY such places are dying in 21st Century America, but tiny Auburn, Indiana, appears to manage. There's a healthy downtown of shops and local businesses that still cluster around a lovely historic courthouse square, seemingly untroubled by big-box stores, fast-food franchises and motels that lurk by the freeway junction. And on treelined streets around the centre, rows of tidy, handsome old homes sit on neatly mown lawns under a flawless Midwestern sky, while laughing kids rove carefree on bicycles.

In the midst of this definitive American small town is a world-class museum dedicated to three brands many would call the definitive American classics: Auburn, Cord, Duesenberg. It's in the very building that once housed the parent company; if ever there was a perfect symbiosis of subject and setting, this is it.

That said, Errett Lobban Cord would likely have chosen something more regal as his motoring legacy. He was a committed empire builder, and of the grandest free market, buccaneer-capitalist tradition. Between his relatively humble birth in 1894 and his considerably less-so death 79 years later, he conquered dominions from aviation to uranium mining to media to politics, flaunting boundaries and shortcutting niceties, and he made a killing in each.

But everything started with cars. Cord left school at 15 to get in on the motor trade boom, and by his early 20s had settled into a sales position in Chicago, earning notoriety as a keen operator. In 1924, the respected yet foundering Auburn Automobile Company, of nearby Auburn, Indiana, enlisted him to move excess inventory; he set them right within a year by giving the rather staid product line some flash cosmetics and a dynamite ad campaign. He raked in huge bonuses – and promptly used them to take over the firm.

Imperial ambitions being what they are, Cord scarfed up Duesenberg, renowned for quality and performance but short on business acumen, when it was down and out in 1926. Three years on, and in a mood to perpetuate the sovereign name, he rounded off his luxury-class automotive holdings by establishing the eponymous Cord marque. Its first model was the L29. 'L' for 'Lobban'. Of course.

An egomaniac, granted, but no fool, he left Duesenberg production in Indianapolis with master craftsman Fred Duesenberg; the other two nameplates were built in factories of the Auburn Company, in Auburn and other locations around what was a well-established northern Indiana auto industry. All three, however, were managed and directed from new Auburn corporate offices commissioned by Cord as suitably auspicious for an enterprise of obvious dynamism and vision.

Drawn by Indiana architect Alvin M Strauss and opened in 1930, the building was executed in Art Deco style. Posed beside the existing Auburn Auto works, Cord's HQ housed corporate and engineering suites, styling studios and sales showrooms, in an opulent atmosphere of Indiana limestone and Italian chandeliers; huge company logos adorned the showroom windows in sumptuous gold leaf.

Unfortunately, dynamism and vision don't always translate into profit. The arrival of the Great Depression didn't help; furthermore, EL Cord's creativity in stock market dealings led to serious legal problems. The result was the closure of all Cord's carmaking concerns in 1937, and the passing of Auburn, Cord and Duesenberg into American legend.

# 'IF EVER THERE WAS A PERFECT SYMBIOSIS OF SUBJECT AND SETTING, THIS IS IT'

Yet that beautiful Art Deco masterpiece remained, and continued serving for some time. It was occupied into the '60s by a restoration and spares concern for anything ACD – as the three brands came to be known – and then used for warehousing and light manufacturing, the attendant decay of unloved property inevitably mounting. Pilferage was rife; such desirable appointments as the lighting fixtures were easy targets, and the gold lettering was scraped from the windows.

A group of local citizens, headed by the late John Martin Smith, had other ideas. That rickety building, they thought, could become a dandy ACD Museum. So they teamed in 1971 with the Auburn-Cord-Duesenberg Club and Kruse Auctioneers, then an Indiana farm specialist, to hold a car sale during the Club's long-running annual ACD Festival, a portion

of the revenues going towards a museum kitty. A couple of fabulously successful events later and refurbishment was under way; official opening ceremonies were held in July 1974.

It was a modest beginning by the past standard of all things Cord. The few cars displayed were borrowed and, since most of the building was nearing collapse, only the showroom space was used. But success breeds success. Visitors came, as did donations, cars and services, and volunteers flocked to the effort in droves. They still do, in fact, more than 100 of them on a day-to-day basis, comprising virtually all of the operational personnel, including mechanical workshop staffing.

Perhaps more impressively, items started flowing back that no-one might have ever expected. Roughly half the fragile 'Deco lamps and wall sconces were returned – often not so much stolen as removed for safekeeping – and vast quantities of company records, documents and artefacts flowed in from ex-employees or their families, again, saved for posterity, simply because the people cared.

The Auburn Cord Duesenberg Museum today occupies all of the restored ACD office building, and is recognised on the roll of America's National Historic Landmarks. Its collection normally contains around 120 cars, both EL Cord productions and selected other significant vehicles, especially those built in Indiana, three-quarters of which are museumowned and the majority of them runners.

There is also a huge and growing archive, completely fire, temperature and humidity protected, along with retail shops, meeting and banquet facilities, and all the various accoutrements of a modern, state-of-the-art facility. It is unique as the sole automotive museum occupying the period buildings of its featured manufacturer.

In return, the museum has more than paid back the community; as well as the spin-off National Auto and Truck Museum next-door in one-time ACD factory buildings, the 12,000-resident town also hosts visitors to (surely not coincidental) aircraft, military history and early Ford museums, all opened just down the road. The September ACD Festival goes from strength to strength and now includes not one but two auctions, while Auctions America by RM, current operator of the former Kruse event, has added a spring sale to its Auburn activities.

Nor is it happenstance that Auburn, Indiana, once nicknamed Little Detroit, now calls itself 'Home of the Classics', and EL Cord's original Auburn radiator badge has been adopted as its official town logo. As imperial legacies go, it's hard to imagine that EL Cord himself could conceivably have done any better.

Facing page, clockwise from top left

1948 Tasco prototype proves even Gordon Buehrig didn't always get it right; Auburn shield to left of entrance facade is now town's official logo; plaster features and other interior fixtures have survived; landscaping faithfully follows period photos; Frank Lloyd Wright said of his L29: 'the best design from my streamline viewpoint ever put on the market'; coffin-nosed Cord and Duesenberg J highlight the former flagship showroom; original design studio houses Gordon Buehrig styling clays.













#### EL CORD'S GREATEST HITS

## CORD 810/812

FOR MANY ENTHUSIASTS of American classics, the true tragedy of ACD's 1937 collapse is what it meant for the ground-breaking, heartbreaking Cord 810. Already rushed to market prematurely in 1936 and untested except by its buyers, the model never even had a chance to re-group before the lights went out. It was a cruel end for the most technologically interesting US car of its generation – even perhaps, in context, the best of any generation.

Originally planned as a junior Duesenberg and eventually diverted to replace the obsolete

Cord L29, the 810 carried forward Cord's Harry Miller-derived front-wheel drive, then a worldwide rarity. The 810, however, leapt forward by combining that with independent front suspension, four-speed pre-selector transmission, proper CV joints, full monocoque construction, and a gaggle of other innovative touches from retracting headlamps to variable-speed wipers. The 'coffin-nose' styling, in the Art Deco/Streamline Moderne idiom and once again by Gordon Buehrig, was honoured in the same 1951 New York Museum of Modern Art design exhibition as the seminal Cisitalia 202.

On the road, the 810 seems competent and comfortable, and, like many outside-the-box vehicles, ever so fiddly to operate, although experts say modern improvements to shifting components and the Lycoming V8's endemic overheating can make it both quick and entertaining. This 812 (a rename applied to the 1937 models) will always remain standard, however; it was Gordon Buehrig's own, gifted to him years later by wife Kay, and after his death to the museum. It's by all accounts the only example of the artist's most acclaimed work he ever possessed.







#### 1937 CORD 812

ENGINE 4729cc sidevalve V8, single
Stromberg downdraught carburettor
POWER 125bhp @ 3500rpm
(170bhp @ 4200rpm with optional supercharger)
TORQUE 272lb ft @ 3000rpm
TRANSMISSION Four-speed pre-select,
front-wheel drive STEERING Worm and roller
SUSPENSION Front: dual trailing arms,
transverse leaf spring, hydraulic dampers.
Rear: beam axle, semi-elliptic leaf springs,
hydraulic dampers BRAKES Drums
WEIGHT 1895kg PERFORMANCE Top speed
110mph. 0-60mph 15sec



#### EL CORD'S GREATEST HITS

## AUBURN SPEEDSTER 851/852

**E L CORD ENVISIONED** Auburn as a volume-selling, entry-level premium marque. The Speedster was its 'personal luxury' offering: rakishly styled, moderately priced, a car for those on their way up in the world to park outside the office window.

With sufficient performance to commendably quicken the pulse (relative to its time and circumstances, anyway), the Speedster sold well, too, until the economy tanked, and this, the later Gordon Buehrigdesigned 851 (labelled 852 after 1935), is certainly among the sexiest automobiles built by mankind, anywhere, anytime – 1930s France not excluded. Cord himself would be considered a lion of the American Golden Age if this were the only machine ever to have left his factory gates.

Oddly enough for the mid-market entry, this 1935 Model 851 is actually more enjoyable in everyday driving than Mr Cord's pricier output. The supercharged straight-eight from Lycoming, another EL Cord company, is silky-smooth, the three-speed gearbox is strongly synchronised, and the rear axle is dual-speed for relaxed cruising. Steering and braking, while nothing extraordinary, are also light, responsive and trustworthy; the general impression, indeed, is of a car from a far later era. Owners Mike and Joan Huffman have toured large swathes of North America with it, spending seven straight weeks on the road during one of their trips, and have never suffered a serious mechanical problem.







#### 1935 AUBURN SPEEDSTER 851

ENGINE 4598cc sidevalve straight-eight, single Stromberg downdraught carburettor POWER 150bhp @ 4400rpm (115bhp @ 3600rpm without optional supercharger) TORQUE 230lb ft @ 2750rpm TRANSMISSION Three-speed manual, rear-wheel drive, two-speed differential STEERING Cam and lever SUSPENSION Front: beam axle, semi-elliptic leaf springs, hydraulic dampers. Rear: live axle, semi-elliptic leaf springs, hydraulic dampers BRAKES Drums WEIGHT 1699kg PERFORMANCE Top speed 104 mph. 0-60mph 15sec

#### EL CORD'S GREATEST HITS

### DUESENBERG MODEL J



**TO UNDERSTAND** EL Cord's car-making philosophy, look no further. Before his takeover, the Duesenberg brothers, August and Fred, were primarily motor sports motivated, winning multiple Indy 500s plus the 1921 French GP, and their understated Model A road cars carried race car influences. Post-takeover, August was out and so was racing, and Fred's orders were to forget the Model A, build 'em big and powerful and cost be damned.

It's to Fred Duesenberg's eternal credit that the following Model J and supercharged SJ, despite often carrying the most cumbersome bespoke coachwork ever devised, were among the fastest cars of their time, and of the highest quality. Throughout the collector universe they command vast respect. Yet at anything less

than full boogie they tend to feel like what they are, in contemporary terms: heavy, ponderous and absolutely huge. Think pre-war Rolls-Royce, but with a real engine.

But Cord demanded the ultimate halo car, something to link his enterprise with movie stars and moguls, and that's what he got. The initial owner of the 1932 Murphy-bodied convertible pictured was Cliff Durant, racing driver, yachtsman, playboy, and son of GM founder Billy Durant. It was the first Duesenberg acquired by the museum's permanent collection, in 1981; the second owner was oil tycoon J Paul Getty, to whom Durant passed it mere months after taking delivery, for an undisclosed cash payment – and a Duesenberg Model A.

#### 1932 DUESENBERG MODEL J

ENGINE 6876cc DOHC 32-valve straighteight, single Schebler updraught carburettor POWER 265bhp @ 4250rpm (supercharged SJ: 320bhp @ 4200rpm) TORQUE 374lb ft @ 2000rpm TRANSMISSION Three-speed manual, non-synchro, rear-wheel drive STEERING Cam and lever SUSPENSION Front: beam axle, semielliptic leaf springs, hydraulic dampers. Rear: live axle, semi-elliptic leaf springs, hydraulic dampers BRAKES Drums WEIGHT 2409kg (approx) PERFORMANCE Top speed 116mph 0-60mph 9sec





**THANKS TO** Laura Brinkman, executive director/ CEO, and Jon Bill, director of education and archives, of the ACD Museum; www.automobilemuseum.org.



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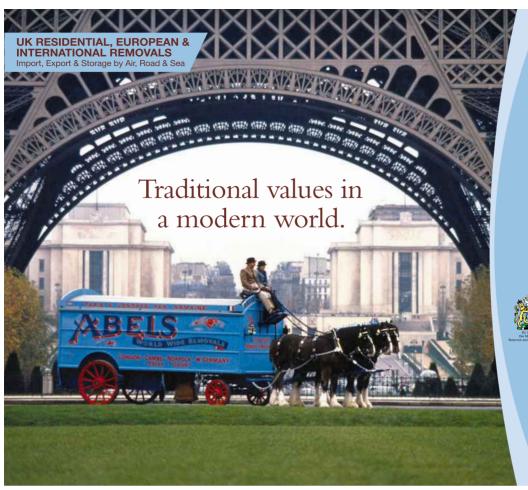












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One of just two two-seaters with 'Dickey' seats built by Cross and Ellis and both slightly different. Delivered new by Windmill and Lewis in Bristol, September 1933. Extensively restored by Tim Walker in the 1990s and recently fitted with an Alvis 'synchro' box with the original retained. In really nice order. Asking Price: £39,995



Wide angle, dry sump D-Type engine, four-speed all synchromesh Jaguar gearbox, MK II wide track rear axle with LSD and Halibrand centre locks. Many other upgrades including brakes and full stainless exhaust. Dry sump tank and extra fuel tank in boot. An extraordinary car. Asking Price: 199,995

#### 1969 Fiat Dino 2400 Coupe

The best we have seen and purchased originally by the son of Peter Sellers. Imported in 1990 and subject to a ground up restoration inc. engine and suspension overhaul, bare metal repaint and retrim. Little used since and in outstanding condition. Asking Price: £69,000

#### 1982 AC 3000 ME

Originally a factory demo car and then Andrew Hurlock's personal transport. Subsequently transferred to AC (Scotland) Ltd and reengineered by Aubrey Woods (ex-BRM) to accept an Alfa V6 with amongst other things, revised suspension, brakes, and gearchange. The pre-production prototype and a taste of what might have been. Comes with a spare full race Alfa V6. Asking Price: £29,995





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## **Raymond Way**

The secondhand car dealer extraordinaire for whom showmanship was as important as business acumen

HEN RAYMOND WAY opened his mouth, three things were apt to come out of it. First, there was the dazzle from numerous solid gold teeth. Then there were the swirls of cigar smoke (Jamaican, cost 4s 6d each – he gave away thousands every year, in metal tubes with 'Jolly Good Luck! Raymond Way Motors of Kilburn' printed on them). And then came the patter. Here was the car sales shark direct from Central Casting.

He told *The Motor* in 1964: 'In the old days, you all knew each other, and used to ring everyone else in the trade up and say "I've offered the bloke £500 for his trade-in – don't give him any more".'

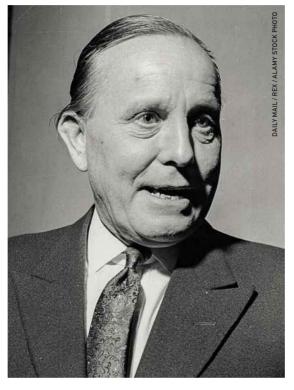
And this, to *The Spectator* in 1957: 'The men who sell today don't want to graft. Mind you, some of the boys are employing Old Etonians again, now trade's a bit ribby in the big motor bracket. They keep these blokes until they've sold all the family a Rolls and then fire 'em, and take on a new lot of Old Etonians.'

No marketing diploma for Raymond Way. Born in Sutton, Surrey, in 1907, he left school at the earliest opportunity and started working at fairgrounds as a 'barker', persuading punters to have a go on his wall of death. 'Nobody ever got killed – there wasn't far to fall and they don't go fast really, you know,' he later joked.

In 1931, he bought a Morris Oxford for £7 10s, and sold it for £11. Despite jobs as a Lloyd's underwriter and a boxing promoter, car trading proved irresistible, and the sideline grew into a mews showroom. He also competed at Shelsley Walsh and Brooklands, driving everything from a Rover Speed 20 to an Alta and a BMW 328. But he found it ate into his selling time. 'You can't afford to be away on a Saturday afternoon. Everyone in the motor trade thinks he's doing business by racing, but I don't think so. Except Ferrari, of course.'

By the late 1930s, Way was firmly established with a big used car lot at Canterbury Road, Kilburn, north-west London, and his pushy advertising style was well-established, stressing his need to get rid at rock-bottom prices, and guaranteeing satisfaction with money back – and a free cigar and bus fare home – if you weren't completely satisfied. He wrote all the ads himself. When *The Spectator*'s Robert Hancock asked about his copywriting elan, this 'compact man with a face like a hand-chiselled goblin' retorted: 'You ask me can I write? Listen, son, I can sign cheques and that's good enough for me.'

The Raymond Way heydays ran from the 1940s to the 1960s. At his peak, he was flogging 120 secondhand cars a week from a 900ft-long



'Way went Stateside to sell vintage Rolls-Royces and Bentleys as pieces of motoring heritage'

showroom in Kilburn that housed 300 choice motors (reckoned to be Europe's biggest secondhand car firm), and spending £150,000 a year on advertising. In 1951 he opened a three-storey motorbike showroom round the corner in Willesden Lane from where 25 bikes were bought every Saturday by the ton-up boys from the Ace Café on the nearby North Circular Road. 'You're always afraid there's going to be a riot, but there's no harm in the blokes.' There was even a dedicated section for three-wheelers, for which items including dray horses, pianos and even sets of crockery were taken in as part-ex.

The main car sales emporium had the novelty of a mirrored end wall, to make the place appear twice its actual size, and featured a 100-car parking area and a café for punters. Salesmen were forced to wear red blazers so they stood out from the crowd, and had instructions to throw in extra spare tyres to clinch a sale.

Way relentlessly promoted his business. He was motoring correspondent on Radio Luxembourg, for instance, hired cars to the BBC for the filming of police drama *Z-Cars*, and loved acquiring cars with celebrity provenance that he could lend out for publicity. He bought Winston Churchill's Daimler limo because '...I thought I might find a cigar stub under the carpet', the ex-Duke of Windsor/Mrs Simpson Buick, Nubar Gulbenkian's London taxi, George Bernard Shaw's Lanchester, spy Donald MacLean's Humber, and Rollers owned by

Barbara Hutton, Ivor Novello and King Faisal of Iraq.

But his most famous purchase came in 1952 when Way paid £1050 at auction for Field Marshal Hermann Göring's bulletproof Mercedes-Benz 770K. With hefty, armoured doors that were almost impossible to open, finding a buyer was hard, and the car was loaned to the Montagu Motor Museum for years before it went to the USA. In 1956, Way also went Stateside, aiming to sell vintage Rolls-Royces and Bentleys – worthless back in England – as pieces of motoring heritage.

In 1963, Way sold his company to Oxford Motors for £650,000 but, without his showmanship, it foundered... allowing him to buy it back in 1967 for £400,000. Way finally sold out to Moons Motors in 1973 for £750,000, aged 66, and enjoyed several subsequent years of retirement with his trappings – a flat in Regent's Park, a farm in Berkhamsted, holidays in Gibraltar, and his own six-seater Cessna plane (Way got his pilot's licence in 1925). In 1975, his last trade-in triumph was swapping his Rolls Phantom for a brand new Camargue. He died in 1981. After his widow followed him 16 years later, the Camargue sold for £43,300 complete with 1 RW registration number.

It doubled its Christie's estimate. He'd have liked that.

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## **Kodak Ektra**

#### America's only world-class 35mm rangefinder is a stylish piece of product design

T'S A REMARKABLE fact that America, with its vast manufacturing capability and pursuit of market domination in all areas, made only one attempt to build a world-class 35mm rangefinder camera system – and it was a failure, albeit a magnificent one.

George Eastman brought photography to the masses in 1889 when he introduced celluloid film and a 'return to vendor' processing service. 'Kodaks' were soon selling in the millions across the world.

Eastman's film was 70mm wide. Prolific inventor Thomas Edison, when working on his moving picture Kinetoscope, slit the Kodak film down the middle and glued the pieces end to end to make his 35mm movie film, which rapidly became the industry standard.

In 1925 German optical company Ernst Leitz launched its Leica, a miniature camera using 35mm film that required hand-loading into special cassettes. The 35mm phenomenon got off to a slow start, being seen as more of a novelty than a serious threat to the larger formats, but by the 1930s improvements in the quality of film emulsions and its adoption by professionals and serious amateurs for 'candid' photography saw an explosion in its popularity. With no homegrown experience in manufacturing 35mm cameras, in 1931 Kodak turned to Germany and an off-the-shelf solution by buying the Stuttgart-based camera

maker Dr Nagel-Werke. Dr August Nagel had been manufacturing quality cameras since 1908 and created for Kodak the Retina, a range that would endure until the 1960s. Of more significance for the world of photography, and certainly Kodak's profits, was the simultaneous introduction of the pre-loaded disposable Daylight Loading Cartridge film cassette. Not only did it fit the Retina but also the Leica and Contax and more. The future of the 35mm format was well and truly assured.

With the prospect of a war in Europe cutting off supplies from its German factory, in 1938 Kodak introduced its first US-manufactured 35mm camera, a simple affair cobbled together by bolting a lens from one of its folding cameras onto a bakelite body, and imaginatively called the '35'. But a much more ambitious project was under development: an interchangeable-lens camera to rival (and even outperform) the best from Europe.

Architect of the new camera was Hungarian émigré József Mihályi, who had arrived in America in 1907 and worked in the optical instrument industry before joining Kodak in 1923. Mihályi, working closely with Walter Dorwin Teague, a pioneer industrial designer and consultant to Kodak, produced a technical tour de force. Launched in 1941, the Kodak Ektra incorporated a range of features well in advance of the cameras from Leitz and Zeiss.

Robust and purposeful, the Ektra was a

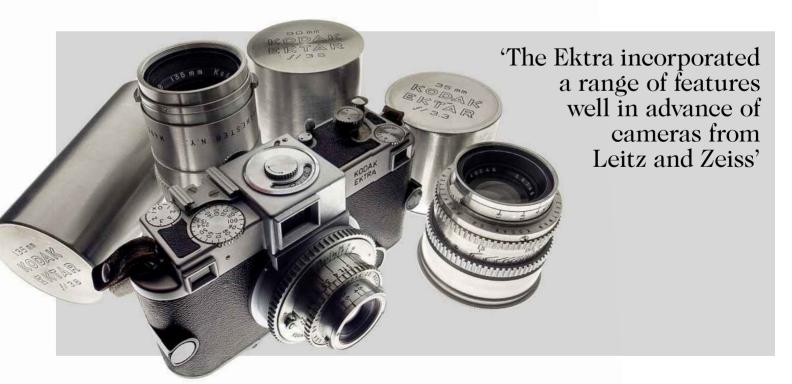
celebration of machine-age aesthetics with its satin-chrome finish and visually arresting, heavily knurled lenses, each of which was supplied in a rather beautiful spun-aluminium protective cylinder.

Among the firsts for a 35mm rangefinder camera was a parallax-compensated zoom viewfinder for different focal-length lenses, interchangeable film backs, lever-wind film advance (situated on the camera back) and lens coating across the entire range.

Counter to convention, it had a left-handed bias, with the shutter release, focusing wheel and film advance on that side of the camera. This led to speculation that Mihályi was left-handed, which was not true; the camera was designed that way for ergonomic reasons. Another myth was that a Japanese spy used an Ektra to photograph Pearl Harbour in preparation for the infamous surprise attack.

Despite its impressive specification, the Ektra had one major weakness: the appallingly unreliable shutter made operating this camera a bit like building a supercar with an engine that might let you down before you got from the showroom to your home.

It was also expensive! As the nation went on a war footing, 1941 was not a good time to launch a luxury product. Only 2500 Ektras were manufactured and today, despite the suspect shutter, they are much sought-after by collectors.





#### 50 year anniversary

50 years ago Jaguar's one off XJ13 was revealed to the world. Although other replicas of the car exist, none have come close to capturing Malcolm Sayer's 1966 pre-cash original.

Acquiring the only surviving complete and original prototype quad-cam V12 in 2010, Building The Legend Limited have spent five years painstakingly researching and recreating the masterpiece.

#### Now taking orders ...

As we begin putting the finishing touches to this unique re-creation of the original 1966 Jaguar XJ13 Le Mans Prototype, we find ourselves in the position to follow on with additional cars. The intention is to produce a limited run of replicas which celebrate the original car.

Please see our website for more information and to send us a message or follow our progress on facebook.



## A big blast from the past

IWC has relaunched the gargantuan 55mm pilot's watch favoured by those who flew night missions in World War Two

HE WATCHMAKER IWC likes to keep its message simple, which is something to be praised in a world that seems to become ever more complicated. At the beginning of every year, its CEO Georges Kern dedicates the next 12 months to one or other of IWC's celebrated model lines and then, after a few years, it is time to return to the first one. I think of it as being a little like the circus performer who puts a plate on top of a pole and sets it spinning, then another and another and another until it is time to return to the first one and bring it back up to speed.

This disciplined approach is entirely in keeping with the no-nonsense Swiss-German pragmatism that characterises the brand. And there is certainly no nonsense about some of this year's offerings. It was last looked at by *Octane* in 2012, and now 2016 is the year of the Pilot. Schaffhausen certainly has heritage to spare when it comes to aviation watches.

The special aviator's watch is almost as old

as powered flight itself. The Wright brothers, who told the time in the air with a large Vacheron Constantin strapped around the thigh, made their epic flight in 1902 and by 1904 Cartier had invented a dainty straight-sided wrist-worn watch for the dandy aviator Alberto Santos-Dumont. It was the height of refinement and an utterly gorgeous watch, but history had other plans and the archetypal pilot's watch developed along different lines. The original Santos is cool but extremely compact: at about the size of a postage stamp, it is David to the Goliath of IWC's Big Pilot, which this year became even bigger with its 55mm diameter case.

The first IWC pilot's watch appeared in 1936, and it was already what we understand a pilot's watch to be be today: sturdy case, simple black dial, large white Arabic numerals coated with a luminous compound, similarly decisive hands also luminous. It also featured a revolving bezel with an internal arrow enabling the marking of significant times in

flight. At 37.5mm it was a big watch for its time (most of the men's watches of that day would now be classified as women's timepieces).

The clockwork inside was just as interesting: the Cal 83 12-ligne movement featured an anti-magnetic escapement. Magnetos to turn the engine over, the predominantly steel construction of aircraft and the use of powerful radios and then radar equipment all added up to a potentially powerful magnetic field, which could send the watch haywire and render it utterly useless for navigational purposes. By 1940 the diameter of the IWC pilot's watch had swollen to 55mm, allowing the inclusion of a bigger movement for accuracy and making the dial even more legible during turbulence and night missions.

But while this watch established a blueprint for the pilot's watch, it took some time to be widely adopted. For instance, when war came the RAF was not fully prepared horologically: its watches were not luminous, nor were they watertight or resistant to changes in temperature, and they had a tendency to become magnetised. It did not make the same mistake during the Cold War and went with the IWC Mark 11. Simple, elegant, functional and exhaustively tested, it stayed in service with the RAF for more than 30 years and has become justifiably popular with collectors. Moreover, it is of a size more in line with current tastes for smaller watches, and this year will see the launch of its descendant: the Mark XVIII, sized at 40mm.

However, by making a heritage-inspired 55mm behemoth (only 100 will be made), the brand is being boldly counter-intuitive where current trends are concerned, if faithful to the 55mm Big Pilot watch of 1940. The only difference is that, this time, it is in titanium: weighing less than 150 grammes, the watch is not quite as heavy on the wrist as the 183g of the original in stainless steel.

And for those who cannot bear the idea of a small dinner plate on their wrist there is a 48mm version, which through some technical wizardry combines that protection against magnetic fields with a window in the caseback to allow appreciation of the movement.

As IWC's creative director Christian Knoop puts it: 'It's like jumping back in time to the pioneering age of aviation, except that we've got state-of-the-art IWC watch technology.'

















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## Old cars on the block

The demise of hot metal printing presses means the plates cast by car manufacturers for advertising went the same way

HIRTY YEARS AGO this year, the era of 'hot metal' printing in the national newspaper business came to an abrupt end. Rupert Murdoch forced its demise in a highly unionised Fleet Street by switching to computerised typesetting overnight for *The Sun* and *The Times* papers.

Some 6000 people lost their jobs. There was uproar and ugly confrontation. But the replacement of the compositors and their black arts at the controls of the typesetting machines with their molten metal output – technology that had been around for almost 100 years – slashed costs so drastically that every other national daily quickly followed suit. Printers at *The Guardian* even held a mock funeral for their obsolete Linotype machines in 1987.

The 'desktop publishing' revolution quickly spread to even the smallest of papers, shaking up production of all our local rags. And one thing they didn't need any more were the cast metal plates that car manufacturers had provided to their dealers so they had the appropriate artwork to give to their local Chronicles, Messengers, Telegraphs and Couriers when they advertised.

More than three decades ago, I was given a big box of these weird metal artefacts by a garage clearing its cupboards. At one time or another they'd sold several makes, including Vauxhall and cars of the Rootes Group, such as Humber. As I was usually up for snaffling

discarded brochures, posters and signage, I was at a loss as to what to do with them, but the dilemma was solved by events. I'd put the abnormally heavy cardboard carton containing them into the boot of a Vanden Plas 1300 I happened to own at the time, intending to have a good sort-out in the near future. Then the boot key snapped off in its lock and, before I could get it fixed, the car was claimed by a departing girlfriend as part of our, ahem, 'settlement'. I never saw it, her, or them again.

Just recently, though, I picked up a similarly weighty job lot containing loads more of these plates. I gave £80 for the lot, to satisfy my curiosity and after that to see if I could turn a quick profit on them.

These had all been used on a local paper in Scotland from the 1960s to the '70s, and almost all of them were mounted on wooden blocks of an inch depth, presumably from the days when skilled compositors inserted them into page layouts for local dealers.

For any car enthusiast, they have a pleasingly heavy, industrial quality, made all the better for being nailed to hardwood, which certainly helps when it comes to display. The shape of the car is in light relief, displays a 'negative' image, and, of course, is in reverse, and there is generally a purposeful grime to their surfaces from the printing process that will be familiar to anyone who investigates engine components on a regular basis.

# 'They must all be exceptionally rare; most of them would have been melted down for reuse'

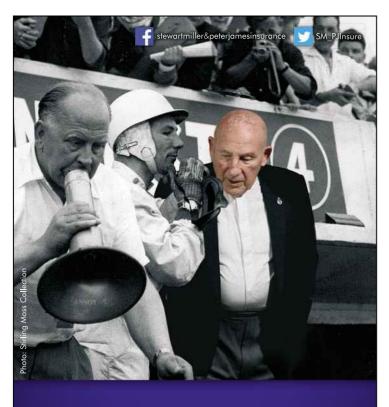
The one I'm illustrating here was once used to foist the distinctive Ford Anglia 105E onto the good people of Banff and Aberdeen. Ford, Vauxhall, Rootes and BMC must have spent a fortune having these plates cast and distributed nationally. And it would have been mostly the advertising departments of major manufacturers who could afford such things.

All the ones I've seen are for the lowlier marques, presumably because there was never much chance of Aston Martin, Bentley, Maserati or Porsche dealers getting sales from a small ad in the *Uttoxeter Gazette* or *Dewsbury Examiner*. But that's not to say you won't come across one featuring an MG, Triumph, Jaguar or Sunbeam. They must all be exceptionally rare; most of them, like newspaper metal type itself, would have been melted down for reuse.

Sometimes they're framed within borders with slogans and logos, and at the Beaulieu Autojumble last year I picked up a plate promoting the Singer Gazelle that had it all – car, people, slogans, insignia and cringy advertising copy all in a framed minimasterpiece that you'd once have glanced at next to the local cinema listings, weather forecast or council notices.

I wasted my 80 quid. Having kept a couple of them, I singularly failed to earn much of my outlay back by selling the others piecemeal online. One lives and learns when taking a punt on offbeat automobilia. The subject matter might be part of the problem because, at the end of the day, there simply ain't much competition for ephemera relating to the Vauxhall Victor FB, Wolseley 16/60 and Hillman Avenger (what is going to happen eventually to cars like these? I don't think the Russians and Chinese can be relied upon to boost values to the extent they'll be worth preserving).

But the main issue about these print plates – such evocative, heavyweight, lead-based relics from the dinosaur age of newspaper advertising – is that most people simply don't know what they are. It's hard to get that over in any description you try to give. I'd love to hear from anyone who has a significant collection of them, and who can shed any light on their semantics. Meanwhile, if you find my H-reg, blue-with-avinyl-roof VdP 1300 in a scrapyard, and can prise the boot open, grab that box for me.



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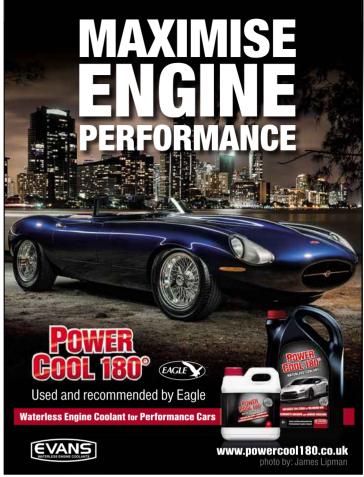




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## Carrera 2.7

RYAN SNODGRASS, Parabolica Press, £195, ISBN 978 0 9962682 0 2



IF YOU'RE THE SORT of person who loves to read books about Porsche 911s, this one is guaranteed to have you craving a very particular version of it. Snodgrass has dedicated this beautiful 406-page book (hardcover, plus slipcase)

to the impact-bumper 911 2.7 Carrera with mechanical fuel injection, built from 1974 to '76.

Why is it special? A crucial question. Rightly, Snodgrass has identified the car that came after the legendary (there really is no more appropriate adjective) and increasingly valuable 1973 Carrera RS 2.7. The 2.7 MFI hasn't been on the collector radar in anything like the same way, though it performs just like the RS. Admittedly it's rare, yet it's still a 911 that the merely wealthy (rather than mega-rich) can afford. That situation may change once collectors looking for The Next Big Thing have read this.

Within, you will find 684 colour photos and a further 146 in black-and-white, of which more than 530 have never previously been published. There are also 50 illustrations, including technical diagrams. As for the story, well, that would be the wrong word. Instead, this is a treatise borne of painstaking research into the production of the car and all its technical aspects.

Sounds a bit dry, but it's not. Take, for example, the section devoted to dampers. The 2.7 MFI was

available as standard on Boges or optionally on Konis or Bilsteins. They were colour-coded so that the workers building the car (and there are lots of photos taken on the production line, courtesy of the Porsche archives) could easily tell tham apart – and so could any subsequent owners who were keen to find out whether their car was on the correct set-up. We can proudly report that all UK-market cars were supplied with the sportiest Bilsteins fitted as standard.

There are specification tables, reprints of old magazine road tests, some gorgeous spreads devoted to all the colours available for each model year – illustrated in each case with a huge grid of small profile photos – plus period ads and explanations of how various technical aspects work; not least that Bosch fuel injection. There's also a section devoted to wheels, both the Fuchs and ATS cookie-cutter type, plus the development of aerodynamics from duck-tail to whale-tail – which all happened with the MFI.

Many will think £195 is a lot to pay for a book, but the production values alone make this one look like it should cost a lot of money. On that basis, paying an extra fiver for a signed version seems like a comparative bargain.

Glen Waddington





#### WAFT 3

BART LENAERTS & LIES DE MOL. www.waft.be. €40. ISBN 978 9 082357219



HUSBAND-AND-WIFE team Bart Lenaerts and Lies de Mol have carved out quite a niche for themselves with the WAFT series, each of which consists of beautifully presented magazine-style articles in

hardback book form. This third volume is slightly smaller than previous iterations, but just as off-the-wall in its choice of subjects.

Modern cars feature prominently (including the McLaren X1 one-off, and the 2013 Touring Disco Volante) but classic fans will find much to interest them, too; we particularly loved the evocative photoshoot, right, of a Mustang like the one featured in Lelouch's *Un Homme et Une Femme*.

What links them all is the stunning photography and artful design, the latter of a kind rarely possible in monthly magazines. The (English) text can grate sometimes with its relentless use of similes, but in a way that's part of the book's over-the-top appeal. There's enough solid material here to make it more than mere fluff; it's quirky but also quality.



## Street rod & custom showtime

RODGER ATTAWAY, MrMc Publishing, £45 ISBN 978 0 7603 4787 4



THE IMPACT of custom cars and hot rods on the UK's car culture during the 1970s is hard to imagine these days – at one point, *Street Machine* was Britain's best-selling car mag. This substantial hardback aims to

set the record straight, by charting in forensic detail the rise of the UK custom car scene from its beginnings in the early 1960s to the glory days of the 1970s and '80s, after which mass-interest began to wane and gave way to the *Max Power* 'yoof' generation. Like or loathe the modified British tin that is depicted in thousands of photos here, you can't deny the talent and imagination of the builders, many of whom share their memories of a scene that was all-consuming in its passion.

## John Z, the DeLorean and me

BARRY WILLS, DeLorean Garage, £25 ISBN 978 0 9856578 8 8



INTEREST IN the infamous John Z DeLorean has never waned and, if anything, looks set to increase with the recent news that 300 new DeLoreans may be built in the USA. This book, by the car

company's longest-serving employee, is a valuable addition to the already considerable literature on the subject, packed with hundreds of photos (though poorly reproduced on matt paper) and full of fascinating insights. As director of purchasing, Wills worked closely with John Z and has plenty of insider stories; of particular interest is the account of how close a revived DMC – to be called the 'Dunmurry Motor Company' – came to building a restyled Triumph TR7/TR8, with the blessing of BL's Harold Musgrove. Riveting stuff.

## Grand Prix Ford

GRAHAM ROBSON, Veloce, £65, ISBN 978 1 845846 24 4



THE SUBHEAD to this book, Ford, Cosworth and the DFV, reveals what the advertising industry calls its Unique Selling Point: it tells the story not only of Cosworth and the legendary Double Four

Valve ('double', because it's a V8 version of the FVA – Four Valve Type A) engine, but of every race team and racing car design that used the DFV. And, since the DFV dominated Formula 1 for over a decade, the list of teams and cars is a long one: author Robson has calculated that, if you include spin-off variants such as the DFY, DFZ and DFR, they were fitted to no fewer than 53 makes of single-seater...

Graham Robson has written more about motor sport than most people will ever read, and this is

classic 'Grobson' prose: wry, dry, occasionally witty and always authoritative. He got to know the key players in Cosworth very well during his long career and the book benefits from his many encounters with them. His text is supported by more than 300 images, most of them from Ford's own archives and nearly all of them in colour. Limited to 1500 copies, this looks like a sure-fire future collector's item.



#### **COLLECTORS' BOOK**

## The Observer's book of automobiles

VARIOUS AUTHORS, Frederick Warne & Co Ltd, 1955-1983. £15-25



IDEAL FOR the book collector with limited shelf space, the pocket-sized *Observer's* series appeared in 1937, with the volume on cars debuting in 1955. Covering all kinds of

marques, from Soviet poverty-porridge to Italian exotics, their detailed specifications made them the schoolboy's perennial favourite; even today, editions without the all-important dust jackets are worth pence.

## Classic car auction yearbook 2014 2015

ADOLFO ORSI & RAFFAELE GAZZI Historica Selecta, €70, ISBN 978 88 96232 07 1



FOR MORE than 20 years, this auction yearbook – formerly known as the *Catalogo Bolaffi delle Automobili da Collezione* – has charted the rise and fall of classic car prices in the most minute detail. While the core

information is a summary of every single classic sold at auction during the year ending 31 August 2015, there's a wealth of additional statistics and analysis of how values moved during this particularly dramatic 12 months. For example, there are graphs charting the sales performance of 40 significant cars previously sold at auction, the lines of most (though not all) of which have sharply ascending trajectories... If you're in the trade, it's an essential reference work.

#### All of my heroes are ghosts

ROBERT A WERN, £6.36, ISBN 978 1 514257 23 4



of all things mechanical, *All of* my Heroes are Ghosts takes an unusual approach. It draws deeply on author Robert A Wern's knowledge and experience of classic cars and

A WORK of fiction aimed at fans

motorcycles, and interweaves a strong and evocative storyline with a satisfyingly technical element that will resonate with anyone who's spent a significant amount of time in the workshop. The main character is Tom Curren, a man who's facing difficult decisions in his career, hobbies and relationships, but there's a nonhuman star of the story as well: a 1971 Norton Commando. Plenty more examples of British and American iron, both two-wheeled and four, get their share of the limelight, too. Sarah Bradley



## 1:8 scale Mercedes **SSKL**

£6350. www.finemodelcars.com

SO DETAILED that you can almost smell the hot oil and brakes, this glorious 1:8 scale replica of the Mercedes-Benz SSKL in which Rudolf Caracciola and Wilhelm Sebastian won the 1931 Mille Miglia (the first time a non-Italian had been victorious) is an imposing piece. Lightly weathered and boasting buckled leather straps for the bonnet and fuel can, the Amalgam Fine Model Cars' SSKL is painstakingly handmade from around 2000 individual components, a process that takes a skilled model-maker in the region of 350 hours to complete. As a consequence the price of this four-wheeled masterpiece is reassuringly expensive.

#### Magazine stool €128.50. www.njuorder.com

THE HOCKENHEIMER is described as a storage stool, but really it's a cunning disguise for your stash of important motoring publications that might otherwise be consigned to the recycling bin. Supplied with base, leather straps and a handmade upholstered cushion to complete the subterfuge.

### **Brooklands** Motoring Gauntlets

£93.12. www.greycar.com

THE MOTORING accessory no self-respecting gentleman should be seen without, these dark tan, dressed cowhide gauntlets are lined with a cosy curly cream piling to keep your digits toasty when Jack Frost is nipping at your cockpit.



#### Géo Ham Grand Prix poster

£POA. www.historiccarart.net

FRENCH ARTIST Géo Ham (or Georges Hamel, as his parents christened him) was able to evoke a sense of drama and speed from a few simple lines and a limited palette of colours. This original poster for the 1959 Grand Prix Automobile de Pau showcases his talent and would enliven any wall.

#### Kawasaki KX balance bike

£112.95. www.kawazaki.co.uk

ENTRUSTING LITTLE Johnny with a powered two-wheeler when he's only yo-high isn't the most responsible piece of parenting, so Kawasaki has produced this engine-less motorbike-a-like. One of the company's Kiddimoto range, this balance bike has a wooden frame, alloy rims, pneumatic tyres and a foam-covered seat:

ringedy-zing noises to be supplied by the rider.

#### Bullitt-inspired T-shirt

£16.99. www.jonford.co.uk
RELIVE THAT famous Mustang
versus Charger car chase from
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cotton T-shirt. The evocative
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#### Junghans Meister Pilot

£1870. www.junghans.de

NO AVIATOR'S licence is required to appreciate the elegant lines of Junghans' latest offering, the Meister Pilot chronograph. Inspired by the German company's aviator timepiece from the 1950s, the Meister Pilot is distinctively domed front and back, and features very clear markings on its dial, making it easy to read by the glow of your cockpit's instruments.



## Maserati Bora 1:18 BY BBR-TOPMARQUES

PRICE £183.95 MATERIAL Resincast QUALITY \*\*\*\*\* VALUE \*\*\*\*\*

ITALIAN company BBR makes an eclectic range of 1:18 models in its TopMarques series: the current offerings include such odd bedfellows as a Lancia Thema 8.32 and a 2014 Jeep Grand Cherokee. But we thoroughly approve of this particular subject.

Mounted on a non-detachable base – not easily detachable, anyhow – it's a gorgeous rendition of a 1974 Bora, the Giugiarostyled and V8-powered supercar from Modena. There's a lot of

bright metal trim on a Bora, which has been represented by etched parts on the model; if we're being hyper-critical, some of it appears a little two-dimensional as a result (notably the wiper arms). But this is really nit-picking, for the overall appearance is superb.

Limited to 500 examples, the model is of the 'kerbside' type, with no opening features, which means fewer compromises to scale fidelity – and a very reasonable price.



#### 1:43 SCALE

#### 1 // ROLLS-ROYCE PHANTOM III BY CARBONE PRICE £260.95 MATERIAL Resin & metal handbuilt QUALITY \*\*\*\*\* VALUE \*\*\*\*\*

Handmade in France – hence the high price tag – this model of a 1937 Sedanca de Ville by Park Ward is simply faultless.

#### 2 // LAMBORGHINI FAENA BY KESS PRICE £85.95 MATERIAL Resincast QUALITY \*\*\*\*\* VALUE \*\*\*\*\*

Essentially a four-door Espada, this 1978 Geneva show car by Frua remained a one-off. Interesting subject, fine model.

#### 3 // HONDA NSX BY TRUESCALE MINIATURES PRICE £75.95 MATERIAL Resincast QUALITY \*\*\*\*\* VALUE \*\*\*\*\*

Doesn't it make the original look svelte? Nevertheless, Honda's 2015 reworking of the NSX makes an impressive model.

#### 4 // CHEVROLET CORVETTE NOMAD BY NEO PRICE £91.95 MATERIAL Resincast QUALITY \*\*\*\*\* VALUE \*\*\*\*\*

One of the great if-onlys was the Corvette estate car concept. Neo's replica is a must for 'Vette collectors.

## 5 // JAWA 750 BY AUTOCULT PRICE £73.95 MATERIAL Resincast QUALITY \*\*\*\*\* VALUE \*\*\*\*\*

A beautiful model of the little FWD coupé that's now in Prague's technical museum. Small but perfectly formed.

## 6 // JAGUAR XK150 BY OXFORD PRICE £21.95 MATERIAL Diecast QUALITY \*\*\*\*\* VALUE \*\*\*\*\*

For the price, Oxford's model of Donald Campbell's own XK150, finished in his own 'Bluebird blue', is excellent value.

#### 7 // LANCIA FULVIA F&M TARGA FLORIO SPECIAL BY PINKO PRICE £52.80 MATERIAL Resincast QUALITY \*\*\*\*\* VALUE \*\*\*\*\*

It's fairly crude – the 'decals' appear to be inkjet printed – but very fairly priced for a model that's handbuilt in Italy.

#### 8 // PORSCHE 911 2.7RS BY SPARK PRICE £47.50 MATERIAL Resincast QUALITY \*\*\*\*\* VALUE \*\*\*\*\*

Iconic car, superb model, keenly priced. That's all you need to know, really.

#### 9 // DAIMLER DOUBLE-SIX BY MATRIX PRICE £83.95 MATERIAL Resincast QUALITY \*\*\*\*\* VALUE \*\*\*\*\*

This 1932 Daimler won Best of Show at Pebble Beach in 1999. Matrix's model is incredibly fine – check those wire wheels!

#### CLASSIC MODELS

#### **Liptons Tea van** by Matchbox Models of Yesteryear



A 1927 DELIVERY VAN might not seem to have the same appeal to motoring enthusiasts as other vehicles in the Matchbox Models of Yesteryear range such as the Rolls-Royce Silver Ghost, Duesenberg or Cord. Yet for a brief spell the Talbot van was the most sought-after model in the whole series.

Launched by the Lesney Company in 1956, the early Yesteryear series included traction engines, a steam lorry and even railway locomotives, but it soon became apparent that vintage cars were the best sellers. When the Talbot was introduced in 1978, it was the first van in the range for many years and it sparked a new collecting trend – albeit unintentionally.

The van carried Lipton's Tea advertising with a Royal 'By Appointment' crest. Production was well under way when it emerged that official permission to use the crest had not been granted. Rumours spread that models that had already gone on sale might have to be withdrawn, and collectors began snapping up every available example, inflating the price dramatically.

Subsequent issues did not feature the Royal crest but also proved to be good sellers. Clearly, Lesney was onto something here. Numerous other liveries appeared on the Talbot van, some of them only obtainable through on-pack promotions. The Talbot was

followed by a Model T Ford van, issued in an even wider variety of decorations. Further variations proliferated, prices for certain items rocketed and, inevitably, some buyers were taken in by dubious 'rare' variations.

The dust has long settled on the Yesteryear frenzy. Like the other great British brands, Dinky and Corgi, the original Lesney company ended up as a victim to changing trends in the toy market, economic recession and competition from the Far East, and the Matchbox brand is today owned by Mattel.

If you missed out on the Talbot and Ford vans in the '80s you can now find many of them on eBay... for 99p apiece.





So said The Autocar in 1907 after testing the Rolls Royce 40/50hp. a machine now far better known as the Silver Ghost. This fine 1:18 resincast model by leaders in the field NEO depicts the most famous of them all, AX 201, and will be a striking display piece for any collection.



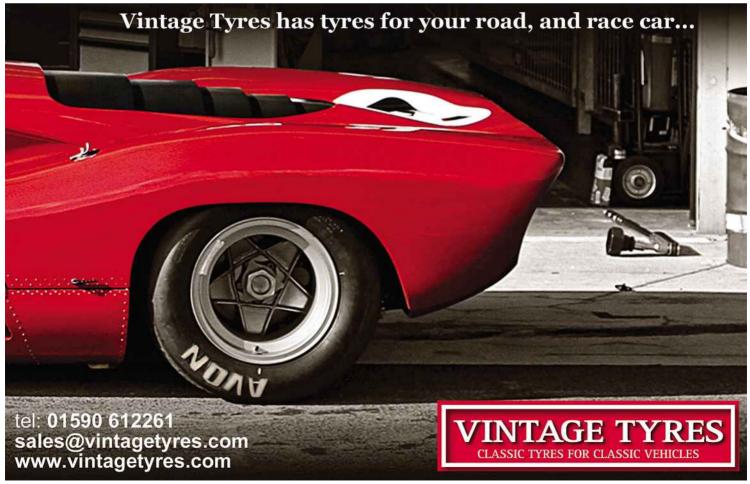
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#### **Grand Prix Models**

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**WHOLE NEW AVENUES** have been opened up to me – and dual carriageways, and A-roads – since I fitted an overdrive to the Land Rover, as described last month.

To my great relief, it works fine and doesn't emit more of a whine than a distantly taxiing 747; certainly nothing to worry about. The Landy will now cruise comfortably at 50-55mph – which I was able to check using a GPS app on my mobile phone – and, bizarrely, it even seems to steer better now that the vehicle as a whole is more relaxed. I've noticed this phenomenon before, although I can't

explain why it should be. Perhaps it's just psychological.

Topping up the steering box may have helped, mind you. Since buying the Landy last year I've been carrying out a rolling programme of servicing, changing fluids and checking levels. This process was accelerated after I received an invitation to visit Solihull to witness the final Defenders coming off the production line (see *News* in this issue). A new engine oil filter was ordered from Dunsfold Land Rovers – it's a paper element type – but where to find the correct-spec transmission oil?

Classic Oils Ltd proved to be the answer; it's now based at Bicester Heritage and so I called by on the way to the office to pick some up.

Managing director Guy Lachlan is, like everyone at Bicester Heritage, a proper old-car enthusiast and he is evangelical about using the right lubricants. An interesting addition to Classic Oils' huge range is a new fully synthetic 20W/50NT from Millers – 'NT' standing for 'Nano Technology' – which should be perfect for anyone racing in Historics.

The Landy doesn't need anything so fancy, of course, but I was keen to

acquire an oil for the gearbox and overdrive that was to the old GL4 standard, lacking the additives that can attack phosphor-bronze. Guy sent me on my way with a bottle of Millers EP80W/90, and I already had some Millers Classic Worm Steering Box oil, a hangover from my days of owning a Model A Ford. This stuff is like soft treacle and it really does seem to live up to its claims of reducing backlash and leakage.

An 80-mile trip from my storage unit to home – the first proper test of the overdrive – and then an earlymorning commute to Solihull for the



Defender celebrations passed uneventfully and the following day I was out again with the Series I, exploring the lanes of Warwickshire. It coped easily with floodwater but the waterlogged drum brakes caused an interesting moment soon afterwards, when I was going downhill and met another Landy coming up...

Fortunately, the driver was an off-road type and quite happy to veer up a grass bank. My, how we laughed.

**THANKS TO** Dunsfold DLR, www.dunsfold.com; and Classic Oils, www.classic-oils.net.



## 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
1996 Subaru Prodrive Impreza



#### ROBERT COUCHER

International editor 1937 Bentley 4¼ 1955 Jaguar XK140 1973 Porsche 911S 2.4 Targa 1991 Range Rover Vogue



GEOFF LOVE Publishing director 1989 Maserati Biturbo



#### MARK DIXON

Deputy editor
1955 Land Rover Series I 107in
1963 Ford Galaxie Country Sedan
1964 Chevrolet Greenbrier
1970 Lamborghini Espada
1989/91 Land Rover Discoverys
2001 Honda Insight



## BMW won't be left to rust in peace



1981 BMW 323i TOP CABRIO SANJAY SEETANAH

I CAN'T BELIEVE how much I am missing my Beemer. It is so easy for a project such as mine to escalate into a completely different ball game. The work on the BMW has started and Che Battick and his team from Automo have been busy taking the paintwork down to bare metal to inspect the quality of the body underneath.

We set ourselves a major challenge at the start of the project: to ensure that everything is of a standard that will keep this car on the road for another 35 years. A bare-metal respray is a good start but there are many other things to consider. How far do you go? The bodywork is peppered with patches of rust but do you replace entire panels or do you repair sympathetically? Is this going to be a restoration to try to preserve the car, or is it one where we are, in effect, building a new car?

After careful consideration, Che and I decided to go down the preservation route. Any major rot will be cut out and replaced with newly fabricated

sections in order to preserve as much of the original car as possible.

Next decision was the engine bay. Is there any point in respraying a car while leaving the engine bay untouched? Was she going to be Beauty on the outside and Beast under the bonnet? We decided the engine had to come out so we could see what the condition of the bodywork was like under the bonnet, too. Surprisingly good, as it turns out, and, as the pictures (below) show, it is almost completely rust-free apart from the battery tray – though we will sand every part of it to see if there are any other areas that need attention.

I took some advice from Jeroen De Laat, who runs the web forum 'bmwe21.net', an amazing site full of information about the model, with passionate members all over the world. Jeroen says that, in his experience, Baurs (especially the 323i) did not suffer from rust as much as the saloons because they were used mainly in summer, which accounts for their typically above-average condition. Jeroen has kindly agreed to advise on the project and his help has been invaluable already. All cars tend to deteriorate in the same places so we are getting an expert insight on what to expect.

Body parts for the E21 are becoming increasingly difficult to find and prices are quite high. There are

some inferior products on the market so it's worth seeking advice before you buy. Jeroen says that many of his members are opting to look for donor cars, which would certainly save money if a large proportion of the parts are salvageable. We have had the bonnet, doors and wings shotblasted but, sadly, the bonnet and wings are are too rotten to withstand repair and won't last another 35 years.

So far, though, I am very lucky in that BMW Classic Group has sourced the parts required. A new BMW bonnet costs £500, BMW wings cost £260 each and, while there are cheaper options costing less than half the price, is the quality as good? Thankfully my car's doors are fine and virtually rust-free, but the rear panel is also beyond repair and is now being replaced with a completely new rear section, at a cost of £450.

Despite the work having spiralled out of control somewhat, I am looking forward to getting the car back on the road. We have set ourselves a target to have it ready for the BMW Sharknose meeting on Sunday 22 May in Cuijk, just south of Nijmegen in the Netherlands. Can't wait!

**THANKS TO** Che Battick at Automo, www.automo.co; Jeroen De Laat at bmwe21.net; and BMW Classic Group, www.realoem.com.











### Thrilled to be Prill'd



1973 PORSCHE 911S 2.4 TARGA ROBERT COUCHER

**HAVE TO ADMIT** I'm feeling fantastic because I've recently been... Prill'd! Andy Prill of Prill Porsche Classics has finally got his hands on my 1973 911 2.4S Targa and I'm thrilled. I've known Andy since he started looking after my old Porsche 356 in 1998, turning it from an innocent 75bhp C into a fire-breathing 123bhp rally weapon. Andy is *the* 'go to' engineer for all things classic Porsche.

As you may remember the 911 was shipped over from the Classic Throttle Shop in Sydney in 2014 and was ready to collect from CARS UK in August, registered and MoT'd. It had been fully serviced before leaving Australia so all I had to do was enjoy driving it. It was superb in every way, feeling like a brand new old-stock 911. Took it on a couple of summer runs and it felt very quick, thanks to its 2.7-litre engine and taut and lightweight dynamics.

The need for a second MoT test came up indecently quickly, and it passed with two advisories. The windscreen washer was intermittent and the exhaust gases were a bit rich. In the meantime, I'd also noticed that the engine would sometimes burp on the overrun (too rich?) and there was a faint pong of petrol under the front bonnet. So off to Prill. Thanks to the awful wet winter weather, I asked Stuart Creasey to transport the 911 to Prill Porsche Classics in Essex. I know, I know, but the Aussie Targa is so bloody spotless underneath I can't bear to drive it on wet roads!

Andy called me back with the most crucial finding. He'd

carefully checked over the 911 and it is a good one. He says it's in great shape and all correct – but the original plastic fuel tank has passed its sell-by date. The plastic goes hard and can start to leak after a couple of decades. He managed to source a correct new Porsche tank, which is even date-stamped 1973. The bad news? Over £1400.

He advised another little tweak. If you leave these dry-sump, flat-sixes standing, the oil tends to drain down and wet-sumps the engine. Nothing especially worrying but it can produce oil smoke on start-up. Andy fits a special one-way valve to the oil feed of racing 911 and four-cam engines, so it's good enough for my lump.

With a new windscreen washer pump, a deep service and the mechanical fuel-injection correctly adjusted, the 2.4S Targa now feels even sharper, if that's possible.

**THANKS TO** Stuart Creasey transport, stuart.creasy@hotmail.com; and Andy Prill, www.prillporscheclassic.com.





SANJAY SEETANAH

Advertising director
1981 BMW 323i Top Cabrio
1998 Aston Martin DB7 Volante



#### GLEN WADDINGTON

Associate editor
1983 Porsche 944
1989 BMW 320i Convertible



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
1968 Sunbeam Stiletto



#### DAVID BURGESS-WISE

Contributor
1903 De Dion-Bouton
1911 Pilain 16/20

1926 Delage DISS



## More grovelling in the gravel



1946 TATRA T87 DELWYN MALLETT

AS YOU READ THIS we will be two months into 2016 but, as this tale begins, we are only two days in. New Year's Day dawned bright and sunny in my part of the Isle, which encouraged me to fire up the Tatra and head over the 13 miles (if you are superstitious, that may have been an omen) to the New Year's Day VSCC meeting at The Phoenix pub, in Hartley Wintney. Less than five miles from base, an ominous rumble from the rear rapidly deteriorated into what sounded like a major mechanical disintegration.

After grinding into the entrance to a farmer's field I resorted to that essential tool for the classic car owner: the mobile. An hour later an AA man arrived and an exploratory attempt to move the car confirmed that motion in any direction was out of the question. After jacking up the car, Mr AA removed the brake drum and diagnosed what I was dreading...

Yes, it was a seized bearing. This, of course, presented the AA Relay man (who arrived a few hours later) with the problem of hauling a couple of tons of dead metal, positioned at 90° to his vehicle, onto his flatbed. A plastic wedge hammered under the jammed wheel did the trick, allowing it to slide onto the trailer. Needless to say, the fine weather had by then turned to heavy rain, dampening body as well as spirit.

Chez Mallett, getting the beast off the loader presented more of a problem than getting it on, as it would not roll and the 'wedge' trick doesn't work on gravel. A temporary 'low friction' area was created with the aid of an old kitchen cupboard door — saved because I knew that one day it would come in handy for something or other. Rain, sleet and bitter cold stopped play for a couple of weeks.

Eventually, between monsoon showers and sub-zero frosts, the application of a 36mm socket and a very long bar loosened the hub and

Below and right Awaiting the AA flatbed; industrial-sized puller was required to free seized bearing. – optimistically – I attached my hub puller. After a considerable amount of 'pulling' I had managed to move the hub no more than half-an-inch, bending the puller in the process.

A visit to my friendly local village garage produced a hub puller truly worthy of the name. As Crocodile Dundee might have derisively pronounced on surveying my tiddler: 'No, this is a hub puller.'

Several hours and an immense amount of effort later, still the hub

was not pulled, although a large amount of melted shrapnel had shaken itself loose. With me defeated, Martin, proprietor of Rowledge Garage, volunteered for an away match to apply some oxy-acetylene.

Much heat, hammering, grinding, chiselling and sheer brute force finally shifted the melted bearing. Next problem? Finding a new one to fit. Meanwhile my always-garaged Tatra sits on the drive, looking as pathetic as a stranded whale.













## Of plates and pegs



1963 TRIUMPH TR6 SS TROPHY MARTYN GODDARD

THE TRIUMPH'S MoT inspection revealed that the handpainted numberplate letters were a quarter-inch too small. So I called Number Plates 4 U, where Malcolm explained the legal requirements for my 1963 motorcycle and duly supplied a set of three pressed aluminium plates, the front mudguard needing two because they are pressed from the rear and mounted longitudinally.

It was a crisp winter's day when I fitted them, replacing at the same time the rear footrest rubbers that my fellow *Octane* classic biker, Sarah Bradley, had said were incorrect and simple to change. She recommended Ace Classics in South London for all my 1960s Triumph parts and, indeed, Kevin promptly posted a set to me.

While fitting the numberplates, I was careful to keep the rear square.

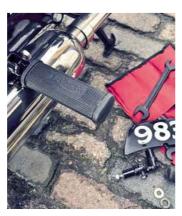
Replacing two into one set of brackets on the front mudguard was a bit tricky, so I resorted to 'No More Nails' adhesive to bond the two plates together along the top edge.

Basking in a successful job done, I removed the footrests and cut the old grips off with a Stanley knife. Offering up the genuine replacements made me realise that the restorer of my bike had made his own large-section pegs. I decided to take a hacksaw to the well-made steel box section but, by the time I had made them small enough for the replacements to fit, I had weakened the pegs and a test fit revealed that they bent like a banana when I mounted the pillion.

So I set off again on my Vespa around the South Circular Road to Ace Classics for a set of correct pegs, which (thank goodness!) they had in stock. The TR6 looks great, sporting classic black aluminium plates and Triumph-embossed moulded footrests. Job done.

**VISIT** www.numberplates-4-u.co.uk, www.aceclassics.co.uk.









## Delage receives a corking fix



1926 DELAGE DI SS DAVID BURGESS-WISE

**OH DEAR.** Pride goeth before a fall, as they say, but at least in this case it was only a trip and not a tumble. Having recently vaunted the 1926 Delage's simplicity of maintenance, it inevitably decided to prove me wrong.

The other weekend I decided to fire it up after a few weeks' enforced idleness while I put this year's edition of *Aston*, the journal of the Aston Martin Heritage Trust, to bed. Spun fast by the big dynastart that drives direct onto the nose of the crankshaft, the engine started within seconds, but died after a minute or so.

I took the top off the float chamber of the SU carburettor that Dr Bob Ewen had fitted in the 1940s in place of the original triple-jet Zenith: the float chamber was dry. Petrol wasn't being supplied via the *exhausteur* – a French take on the Autovac, patented by pioneer aviator Charles Terres Weymann, inventor of the eponymous lightweight fabric bodywork – which brings petrol from the rear-mounted tank to a small feeder tank on the firewall by using the depression in the inlet manifold. Clearly the *exhausteur* had lost its power of suction.

Fortunately, Delage Register president Peter Jacobs not only understands the ailments of the *exhausteur*, but has a test rig that can diagnose them. So the offending item

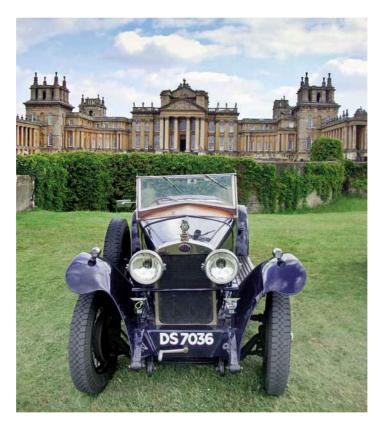
Right, below and bottom right David has owned this Delage for more than two decades; the offending *exhausteur*, which had been ignored for seven... was duly posted to Peter, who found that, when it was connected to his rig, it refused to operate and only reluctantly delivered a trickle of petrol.

Nor would it recycle. Suspecting that its internal linkage was awry, even though the unit seemed original and unmolested, Peter dismantled it and found that, apart from anything else, its original petrol-proofed cork float had at some stage been replaced with a brass float from a carburettor, which was far less buoyant. That was probably one of Bob Ewen's 1940s modifications, made after he had been

invalided out of the RAF. He convalesced by rebuilding the Delage in order to adapt it for use as his daily transport as a busy doctor.

Peter fitted a replacement cork float to the *exhausteur*, reassembled the linkage, and full suctional health on the rig was restored.

It was probably the first time that the exhausteur had been looked at in seven decades. It's sobering to realise that I've owned the car for more than one-third of that time and that I'm the longest-term custodian in its 90-year existence.









#### 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 1957 Fiat Abarth Sperimentale 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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## JAGUAR Mk2

THE JAGUAR MK2 was launched in 1959 and was an effective upgrade of the previous 2.4 Litre and 3.8 Litre saloons. Though it was based on the earlier monocoque, the Mk2's looks were transformed with an increase in glass area of some 18%, making it immediately more modern-looking outside and airier within. The Mk1's curiously narrow rear track was widened for the Mk2, the radiator aperture was increased, and the foglamps were repositioned.

But with the 3.4 and 3.8-litre engines (the poverty model had the 2.4-litre), Jaguar's sporting saloon became one of the fastest on the road. The 3.8 featured a similar six-cylinder to the fabled E-type's but, with twin SU carbs, it was tuned to a claimed 220bhp (265 claimed for the E), though in reality the grunt was nearer 180bhp.

The preceding Mk1's independent front suspension and well-located live rear axle were retained and enhanced by that wider rear track, improved front suspension geometry and the extremely effective four-wheel disc brake system Jaguar pioneered at Le Mans.

Indeed, the Mk2 went on to become a very effective racer, with Michael Parkes and Jimmy Blumer winning the 1962 *Motor* Six Hours Saloon Car Race, Peter Nöcker winning the 1963 European Touring Car Challenge, and Roy Salvadori and Denny Hulme victorious at the '63 Brands Hatch 6 Hours.

Thanks to innumerable TV cop shows, the Mk2 is often associated with being a 'getaway' car – though it never was (see last issue), being too expensive and conspicuous. Still, one was famously enjoyed by literary character Inspector Morse for smoking around the sleepy spires of Oxford.

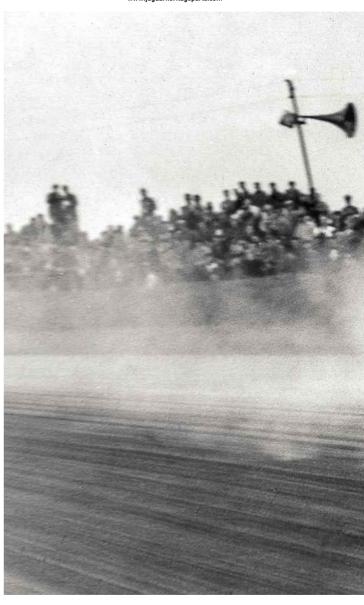
Robert Coucher



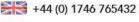
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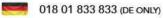
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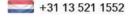
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#### OCTANE'S MONTH IN MOTOR SPORT











#### In brief



#### FJ INFO SOUGHT

Duncan Rabagliati and Richard Page are in the final stages of producing the Historic Formula Junior record book for 1975-1999... But there are gaps where the official results are needed, notably for Jarama on 2 October 1983 (FISA Trophy), and (mostly Continental European) dates between 1979 and 1998, plus information on the following cars: Roy Drew's Lotus 22 in the late '80s, probably owned by Rod Tolhurst; Livio Guarnieri's Lotus 22 raced in Italy, 1986-89; Chris Ashmore's Lotus 22, 1988-89; Ad Den Teuling's OSCA, 1980-81; Lotus 18 driven by Tony Florio, 1979-81. If you have any details, please contact formulaoneregister@gmail.com.

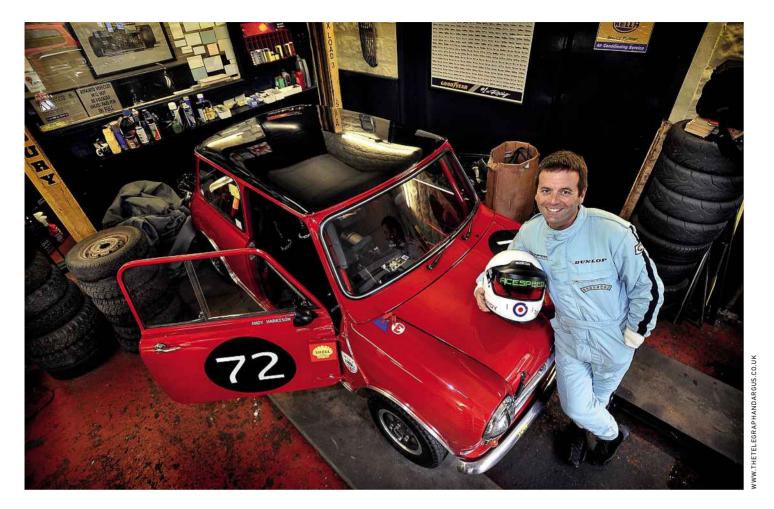


### HSCC'S 50TH AT CASTLE COMBE

The Historic Sports Car Club is to mark the 50th anniversary of its first race with a two-day meeting at Castle Combe on 16-17 April. There, on 14 May 1966, the first Griffiths Formula race for sports cars from 1945 to 1955 was won by Neil Corner in his Jaguar D-type from the Lotus MkX of Chris Warwick-Drake and John Le Sage's Aston Martin DB3S. The HSCC wants to recreate that first grid. If you were there, or have a car that was, see www.hscc.org.

#### ROLLING THUNDER

Historic Can-Am gets its first proper season with six races at three meetings run in conjunction with Masters. The first date is Hockenheim Historic, 15–17 April, finishing at the Silverstone Classic on 29-31 July. Masters has also launched a series of three-hour races for pre-1966 GT, GTP and Touring cars, with races at Brands (28-29 May), Donington (2-3 July) and Jarama (15-16 October). There will also be two Mastersonly endurance races in the US: Daytona on 10-13 November and Sebring on 1-4 December. www.canadian-american-challenge-cup.com.



## It's a small world

Andy 'Ace' Harrison discovered his Mini had an illustrious past... which he's continued by sharing it with Mini greats

WORDS: PAUL HARDIMAN

WHEN YOU RUN a Mini specialist called Acespeed, you'd better make sure your racer is one of the quickest, right? 'I bought 72 ACE in 2007 to do Historics as I had come from a Mini racing background, starting off in Mighty Mini and Miglia racing – but Historic racing was what made me tick. I went along to Race Retro that year and Piper Cams had it on its stand. I bought it and we fitted the "72 ACE" numberplate in recognition of our company, which has been around for 30 years.

'Later I realised this was quite a special car.
During a chat with Nick Swift at Swiftune, I found
out that Richard Longman had built it for European
Historic racing in the mid-90s and won the
championship two years on the bounce.'

Longman was one of the world's foremost

Mini-tuning experts, having worked at Downton before starting his own business in 1971, modifying engines and cars for customers. Later he was twice British Saloon Car Champion in a Mini 1275GT and, in 1984, Class C champion in a Ford Escort RS1600i, before turning to Historics. He closed his company in 2009, but has since resumed supply of cylinder heads.

'It's built to FIA spec, with a Swiftune Appendix K engine, producing 125bhp like all the frontrunners. It needs a rebuild every 20 hours, which is about a season, so every year I send it off to Swift, but it never misses a beat.

'When I first drove it, I thought something was broken, as I'd only raced a Mini on slicks before, and in Historics we run Dunlop Racers. But Nick Swift told me to take it out again and lob it in. I've got the minimum of negative camber on the rear, plus an anti-roll bar, which we drop off when it's wet. You just turn-in, the back goes light and then you nail it, with only a little lift needed if you've come in a bit hot. It's got a Quaife limited-slip diff, but you just don't feel it, not like the old plate-type LSDs that would pull you up the kerb. Sometimes Whizzo Williams shares the car with me; he says it's the best-handling and braking Mini he's driven.

'I did quite a few races in it and then heard on the grapevine that Goodwood was holding a Mini-only race in 2009, in which I was invited to take part with Red Bull's Christian Horner – he's pretty quick. That led to further invites in 2011 with Rauno Aaltonen, and 2013 with chef James Martin, who can drive a bit too. We finished 11th, 12th and 14th those times. What happened in 2011 was that another car dropped out and Goodwood rang with five days to go, and asked if I'd be able to come... and would I mind co-driving with Rauno?

'As a Mini man, that was a dream come true; he was always my hero. I'd started marshalling at Harewood, near where I live, when I was 13, and now I sponsor the Mini class there. So even though the engine was out of the car at the time, I told Goodwood I'd be there – it took a 48-hour stretch to get it ready. Then, in 2014, it did the 72nd Members' Meeting as car 72, which looked ace...

'I have raced it at Pau, Copenhagen, Monza and Sebring. The Copenhagen GP organiser loved our exploits so much they now ship the car over for the pro-am race as we entertain the crowd, and Tom Kristensen always says how quick it goes. Whizzo has shared the car in lots of events from Crystal Palace and Cholmondeley Pageant to Silverstone Classic and Donington Historic Festival, and I shared with Tony Jardine at Oulton Park against Roberto Moreno... which was fun.

'I've sold the Mini to GRRC member Andrew Jeffery, and he's asked me to keep driving it. Next, we're doing the HRDC's A-Series Challenge, and if Goodwood ever calls again... Meanwhile Richard Longman still keeps in contact about his old car.'



#### Hamburg · Berlin



Mercedes-Benz 300 S Cabriolet, 1952, only 203 examples built, extensively overhauled, engine completely revised, original luggage set.



Mercedes-Benz 300 SL Coupe, 1955, frame off restored by marque specialist to concours condition, luggage set, "matching-numbers".



Porsche 356 A 1500 GS Carrera Coupe, 1957, extensively restored, engine overhauled by Porsche Factory in Stuttgart.



Mercedes-Benz 370 S Mannheim Sport, 1930, since 1962 in current second ownership, sensational untouched original car.



Lamborghini 400 GT 2+2 Coupe, 1967, only 273 produced, engine revised, Borrani wheels, beautiful.



Lancia Lambda Tipo 224 Series VIII Torpedo, 1928, superb condition, FIVA Passport, Mille Miglia eligible.



Maserati 5000 GT Coupe "Allemano", 1964, 1 of 20 Allemano-bodied GTs, continuous history, very original.



Maserati 3500 GTi Sebring Coupe Series I, 1963, restored by marque specialist, certificate, hardly driven.

Ferrari 330 GT 2+2 Series I, 1965, black hide, Certificate.

Alfa Romeo 6C 1750 SS, 1929, body by James Young. Aston Martin 15/98 Short Chassis 2 litre, 1939, FIVA. Aston Martin DB 4 Series III Coupe, 1961, california sage. Bentley 4,5 litre Blower, 1930, report by Clare Hay. Ferrari 250 GT Ellena Coupe, 1957, 1 of 49, certified.



Aston Martin DB 2 Vantage DHC, 1952, RHD, just 102 examples made, restored with attention for detail.

Invicta 4.5 l High Chassis Tourer, 1928, impressive. Jaguar C-Type Competition Sportroadster, 1953. Jaguar E-Type 4.21 Series I Coupe, 1965, choice of 2. Lagonda LG 6 Rapide Drophead Coupe, 1938, 1 of 6. Lagonda M 45 Team Car Specification, 1936. Maserati Indy 4700 America Coupe, 1972, untouched.



Bentley R-Type Continental 4.9 litre by Franay/ Chapron, 1955, LHD, unique car, ex Autosalon Paris.

Maybach DS 8 Zeppelin Cabriolet, 1933, 8 litre V12! MB 300 S Roadster, 1953, white, unique coachwork. MB 300 SL Coupe, 1955, silver, red hide, concours. MB 300 SL Roadster, 1960, interesting English history. MB 540 K Cabriolet A, 1939, black over silver, 1 of 32. Tatra T87 Limousine, 1950, dark grey, green hide.

Many more interesting cars in stock - please ask or visit our website: www.thiesen-automobile.com

## Autodromo Siracusa, Sicily

MARK HALES SAYS OLD-SCHOOL, UNMOLESTED CIRCUITS ARE A RARE TREAT



I'VE SPENT A LOT of time in historic race cars over the past few years, and so often I have wondered how the good guys coped. Details like staying in the seat, tyres that barely worked in the wet, gearshifts that were designed to select a neutral and, especially, the brakes. Modern materials and fluids have fixed some of the stamina problems, but there are still plenty of instances where using the stoppers as you would in a new car means you have at best a soggy pedal after only a couple of laps, or at worst, nothing much just when you need them most. It just couldn't be because the heroes didn't press the pedal as hard.

Only when I thought outside the cockpit did I see that the tracks have changed as much as the cars. Or possibly one's begat the other: modern motors develop so much more grip and circuits have had to slow everything down to keep things safe. And the faster the cars, the more extreme the efforts to slow them. That means top-level international circuits can be the most frustrating when tackled in old motors. Think Spa's new Bus Stop - first gear in some cars - or Silverstone's new section after Abbey. I remember the 1970s version, and it was nothing like that. Fortunately, Spa and Silverstone still have really fast parts elsewhere, but it's not just the GP tracks; one of the Motorsport Vision guys said that Snetterton's transformation to '300' configuration was mainly because the single-seater and prototype teams who provided much of its testing revenue could do most of the lap flat-out.

Now think about Goodwood, which is just as it was in 1950, and Thruxton, ditto 1968. In a car with lesser grip — or at least, no aerodynamic aids — both of these are super-exciting, because a lot of the lap is spent in a drift at close to three figures, particularly at Thruxton, where most of the lap is a corner. And as a rule, you get fewer brake problems at these places. Shame planning constraints mean we can't race there very often.

Sadly, then, lack of modern usage seems to be the key, which brings me nicely to Siracusa. This is just inland from the port of the same name on Sicily (which also hosts the international circuit of Enna-Pergusa). Autodromo Siracusa was originally created in 1950 using mainly public roads, and it hosted



**Above** Siracusa today is a shortened version of the 1950s circuit that mainly used public roads; here Stirling Moss takes the chequered flag in his F2 Cooper-Borgward on 25 April 1959, one of the years it hosted an F2 rather than F1 Grand Prix.

some non-championship Grands Prix in which the greats took part. But the 'new' 3.3-mile track was built in 1972, incorporating just the old pit straight. As far as I know it's still in use today and available for hire, but my first and only visit was a few years ago for a Dunlop tyre launch. It was the usual thing – fairly unscientific, in that we had a bunch of road cars equipped with either the latest Dunlops or their rivals – and in order to convince ourselves of the rubberwear's respective merits we had the place to ourselves for the whole sunbaked day.

It was an inspired choice of venue. The track was bleached, bumpy and dusty, comprising fantastically fast sweepers and long straights, with a handful of slightly slower sequences in between. Not grand like Spa or technical in the conventional sense, but totally unfettered. Driving there was a surreal experience – permanent disbelief that you could go so fast for so long. It's almost impossible to corner consistently at 100mph and more in a road car on any track you can mention, but you could at Siracusa – there aren't even any second-gear corners. Probably best to take something fast, though, or powerful but with limited grip, like a Maserati 250F...

IN ASSOCIATION WITH



The private bank for historic motor racing WWW.EFGINTERNATIONAL.COM

It might be slightly underwhelming in a 1.5-litre hire diesel, but thankfully I did manage to bag an Audi A5 3-litre diesel instead and saw 150mph for a long time in a lot of very entertaining laps.

The trick was to trust the car – easy in a modern Audi – and then tell yourself that you really are going to tweak it into that sweeper with a squeeze of the steering and a gentle lift from the gas, at 150mph. You don't often get to do this, and balancing the car with steering and lock while trying to ensure the drift sort of runs out of energy just as the road straightens is hugely exciting. Siracusa's Armco seemed to be confined to the straights, leaving just an expanse of frazzled grass or a huge gravel trap as penalty for straying outside the sweepers.

With that in mind, it was all too easy to give away the speed that was essential to unbalance the car and then either the turn just feels comfortable or the nose will go into safety mode about halfway through and force you to back off. The faster you go, the better the car will turn, but restraint is still the key, using the energy of speed to change direction rather than leaning on the front. It's how it was done in the 1950s when most tracks would let you.

I really must go back there and see if it was real or if I dreamt it. A track-day week at Siracusa and Enna? Anyone up for that?

#### 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



1985 Porsche 956 #010 Ex-Fitzpatrick and Winner of 1000kms Brands Hatch. One of the most original examples left.



1968 McLaren M6B GT #50-16 Road legal. Also FIA HTP.



1975 Shadow DN7 Matra V12 Unique and wonderful!



1982 March 821 DFV Ex-Daly The perfect entry for FIA Masters.



1969 Matra 640 V12 unique and iconic design.

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www.runnymedemotorcompany.com



#### Mobile 07836 222111

Email: sales@ runnymedemotorcompany.com







A 1978 Aston Martin V8 Oscar India that has been well used and well-loved and has not been kept stored away but has been enthusiastically enjoyed for continental tours on which it has proved to be a highly rewarding drive. In 2008, and only 7,000 miles ago it was the subject of a complete engine and suspension overhaul by Aston Heritage dealers "Aston Engineering" whose Aston skills are second to none. The results of this work become immediately apparent on driving the car as it pulls very smoothly even when cold and the additional 300cc achieved from the fitting of new liners and oversized Cosworth pistons is quite noticeable. In 2010 the car was fitted with new sills and we have examined jacking points and out riggers and all are in very good order. Within the last 8 months the paint has been completely stripped form the exterior and repainted in Aegean Blue to a beautiful high gloss finish and the walnut dashboard and door cappings have been expertly re-veneered. Careful attention has been paid to the engine bay which has been totally stripped of all ancillary's and refinished in a fine stone chip and all of the engine exterior components have been restored. So here we have an extremely well maintained and mechanically sound Oscar India with one of the most methodically kept service histories we have ever seen. On our website, the two final pictures were taken when the car was on display at the RAC club in Pall Mall. These cars are continuing to increase in value so any further investment in this car will undoubtedly be rewarded. Please enquire for further details £129,950







2000 Aston Martin DB7 Vantage V12 Coupe having covered less than 30,000 miles from new. It is finished in Solent Silver with contrasting Pacific Blue and Parchment hide interior with dark blue Wilton carpet throughout with Walnut Dashboard and door cappings. It has had only three owners from new and comes with a comprehensive Aston Martin service history by appointed Aston Martin main agents. The specification includes air conditioning, electrically adjustable heated front seats, satellite navigation, 18" alloy wheels, a battery conditioner and a 6 stack CD player. When the car was produced the specification still included the advantage of a spare wheel which was deleted in later models. This car is in really superb condition and is a credit to its previous owners in the way that it has been fastidiously kept. This is a rare opportunity to acquire a beautiful example that is bound to continue to appreciate. Offered at a realistic price for one in this condition at £36,950







This 2005 Aston Martin DB9 Volante is one of the nicest driving examples we have had the pleasure of marketing in recent times. It has been regularly serviced from new by main agents and respected specialists and as a result is a very rewarding drive. Finished in Obsidian black with matching black hide interior and black Wilton carpet and complimented with Piano black dash facia. It would appear that the original owner ticked all of the boxes when he ordered the car as the specification includes almost every available option. It is fitted with satellite navigation, air conditioning Paddleshift semi-automatic transmission, multifunctional leather bound steering wheel on a fully adjustable steering column, electrically adjustable heated memory seats, cruise control, anti-skid, multi spoked sports alloy wheels shod with a new set of Yokohama tyres, Powerfold mirrors and up-rated rear lights. It has the benefit of a single digit registration number and the condition of the car belies its age. Viewing is highly recommended and a tailor-made finance package is available with this car. It will be delivered fully serviced with a fresh mot certificate and will carry a 12 month warranty. Excellent value at £45,950

All can be found by visiting our website at www.runnymedemotorcompany.com or please call Martin Brewer for more details on any of our cars. We are seriously low on stock, please telephone if you have an Aston Martin to sell.

# THE MARKET

BUYING // SELLING // OWNING |



#### Mecum flexes its muscle

Kissimmee sale proves Yankee-doodle-dandy for the American auction house

BIG, BRASH, and awash with bulging American muscle, Mecum's ten-day jamboree (15-24 January) in Kissimmee, Florida, knuckled down to the business of selling cars – lots and lots of 'em – while many people's attention was focused on Paris and Scottsdale.

While Mecum isn't shy of handling European and Japanese metal, its speciality is Americana, and the overwhelming majority of the nearly 3000 cars on the 2016 docket hailed from Detroit. They included practically every variant of 1960s and 1970s muscle car, from the comparatively commonplace to the exceptionally rare.

After a dip a few years ago in the values of the very rarest muscle cars, the revived popularity of the genre in the US has led to some extreme prices – top dog at the Mecum sale was a 1970 Plymouth Hemi Cuda Convertible which fetched \$2.675m, followed closely by a similar car from 1971 that made \$2.3m, and a Dodge Hemi Challenger R/T Convertible knocked down for \$1.65m.

In fact, American muscle cars made a clean sweep of Mecum's top ten at Kissimmee, but further down the list you could still pick up something rumbling and rapid at a far more affordable price.

By some standards Mecum's 78% sell-through rate at the sale might not seem so remarkable, but bear in mind the sheer number of cars on offer – and that the sale made nearly \$93 million. That represents a 30% increase over last year's Kissimmee outing, while sale prices were up on average 20% over 2015. There can be few other auction houses anywhere in the world that wouldn't be overjoyed with statistics of such magnitude.

Brett Fraser

#### **TOP 10 PRICES**

**JANUARY 2016** 

£6.898.000 (\$9.900.000)

1937 MERCEDES-BENZ 540K SPECIAL ROADSTER

RM Sotheby's, Phoenix, USA. 28-29 January

£4,576,000 (\$6,490,000)

1950 FERRARI 166 MM/195 S BERLINETTA LE MANS

Gooding & Co, Scottsdale, USA. 29-30 January

£2,404,500 (\$3,410,000)

**1967 FERRARI 330 GTC SPECIALE**Gooding & Co, Scottsdale, USA. 29-30 January

£2,090,500 (\$3,000,000)

1929 DUESENBERG MODEL J DISAPPEARING TOP TORPEDO CONVERTIBLE

RM Sotheby's, Phoenix, USA. 28-29 January

£2,016,500 (\$2,860,000)

2003 FERRARI ENZO

Gooding & Co, Scottsdale, USA. 29-30 January

£1,871,500 (\$2,675,000)

1970 PLYMOUTH HEMI CUDA CONVERTIBLE

Mecum, Kissimmee, USA. 15-24 January

£1,706,500 (\$2,420,000)

1929 DUESENBERG MODEL J DUAL COWL PHAETON

Gooding & Co, Scottsdale, USA. 29-30 January

£1,692,000 (\$2,400,000)

1995 FERRARI F50

Gooding & Co, Scottsdale, USA. 29-30 January

£1,609,500 (\$2,300,000)

1971 PLYMOUTH HEMI CUDA CONVERTIBLE

Mecum, Kissimmee, USA. 15-24 January

£1,571,000 (\$2,255,000)

1965 SHELBY COBRA 427 COMPETITION ROADSTER

RM Sotheby's, Phoenix, USA. 28-29 January



LOOKING AT THE numbers, you could say not much has happened since our last visit to the MBCI in September 2015. But a lot has. It's just that the story's not about growth.

In September the HAGI Mercedes-Benz marque measure peaked at 169.94. With growth only in one month of the last quarter of 2015, the index climbed further, thanks to the December gain, to end the year on 172.99, returning annual growth of 7.57%. However, in January, a month dominated by US auction transactions, the MBCI lost part of that gain, dropping back 3.95% to 166.16. Now the MBCI is marginally adrift of where it stood four months ago at the end of September.

These aren't figures market cheerleaders will want to shout about, but they are significant because the recent performance

of the MBCI resonates with some segments of the general collector's market. The MBCI has a broader catchment of higher-volume, lower-entry-price models than other individual HAGI marque indices. Also, the Benz back catalogue to the 1980s has fewer low-volume supercars than some whose offerings are attracting considerable interest.

Simply, in the broader market, beyond considerations of marque, oversupply and quality are affecting perceptions of value among those fixated on price. And as for those who think the exceptional growth of the recent past can continue indefinitely, that's just fanciful. For a reality check compare the MBCI's 2015 growth of 7.57% with the 3.32% deficit in global equities. For further analysis, visit www.historicautogroup.com. Dave Selby

#### MARKET // PREVIEWS COMPILED BY BRETT FRASER AND CHRIS BIETZK







# LEXIS GOUR

# Marque of greatness

RM Sotheby's, Amelia Island, USA 12 March

THE MOST CHARISMATIC hero of the big screen – ever – is not James Bond. Or Indiana Jones. Or Han Solo, or Robin Hood, or Spartacus. It is Matthew McConaughey's irrepressible Dirk Pitt, the chief protagonist of *Sahara*, a film described by Rotten Tomatoes as 'a mindless adventure flick with a preposterous plot', as though those were not good things.

In the course of the movie (too ridiculously convoluted to summarise here, but it involves a search for the wreck of a Civil War ironclad carrying Confederate gold), our treasure-hunting marine archaeologist commandeers boats, jeeps, camels, a plane and, fittingly, a machine conceived by

Gabriel Voisin – architect, engineer, inventor, ladykiller par excellence, and the most charismatic car manufacturer the world has known.

That red 1936 Avions Voisin ('Avwonn Vossahn', in McConaughey speak) is, sadly, probably the only Voisin most people have ever seen – and it's not even real. Following the Great War, during which the company had built aircraft, Avions Voisin produced some 27,000 extraordinary and innovative cars under Gabriel's leadership, but far, far fewer survive, and Avions Voisin is rarely mentioned in the same breath as the other great carmakers. You need only glance at the 1927 C14 Lumineuse above, chassis 28068, to understand how unjust that is.

Powered by the silky-smooth and near-silent six-cylinder sleeve-valve engine that Voisin favoured and perfected, and with servo-assisted brakes on all four wheels, the C14 was as notable when new for its mechanicals as for its Art Deco styling and angled windows designed to flood the cabin with light (hence 'Lumineuse'). This is the car that Gabriel Voisin was surely shooting for back in 1899 when he built his first automobile, one that accompanied him through the many amorous adventures of his youth, and which only conked out after colliding with a pig at speed.

Chassis 28068, which was reunited with its original engine back in 2000, has been beautifully restored, right down to the eye-popping Paul Poiret-inspired interior trim, and stands today as a monument to a man of unique talent and vision whose work deserves wider acclaim. Worth its low estimate of \$700,000 all day long. www.rmsothebys.com

#### ONE TO WATCH

#### 1987 Mercedes-Benz 300GD MkII

Brightwells, Leominster, UK 2 March

**OFF-ROADERS ARE** all the rage just now, what with the tearful farewell to the Land Rover Defender at the beginning of the year pushing up the prices of all old Land Rovers – and they were already on the steep side. Values of original 'classic' Range Rovers have winched themselves up the side of the dam in the past two or three years, while Toyota's brawny Land Cruisers always seem to have a strong worth,



as long as they can pass an MoT and maintain some forward motion.

But Mercedes' G-wagen has fared less well, in spite of off-road ability and road manners to shame a Landy. Perhaps because it wasn't utilitarian enough to out-farmyard the Defender, and not posh enough to join the Range Rover on the red carpet (although Brabus and AMG versions have been doing their best in recent years). Whatever the reason, older G-wagen prices remain surprisingly reasonable, as evidenced by this short-wheelbase 300GD.

Previously owned by a gentleman farmer who wouldn't buy anything other than Mercedes-Benz, it has just 42,600 miles on the clock and an interior tidy enough for a museum appearance. It had been off the road since 2009, and as part of its recommissioning gained four new tyres and an overhauled fuel pump for its 3.0-litre diesel engine. It's supplied with a set of spares including new dampers and exhaust, too.

There's a bit of rust on the bonnet and a small dent in the roof – and a set of original alloys would definitely help its looks – but it's otherwise in fine condition. Yet Brightwells has given it a low estimate of just  $\pounds 5250$ . Snap it up now before the market realises its mistake.



#### ALSO LOOK OUT FOR...

Even now looking like a piece of sinister equipment from a Cold War nuclear bunker, the Silvertone Model 6110 Rocket radio must have caused considerable puzzlement when it was launched by Sears, Roebuck & Company in 1938. The slats on the front of the cabinet house the speaker, while the marked dome on the right-hand end is the tuning dial. The cabinet is made of Bakelite, and its notoriously fragile nature explains the Silvertone Rocket's rarity these days. This example will feature in Sotheby's Design sale on 2 March, estimated at \$2000 to \$3000.

#### In brief

#### LET IT BE DRIVEN

#### Classics Central, Thurleigh, UK 28 February

If you owned a car as wonderful to motor around in as the BMW E9 3.0 CSL, why on earth would you put it into dry storage for several years? Sure, this Verona Red example has undergone an extensive restoration but, as BMW's advertising slogan once reminded us, this is the 'Ultimate Driving Machine', with the emphasis on driving. It looks lovely, though, with a stunningly fresh interior that includes a pair of deep bucket Scheel front seats. Somebody must have had fun in it once, because it does have 72,700 miles on the clock, and it's been fitted with uprated Bilstein dampers. If you'd like to add to the mileage, the estimate is £60,000-65,000.

www.classicscentral.co.uk



#### ON THE REAT

#### Historics at Brooklands, Weybridge, UK 12 March

The Sweeney famously roared around in Jags and Granadas, but up north the Lancaster. Police once had a little more pizzaz – this MG TA was registered to the force in 1938. After it had finished pounding the mean streets of the northern city, its charms were discovered by a Canadian student who was so besotted that he shipped the teeny TA back home with him. It was later sold to an American who treated the car to a light restoration in 1970 and then kept it until 2013. It subsequently made the return Atlantic crossing and appears to be in excellent condition. Historics has put an estimate of £24,000-28,000 on the cute little panda car.

www.historics.co.uk



#### **HEALEY AHOY!**

#### Bonhams, Goodwood, UK 20 March

An open-top Healey Sprite with a difference: it's a speedboat. In 1952 Donald Healey got into the boatbuilding business, and by the time Healey Marine cast off for the final time very early in 1960, it had made about 1400 water craft. This particular example, on offer through Bonhams and with an estimate of £7000-10 000 is a late model and answers to the name of Mimi. She was restored to shipshape state by Jago Developments between 2008 and 2010, and even her 80hp Mercury 800 outboard motor is finished in period livery. Included is a De Graaf trailer. a pair of paddles, and a ski mirror to complement a pair of period waterskis.

www.bonhams.com



#### Raising the dead

Auctions America, Fort Lauderdale, USA 1-3 April

WHEN PRESTON TUCKER'S dream of building a car of his own design died, it was not the fault of his product. The streamlined Tucker 48 was an exciting machine. even after initial attempts at production had forced certain concessions to practicality to be made. Full of unusual safety features including its directional 'Cyclops' headlamp, and powered by a rear-mounted helicopter engine making 372lb ft of torque, it was quite something.

Not a compelling enough proposition, however, to survive a perfect storm of PR disasters and government investigations into Tucker's business practices: by 1950

Tucker Corp had been declared bankrupt and forced to sell off its assets. Among those were chassis 1052 and the other parts that would eventually be assembled into the car pictured below, the '52nd of 51' Tuckers built. The thousands of components had been passed around various owners over the years, but none had been brave enough to do the necessary until John Schuler came along. With the help of Tucker expert Martyn Donaldson and restorer Brian Joseph, a 48 made of mostly original parts was completed in 2014 for the first time in decades.

The finished article is as spectacular as the process of putting it together was daunting, and in man-hours alone the car must be worth its estimate of \$950,000-1,250,000. Consider that there are insufficient Tucker parts left in the wild to assemble another like it, and it starts to look downright irresistible.

www.auctionsamerica.com





24 February H&H Castle Donington, UK

26 February

Auctionata Online 26 February

Silverstone Auctions Stoneleigh, UK

27 February

Morris Leslie Errol, UK

27 February Matthewsons

Thornton-le-Dale, UK

28 February

Silverstone Auctions Stoneleigh UK

28 February

Classics Central Thurleigh, UK

2 March

Brightwells Leominster, UK

3 March

DVCA Dorchester, UK

3-5 March

Richard Edmonds Chippenham, UK

A March

Silverstone Auctions Birmingham, UK

8 March

Coys London, UK

10 March

Bonhams Amelia Island, USA 11 March

Gooding & Co Amelia Island, USA

11-12 March

Mecum Kansas City, USA

11-12 March

Hollywood Wheels

Amelia Island USA

12 March RM Sotheby's Amelia Island, USA

12 March

Motostalgia Amelia Island, USA 12 March

**Anglia Car Auctions** King's Lynn, UK 12 March

Historics at Brooklands Weybridge, UK

14 March

Shannons Sydney, Australia 18-20 March

Dan Kruse Classics

San Antonio, USA

19 March

Bonhams Stuttgart, Germany

19 March

**Classic Car Auctions** Leamington Spa, UK

20 March

Bonhams Goodwood, UK

#### GO ONLINE!

www.classicandperformancecar.com FOR MORE ON THESE SALES, VISIT THE CLASSIC & PERFORMANCE CAR WEBSITE

#### ∥ INSIDER ⊩

'While Artcurial

posted a stellar

performance in Paris

and RM Sotheby's an

impressive one. this

vear's Rétromobile

is probably one

that Bonhams

would like to forget'



#### **UK AND EUROPE COMMENT**

# **Simon de Burton:** success at Rétromobile – if not for all

N ISSUE 153, we used this page to ponder what the world of classic auctions might have in store for 2016 – and a month later it's looking likely that French house Artcurial is set to give its longer-standing competitors a serious run for their money if it maintains the form shown during Rétromobile, where it racked-up €56m and, of course, set a new euro/sterling price record by selling the remarkable Ferrari 335 for €32.1 million (see *News*).

The two-part sale also saw six other records smashed for cars as diverse as a BMW 2002 cabriolet (€62,000), a Bugatti EB110SS at €941,700 and a Facel at €500,600. Even accounting for the fact that Artcurial enjoys the benefit of being the 'official' Rétromobile auction house as well as the luxury of operating on home turf, its achievements in Paris were undeniably impressive – not least since its total was 21% up on last year's, which made headlines with the high-profile Baillon barnfinds.

An estimated 3000 people packed the saleroom (many undoubtedly there just to see how the 335 fared) and watched 124 cars cross the block, around 80% of which sold. There was, inevitably, something of a gulf between the top lot and the next on the list – but the  $\[ \in \]$ 1.4 million achieved for the runner-up 1963 Aston Martin DB4 convertible was deserved for a rare and beautifully restored car in a great colour combination.

Even rarer was a unique 1986 Ferrari Testarossa Spider (€1.2m) built for the late Gianni Agnelli to mark his

taking over at Fiat. Carrying body number one, it featured the electronic Valeo clutch system fitted to some of *L'Avvocato*'s cars to compensate for his weak left leg, the result of an accident in his youth.

Another top seller, meanwhile, was not a car but a yacht. *Moonbeam of Fife*, highlighted by Dave Selby last issue, fetched €1.1 million – a bargain in anyone's book for a truly historic, elegant boat in superb condition.

Rétromobile was not, however, monopolised by Artcurial (even if its 335 sale did make news around the world). The day before, RM Sotheby's set out its stall in Place Vauban, kicking off by offering a 1997 Ferrari Formula 1 engine at no reserve – and selling it for a below-estimate €40,950. The rest of the sale was given over to complete cars, with 49 of 62 selling for a combined total of almost €19 million.

A rare and elegant Ferrari 400 Superamerica stole the show at  $\in$ 2.9 million, offered in superb condition and with the benefit of having been used on the Ferrari stand at both the Earls Court and Chicago motor shows of 1962.

Not far behind came a 1955 Porsche 550 Spyder (again an ex-show car, having been exhibited in Frankfurt when new). One of only 75 customer cars built, it was offered with a comprehensive racing history backed-up by numerous period photographs and was eventually hammered-down for a top-estimate €2.7 million.

Also just breaching the €2 million mark was a 1957 BMW 507 roadster, a dream car for lovers of originality. Sporting its factory 'feather white' paint and coral red interior, it was retained by the first Swiss owner for a decade before he sold it on with 50,000km on the clock. It ended up in the hands of an engineer who kept it for 43 years – noting all trips and maintenance.

Two modern Ferraris occupied fourth and fifth spots on the top-lot list, respectively a 2004 Enzo that hit a low-estimate €1.5 million (the fact that it had once been crashed may have dampened bidders' enthusiasm) and a 1997 F50 that just crept past the post at €1.2 million.

But while Artcurial posted a stellar performance in Paris and RM Sotheby's an impressive one, this year's Rétromobile is probably one that Bonhams would like to forget. Despite a hefty catalogue filled with 54 motorcycles and 110 cars, it proved to be a flat sale in which only around 60% of the automobile offerings got away.

Among more than 50 cars unsold were two Ferrari Testarossas and a 512TR, indicating that the market for these might be cooling down as fast as it heated up, and five

Porsche 911s of various vintages that, again, suggested supply might be overtaking demand.

Even the top lot – a 1966 Ferrari 275 GTB Berlinetta – performed relatively poorly, selling for  $\varepsilon 2.07$  million (almost  $\varepsilon 500,000$  short of its low estimate). The next best price trailed far behind, at  $\varepsilon 609,500$  for an Aston Martin DB4, with a trio of recent Ferraris (550 Barchetta, 599 GTO and 575 Superamerica) coming in afterwards at between  $\varepsilon 451,000$  and  $\varepsilon 333,500$ .

Among the big non-sellers were a 1962 Alfa Romeo Giulietta SZ2 *Coda Tronca* aerodynamic coupé, a Ferrari F40, a Porsche Carrera GT, a Lancia Aurelia B24 Spider, a Mercedes-Benz CLK GTR and an Alfa Romeo 6C Berlinetta. Had these scraped to their low estimates, they would have added €6 million to the sale total of just €13.2 million. Ordinarily, such a sum might look too large to prefix with the word 'just' but, compared with the amounts achieved by Artcurial and RM Sotheby's, it seems appropriate. Let's hope Paris was a glitch for Bonhams – and that spring sees a return to form.

**SIMON DE BURTON** has his finger on the pulse of the auctions and sales rooms, and was *Octane*'s founding market editor for five years.

# **European sale** highlights

ARTCURIAL, PARIS, FRANCE 6 FEBRUARY



The Citroën 2CV was elevated to new heights when Artcurial offered this super-rare 'Sahara' model from the collection of André Trigano, whose grandfather bought the car new in 1961. With four-wheel drive and front and rear engines, the Sahara was a true 'go anywhere' vehicle. This was probably the most original in existence, with 11,000km on the clock. Estimated at €90,000, it sold for almost twice that €172,800.

BONHAMS, PARIS, FRANCE 4 FEBRUARY



The Sunbeam S8 was always intended to be a comfortable and relaxed low-speed cruiser. But talented engineer Gordon Griffiths decided to give his 1952 example a bit more oomph by substituting the standard twin-cylinder engine with a Porsche A-Series flat-four. Not only did it have the desired effect, it was so beautifully executed that it looked dead 'right'. The bike sold at Rétromobile for £9775.

BONHAMS, PARIS, FRANCE 4 FEBRUARY



Still on the subject of specials, anyone who hasn't seen the work of Devon-based Bentley builder Bob Petersen should really take a look. This sale saw the rare appearance of one of his creations at auction, in the form of an elegant 'Dartmoor' coupé that comprised a 1951 Bentley R-Type chassis, a Rolls-Royce straight-eight engine and bespoke bodywork in the Art Deco style. A unique car for €483,000.



#### 1979 V8 VOLANTE 7.0 LITRE RS WILLIAMS • £199,000

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1961 DB4 SERIES III RESTORATION PROJECT, SPECIFICATION? UP TO YOU! • £325,000



RALLIES OR FAST ROAD CAR? • £280,000



1967 DB6 RALLY CONVERSION, SERIOUS 1956 JAGUAR XK140 ROADSTER (OTS), RARE ORIGINAL RHD WITH COMPETITION HISTORY • £195,000



FULLY RACE CONVERTED AND PREPARED • £59,000 A VERY PRETTY AND RARE CAR • £49,000



1964 MORRIS MINI COOPER S, VERY COMPETITIVE 1935 LAGONDA RAPIER, NICE EXAMPLE OF 1970 ALFA ROMEO1750 GTV, CONVERTED FOR



RALLY USE BY ALFA SPECIALIST • £29,000





#### **∥ INSIDER** ⊩

'There was no blood

in the streets, no

panic, but there was

a sluggishness to

some sales, the

auctioneers working

particularly hard

to procure bids in

many instances'



#### **US COMMENT**

#### **Dave Kinney:** as an indicator, Scottsdale proved inconclusive

IXED' IS BETTER if you're talking about drinks rather than auctions, but it's the word that best describes the results out of Scottsdale 2016. The total, as reported by Hagerty Insurance, was \$250.6 million against

last year's \$294 million. There will be a few after-sales reported, and some might be significant, but in no case will we find ourselves approaching the 2015 results. There was no blood in the streets, no panic, but there was a sluggishness to some sales, the auctioneers working particularly hard to procure bids in many instances.

In 2014, the total was \$254 million. When all of the figures are in, expect the number to chart almost equally, so in fairness it's a return to 2014 overall. Two further things to bear in mind: this year, Scottsdale was pushed back on the calendar to within a week of Rétromobile

and, importantly, after Mecum's Kissimmee sale, which was not only record-breaking but also likely pulled some business away from Scottsdale; the second notable factor was that there were fewer top-tier cars at auction this year compared with 2015. Going in, we knew the numbers couldn't come close.

Working backward alphabetically, let's start with Silver Auctions. It sold \$3.8 million-worth of vehicles, a 55% sell-through rate with 281 of 515 lots offered, at an average \$13,650 sale price. Silver is clearly the place to go

to find a reliable source of affordable collector's cars. Its top seller was a 1958 Mercedes-Benz 190SL Roadster, at \$140,400. In 2015 it sold \$3.5 million-worth of vehicles, making it one of the few auction houses to take home a fatter purse than last year.

Russo and Steele also had an up year compared with 2015. A reported \$19.5 million reflected 408 lots sold of 724 offered, a 56% sale rate. In 2015, Russo reported \$17.2 million. This year's top seller was a 2003 Saleen S7 for \$387,750. Next was a 1973 Ferrari Dino 246 GTS at \$374,000, fourth was a 1963 Ferrari 250 GTE 2+2 at \$324,500, and a 1965 330GT Series 1 2+2 took \$225,500, including fees. Long-time observers will note that these are not bell-ringers, nor was its no 6 car, a 1990 Lamborghini Silver Anniversary Countach at \$275,000. A return to sanity, or just a few that slipped under the radar? Let's wait and see how the next examples sell.

RM Sotheby's sold 126 of 149 lots for an 85% sell-through rate, its average of \$497,994 becoming the highest at Scottsdale. RM Sotheby's top car was also the week's highest seller: a 1937 Mercedes-Benz Special K

Roadster at \$9.9 million, just under its low-end estimate. Other interesting RM Sotheby's cars included a 1965 Shelby Cobra 427 Competition Roadster at \$2.255 million, 1972 Lamborghini Miura P400 SV at \$2 million and 1962 Allemano-bodied Maserati 5000GT at \$1.54 million including fees. A 2015 production Porsche 918 Weissach Spider was \$1.595 million. This year RM Sotheby's posted \$62.8 million: last year it was \$63.4 million.

Gooding & Company had a strong 86% sell-through rate, at \$43 million. Solidly in its top ten were a 1990 F40 at \$1,534,500, 1995 F50 at \$2.4 million and 2003 Enzo for \$2.86 million. Top seller was a Ferrari, too, a \$6.49-million 1950 166MM/195S Berlinetta Le Mans. Alfa Romeo also had its day, taking Gooding's ninth and tenth top spots: a 1948 6C SS Cabriolet sold at \$1.012 million while a 1955 1900C SS Speciale got \$990,000. Last year, Gooding's total was \$51.5 million, with 114 sold of 126

offered versus 97 sold of 113 in 2016.

Bonhams hit \$18.2 million, with 95 lots sold of 112 offered, an 85% sell-through rate. Again, this is off last year's \$24.3 million. Top seller was a \$2.09-million 2015 McLaren P1. A large selection of Porsche 911s was offered for no reserve, along with some of more collector interest. While many sold below 2015 levels, one made it into Scottsdale's 2016 top ten: at no 8, a 1973 Carrera 2.7 RS sold for \$525.000.

Bonhams' no 2 was a 1962 Mercedes-Benz 300SL Roadster; a

late alloy-engined production car, it brought \$1.485 million. At no 6 was a 1964 Aston DB5, at \$781,000, while a 1973 BMW CSL Batmobile fetched \$341,000.

Scottsdale pioneer Barrett-Jackson sold \$103.3 million, shifting 1469 lots for a 99% sell-through rate. While dramatically down from last year's \$131 million, this year had one less auction day and the famed Pratte Collection substantially boosted 2015's numbers. Barrett-Jackson's 2016 top seller was, like RM Sotheby's, a 918 Weissach Spider, at \$1.76 million. Other notables included a 1939 Talbot-Lago T15 Cabriolet that brought \$550,000 and a 1965 Shelby Cobra 289 Roadster at \$797,500. The most memorable sale, however, was Burt Reynolds' 1977 Pontiac Trans Am; \$550,000 was by far and away a new world record for any similar car.

There's more to digest in the coming days, and it's too early to predict 2016 trends. One thing's for sure: cautiousness at the top end of the market has little to do with the exuberance displayed in the lower and middle ends. And for some of the most important cars, it looks as if a return to 2014 levels is the new normal.

**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.

#### Kinney's top three US cars

GOODING & CO, SCOTTSDALE
29 JANUARY



This magnificently restored 1956
Mercedes-Benz 300C was converted into an estate – or station wagon, in US parlance – when new by coachbuilder Binz. With excellent paint and chrome, and very good leather and wood, it had a recent 90,000-mile refresh at California's Mercedes-Benz Classic Center. It sold for \$489,500, proving that 'a Benz becomes a Binz and brings big bucks'.

#### RM SOTHEBY'S, SCOTTSDALE 28 JANUARY



Selling for \$385,000 was this 1962 Rolls-Royce Silver Cloud II Drophead Coupé Adaption. The left-hand-drive, USA-spec car, presented in gold with light beige trim, was Mulliner's final Drophead Coupé adaption on an SCII chassis. It had numerous bespoke Radford fitments such as a seatback cocktail bar and removable 'toadstool' cushions to fit on the rear bumpers for alfresco picnics. One of the more beautiful coachbuilt postwar cars, such a machine is always a delight to view in person.

#### BARRETT-JACKSON, SCOTTSDALE, 23 JANUARY



A recent well-done restoration by Healey Lane Restoration of Oregon, this 1966 Austin-Healey 3000 Mark III BJ8 Convertible sported Ice Green Metallic over Biscuit leather. It looked to be ready to start its second life as a handsome and usable sports car. Let's call this the nice price for a BJ8, at \$97,900. Timeless colours, always collectable: a great combination.

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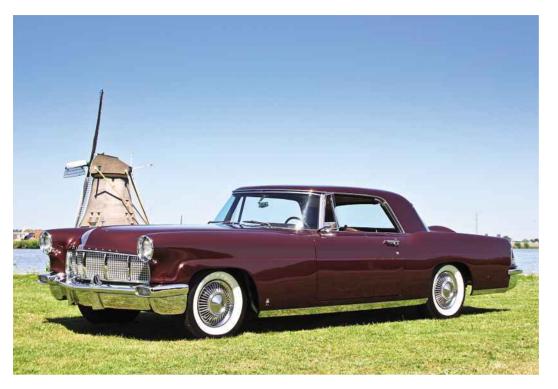
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WHAT DOES THE MOB boss who has everything buy himself? Well, in the case of Californian gangster Joe Cerrito, he rings up a salesman from the newly created Continental division of Ford and orders a Deep Bronze Metallic Continental MkII, to be picked up from the factory in person.

One hesitates to wonder by what means the aforementioned Mr Cerrito (who also owned Lincoln and Mercury dealerships) acquired the money to pay for his luxury coupe, because in 1956 when equipped with optional air conditioning the elegant Continental cost \$10,430, as much as a contemporary Rolls-Royce. Still, Mr Cerrito's gain was Ford's loss – the company reputedly threw away \$1000 on every Continental MkII produced, happy to do so on the proviso that the European-influenced land yacht boosted the prestige of the Blue Oval in general. Much of the loss stemmed from a focus

on build quality, the MkII taking twice as long to make as a Lincoln, Ford's other upmarket brand.

Talking of long, from chrome grille to spare wheel enclosing boot lid the MkII measured 18ft 2.4in. And it also held the honour of being America's heaviest car at the time – 5190lb (2354kg) for the air-con model. But it was truly luxurious and a delight to waft down the turnpike in.

Despite its rarity – just 3014 MkIIs were produced before Ford dissolved the Continental division at the end of 1957 – values have traditionally been modest. The one-time travel companion of Mr Cerrito has been subject to a 2000-hour nut-and-bolt restoration and is described as possibly the best Continental MkII in the world, yet it still sits just shy of £70,000.

A piffling sum, one might argue, for a 'motor car which, more than anything else, exemplifies the very finest expression of American automotive craftsmanship'.





1954 Citroën Traction Avant grass track racer £25,000

Not a hot rod, but a Traction Avant modified for French grass track racing, mais bien sur...

Lowered, chopped and lightened, it even has seats and fuel tank from an Alouette helicopter. Go on, vive la difference.

www.lap63.co.uk (UK)



1962 AC Ace Bristol \$345,000
Everyone loves a Cobra, unless you're wanting to compete in events such as the Le Mans Classic or California Mille Miglia. This AC Ace Bristol, however, is eligible, has hints of the Cobra to its styling, and is already race prepared; it's road legal, too.
www.fantasyjunction.com (USA)



1961 Lancia Flaminia Sport Zagato Series II POA

This elegant coupé with its distinctive Zagato double-bubble roof almost fell foul of the scrapyard following an accident that bent the bodywork and broke the rear screen: it has since been restored to outstanding condition. www.houtkamp.nl (Netherlands)



1973 Mascrati Bora €220,000
Default thinking on '70s Italian supercars
always involves Ferraris and Lamborghinis,
and yet this mid-engined Mascrati makes
a stylish alternative. The particular example,
in Verde Indy, was originally a California car,
before shipping to Germany in 2003.
www.mirbach.de (Germany)

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JAGUAR E TYPE ROADSTER SERIES III - 1973

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#### DAVE SELBY'S HOT LITTLE NUMBER



#### BMW 635CSi

It's done the 'status symbol to shed' cycle. Now this swinging coupé is on its way back up

IN THE DAYS WHEN money talked as loudly as a yuppie on a brick phone in a champagne bar, the BMW 635CSi shouted to the rest of the world that you'd arrived. It was a 'loadsamoney' totem of its time – yet, as times changed, 'pre-owned' 635s came to bear the stigma of a sad loser car as they spiralled down the food chain into the hands of those with hopeless aspirations desperate to impress with a bit of cheap flash. In the land of rusty-wheelarch luxury car limbo, the 635CSi had all the cachet of Del Boy's Reliant Regal three-wheeler.

Foreigners – Europeans and Americans, for example – who are baffled by British class fixations will understand none of this insightful counter-factual commentary. But the point is that a car coveted as a 'Youngtimer' classic in Germany – and in other lands where people care less about what others think, ie the rest of the world – is still a social outcast in England. That's excellent news, for this prodigious machine remains absurdly cheap in the UK... for the time being.

It begins with the 1976 debut of the 6 Series CS coupé generation, penned by that French genius of the light touch, Paul Bracq. This time, quite uncharacteristically, he pressed hard with his pen to create something of predatory belligerence; an intimidating, almost malevolent, machine.

We'll gloss over the 630 and 633, because the defining two-fingered 6 Series statement is the 635CSi, introduced in 1978. *Motor* applauded it as: 'A superbly engineered machine that's particularly satisfying to drive hard.' It added: 'Spoilers, a bigger engine, a five-speed gearbox

and stiffened suspension give the 635CSi more driver appeal than any big BMW since the old CSL.'

We're talking 218bhp, 0-60mph in less than eight seconds and near-140mph. The 5.3-litre V12 Jaguar XJS was faster, but the 3.5 injected straight-six Beemer outpaced the 4.5 Mercedes-Benz 450SLC and was barely shy of Porsche's 4.5 928.

Yes, these are all two-plus-two coupés, which, as all *Octane* readers know, were the motor industry's instrument for neutering the selfish, free-living, swinging bachelor. In fact, the BMW's accommodation was better than most, but with its menace and pace there was a good chance 'wifey' wouldn't want to sit in the front, or let the kids in the back, which made the 635CSi the perfect weapon for your average 1980s married misogynist. Today, for those of a 'classic' mind-set, it stills stacks up.

And if the 635CSi is not off-message enough, the M635CSi of 1984 does it even better. This one swallowed Viagra in the form of the 286bhp engine from the M1, to give a 0-60mph sprint in 6.5 seconds and a 158mph top end.

With the 6 Series, BMW committed totally to pitching its two-plus-two coupé as the top-priced flagship model; it was considerably costlier than 7 Series luxury saloons. At Mercedes-Benz, Jaguar and others, saloons were the premium-priced flagships. In an age when money talked, the very costly 6 Series shouted loudest. With over 86,000 sold in all guises to 1989, production was more than four times that of the earlier 3.0CS. Basically, the world got the message. Just don't fit a baby seat.

#### **PRICE POINTS**

At launch In 1976, the new 633CSi's £14,599 price made a statement. It was only £240 shy of the Aston Martin V8 saloon's, yet well over £3000 more than the £11,243 Jaguar XJS and £1100 more than the Mercedes-Benz 450SLC. At £10.895, the Ferrari 308GT4 2+2 seemed a real bargain. When the 635CSi arrived in 1978, it was slightly more keenly priced in comparative terms at £16,499, against £15,250 for a 308GT4 and £15.149 for an XJS, but this time it was far cheaper than the £18,250 Mercedes 450SLC. New arrival, the Porsche 928, was even more costly at £20.498, and by now an Aston V8 saloon started at £22,999. At the other end of the scale, the Mercedes 280CE coupé came in at only £11,950. BMW hadn't brought its prices down; the others had adjusted theirs upwards after the German brand demonstrated that price was no barrier in this niche.

**Today** The vast majority of 635CSis are priced well below £10,000. Indeed, in the UK auction arena only a handful have exceeded that. In 2014, a 1987 car restored at a cost of £30,000-plus made £10,780, and in 2015 a 1982 53,000-miler made £13,440. That's consistent with trade and classified prices, where a broadly typical example is a £5400 asking price for a car in need of TLC, which 'runs and drives superb, but does have the usual rust issues to the rear arches and rear of the sills, which will require attention'. As for the M635CSi, that's a different matter, with wide pricing variability from the low teens to £40,000-plus. In October 2015, an outstandingly original 75,000km M635CSi made £50,844.



#### ISO Bizzarrini A3C Corsa

This is an early Bizzarrini from 1965, completed in Livorno, Italy. The car benefits from a lightweight aluminium body, disc brakes all round, independent front suspension and a De-Dion rear axle. This example has been restored to the same specification as the first ISO A3C Corsa, which raced in early 1964 and is now considered ready to race. The car currently has valid FIA/HTP papers and is therefore eligible for numerous events during the racing calendar, including the Goodwood TT (where it started on the front row in 2014), the Spa Six Hours and the Masters historic racing series where it would be without doubt a front runner.

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#### Additional Motorcars Available for Acquisition



#### Ferrari 288 GTO

This 288 GTO is presented in a highly desirable specification having A/C, Electric Windows and Rosso inserts. The car was originally Italian supplied but spent 12 years in the USA until brought back to Europe by DK in 2014, this importantly means the car could be easily reregistered in the U.S and the car retains its "California Barcode". Having received a major DK Engineering 30 year "engineout" service the car is understandably presented in superb condition. £POA



#### **RHD Flat Floor Jaquar E-Type 1961**

The Ultimate Collector's E-Type. A matching numbers, totally restored, RHD, flat floor and outside bonnet lock roadster - remarkably the car, which has spent all of its life in a warm and dry climate has covered only 8,000 miles since new and retains its original hardtop. This example is presented in its original colour, Cream with a Red leather interior. A completely unique and exceptional part of motoring history. £POA

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#### RHD Jaguar XK120 (Aluminium)

This rare RHD Aluminium bodied XK120 Roadster was the 25th of only 58 examples produced. The car is renowned for its racing success in the 1950s in South East Asia, winning the 1952 Johore Grand Prix. This was famed as the fastest sprint car in the Far East at the time and achieved numerous other successes before being completely restored by DK Engineering in the 1990s. Finished in the traditional colour of British Racing Green, the car is accompanied with its original buff log book. £POA

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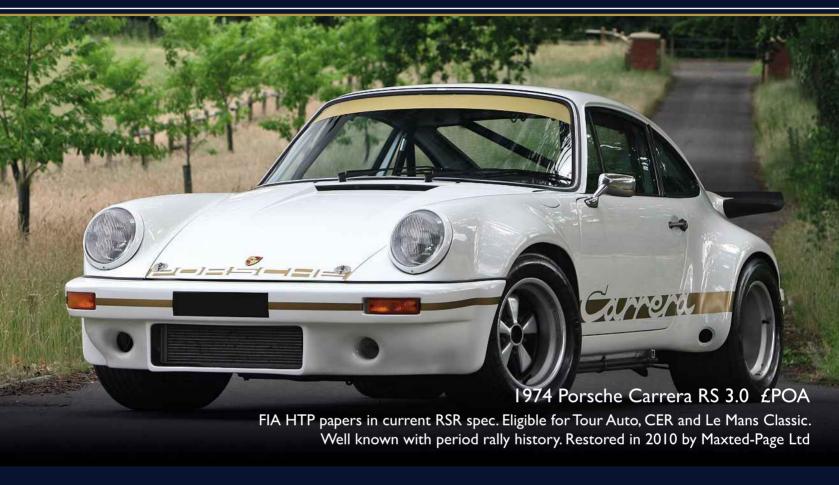


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Race Preparation







1965 Lola T70 Mk1 £375,000

Excellent period history, extensive restoration by current owner.

Potential winning car for the Whitsun trophy, Goodwood Revival.



Ferrari 550 Maranello £157,000 1997. Finished in the sought-after colour combination of Silver Grey with Blue leather interior. Only 24,000 Miles.



Jaguar Mk2 3.8 £90,000 Current FIA HTP period E (47-61) papers, raced '15 Goodwood Revival, eligible for Tour Auto, Jaguar Heritage Challenge inc Le Mans Classic race.

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#### 1971 AC 428 Frua Coupé Auto: Right Hand Drive:

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1960 Ferrari 250 GT Pininfarina Coupe RHD: Concours Restored: Classiche 1 of 5 Produced 1972 Ferrari 365 GTC/4 Coupe RHD Concours Restored: Classiche: 1 of 31 Produced 1978 Ferrari BB512 Carburettor: RHD: Restored: Classiche: Only 24,767 Miles 2001 Ferrari 550 Barchetta Pininfarina: RHD: 1 of 42 Produced: 14,385 Miles

1965 Jaguar 4.2 Litre 'E' Type Fixed Head Coupe: Only 10,513 miles from New 1970 Mercedes Benz 280 SE 3.5 Cabriolet: RHD: UK Supplied: 1 of 68 Produced New Lotus Evora 400: 2+2: Right Hand Drive: Automatic & Air Conditioning: VAT Q

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1967 Aston Martin DB6 Volante (Vantage) 5 Speed Manual: Concours Restored 1969 Aston Martin DB6 Coupé: Automatic Right Hand Drive: Concours Restored 1962 Ferrari 250 GTE (Series 2) Left Hand Drive: Concours Restored: Classiche 1973 Porsche 911 2.7RST: Left Hand Drive: Concours Restored





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An original right hand drive example in excellent condition throughout. This car is one of only 44 manufactured by Jaguar.

It was completely restored in the mid 1990s and has been serviced annually by XK specialists.

Since restoration, the car has been further improved with uprated brakes, sealed cooling system, power steering and suspension modifications for better handling.

This much admired Jaguar is a joy to drive and a wonderful fast touring car.



1965 Jaguar E-Type Series I 4.2 £125,000

This E-Type is in excellent condition throughout, upgrades include five speed transmission, competition laced wire wheels, brakes, cooling and inertial reel seat belts.



2004 Porsche 911 3.6 GT3

£69,000

An absolutely stunning left hand drive MK996 model with manual transmission and available for immediate delivery, with only two owners from new, full service history and a recorded mileage of 15,395.



1966 Jaguar Mk2 Saloon

£25,000

A very well cared for and highly original manual overdrive Mk2 Saloon, serviced and maintained to a high standard throughout its life.



1967 Jaguar E-Type Series I 4.2 £145,000

Fastidiously maintained throughout its life. This original right hand drive matching numbers E-Type runs and drives perfectly and will give any new owner great enjoyment.



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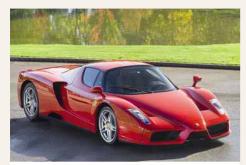
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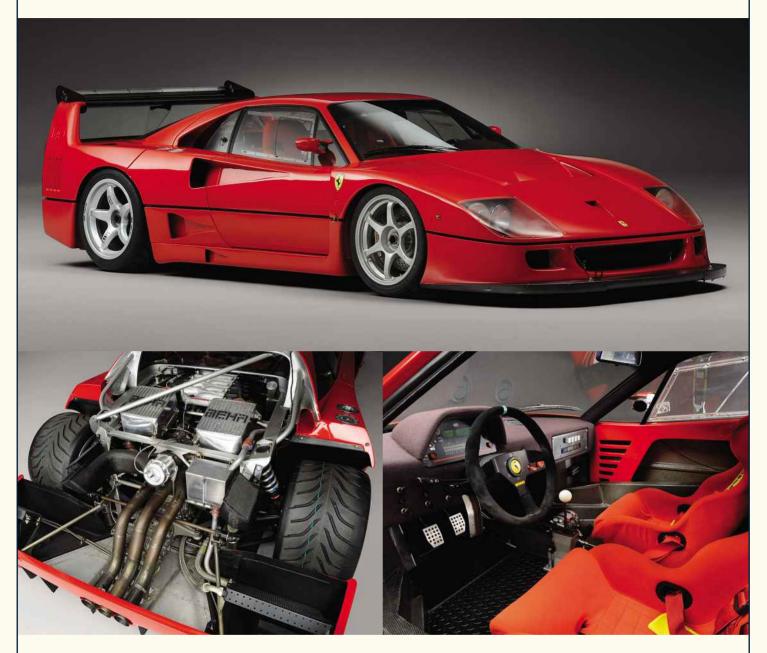












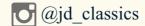
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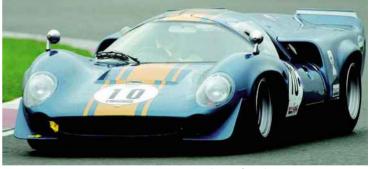
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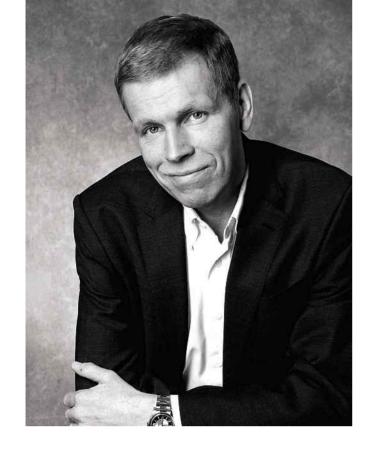
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## Ferrari 575 SuperAmerica HGTC Handling Package - 2005 55

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Argento Nurburgring Metallic with Tessuto Nero and Rosso Interior, Nero Dashboard, Rosso Stitching, Air Conditioning, 19" Alloy Wheels with Red Callipers, Electronic Suspension, ESP, Medium Carbon Racing Seats, Battery Charger with Prewire, Road Legal Roll Bar, Three Coloured Racing Stripe, Xenon Headlamps, Airbags, Stereo System with CD Player and Security System.

17,500 miles £219,995



# Ferrari 430 Scuderia F1 - 2010 10

Nero Daytona with Nero Tessuto Interior, Nero Dashboard, Giallo Stitching, Large Carbon Fibre Racing Seats, Driving Seat Adjustment Device, Carbon Fibre Steering Wheel and LED's, Nart Racing Stripe in Grigio Corsa, Giallo Instrumental Panel, Fully Trimmed Boot, Handy Fire Extinguisher, 4 Point Safety Harnesses Security System with NavTrak ADR.

5,000 miles £214,995



## Ferrari 430 Scuderia F1 - 2008 08

Blu Abu Dhabi Metallic with Beige Leather and Nero Cloth Interior, Nero Leather Dashboard, Grigio Medio Stitching, Climate Controlled Air Conditioning, 19" Alloy Wheels with Yellow Brake Callipers, Large Carbon Fibre Racing Seats, Carbon Fibre Steering Wheel and LED's, TPMS, ESP, Nart Racing Stripe in Grey, Satellite Navigation, Airbags, Electronic Suspension, Security System with NavTrak ADR.

11,000 miles £199,995



## Ferrari 328 GTS - 1988 E

Rosso Corsa with Crema Leather Interior, Nero Dashboard, Rosso Carpets, 16" Alloy Wheels, Air Conditioning, Hard Top, Single Ownership since June 1988.

2.000 miles £179.995



## Ferrari F355 Spider - Manual - 1997 P

Rosso Corsa with Nero Leather Interior, Nero Dashboard and Carpets, Air Conditioning, 18 Alloy Wheels, Electronic Suspension, Power Hood, CD player.

11,400 miles £134,995

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- Meet with our team & tour our workshops and showroom
- Meet other Aston owners, enthusiasts and their cars
- Complimentary light lunch
- Scenic rally Olney to Claydon Estate (near Buckingham)

If you would like to join us. please email to register your interest All pre-war Aston Martins especially welcome!



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# Dusting off your Aston for the new season? We're here to help:



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HWM of Walton on Thames were founded in 1938 as a sports racing car constructor competing globally in the highest echelons of motorsport. Throughout our history we have procured and sold some of the finest marques of motorcar, and we are currently the longest esatablished Aston Martin main agent in the world.

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2015 Aston Martin DB9 Volante

£129,900



2015 Aston Martin V8 Vantage Roadster

£89,995



1954 Jaguar XK120 SE OTS

**£POA** 



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# AMARI® Classiche



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2004	1=1	E

2004 / 54 - Ferrari Enzo - 2,361 Miles, Rosso Corsa, Nero Leather, Outstanding Investment, Excellent ConditionLHD £POA
1987 / E - Ferrari F40 - 8,699 Miles, Rosso Corsa, Rosso Sports Seats, Outstanding Investment OpportunityLHD £POA
2009 / 09 - Ferrari F430 Scuderia - 5,013 Miles, Nero Daytona, Cuoio Alcantara, Ferrari Service HistoryLHD £POA
2015 / 15 - Ferrari 458 Speciale - 9 Miles, Bianco Avus, Nero with Giallo Stitching, Huge SpecificationLHD £289,995
2009 / 09 - Ferrari Scuderia Spider 16M - 10,267 Miles, Bianco Avus, Black Anthracite Alcantara, 'One of 499'LHD £269,995
2015 / 15 - Ferrari 488 GTB (Left Hand Drive) - 2,782 Miles, Giallo, Black Leather, Giallo Stitching, Huge SpecificationLHD £214,995
1999 / T - Ferrari F355 Spider - 2,734 Miles, Rosso Corsa, Tan Hide, Full Ferrari Service History, Rear Challenge GrilleRHD £189,995
2014 / 64 - Ferrari California T - 1,220 Miles, Tour De France, Beige Hide, 7 Years Servicing, 5 Years WarrantyRHD £163,995
1991 / H - Ferrari Testarossa - 40,856 Miles, Nero, Crema Hide, Fantastic History Record, Stunning ExampleRHD £159,995
2011 / 61 - Ferrari 458 Italia - 8,900 Miles, Nero Daytona, Black Leather Stitched in White, Extended ServicingRHD £144,995
2007 / 07 - Ferrari 599 GTB Fiorano F1 - 29,535 Miles, Grigio Silverstone, Crema Daytona, Full Ferrari Service HistoryRHD £119,995
2010 / 10 - Ferrari California 2+ F1 - 9,750 Miles, Bianco Avus, Nero, Carbon Driver Zone, Full Ferrari Service HistoryRHD £109,995
1997 / P - Ferrari F355 Berlinetta F1 - 33,867 Miles, Nero, Nero Leather, Extensive Service History, Great InvestmentRHD £89,995
2001 / Y - Ferrari 360 Modena F1 - 18,507 Miles, Rosso Corsa, Nero, Daytona Style Seats, Front Challenge GrillesRHD £76,995
1978 / T - Ferrari 308GTS - 41,809 Miles, Nero, Nero Hide, Full 'Nuts & Bolts' Restoration including Interior and EngineLHD £74,995
1990 / G - Ferrari 348 - 42,550 Miles, Rosso Corsa, Nero Leather, Cambelts and Tensioners Recently ChangedLHD £43,995

# LAMBORGHINI

1971 / K - Lamborghini Miura - 17,852 Miles, Blu Notte, Nero Leather, SV Specification, Ex Rod Stewart, Investment	RHD £999,000
2010 / 10 - Lamborghini Murcielago LP670-4 SV - 7,145 Miles, Arancio Atlas, Nero Alcantara, Investment	RHD £365,995
2010 / 10 - Lamborghini Murcielago LP670-4 SV - 6,477 Miles, Avus White, Black, Aeropack Wing, Investment	.RHD £349,995
1990 / H - Lamborghini Countach 25th Anniversary - 24,505 Miles, Bentley Green, Green, Undergoing Restoration	.RHD £349,995
1999 / T - Lamborghini Diablo VT Roadster - 12,478 Miles, Giallo, Black Leather, 'One of 20', Ex Rod Stewart	RHD £269,995
1997 / R - Lamborghini Diablo SV - 9,000 Miles, Giallo, Nero Alcantara, Outstanding Condition, Investment	RHD £249,995
2013 / 62 - Lamborghini Gallardo Spyder Performante LP570-4 - 6,670 Miles, Bianco Monocerus, Nero	RHD £149,995
2012 / 62 - Lamborghini Gallardo Spyder LP560-4 - 7,035 Miles, Giallo Midas, Nero Leather, Extensive Specification	RHD £129,995

# MERCEDES-BENZ

2011 / 61 - Mercedes-Benz SLS AMG Roadster - 17,551 Miles, Obsidian Black Metallic, Designo, High Specification	RHD £174,995
2013 / 13 - Mercedes-Benz SLS AMG Roadster - 12,282 Miles, Obsidian Black, Amaretta Leather	RHD £169,995
2011 / 11 - Mercedes-Benz SLS 'Gull Wing' - 16,775 Miles, Mystic White, Red Leather, Huge Specification, Stunning	RHD £155,995
2015 / 15 - Mercedes-Benz AMG GT S'Edition 1' - 42 Miles, Selenite Grey, Nappa Leather, AMG Carbon Trim Pack.	RHD £142.995

# PORSCHE

I GROCIE
2015 / 64 - Porsche 911 [991] Turbo 'GB Edition' - 2,530 Miles, GT Silver Metallic, Black Leather, '1 of 40', InvestmentRHD £149,995
1960 - Porsche 356B - 65,355 Miles, Silver, Red Leather, Extensive History File, £40,000 Engine Rebuild in 2011RHD £125,995
1968 / F - Porsche 911 Short Wheel Base - 108,455 Miles, Red, Black, £10,000 Engine Rebuild, £20,000 Body RestorationRHD £124,995
2013 / 63 - Porsche 911 [991] Turbo S - 10,208 Miles, Bright White Gloss, Black Leather, Sports Seats, PDKRHD £109,995
2011 / 11 - Porsche Boxster Roadster Spyder Special Edition - 14,941 Miles, Carrera White, Black Leather, PDK, ChronoRHD £41,995

OTHERS	
2012 / 62 - Aston Martin Vanquish - 10,052 Miles, Amethyst Red, Black Leather, Touchtronic. 2+2, Beautiful Example	RHD £149,995
2011 / 61 - Bentley Continental GT - 23,190 Miles, Onyx Black, Beige Hide, Mulliner Driving Specification	RHD £75,995
2015 / 15 - BMW i8 - 280 Miles, Sophisto Grey, Amido Black BMW i Special, High Specification, Very Low Mileage	RHD £89,995
2014 / 63 - Maserati Quattroporte - 8,350 Miles, Nero Ribelle, Nero, High Specification, Carbon Trim, Low Mileage	RHD £63,995
2012 / 12 - McLaren MP4-12C - 20,323 Miles, Elite Pearl White, Black Alcantara & Carbon Fibre, McLaren SH	RHD £114,995

Please note, this is just a small collection of cars in stock

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# Jaguar XK 120 Aluminium

This rare RHD Aluminium bodied XK120 Roadster was the 25th of only 58 examples produced. The car is renowned for its racing success in the 1950s in South East Asia, winning the 1952 Johore Grand Prix. This was famed as the fastest sprint car in the Far East at the time and achieved numerous other successes before being completely restored by DK Engineering in the 1990s. Finished in the traditional colour of British Racing Green, the car is accompanied with its original buff log book. £POA



# Additional Motorcars Available for Acquisition



The latest model from Ferrari, the sensational 488 GTB. This LHD 488 GTB, one of the first in the UK, is presented in the superb colour of Grigio Titanio with a Nero interior, Matte Grigio Corsa Wheels and Nero Brake Calipers. The car has delivery mileage and is presented in stunning as-new factory condition with UK Registration. This example's huge specification includes Daytona Leather seats, Ferrari telemetry and a full list of options. £POA



This iconic F40 left Maranello in October 1991 and was a "Diretta" delivery car, which was collected from the factory by its first owner and then exported to Kuwait. Having covered just 4,500 kms from new, this F40 has just undergone a major service at DK, with a replacement fuel tank fitted, cambelts changed, suspension dampers and turbos overhauled. £884,995



This UK Supplied RHD Daytona (1 of 158 examples) is presented in its Original Colour Combination of Argento with Blu leather. Formerly part of one of the finest collections in the world, the car is Matching Numbers, Classiche Certified and presented with its original tools and books. Recently totally restored, this Daytona is a previous Concours winner and is presented in award-winning condition. £POA

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1925 Bentley 3Ltr Vanden Plas Speed model tourer. Original coachwork. All matching numbers and complete history from new. 3 comprehensive history binders!



1937 Alvis Speed 25 Tourer Coachwork by Cross & Ellis. Complete history from new. All matching numbers. Past concours winner



1960 Porsche 356B Super 90 Cabriolet.
With detachable hardtop. Matching no's. Lovely history file including photo's from new of 'Willy'. Silver with black hardtop and red leather trim.



1925 Vauxhall 30/98 OE Wensum. Ex.Meeson/Munday/John Rowley, Brooklands Gold Star winner. Meticulously rebuilt by well known connoisseur. Concours condition



1961 Porsche 356B T6 Karmann Hardtop Coupe Very rare model; less than 600 built. Commonly known as the 'Notchback'. Stunning colour combination of Aetna blue with contrasting dark blue roof and trim. as the 'Notchback'.



1964 Porsche 356SC



1933 Lagonda M45 Tourer Four owners since 1964. Original car in really beautiful condition throughout and outstanding on the road. BRG with matching leather trim.



1925 Rolls Royce 20HP Faux Cabriolet. Unique coachwork by Locke & Co. Fascinating history, highly original, last owner over 60 years. The most charming 20HP we have ever come across.



1961 Porsche 356B T6 Cabriolet Lovely Beautiful time warp 'Delphingrau' paint with blue Substantial file of invoices and photo's of restoration work carried out for last owner. Rare T6 model in Signal Red with black leather trim, chrome wheels, luggage rack etc.

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1968 'Italian Job' Miura Price: POA I Mileage: 11,800

This stunning Miura is now acknowledged to be the actual car used in the iconic opening sequence of the 'The Italian Job' – and has recently been featured extensively in the media. Fantastically original and in show condition throughout.



1957 Mercedes 300SL Roadster Price: £949,995 | Mileage: 53,300

This matching numbers early production 300SL is in genuinely superb condition throughout, with mirror-like paintwork and chrome. Restored to concours standards by specialists, stunning from every angle and great to drive.



1968 Aston Martin DB6 Volante Price: £749,995 | Mileage: 106,300

This stunning DB6 Volante was originally supplied in the UK and has extensive and interesting history. Converted to LHD in 2003 but could be converted back to original configuration for a nominal cost. In excellent condition throughout and ready to enjoy.



1989 Lamborghini Countach 25th Anniversary Price: £269,995 | Mileage: 17,702

By far the most refined and driveable of the Countach series, this 25th Anniversary edition has had only one fastidious owner from new. In un-restored original showroom condition throughout, with an excellent service history. A rare find.



2012 Audi R8 GT Spyder Special Edition Price: £119,995 | Mileage: 4,100

This stunning R8 was initially used as an Audi demonstrator and has had only one private owner since. One of only a handful of cars finished in satin effect Suzuka Grey (a high cost option) this fully loaded Special Edition has genuinely low mileage and full service history.



1968 Fiat Dino Spyder Price: £109,995 | Mileage: 11,411

The Dino Spyder is becoming increasingly collectable. This lovely example was imported to the UK in 1988, has benefited from a recent specialist engine overhaul and has been extremely well maintained. In excellent condition and driving beautifully.



1958 Jaguar XK150 FHC Price: £89,995 | Mileage: 24,422

This extensively restored original UK matching numbers XK is in excellent condition throughout, has a full photographic record of the restoration and drives extremely well. Stunning from every angle.



1967 Chevrolet Corvette Stingray Price: £59,995 | Mileage: 29,000

A stunning Corvette in a great colour scheme and in absolutely immaculate condition throughout. A show-stopping example of an iconic car, which has benefitted from a full frame-off restoration in the States.



1967 Fiat Dino Coupe Price: £44,995 | Mileage: 83,000

This lovely Fiat Dino has benefitted from extensive specialist attention in recent years, and must surely represent the best example currently on sale in the UK. Freshly re-trimmed with new soft leather upholstery.



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Renault 5 Turbo £89,995 With just 36k miles.



Renault 5 Turbo 2 £79,995 With just 61k miles.



Porsche 911T 2.4 MFI £74,995 With just 89k miles.



Porsche 550 Spyder £59,995 A superb recreation.



Ford Escort RS Cosworth £44,995 With just 37k miles.



Porsche 356A Speedster £37,995 An excellent recreation. £34,995 With just 89k miles.



Porsche 911SC (RHD)



Ford Sierra RS Cosworth £32,495 With just 10k miles.



Mercedes E500 Limited £29,995 With just 68k miles.



Mini Cooper Sport £20,495 With just 2k miles.



Jaguar XJS V12 £17,995 With just 26k miles.



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1963 Mercedes 230SL Pagoda

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Red / Red, Matching numbers, fully restored early car Red / Black, tan square weave carpets, RHD, immaculate car Red / Black, 30,000miles in immaculate condition Black / Blue, rare HRG team car with competition history Blue / Blue, Manual, Original RHD with dickie seat, Fully restored, flawless

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1953 Bentley R Type - £29,500 The epitome of a gentleman's sporting saloon which combines luxury, elegance and performance



1937 Talbot 110 - £122,500 The 110 is the last of the Roesch Talbots. With its elegant Vanden Plas body it must be one of the finest 1930s sports touring cars.



with an excellent history. I doubt if you will find one in better condition!



1937 Alvis 4.3 Litre - £,79,950 1936 Alvis 3 ½ Litre - £,58,750 A simply superb Charlesworth saloon A lovely and very original 3 1/2 litre which goes and handles just like an Alvis should. It is rapid and handles really well.



1930 Riley Nine Mk V1 - £,33,500 1930 Hotchkiss AM2 - £,19,500 general motoring.



A lovely well documented vintage sports A rare and very stylish French touring tourer with a comprehensive list of saloon which is very original and has only owners. A very useable car for rallies and ever had two owners. It is also surprisingly auick!



1929 Lagonda 3 Litre - £,107,500 1927 Talbot Six 14/45 - £,38,750 example, a very British sporting vintage car in lovely and very useable condition.



The 3 litre is regarded by many as the The first of the six cylinder Roesch best car Lagonda made. This is a very fine Talbots. It is a high quality vintage touring

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# Rolls Royce 20/25 Gurney Nutting Sedanca 3-position DHC RHD - 1934

Must be one of the most elegant and comfortable coachwork designs on the 20/25 chassis.Comes with documentation from the RR factory proving this RR was always as such. Very well cared for by renowned classic RR specialist and for many years part of important classic car collection. Drives like a dream

Price: 158.500 Euro



### Lancia Aprilia RHD - 1937

In all aspects a for its time very advanced motorcar.
Monocoque construction, very clean aerodynamic
design, fully independent suspension, very
compact and ingenious V4 engine, excellent power to weight ratio, amazingly agile behaviour on the road, etc

In excellent, well cared for mechanic and cosmetic condition. A pre war car for the connoisseur! Mille Miglia eligible.



### Price: 69.500 Euro

# Jaguar XK120 Alloy LHD - 1950

One of the only 240 produced in aluminium. This example is an original LHD version Restored by world renowned specialist Rod Jolley

Magnificent presentation in grey metallic and Sparingly used and still in immaculate condition.

Price: 335.000 Euro



# Aston Martin DB2 Vantage LHD - 1953

Surely the best DB2 available on the classic car market for quite a while!

Original LHD, Vantage and Matching Numbers. Just benefitted from a total, nut and bolt restoration by our specialist classic car workshop respecting original colour and trim specifications.

Price: ASK



# Jaguar XK 140 C-type Roadster LHD

The Jaguar XK everybody wants to own! Frame-off restored 20 years ago. Upgraded with 4 Coopercraft disc brakes + brake servo (original drums come with the car). Also oil cooler fitted. Very classic presentation in British Racing Green with black leather interior and chrome wire wheels.

Price: 155.000 Euro



# Alfa Romeo Giulia Sprint LHD - 1963

Delicious Giulia Sprint sold new in Genoa - Italy respecting original colour combination of Gardenia White with still original excellent condition cloth interior. Very sound and fully sorted by very skilled colleague classic car specialist for his his own use as an every day classic. Just drives perfectly! Comes with certification letter from Centro Documentazione Alfa Romeo and Spanish registration documents..

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# 1966 HAWK 289 FIA SERIES - COBRA RECREATION.

Black with Black Hide. 351 CU Inch – 400 BHP. Alloy Heads, MSD Ignition, Top Loader Gearbox, Oil Cooler, Peg Drive Halibrand Wheels, Side Pipes, Roll Hoop.Harness's, Fire Extinguisher, Race Mirrors, Tripod Headlights, Full Mohair Weather Equipment inc. Tonneau Cover & Side Screens. Built and set up by the renowned James Baxter, Race Engineer and Driver. Only 6,000 Miles since completion. Bills on file total in excess of £55,000. Simply Stunning with Blistering Performance. RHD - £42,995



# 1970 LOTUS ELAN TYPE 45 DHC

Lotus Yellow with Black Trim. Ground Up Restoration and Upgrade carried out. Less than 6,000 Miles since. New Chassis, Solid Drive Shafts, Adjustable Suspension, Kenlow Fan, Free Flow Exhaust, 117 BHP, Etc Etc. Equipped with Centre Lock wheels, Electric Windows, Period Radio, Tonneau Cover, Etc. I have just driven 30 miles in it and what fun! An exceptional example, sensibly priced. RHD - £34.995



# 1965 MERCEDES BENZ 230 SL AUTO.

Light Beige with Havana Brown Hard Top and Matching Hood. Interior in Tan Hide. Ground Up Restoration just completed to a standard seldom achieved. Every component has been restored to perfection. The lengths that have been gone to in sourcing original parts worldwide, must have taken months. Equipped with Period Radio, PAS, Tool Kit Etc. Next year we celebrate 50 years in the business and I have never seen a finer, more detailed restoration. Hand on heart this has to be the very best example world wide!



# 1956 AUSTIN HEALEY 100/4 BN2 M SPEC.

Reno Red with Black Hide. Fitted with an original Alloy Westlake Head, 4 Wheel Disc Brakes, Uprated Anti Roll Bar, 72 Spoke Chrome Wire Wheels, Brake Servo, 100 'S' 140 MPH Speedo, Derrington Steering Wheel, Louvered Bonnet with Strap, Uprated Overdrive with Gear Lever Switch, Badge Bar and Spot Lamps, High Ratio Steering Box, 3:9 Diff, Derrington Manifold Works High Capacity Sump. Spin On Oil Filter Conversion, Twin Overtaking Mirrors, Tonneau Cover Etc. Etc. Restored by Marque Specialist for his own collection to a standard seldom archieved. In my opinion the ultimate Healey, RHD — E79,995



# 1970 LAND ROVER SERIES 2A 88".

Pastel Green, Black Interior & Beige Canvas Tilt. One of the finest rebuilds that you will see. Stunning through out. Engine conversion by Steve Parker 200 Til spec. giving approx. twice the power and twice the economy with modern power train reliability. New Richards Galvanised Chassis & everything rebuilt or replaced. New I/U Floor, New Wings, Doors, Tailotate, Powder Coasted Bhead, Jenjien, Gear Box and Stering Box overhauled. Stereing Damper Conversion fitted, Steve Parker Radiator and Exhaust Kit, New Fuel Tank, Poly Bushed, New Wiring Loom, Record Gauges, SS Taskeres through out, LE: If it's the' very best hat you are looking for with treal attention to detail, then look no further. Would cost at least twice the asking price to replicate. RHID - £21995



# 1957 TRIUMPH TR3 - ALLOY BODIED RALLY CAR

UK example. Dark Blue with Silver Works H/top.lan Trim. Initially Restored and Uprated by Revington at a cost in excess of E10,000. Reare Expenditure with TR Enterprises and others of in excess of E11,000. Stage 3 Engine on Twin Webers, Narrow Pulley Ass., Atternator, Comp. Rad. with Header Tank, CR all Synchro Globo. Prologic Oldrive, Dual Circuit Balance Bar Brake System. Uprated Shocks, LSD, Roll Cage, Bucket Seats, CWM, Uprated Brakes & Susp. Full Harness's, Spot Lights, Rev. Light, Old Cooler, Heater, Two Speed Wipres Etc. Prepared for scrious rallying or fast road use. Class Winner 2004 Rally of the Tests and recent Awards in the Three Castles and The Scottish Maits. You could not build today for less than 90K. complete with large History File and FINA Papers. RHD — £39,995



# MINI 1275 SPECIAL.

Speedwell Blue with White Cap. Restored and Upgraded to an exacting standard by Ex Leyland Engineer. Stage 3 Engine, Adjustable Suspension, Removeable Front Clip, Minilite Style Wheels, Bucket Seat, Group 4 Arches, Twin Fillers, Oil Cooler, Air Horns, Heated Rear Window, Front screen Heater, Kenlow Fan, Mota Lita Steering Wheel, Battery Cut Off, Fire Extinguisher, Etc. Etc. Bills on file in excess of £7,000 in parts alone. A unique example RHD – £12,995



## 1968 JAGUAR 240 SALOON - MANUAL OVERDRIVE.

Cardinal Red with Oxblood Hide. Has had a Ground Up Restoration some years ago to an exceptional standard. Outstanding panel gaps. Equipped with Webasto Sunroof, Wire Wheels, Period Radio, Wood Rimmed Steering Wheel, Coombs Rear Spats Etc. quite outstanding. Will not disappoint.

RHD - £29,995



# 1959 AUSTIN HEALEY FROG EYE SPRITE.

Cherry Red with Black Trim and Black Mohair Hood. Professionally Restored and seriously upgraded for a very well known BRDC racing driver, to his own exacting standards. 1275 Stage 2 Engine, CR Gearbox, 3.7 Diff, Disc Brakes, Uprated Suspension, Front Anti Roll Bar, Long Centre Branch Manifold, Etc. etc. Less than 3000 Miles since. Properly set up. Will sit at 85 MPH all day long and in outstanding order. RHD – £21,995



# 1975 MGB GT JUBILEE.

Finished in Racing Green. A Superb Example of one of approx. 250 remaining out of a production run of 751. A total Restoration was carried out some years ago to the very highest of standards, Fully documented in 24 pages of script along with Invoices and Pictures giving an indepth view of the lengths taken in bringing the MG back to life. With less than 8,000 miles covered since this has to be one of the best remaining. Previously supplied by us and a pleasure to offer once again.

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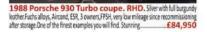


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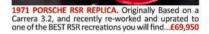


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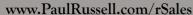
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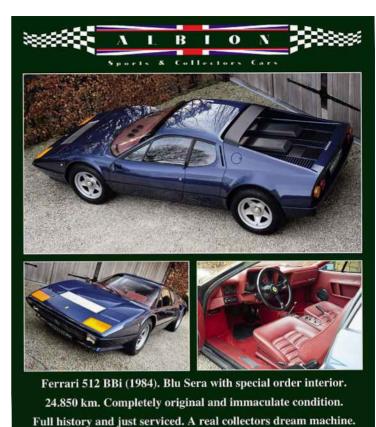


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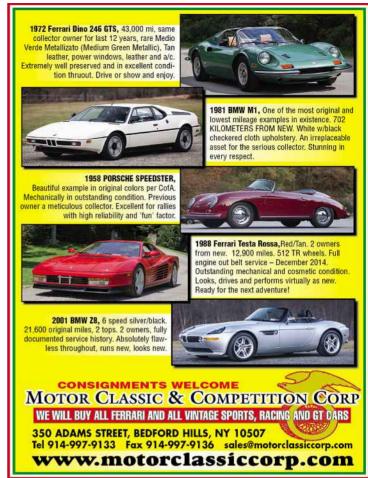
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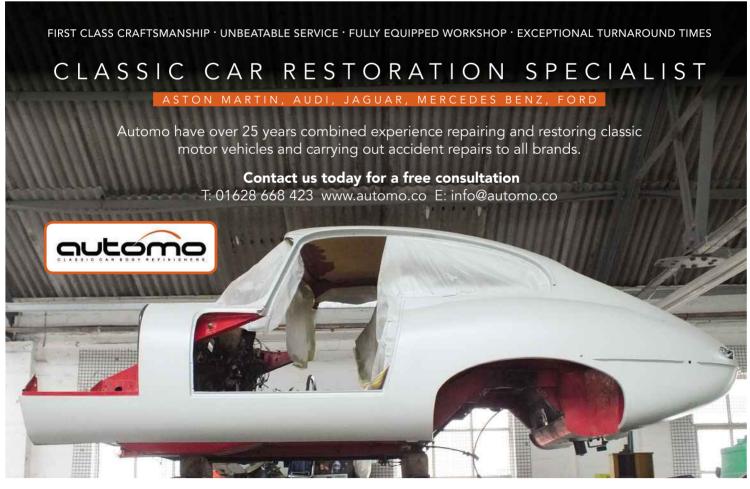
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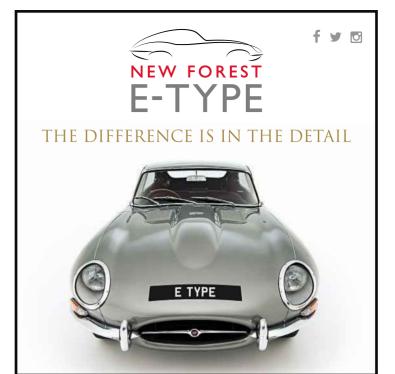


1962 Mercedes Benz 300SL disc brake roadster, DB353 Sliver-Blue metallic with red, blue convertible top, Serial Number 19804210003010, Engine Number 198049010003019, 3.0 litre in-line 6 cylinder iron block engine, 4 speed gear box, factory disc brakes, European headlights, factory hard top, fitted luggage, tool roll and jack, correct in all respects with original matching numbers engine, show quality Rudi & Company restoration, exceptional throughout.



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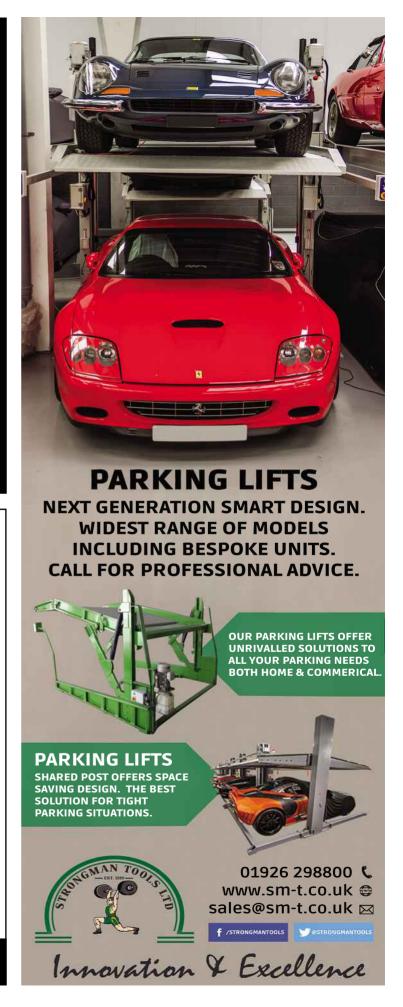


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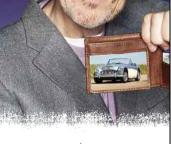


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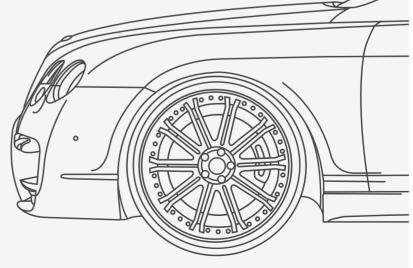
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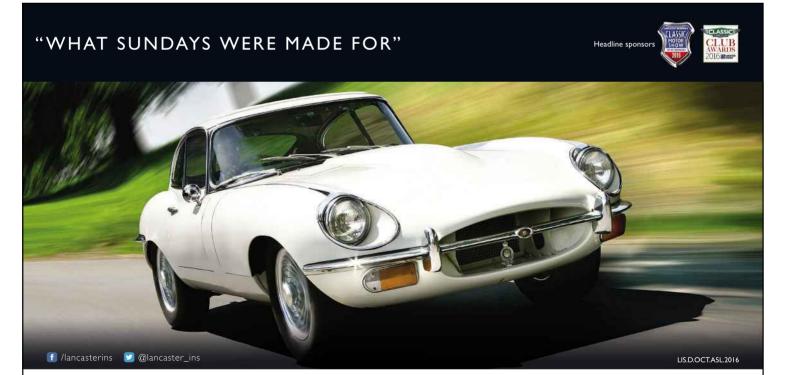
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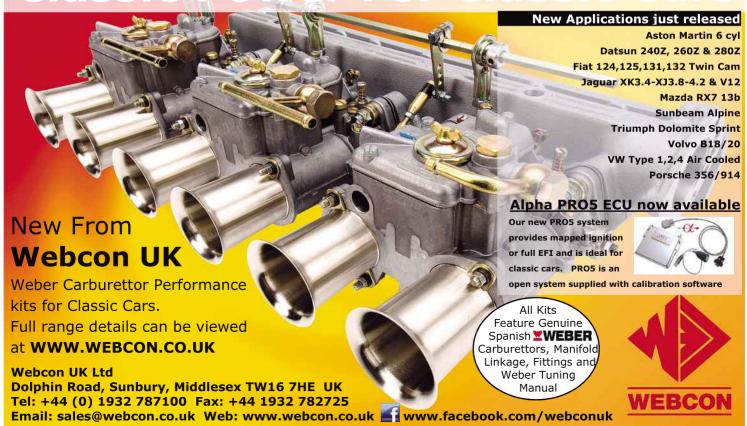
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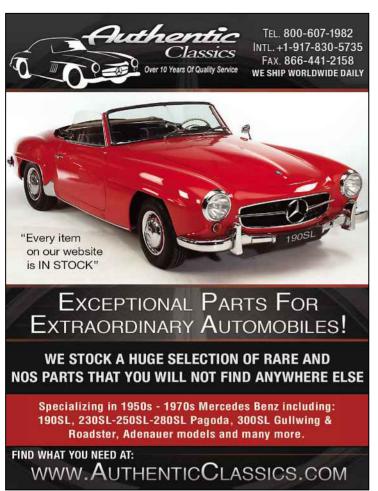
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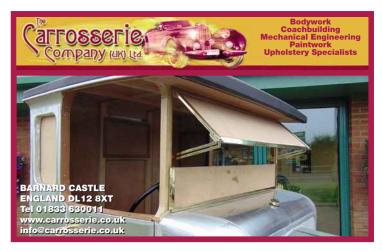
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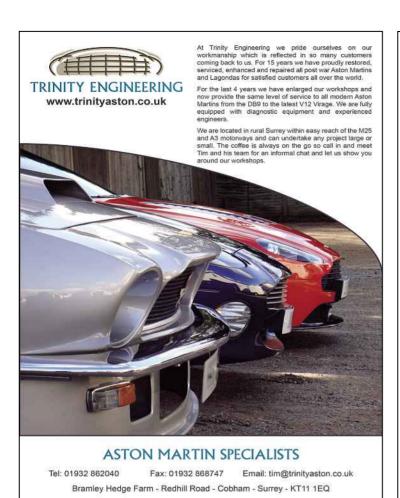
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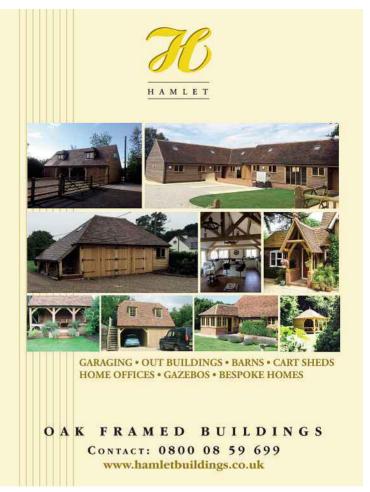
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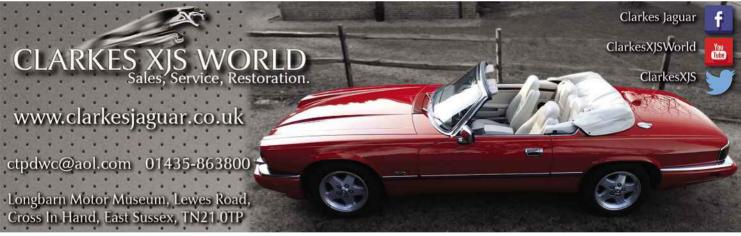
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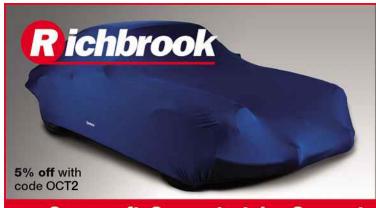














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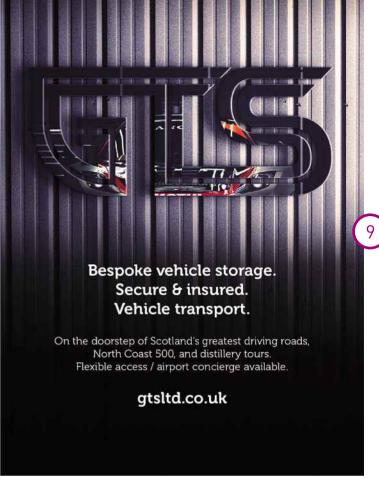


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### **Ken Block**

The Gymkhana video star now finds time for the 2016 World Rallycross Championship with Ford. But only just

I'm awake at 5 or 6am. I have three kids, so I work out or go through my emails before everyone else gets up. It's a nice, quiet time. Then I help my wife get the kids ready for school, eat breakfast, that sort of stuff, before I go to my office at Hoonigan Racing Division. It's about ten minutes away from my home in Park City, Utah, and I drive there in my flatblack Ford Raptor. There I'll spend a couple of hours in creative meetings with my marketing guys. But if it's snowing, I'll get out and try to snowboard on the fresh powder!

During the Rallycross season, there's usually a distinct schedule and timing, with practice and qualifying, the heats, that sort of stuff, then mixed up around that all sorts of photo calls and interviews with the media. If there's any time I'll try to spend some with my trainer Kit Cope. Then I'll be ready for the racing.

I've been a fan of stage rally since I was a kid. Being able to compete in the World Rally Championship was really a dream come true. I did it with my friend Travis Pastrana and beat him in that first season, so I thought, hell, I guess I'm pretty good at it. Y'know, I never had any goals besides being the best driver I could and having the most fun.

I grew up skateboarding, snowboarding and racing dirtbikes at amateur level but, through my years as co-founder of DC Shoes, I became friends with professional athletes and guys who were champions. So when I started to develop my skills with rallying, I knew how much talent and training it took to become a champion, so it was easy for me to take on the mentality and challenge.

Being a rally fan from quite young, that was the driving style I'd mimicked. I was never a fan of American motor sports, cars that just do ovals or straights. Sliding around on dirt and snow, that was something I could relate to thanks to my dirtbiking.

In stage rallying you always wished you had more power. In Rallycross you have power: I think we're close to 600bhp with the four-wheel-drive Rallycross Ford Fiesta ST; the

car does zero to 60 in just two seconds. Every time I do a launch and go through the gears I get a big grin on my face. It's a form of circuit racing, taking a rally car and giving it more power, then sticking it on a circuit that's maybe 70% tarmac and 30% gravel, with a jump. It takes everything that I know and brings it into a new environment, and luckily I've done some training with F1 instructors, though it's a bit more aggressive than F1. It brings into play a lot of my dirtbike experience.

Away from all that I like to eat lunch in a small restaurant in Park City; my favourite is Windy Ridge Cafe. If my trainer Kit is in town I'll join him for kick-boxing and reaction-type training in the afternoon before I'll catch up on any more emails or phone calls.

What people don't understand when they've seen my Gymkhana videos is where I get my car control from, how I can be completely in control yet look as if I'm on the edge of being out of control. Well, there's 12 years of experience gone into it, and there's so much time gone into car set-up, tyre development and testing; and now, working with Ford as a consultant on production cars like the Focus RS, you have to know how the suspension works, understand the dynamics, what the tyres can take – and it all sort of blends into this experience so when I get in the car I put all these variables together.

I never dreamed I would get to do all this stuff! I always had a genuine love for cars and I've developed so much skill that I want to continue to use it as long as I can.

My dream car is a Ford RS200. I like to build cars with a functional purpose, not show cars. I've always been a Mustang fan but I'm a rally fan, so the Hoonigan '65 Mustang is a Mustang rally car. And my Hoonigan Mk2 Escort? That's rally history, that's Ari Vatanen, the Isle of Man. Ford wanted my feedback on the new Focus RS, and part of the deal when I signed with Ford back in 2010 was that they would ship over a Focus RS – that's the last-generation car – to me in the States. I pushed for the new all-wheel-drive Focus and it worked. It's the first time I've been involved with production car development, I felt honoured.

I'm committed to being in Europe for the next couple of years with the FIA World Rallycross Championship. It was great to drive a customer-spec WRC car part-time, but now being a factory driver, full-time, I'm finally getting to do what I always wanted to do. There are 12 events, one in Canada, one in Argentina, the rest in Europe. Every minute of every day is taken up. So I make sure that, when I'm back in the US, I find time in the evening to play with my kids, have dinner and hang out with my wife.

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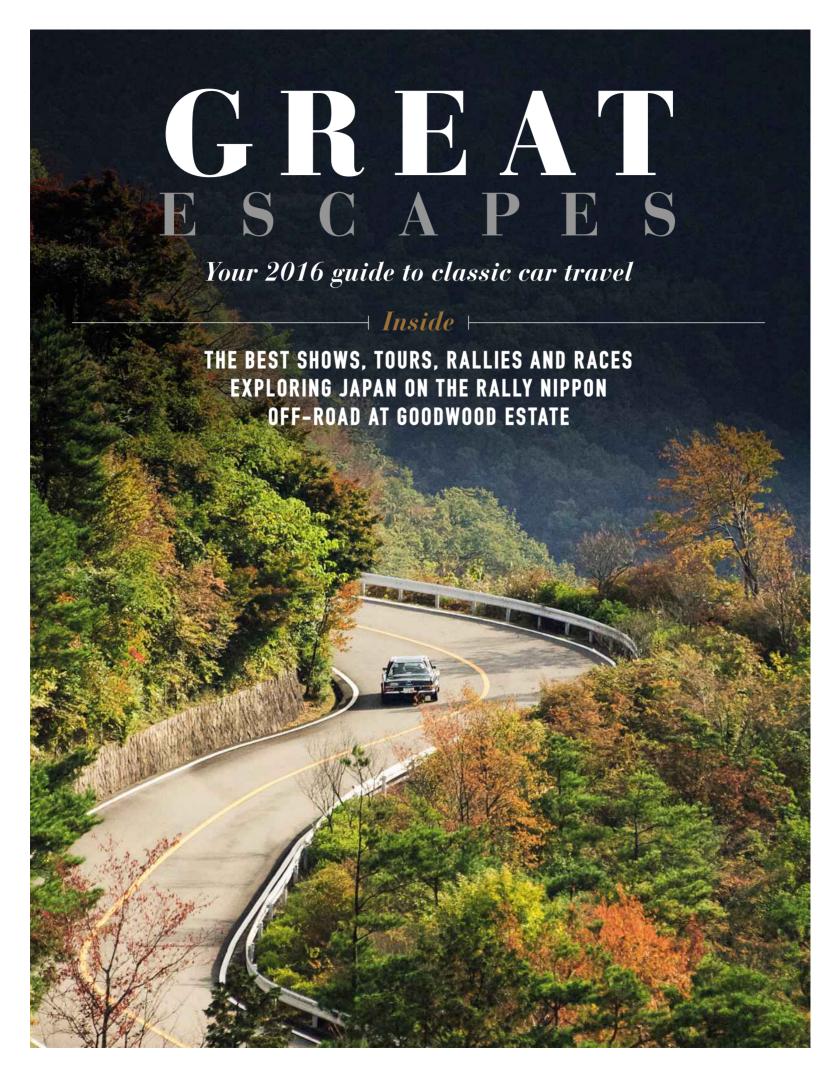
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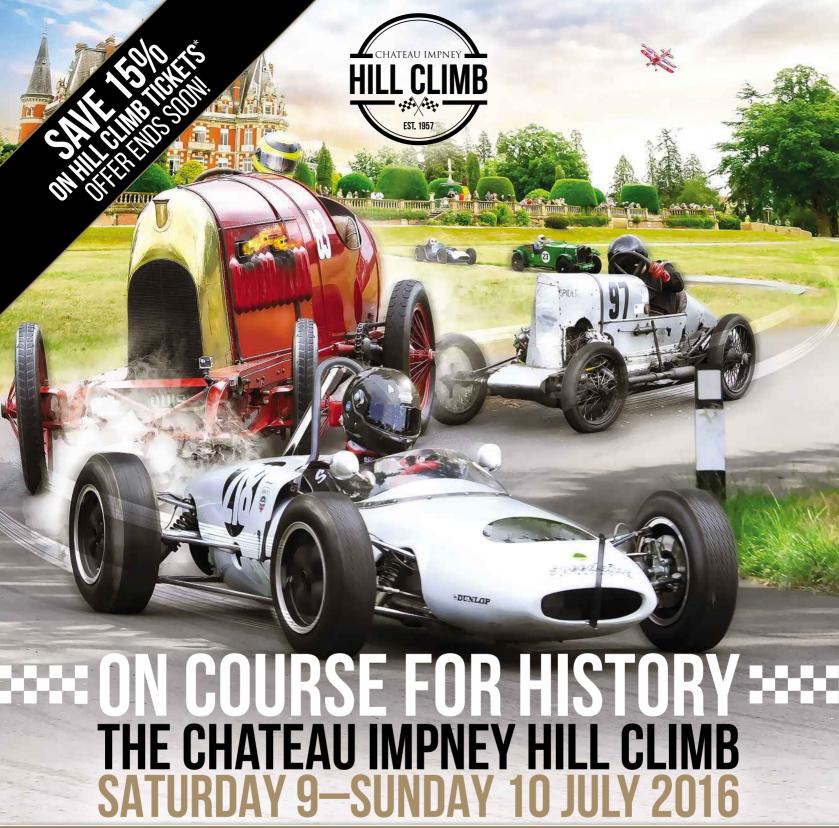


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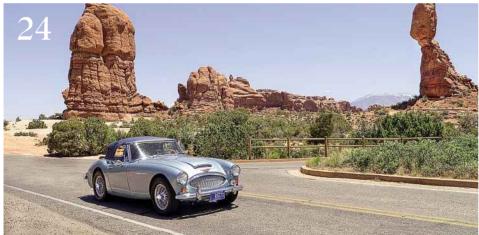


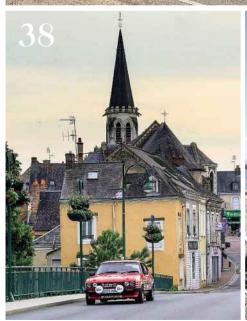














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### Chateau Impney Hill Climb

SUCH WAS THE SUCCESS of last year's inaugural modern-day Chateau Impney Hill Climb that the motor sport extravaganza is now set to be established as an annual fixture. The event, which takes place at the historical Chateau Impney country house hotel near Droitwich Spa in Worcestershire, is staged in celebration of the speed trials that ran up the venue's picturesque driveway between 1957 and 1967.

The 2016 event is scheduled for the weekend of 9-10 July, and will see around 200 competitors in pre-1967 cars attempt to beat the clock – not to mention 2015's fastest

time, set by Jack Woodhouse's Lotus 20/22. Approved by the MSA, the challenging, 1000-yard hill climb course is twice the length of the original.

A concours d'elegance complements the motor sport action. It's been dubbed 'a celebration of motor sport heritage shared by the grass-roots club movement and Chateau Impney', and the winner will be chosen by a public vote. To round off the busy itinerary, H&H will stage an auction on the Saturday.

Tickets can be purchased online, or on the gate subject to availability.

www.chateauimpneyhillclimb.com





### **Schloss Bensberg Classics**

SCHLOSS BENSBERG, one of Europe's largest Baroque palaces, is the picturesque setting of the eighth Schloss Bensberg Classics on 1-3 July. With the tagline 'very important cars only', the exclusive event near Cologne is marked out by the high quality and rarity of the vehicles that participate in its FIVA A-rated concours d'elegance, and its *rallye historique* through the Bergisches Land.

The judging panel is headed up by ex-Bentley

and Bugatti CEO Dr Franz-Josef Paefgen, and past members have included Jacky Ickx, Giorgetto Giugiaro, Chris Bangle and Walter de Silva. They will pick from more than 40 rare cars, including one-offs, prototypes and design studies from 16 competition classes.

There'll be exhibitions marking particular anniversaries, exceptional Michelin-starred cuisine and first-class hospitality as well.

www.sbc2016.com

### IN BRIEF



#### **EXPERIENCE FANTASTIC ROADS**

Oxfordshire-based professional driving tour organiser Fantastic Roads has announced a busy schedule for 2016, incorporating one-day 'taster' sessions in the UK for newcomers, through to a week-long tour along the famous Route 66 in the United States and an extended jaunt through the northern European Alps.

www.fantasticroads.com

### THE SPICE OF LIFE

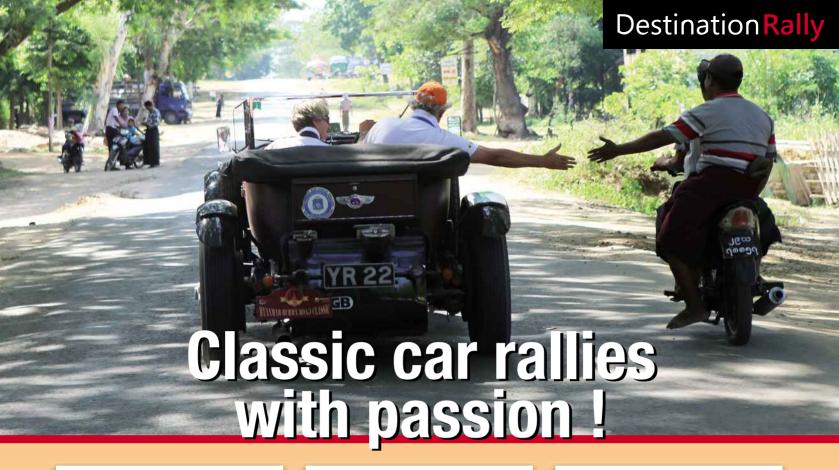
Destination Rally has released details of its Spice Road Classic Rally, a 24-day event that takes place 8 November to 1 December 2016. Open to vintage and classic cars produced prior to 1970, the Spice Road Classic takes in some of the most scenic roads in South-East Asia, threading its way through Cambodia, Thailand and Myanmar. In spite of its name, Brussels-based Destination Rally runs the Spice Road Classic as a non-competitive event; participants are encouraged to drive at their own pace and savour the culture and beauty of the country they're in. www.destination-rally.com



### **SWEDE DREAMS ARE MADE OF THIS**

Vram Grand Prix (VPG), an organisation set up to promote Swedish motor sport, is running a three-day tour around the south of the country as part of the 60th anniversary celebrations of the first Sweden Grand Prix. A cultural and culinary expedition rather than a competitive event, Tour de Scania (7-10 July) is primarily for pre-1957 cars and takes in southern Sweden's absurdly picturesque lakes and forests, and its lightly trafficked roads. Participants also gain automatic entry into the Concours de Corse (9 July) at Råbelöv Castle, where the focus is also on pre-1957 machinery, including motorbikes.

www.tourdescania.se





### NOVEMBER 2016 Cambodia-Thailand-Myanmar

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### AMELIA ISLAND CONCOURS D'ELEGANCE

11-13 March

Is there anything better than a concours in the autumn California breeze? Maybe one in the Florida spring sunshine... The Amelia Island Concours d'Elegance celebrates its tenth year in 2016, with the star attraction this time being the swoopy but sadly stillborn Shelby/De Tomaso P70 Can-Am car. There's auction action courtesy of RM Sotheby's, Gooding & Co and Bonhams, too.

www.ameliaconcours.org

#### **BRITISH CARS & LIFESTYLE**

12-13 March

The Netherlands' major annual event for British car enthusiasts attracts more than 200 exhibitors, and Anglophiles from all across Europe.

www.britishbest.nl

### **TECHNO CLASSICA ESSEN**

6-10 April

With over 1250 exhibitors from 30 nations, among them most of the major manufacturers, Techno Classica is among the biggest car shows in the world. There's too much to see (and buy) to do it in a single day.

www.siha.de

### **CONCORSO D'ELEGANZA VILLA D'ESTE**

20-22 May

First run in 1929 and revived in the 1990s, this is the world's most stylish concours, hosted by BMW on the shores of Lake Como. It's fitting that the theme this year is 40 years of BMW Art Cars. Public day is at Villa Erba on the Sunday.

http://concorsodeleganzavilladeste.com

### **GOODWOOD FESTIVAL OF SPEED**

23-26 June

A rolling history lesson that, lest we forget, started more that 20 years ago as an experimental garden party for a few of Lord March's petrolhead friends. Now, F1 stars are to be found charging up the hill, and the Cartier Style et Luxe concours welcomes some of the world's finest classic cars. This year's theme is 'Full Throttle - the Endless Pursuit of Power'. There's a Bonhams auction, too.

grrc.goodwood.com

### SCHLOSS BENSBERG CLASSICS

1-3 July

'Very important cars only' including many one-offs at this exclusive gathering that has become a fixture in the diaries of Europe's keenest car guys. www.sbc2016.com

### **FLYWHEEL FESTIVAL**

2-3 July

Historic aircraft and competition cars, classic road cars and military machines will converge on Bicester Heritage in Oxfordshire for the weekend, when Flywheel returns to the UK's best-preserved World War Two bomber station.

www.flywheelfestival.com

### **CHATEAU IMPNEY HILLCLIMB**

9-10 July

Thanks to the ERA-racing Spollon family, the hill climb up the driveway of this magnificent French-style hotel was resurrected in 2015 with a pedigree Vintage and classic field — and the first event was a cracker. As well as the competition, there's a concours and an auction hosted by H&H.

www.chateauimpneyhillclimb.com

#### **CLASSIC NOSTALGIA**

16-17 July

A wonderful midsummer event at Shelsley Walsh Hill Climb in Worcestershire, featuring a wide variety of hard-charging pre-1980s competition machinery as well as static displays, trade stands and vintage-themed entertainment.

www.shelsley-walsh.co.uk















### JOIN THE ADVENTURE



### **VINTAGE PRESCOTT**

5-7 August

The Vintage Sports-Car Club's early-August event at Prescott Hill Climb in Gloucestershire is the quintessential English Vintage car meet, and so popular that for the past two years it has been extended by a day, with cars running on the long course on the Friday before the weekend's traditional activities begin.

www.vscc.co.uk

### **MONTEREY CAR WEEK**

15-21 August

So many cars, so little time. It's almost impossible to pack it all in, with seven auctions and a dozen concours and car shows including the gathering on the golf course at Pebble Beach that started it all. There's also racing at nearby Laguna Seca in the Monterey Motorsports Reunion. Plan carefully and prepare for a whole bunch of early mornings and late nights...

www.montereycarweek.com

### THE CONCOURS OF ELEGANCE

2-4 September

The Concours of Elegance returns to the most prestigious venue in the world, Windsor Castle, for 2016, four years after its first visit to the Queen's weekend home — and for reasons beyond the obvious. Exceptional cars from around the world will gather to help the Queen celebrate her 90th birthday in style; visitors can expect to see some of the rarest automobiles in existence. HRH Prince Michael of Kent is the Concours Patron and Chief Judge for the Royal Automobile Club Club Trophy. www.concoursofelegance.co.uk

### **CHANTILLY ARTS & ELEGANCE**

3-4 September

This newcomer stamped its mark on the show scene in 2014, and has been crowned Motoring Event of the Year at the International Historic Motoring Awards two years running. There's a concours, delicious food, a spectacular venue to explore, and a Bonhams auction, too.

www.chantillyartsetelegance.com

### **LONDON TO BRIGHTON VETERAN CAR RUN**

6 November

Often cited as a bucket-list event, and with good reason: this is a celebration of motoring more joyous than any other. It is sponsored by Bonhams, which will offer a selection of eligible Veterans on 4 November just a stone's throw from the start line. www.veterancarrun.com

### **RÉTROMOBILE**

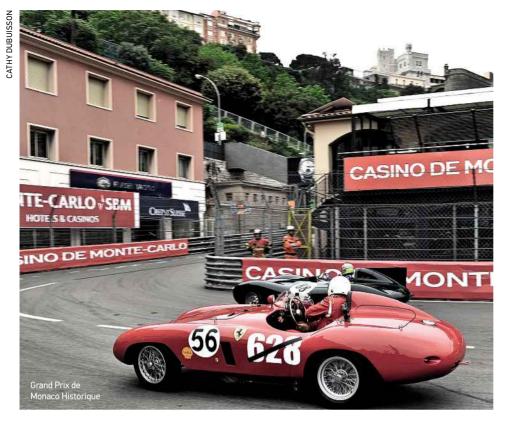
February 2017

It lacks the quirkiness of its earlier days, certainly, and it's not as massive as Techno Classica, but this Paris event is one of the great all-rounders. It always has huge support from factory heritage divisions, including those of Renault, Citroën, Peugeot and Mercedes-Benz, and their fabulous displays are frequently rivalled by huge showcases of the finest cars in the world for sale from dealers. There's usually a tank or two, to boot, so it would be unfair to say that Rétromobile has lost its quirkiness entirely. It has become the centre of the European auction world, too, with the show hosting a sale by Artcurial, and Bonhams and RM Sotheby's organising their own sales at impressive locations nearby in the French capital.

www.retromobile.com







### RACING EVENTS

Whatever your favourite flavour of motor sport, there's something to look forward to in 2016

### **GOODWOOD MEMBERS' MEETING**

19-20 March

Less crowded than the Festival or Revival, this event revisits the best-ever tin-top racing period. New features for 2016 include races for Edwardian cars and two-stroke GP bikes, plus demos from Group 5 sports cars, Ground Effect F1 cars and Super Tourers.

grrc.goodwood.com

### **DONINGTON HISTORIC FESTIVAL**

30 April - 2 May

'Eight decades of racing cars' at one of the UK's most spectator-friendly tracks. Proper-length historic races for 400 cars from the 1920s to the 1990s, plus further live action including F1 cars, Group B rally cars and historic karts.

www.doningtonhistoric.com

#### **GRAND PRIX DE MONACO HISTORIQUE**

13-15 May

Two weeks before Monaco's modern GP, the famous street circuit is transformed into a temple of 1950s racing. Eight races, from pre-war GP cars to 1973-1976 F1 machines, plus, for this year, a solo Ferrari race for sports cars and single-seaters. www.acm.mc

### SPA CLASSIC

13-15 May

Organised by the folks who run Tour Auto, and held on the legendary Circuit de Spa-Francorchamps in the Belgian Ardennes. Classes include Classic Endurance Racing, Group C, 1960s Endurance, Trofeo Nastro Rosso and the Heritage Touring Cup. http://peterauto.peter.fr

### **BROOKLANDS DOUBLE TWELVE**

18-19 June

Staged on the weekend closest to the anniversary of Brooklands' original opening date, 17 June 1907. Organised in association with the Vintage Sports-Car Club, it will feature speed trials and driving tests, as well as more sedate entertainment.

www.brooklandsmuseum.com

### **LE MANS CLASSIC**

8-10 July

Every two years, 500 race cars built between 1923 and 1979 take to the Circuit de la Sarthe, in six groups according to age, including Group C cars. There's a huge amount to enjoy, with day and night practice from Friday on, and 18 races from Saturday to Sunday.

www.lemansclassic.com

### THE SILVERSTONE CLASSIC

29-31 July

'Rocking and racing' are both on the menu again in 2016. This enormous, long-running historic festival is unique among events of its kind, allowing spectators to watch cars racing into the dusk as big-name bands play; last time the headliners were Status Quo. This year's musical guests are yet to be announced, but organisers have revealed that the event will celebrate 50 years of Can-Am racing. Discounted 'early-bird' tickets are available until the end of March.

www.silverstoneclassic.com

#### MONTEREY MOTORSPORTS REUNION

18-21 August

One of the world's biggest historic meets, timed to cooincide with Monterey Car Week and featuring over 500 cars tackling Laguna Seca's infamous Corkscrew, including the cream of some wonderful West Coast collections. There are 15 race groups ranging from Pre-1940 Sports-Racing to 1967-1984 Formula 1, and BMW, marking its centenary in 2016, is this year's honoured marque.

www.mazdaraceway.com

### **LIME ROCK HISTORIC FESTIVAL**

1-5 September

Two days of racing with 300 cars on Saturday and Monday, sandwiching a concours held on the track's Sam Posey straight. The fun begins on the Thursday with a parade of participants through surrounding towns, while this year's centrepiece is a display of six Mercedes racing cars including '722', the car that won the 1955 Mille Miglia in the hands of honoured guest Sir Stirling Moss, who is joined by Jochen Mass.

http://limerockhistorics.com

### **GOODWOOD REVIVAL**

9-11 September

The pinnacle of historic racing, with fierce competition on a circuit unchanged in layout since 1970. This year Goodwood honours the late Sir Jack Brabham, and there's an Austin A35-only race to enjoy in addition to the grids packed with priceless racecars and beautiful GTs. Further attractions, including a vintage funfair and WW2 aircraft in action, are too many to list.

grrc.goodwood.com

### RALLYE MONTE CARLO HISTORIQUE

January 2017

There are various historic rallies to Monaco, but this is the one run by the original organising club. Held the week before the modern Monte, it uses the same roads as the modern event, and experiences the same challenging, snowy conditions. As with the Mille Miglia, the massive entry list is made up of the types of car that could have run in the event when they were new.

www.acm.mc



































































### RALLIES & TOURS

From gentle runs to grand adventures, at home and far, far afield

### THE FLYING SCOTSMAN / PEKING TO PARIS / THE ALPINE TRIAL / RALLY OF THE INCAS

Pick any of these fabulous touring events from the Endurance Rally Association, conceived by the 'godfather of historic rallying', Philip Young, who sadly left us last year. An experienced team is carrying on his good work, and their next 'biggie' is the Peking to Paris Motor Challenge this summer, the sixth running of the event.

www.endurorally.com

### LA COPPA DELLA PERUGINA

6-8 March

This three-day event takes its cue from the race of the same name held back in the 1920s, and treats its 100 entrants to some excellent motoring in the beautiful region of Umbria, the 'green heart of Italy.' www.coppadellaperugina.com

### **GREAT OCEAN ROAD TOUR**

4-10 April (other dates available)

An opportunity to drive a Ferrari 328 GTS, Aston Martin DB7 Volante or Jaguar E-type on Australia's stunning Ocean Road, and through the country's renowned Coonawarra wine region.

www.classiccartour.com.au

### **GRAN PREMIO TERRE DI CANOSSA**

14-17 April

Combining the wonderful scenery of Emilia, Liguria and Tuscany in Italy with an enjoyably challenging regularity rally, and plenty of opportunities to sample the delicious local cuisine.

www.granpremioterredicanossa.it

#### **BEACH TO BRIDGE LIBERATION RALLY**

18-22 April

Classic Events, best known for the Winter Trial and the Safari Rally, has added to its busy calendar the Beach to Bridge Liberation Rally, which takes crews from Normandy in France to Maastricht in the Netherlands over five days, 'following the road to the liberation of Europe'.

www.thetrial.nl

#### **TOUR AUTO**

18-24 April

Based on the classic Tour de France races of the 1960s, Tour Auto attracts all the kinds of cars that ran on the original events, from Ferraris to Matras. This year's route runs from Paris to the Côte d'Azur, taking in several race tracks along the way.

http://peterauto.peter.fr

### **CALIFORNIA MILLE**

24-28 April

From the American friends of the Mille Miglia, 'important cars, little roads and wonderful friends'. This is a relaxed 1000-mile tour for pre-1958 cars through parts of California that, as founder Martin Swig said: 'look more like Italy... than Italy'.

www.californiamille.com

### **CLASSIC DAYS MAGNY-COURS**

27 April - 2 May

A delightful drive through northwestern France, beginning in Caen, to the Classic Days Magny-Cours festival, which attracts over 1000 classics each year. The second night is spent at the Hotel de France, the favourite haunt of Le Mans teams and drivers through the 1950s, '60s and '70s.

www.classicgt.co.uk

### **ROUTE 66**

30 April – 8 May

A trip along the iconic stretch of tarmac, past ghost towns and picture-book Wild West vistas, with stops at carefully selected hotels and some of America's most impressive natural wonders.

www.fantasticroads.com



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ICE DRIVE SWEDEN

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CLASSIC DAYS, MAGNY-COURS 27TH APRIL - 2ND MAY

MONACO HISTORIQUE DRIVING TOUR

10TH MAY – 18TH MAY

MONACO HISTORIQUE FLIGHT TOUR
12TH MAY - 16TH MAY

SPA CLASSIC

13TH MAY - 15TH MAY

MILLE MIGLIA

14TH MAY – 25TH MAY

**GRAND PRIX DE PAU HISTORIQUE** 17TH MAY – 24TH MAY

VINTAGE COGNAC FESTIVAL

1ST JUNE – 6TH JUNE

GRAND PRIX DE L'AGE D'OR

2ND JUNE – 5TH JUNE

VERNASCA SILVER FLAG 14TH JUNE – 20TH <u>JUNE</u>

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**LE MANS CLASSIC** 7TH JULY – 11TH JULY

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#### **IRELAND'S CAUSEWAY COAST**

8-12 May (other dates available)

A 120-mile route winds from Belfast Lough to Lough Foyle along an impossibly picturesque coastline sprinkled with historic castles, churches and forts, and passing attractions such as the Giant's Causeway (a UNESCO World Heritage Site) and the famous Bushmills Distillery.

www.sceniccartours.com

### SUPERDEPORTIVOS CANTABRIA

18-24 May

No exhausting driving days on this tour, which sees participants whisked by ferry from Portsmouth to Bilbao to enjoy a series of automotive outings arranged around Superdeportivos Cantabria, the biggest annual supercar event in Spain.

www.driveespana.com

### **MILLE MIGLIA**

19-22 May

Some of the world's greatest (pre-'58) cars 'race' for three days through spectacular Italian scenery, from Brescia to Rome and back again. Technically a regularity rally, the Mille Miglia is really a carnival, a motoring-themed party like no other in the most car-mad nation on the planet.

www.1000miglia.eu

### **LONDON TO BRIGHTON CLASSIC CAR RUN**

5 June

No pre-1905 mount for the London to Brighton Veteran Car Run? No problem. This event gives vintage and classic car owners a chance to take part in their own drive to the South Coast, starting from Mercedes-Benz World at Brooklands.

www.classicmotorevents.co.uk

### **MODENA CENTO ORE CLASSIC**

7-12 June

A finalist in the 2015 International Historic Motoring Awards, this Italian coast-to-coast run covers 1000km from Rimini to Modena via circuit races at tracks including Imola, Misano and Mugello, with closed-road hill climbs thrown in for good measure. There are two classes: Competition, for pre-1982 cars (if your car's not road registered, don't worry; this is Italy, so a temporary plate can be arranged) and Regularity, for pre-1977 cars (and certain pre-1985 cars at the organisers' discretion).

www.modenacentooreclassic.it

# PARIS-VIENNA RALLY

13-18 June

Like Rally Round's previous Paris-Madrid event, the Paris-Vienna Rally is a re-enactment of one of the great races of the early 20th century. The Rally is open to cars built as late as '67, but entries already include machines as early as a 1905 Bianchi Speedster 50HP, which will no doubt have its work cut out crossing the Austrian Alps.

www.rallyround.co.uk

#### PASSIONE CARACCIOLA

15-19 June

This Swiss regularity rally is dedicated, as the name suggests, to the outrageously skilled German driver Rudolf Caracciola, and accepts just 58 crews – one for each year of the great racer's life. In 2016, pre-1981 cars will motor from Zurich to Lugano via Bern and Andermatt.

www.passione-caracciola.com

### THE LAKE DISTRICT TOUR

18-24 June

Scenery to compete with any in the world, excellent driving roads, pretty towns and good overnight halts serve as a reminder that British classic car enthusiasts needn't go far to enjoy a wonderful motoring holiday.

www.merlinevents.com

### THE GREAT RACE

18-26 June

A different route every year keeps this US event's many regulars on their toes. This time crews will travel from San Rafael, California to Moline, Illinois, on 'the coolest back roads' – and via the Lincoln Highway, Mount Rushmore and the Badlands. It was originally (in 1983) for pre-WWII cars, but later fare is allowed these days.

www.greatrace.com

### **CIRCUITO DI AVEZZANO**

24-26 June

Organised by the Jaguar Drivers' Club of Italy and now in its fourth year, the Circuito di Avezzano attracts a wide variety of excellent classics (by no means is this a Jaguar-only event) for three days of motoring on inevitably beautiful roads.

www.circuitodiavezzano.it

### ROYAL AUTOMOBILE CLUB 1000 MILE TRIAL

11-16 July

Winner of Rally of the Year at the International Historic Motoring Awards in 2015 and 2014, this hugely popular event for pre-1940 cars, running from Edinburgh to Epsom, was inspired by the journey made back in 1899 to show off the motor car to Britons up and down the country. Navigation is simple, the company invariably excellent, and accommodation always of the highest standard.

www.heroevents.eu

### **ENNSTAL-CLASSIC**

27-30 July

This, the organisers claim, is 'driving in the last paradise': three days of regularities based around Gröbming in the mountainous Austrian province of Styria, for cars built before 1973. Running alongside is the Chopard Racecar-Trophy, an independent competition open to historic Formula racecars, racing two-seaters, prototypes, GTs and rally cars built before 1984.

www.ennstal-classic.at

#### **COLORADO GRAND**

12-17 September

Pre-1961 sports and racing cars 'of distinction' (everything from Bugattis to Mercedes Gullwings and AC Acecas) – cover 1000 miles through the Rockies in five days in aid of various local charities, which have benefitted to the tune of over \$4 million since the Grand was first run back in 1989.

http://co1000.com

#### THE SCOTTISH TOUR

12-20 September

An intinerary created with the benefit of many years of exploration north of the border begins, in fact, in the Lake District, before winding through the Borders and as far up as Banff via attractions including Gleneagles Hotel and Loch Ness.

www.cctmk.co.uk

### **SOUTH AFRICA CLASSIC CAPE SAFARI**

3-28 November

Starting and finishing in Cape Town, this tour mixes incredible driving opportunities on the coast, in the mountains and through rolling countryside, with all the attractions that more usually tempt tourists to South Africa: a visit to some of its famous vineyards, whale watching, and a safari.

www.classictravelling.com

# THE SPICE ROAD CLASSIC

7-29 November

A 23-day odyssey beginning in the Cambodian capital of Phnom Penh and taking crews through Thailand into Myanmar and the finish in Yangon. Everything but the driving is taken care of, leaving particpants to enjoy some breathtakingly beautiful corners of South-East Asia from behind the wheel. www.destination-rally.com

### LE JOG

3-6 December

One of the world's toughest historic rallies, running almost non-stop from Land's End to John O'Groats – although it's been sanitised just a touch since the earlier editions that were designed to keep you awake for three straight nights. Though the route changes each year, it usually includes several old 'favourites' (if that's the word) such as Stanhope Ford. An institution.

www.heroevents.eu



To book or for further details of our tours call us on 72 01732 879153 or see our website - www.sceniccartours.com

# EASTERN PROMISE

Rally Nippon offers the best of Japanese roads and culture, and you needn't speak the language to take part, as Simon de Burton proved

Photography: Dunhill

WHEN THE BANG CAME it could have heralded something so much worse, what with being in the middle of a motorway tunnel and all. At dusk. With articulated lorries passing either side. In a 1952 MG TD. In Japan.

But I had recognised that bang as a blown big end and, with cat-like reflexes, had found the presence of mind to knock the poor old girl out of gear so that everything didn't lock up and lead to even greater carnage.

'Is that bad?' questioned my lady co-driver Jakki Phillips, the decidedly game editor of *Tatler*'s Hong Kong edition, who had never so much as been in a 'classic', much less driven one, until a couple of days before.

'It could be worse,' I lied, on the basis that the momentum we had gained on the way into the tunnel looked as though it was going to last us all the way through and out the other side. Which it did, even carrying us a few yards up the ensuing gentle slope, where we eventually ground to a halt just in time to be able to enjoy the last of the dwindling daylight.

'Can you fix it?' she asked, watching me quizzically as I engaged third gear and alternately pushed and tugged the tiny car – which was looking even tinier and more vulnerable in the present circumstances –

in the vain hope that the engine might still be willing to turn. But no, it was locked solid. Of course.

That meant resorting to the ultimate ignominy of calling the 'emergency' number in the roadbook and waiting to be rescued – which eventually happened after a protracted period of gesticulation with the startlingly efficient motorway police, whose English was as entirely absent as our Japanese.

Until the bang, though, the seventh edition of the remarkable Rally Nippon had been going rather well for us. Not, of course, that we really knew what was happening. The rules and directions, you won't be surprised to learn, were in Japanese, and that made large chunks of the event (the nuances of the timed and observed sections, for example) somewhat difficult to comprehend.

Strangely, our total ignorance of the language, and our sudden immersion in a country so vastly different to our own, induced a feeling of detachment, as though we had found ourselves driving an old MG not just on the other side of the world, but on the other side of the universe. We were strangers in a strange land, in a strange car on strange roads, stopping periodically to eat strange foods that,









From above left
A roadbook written in Japanese
ensured that Simon de Burton
and his co-driver Jakki were
never going to trouble the top of
the leaderboard, but with roads
like these to enjoy, neither much
cared; automotive tradition
meets cultural heritage.





more often than not, emerged from strangelooking shells plucked from the sea. There was no option but to go with the flow.

Travelling to Japan to take part in a car rally might never have occurred to you. It only occurred to me after some prompting from the gentleman's outfitter Alfred Dunhill which, as many *Octane* readers will know, has a long and illustrious history in motoring. This dates back to the dawn of the automobile, when Dunhill's comprehensive catalogues promised to supply 'everything but the motor' – by which was meant accessories ranging from travelling trunks to acetylene lamps, from serpentine horns to chauffeurs' coats, and from cosy blankets for passengers to the droll 'windshield pipe' for exposed drivers.

Dunhill plays on the classic car signatures of burnished bonnet straps, polished engines, wire wheels and open cockpits in its promotion of the brand. Strangely, however, it has never formed an affiliation with any particular classic car event in Europe or America – save for once or twice organising 'runs' from London to Paris more than a decade ago.

But the Japanese so 'get' what Dunhill is all about – its 'quintessential Englishness' – that the label was quick to offer its services as sponsor of the Rally Nippon from the very get-go back in 2009.

The rally was established by a man called Yusuke Kobayashi, an accountant and property developer with a long-standing love of old cars that he inherited from his late father. The same father who, I subsequently learned, had been the owner of the MG in which we took part. And which we so graciously broke.

Kobayashi recognised that such an event would appeal to Japan's classic car owners. Yet his real aim has always been to encourage more foreign participants, both to bolster his country's classic scene and to give enthusiasts used to rallying in the more conventional parts of Europe and the USA a completely new driving experience.

For an entry fee of ¥550,000 – not much more than £3000 – entrants get four full days of driving. For our 700-mile event, this started and ended in Kyoto, after visiting the Shikoku region via locations such as Uwajima and the stunning Cape Muroto.

Along the way, we enjoyed starts and finishes at spectacular temples (invariably cheered on by enthusiastic crowds), stopped in exotic gardens, climbed and ascended some fabulous coastal roads and muddled our way into, through and out of some of the country's truly vast cities.

We also discovered a classic car culture that, while nothing like on the scale of Europe's scene, attracts people who are both highly knowledgeable and hugely enthusiastic – as well as decidedly particular about their cars being 'right' in terms of originality and how they are turned out.

>



'We enjoyed spectacular temples, exotic gardens and fabulous coastal roads, and muddled our way into, through and out of some of Japan's truly vast cities'





'Japanese have a strong attraction to Britishness – reflected in the types of cars entered for the rally' As Dunhill long ago observed, there's a strong attraction to Britishness among the Japanese. This was certainly reflected in the types of cars entered for the rally, almost half of which were built in the UK.

The selection included two majestic 1929 Bentleys (one a 'blower'), three Jaguar XKs, as many Aston Martins and Triumphs, a Morgan and even a Marcos 1500 GT (which, I realised for the first time, is a fabulous-looking and totally underrated car). The winners, meanwhile, were in an Austin-Healey BN2.

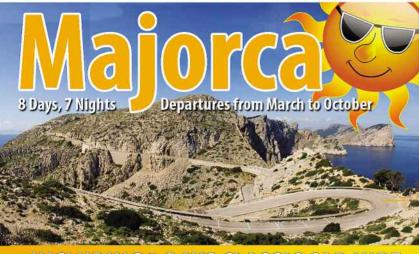
As a foreigner, however, it was more exciting to see the sort of Japanese exotica that, in its homeland, is not exotic at all. Cars such as a 1970 Mazda Familia Presto with rotary engine; a similarly powered Mazda Cosmo; a Toyota 2000GT; and, best of all for me, a race-prepped 1972 Nissan Skyline.

Mr Kobayashi's aim is to take the Rally Nippon further afield in Asia, into countries such as Taiwan, where there is currently virtually no classic car movement whatsoever. Indeed, the 2016 edition of the rally will take place there (for the second time, too, after an initial event that was staged in recognition of Taiwan's help following the Tohoku earthquake of 2011).

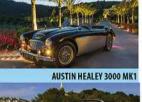
Taking place across four days on 10-13 November, it will start and finish in Taipei and is open to a maximum of 70 cars manufactured before 1975. If you can afford the time, the entry fee and the shipping costs, we thoroughly recommend making the effort to take part; it will open your eyes to a whole new world of classic rallying. Be quick, though, as entries close at the end of March, at which time all fees must also be paid.

www.rallynippon.asia

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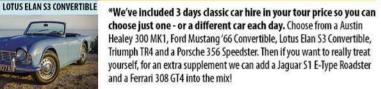






Majorca (Mallorca), one of the Balearic Islands in the Mediterranean, is known for its beach resorts, sheltered coves, limestone mountains and Roman and Moorish remains. The Capital Palma has a 13th-century cathedral and hosts the annual Copa del Rey regatta. Stone-built villages include Pollença, with its art galleries and hillside Fornalutx, surrounded by citrus plantations on mountain terraces. One of the easiest ways to explore the island is by car through one of the many country lanes. The roads in the west of the island in particular are very beautiful, the twisting mountain roads take you to glorious viewpoints and charming villages.

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North Cyprus is certainly a land to fire the imagination, its rich history and vibrant culture ensure that a holiday in North Cyprus will continue to inspire long after your return home. From laid-back beaches and rambling ancient ruins to mouth-watering cuisine and stunning natural scenery.

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\*You'll have the use of one of the selection of classic cars

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Please note: The cars used on this tour are the personal collection of

Tamer Konat, the owner of the Onar Village Resort. Where possible

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The Alpine Trial explores new territory in September 2016. Designed for vintage cars only, journey from Divonne les Bains, through the little known roads of the Jura Mountains, before heading to the majestic Cols of the Savoie Alps. Join us.







# DESERT DRIVING

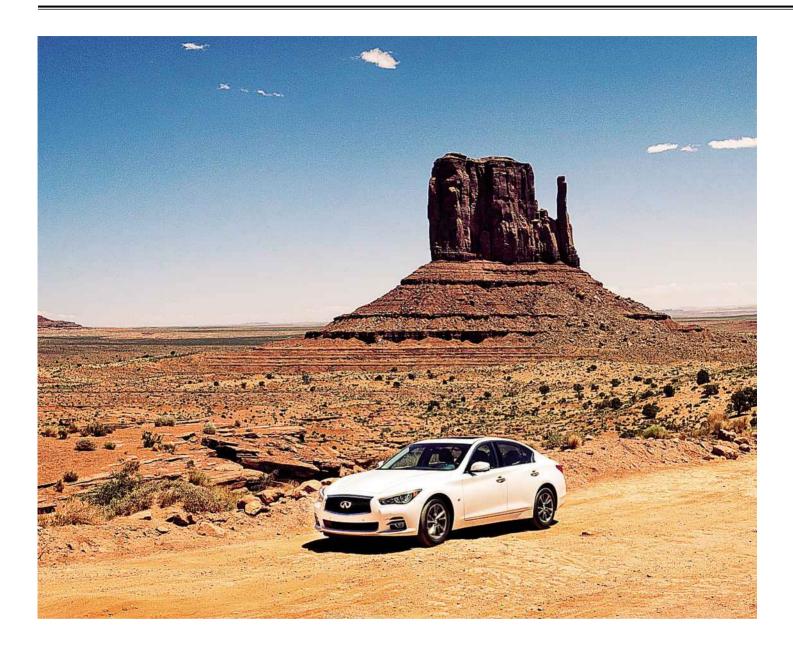




Inspired by a Native American crime novel, Martyn Goddard explores the wide-open spaces and other-worldly vistas of America's Southwest

Photography: Martyn Goddard





# 'It was the memory of Hillerman's wonderful descriptions of the desert that prompted a recent road trip to the USA's dustiest region'

BACK IN 1996, I was sitting at a bar in Taos, New Mexico, talking about crime fiction with *Automobile* editor David E Davis Jr. He said: 'You love the high desert landscape of the Southwest? I'll send you a Tony Hillerman book.' A few weeks later, two paperbacks arrived with Native American symbols on the covers. They were the first two books in Hillerman's series of Navajo mysteries, *The Blessing Way* and *Dance Hall of the Dead*.

Who could resist a read with these cover notes? 'Navajo tribal police discover a corpse with a mouthful of sand, a crime scene without clues or tracks! Lt Joe Leaphorn must stalk the Wolf-Witch in the high Mesa along a chilling trail between mysticism and murder.' I read

the first Joe Leaphorn novel on a plane heading back to the USA, and was hooked. Soon, I had read all 18 books in the series.

It was the memory of Hillerman's wonderful descriptions of the desert that prompted a recent road trip to the USA's dustiest region. We set off with the famous Las Vegas city limits sign visible in our rear view mirror in order to create a photo essay of the magical Four Corners country.

We headed north on Interstate 15 towards our overnight stop at Tropic. It's close to Bryce Canyon, the first of the Southwest's natural wonders we planned to visit. Utah's 80mph speed limit through the wilderness encouraged the odd burst of acceleration while overtaking.

Turning east on Hwy 14 through Cedar Breaks National Monument, the switchback roads made for fun motoring. Meanwhile, Bryce Canyon's deep amphitheatres packed with 'hoodoo' rock formations were astonishing.

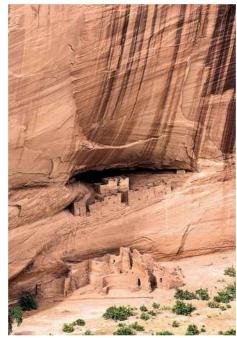
Taking the 18-mile drive along the rim of the Paunsaugunt Plateau, we stopped to look over vast canyons of pink, orange and red spires, which encouraged us to take a hike along the canyon floor. This is a natural maze, and is why Ebenezer Bryce, for whom the park is named, said that it was 'a hell of a place to lose a cow'.

Meandering along Hwy 89 from the Alpine Meadows country to the desert, our sedan went about its business effortlessly as we listened to Tom Petty's *Buried Treasure* show











Clockwise from far left Taking the seriously scenic loop road in Monument Valley, Utah; a derelict car on Route 66; USAF fighters stored in the boneyard at Davis-Monthan air base, Arizona; an abandoned pick-up truck with a price in Tropic, Utah; ancient cliff dwellings at Canyon De Chelly National Monument, Arizona; Elvis serenades a pair of newlyweds in Las Vegas, Nevada

on Sirius XM. It was a day of cruise-control driving, glancing at the majestic vermilion cliffs on the left of the road en route to Page, Arizona. Ten miles before the dam that created Lake Powell, we couldn't resist a turn left and a bit of gravel road down to the shoreline. Vivid blue water poured into a landscape of red rocks. The sight of such a natural wonder alone was worth the pain of 10 hours in an economy airline seat.

Next stop, Monument Valley, Utah - one of the first images I can remember of the Wild West as a kid. The road varied as we headed across the Navajo Nation at pace, frequently looking like it had been fixed with a watering can of hot tar, and the Navajo ranger at the gate to the Valley met us with a warning. 'It's a 17-mile scenic drive. Look out for potholes!' I checked the crew beverage situation, and we turned on to the gravel pavement, where it soon became apparent that our Infiniti sedan

was not best suited to the road. I veered from side to side on the twisting descent to pick a route that wouldn't ground us. We were passed by beat-up Chevrolet pick-ups adapted with rows of seats for tourists who'd arrived in road cars. We made it in as far as a mile, and parked up to photograph the car against the Mittens and Merrick Butte. Job done, we picked our way back to the parking lot and set off on foot instead.

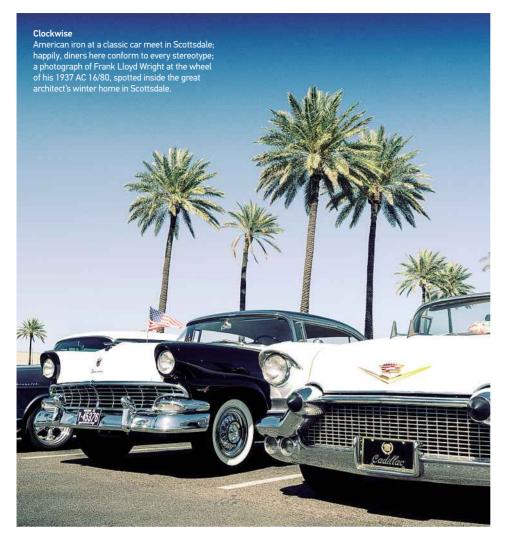
From the gate of the Arches National Park near Moab, to the Devil's Garden at the end of the road 17 miles away, would make a fantastic tarmac rally stage were it not a closed road with a 45mph limit. Returning from a hike to Delicate Arch, we saw that the parking lot was occupied by various Lotuses and a lone Austin-Healey. A yellow Europa that had made the drive across the Rocky Mountains from Colorado also passed us.

Back on the road, and just south of Mexican

Hat on Hwy 191 the trip meter clicked over 1000 miles. One of the attractions for Brits motoring in the Southwest is traffic-free roads. I counted on one hand the number of cars encountered in 15 miles between Mexican Water and Round Rock until we reached Canyon De Chelly National Monument.

The drive across the Painted Desert, strewn with petrified logs and oppressively hot, was surreal. In the old mining town of Globe, our overnight halt, we hit a car wash to remove a thick layer of red dirt and dead bugs baked onto the paintwork by temperatures routinely exceeding 40°C, the clean-up operation a concession to polite company: we were to spend the next four days in quite civilised resorts, to allow us to take in the local culture.

Hwy 77 south to Tucson, while not marked as scenic on my old state map, was a beautiful and terrifically challenging drive. Our first stop in Arizona's second city was the Mission San >









'When the weatherman on the morning news announces record highs in Arizona, you know it's going to be hot'

Xavier del Bac, established in 1692 for the Tohono O'odham tribe, which it still serves today. Next, the last national park of our trip, Saguaro Park West, populated by the giant, many-armed cacti so typical of depictions of this part of the world.

The desert was cooling as we approached the exclusive Loews Ventana Canyon hotel, but by British standards it was still sweltering. We somehow managed to resist the swimming pool the next morning, and instead drove to the Pima Air & Space Museum. Later, we took a bus tour of the Davis-Monthan Air Force Base boneyard where, as the tour guide put it, '\$35billion tax dollars are stored'. Row upon row of warbirds are stored here for the day when they might be needed or recycled.

When the weatherman on the morning news announces record highs in Arizona, you know it's going to be hot. We spurned the I 10 and took the Pinal Pioneer Parkway Hwy 79 towards Phoenix across quintessential Sonoran

desert landscape. We elected to saunter around the Old Town district in the shade, checking out the galleries and souvenir shops. There was even a free shuttle trolley that we could hop on and off when the heat got too much.

Incorrigible car guy that I am, the night before departing Tucson I went on the web and found a car meet on Indian Bend Road in Scottsdale. Over chocolate shakes at the 5 & Diner, we watched 1950s American classics roll in, while a scrum of young kids with iPhones snapped a bright orange McLaren P1.

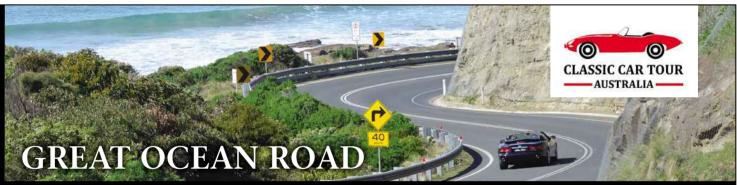
We passed the 1900-mile mark for the trip during the drive to the excellent Pointe Hilton Tapatio Cliffs Resort, and broke 2000 miles on our last day on the road, which saw us make a pilgrimage to Taliesin West, architect Frank Lloyd Wright's retreat in Scottsdale, on what would have been his birthday.

I've always admired his work and the building, which now serves as the main campus of the Frank Lloyd Wright School of Architecture, didn't disappoint – and fittingly reminded us of many aspects of our trip, reflecting as it does Arizona's landscape. In a photo in the great man's study, Mr and Mrs Wright are pictured in a 1937 AC 16/80.

Lloyd Wright was a car guy, too, and it is hard to believe that his decision to build Taliesin West here was made without thought to the surrounding area's fabulous driving roads – roads to which I will no doubt return someday. Tony Hillerman's books will make sure of that.

For more information on Martin's stops, see:
Holiday Inn Canyon De Chelly (Chinle)
www.holidayinn.com
Lowes Ventana Canyon Resort
www.loewshotels.com/ventana-canyon
Tapatio Cliffs Hilton
www.tapatiocliffshilton.com
Taliesin West Foundation
www.franklloydwright.org





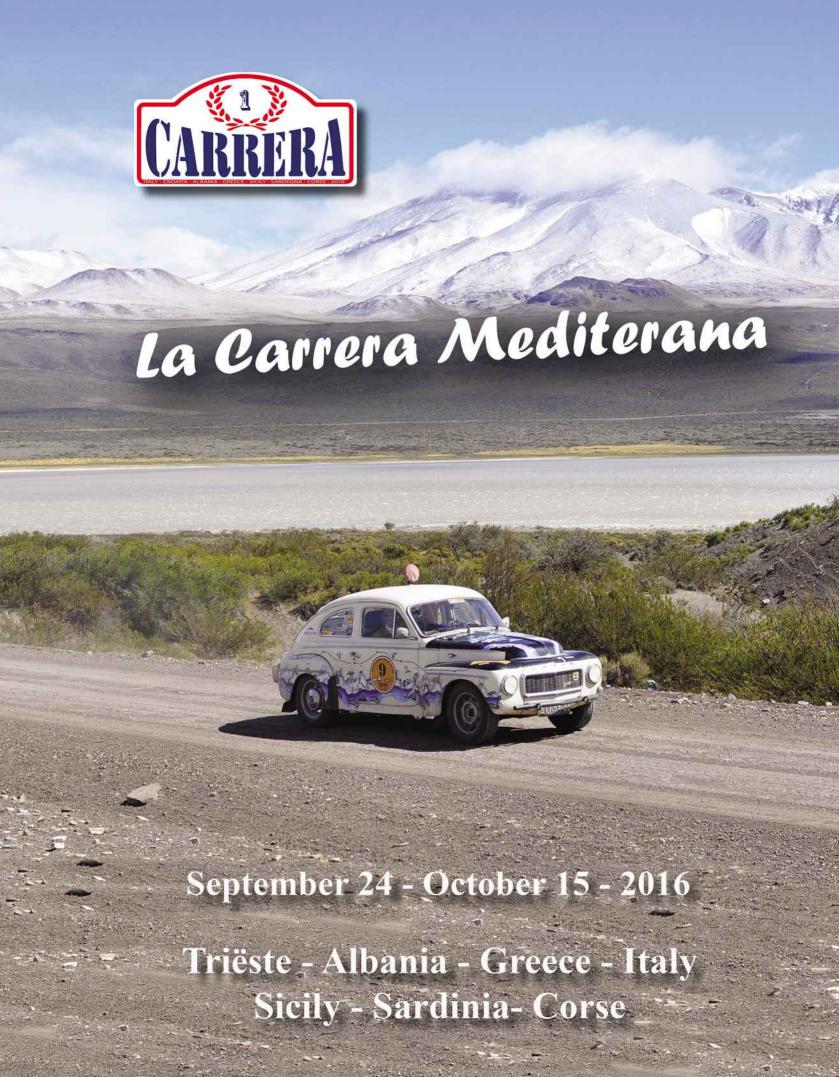
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# THE OTHER GOODWOOD

Think you've seen it all at Goodwood? You really haven't until you've tried the off-road experience

Words: David Lillywhite

**SO YOU'VE SEEN THE HILLCLIMB**, the rally stage, the circuit, the airfield. Maybe you've cheered on the horses at the racecourse, played a round on one of the two golf courses, had lunch at The Kennels or wandered around the Sculpture Park. But have you *really* seen Goodwood? All 12,000 acres of it?

It's easy to forget not only the vastness of the Goodwood Estate, but how varied it is. Until recently much of it was closed to the public, but last year Goodwood added to its driving experiences – track days, skid pan sessions, hot laps of the circuit – with an offroad experience in BMW X5s that covers the farmland, chalk pits and ancient woodland of the Sussex estate.

It's all satisfyingly gritty and adventurous, but of course there's also a wonderfully civilised Goodwood twist, which we'll come to in a moment. And, if you're feeling flush, the off-road experience can be combined with a helicopter ride over the estate, which will give you a better understanding of where you've just been – or where you're about to venture.

The estate itself owes its existence to the first Duke of Richmond, the son of King Charles II and his French mistress Louise de Kérouaille. The Duke wanted a country retreat away from his London home, Richmond House, to indulge his passion for hunting; in 1697 he bought the Jacobean Goodwood House, built around 1600, in Goodwood Park. This was perfectly placed for the Duke to be able to join the nearby Charlton Hunt, the most fashionable hunt in the country at that time.

This, then, was the origin of the Goodwood Estate as we know it under the charge of the current Earl of March (son of the tenth Duke of Richmond), though it was the third Duke of Richmond who first moved it on. He worked with Gothic architect James Wyatt to extend the house, building an orangery, the grand stable block next to the house, and, half a mile away, the kennels for the hounds.

The Duke was an active politician and cabinet member. He later became the British ambassador in Paris, where he began to collect the tapestries, furniture and porcelain

that still grace Goodwood House to this day. It's often said that he'd planned to extend the house to an octagon shape, but that's nonsense stemming from 19th century local gossip – and it's this that the helicopter pilot points out first on our preview flight before we head out in the X5. Sure enough, it's clear from the air that the house looks like three sides of an octagon but would have been unmanageably large as a full octagon.

We fly north over the Downs, where perched on top of the hills that overlook the house is the imposing racecourse, for horses not cars. Its origins are with the third Duke again, who built a course here in 1802 to race with fellow members of the Sussex Militia. We hover over farm, woodland and quarries, before heading back to the airfield, next to the circuit. It's fascinating to see the track we know so well from the air like this.

But now the important bit. There are two to each X5, plus an instructor, who explains off-road techniques before setting us off down the side of the circuit and along the quiet local lanes through East Lavant (for once we're not tempted to stop at The Royal Oak!). We travel north towards the Downs, getting used to the vehicle before heading off-road. Today there are several X5s in convoy, but normally we'd be going it alone.

The lane turns to a slippery wet chalk surface, and not long after we head through a gate into open parkland. Now this is where it gets interesting! Even the most gentle off-roading takes some getting used to, and our instructor teaches us the techniques for dealing with two tonnes of BMW slithering on the muddy tracks. With chunkier tyres than you'd see on a school-run X5, and a wealth of electronics helping out, it's remarkable how competent the car feels. We're soon making steady progress up the gentle hills of the Sussex Downs, the first section overlooking the Goodwood Downs golf course, designed in 1914 by five-time Open Champion James Braid, who also designed courses at Gleneagles.

And then these views of civilisation disappear as we head into the trees, part of the ancient woodland that

Right
Plenty of action in the hills and woods above Goodwood House (bottom right), before warmth and sustenance at the tea stop.













# 'We stand around the fire to be served morning tea to the soundtrack of twittering birds and the distant hum of a tractor'

surrounds Goodwood. There are cedars, cork oaks and beech trees. Oldest are the cedars of Lebanon planted in 1761 at the request of the third Duke of Richmond.

They've played their part in Goodwood history, with 33,000 trees once sold to cover death duties, and many of the beech trees shipped off to the front line for construction use during World War 2. Replanting after the war and again during the late 1950s helped the woodlands to recover, and it's clear that they're now as carefully managed as the rest of the estate.

Occasionally the tracks open out into sunlight-filled clearings, and we get to gaze across the Downs, looking down on Goodwood House in the distance and – much closer now – Goodwood Racecourse. And then we're back into the woods, feeling like true adventurers until – what?! – we're flagged down by an immaculately dressed butler, who leads us to a canvas shelter hidden among the trees. We stand around the fire, to be served morning tea to the soundtrack of twittering birds and the distant hum of a tractor. Does life get better than this?

Suitably refreshed, we jump back into the X5 and continue through the woods, where the tracks become more challenging, sometimes taking sharp dips and climbs in and out of water-filled trenches. The view through the windscreen alternates between nothing-but-mud and all-sky-and-treetops, but the instructor keeps us moving, and each one of us in turn gets to sample proper off-roading.

Out of the woods, then, for a brief respite along less slippery tracks, past a field packed with pheasants, alongside the Sculpture Park and round the outskirts of the all-organic Goodwood Home Farm, home to prize Southdown sheep whose lineage can be traced all the way back to the Middle Ages. And while we're still

pondering the unlikeliness of learning about ancient flocks while driving a brand new BMW, our instructor, with an ominously mischievous glint in his eye, directs us through a gateway onto a designated off-road course, full of eye-popping, stomach-churningly steep climbs and descents.

Anyone still not entirely confident of their off-roading skills is welcome to opt out of this – but, my goodness, I'd recommend trying it! Will we make it, won't we? Of course we do every time, but it's quite an experience.

And then we head back to base, past the Goodwood Hotel, originally an inn used by weary travellers while their horses rested, and into the circuit for a very pleasant lunch. What a morning! And what a great way to see Goodwood.

Goodwood Off Road Experiences cost £249 for two people for the off-road tour of the estate, and £495 for four people for the tour with Butler's Picnic. www.goodwood.com. For corporate experiences, email angela.birchall@goodwood.com.

Above and below The BMW X5s head through the woods, on the way to a very civilised morning tea; later, playing on the man-made off-road course.

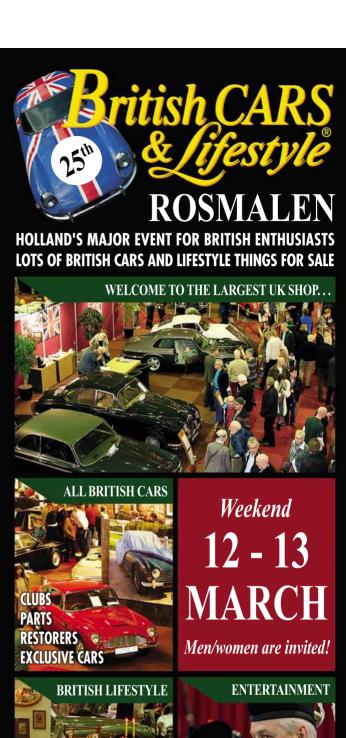




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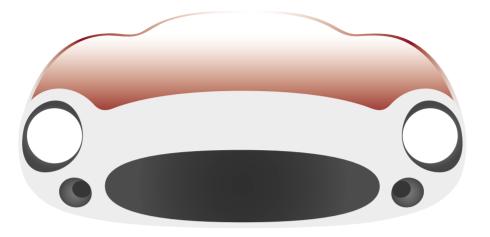




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# 24-HOUR BREAK

Endurance champ Capri visits the ultimate 24 Hours on a whirlwind road trip to Le Mans

Words and photography: Neil Godwin-Stubbert

#### Clockwise from opposite

The Willhire 24 Hours-winning Ford Capri parked up in front of the Ferris wheel at La Sarthe – one of the best vantage points from which to watch the action; 143km further away from the home of endurance racing, on the autoroute; in good company in Le Mans.



IT'S 3AM ON A SATURDAY in the middle of Le Mans town square and I know I'm rather tired, but did the *gendarme* sitting astride his parked motorbike *really* just cheer us on as I double-de-clutched the Ford across the roundabout? I glance across at my passenger Gabriel, and he's looking at me with the same bemused look. It seems that even the French police love an old Capri.

This isn't just any old Capri, however. It's my 1985 Willhire 24 Hours-winning car, restored with full livery, rollcage, Willans harnesses, original race engine, huge Cibie spotlamps and bellowing side-exit exhaust pipes. As a road-registered race car, it's not something you can ignore.

But I'm getting ahead of myself here, as Le Mans is the final destination. I start from another historic race circuit: Snetterton, in Norfolk. This fast, flat track held Britain's version of the Le Mans 24 Hours from 1980 to 1994, and my V6 Capri won it in 1985, in the hands of Roy Eaton, David Oates and John Clarke. As 2015 is the 30th anniversary, I thought I'd treat the Capri to a 24-hour dash through the night from Norfolk to La Sarthe, the home of endurance racing.

Back in 1985, Snetterton was a truly rapid circuit, with two long straights and tricky, fast, sweeping corners. Thanks to its topography it was the perfect place to hold a 24-hour race. Cars could run at Snett in top gear; the Capri won at an average of 93mph. The track attracted the cream of endurance racing, many of whom also ran at that year's Le Mans.

I leave the scene of the Ford's triumph and head on to the newly completed A11 bypass, where the temptation to repeat my car's racing pace is so tempting. I'm collecting my travelling partner, good friend Gabriel de Meurville (despite his name, he is Argentinian and doesn't speak a word of French), at Goodwood, from where we'll make for our Channel crossing. London's M25 is relatively

quiet on this Friday morning, the only disturbance caused by me rumbling through patches of traffic as lorry drivers and men of a certain age take photos of the car. Fuel consumption is a bit of a worry on this trip, because the alloy tank I've fitted has a capacity of only 40 litres and I'm paranoid about running dry. I stop for a splash and dash outside Guildford, before the final section down to Goodwood.

I can hear the circuit before I see it, as there's a trackday taking place. Gab is waiting with minimal luggage (a good job, as there's little space in the car), and we head for the evening ferry from Newhaven to Dieppe. We glide across the Channel, which is like a duck pond this evening. A hefty clunk from the low-slung

exhausts on the deck as we disembark in France makes me wince, but there are no more worrying noises so we speed into the darkness on damp and empty French roads. Adventure time. Just outside Dieppe, there's a reminder from the Capri that I should take my bravery pills, as the rear tyres makes a break for freedom.

Past Rouen at another fuel stop, we meet fellow Brits sprinting down to Le Mans. The 24 Hours is still a massive draw for UK motor sport fans, even if the race itself is no longer dominated by British marques, and during daylight hours the autoroute is a convoy of home-registered cars. Finally, the A28 *péage* to Le Mans beckons. It's a great road – fast, flowing, nicely cambered and not a single other car to pass all the way to La Sarthe.



The Capri is running very cool in its tall fifth gear. You could almost forget it's a full-fat race car. The distances on the signs for Le Mans rapidly decrease, and suddenly the city is in sight. Past its industrial outskirts, then we're rumbling along the Rue Wilbur-Wright and driving into the town square. Apart from those *gendarmes*, there's nobody about – except, perhaps, the ghost of Steve McOueen in his Porsche 911.

We make our way through town, and the circuit appears like a landed spaceship, bathed in that early summer dawn light. I've been to Le Mans a dozen times, but still that first sight of the fully lit circuit at dawn fills me with such excitement. There's nothing better, and having made the journey here in the Capri makes it all the more fulfilling. Even at the circuit there's still no one around other than gate guards, flicking their Gauloises aside to mutter something about the mad English car. Yet they're happy to let me park by the iconic entrance for a photo.

The sun rises and so does the temperature, as Le Mans race day traffic builds and 240,000 people seem to head for the same entrance. Still running that race engine, the Capri would have had cooling issues in such queues. But I've fitted a double-core alloy radiator, which works perfectly, so the motor maintains its cool as we crawl through Arnage for ten minutes or so to our allotted parking space within the circuit. The temperature inside the car is another issue, with no respite from the heat from those twin-exit exhausts beneath our feet.

The main event begins, and the 56 Le Mans entries across six categories are doing formation laps. From our viewpoint on the banking, we get so close you can feel the heat from the engines as they weave past. The giant Rolex on the startline clicks towards 3pm and Strauss's Also sprach Zarathustra (otherwise known as the theme music from 2001: A Space Odyssey) sounds over the speakers. The cars cross the line and all hell breaks lose as 30,000bhp is unleashed for the first of 395

laps and almost 3300 miles of racing.

They're away! As the noise abates there's hush in the crowd as everyone cranes towards the nearest big TV screen to see the battle down the Mulsanne. We hear the cars again well before we next see them, three minutes later. When they appear, it's simply the most amazing sight in motor racing, the sensation overwhelming, the word 'fast' inadequate to describe the way in which these cars move along with dust and stones flying everywhere. Incredibly, they'll do this for the next 24 hours, every corner being driven into as if it's the last, with every car wanting the same slice of tarmac. Amazing to think that my Capri did something similar 30 years ago in Norfolk.

The deafening noise means it's hard to know what's going on, unless you listen to Radio Le Mans. Commentating legend and friend John Hindhaugh invites Gabriel and me into the studio station perched above the pitlane entrance to soak up the fever. At dusk we take a turn on the 130ft-high Ferris wheel near the Porsche Curves, so we can see the track from a different perspective. Watching the cars thrashing away below us in the dark is truly spectacular, with exhaust flames popping and reflecting on the concrete barriers and the lights twinkling in the distant pits.

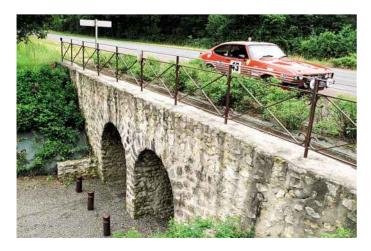
By 2am (the early hours of Sunday) we're beaten by fatigue. We've had no sleep since we woke on Friday morning; goodness knows how an endurance racer keeps going. We slump into the Capri, buckle our harnesses and head back through the dust (and between tipsy racegoers – a surreal experience) as people greet the Capri with thumbs-up and cheers. 'Blimey, it's a Capri!' is shouted at almost every turn. Night at Le Mans is special.

A leisurely breakfast at our digs in a nearby farmhouse is accompanied by the distant rumble of the cars. It reminds us that, while we and the Capri have slumbered, the race teams have fought for every corner through the night. On the way to the track we detour to the site of the 1906 French Grand Prix out to the

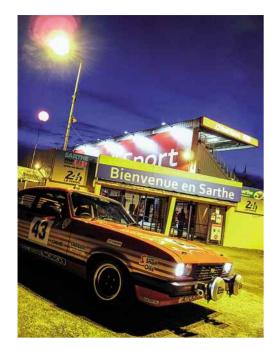
'Watching the cars thrashing away below us in the dark is truly spectacular, exhaust flames popping and reflecting on the barriers'

#### Clockwise from below

The Capri proved exceptionally popular with gentlemen of a certain vintage; arriving at La Sarthe in the sort of gloom that racers are forced to contend with for hours on end; prototypes at full tilt; the Capri acquires a police escort.



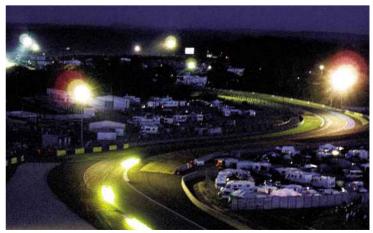














west of Le Mans. We then somehow gain a police escort, with two bikes at the front, two to the rear. I can't overtake them and it makes the crowds stare. Time to don those sunglasses.

Porsche's 919 Hybrid has been leading for most of the race, battling the all-conquering Audis. The head car is co-driven by Brit Nick Tandy, who lives eight miles from me back in Bedfordshire. Even with a full Grand Prix race distance still to complete, the machinery is full-on fighting for every inch of track. How is this possible? How can a car endure such abuse?

As the countdown to the final few laps ticks away, people rush for the best viewing position, children held aloft on shoulders, eyes flicking between TV screens and track. And then the Rolex clock once again clicks past 3pm. The Porsche wins and the German family next to me hand me a Porsche flag to wave. With the Capri parked next to a screen we cheer every car and, as the final one passes, the track gates are swung open and we rush on to the circuit.

I lose Gabriel momentarily, and then spot him picking up bits of used race rubber from the ultra-sticky track as mementoes. The throng of people under the podium is vast – 10,000

### Clockwise from top

A rare opportunity to exercise the Capri at La Sarthe following the 24 Hours; homeward bound, having just about made room for all the luggage in the Capri's race-spec rear.



happy souls chanting their allegiances to their favourite teams. LMP winners duly celebrated, it's the turn of actor Patrick Dempsey in the GTE-AM class. He's moved to tears on the podium, so overjoyed is he to have finished the world's best race. The crowd love him for it.

We come back later, just as night falls, to drive the open sections of the Circuit de la Sarthe and are greeted by a damp track. But nobody's about, so here's our chance. On to the hallowed tarmac, anti-clockwise at first, down to Arnage and then sweeping through Indianapolis. What a spectacular rumble the 2.8 V6 is making, hard in third and then backing off on the overrun with popping and banging from the four-inch side-exit exhaust. The campsite stirs as people come up on to the



banking to see what the commotion is.

Although it moves on hard race suspension, the Capri's 60-profile tyres and quality dampers make for a ride that's flat through corners yet supple enough. It has amazing turn-in, too; I've fitted adjustable control arms and poly-bushed everything. We complete five laps at full chat, and finish for food on the Mulsanne Straight.

Post-race on Monday morning, Le Mans returns to normal. On the leisurely drive back along the *routes nationales* of the Loire and into Normandy, the Capri is unflustered. It's been a pleasure – totally reliable with no cause for worry. Willhire winner Eaton summed up the car best when, on the podium, he said: 'I reckon it could do it all again – it hasn't missed a beat.' I totally agree Roy. I'd do it all again, too.





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# **LUCK OF THE IRISH**

Ireland is blessed with fabulous roads, awesome scenery, and enviable motor sport heritage

f, after reading this supplement, you are inspired to venture across the Irish Sea, you'll be in good company. Sir Malcolm Campbell took part in the 1928 International Tourist Trophy race at Ulster, as did famous Bentley boy Sir Henry 'Tim' Birkin, at the wheel of a Bugatti. Birkin returned in 1930 with a lightweight Mercedes-Benz, and again in 1931 piloting an Alfa 8C 2300. Riley racer Freddie Dixon won the RAC Tourist Trophy at the Ards circuit, and Mike Hawthorn achieved success at the Leinster Trophy in Wicklow 1935.

During the World War 2, my uncle spent four years with the Canadian Air Force based in Ireland, picking up an accent that never left him. Later, back on the mainland, he used to speak of 'modering'. This meant, he explained, cruising at speed – extracting the most with the least effort. In a metallic blue Standard Vanguard.

As a young teen my shelves bent under the weight of treasured motoring publications containing reports of such sporting events as the stellar Irish Tarmac Rally Championship. I revelled in accounts of Billy Coleman, Dessie McCartney, Cathal Curley et al, pushing the boundaries in iconic rally machinery: Opel Ascona and Ford Escort, Lancia Stratos and Porsche 911. These guys created a racing challenge that lured the world's elite drivers and teams, though

on many occasions local knowledge – or something in the water, or sheer madness – ensured Irish smiles were widest at the end of a stage.

Now the prospect of the Great Ocean Road (also known as the Wild Atlantic Way) and the inspiration of Bob Montgomery, who runs the archive of the Royal Irish Automobile Club, are luring me to Ireland for some spirited motoring and, of course, some ravishingly beautiful scenery.

Any circuit of Ireland really should include such notable sites as that of the world's first closed road motor race, the Gordon Bennett of 1903 in County Kildare; Mondello Park, also in County Kildare; Phoenix Park in Dublin; and Kirkistown, home of the Motor Racing Track of Ireland.

These venues host racing of all kinds, and have helped to produce such outstanding drivers as John Watson, Derek Daly, Ralph Firman, Eddie Irvine, Martin Donnelly and Colin Turkington, to name just a few. Special stage and tarmac rallies lure spectators in their thousands, the Billy Coleman influence still producing world-class talents and empty roads allowing them to flourish.

Ireland is a car enthusiast's treasure, and over a map and an Irish coffee, I feel a road trip coming on... Who's coming with me?

**Mark Evans** 



### Top and above

The road over the Healy Pass in County Cork is a seriously tempting stretch of tarmac; Ireland's proud racing heritage is still evident at historic venues across the Emerald Isle.





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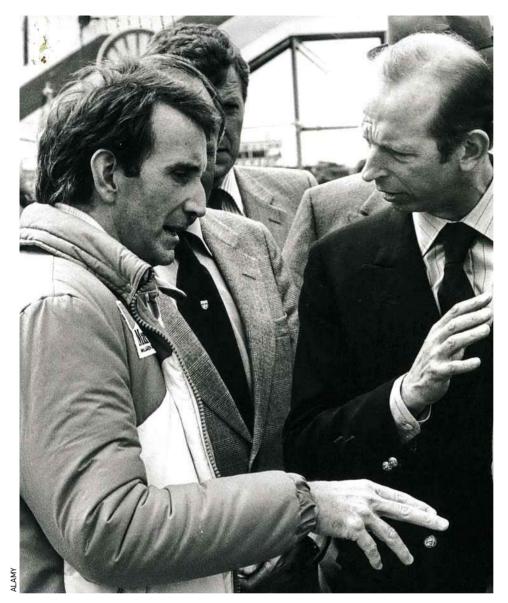
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Left
John Watson (on left) chats
to Prince Michael of Kent
after winning the 1981 British
Grand Prix in a Marlboro
McLaren. The Ulsterman
wants mainstream racing
back in his homeland.

# Ireland is *the* place to race. "Ask Stirling about Dundrod," he says'

'Watson believes

hours too long. Historic racing doesn't appeal to Watson either. He just doesn't like the idea of sharing another man's car. He is uncomfortable with the mix and match of drivers and owners, but recognises that this is now the status quo.

What he does like is Ireland. Watson believes that Ireland is *the* place to race. 'People eulogise about Le Mans, the old Mugello circuit, the Nüburgring, the Targa Florio – but ask Stirling about Dundrod,' he entreats as his eyes light up.

'Race tracks today are a shadow of Ireland's wonderful road race circuits; compared with a permanent race track, it's like night and day. The Ards circuit is sitting there 70% intact, while Dundrod retains 95% of the original track from its heyday in the early 1930s. It makes for fantastic road racing.' Watson wants these circuits back in action.

What's his best drive today, I wonder? For Watson, it is still the Irish TT circuit from his youth. He explains: 'When I was a kid, on the shores of Belfast Lough, Kirkistown was the local circuit. I'd leave home, drive over the Holywood Hills, and arrive at a place called Dundonald; it formed part of the legendary Ards TT circuit of the late 1920s and 1930s. I'd join the Ards circuit about a mile from the original paddock and pits — still there in those days [late 1960s] — and drive from Dundonald around Bradshaw's Brae, a series of downhill rights and lefts which led into a town called Newtonards.

'I'd drive one leg of the circuit to Newtonards into the market square and instead of the second leg to Cumbe, turn left and follow the shoreline to Strangford Lough... Magnificent! Lots of great corners where you could be a bit of a hooligan. From Newtonards to Greyabbey and head towards Portovogie. Great roads and part of what was a fantastic road circuit in the 1920s and 1930s.'

Mark Evans

IN CONVERSATION WITH

# JOHN WATSON

# Who needs Le Mans when you've got Ireland, argues the country's first Formula 1 Grand Prix winner

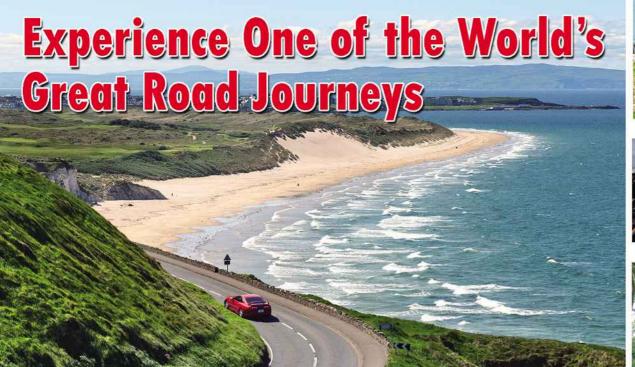
find John Watson at the Porsche stand. In his prime he was the first Irish racing car driver to win a World Championship Grand Prix, and he still cuts a fine figure in his black polo neck and blazer. Now the resident broadcaster for the Blancpain GT Series, he passionately champions its entertainment value and variety. 'One-make domination isn't healthy,' he tells me, in an undisguised dig at Formula 1.

Watson is even more forthright about Le Mans, which he accuses of, 'pissing around with LMP1 cars, that cost the world and which, quite frankly, are

no use to man nor beast.' He is thoroughly entertaining and disarmingly honest. In his view, Le Mans should follow the example of the original Tourist Trophy. He derides the motor sport mantra of race today, sell tomorrow: 'Who's gonna buy an LMP1 Porsche? I don't get it!'

He argues that the racing cars dominating the sport today are self-indulgent playthings for the manufacturers that mean increasingly little to motoring fans.

Watson hasn't driven at Le Mans since 1989. He describes the 24-hour endurance race as being 22





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and Glens Map

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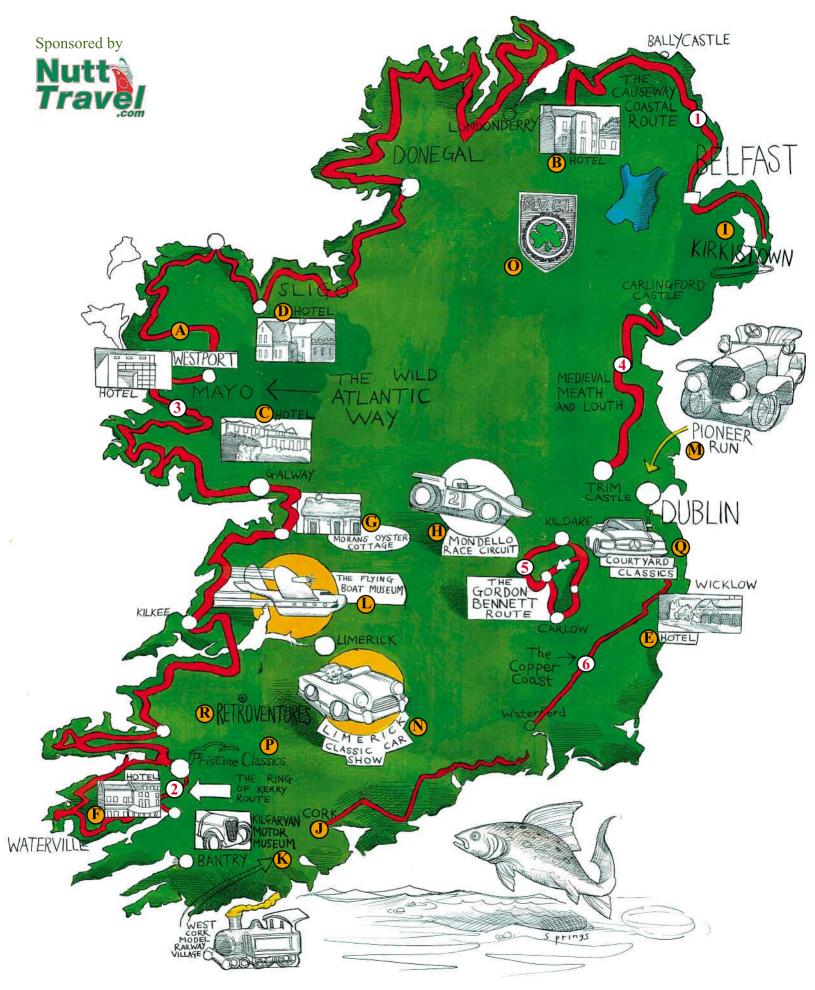


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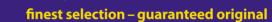








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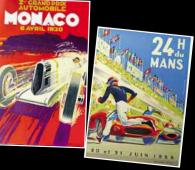


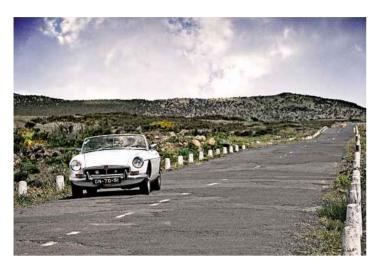
















# A SLICE OF MADEIRA

Beautiful scenery, a crazy hillclimb and driving roads galore; the Atlantic island of Madeira is the perfect place to enjoy a classic roadster

Words and photography: Martyn Goddard

WE CAME TO THE END of one of the few straight roads on Madeira, across the mountain plateau of Paul da Serra. A screech from the disc brakes echoed off the stone walls as I steered the white 1974 MGB down from the plateau, a famous special stage of the Rali Vinho da Madeira, or Madeira Rally. Roof down on a very warm day, the roadster rolled slightly. Its suspension was taking a beating on the twisty, broken tarmac covering the once-cobbled mountain road, and there was a touch of oversteer on the corners on the descent.

We pressed on hard, uphill now, through a forest of eucalyptus trees, the verge sprouting blue agapanthus blooms. Under full gas, the 82bhp 1.8-litre four-cylinder engine strained to pull the car to the crest in second gear.

We weren't competing in the rally first won in 1959 by Jose Bernadino-Lamperia in an MGA; we were enjoying a fantastic road trip on Madeira – the 'Pearl of the Atlantic', located 600km off the Moroccan coast.



#### Left and below

1974 MGB explores the island; Dinarte Ponte cornering his 1966 Mini-Cooper in the Rampa dos Barreiros hillclimb; the flag of Madeira; 1921 Adler 9/24 Torpedo on the awards red carpet; MGB and Rolls-Royce, part of the Old







The island was long a favourite haunt of British movers and shakers stopping over en route to the colonies, and our classic MG is one of a number of interesting British classics now available to hire there. All manner of old machinery is available, in fact: OldTimer Tours had planned to supply us with a Mercedes 190SL, the car that had won the 2014 Rampa dos Barreiros historic regularity hill climb. Unfortunately a cylinder head fault forced a change, but our MG was still infinitely more interesting than your average holiday rental.

The day after our arrival, the Estrada Monumental outside Belmond Reid's Palace in Funchal was teeming with classics. The hotel was the main sponsor of the weekend's free car festival, including a concours and regularity hillclimb.

A walk down the street revealed that there were more than 500 entries – no Ferraris, Astons or Maseratis here, but instead largely 'everyday' classics, many in superbly original

condition, others restored to a high standard. Cars such as Fiat 128s, Peugeot 404s, Datsuns and early VW Beetles were lined up alongside a selection of British sports cars, Alfa Romeos and some Americana. This year Jaguar was the featured marque, and was represented by a pristine 1949 MkV Drophead Coupé among many others. Madeira is home to only 267,000, but the members of its classic car community are impressively dedicated.

Just when we thought we'd seen it all, upon entering the gates of an old villa we discovered rows of classic scooters, motorcycles and bicycles, proving that the concours catered for more than just cars. Best of Show was a 1958 Mercedes 220S Cabriolet, while a Riley 1.5 and Porsche 356A took the Unrestored and Restored crowns respectively.

In the course of talking to various owners, it became clear that many of the cars on show had been Madeira residents from new. The 'waste not, want not' attitude prevalent

among island communities (not to mention the island's pool of talented craftsmen) had ensured their survival.

The next day, Sunday, brought with it the regularity hillclimb from the harbour up though the town. I arrived at the start at 9am, to ride shotgun in a 1972 Fiat 124 Spider driven by Jano Paulo Freitas.

As I made myself comfortable in the seatbeltless Fiat, the local chairman of the organising club mentioned that Jano was a 'spirited' driver. No kidding! We shot out of the paddock and were soon circulating the roundabout by the docks. Then it was flat-out up the hill to a chicane, before pleasing the crowd with a rubber-burning, 360-degree turn around a cone on a bridge entry road, then off across the bridge to the finish on yet another gradient.

After being thrown about in the Fiat, I passed the rest of the morning in more sedate style, watching everything from a vintage Bentley to a Lancia Fulvia HF zoom up the hill.

From top 1934 Bentley taking a tight corner; everything is colourful in summer on Madeira; one of the more beautiful paddocks in the world.

In scenes reminiscent of the road races of the 1950s and '60s, the spectators lining the streets egged on the drivers to go ever-faster.

Every so often, a rally-prepped Alfa or Ford Escort would demonstrate a handbrake turn, to the crowd's delight. By lunchtime 80 cars had made their ascents (two each, the aim to post two times as close as possible to one another), and the streets were re-opened to traffic. Crews and spectators made for the cafés to await the results, and it transpired that a 1961 MGA had taken top honours.

Next we opted for a wine-tasting session in Funchal's oldest cellar. Blandy's Wine Lodge was established in 1811, to promote the island's delicious, smooth, fortified wine that's long been a favourite of Brits. A fine way to round off a morning of historic motor sport.

On our final day, we headed out of the old town towards the ER10, over the Poiso pass to Santana on the north coast. The roads became narrower and steeper until we were ascending a 3km straight, a first-gear incline up the side of a mountain on the Caminho do Monte. The old MG didn't miss a beat, overheat or complain on what we later found out was the route of a funicular that closed in 1942.

From there on up, the road became a more traditional series of hairpin bends, with a good surface that both car and driver relished. Thanks to our early start we crested the 1402-metre pass – higher than Ben Nevis – on a traffic-free highway. On the descent, we passed through temperate rainforest, with lush vegetation and swathes of brightly flowering shrubs. Torrents of water rushed along the side of the road in a gully. By this time I wished I'd packed a pair of driving gloves, as piloting the MG around one sharp bend after another was blistering my palms.

The road descended into Santana, and gave fabulous views of the rugged coast and the town itself. With its vegetation and traditional thatched cottages, it looked to my mind like Tolkien's Middle-earth. One of the delights of open-top motoring is the chance to smell flowers and wood-burning stoves as you drive. You really feel a part of the countryside.

Next we headed southwest on the coastal road to Ponta do Sol. It's carved into volcanic rock, and offers spectacular Atlantic views as it winds through banana groves. I thought I was pressing on, changing down to second on the gradients and tucking close to the wall on hairpins to allow for oncoming buses. Yet there always seemed to be a local driver behind wanting to pass in a pick-up. In Madeira, car travel should not be quantified in distance, but



'In scenes reminiscent of the road races of the 1950s and '60s, the spectators lining the streets egged on the drivers to go ever-faster'





by the time it takes to reach your destination. (The number of photo stops we felt compelled to make obviously didn't help!)

We returned to Funchal via the motorway which, due to its curves and tunnels, was itself a blast, and provided the first chance to engage the MGB's overdrive.

Despite my initial disappointment at not being able to drive the 190SL, over five days I grew to enjoy the little MG enormously. It proved nimble and responsive, and its engine was ever-willing on Madeira's narrow, twisty roads. The suspension stood up well to the broken tarmac and cobbles, too. If you fancy following in our tyre tracks this year by hiring a classic – on Madeira or anywhere else – don't rule out BMC's icon.

For more information on Martin's trip, see:
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Achievement, with past winners in the latter category including F1 legends Sir Stirling Moss and Murray Walker.

Up to 650 people can be accommodated in the great hall at Guildhall; if you would like to be among them for this year's prestigious IHMA black-tie awards dinner on Thursday 17 November, you can book your place through the IHMA website or by calling 0844 844 0053 (+44 1795 414866 from outside the UK). Tickets cost £180 each.

www.historicmotoringawards.com





# OCTANE DRIVERS' CLUB 2016 TRACKDAYS

Mother Nature has given us a good old thrashing over the past few months: thanks to curtains of rain, floods and howling gales, there have been precious few opportunities to enjoy our classics recently.

Brighter days are on the way, however, and it won't be long before the first *Octane* Drivers' Club trackday of 2016, scheduled for 12 May at Goodwood Motor Circuit in Sussex. The opportunity to blast around the famous circuit in your classic in the spring sunshine is one not to be missed, and you can book your place now through the *Octane* website or by calling 0844 844 0053 (+44 1795 414866 from outside the UK).

The price is £299 per car with driver, plus £60 per additional guest, and includes breakfast, lunch and snacks throughout the day. Helmet hire is optional.

If you can't make 12 May, don't fret: we'll be doing it all again on 13 October, and places on that trackday are now available, too. www.octane-magazine.com

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ONE OF OUR highlights of 2015 was the first running of the *Octane* French Tour, and we are delighted to confirm that the event will return in 2016, with a 600-mile route and a series of wonderful excursions from a base at the famous Hôtel de France in La Chartre-sur-le-Loir, the legendary base camp for Le Mans teams and drivers in the 1950s, '60s and '70s.

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The Octane French Tour is on 5-9 October: for more details and a full itinerary, contact Thomas Brimblecombe on +44 (0)1483 281282, or via email at thomas@classicgt.co.uk.







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