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CHARLIE MAGEE



## EDITOR'S WELCOME

# Farewell to John Surtees, CBE

**WE'RE SADDENED TO HEAR** of the death of John Surtees, CBE, as this issue goes to press.

A towering talent on four wheels and two, he claimed the Formula 1 Drivers' Championship in 1964, driving for Ferrari, having already won seven World Championships in motorcycle racing between 1956 and 1960.

He was generous with his time and appeared in *Octane* often, most memorably in issue 116, when he shared with Mark Dixon his 1957 BMW 507, a car he owned and cherished for 60 years. It was paid for in part by MV Agusta boss Count Domenico Agusta, who offered to chip in as a reward for John's triumph in the 1956 500cc World Championship.

In 2010, he was interviewed by the historian Doug Nye. 'Right – let's talk,' he began, with Nye describing *Il Grande John* (as the Italian *tifosi* called him) as 'typically crisp and commanding' even then.

His regular presence at events such as Goodwood Festival of Speed and Goodwood Revival reflected his popularity with racing fans, and at the former gathering in 2014 he was honoured with a display of ten significant cars and motorcycles from his glittering career.

Our favourite appraisal of Surtees, though, was provided by motorcycling sage Mike Nicks:

'To fully appreciate the genius of John Surtees, hop on a motorcycle with 150mph potential, and ride it fast through the Barregarrow section of the Isle of Man TT course... In John Surtees' day, only those with the biggest *cojones* wedged into their leathers would take Barregarrow flat.'

His determination as a racer was matched in later life by his commitment to fundraising. Following the tragic death of his son, Henry, in a Formula 2 race, Surtees set up the Henry Surtees Foundation to help those with life-changing injuries and young people pursuing a career in fields related to motor sport.

The great man's death was announced on Friday 10 March by his family, who are in our thoughts. Expect a celebration of the life of John Surtees in a future issue.



David Lillywhite,  
Editor

## FEATURING



### MICHAEL OLIVER

'I've spent 15 years seeking photographic evidence to identify conclusively the "hidden" Lotus 72. Finally being able to examine it in person was thrilling – yet all the detail I needed was there in glorious Technicolor rather than hidden in a grainy period image! *See the world's most original Lotus 72 for yourself on pages 86-98.*



### RÉMI DARGEGEN

'I've always loved old and rare Porsches. I also enjoy meeting legendary people. And I'm French. So spending time with Gérard Larrousse was a dream come true for me: a French racing legend driving his iconic 911 from the Tour de France, all photographed by me! *See Rémi's extraordinary pictures of the Tour de France 911 on pages 114-124.*



JAMES LIPMAN

### DELWYN MALLETT

'I've been mad on cars for as long as I can remember and spent 30-odd-years as an advertising "Mad Man" so, although a Ducati-engined Bimota DB1 is the nearest I've ever come to owning a Ferrari, I've spent lots of time pondering its logo: the Cavallino Rampante! *Delwyn unravels its mysteries on pages 102-106.*



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Issue 168  
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PAUL HARMER

### PLUS

John Cleland on his Aston DB6  
Enzo Ferrari and Tazio Nuvolari: the  
story behind their lasting friendship  
Shed-built Jaguar C-type replica  
Dubai's outrageous police cars  
Mark Hales track-tests Gp2 Alfetta  
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27 MAY 2017 • LAKE COMO, ITALY



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### SHELSLEY WALSH

Join Octane with your car for an exclusive day at the iconic hillclimb venue on Saturday 23 September. See page 22 for full details.



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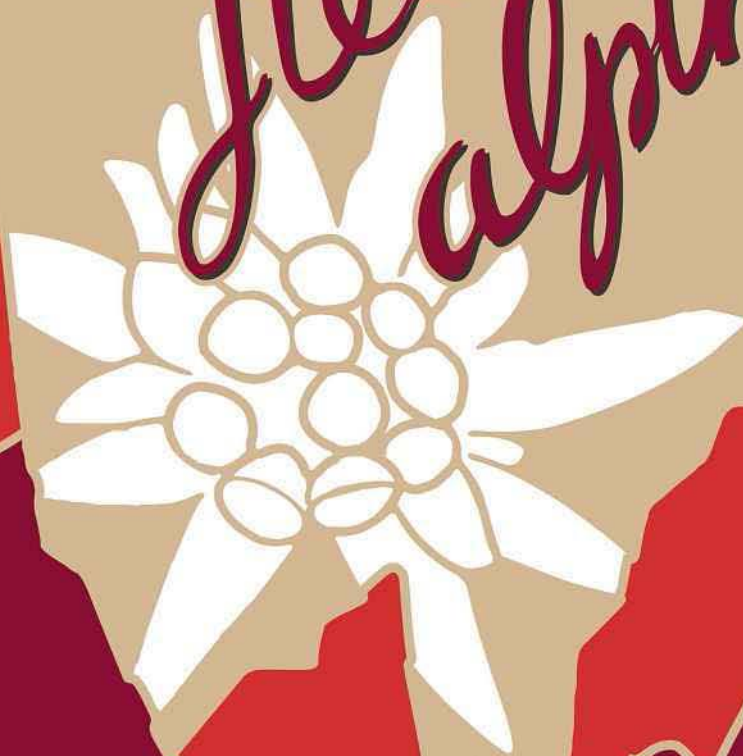
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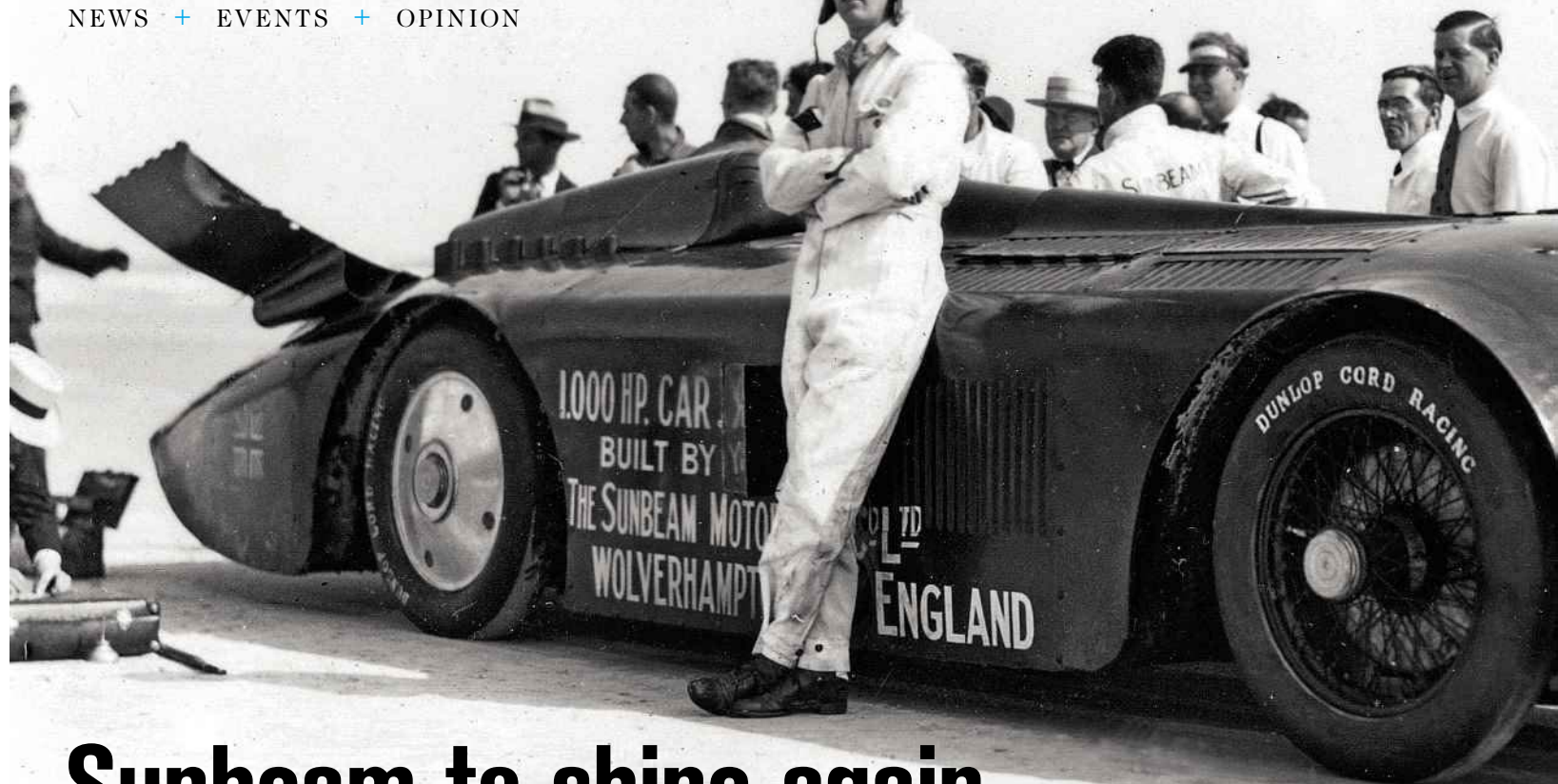
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# IGNITION

NEWS + EVENTS + OPINION



## Sunbeam to shine again

*Beaulieu's 1927 record-breaker gets an engine rebuild for 90th anniversary*

Words Martin Gurdon

**ON 29 MARCH 1927**, Sir Henry Segrave and his Sunbeam 1000hp averaged 203.79mph over two opposite runs at Daytona Beach, setting a new Land Speed Record in the process. Now, 90 years later, work has begun to rebuild one of its two 22.5-litre V12 Sunbeam Matabele aero engines. It's all happening in the National Motor Museum at Beaulieu, where the Sunbeam has been on display since 1958.

Doug Hill, the museum's manager and chief engineer, is masterminding the scheme. He and his colleagues hope to run the engine, the rear one of the two and currently mounted in a test rig, as a celebration of the 90th anniversary. If they succeed, it will be the engine's first firing-up since it last ran in 1939.

For Hill, this has been a journey of discovery. 'The engines counter-rotate because the flywheels face each other. They did that by

altering the timing of the camshafts,' he explains.

He'd been told that the engines had been sealed, as had that of Napier's Golden Arrow, also on Beaulieu display. 'I remember Louis Coatalen, Napier's chief engineer, taking off some of the Golden Arrow's covers and it was immaculate.' Not so the Sunbeam's motors, though. 'We removed the plugs and thought, "Hang on, that's not right".'

An endoscope revealed internal corrosion but, having successfully re-commissioned the museum's 1920 350hp Sunbeam record-breaker in 2015, Hill and his team 'had some momentum' to tackle the younger car. It has been a tough three-year job, which shifted from conservation to fully recommissioning one engine.

'Old Castrol R had been left in the engines, turned to glue and seized them. Gentle heating and internal solvent baths were used, but it took

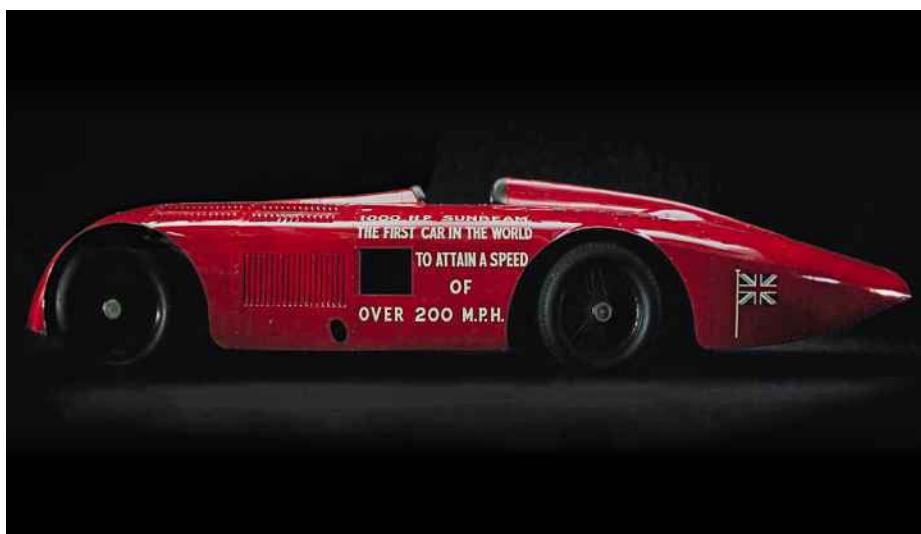
18 months to unstick the rear engine. Stripping it was a slow process, too. You can't just split castings and jam things between cases.'

A mix of very patient volunteers and staffers gently pulled everything apart. All bar 20 water jacket plate bolts sheared, but at least they were luckier than they had been with the 350hp car in which all 850 of them broke. The threads have been re-tapped and the bolts replaced.

Otherwise, the engine has cleaned up well. 'We've managed to salvage everything apart from four cylinder bores that were too corroded,' Hill reports with pride. The crankshaft has been polished, new bearings made and the original pistons put back with new rings. Hill reasoned that the engine wouldn't be running under serious load, so it was safe to use the original parts where possible.

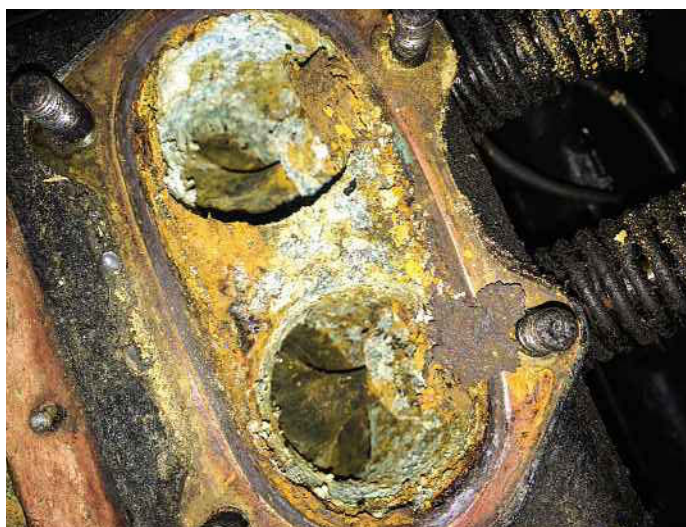
The corrosion wasn't a huge surprise, as the





engines were made from a quartet of motors used in a 1920s Maple Leaf powerboat that ended up 'on the bottom of Detroit harbour' during the Harmsworth Trophy. This mix-and-match approach might explain the slight variation in carburettor mixture controls. The team also discovered an ancient screwdriver in an oil tank, perhaps dropped by one of Segrave's mechanics, and evidence that someone had brutalised a camshaft bearing 'with a hammer'.

Doug Hill has been at Beaulieu for 43 years, but he credits 'new boy' Ian Stansfield, who arrived in 1977, as the driving force behind the 1000hp project. If funds and manpower allow, Hill would love to see the Sunbeam's other engine, transmission and chassis restored so the whole car could run properly for its centenary in 2027. 'That,' he said, 'would be the swansong I'd like for my career.'



**Clockwise from far left**  
On Daytona Beach for its 1927 record run; rear engine is carefully removed; signwriting revised for Beaulieu display since 1958; this is what the team found in the paired cylinders.

# NEWS FEED

*Steve McQueen's Mustang found; new French owner for Vauxhall; Ford prints spare parts; bespoke Rolls for sick kids*



## Long-lost second Bullitt Mustang found in Mexico

That car-chase film, starring Steve McQueen as Detective Frank Bullitt, used two Shelby Mustang GT390s in Highland Green. They were toughened-up for their stressful role and adapted to carry cinematic lighting and cameras, and, after filming, the less-wrecked one was sold by Ford to the Warner Brothers studio. The other has long been presumed crushed, as reported at the time, but the white-painted, heavily battered Mustang recently discovered in a Mexico yard has just been identified as that car.

It was about to be made into a replica of 'Eleanor', the Mustang featured in *Gone In 60 Seconds*, but

the bodyshop checked the chassis number through a US Mustang records authority, The Marti Report, and discovered its significance. All the right body modifications were still in place, as was some original paint beneath the white. The Mustang will now be restored to its original specification in California.

## Peugeot wins Car of the Year – and buys Vauxhall/Opel

The Peugeot 3008, a mid-sized SUV with a very small steering wheel, has won the COTY award after the votes of the 58 jury members across Europe, including six from the UK, were tallied at the Geneva show. The close runner-up was Alfa Romeo's Giulia, which at one point led the seven-car shortlist during the country-by-country score announcements. Next, in order of points, were Mercedes-Benz E-class, Volvo S90/V90, Citroën C3, Toyota C-HR and Nissan Micra. Peugeot's win comes as the parent PSA Group takes a controlling interest in General Motors' loss-making European operation.

## Group A rally cars, replica Bluebird at Shelsley Walsh

The Worcestershire hillclimb's Classic Nostalgia event, 22-23 July, will feature Group A and WRC

rally cars from 1987 spanning Lancia Delta Integrales through to Imprezas and Mitsubishi Evos. Demonstration runs by a W12 aero-engined replica of Sir Malcolm Campbell's Napier-Bluebird will mark the 50th anniversary of Donald Campbell's death; Donald's daughter Gina and nephew Don Wales will be there.

## Ford experiments with 3D printing of large body parts

Spoilers, centre consoles, even large body panels can be made with the Stratasys Infinite Build 3D printer. Ford is researching its use for limited-run models and prototyping, but the system has obvious potential for classic car parts without the need for tooling.

## Rolls-Royce builds a bespoke single-seater

The Paediatric Unit at Chichester Hospital, Sussex, near the Rolls-Royce factory, has taken delivery of a tiny Rolls-Royce powered by a 240-volt electric motor. It was built, and donated, by the company's Bespoke Manufacturing team, complete with modern-era grille, 3D-printed Spirit of Ecstasy and a luxury interior. Children will drive it to their operating theatre, the idea being that the experience will reduce their stress levels.

## THEY SAID

*'Lord Stokes was a horrible little man. He said: "If you girls get as far as Dover, I'll be happy." I thought: "You \*\*\*\*\*"*

*Rosemary Smith recalling the 1970 London-Mexico rally on which she drove an Austin Maxi with Alice Watson and Ginette Derolland. They finished tenth...*

*'Up until now, we've not exactly had the best name'*

*Aston Martin boss on re-naming the AM-RB001 (as was) as the rather more dramatic 'Valkyrie'.*

*'You're sounding a bit hoarse, m'dear... I think you need me to rub a bit of Vicks on your chest'*

*Barrie 'Whizzo' Williams at the start of his interview with (decidedly attractive) presenter Gemma Scott during Race Retro.*

*'Are you watching Top of the Pops up there or something?'*

*Land Rover design director Gerry McGovern, getting understandably tetchy as yet another phone goes off, this one with a catchy ringtone, during the Velar press conference.*

*'I remember that event like it was yesterday'*

*Porsche tuner Alois Ruf on the day the infamous Yellow Bird 911 achieved 340km/h at the Nürburgring, 30 years ago.*

*'That baby's going where it wants to go'*

*Uber-collector and constructor Jim Glickenhaus on his decision to get the Modulo concept car running for the first time ever.*

## Join Octane and Evo at Shelsley Walsh

*Put Saturday 23 September in your diary for an exclusive hillclimb experience*

No motor sport venue in the world has staged events continuously for longer than the Shelsley Walsh Speed Hill Climb in Worcestershire. Its 1000 yards (914m) of steep, narrow and challenging track date back to 1907 (plus two years more in slightly shorter original form).

Now *Octane* and *Evo* are holding exclusive sessions (35 spaces on each) on 23 September, from 9am to midday, and 1-4pm, so you can attempt the famous hill in your own car. And we're even laying on refreshments.

The price per session is £150 (plus booking fee). Visit either: <https://shelsleywalshhillclimbmorningssession.eventbrite.co.uk> or <https://shelsleywalshhillclimbafternoonssession.eventbrite.co.uk>.





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## PoloStorico open for business

*Lamborghini's classic division has famous names behind it*

Words John Simister

**FACTORY CERTIFICATION** of a classic car's authenticity, most famously formalised by Ferrari's Classiche service, is becoming increasingly popular, especially when there's also a restoration service on offer. Lamborghini announced its PoloStorico facility last year, showcasing the fabulous metallic green Miura SV that starred at the Villa d'Este concours, but PoloStorico is now officially open to customers.

It covers Lamborghini models that have been out of production for at least 10 years, it preserves archives and records, and it is currently able to supply 65% of classic

Lamborghini parts while claiming to be able to find the rest if required.

The Certification of Authenticity service has some famous names behind it and operates through two committees. These are overseen by chairman and CEO, Stefano Domenicali, former boss of Ferrari's Formula 1 team.

The Comitato dei Saggi, or 'Committee of Wise Men', consists of Lamborghini's current R&D director, Maurizio Reggiani, plus two past experts: Giampaolo Dallara, technical director in the 350 GT, Miura, Marzal and Espada years, and Mauro Forghieri, past motor

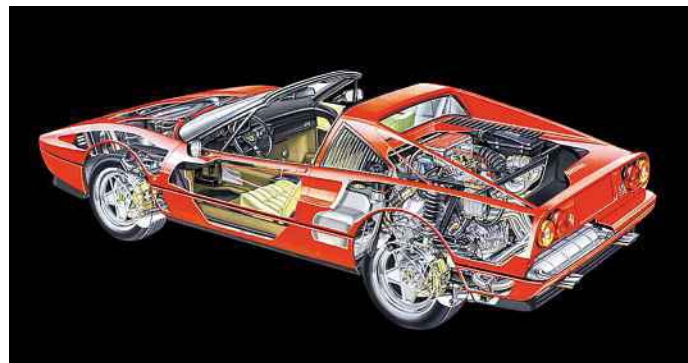
sport director and, like Domenicali, once the Ferrari Formula 1 chief.

Reporting to the sages is the self-explanatory Comitato Tecnici, made up of current Lamborghini and third-party experts and responsible for all historic data. Its first four projects cover bills of materials for reproducing authentic spare parts, research into historical images, production records for all variants of all cars, and colour codes for exteriors and interiors. 'The PoloStorico committee system... ensures our heritage is of the highest integrity and credibility,' says Domenicali.

**Clockwise from left**  
The 'Wise men' from left: Reggiani, Dallara, Forghieri, Domenicali; archives include production records and parts manuals; Miura undergoes restoration.

## Ferrari dealers to service classics

*...and apprentices will be taught all about them*



**FERRARI IS NOT JUST** celebrating its 70th year. It's also hoping to entice some of its earlier machinery away from the specialists and back into its dealerships, but some younger mechanics and technicians might be flummoxed at the sight of multiple carburettors, a points ignition system, a ballast resistor or – reckons Ferrari – a manual gearbox. As for one of those without synchromesh, it's a rare school-leaver indeed who will have encountered a crash-box.

Teenagers with an eye on motor mechanics may have grown up with smartphones and computer

control, but Ferrari North Europe's apprenticeship scheme for would-be technicians now includes third-year modules on classic car technology. As well as the componentry mentioned above, they include magnetos, dynamos and mechanical fuel injection, thus covering the whole Ferrari evolutionary story. But it's just engines, to begin with; steering boxes, leaf springs and lever-arm dampers will no doubt come later.

Every official Ferrari dealer in the UK is expected to take on at least one apprentice, age 16-19, for the three-year apprenticeship.





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1990 Lamborghini Countach 25th Anniversary (6,500km) ● 1994 Lamborghini Diablo SE30 (ex-Paris Motor Show, 6,513km)  
*Please note that to respect client confidentiality not all motor cars available may be shown*

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# McLaren: the next chapter

*New 720S stars at Geneva 2017*

Words John Simister

McLaren did its best to keep a lid on the new lodestone of its range, the replacement for the 650S. But the lid started to unscrew a few weeks before Geneva, not least with speculation over the name which, on past form, was likely to denote engine power and be followed by an S.

So, at Geneva, the world welcomed the McLaren 720S, first in the new generation of McLaren's so-called Super Series. It's quite a step forward, too: 10kg lighter than the 650S and generating up to 30 per cent more downforce at the rear, despite less drag overall. It has that extra 70bhp from its twin-turbo engine and also gains 66lb ft of torque, making 566lb ft, thanks to a longer stroke which raises capacity to 4.0 litres.

Bucking the trend towards ever-bulkier and less usable supercars, it actually looks smaller, lower, more compact. The dimensions reveal the impression to be an illusion, but it's the short, no-longer-smirking nose, the low scuttle, the slim pillars and the contrasting roof that do it. Even the rear pillars are slender. It's been a while since a supercar has been this easy to reverse.

Key to it all is a new, British-made carbonfibre tub known as Monocage II (the P1 used Monocage I, itself a big leap over the tub used in lesser McLarens up to now). It now includes the windscreen surround and the roof, posing a potential problem for the engineering of a future open version – not that McLaren, disingenuously, will admit to one. There are new 'dihedral' doors which open upwards, forwards and, by means of rotation along the doors' longitudinal axis, outwards. You can park a 720S six inches nearer to a wall than you could a 650S, and still get out.

Slightly gruesomely, McLaren describes the headlights as an 'eye socket design'. The eyes, in the form of normal headlight lenses, have been plucked out, with just bars of LEDs remaining ahead of intakes for cooling air. Overall cooling efficiency rises by 15 per cent.

Other developments include new and lighter suspension wishbones and uprights with revised geometry, plus 'Proactive Chassis Control II' with an extra 12 sensors. The aim has been to make the ride even more compliant than before, but also to make the 720S's limits easier to explore on a track. 'It's easy to measure the objective things in a chassis,' says vehicle line director Haydn Baker, 'but what matters is how a car feels. This is the most genuinely involving supercar. Driving modes are Comfort, Sport and Track: "normal" mode has gone, and there's a new variable drift control app.'

Chief test driver Chris Goodwin elaborates. 'We're generating oodles of grip, but too much of it can be a turn-off. The steering is a little bit more involving, with more natural loading. And that variable drift app is incredibly useful. You can change the traction control if it's raining.'

The 720S's arrival comes as McLaren completes its 10,000th car and predicts 4000 sales for the whole of 2017. It promises 15 new models between now and 2022, by which time half of McLaren production will feature a hybrid powertrain. But for all that technology, says product development director Mark Vinnels, 'We're not about cars that drive themselves.'

Vital stats? From a standstill to 60mph requires 2.8sec, and the top speed is 212mph.

## Our picks of the show

*A retro-themed power fest*



### ASTON MARTIN CONJURES NAMES

The Aston Martin/Red Bull RB-001 'hypercar' is renamed Valkyrie for production, after Norse goddesses with the power to choose who dies in battle. Aston Martin Racing now lends initials to a line of race-flavoured versions of road cars. AMR brings race car visuals; AMR Pro is for track use: only seven race-spec GT4-engined Vantage V8 AMR Pro models will be built.



### RUF RETURNS

Looks like a de-cluttered 930 Turbo, but the structure and panels are carbonfibre, the suspension is a race-derived pushrod system and the water-cooled 700bhp 3.6-litre twin-turbo is good for 225mph. It's extreme Porsche tuner Alois Ruf's tribute to the 930-based, tyre-smoking CTR 'Yellow Bird' he built in 1987. Ruf plans to make 30 of them.



### GLICKENHAUS TAMED

Scuderia Cameron Glickenhaus's first road car is based on its Nürburgring 24 Hours class-winner, and powered by a 750bhp 4.4-litre twin-turbo V8 for a top speed over 220mph – it's also extremely well-finished and trimmed.



### ALPINE LAUNCHED AT LAST

With shameless retro-reference, the mid-engined Alpine is called the A110. Its 1.8-litre turbo engine promises 252bhp and a 4.5-sec 0-62mph time, the structure is aluminium, and the design pays literal homage to its namesake.





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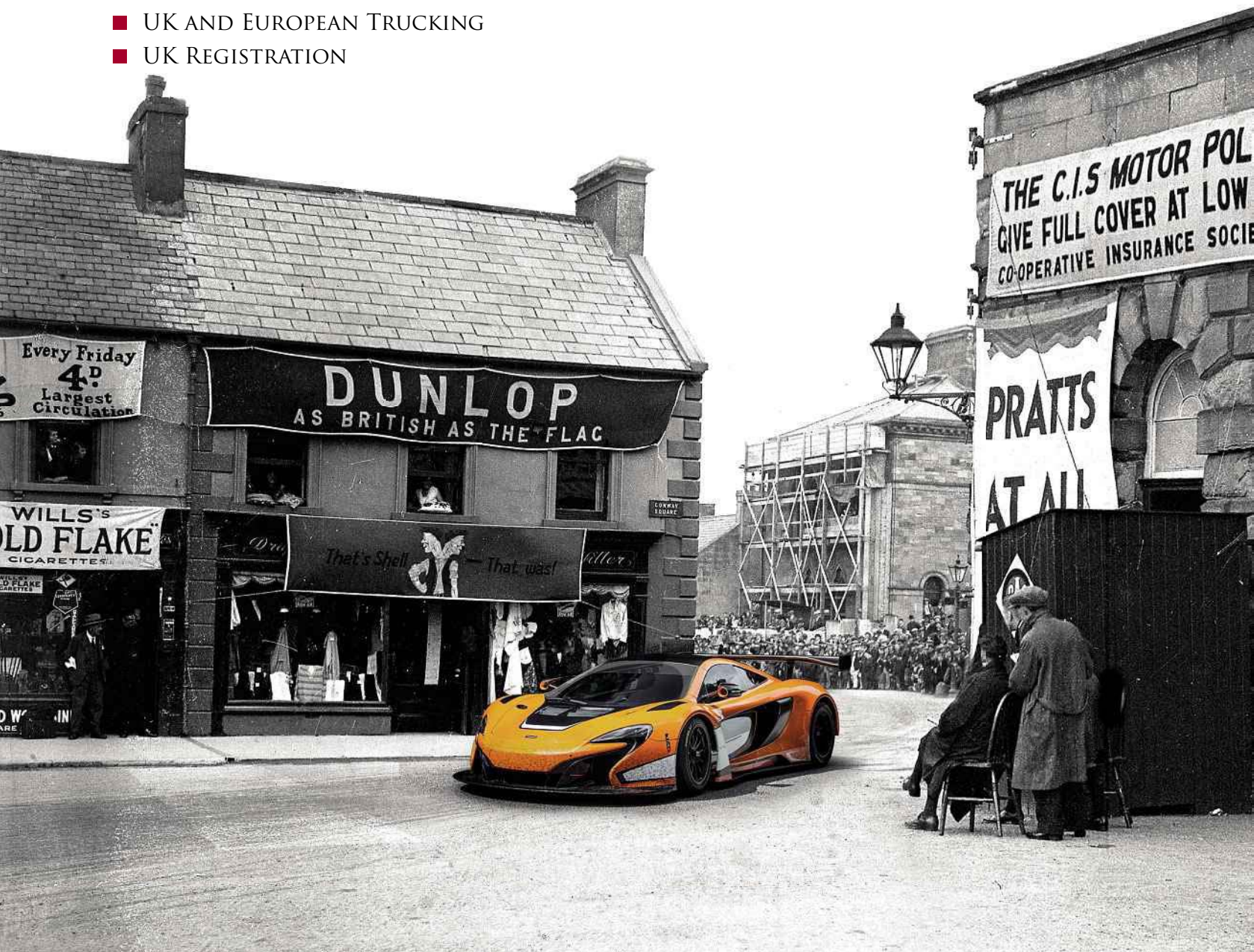
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# Jim Clark museum set to grow

*Sir Jackie Stewart launches crowdfunding appeal to help it happen*

Words John Simister

**THE DISPLAY IN THE JIM CLARK ROOM** in Duns, the small town in Scottish border country where the double Formula 1 World Champion grew up, has long been a point of pilgrimage for those steeped in 1960s motor sport. Now the Jim Clark Trust plans to extend the old stone house to include a proper museum, with more memorabilia and the space to display two of Clark's racing cars.

Sir Jackie Stewart announced the joint initiative by the Trust and Scottish Borders Council at February's Race Retro show. He asked for enthusiasts to back a £300,000 crowdfunding campaign to reach the project's £1.6m cost, adding to the £620,000 pledged by the council and £645,000 from the Heritage Lottery fund.

The campaign, which will run until 17 April, was announced alongside the public reappearance of the 1965 Lotus 33, chassis R11, which Clark drove in his second championship-winning year. R11 had been hiding for 40 years, is now restored and may be displayed in the new museum.

Clark's parents, James and Helen, opened the Jim Clark Room in 1969, the year after Jim's death in a Formula 2 race at Hockenheim, and the family still guides the Trust. The new museum will add galleries, film footage, interactive displays and an education area as well as the two racing cars.

The longer-term plan is to support technology skills apprenticeships and take on car restoration, and to develop a tourist road route to include the old race circuit at Charterhall where Clark honed his skills. Ultimately, provided this project is completed, the Trust hopes to raise further funds to extend the building rearwards and accommodate more of Clark's racing cars.

'Jim Clark is a hero to many, myself included,' said ex-racing driver and fellow Scot Dario Franchitti, patron of the Jim Clark Trust. 'Big steps have been made but this is now at a crucial stage. The museum needs the support of motor sport fans and the general public if this fitting tribute to Jim is to become a reality.'

See [www.crowdfunder.co.uk/jim-clark-museum](http://www.crowdfunder.co.uk/jim-clark-museum).



LAT PHOTOGRAPHIC



**Above and left** Clark in casual pose before a race; computer rendering of proposed museum shows modern architecture blending comfortably with the old stone building.



## WHY WE LOVE...

### The contact-breaker

Modern engines just work, mostly. If they don't, it's off to the experts and their digital diagnostics. People often aspire to a piece of this for their classic cars and retro-fit them with a clever electronic ignition system tucked inside the distributor. Fit and forget, that's the idea.

And you drive blissfully onwards until, one day, your tiny box of tricks suddenly stops working. Now you're stuck, and you wish you still had the little piece of old-school,

electro-mechanical magic you so recklessly threw away.

Charles F Kettering, co-founder of the Delco company, invented the contact-breaker ignition system for the 1910 Cadillac (and the electric starter in 1912), and it served motor cars well right up to the 1990s. You can see it, understand it, fiddle with it and feel good about the result. The contact breaker needs maintenance, of course, but it repays with reliability and the reward of owner involvement.

A contact-breaker is undeniably less accurate than a piece of clever electronics. But on a cold, wet night, standing by your immobile retro-modded motor, you really wouldn't have minded that at all.





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# New show for City of London

*World's most exciting cars in the heart of the Square Mile*

Words David Lillywhite

**THE CITY OF LONDON** has a new motoring event, created to provide not just entertainment but also hospitality opportunities for companies in the financial centre of the UK.

The City Concours will take place on Thursday 8 and Friday 9 June at the Honourable Artillery Company headquarters, a remarkable five-acre open space surrounded by historic buildings in the heart of the Square Mile, just minutes from such London landmarks as the Barbican and the Gherkin skyscraper.

The inaugural event will feature 80 of the world's most exciting cars, from Le Mans racers via American muscle cars to alternative-power vehicles, modern bespoke creations and supercars from the 1950s to the present.

Alongside these will be manufacturer, dealer and specialist stands, showcasing another 80 vehicles, as well as a watch pavilion, artisan areas, art collections, a Taittinger Champagne bar and fine food stalls.

The City Concours is organised by Thorough Events, the company behind the Concours of Elegance events at Royal venues around the UK, and the Gulf Concours at Dubai's Burj Al Arab, in association with *Octane*, *Evo* and *The Week*.

Tickets to the City Concours are available now from [www.cityconcours.co.uk](http://www.cityconcours.co.uk), starting at £35 per person. Hospitality, including breakfast and lunch packages, is also available, from Rachel Roullier. Contact [Rachel@thoroughevents.co.uk](mailto:Rachel@thoroughevents.co.uk) or call +44 (0)7826 907121.



## Jacky Ickx gets philosophical

*At the London Classic Car Show, Ickx explains success*

**JACKY ICKX**, a six-times Le Mans winner, Formula 1 legend and Paris-Dakar competitor, had no interest in racing until his motor sport journalist father gave him a 50cc motorcycle. David Lillywhite asked what changed for him...

'How can you become a racing driver?' responded Jacky. 'Be bad at school, look out of the window at the back of the class, sit next to the radiator, bring back bad results every year.'

'When I was 16 I wanted to be a gardener,' he continued, 'or a gamekeeper. I thought that was my future. But circumstances build your story. It can be a teacher with a single sentence, it can be a book, it can be a movie, it can be a person, to

release you into that unknown future that is going to be yours. In my case, it was riding a motorcycle, which was a gift to encourage me to do better (though I never did). But instead of being last, I discovered I was able to be on a podium, to have a certain success instead of being frustrated non-stop by my poor qualities as a student.'

'Then the satisfaction is not about the speed; the satisfaction is being good at something. And if you win you find a new planet, Planet Success.'

'The next stage is when all that is over, you realise that next to you were very talented people, but you were underneath the spotlight while they were in the shade. It is very unfair in many ways.'

## HOW TO...

### Organise your own classic car tour

We at *Octane* were disappointed that the Motor Sports Association decided not to run its popular Spring Classic event this year. It normally attracts around 100 entries in a variety of classic cars of the sort able to amuse their occupants at a motor sport venue of some sort, but it's a two-day road run with a route book, untimed, rather than a competitive navigation rally.

The format is simple. Around 300 miles of driving on scenic, open roads, stop-offs for refreshments and lunch at interesting venues, a thrash around a track or up a hillclimb, two nights in a hotel and a grand dinner on the Saturday evening, ideally with a speaker able to tell a good tale or two. But organising all this for 100 cars and 200 people takes a lot of planning.

In the absence of the 2017 event, a few of us have decided to create our own. An inspiration for this came from a chance encounter in north Wales. We kept seeing cars which were taking part in the Three Castles run, quite a high-end event, but then we met a group of slightly humbler classics at a café. 'We're running our own event,' said the cars' owners, 'and we're calling it the Four Castles to show that our event is even better.'

And so our Spring Alternative Classic event will start near Abergavenny, finish in Brecon and head up via Machynlleth. The route will be fabulous, and different there and back, with main-road sweeps, deserted mountain-road vistas and great stop-offs such as the intriguing Centre for Alternative Technology. My mate Bryan did the route recce; I fine-tuned it with him to make it feasible in the time available.

The key to making this happen is to get people on board in plenty of time. Bryan and I found a hotel near Abergavenny and another in Brecon, both far more characterful than a conference venue, both under £100 a room with car parking and decent food. Everyone has booked their own rooms because it's tidier that way. Everyone will have a scanned copy of the road atlas pages with the route highlighted.

We'll arrange coffee and lunch halts, so the disparate vehicles can regroup. We'll have an MGB V8, a Sunbeam Stiletto, a Chevrolet Corvair, a Porsche 964, an XK120 and an Elise, plus a toolkit. All that's missing is a motor sport venue. Maybe next year...

**John Simister**



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## MAN &amp; MACHINE

# Bluebell's bloomin' marvellous

*Raising a toast to the Cross brothers' trusty racing Minor*

Words Paul Hardiman

'I'M A BIG A-SERIES FAN, and we'd always had Minors,' says Andy Cross of Bluebell, the Minor he's owned for almost 30 years. 'Mum had one, dad had a Traveller, my brother Mark had a saloon that he squeezed his drumkit in, and I had a van as I was into karting. So when I wanted to go racing, it seemed the thing to do.'

The Cross brothers found Bluebell in a London lock-up. 'It'd been racing in the BARC Classic Touring Car Championship for pre-'59 cars for about 15 years, with no success. So we thought we could make it work a bit better and concentrated on making it more reliable.' That worked, because they won the Championship in 1991 and 1993, when the overall winner was decided on class results. 'It wasn't a case of winning races outright, just how well you did in your class – although sometimes we were up near the race winners, too.'

Remarkably, the motor is a 1-litre, based on an overbored 948cc Minor original, following the old club rules. However, Andy's building 'something with a little more torque' but still within the HRDC's 1200cc Class D. 'We run a Weber 40, although we used to have to run a single 1¼in SU, as standard. I'm not sure if the car goes any better – it just makes more noise.'

'We dyno'd it at 65bhp at the wheels, and it's all about conserving momentum, building up speed over the first few laps. We don't slow down much and, before we had an LSD, that forced us to open up every corner, widening the radius as much as possible and treating them like straights so we wouldn't pick up the inside rear wheel and waste power. But it's frustrating

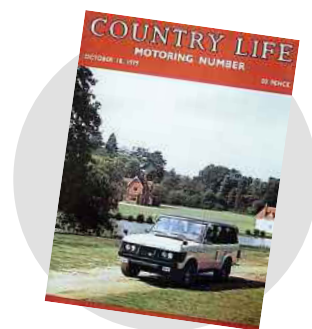
when bigger, faster cars overtake and then brake in front of you. We've got front discs but don't use them much – we've made two sets of pads last 30 years. Conversely, if the faster cars brake where we do, they tend not to make the corner.'

Andy was delighted when Bluebell was invited to Goodwood in 2012. There, it was driven by BTCC ace Andy Jordan, whose father Mike had competed against this very car in the 1970s. 'Mark is a TV producer and works with a lot of BTCC drivers,' says Andy Cross. 'We wanted to get them involved, so over the years quite a few have had a go. The Minor isn't fast, but it handles well, even with lever-arm dampers, and is great fun. Andy said it was the best fun he'd ever had at a meeting, and that led directly to the Jordans getting involved in Historics, building an A40.'

There was another invite to Goodwood for the 2015 Members' Meeting, and a further HRDC success at the Donington Historic Festival – Bluebell's 38th class win. Then came the inaugural Chateau Impney Hill Climb in 2015, where Mark took fourth place in the Production Saloon Cars class.

'With the 649 cam there's nothing below 5000rpm, and it tops out at 7200, so we only go up to 7500 – though I worked out from Mark's speed over the line that he must've been pulling about 7800, as he used only first and second.'

'We could really use a shorter diff for hillclimbing than our sole 4.875:1, but I'm hoping the bigger engine will produce more torque and so allow us to use a higher gear. At the moment, Bluebell's a little screamer, but totally unsuited to both hillclimbing and racing...'



## AUTOMOBILIA

## Country pursuits

My grandfather owned a trawler but, whenever he could escape the pong of Grimsby Docks, he'd head for the wilds to go fly-fishing or paint landscapes. Otherwise, you'd find him in the salerooms of the East Midlands, bidding on oil paintings that took his fancy.

If *Country Life* could've defined the aspirant countryman, it would have been him. He lived in a large suburban semi, but piles of *Country Life*s abounded, and I was always amazed this outsize, perfect-bound journal was a weekly.

I loved flicking through it. First came pages of mansions for sale with estate agents whose crazy names – Jackson Stops & Staff, Strutt & Parker – have never left me. Next, the portrait of the pretty girl in pearls, shortly to marry some chinless wonder. Then all the stuff that left the 14-year-old me rather cold: articles on cattle, shotguns, antiques and dove-cotes (I'd love it all now). And then – the motoring page.

In *New Cars Described*, mysterious experts John Taylor and David Tomlinson would ramble on about what they'd driven recently, plus the odd rant about horseboxes. Their experiences seemed far less intense than those in *Autocar*; I could detect a gentlemanly vagueness in the matter of comparative data that suggested all was well in the motoring world. My grandpa absorbed these pages, too; he certainly had some exotic (for Grimsby) metal in the 1970s, like an Audi 100 Coupé and an Alfa Romeo GTV.

Once a year, there'd be the excitement of the bulging *Country Life Motor Show Number* (aka *Motoring Number* in any year there wasn't a motor show), where four legs were mostly banished by four wheels. There was always something reassuringly expensive on the cover. Like this Wood & Pickett Sheer Range Rover on the 18 October 1979 issue I've just bought.

A stacked collection of these *Motor Show Numbers* should be essential at the rural retreat of any outdoorsy petrolhead. This carfest dates back to the 1930s, and it seems most *Country Life* back issues command about £15 apiece.

It still devotes space to cars. Scribe Charles Rangeley-Wilson chuckles: 'We started doing motors originally because the only people who could afford them were landowners. When I started, I veered towards the muddier end of the spectrum. Then I did a piece on a Porsche 911; the editor loved it and said I shouldn't feel obliged just to cover Land Rovers. But I do do country things with test cars. I've just been woodcock shooting in a Volvo V90 in Wales, and I gave a Forester back to Subaru caked in mud after I'd driven all over Norfolk in it.'

Giles Chapman



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**LEADFOOT FESTIVAL, HAHEI, NEW ZEALAND. 4-5 FEBRUARY**  
Having created the 'ultimate hillclimb driveway', racer Rod Millen opened his fantastic ribbon of tarmac to the public in 2012, and the Leadfoot Festival was bigger than ever in 2017, attracting a reported 28,000 visitors. The hand-picked entrants included the ex-Dan Gurney and Carroll Shelby Buick-powered special *Old Yeller II*.



LEFT-HAND PAGE: KAYCIE O'CONNOR / KO PHOTOGRAPHY. RIGHT-HAND PAGE, CLOCKWISE FROM TOP LEFT: CHARLIE WOODING; CHRIS WYNN; EVAN KLEIN





**SYWELL HISTORIC TRIAL,  
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Mud pluggers built between 1952 and  
1974 tackled a seriously sludgy course.



**RACE RETRO, STONELEIGH,  
UK. 24-26 FEBRUARY**  
Ari Vatanen put on a show  
in the Rothmans Escort.

# THE MONTH IN PICTURES

*Hot rods rolled into California in  
their hundreds, while racers charged  
up the Leadfoot hillclimb in New Zealand*



**GRAND NATIONAL ROADSTER SHOW,  
POMONA, USA. 26-28 JANUARY**  
‘The Grand Daddy’ of hot rod drive-ins  
attracted hundreds of machines to Pomona  
in California, among them Al Stone’s  
beautiful 1929 Ford Model A Roadster.





## London Classic Car Show

Excel, London, UK 23-26 February

Words David Lillywhite

**THE THIRD YEAR** for the London Classic Car Show: surely a make-or-break occasion? The organisers went all out to make it the former, taking yet more space at Excel, and introducing the all-new Historic Motorsport International show to run in tandem.

The idea was sound, the timing unfortunate, clashing with the established Race Retro event at Stoneleigh, 100-odd miles away. This made for a slightly depleted Historic motor sport contingent at both shows, but the good news is that next year they'll be a week apart.

As for the main event, the London Classic Motor Show can be deemed a success. It builds on the idea of 'The Grand Avenue' through the centre of the main hall, along which are demonstrated a huge variety of cars at regular intervals throughout each day of the show – always a great crowdpleaser.

On either side of The Grand Avenue are the display stands, which this year included *Octane* and *Evo* magazines' Concept Cars display, including Vauxhalls SRV and XVR, Peugeot

Oxia and Jaguar C-X75. Most of the displays, though, are provided by dealers, which works well despite limiting the number of more humble machinery on display (though funnily enough a Mini Clubman sold at the show for a record £30,500).

The best display of all was for 70 Years of Ferrari, featuring a fantastic array of the very best of the marque put together by dealer Joe Macari. It included Daytona, 275 GTB, Dino, 250 California, F40 and F50, and was headed by a 250 GTO – one of two in the show.

It was great to see race legend Jacky Ickx celebrated too, with star appearances from the man himself, and a selection of his race cars, covering F1, Le Mans and Paris-Dakar.

A great show, which continues to build – and to provide top-quality cars and special guests.

### Clockwise from top left

Miura and 2.7 RS Porsche pass on The Grand Avenue; Vauxhalls SRV and XVR plus Peugeot Oxia on *Octane* stand; autojumble; Bentley; 70 years of Ferrari; Jacky Ickx and his cars.







**1971 Aston Martin DB6 MKII Vantage**  
See website for full details



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## 21 Gun Salute Rally and Concours

New Delhi, India 17-19 February

Words James Nicholls

**IT WAS INTO** Delhi's vibrant, colourful mix of cultures old and new that I arrived for the 21 Gun Salute Vintage Car Rally and Concours Show. This year the judging team, led by FIVA scrutineer Chris Kramer, included such luminaries as Gordon Murray of McLaren F1 fame; Tour Auto organiser Patrick Peter; Jeremy Jackson Sytner, founder of the Concours of Elegance; Rolls-Royce expert Paul Wood; historic racer James Wood; Adolfo Orsi; and Quirina Louwman, often seen behind the wheel of the 1957-winning Le Mans D-type, XKD 606, which belongs to her father, the Dutch car museum owner Evert Louwman.

So there needed to be some rather excellent cars on show to satisfy the judging panel. And we were not to be disappointed by what had been gathered under the shadow of India Gate, the Lutyens-designed war memorial constructed between 1921 and 1931. The wonderful line-up included the Maharaja of Jodhpur's 1939 Lagonda V12 Rapide, along with his 1935 Rolls-Royce Phantom II Continental; a 1939 Delahaye roadster by Figoni & Falaschi; and a 1928 Ford Model A wedding car with louvred windows so the bride could see out but no-one could see in.

Truly a huge variety of cars was on display, many of which had been delivered to India when new. One such was an amazing 1933 Minerva Type AL, a seven-passenger limo that was originally the property of the Raja Mohammad Amir Ahmed Khan of Mahmudabad. One of only 33 ALs ever built,

this was the grandest, most luxurious and most expensive ever to leave the Belgian carrossier.

In fact, all the cars seemed to have amazing stories to tell – and none more so than the 1914 Benz 8/20 PS Runabout. Having been in the same family since it was new, it has recently undergone a painstaking restoration. The provenance and history of this incredible Benz were fully documented by its original bill of sale and a host of other interesting paperwork from across the decades.

After two days of polishing in the sun, it was time to leave the sanctuary of the showground. Our destination? The Formula 1 Buddh International Circuit at Greater Noida, 60km away. I was the first to arrive

at the circuit, having been chauffeured – 'through lines of buses, scooters, cyclists and autorickshaws, past glass-fronted buildings and ancient temples, broken-down housing and luxury hotels', as the city is summed-up in Ashwin Sanghi's *Private Delhi* – in a cracking little 1961 Mercedes-Benz 190SL that had started out life in Wales.

Once the rest of the convoy finally caught up, it was time for parade laps and regularity trials around what remains one of the finest Formula 1 tracks, sadly no longer included on the Formula 1 calendar.

As the culmination of an amazing event, the prizegiving carried on late into the evening. The Minerva was crowned Best in Show.



Clockwise from top left

Concours-winning Minerva takes to the ramp; polishing and detailing frenzy in the shadow of Delhi's India Gate; fabulous Cadillac V12; Rolls leads the charge at the former F1 venue Buddh International Circuit.



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Est: £25,000 - £30,000



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# Retro Classics Stuttgart

Messe Stuttgart, Germany 2-5 March

Words and photography Mark Dixon

**A BIG CLASSIC CAR SHOW** in Stuttgart? Surely that must mean wall-to-wall Mercedes, and more Gullwings than you can shake a stick at? Well, Retro Classics is certainly big – it fills ten exhibition halls – but the variety on show is a pleasant surprise. If you've never been before, Retro Classics' proximity to the airport is just as welcome: a five-minute walk and you're in.

Of course, German marques predominate, with manufacturers, clubs and dealers all laying on elaborate displays of everything from an 1896 Benz (three owners from new, for sale by Axel Schuette) to a Paris-Dakar Porsche 959. Stuttgart is not that far from Italy, however, and this year's show featured a hall dedicated to Italian culture: not just cars, but speciality food and wines, and even a live opera singer.

Among the obscurities noted for sale were the F&M Lancia Fulvia racing special (asking

€42,500) and a Fiat 2300 saloon used by Pope John XXIII. The sheer quantity of cars to view can overwhelm, so we were pleased to find classic lorries and, even more intriguingly, a strong showing of German tractors. The latter might seem an unlikely passion, but it's easy to fall for the Heath-Robinson character of a Lanz Bulldog. In another hall were a clutch of Lamborghini tractors, too, including a bare-metal 'hot rod' styled by a Gandini designer.

What was particularly striking was the massive growth of interest in 'Youngtimers' – cars of the 1980s and '90s. Perversely, our attention was grabbed by an immaculate Ford Fiesta Mk1: a one-owner car, in perfect condition and in period burnt orange, it was priced at €6400 or best offer. This example of Tom Tjaarda's sublimely delicate city car would hold its own in any gallery of modern art.

**Clockwise from top left**

Just one of ten huge exhibition halls; 1896 Benz for sale by Axel Schuette; F&M Lancia Fulvia Special also on offer; leather clothing is still big in Germany; colourful display of classic commercials.

American classic cars are also big news in Germany, commanding their own hall at Retro Classics. We noted at least half-a-dozen 1960s Mustangs for sale, along with several Corvettes and a few '70s land yachts. In fact, it seemed that a high proportion of the overall total of 3350 vehicles on show at Retro Classics were for sale either by dealers or privately, generally at prices that would leave a UK buyer reeling.

What we found really shocking, however, was the dearth of pre-war vehicles to be seen anywhere. The proportion has reportedly shrunk from around 50% in the early 2000s to just 5% in 2017. The Youngtimers have taken over, and today's generation of enthusiasts seem less inclined – or less able to afford – vintage cars. If this trend is true on a broader canvas, it marks a seismic shift for the European classic car movement.



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# COMING UP

*A selection of highlights from a motoring calendar that's fuller than ever before*

**31 March – 2 April**

## The Flying Scotsman

From the starting point of Slaley Hall in Northumberland, cars as early as a 1907 Itala 40 and as late as a 1948 MG TC will wind their way along spectacular and frequently empty roads towards Gleneagles. Overnight halts at Edinburgh and Aviemore will give crews a chance to recharge their batteries; the hospitality is always as good as the driving.

[endurorally.com](http://endurorally.com)

**31 March – 2 April**

## Classic Car & Restoration Show

At Birmingham's NEC visitors will find displays of pristine restorations and untouched barn finds, expert advice, and a trade village packed with parts. And if you've currently no project to buy bits for, the folks from Classic Car Auctions will be able to help...

[necrestorationshow.com](http://necrestorationshow.com)

**31 March – 2 April**

## Jarama Classic

Back for another go-round after last year's successful first event, which attracted 10,000 spectators to the Circuito del Jarama, just north of Madrid. Expect to see everything from jewel-like 1930s racers to thundering Group C leviathans.

[peterauto.peter.fr](http://peterauto.peter.fr)



California Mille, 23-27 April. Image: Martyn Goddard

**1-5 April**

## Copperstate 1000

Pre-1973 sports and touring cars eat up 1000 miles of dreamy desert tarmac, on a route through Arizona and beyond that changes every year. Crews are treated to the best of everything, so it's not cheap, but the money raised supports both the Phoenix Art Museum and the families of fallen police officers.

[mensartscouncil.com](http://mensartscouncil.com)

**5-9 April**

## Techno-Classica Essen

Even Essen regulars marvel at the size and scope of the event each year, and 2017 will see the usual array of clubs and dealers fill the halls of Messe Essen. It is the efforts of major manufacturers, though, that really set Techno-Classica apart, and Mercedes-Benz, Porsche et al – will show off some of the jewels from their private collections.

[siha.de](http://siha.de)

**7-9 April**

## La Jolla Concours d'Elegance

There's more than one seaside concours in Southern California, and the annual event at La Jolla in San Diego boasts a location to rival any you might care to mention – and an equally compelling field of cars and motorcycles, too.

[lajollaconcours.com](http://lajollaconcours.com)



VSCC Spring Start, 22-23 April. Image: Peter McFadyen

**7-9 April**

## Espiritu de Montjuïc

The wonderful street circuit at Montjuïc in Barcelona fell into disuse in the mid-1970s but now comes back to life once a year, with single-seaters and sports racers entertaining a knowledgeable crowd – many of whom no doubt remember Montjuïc in its pomp.

[espiritudemontjuic.com](http://espiritudemontjuic.com)



Donington Historic Festival, 28-30 April  
Image: Peter McFadyen

**15-17 April**

## Déjà vu Killarney

The team behind rallying revival Circuit Déjà Vu has organised a parade run over Ireland's famous Kerry stages for 2017. In addition to the usual machinery, spectators will be able to enjoy the sights and sounds of many Group B cars.

[rpm-motorsport.com](http://rpm-motorsport.com)

**20-23 April**

## Gran Premio Terre di Canossa

Italy has more than its share of great regularity rallies, and this one takes lucky crews through some absurdly attractive parts of the country's north, from Emilia-Romagna to Tuscany via Liguria. Foodies will

be pleased to learn that there's a suitably impressive 'culinary itinerary' to match.

[granpremieredredicanossa.it](http://granpremieredredicanossa.it)

**22-23 April**

## Classic Car Boot Sale

The brainchild of designer Wayne Hemingway is now a much-anticipated fixture on the calendar, and a regular threat to the wallets of those with a weakness for vintage treasures. At King's Cross in London, all sorts of goodies will be offered by traders selling out of classic cars, and the event is worth a look for its gathering of old machinery alone.

[classiccarbootsale.co.uk](http://classiccarbootsale.co.uk)

**22-23 April**

## VSCC Spring Start

The racing season doesn't really begin until the Vintage Sports-Car Club says so, and its first meeting of 2017 is scheduled, as usual, to take place at Silverstone.

[vsc.co.uk](http://vsc.co.uk)

**22-30 April**

## London to Lisbon

Crews set off from Brooklands and make their way to the Portuguese capital via France and Spain and a mixture of regularity sections and driving tests. The schedule is pretty demanding, but the organisers promise competitors will have time to enjoy the overnight halts – and for those who prefer life in the slow lane, there's a touring class option.

[heroevents.eu](http://heroevents.eu)





VHRA National Finals, 28-30 April. Image: Julian Hunt

### 23 April

#### Bicester Heritage Sunday Scramble

April's Scramble takes place on Drive It Day, so a good turn-out is assured regardless of any seasonal showers. Dozens of local and national car clubs are set to attend, and the specialists at Bicester will as usual open their doors to visitors. [bicesterheritage.co.uk](http://bicesterheritage.co.uk)

### 23 April

#### Valletta Concours d'Elegance

A new event for 2017, but one that is expected to become an annual tradition, the Concours has in its favour a fabulous setting: Malta's Baroque capital is as easy on the eye as the cars that will appear. [vallettaconcoursdelegance.com](http://vallettaconcoursdelegance.com)

### 23-27 April

#### California Mille

Inspired by the Mille Miglia, this is now a event with a long history in its own right. The 27th running will take entrants through the northern part of the Golden State, from San Francisco to Calistoga. [californiamille.com](http://californiamille.com)

### 24-30 April

#### Tour Auto Optic 2000

The modern-day Tour de France is one of the world's great driving events, and in its 26th year it will pass through Brittany for the first time as 230 crews rumble from Paris down to Biarritz, stopping at several racing circuits on the way to let the cars off the leash. [peterauto.peter.fr](http://peterauto.peter.fr)

### 28-30 April

#### VHRA National Finals

Members of the Vintage Hot Rod Association will descend on Santa Pod for this new event, 'running what they bring' at the home of British drag racing. [vhra.co.uk](http://vhra.co.uk)

### 28-30 April

#### Donington Historic Festival

All the qualifying will be done on the Friday this year, meaning the weekend will feature non-stop racing action, with nine decades' worth of top-notch machinery on the track. Other attractions include sure-to-be-memorable passenger rides in Group B cars. [doningtonhistoric.com](http://doningtonhistoric.com)



Classic Car Boot Sale, 22-23 April  
Image: Classic Car Boot Sale



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# Bang, not a whimper

*The new Continental GT looms. So Bentley has powered-up the old one...*

**Words** Dan Prosser

**HAVING BEEN** launched way back in 2003, the Bentley Continental GT is due for replacement next year. With close to 60,000 cars sold during those 14 years the heavyweight coupé has been a huge success for Bentley so, rather than let the model fade away with a whimper, Crewe has instead produced the fastest and most powerful version yet.

In fact, the new Continental Supersports is the most potent roadgoing Bentley full stop, its twin-turbocharged W12 engine having been wound up to a titanic 700bhp. The Supersports badge was revived in 2009 for a run of 1800 special edition models, but this latest version will be more exclusive still, with only 710 set to be built across coupé and convertible body styles. With a list price of £212,500 the Supersports coupé, tested here, costs £43,600 more than the erstwhile range-topping model, the W12 Speed.



In keeping with its king-of-the-swingers status the Supersports is the most aggressive-looking Continental GT yet, its new front splitter and rear diffuser, both in carbonfibre, lending a more menacing look. The ungainly rear spoiler can, thankfully, be deleted.

The 6.0-litre W12 has been reworked for the Supersports with new intake and exhaust systems, bigger turbochargers and strengthened main and conrod bearings. The 750lb ft torque figure is available from 2000rpm, giving a vast,

tabletop torque curve and enormous straight-line performance: Bentley quotes 0-60mph in 3.4 seconds and a 209mph top speed. There's so much power and torque at your disposal that the force of acceleration seems to be entirely unrelated to engine or road speed, gear, incline, load or any other of the variables that normally impede a car's performance. The Supersports just fires itself at the horizon regardless.

As amusing as that trick might be, it isn't what makes this the best 12-cylinder Continental GT yet. Instead, it's the combination of gargantuan performance, long-distance refinement and the surprisingly fleet-footed agility that make it such an outstanding Bentley. The four-wheel drive system and chassis settings are carried over from the Speed and, despite its 2280kg kerbweight, the Supersports is very good to drive on a twisting road, with its light, direct steering, very taut body control and a neutral chassis balance.

Some of that weight-defying agility can be attributed to the car's torque-vectoring-by-braking system, borrowed from the 2014 GT3-R special edition, which shuffles torque between the four wheels to where it can be used most effectively. Without it, the Supersports would feel heavier and flat-footed.

What's harder to reconcile with the winged 'B' on its nose is the Supersport's raucous titanium exhaust system, which emits such violent pops and cracks on downshifts that you wonder if the entire thing isn't being dragged along the road behind you.

There isn't anything subtle about the Continental Supersports and some will doubtless find its styling and soundtrack crass, but, thanks to its vast turn of speed and total indomitability in all conditions, this is a high-performance Bentley of the highest order.







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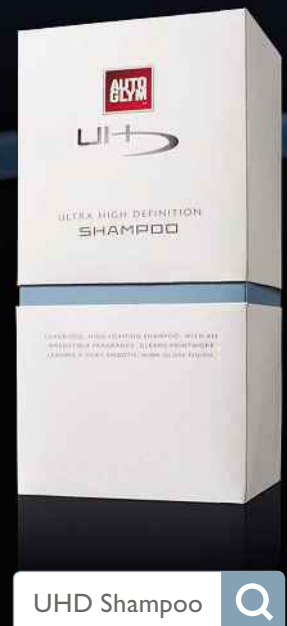
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#### Left and below

Think of the new Stelvio as a loftier version of the new Giulia saloon and you won't go far wrong. It looks stylish, drives well – and pushes Alfa Romeo into a new market sector.



## Alfa joins SUV party

*Alfa Romeo finally takes on Audi Q5 and Jaguar F-Pace. Any good?*

**Words** Dave Humphreys

**A DECADE AGO** the prospect of Alfa Romeo producing a high-riding vehicle would have incensed many. Now it finds itself fashionably late at the SUV party, behind Maserati, Bentley and Porsche. Having seen the success that SUVs have brought to those marques, Alfa is banking on the Stelvio being a runaway hit.

On looks alone it could be onto a winner. From that *trilobo* grille to the sculpted body lines, the Stelvio is brimming with style. Inside, the look is familiar from the Giulia – which means premium German rivals (just) beat it for

quality; but gorgeous metal paddleshifters go some way to making up for that, looking great and offering a lovely mechanical feel.

The 207bhp 2.2-litre diesel engine is likely to account for most sales across Europe, something else we might not have predicted for Alfa a decade ago. It churns out 347lb ft from 1750rpm and works well with the eight-speed automatic transmission.

True Alfisti, however, will surely prefer the 276bhp 2.0-litre turbocharged petrol engine. It's only a taster before the forthcoming 498bhp

Quadrifoglio version, but it packs a punch and allows the four-wheel-drive transmission's rearward bias to shine through.

The ride quality is just on the firm side but there is little in the way of noticeable body roll. Even in its sportier setting, the Alfa's steering isn't too heavy, though enthusiastic drivers would prefer a little more feedback. The brakes feel good though, giving the driver confidence.

The Giulia saloon has already shaken up the German executive saloon establishment. Looks like this SUV could follow suit.



## Range Rover gets better connected

*What you keep on your phone, you can now use in your car*

**DO YOU CHOOSE** a new car on the basis of its infotainment system? An increasing number of buyers are, reckons Jaguar Land Rover, which is why it's bigging-up the technology incorporated in this year's Range Rovers.

Recognising that we all use smartphones these days, the JLR system allows you to mirror your own device to the central touchscreen so you can use your favourite apps: the new Shell fuelling app,

which lets you pay from inside the car, looks particularly useful, and music-streaming services such as Spotify are very popular. Neat tricks include being able to start the car remotely to pre-heat it, or programme the sat-nav in advance.

Looking to the future, JLR is planning to put software on the cloud so that the system can be updated for years to come – good news for owners further down the chain.

**Mark Dixon**



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## A belter on the B-roads

*Subaru BRZ is subtly revised, even better to drive*

Words Glen Waddington

**'BEDAZZLING ROCKET ZIPPER.'** It isn't the catchiest of names. Thankfully I made it up. BRZ really stands for 'Boxer Rear-drive Zenith'. No? It does. Promise.

Anyway, ignore that, because this is possibly the best-value rear-drive coupé currently on sale, boxer engine or not. It comes in one fully loaded trim level, yet manages to undercut the cheapest Toyota GT86 (its badge-engineered twin; see below). And you want the original, don't you? Especially one that promises this kind of exclusivity.

Yep, Subarus are rare in the UK, annual sales hovering around 5000. As well as legendary longevity and owner loyalty, you can blame the USA. It accounts for over half of Subaru's near-1m annual production figures, so the company isn't interested in this outpost, which means its mostly endearing and competent products (the unassuming yet slick, brisk and compact Levorg GT estate; the big, rugged yet refined Outback) suffer here because they're a bit thirsty and pump out too much CO<sub>2</sub>. Back in the McRae days, they sold three times as many cars.



Left and above

New LED tail-light graphics and pedestal spoiler outside, smaller wheel inside – and a blast to drive.

And the BRZ deserves to sell way more than the 40-50 that dribbled in last year. Old-school analogue in a dull digital world, it's powered by a high-revving 197bhp 2.0-litre flat-four (no turbos, ironically) that twists the rear wheels (no four-wheel drive either) via a six-speed manual 'box and LSD. There are no mechanical changes here, just visual tweaks to make it look wider without wrecking the narrowness that makes it feel so wieldy, plus a new radio/nav unit and dash display, and a smaller-diameter wheel that accentuates the BRZ's alacrity.

Amid the ageing Foresters and Legacys of the muddy Cotswolds it's an absolute hoot. The flat-four barks like a hunt kennel and fizzles with energy, if little actual torque until you're past 4500rpm. When it comes alive, you surge along twisting B-roads, revelling in exquisite balance, a hint of throttle-steer and one of the best-judged electrically assisted helms I've yet sampled. Like an MX-5 for grown-ups.

The money's gone on the bits you don't see, so don't expect an Audi-rivalling interior, but it feels tough and well-made yet light. The kind of coupé you'd be happy to grow old with? Yes. Just don't tell Subaru I told you that.

## Tweaked Toyota keeps its cool

*Updated GT86 goes for a slide on the ice in Lapland*

Words Shane O'Donoghue

**RATHER LIKE THE** Subaru BRZ (above), the changes wrought on the latest Toyota GT86 are slight, but they bring the sporty two-door coupé back into the limelight thanks to a more aggressive visage, enhanced aerodynamics and useful interior upgrades. The 2.0-litre boxer engine is unchanged. The cabin gets a better infotainment system, new instruments and a much nicer steering wheel, lifting the sense of quality. There's also a new 'Track' button inside to access a mid-setting in the car's stability control system to allow a keen driver more free rein without having to put the electronic lifeguards completely off-duty.

Where better to try that than a frozen lake in Lapland? While such icy conditions couldn't

provide a detailed picture of the other detail suspension changes, it is a wonderful playground for revealing the inherent balance and adjustability of the GT86's chassis. It's not a powerful car, so low-grip surfaces suit it. They reveal excellent steering gearing and weighting, great chassis feedback and a propensity to go very sideways for very long periods of time. The GT86 remains the choice of the driver that puts some effort in, and it's subtly better than ever before.

Prices for the updated GT86 start at £26,410.

### Right

On ice, even a torque-light 2.0-litre will have you massively sideways. Thankfully it's huge fun on tarmac too.





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# JAY LENO

## *The Collector*

**T**he other day I was driving my 1972 Monteverdi, with a 440ci Chrysler engine and four-speed transmission. Someone asked what kind of car it was, and I said it was a hybrid. Clearly not what they expected. And I just smiled to myself, because when I was a young man that's what a hybrid was: a European-design car with an American drivetrain. I also call my Monteverdi a hybrid because on the road it uses gas, and then when you go on the highway it uses even more gas. So it's sort of a hybrid that way, too.

American cars at the time, especially the V8s, were extremely powerful and reliable, with pretty much bulletproof heating and air-conditioning systems. To drop that into a European car was the best of both worlds. I like to think of it as a Plymouth Roadrunner that went to college in Switzerland. You had Borrani wire wheels; you had a Frua body; you had sleek European styling – and it was as fast as any other exotic, Lamborghini or whatever, at the time. And certainly a lot easier to fix – just one big four-barrel carburettor with 375bhp.

The 1960s to early '70s were the golden age of these cars. Another popular one was the De Tomaso Pantera. It was assembled in Italy and used a Ford 351ci Cleveland with a ZF gearbox, and sold for about \$10,000 in the early 1970s. And although there were quality problems, they were pretty good value for money.

Not all hybrids were successful. Israel made a car called the Sabra. It used a British 1.7-litre Ford engine and had a glassfibre body. It was an interesting car, but a buddy of mine had one and he told me one day: 'You know, if you need a liver transplant or a really good brain surgeon, go to Israel. If you need a car – not so much.'

Bristol was another terrific hybrid car, although the English might bristle if you say that. They used a Chrysler V8 with the best of English craftsmanship, and made a wonderful car that was extremely dependable. Bristols were handmade and weren't built in great numbers, but they were always hybrids, even the first ones with the BMW 328 engine.

The reason a lot of these hybrids exist has to do with Government regulations. For example, in a lot of countries you're taxed by the engine size, which is never something you hear in America. So in America we could

build big, powerful, gas-eating engines because there was no penalty involved. In France, the Citroën SM had a 2.7-litre Maserati engine because anything over 3.0 litres was taxed into oblivion.

Up until 1918 you had 315 different automobile manufacturers in America. And when cars were built in the States, the whole car was built locally. I can remember years ago Packards being built in Detroit, with parts from as far away as Indiana, you know (that's not very far for anyone not familiar with the area). Mercers were built in New Jersey, other cars were built in Indianapolis. And then gradually people realised, oh, we've got a better water pump over there, in volume, and it comes by train in three days. Globalisation grew out of that.

Now, almost all cars are hybrids, because parts come

from all over. What I guess could be called boutique manufacturing. You build a car and then you go to the best brake manufacturer: Brembo, let's say. So you get Brembo brakes and then you get Michelin tyres, a ZF gearbox, and then you figure out whose your powerplant is. Pagani is a great example, with its AMG V12.

Even modern hybrids are not always your P1 or Prius. They can still be that mix of European chassis and an engine from the other side of the world. One of my favourites is

Gordon Murray's car, the Rocket. This combined a Murray-designed chassis and body with a Japanese motorcycle engine – a five-valve Yamaha Genesis. The motorcycle had a six-speed transmission, and then Gordon Murray had Weismann build a twin-ratio final drive. So you had six speeds high and six speeds low. And it made for a car that did 140mph, had F1-like performance, weighed 775 pounds (with fluid in it!), had 147bhp – and was a two-seater. And to this day it's still one of the most fun cars to drive of all time.

Mixing bloodlines is not a bad thing, as long as you get the gene pool right. There's an old joke about European heaven and European hell. In European heaven, the English are the policemen, the French are the cooks, the Germans are the mechanics, the Italians are the lovers and the Swiss organise everything. In European hell, the Germans are the police, the English are the cooks, the French are the mechanics, the Swiss are the lovers and the Italians organise everything. Hybrids, too, need the right ingredients.



### 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 ([www.jaylenosgarage.com](http://www.jaylenosgarage.com)).

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# MAXTED - PAGE

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# DEREK BELL

## *The Legend*

Over the years, I have tried my hand at most forms of motor sport but, looking back, there is one event I wish I had contested: the Dakar Rally. It has always struck me as being just about the most gruelling test of man and machine imaginable, one where just finishing can be described as a feat of endurance. This year's running was a case in point. One of the favourites to win was Sébastien Loeb, unquestionably the greatest all-rounder of the modern age. I was intrigued to see if he could add Dakar glory to his nine World Rally Championship titles, to say nothing of his Pikes Peak, Touring Car and GT honours.

It wasn't to be. He won several stages, and led for a long time, only narrowly to lose out to Peugeot teammate Stéphane Peterhansel. At least it was to the event's most successful competitor ever, Peterhansel having taken seven wins on four wheels to go with the six he accrued on two.

For me, the real heroes are the guys competing in the motorcycle class, and I was delighted that Sam Sunderland became the first-ever British winner. He thoroughly deserved to take home the silverware, given that he has had his share of setbacks in the past. A full 15 hours in the saddle every day for 12 days has to take its toll, but guys like Sunderland don't seem to bat an eyelid. I am constantly amazed at how these chaps nurse home broken 'bikes and equally broken bodies. They're a different breed and seemingly don't know the meaning of the word 'quit'.

Scroll back to the mid-80s and there were mutterings about me possibly contesting what was then known as the Paris-Alger-Dakar Rally in a works Porsche. My great mates Jacky Ickx and Jochen Mass both did it, with Jacky winning outright in '83 in a Mercedes. The truth is, I would rather have tried my hand on a motorcycle, as I did quite a few endurance events on 'bikes around that time, and always fancied testing my mettle on the toughest rally of them all. So what stopped me? It coincided with my preparations for the Daytona 24 Hours. At that time of year, I was in training ahead of the upcoming season and also testing in the run-up to one of the most important races of the year. I simply didn't have time to play in the desert for a fortnight but, then, you really cannot do everything.

**'I DIDN'T HAVE TIME  
TO PLAY IN THE  
DESERT FOR A  
FORTNIGHT BUT,  
THEN, YOU CANNOT  
DO EVERYTHING'**

Speaking of Daytona, the 55th running of the 24 Hours kicked off 2017's sports car calendar in style, even if it was marred by controversy. There were 55 starters amid a variety of classes, with battles raging up and down the order right until the chequered flag descended. What I love about this event is that it attracts talent from all manner of disciplines, all of whom are ready to mix it with the sports car and GT elite.

A case in point was NASCAR royalty Jeff Gordon, who shared the winning car with Max Angelelli, Ricky Taylor and Jordan Taylor. Motor sport these days has become highly specialised so drivers rarely step out of their chosen category. It's a pleasure to see them trying something new and proving that they have the skillset to adapt and prosper.

Without giving a blow-by-blow account of the race, it should be pointed out that a few drivers in the lower classes were out of their depth. Conditions during the night also proved challenging. Heavens above, it was cold! There were umpteen full-course yellow caution periods, two on the Sunday morning lasting an hour apiece. Nevertheless, 41 cars made it to the flag, with the winning Cadillac – something I cannot say with a straight face as it sounds wrong on every level –

leading a marque one-two finish. That said, it did so after biffing the leader out of the way with seconds to spare. I don't want to pass comment on this, other than to say that it was deemed a racing incident by the organisers.

Just 0.6sec blanketed the first two cars home after 24 hours of racing, and it was equally close in the many other classes. You could argue that this was orchestrated to some degree, but I'm not so sure. What did please me was seeing so many representatives from major motor sport governing bodies on site and clearly working together. This has to happen if sports car racing is to flourish. We need greater equivalency between championships, and it would appear that those in charge are acutely aware of this.

Looking ahead, I will be participating in several events in 2017. Most of all, I cannot wait to contest the Tour Auto for the first time. I never competed in the original event in period, so I couldn't resist the opportunity to try my hand in the retrospective meeting. In theory, I'm a retired racing driver. It's just that sometimes I forget...



**DEREK BELL**

Derek took up racing in 1964 in a Lotus 7, won two World Sportscar Championships (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.



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# STEPHEN BAYLEY

## *The Aesthete*

**Y**ou are staring out of the aircraft window, ruminating on the absurdity of sitting in a 500mph pressurised tube six miles above Earth's surface, hurtling somewhere else. Invisible forces are keeping you there. Strangers are in charge. And if you're like me, despite regular doses of Bulgarian chardonnay medication, you are trying not to scream.

This is like a bad nightmare of Franz Kafka's, but suddenly you notice the Rolls-Royce logo on the engine nacelle. Do you feel better? Of course you do. Rolls-Royce stands for integrity, quality, reliability and confidence... with just the faintest suggestion of unflappable English grandeur. These are exactly the associations needed on the edge of space. They are Rolls-Royce's brand values and they are infinitely precious.

Except they have been in a muddle of late. To that fine package of virtues add corruption and duplicity. The recent Serious Fraud Office case suggests Britain's industrial champion has 'the morals of a whore and the manners of a dancing master', as Samuel Johnson said of Lord Chesterfield and his *Letters to His Son*.

So much manure hit the high-bypass turbo-fan that the Rolls-Royce car company had to issue a statement worded with exquisite delicacy, distancing itself from its long-estranged parent. So deeply is the image of Rolls-Royce invested in national consciousness that many business-page stories about the aero-engine corruption case were illustrated with pictures of the famous pedimented radiator grille. Cars and jets have been separate entities since 1973 yet each has traded on the other's prestige, rather as Porsche Design does with Dr Ing h c F Porsche AG.

Brands are like voodoo, being potent yet unscientific; Rolls-Royce has been dabbling in brand voodoo longer than most. In 1931 it acquired Bentley (in competition with Napier) and from then until 1998, when BMW and Volkswagen intervened and brought German discipline to a Bullingdon-style riot of intellectual property interests, there was active brand malarkey.

Even before BMC refined the cynical badge-engineering that sent it into a death spiral, Rolls-Royce was doing the same: the post-war Silver Dawn was the same car as the Bentley MkVI. 1950s adverts in the US explained that a Rolls-Royce cost \$300 more than a

Bentley because the distinguishing radiator grille was that much more expensive to make.

All has now been resolved. In less than 20 years, Rolls-Royce and Bentley have achieved semantic distinctions between each other. So the prospect of the imminent Rolls-Royce Phantom VIII is interesting: management has declared it to be not just the successor to the first Goodwood-built Phantom, Ian Cameron's monumental 2003 Mark VII, but a new criterion in global luxury. So, not just a car, but a set of expectations and associations reaching into culture and even metaphysics.

To his immense credit, Cameron has remained a friend of mine despite my saying on television that one would have to be suffering from a 'severe psychological problem' to want a Phantom VII. He was smart enough to have intuited that one's comment was about the soul of the consumer, not the heart of the machine.

In design terms, the Phantom VII was not much short of a masterpiece: ingenious aesthetic subtleties disguised its disturbing bulk while its presence managed to be both stately and modern. Like all great designs, it has not dated much, but provides a sound basis for future development. Cameron says it was not 'perfect' because 'if so, why bother with the next one?' In that

sentence he captured the absurdity of the designer's vocation: a continuous bargain between the desire for unchanging perfection and the fidgety need to improve.

So what might be expected of a new Rolls-Royce? The trope about the 'best car in the world' was actually a 1908 invention of a *Times* journalist. By 1958, when David Ogilvy wrote not just the best car ad ever, but some say the best ad of all time, the headline was 'At 60 miles an hour the loudest noise in this new Rolls-Royce comes from the electric clock'. Six years later, *The Daily Mirror* discovered that a plebeian 1965MY Ford Galaxie 500 LTD Hard Top was 2.8dB quieter at 60mph.

But subjecting brand values to facts, even alternative facts, is like letting daylight in on magic. Since everyone was obsessed by noise, it was explained that, during development, engineers used stethoscopes to listen out for 'axle whine'. So you are staring out of the window, wondering what a new Rolls-Royce Phantom might be. They say a brand is a 'promise'. I wonder if it will be silently kept or noisily broken.



**STEPHEN BAYLEY**

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

**'ADVERTS EXPLAINED  
THAT A ROLLS WAS  
\$300 MORE THAN A  
BENTLEY BECAUSE  
ITS GRILLE COST  
THAT MUCH MORE'**



# ROBERT COUCHER

## *The Driver*

I must admit, I really don't understand this whole "barn find" fixation. Is it a fashionable fad, or is it something that will persist in the classic car world? It's ridiculous. You buy an old wreck, and then have to spend more than the purchase price having it totally restored, a drawn-out process that takes at least a year, at best. Why not buy a finished and completely restored example that you can drive immediately?

So commented a friend of mine recently. He is a car enthusiast who enjoys high-performance modern cars. His comment is totally rational. But... he's not really a committed classic car enthusiast, so he misses the point. To a true veteran, vintage or classic car enthusiast, a barn find is akin to an art collector finding a rare masterpiece (although that has to be in fine condition). This is not a rational course of action, and how often have we heard the mantra 'Buy a beautifully restored classic car on which the previously carried-away owner has lavished far too much money. You then get the restoration thrown in for free.'

Sensible, financial thought, but again missing the point. Unless you are a hard-nosed, financially savvy car dealer, this whole classic car gig is not just about maximising profit. The same can be said about boats, aeroplanes and holiday homes. We want them because they add to the enjoyment of life – no matter what the financial advisor advises.

To a classic car enthusiast, a barn find is a blank canvas. In the case of a top-end collector car – provenance and matching numbers are a must – it can be recreated in exactly the specification you have always wanted. Think visiting Huntsman or Henry Poole tailors on Savile Row in London's Mayfair. A fine, off-the-peg suit can be purchased for around £1500 at most good department stores, so a £5000 bespoke suit is a crazy, financially irrational choice. But the satisfaction it engenders over the years far outweighs the savage purchase price.

So, too, does a good barn find. Of course, many a seller has dressed up an old wreck with a few straw bales to romanticise an unloved old thing but, to a classic car enthusiast, the chance to bring back to life a lovely old motor in their perfect spec, subjecting it to a full nut-and-bolt resurrection, is an act of creative mechanical love. You might think I'm being a bit OTT about all this,

but the proof is in *Octane* issue 140, on the cover of which we featured the Baillon Ferrari 250 GT California Spyder. That turned out to be our best-selling issue ever. Yes, we all love a barn find.

I haven't yet been fortunate enough to have experienced a true barn find of my own, but I have come close. Years ago in Cape Town, my father took me out one night to look at a hidden car. The head of the leading Ferrari engineering dynasty had just died, and his family had unearthed a car no-one knew he had. We drove deep into the 'cow's guts' of a shabby industrial estate, where the alerted local car club members were gathering with torches. In a decrepit old warehouse, we lit up a dusty, drab, dark green sports car. It had all its badging removed, but turned out to be an original, low-mileage Ferrari 365 GTB/4 Daytona, which the owner drove secretly at night. What mystery, what intrigue, what... romance. It was sold to America the next day.

A year before I was eligible for my licence, my father gave me a car. It was a wrecked spares car for his good-condition Lancia Aurelia B20GT. He decided I needed to learn the craft of car restoration, so the prosthetic-leg-beige Aurelia was mine. I'd never so much as glanced at its slug-like form at the back of the garage, but I soon became fascinated with the 'garage find'. The next two years were spent bringing the smashed-up Aurelia back to life. Stripping, cleaning, painting (being a crass 17-year-old, I painted it bright red!), trimming and assembling the old Aurelia, it eventually morphed into a working motor car that the girls seemed to like.

At the end of last year I sold what was probably the best classic I've ever owned: a 1973 Porsche 911 2.4S Targa. It was perfect: a joy to drive and considered to be one of the all-time great classics. And it arrived perfectly formed. I never had to touch it other than to check the oil level and tyre pressures. I knew nothing of its underpinnings, other than that they were new-car good.

The Porsche is undoubtedly a 'better' car than my rolling-restoration Jaguar XK140 (I'm intimate with every mechanical component), and I respect its engineering integrity enormously. But I never got sufficiently under its steel skin actually to love it... so it's now gone. Maybe I'll find a ratty 911 barn find some day that I can restore to exactly the spec I want.



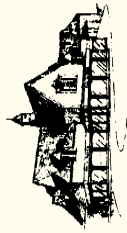
**ROBERT COUCHER**

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.



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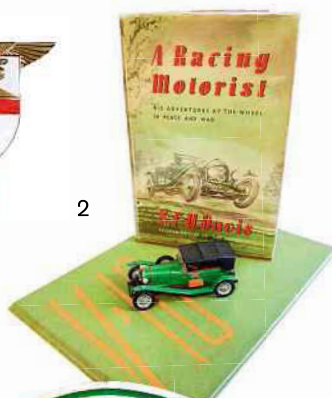
# PHILIP STRICKLAND

*Benjafield's Racing Club co-founder and lifelong Bentley boy*

Interview and photography Neil Godwin-Stubbart



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9



1. As a founder of Benjafield's Racing Club with Stanley Mann and Vaughan Davis, I designed this enamelled badge. It has the cross of St George and a Bentley radiator cap, and on early ones the member's name is engraved.

2. *A Racing Motorist* by SCH 'Sammy' Davis was the first racing autobiography I ever read. It inspired my lifelong interests in motor racing and Bentley. The Corgi model of Davis's car was the first Bentley I ever owned.

3. My Dursley Pedersen bicycle is a very early, unrestored example. Patented in 1893, it's a truly unique design, lightweight and beautifully crafted: the rider's weight tensions the frame and strengthens the whole machine.

4. I co-organised the Brooklands to Red Square Rally for 12 vintage Bentleys in 1999. HRH Prince Michael of Kent and Victor Gauntlett took part in the 12-day tour through Sweden, Norway, Finland and St Petersburg to Moscow.

5. I've owned my 1925 3 Litre for almost 40 years and have driven it all over the world. Rain or shine, it gets used. Here we're in a Bentley Drivers Club race at Silverstone, pursued by Robin Hine in the car his family has owned since 1936.

6. My 90,000cu ft DAKS Simpson hot-air balloon was made in 1992 by Thunder & Colt. The fabric is now time expired, but I have fond memories of flying with my family on many trips over the Alps and all round Europe.

7. Graham Hill was my childhood hero. At school in 1962 I made this clay sculpture for a display, while the Revell model was built by my son Edward when he was 14, and sits below Graham's fixed gaze on the mantelpiece.

8. This mascot was designed and signed by F Gordon Crosby, who outlined the 3 Litre shape. Signed on the base by Crosby, it replicates the Bentley radiator wings, with an escutcheon of an inverted radiator, too. Few are known to survive.

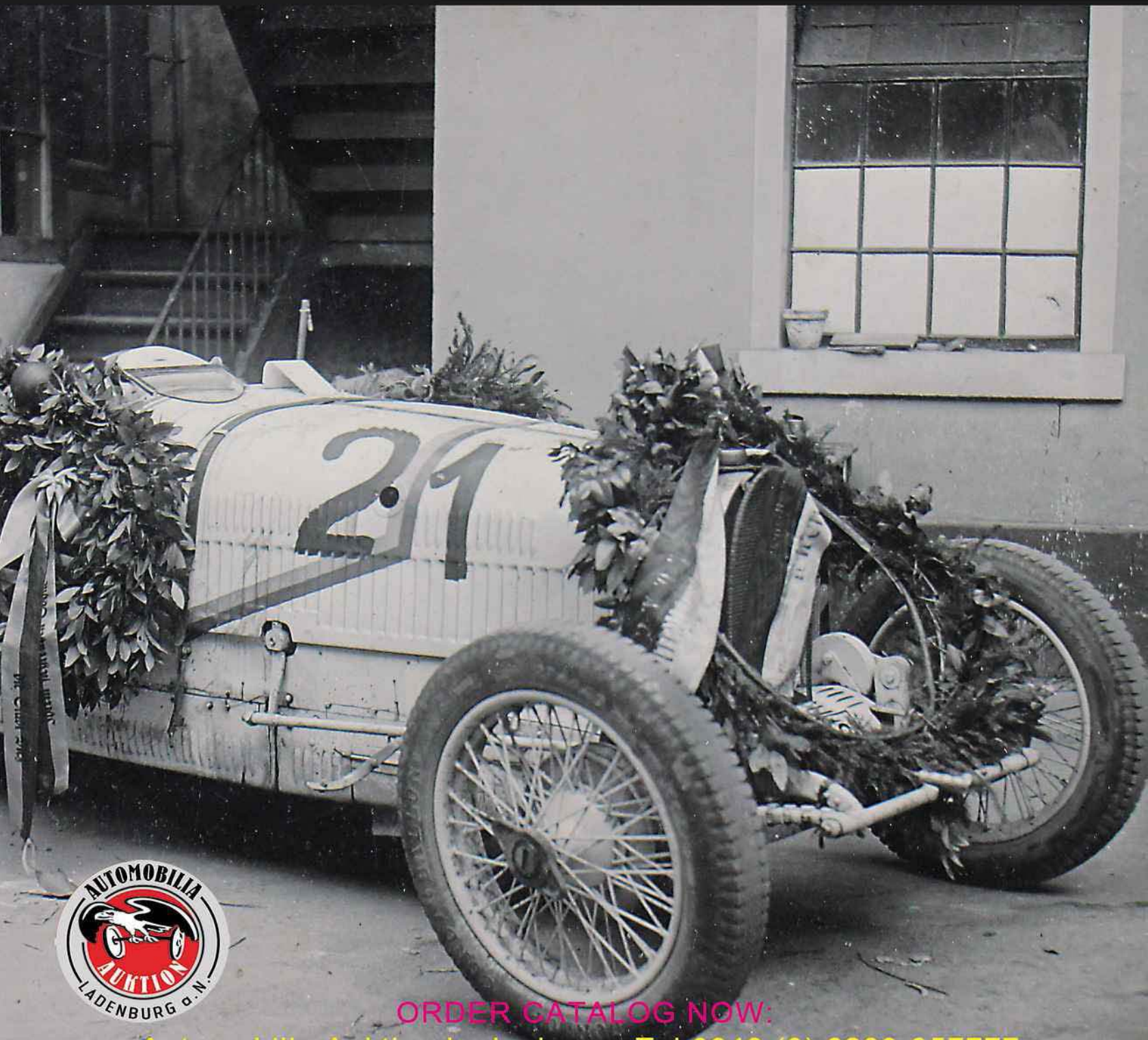
9. I first saw this painting by Sammy Davis (at far left) 30-plus years ago in the Le Mans museum and subsequently was able to buy it at an H&H auction. Depicting his own crash at Le Mans in 1927, it's a hugely personal item for me.



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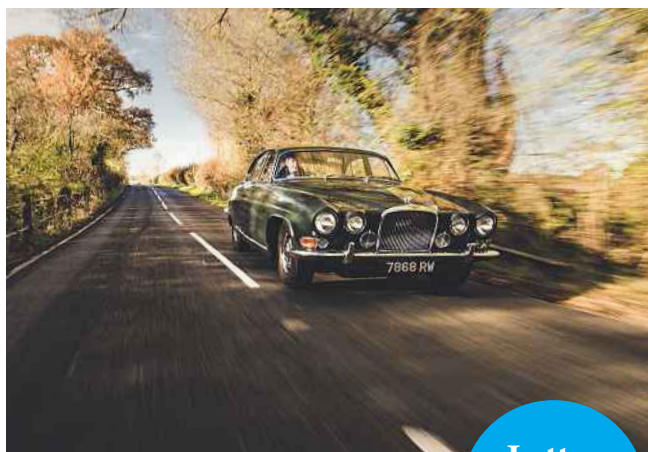
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AMY SHORE



Letter  
of the  
month

## Valuable lesson

**YOUR ARTICLE** in *Octane* 166 on Sir William Lyons' Jaguar Mk10 brought back memories of a lesson well learned in 1964 when I was a junior salesman for Stratstone in Berkeley Street, London, which was the city's Daimler distributor and also a Jaguar agent.

I was sitting at my open-plan desk next to the showroom window when a somewhat scruffy-looking individual came into the showroom wearing an old Mackintosh. One of the senior salesmen said to me: 'Wilson, get rid of that chap; he'll turn other customers away.' Well, I thought, I can't just tell him to get out, so I approached him and the conversation went something like this:

'Good morning Sir, can I help you?'

'Yes indeed: I want to buy a Mk10 Jaguar.'

'New or Used?'

'New.'

At this stage I thought that humouring him was my best option, so I said I would check availability. By this time some of the other salesmen were beginning to take an interest as I came back to tell him we had a dark blue and a dark green car at about £3500 each in stock, and he said, 'I'll take the dark blue one.' I replied that we would need to fill in an order form and take a deposit.

I filled in the form in his name with an address in Dartford, Kent, and he told me he could neither read nor write so signed with a cross. Most of the sales staff were now watching from a respectable distance when, to their astonishment, he unzipped a pocket in the tails of his coat and produced a huge wad of cash. Having peeled off £500, he put the balance back in his pocket and we agreed delivery details.

The senior salesman who had instructed me to rid the showroom of this vagrant was beside himself, as Mk10s were hard to shift and there was a £150 bonus on top of the normal commission of about £120 (I was earning £100 per month before commission!).

I took the new Mk10 to the address in Dartford – followed by one of the Stratstone drivers, because I didn't fancy the trip home on a bus with over £3000 in cash – which turned out to be a scrapyard, and there was the same scruffy gentleman smiling benignly from the door of a ramshackle shed, which acted as his office. Out of the same Mackintosh pocket came over £3000 and, when I pointed out that there was too much, he said: 'The extra (£200) is for you, and if I were you I wouldn't tell those other toffee-nosed bastards!'

I am sure that Sir William would have admonished the senior know-it-all salesman and would have agreed that I had learned a very valuable lesson about not judging people by their looks. With my ill-gotten gains I bought a year-old two-door Cortina GT that had come into stock as a part-exchange. Happy days!

*Tipper Wilson, North Yorkshire*



### Best days of his life

Thank you for the superb review of my book *A Life in Car Design* in *Octane* 166. Choosing it as the Book of the Month is very much appreciated.

I never read the Jennings books mentioned in the review but have googled Jennings' word 'ozard' and wonder if sometimes my time at Lotus was ozard cubed!

I was interested to read that you felt my Jaguar E-type replacement was 'rather conservative'. At the time it was something of a leap forward from the very soft shapes that Sir William Lyons enjoyed. The company as a whole was fairly conservative, despite creating so many superb vehicles.

*Oliver Winterbottom, Norfolk*

### Germany calling

It was with great interest that I read the review of the book

WAF 4 in *Octane* 165, and in particular your remarks about my company 'bb'. I would like to update you on the latest developments from bb, and attached is a photo [below] of the 2016 bb Rainbow cabriolet.

This is a follow-on from the 2015 bb Moonracer, which itself was an homage to the original 1976 bb Rainbow Porsche.

An English version of the bb book has just been published, which outlines the full spectrum of bb historic and future cars. You will receive a copy within the next few days.

*Rainer Buchmann, Germany*

*We have indeed received Rainer's book, and it will be reviewed in our next issue – MD*

### Better than the original?

It seems ironic that, at a time when we are fascinated by barn finds and originality is valued so highly, it is now possible to buy a new, old car from the original manufacturer. It will be better made by using 21st Century materials and technology, and any original foibles and failings can be either duplicated or eliminated – rather like using Photoshop to improve the Mona Lisa.

Is it a good thing? Well, at least these cars should be identifiable →



### 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 on 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](http://www.raymond-weil.com)





for what they really are, rather than a bogus car created from collected bits. And there are plenty of those.

As with so much in the old car world, our individual passion is entirely subjective – and long may that continue. Whether original or continuation, enjoy!

*Philip Rushforth, Worcestershire*

### A tale of two Abarths

I recently came across a copy of *Octane* 153 and noted your review of the book *Abarth, Tale of the Scorpion*. I was delighted to see the photograph of the book opened to the pages on the 1965 1600 OT Berlina.

As you may know, that was a very rare and ferocious creature, and I was fortunate (or not) to briefly own one of three such examples in the United States [the red car pictured below]. At the time – the early 1970s – it was the only example in the US to retain its original 1592cc Abarth DOHC, dry-sumped engine.

It was a very trying experience: exhilarating to drive, frightful to maintain. After less than two years I sold it, and unfortunately the next owner fell into arrears with a repair shop in Los Angeles and the engine and chassis were separated. The chassis, later fitted with a 124 twin-cam, eventually went to Japan, while the engine went into an Abarth sports racer belonging to a California dentist who passed away recently.

I next bought a 1300/124 [the white car pictured, bottom] which I kept for many years. It was quick and quite reliable.

*Peter Linsky, Oregon, USA*



### Tanks for the opportunity

In your excellent article on Nigel Montgomery's Churchill tank, *Octane* 166, you mention it having been displayed at Chartwell, Winston Churchill's home in Kent. It made a very evocative tribute parked on the drive in front of the house, particularly because of WSC's role in encouraging the development of early tanks in WW1.

The tank remained at Chartwell for a couple of weeks and, as a volunteer gardener at Chartwell, I had privileged access to it for photographic purposes. My Morgan 4/4 [above right] has been dwarfed by many vehicles, but never by a Churchill!

*Alastair Gordon, Kent*



### The £100 E-type

In response to the letter in *Octane* 166 regarding the very early E-type Jaguar coupé, chassis no 8 [pictured above], back in 1990 when I was living in South Africa I placed an advertisement for business premises as a whole or to share. I had only one response and that was from the Trevor Wiggington mentioned in your article, who was operating a company called Umgeni Car and Truck Sales in Durban.

I moved my business to Trevor's premises and we soon became close friends. We even bought and sold several cars together. Came the time that Trevor heard of an E-type being sold by an Indian fellow up in the Ladysmith, Colenso area of Natal for R1500 (£100 in today's money). This vehicle didn't interest me as a dealer and Trevor wanted it as a means of getting cash out of South Africa, so he and his wife hooked up a trailer and went to buy it. It turned out to be in a pretty sorry state but we soon had it running, though the exhaust system had rusted out.

Once this had been sorted out Trevor's wife got stuck into



cleaning it, and I must say that when she had finished it looked really good. Not long afterwards they emigrated back to the UK, taking the Jag with them. When I visited them some time later, Trevor had sold the E-type for £3500. Some time after that I was told that they had emigrated to Australia, and I have never heard from Trevor since.

One thing I'm sure of is that Trevor never knew just what a piece of E-type heritage had passed through his hands!

*Ken Tilly, West Sussex*



### Gold fingered

As is ever the case, the otherwise excellent article about the 24-carat gold-plated DeLoreans by Giles Chapman in *Octane* 166 contains the odd DeLorean myth. Despite Giles' claim of no fluids being added to the cars' 'mechanical veins', both of the gold-plated cars were filled on the assembly line before routine testing on the company test track at Dunmurry, in common with each of the other 9078 cars produced, as can be seen from the attached photograph [above].

No 'disgruntled ex-employee filched' the missing spare front fender, as conjectured amusingly by Giles. It was actually damaged in transit to Degussa's contract gold-plater, Holders in Baden-

Württemberg, near Stuttgart.

There, the heroic senior buyer Stuart Craven received so little co-operation that he and his two colleagues, Len Nelson and George Fraser, virtually did the plating themselves with minimal supervision before their epic Sunday drive through Germany in the refrigerated food truck.

Richard Fox is correct in stating that sufficient gold had to be acquired to fill a far greater-capacity tank than his 100-litre version. However, I can assure you, as I did the deal, that only the gold deposited on the cars' panels was paid for. The short-term cashflow problem of the outgoing £200,000 deposit (at today's gold price) was quickly put right by an immediate refund of the major balance.

Although John DeLorean and Amex were clearly disappointed that only two cars were bought, that feeling wasn't shared by the Dunmurry management team. The prospect of the full 100 on offer being snapped up had been an ongoing nightmare for all of us. *Barry Wills* (former director of purchasing and supply, DeLorean Motor Cars Ltd), Warwickshire

### Write to

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Please include your name, address and a daytime telephone number. Letters may be edited for clarity, and views expressed are not necessarily those of *Octane*.



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# Back from the shed

*One of the stars of the Baillon barn-find collection in 2015 was a long-neglected Maserati A6G 2000. Now it's on the road again*

**Words** David Lillywhite **Photography** Dirk de Jager







‘I’m so glad I didn’t restore it!’ says Jonathan Segal as we receive yet another thumbs-up from an enthusiastic onlooker. ‘It was only after we got a second place at Pebble Beach that I realised how special it is.’

We’re driving the Baillon Collection Maserati, co-star to the headline Ferrari 250 California Spyder, both found in a dilapidated state at a French château in 2014, along with more than 100 other derelict machines. After the mother of all rescue operations, they were offered for sale by Artcurial at the 2015 Rétromobile show, making news around the world – and now, two years on, the car looks pretty much as it did when found but it’s blasting along Californian backroads to the delight of all who see it (as well as its two occupants), rather than languishing unseen in rural France.

The Maserati, a 1956 A6G 2000 Gran Sport Berlinetta by Frua, achieved the second highest price after the Ferrari, the winning bid of €2 million (\$2.2 million) placed by the man now next to me as we drive through picturesque Carmel. Little did he know the anguish he’d go through in deciding what to do next.

‘I was right at the front, completely maxed out. It got to \$1.7 million. “I can’t do it!” I thought. Then I went to \$1.72m [before commission]. I couldn’t go up another dollar. Then “Bam!” It’s sold to me, the kids are going crazy! We’re just a normal family; this was really something.’

Jonathan is a successful architect but this was serious money to him, much more than he’d wanted to pay. Yet he loves Maseratis, had already restored an A6G Allemano, and the romance of the Baillon Collection had reeled him in, as it did so many others.

The Maserati had sat alongside the ex-Alain Delon Ferrari 250 GT California since 1971, both cars relatively well-protected in a stone barn away from the rest of the collection, most of which had been left more exposed to the elements in open-fronted sheds. Old magazines and boxes had been piled on top of the Ferrari but the Maserati – actually the more thoroughbred of the two cars – had escaped this fate.



In fact it seems that Jacques Baillon had gained a renewed interest in the Maserati in 2000, because he wrote to Maserati requesting technical information on it, and also began the task of replacing the clutch. Sadly, he never finished the job, and the car was found with parts of the transmission tunnel and bulkhead removed.

Octane’s own Glen Waddington was one of the first to visit the château, and remembers his shock at seeing such a beautiful car so neglected. ‘What struck me most was the lack of front bulkhead,’ he recalls. ‘It didn’t look good!’

It has a remarkable history, an ABC of desirable provenance from the day it was delivered to coachbuilders Frua in Turin on 9 February 1956 for a 2+2 berlinetta body. Five months later, on 6 July, it reappeared from Frua for fitment of engine and final trim parts, recorded in the factory records as engine number 76 with twin Marelli ignition coils, body finished in black with ivory interior and Veglia instruments. Why the emphasis on the twin ignition coils? Because this confirms it as one of the 150bhp, 125mph twin-sparkplug versions.

As soon as it was complete, the Maserati was delivered to France where it passed its *Service de Mines* test on 2 August 1956. It was registered on the same day in the name of architect (nice touch, looking back from its current ownership) Jacques Fildier, who’s also known to have owned several Aston Martins. He’s recorded as having paid 2,500,000 *lire*, a relatively low price that must refer to the chassis only; Frua would have billed separately.

Interestingly, several weeks later, the car was exhibited on Maserati’s stand at the Paris motor show in the wonderful Grand Palais. With Maserati only building cars for definite orders, borrowing cars from new owners was its only option when it came to show stands.

As it was, Fildier sold the car within a year, on 12 July 1957, to fellow Parisien Marcel Chalas. Less than two years later Chalas advertised the Maserati for sale, though it wasn’t until 17 December 1959 that it sold – to Roger →





**Clockwise from top left**  
As found at the château; interior  
virtually untouched; an arresting  
sight on the road; in France  
long before it was laid-up.







**1956 Maserati A6G**

**2000 Gran Sport Frua**

**Engine** 1985cc straight-six,

DOHC, three Weber

40DCO3 carburetors

**Power** 150bhp @ 6000rpm

**Torque** 123lb ft @ 5000rpm

**Transmission** Four-speed

manual, rear-wheel drive

**Steering** Rack and pinion

**Suspension** Front: wishbones,

coil springs, Houdaille

dampers. Rear: live axle,

quarter-elliptic leaf springs,

Houdaille dampers

**Brakes** Drums

**Weight** 1100kg (est)

**Performance** Top speed



*‘The car looks pretty much as it did when found  
– but it’s now capable of blasting along  
Californian backroads’*





# *'It roars into virile life, three Webers breathing deeply and exhaust barking as the engine clears its lungs'*

Baillon. And from there it passed from the father to his son, Jacques Baillon, meaning it remained in the same family for 56 years, until the grandchildren of Roger offered the collection for sale via Artcurial.

Roger Baillon had started out as a French Air Force mechanic, but went on to build lorries to carry chemicals used to clean the Paris Métro; by 1950 the business had become successful enough for him to buy the château and develop an appetite for exotic cars, which rather surpassed his ability to maintain them.

The collection grew to more than 200 cars at one point, and was transferred to Jacques – but when the Baillon company began to flounder in the late 1970s, some were sold off. Still, there were 114 left at the part-restored château in 2013 when Jacques died. To all but a handful of people the collection was a secret, and its discovery unrivalled in its variety and value.

As for the Maserati, when Jonathan Segal became its proud fifth owner, he'd planned to have it restored. But something got under his skin... maybe it was the dust, maybe the nagging of friends, but finally he realised that he couldn't bear to lose that patinated look.

And so Jonathan made the Maserati roadworthy, but left the cosmetics untouched wherever possible. It makes for a deeply evocative sight, tugging at the heartstrings in that strange way that barn finds do.

'I got the fluids changed, had the carbs redone, changed the sparkplugs and the points – and it started! I've left the original three-blade cooling fan in place but it still runs quite cool. I fitted new outside-laced Borrani wheels, the same as the originals, and Pirelli Stelvio tyres.' And that's it, though Jonathan is looking at ways to stabilise the condition of the bodywork.

So it's quite a moment to witness, when this now-famous barn find roars into virile life, its three sidedraught Webers breathing deeply and exhaust barking as the engine clears its lungs. The sound is mechanical and throaty but, with six cylinders and only a modest 2.0 litres capacity, those little pistons fly up and down their bores at the slightest touch of the accelerator.

It's more vociferous than you might expect of such a sleek-looking GT, but remember that this is only one step removed from a racer, and even its svelte clothing is of the lightest-gauge aluminium that Frua could get away with for a road car.

'It's so loud, really gnarly,' says Jonathan, but he's not shouting, and he is grinning, so it's not so bad. Still, the engine noise reverberates through the car as we gun it onto the highway, double-declutching in deference to the tired synchromesh of the four-speed gearbox, as the short lever clacks through its gate with the most minimal of movements.



## Clockwise from top

Paint still flakes from the alloy body; beautiful simplicity of instruments and steering wheel; boot still lined with Baillon dust; gearshift feels mechanical and direct; never has a Maserati badge looked so neglected; leather is cracked but is somehow still in one piece.











*'For all its barn-find scruffiness, this is a jewel in the Maserati crown'*

The Maserati feels quick and nimble from the outset, but the harder it's pushed, the more it responds. The engine thrives on revs... 'It sounds great between 4500 and 5000,' says Jonathan, and he's absolutely right. While some straight-sixes are all about torque, this one is more playful, more ready to race.

The ride, you won't be surprised to hear, is firm, though not jarring, probably because there's so little weight to the car. The suspension is basic, wishbones and coils at the front, semi-elliptic leaf springs at the rear, each corner controlled by a Houdaille hydraulic lever-arm damper; all typical of the period. It skips sideways on bumps, will tramp its axle a little under hard acceleration, but it feels perfectly of-a-piece.

There's still mechanical work to be done. There's even still dust to be swept out, if Jonathan can bring himself to do so. But the Baillon Maserati feels every inch the thoroughbred that it is, a model with its roots in racing, the twin-cam engine (introduced in 1954) derived from that of the A6GCS and A6GCM race cars of the time.

And though the A6G 2000s are cited as production cars, just 60 of them were built between 1954 and 1956, wearing bodies built by a variety of coachbuilders – Allemano, Zagato and, rarest of all, Frua. Only four Frua berlinettas of this type were built.

Thank goodness, then, that it survived just-about intact. For all its barn-find scruffiness, thanks to its incredible originality this a jewel in the Maserati crown. The only modification over its Paris motor show specification appears to be a different front grille, actually more elegant than the original, and fitted at some point between 1956 and '59. Was the first grille damaged or did the car's owner at the time simply desire a more stylish alternative? No-one has worked that out so far.

Now, curiously, it's also special for the neglect it's suffered, and not only the way in which the paint has lifted off the alloy panels, leaving great swathes unprotected. It's as you look closer, and spot the degradation of the enamelled Maserati bonnet badge, the long-term corrosion of the Trident that fronts the grille, the pitted plating of the coachbuilder's badge on the sides of the front wings, each bearing 'P Frua Torino' cast in script – the 'f' of Frua particularly exuberant in style – and the fading chrome of the Marchal headlight surrounds, that the magic of neglected originality really seeps through. It's evocative, but you do wonder how Roger or Jacques Baillon managed to avoid at least smearing the brightwork with grease now and again.

Still, when would you ever see such detail parts in such a state any more? So many cars have been restored to within an inch of their lives nowadays. Another onlooker waves and grins, and Jonathan smiles back. 'If I'd have re-done this car I'd have destroyed it,' he says. **Cred**





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The Endurance Rally Association  
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# THESE ARE A FEW OF OUR FAVOURITE FINDS

*We call them barn finds, but classic cars have been unearthed in châteaux, fields, lakes, and even behind the Iron Curtain...*

Words Giles Chapman



## BUGATTI TYPE 22 BRESCIA

On 18 August 1967, diver Ugo Pillon put paid to rumours of a vintage Bugatti in the depths of Lake Maggiore, Switzerland. There it was, 53 metres down, the chain intended to haul it from its temporary hideaway having rotted. In 2009 it was exhumed in aid of a local charity. It's thought that the car, delivered new to Paris in 1925, was driven to Switzerland by architect Marco Schmuklerski. As he didn't pay any import duty, the local customs men were soon hot on his trail, and the friends Schmuklerski had left the car with needed rid of the evidence pronto... It remains, conserved in its decayed condition, at the Mullin Automotive Museum.



BONHAM'S





## FERRARI 250 GT

Innes Ireland was heartbroken. It was 1982 and the Ferrari, with hand-applied red paint, windows missing, and an interior strewn with dead leaves, was astride a trailer in a field in Cleveland, Ohio. He could barely believe this was the car he'd last driven at Sebring in 1963. A year later, its owner Tom O'Connor gave up racing and donated the car to his local high school. They couldn't afford to maintain it, so it went to one Joe Korton for a paltry \$6500; he towed it to the field and left it. In the mid-1980s it transferred into tender hands, for restoration in Switzerland – 3589 GT was found to be in remarkably good mechanical nick. The trailer had probably stopped it from sinking into the long grass.

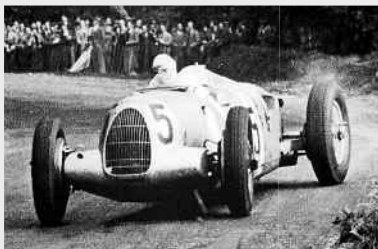


## BUGATTI TYPE 57S ATALANTE

In April 1955, Dr Harold Carr spent £895 on a car he'd always had a thing for: a Bugatti Type 57S Atalante Coupé, at that time 18 years old and with about 25,000 miles on the clock. He instantly became one of its least illustrious owners, as it had been ordered new by Brooklands kingpin Earl Howe and later owned by chum and fellow aristocrat Viscount Ridley. Dr Carr barely used the car, instead working on ways to improve its spec, and latterly nursing a plan to restore it. That never happened and it remained in his secluded garage, partly dismantled, as he got old, cranky and more hermit-like. Carr died in 2007 and, since he'd had no wife or children, his niece and nephew had their lives changed forever when this totemic Bugatti made £2.9m at the Bonhams Rétromobile auction in 2009.

## AUTO UNION TYPE D

Paul Karassik and his wife Barbara got the car-hunting bug in the early 1970s, partly fuelled by his memories of Nuvolari's win in the 1939 Belgrade GP, driving an Auto Union. Karassik, an American of Russian descent, was captivated by the car long displayed to the public in Latvia and sought its sister cars, rumoured to be within the Soviet Union after being sent there in 1945 for technical analysis. The search took ten years, led him to Russia and Ukraine and – after many coincidences – in 1989 to an abandoned brickworks in Kharkov, and the Auto Union Type D's remains. Each part was invoiced separately through Russian officialdom, and they left the country by van with Karassik at the wheel. Two cars, since bought by Audi Tradition, were re-constructed by Crosthwaite & Gardiner.



## TWO BMW E30 M3s, A FORD RS200 AND A MERCEDES-BENZ 190E EVO II

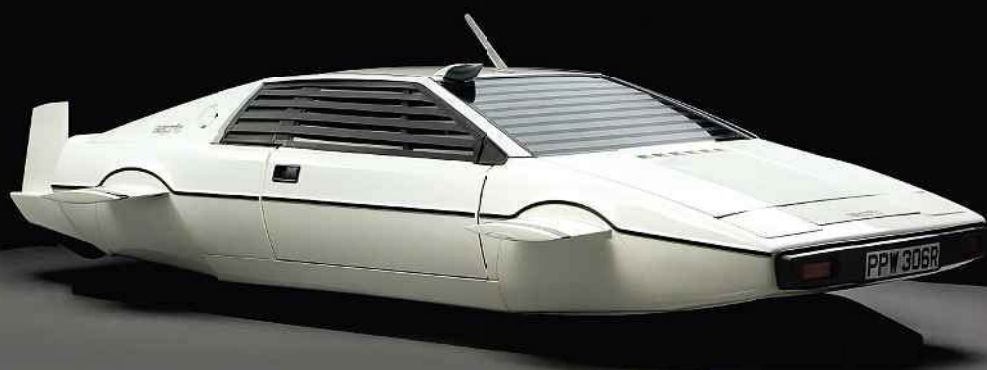
Chaps of a certain age are going to be interested in 1930s exotica that turns up unexpectedly, but maybe not impressed. The emergence of *this* quartet of 1980s hot rods, though, had the sons of baby-boomers positively foaming. In 2010, it got out that one lucky collector from Swansea had first dabs on a stash of pumped-up metal and glassfibre when he was offered a 1042-mile Ford RS200, a Mercedes-Benz 190E Evo II, and two as-new, bright red BMW E30 M3s that had covered, between them, only 94 miles. This opportunity of a lifetime was all down to luck – a chance conversation in a Silverstone hospitality marquee. The seller bought the M3s as investments for his two sons, and when they hit 21 the cash option proved more attractive than the cars. Kids today, eh?



## JAMES BOND LOTUS ESPRIT

We're all so pop-culturally aware these days that the idea of a James Bond ultra-icon ending up forlorn and forgotten seems impossible. But that is exactly the fate of 007's Esprit, the car that transformed itself into a submarine and in the process ousted Aston Martin as Bond's favourite. During filming of the 1977 classic *The Spy Who Loved Me*, the crew and special effects team called the \$100,000 submersible supercar 'Wet Nellie'. She later toured the USA to promote the Roger Moore movie but then somehow washed up in Holbrook, New York, shoved into a storage container under some old blankets with ten years' advance rent paid. In the end, though, the unclaimed container was in a fire sale, and someone bought its contents for just \$100 in 1989 without knowing what was inside. In 2013, other-worldly futurehead Elon Musk bought it for £616,000.

RM SOTHEBY'S



WILLIAM C BROOKS

## MERCEDES 500K HARDTOP

This super-glamorous 1935 500K hardtop, once the pride of dashing Mercedes race-winner Caracciola when he was booted and suited rather than sporting white overalls, was known to be restored in 1972. Six years later it was impressing the crowds at Pebble Beach. And then it vanished, but it had actually been concealed in a fortified LA warehouse among dozens of other lightly rusted classics. Its eccentric German owner, Rudi Klein, denied access to anyone, and even after his death in 2001 his sons similarly rebuffed all enquiries – including one from Mercedes-Benz itself, which wanted to restore it for free. It is, in all probability, a £10m-plus car.



## JAGUAR E-TYPE LIGHTWEIGHT

One more incredible car unmasked due to a death. When the relatives of Howard Glidovlenko were sorting through his chaotic effects in 1998, they started to root through piles of empty cardboard boxes in his garage in California. When they found a Jaguar E-type underneath, they knew that here was something worthwhile, but only after posting details of the car online did they understand this was the missing Lightweight, chassis number S850660, that collectors had been hunting for years. At this point, 11 of 12 such cars – all survivors – were accounted for. After its short, impressive and mercifully prang-free competition career, Glidovlenko bought it from Kjell Qvale in 1963, somehow persuading the wily importer to accept monthly instalments of \$143 as payment. Despite initial tinkering and modification, it remained unused for 35 years – and as a result the 2663-mile machine became the most original, least spoilt Lightweight of all.



LOUWMAN MUSEUM

## MERCEDES 500K ROADSTER

The harsh reality of the barn-find business is that ignorance frequently hoodwinks owners out of their rightful fortunes. Take this 1936 500K Spezial roadster. Arthur Dawson, a butcher from Walsall, inherited his uncle's car in 1956 but, presumably busy with his business, simply left it in the leaky building behind the shop, wholly uninterested in it. That was until a persistent antique dealer, John Price, got wind of the car and managed to persuade Mr Dawson to part with it for what must have seemed a significantly life-changing £150,000. You've got to sell a lot of lamb chops to acquire such riches. But in less than a year Price had sold the Mercedes at a Christie's auction for £1.6m. *The Daily Telegraph* reported Mr Dawson as 'philosophical'. Yeah, we bet he was.

## THE 'SLEEPING BEAUTIES'

We should feel sympathy for Swiss wine merchant Michel Dovaz. He spent the 1950s and '60s picking up unwanted classics around Paris and hoarding them at a run-down farm. From the moment his collection was discovered – and its picturesque dereliction exposed in syndicated photos entitled *The Sleeping Beauties* – he was under siege, and not surprisingly, with Astons, Cords, Bugattis, Alfas and more rotting away. So he shipped his cars to a château near Bordeaux, displaying a few in their unrestored state. Some he sold, including seven of his nine Bugattis, but he kept his favourite wrecks. Should it not be every collector's right to keep the barn door bolted if he chooses? But for him, most would have been scrapped anyway.



KAY HOTTENDORFF





## STUTZ COLLECTION

With no heirs and a lifelong reluctance to pay any tax, the late Alexander Kennedy 'AK' Miller's dilapidated farmstead in Vermont, USA, was of interest to America's IRS. It was 1996 when his wife died, three years since AK had fallen off a ladder to his death, and the tax officials uncovered a goldmine. Literally. In the centre of a woodpile was \$1m-worth of gold bullion. The Millers had, it seemed to neighbours, enjoyed motoring frugality by running old Volkswagens. But AK, a skilled engineer but by most accounts a rather horrible human being, was actually a Stutz fanatic. In homemade outbuildings was a vast Stutz collection – 30 of them – like nothing ever discovered before.



## FERRARI DINO 246 GTS

Kids unearthed this one – quite literally. Children playing in a garden in Los Angeles in 1978 were surprised to find some rugs a few inches below ground level, and under them something big, hard and shiny. Once a few grown-ups with shovels had joined the fray, the astounding fact that it was a bright green Ferrari Dino emerged. The LAPD quickly confirmed that the car had been reported stolen on 7 December 1974, but incredibly no-one living near its burial ground seemed to have noticed the gigantic pit being dug, the Ferrari being pushed in, or the subsequent landscaping. The car was raised from the dead, sold by sealed bid, and it still exists. It seems likely it was 'stolen' in an insurance scam, and the burial was the bright idea of the hired thieves. Someone in Hollywood, please, make the film of this...



## SHELBY COBRA DAYTONA COUPE

Barn finds are frequently bound up with strange family circumstances, and none more so than the missing sixth Shelby Cobra Daytona coupe CSX2287. This one came to the public eye only after a suicide. In October 2000, Donna O'Hara doused herself in petrol and set herself ablaze, enduring an agonising 15 hours of death throes while refusing to identify herself to policemen and paramedics. Her most valuable asset turned out to be the Daytona, the first built and the one used most often by Carroll Shelby for publicity. It was sold for \$4000 when the GT40 superseded the Cobra at Ford, and ended up with music legend Phil Spector. His bodyguard, George Brand, was Donna's father, and the pair concealed the car for decades so carefully that its location was an almost total secret. Collector Fred Simeone had already arranged to buy CSX2287 before O'Hara's death, but was forced to prove so in a long court battle. It now resides at the Simeone Foundation Automotive Museum.





## FAVOURITE FINDS

### LAND ROVER PROTOTYPE

Anonymity surrounds the emergence of this long-lost, pre-production Land Rover. The bush telegraph alerted experts from the clubs and Jaguar Land Rover to take notice because it's the seventh of the early running prototypes to be built, supplied to Rover engineer Jack Swaine but lost ever since. It turned up in a suburban back garden, sunk to its axles in mud, and bristles with handmade components as befits its experimental nature. The owner, about to move house, intended to scrap it until a quick-thinking enthusiast intervened with an offer and a towrope. It is now set to be one of the jewels in Jaguar Land Rover's ongoing reconnection with its heritage, as restoration gets underway.



JAMES TAYLOR



### LAMBORGHINI 400GT MONZA

Being summoned to inspect a cobweb-covered Porsche 906 is never routine, even for a Bonhams auction assessor. But for Simon Kidston, in 1996, the racing Porsche became a sideshow. Bricked up since 1970, behind a shop on a Spanish high street, was a one-off Lamborghini that marque specialists were beginning to think they had just imagined. The Monza was a factory work-in-progress (front-engined technology in a Miura-like profile) that had its only public airing at the 1967 Barcelona motor show. There, the 906 owner bought it for commuting to circuits where he'd race his Porsche. Then he abruptly decided to seal it into storage after only 4460 miles. The eccentric keeper died, his family found it, yet even after Kidston's verdict on its uniqueness, untampered-with condition, and value, it took them another nine years to decide to sell.

MATTHEW HOWELL

### PORSCHE 901

This rustbucket 901 was 57th off the production line. It owes its survival to a German reality TV show called *Der Trödeltrupp*, meaning 'The Junk Troop' – a cleanse-your-life-of-clutter series. Bernd Ibold was the hoarder whose daughter contacted the show's producers to help raise funds to restore his other 18 classics. Once Porsche heard of the super-early 901, and realised it would plug a gap in its collection, the €107,000 it paid fixed the family's money worries. Porsche is now lavishing another €250,000 on it...



PORSCHE



### BROUGH SUPERIOR SS-100

Lawrence of Arabia's Brough is possibly the most famous 'bike in the world – yet once it was yoked to a sidecar and sat unwanted in a Southampton garden. The owner is said to have given it to colleague Les Perrin in exchange for a quid's-worth of petrol so it could be towed to Portsmouth. GW 2275 was the bike on which TE Lawrence lost his life in 1935. It was barely damaged, and went through a string of owners before Perrin got it. Since 1977, when collector John Weekly paid 'a lot' for 'a nice oily old bike' with battle scars intact, it's been cherished and reunited with its original paperwork.







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AUTOFARM

## PORSCHE 911 CARRERA RS 2.7

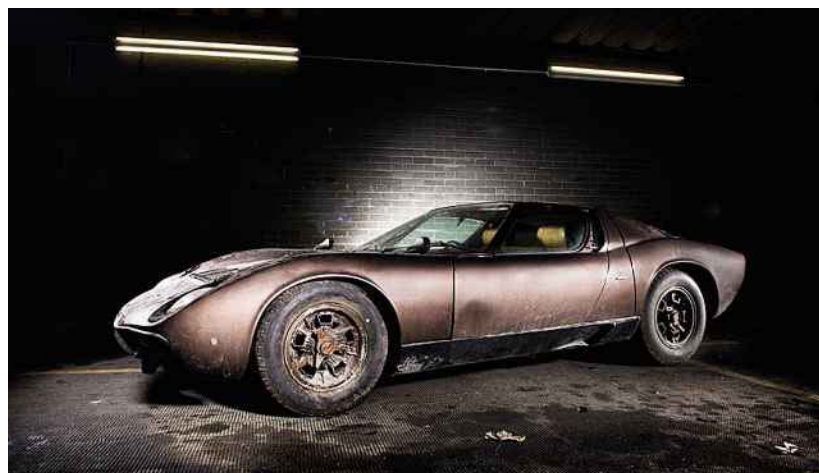
Sold new to the UK in 1973, the very last right-hand-drive RS 2.7 resurfaced a long way from home – 4500 miles away, in fact, in Trinidad. Recognisable as the most desirable of all 911s despite some aesthetic ‘improvements’ made in the 1980s, it nonetheless escaped the attention of most who walked past its resting place. Nosy parkers were prevented from getting a good look at the car by a pile of old furniture constructed by relatives of the last owner, who was murdered in 2002. Following a tip-off from Rikard Asbjornsen, Autofarm’s Josh Sadler managed to strike a deal with the family to buy chassis 1576, which proved to be in decent shape and retaining its original engine. The car has since been sold to a Porsche enthusiast who intends to restore it at some stage – but for now it will simply be recommissioned by Autofarm and enjoyed as-is.



JULIAN MARSH

## CITROËN 2CV PROTOTYPES

The dust on this trio of experimental 2CVs, when discovered in 1995, had a thickness of almost theatrical levels. Their hiding place of 56 years, though, had been a near-perfect secret environment: concealed under and behind straw bales in the spacious loft of a *proper* barn. It was as if a set director constructed it all for maximum sentimentality; the tele-hoist needed to get them down made the discovery all the more spectacular. There was nothing romantic about their original concealment. Bosses at Citroën and its backer Michelin put them there to hide their design secrets from occupying Nazis, choosing the sleepy building at the La Ferté-Vidame test track in Eure-et-Loir. Their return to public attention was in a book by Citroën’s retiring PR chief Jacques Wolsensinger, possibly making these the first barn-find cars turned into a media circus.



SIMON CLAY

## LAMBORGHINI MIURA P400S

The 42 years for which this metallic brown Miura had been left, flat-tired, on concrete, in the car park below the Athens Hilton had not been kind to it. Or were the dented bonnet, shattered foglights and loose front grille the result of one final, hellraising drive in the ultimate 1960s supercar before it was abandoned? This Lamborghini was associated with two legendary Greek characters. It was bought new by shipping tycoon Aristotle Onassis in 1969, and given to pop singer Stamatis Kokotas, a decidedly hairy individual sometimes called the ‘Greek Elvis’ but notable for one real hit, his 1966 release *In The Days Of King Otto*. Stamatis was apparently known in his home country as a keen rally driver (the Miura’s dishevelled as-found state suddenly makes sense, then), and its smart interior was festooned with engraved aluminium trinkets likely to have delighted any self-respecting ’70s medallion man. It was offered by Coys in 2012 but, as often happens with cars offering, er, potential, it failed to sell at £300,000. **Credit**



# Collectors' Cars & Motorcycles

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# JUST FOR THE RECORD

*Photographer Piotr Degler visited Cuba to see its crumbling classic cars – and caught the end of an era on camera*

**VISITING CUBA** to photograph the cars there had long been a dream of mine. I finally saw my now-or-never chance during the early summer of 2014. The whole trip was improvised – I arrived in Cuba on my own, with a plan to head from Viñales to Santiago de Cuba in search of the most important cars hidden on the island, stopping along the way to speak with locals. Spanish is my native language, so it was easy to communicate. I made friends with a family in the outskirts of Havana and spent at least 12 hours every day travelling – usually by *almendrone*, a battered taxi. Very few Cubans own a private car.

Research beforehand was not easy. Other than the more obvious American and Soviet cars, I heard there might be a Hispano-Suiza. And I found others from Jaguar, MG, Austin-Healey, Mercedes-Benz, Alfa Romeo, Porsche, Citroën, Volkswagen, BMW...

If you ask people on the streets, even mechanics, if they'd seen any Mercedes or Porsches, they don't know what that means; only the few lucky owners know what they are. But Cubans are open and friendly, and I haven't met any owner who didn't want me to take a photograph of his car. The island and the people will always have a place in my heart.

The Cuban Grand Prix was held in Havana three times, in 1957, 1958 and 1960. Teams arrived with Ferraris, Maseratis, Porsches, Mercedes; there is even a historic photograph showing two Gullwings, and as far as I know some of the cars stayed behind after the races. There are many urban legends about them. Some people say many of them 'disappeared' from Cuba during the '80s when the law was not so strict, others say people ended up in jail trying to take them away in pieces. We'll never know the truth and I think that's the beauty of it; these cars belong to Cuba and should stay there.

The island started importing new cars some years ago, which is great news for its people but is changing the character of this beautiful place. On my arrival, seeing all those classics used as daily drivers in the dark with headlights on and trailing smoke behind them was an unforgettable moment. That's why I wanted to photograph it when I did it. It will surely be impossible to get the same shots in a few years' time.

From the trip I selected 12 pictures for a 2015 calendar and in 2016 my book *Carros de Cuba* was printed. These are some of the highlights.







#### Left

Few classic supercar discoveries have mixed such excitement with such despair. Degler became fixated on memories of a Gullwing that locals remembered seeing years ago and had all but given up after weeks of searching for it when suddenly he came upon the car's spavined remains, sitting under a banana tree. It is truly a ruin, without its engine, windows smashed, interior wrecked. It may be beyond hope, and its owner has such wild ideas of its value that it seems unlikely a plausible rescue deal will ever be struck. So it remains, defying the world, a bit like the late Fidel Castro himself.



#### Far left, left and above

Fair to say it's been a while since somebody drove the Gullwing; '57 Cadillac 62 convertible being baked in Caribbean sunshine; home-made hood ornaments are a popular way of personalising cars in Cuba.







Clockwise from top left BMW Isetta 600 is still in regular use; for a few pesos you can travel in faded grandeur; extremely rare Hispano-Suiza – becoming ever rarer; Alfa Giulia saloon surrounded by Havana taxis; gorgeous '56 Chevy Bel Air continues to endure the ravages of time. **End**

#### BUY THE BOOK

These pictures and many more are from Piotr Degler's *Carros de Cuba* (€65, ISBN 978 84 608 5703 7), which Octane reviewed shortly after the death of Fidel Castro (issue 164). [carrosdecubabook.com](http://carrosdecubabook.com)





# THE MEDCALF COLLECTION

DRIVE OUT  
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The home of vintage Bentleys, is welcoming enthusiasts to the West Sussex workshops and showroom for its second 'Drive Out' event.

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# BACK IN THE SPOTLIGHT

*This fantastic Lotus 72 was last seen in public  
in 1975. Octane captures it on camera –  
as Michael Oliver uncovers its secrets*

Photography James Lipman







Once in a while, a long-lost racer that has been stashed away like buried treasure comes to light. This Formula 1 Lotus 72, chassis 72-3, is just such a car: until it appeared on *Octane's* stand at the Autosport International Show in January, it had not been seen in public since October 1975.

It is an incredible time capsule – exactly as it was when South African driver Guy Tunmer stepped out of it for the final time at the Donnybrook circuit in Rhodesia, four decades ago. I have more than a passing interest in this car, having researched it in detail in 2003 for my book *Lotus 72: Formula One Icon*. Being able to reveal its story and confirm its identity is the culmination of more than 15 years of research, which at one stage bordered on obsession.

The Type 72 was the Team Lotus Formula 1 challenger for 1970 and there was a lot riding

on its success. Colin Chapman's previous design, the four-wheel-drive Type 63, had been an unmitigated failure when introduced in mid-1969, forcing the team to revert to its ageing Type 49s for the rest of that season. Despite the pair enduring a somewhat fractious relationship during 1969, it was Chapman's promise of a car that would deliver him a World Championship title that persuaded the mercurial Austrian Jochen Rindt to stay with the team for 1970, with Briton John Miles as his team-mate.

The 72 endured a painful birth. It featured a radical wedge shape derived from the Lotus S6 turbine Indy car, side radiators, inboard front brakes and torsion-bar suspension. In its original form, it was very difficult to drive and definitely not a frontrunner. Hardly the stuff Championships are made of.

After two uncompetitive showings in the Spanish Grand Prix and the non-Championship

#### Above and right

Revealed after 42 years hidden away, the 'lost' Lotus 72 was finally recognised in spite of its misleading chassis plate.

International Trophy, the brave decision was made to undertake a comprehensive redesign, substantially reducing the levels of anti-squat and anti-dive geometry in the suspension, which was felt to have removed much of the 'feel' for the drivers of when the car was going to lose grip.

The result was a miraculous transformation. In testing before the Dutch Grand Prix at Zandvoort, Rindt was 4.2 seconds under the Formula 1 lap record and proceeded to win the race at a canter. He also won the next three races, in France, Britain and Germany, which was virtually enough to assure himself of the Championship title.







'IT IS AN INCREDIBLE  
TIME CAPSULE -  
EXACTLY AS WHEN  
DRIVER GUY TUNMER  
STEPPED OUT OF IT  
FOR THE FINAL TIME'



## LOST LOTUS 72

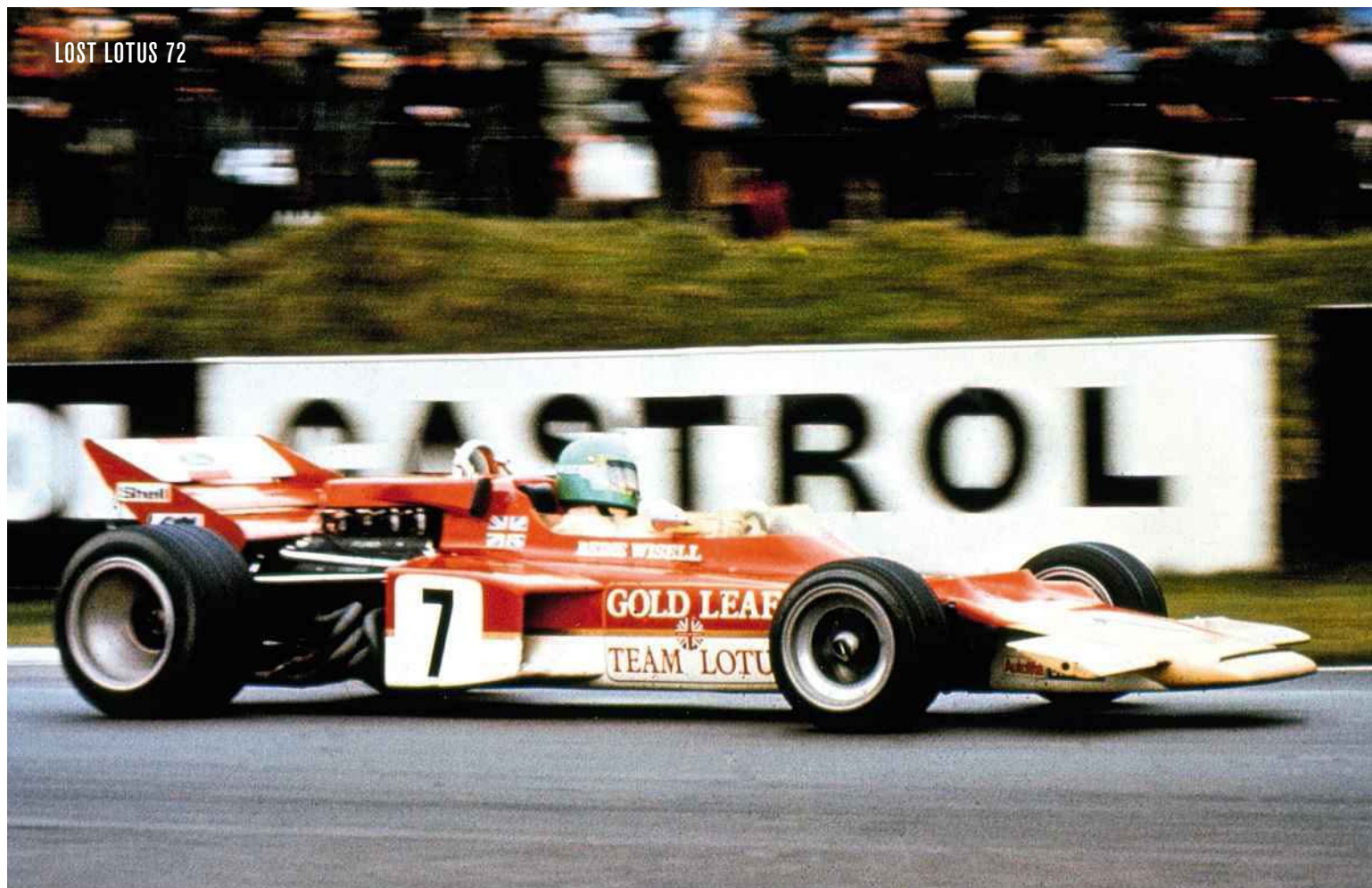
**Right**  
Gunston livery was applied for 72-3's final season of racing in South Africa, during which it achieved success in the hands of Guy Tunmer.













**Left and below left**

Reine Wisell in 72-3 at the Race of Champions, Brands Hatch, in 1971; sadly, Dave Charlton had to retire from the '73 South African GP at Kyalami.

In July 1970, the car shown here, chassis 72-3, was introduced for John Miles at the German Grand Prix. The first to be built from scratch to the revised specification, it made an inauspicious debut, its engine blowing spectacularly during the race. Things didn't improve at the Austrian Grand Prix, where Miles had a front brake-shaft failure but miraculously managed to keep the car on track.

The next race, the Italian Grand Prix at Monza, should have seen Rindt crowned World Champion. Instead, it was a tragedy. Rindt crashed fatally in practice, most likely after another brake-shaft failure, and Miles fell out with Chapman over whether to run wings. He quit the team after the race.

A new driver, the Swede Reine Wisell, was brought in to drive 72-3 at the US Grand Prix at Watkins Glen. Making his Formula 1 debut, Wisell drove a well-measured race to finish third, with team-mate Emerson Fittipaldi taking the win, ensuring a posthumous World Championship title for Rindt.

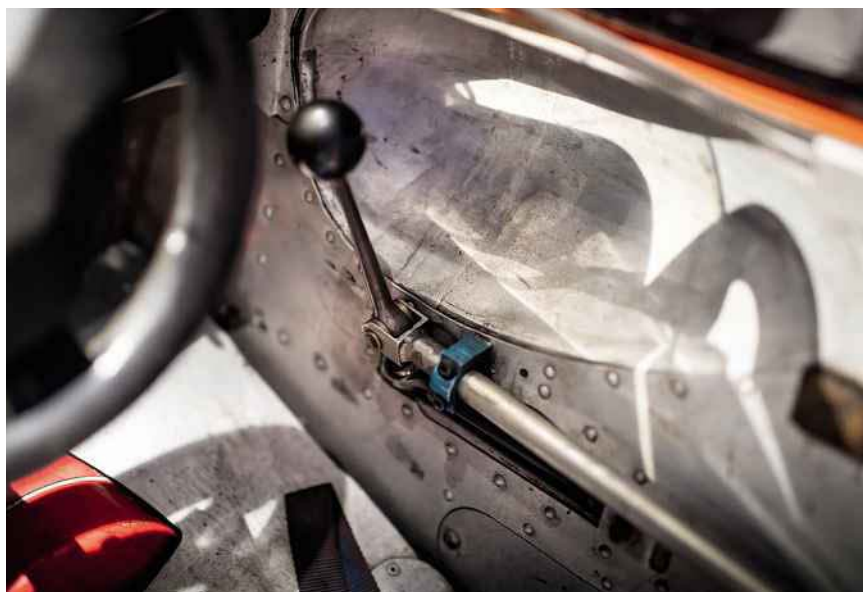
Wisell continued to drive 72-3 in 1971, until it was sold from under him by Chapman just before the British Grand Prix in July. The buyer was the South African driver, Dave Charlton. At the time, South Africa had its own domestic series for F1 and F5000 cars and Charlton was the reigning champion, having taken the 1970 title aboard an ex-works Lotus 49.

The series offered the two big South African tobacco companies, Rembrandt Tobacco Corporation and United Tobacco Company, great exposure for their brands, the former with Gunston and Lexington and the latter with Lucky Strike and Embassy.

Charlton was backed by Lucky Strike. United Tobacco came up with the money to buy the car, which, at around a year old, was still a state-of-the-art Formula 1 design. As part of the deal, Charlton was entered by Gold Leaf Team Lotus for the British race, but luck was not on his side and his car broke a piston on the opening tour.

On his return to South Africa in 1971 he was immediately competitive, scoring three wins to seal the South African title for the second year running. Charlton's 1972 season was one of complete domination, with nine wins from 11 races. If he didn't win, he retired.

That July, Charlton made a flying visit to Europe to take in the French, British and German GPs. Unfortunately, it was ruined by a middle-ear infection that affected his balance and made him feel car sick. Consequently, he did not qualify in France and retired in Britain and Germany, each time because of sickness. It was an ignominious trip and probably put paid to any dreams Charlton had of making a full-time switch to the World Championship.





**'CHARLTON WAS IMMEDIATELY COMPETITIVE,  
SCORING THREE WINS TO SEAL THE  
SOUTH AFRICAN TITLE FOR THE  
SECOND YEAR RUNNING'**











If his 1972 South African season with 72-3 had been good, 1973 was even better. It was a case of more of the same, the Lucky Strike driver cruising to ten wins from 12 races on his way to the Championship. Frustratingly, Charlton was never able to reproduce this form in his home Grand Prix – retiring in both the 1972 and 1973 editions at his favourite track, Kyalami.

For 1974, Charlton bought another state-of-the-art F1 car, a McLaren M23, so 72-3 was loaned to a team run by the organiser of the South African GP, Alex Blignaut, and sponsored by United's Embassy brand, to be entered for the up-and-coming star, Eddie Keizan.

Keizan started strongly with a trio of seconds and then a third, but the rest of the season was marred by a run of retirements. However, he had shown a good enough turn of speed to catch the eye of rivals Team Gunston and would drive one of its 72s (chassis 72-6) in the 1975 South African Championship, alongside Guy Tunmer in 72-7.

And so 72-3 sat unused through much of 1975. However, it was called back into service in July when Tunmer had a monumental testing crash in 72-7, requiring it to be sent back to the UK for repairs. A deal for Team Gunston to buy 72-3 was quickly agreed. Chief mechanic Eddie Pinto and his colleagues built-up the car overnight, transferring as many components as possible from the crashed one, which was to a more up-to-date specification. It was too much to expect the car to be reliable straight out

#### Above and right

Dave Charlton in the 1972 British GP at Brands Hatch; primitive cockpit is as it was when Guy Tunmer last drove the car in 1975.

of the box, and it duly retired the next day with multiple problems.

In the Championships's two remaining races, Tunmer finished ninth at Roy Hesketh and third in the Rand Spring Trophy at Kyalami, and he capped off a spectacular racing career for 72-3 by finishing second at Donnybrook in October. Fittingly for a car that first raced in 1970, this was the last time a Lotus 72 competed in a contemporary international F1 race.

In early 1976, a collector (who still owns the car today but wishes to remain anonymous) decided he would like to buy a Lotus 72. 'I had never met Peter Warr [Team Lotus competitions manager] and thought that if I rang up asking for an appointment, he would probably think I was some day-dreaming nutter. So, I went up there without one and, very fortunately, everyone was in.'

Unfortunately, he was out of luck. 'The works had three 72s: the Chapman family wished to retain one, they wished the second one to go into the Donington Collection and the third one they were going to give to Ronnie Peterson when he won the World Championship in a Lotus. So they weren't prepared to sell me one.'

He then approached Rembrandt in South Africa. 'I wrote to their financial director and →

**'THE 72 WAS STORED  
IN THE GARAGE OF A  
MEWS HOUSE IN LONDON,  
WHERE IT REMAINED  
HIDDEN – UNTIL NOW'**







I remember him writing back and saying yes, they would sell me a car and he would have a word with Peter Warr at the forthcoming South African Grand Prix to see what price they would ask. Afterwards, he wrote and said “We are prepared to sell you a car for x pounds”, and I agreed straight away. I mean, there are times to negotiate and times not to...’

Without ever running, the 72 was stored in the garage of a mews house in London, where it remained hidden – until now. I tried my utmost to see the car in 2003 when writing my book but was rebuffed. However, our collector did agree to count some rivets for me on the front footbox, and this was when alarm bells started ringing, for they did not match up with those for 72-7, which at the time it was thought to be. I did not feel I could cast doubt on the car’s identity without more concrete evidence, particularly without having seen the car in person, so reluctantly left this information out of the book, identifying his car as 72/7. I have spent the intervening years interviewing mechanics and studying hundreds of photos but never managed to obtain the ‘killer’ shot that gave me proof.

Then, out of the blue, last February I received a phone call from Clive Chapman of Classic

Team Lotus, asking me to come up to Norfolk to look at the car, which had been due to be exhibited at the 2016 Autosport Show but pulled from display at the last minute, as they had reason to question its identity.

As soon as we took the nosecone off, examination of the front footbox and a count of its rivet patterns confirmed that the car was *not* 72-7. The other key difference was that it had a horizontal cockpit bulkhead – later cars had curved ones. It also wore a chassis plate saying ‘72-7’ but with the ‘7’ scratched out and a ‘3’ alongside, a legacy perhaps of the hurried transfer of parts from 72/7 back in 1975. Finally, the original aluminium section of the tub under the later deformable structure body panels was still painted in the white of Lucky Strike Racing – and so the evidence was finally laid bare to prove that this car was indeed chassis 72-3.

And there you have it. Like most treasure, this car couldn’t remain buried forever and it was fantastic finally to have the opportunity to view it ‘in the flesh’. Let’s hope it won’t be another 40 years before we see it again and that, at some point in the future, it will be returned to running order, for fans to enjoy at historic events the world over. **End**

## 1970 Lotus 72-3

**Engine** 2993cc Ford Cosworth DFV 90° V8, gear-driven DOHC per bank, 32-valve, fuel injection

**Power** c440bhp @ 10,000rpm

**Transmission** Five-speed manual, rear-wheel drive

**Steering** Rack and pinion

**Suspension** Front: double wishbones, torsion bars, telescopic dampers, anti-roll bar. Rear: double wishbones with upper and lower radius arms, torsion bars, telescopic dampers, anti-roll bar

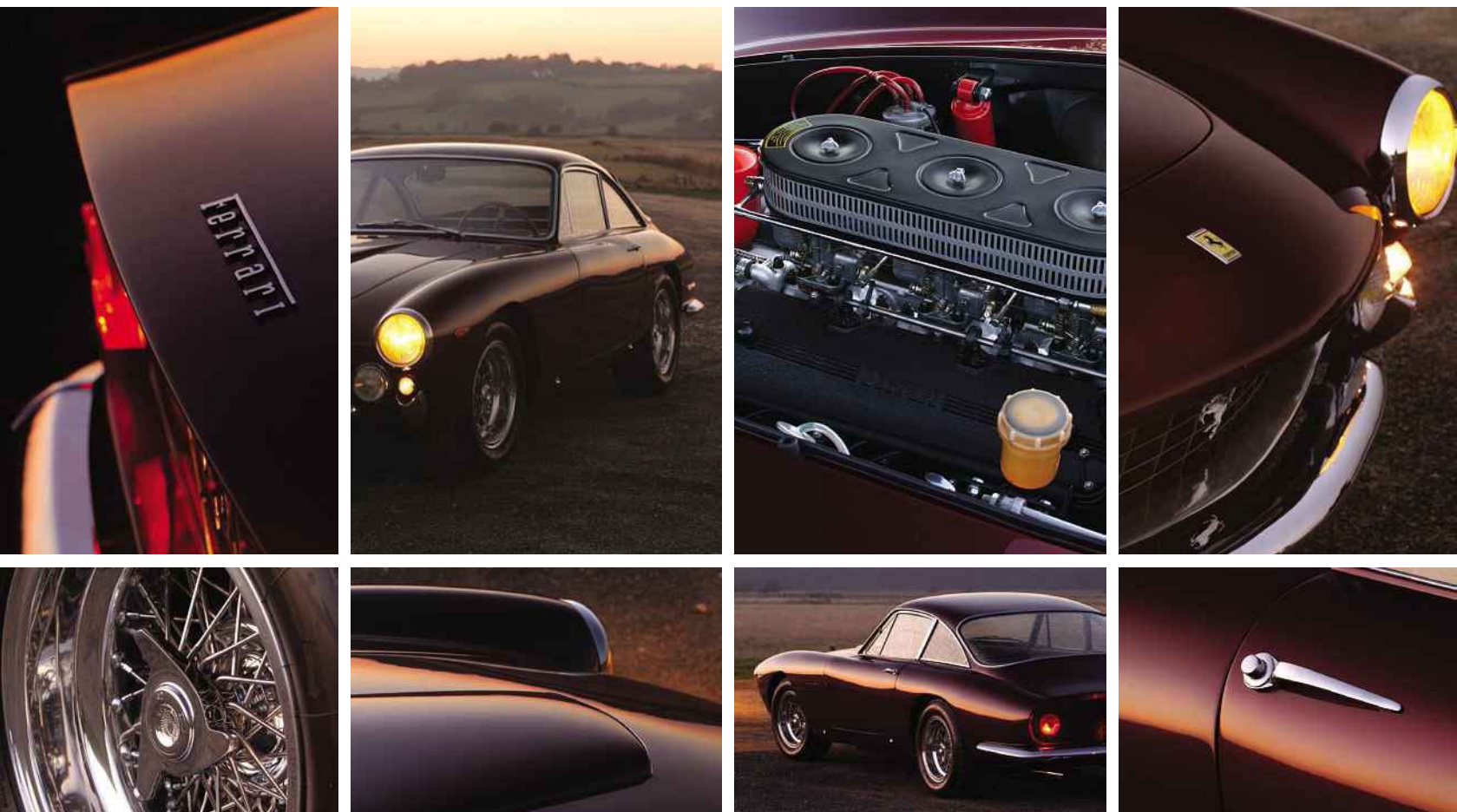
**Brakes** Discs, inboard

**Weight** 530kg in 1970 (575kg after introduction of deformable structure regulations in 1973)

**Performance** Top speed 190-205mph, depending on gear and wings







## Ferrari 250 Lusso Berlinetta

*PRODUCTION 1962-64*

**T**he 250 Lusso Berlinetta could be judged as one of the most beautiful Ferrari models ever to come out of the factory in Modena.

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Production ceased in 1964 and was the last of the Ferrari 250 series road cars.

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Images courtesy of John Mayston-Taylor collection

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# 2016 PORSCHE CLASSIC RESTORATION COMPETITION

**WINNER, MARKETING: 1977 PORSCHE 924 MARTINI EDITION**

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'IT WAS AN incredibly challenging project for our restoration team,' says Julian Morris, managing director of Elite Motors Bodyshop, the company that, along with Porsche Centre Silverstone, entered this 1977-vintage 924 Martini Edition into the Porsche Classic Restoration Competition 2016. 'Not just because it was the oldest car in the competition. This was a 23-owner car with what you might call a chequered history.'

'In 1992 it had been written off and over the years had been subject to some extremely poor repairs. It had been exposed to the elements for a long time and bore the scars of poor restoration work, especially to the sills and floor. The team discovered corrosion in places that you simply wouldn't expect to find rust. As a consequence the 924 turned into a very big job. Because it was such an early car it was extremely hard to find parts and we had to fabricate some of the components ourselves using the latest 3D manufacturing techniques.'

Meanwhile, Porsche Centre Silverstone also found that the 924's age made sourcing certain components tricky, if not impossible, as aftersales manager Mark Cahill explains: 'We have a wealth of experience in the workshop so rebuilding the four-cylinder engine and refurbishing the gearbox weren't an issue, but finding a replacement oil pump was: there wasn't one...'

The teams at both Porsche Centre Silverstone and Elite Motors Bodyshop admit to feeling the pressure with this restoration, particularly towards the end, yet are justifiably proud of the outcome. The 924 Martini Edition claimed the Marketing category in the Porsche Classic Restoration Competition 2016, and also participated in two Victory Parade laps at last year's Le Mans Classic.

Says Julian Morris: 'The level of commitment and enthusiasm from the collaborative teams is testament to the passion we have for Porsche, both modern and classic. This project has enabled us to demonstrate the breadth and skills of the project team.'

The 924 will soon be for sale. All enquiries should go direct to Elite Motors Bodyshop.







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# BADGE OF HONOUR

*Delwyn Mallett delves into the strange history of Ferrari's Cavallino Rampante logo*

**ITALIAN FIGHTER ACE** Count Francesco Baracca, while on a strafing mission against Austrian forces in June 1918, crashed fatally on the Montello hillside in the northern province of Treviso. The fuselage of his biplane was adorned with the *Cavallino Rampante* (Italian for 'prancing horse'), his personal emblem and that of the squadron he commanded.

There is some confusion surrounding his death. The Italians believe he was brought down by ground fire but there is support for the Austrian version that he was shot down by one of their fighters. When the crash site was reached three days later by Italian forces, his body was recovered and taken to his birthplace for an emotional funeral. Almost a century later his emblem is one of the most recognised and prestigious logos in the world, propelled to that position by another great Italian merchant of speed: Enzo Ferrari.

It would be difficult to overstate the passion that the Italian nation showed for motor racing in the early years of the 20th Century. Indulged in by the wealthy but embraced by the proletariat, it was perhaps uniquely supported and promoted by intellectuals, poets and artists – Nuvolari's tortoise mascot was given to him by poet, polemicist, soldier, revolutionary, proto-fascist (and one of Ferrari's favourite authors) Gabriele D'Annunzio. The machine and speed, in particular as represented by the aeroplane and motor car, became symbolic of Italy's progress from an agrarian economy to a modern industrial state.

Baracca, a decade older than Enzo, was born in 1888 in Lugo di Romagna. At the age of 19 he enrolled in the military academy in Modena and, as a passionate equestrian, soon became a sub-lieutenant in the Royal Piedmont Cavalry, whose official emblem was a Cavallino Rampante. Like

many dashing young men of the era, Baracca was fascinated by the aeroplane and, after learning to fly in Reims, France, in 1912, he became a pilot in the Italian air force. Italy entered the First World War in 1915 with the French and British, fighting against the Austro-Hungarian forces in the appallingly difficult mountainous terrain along the Italian-Austrian border.

Baracca scored Italy's first aerial victory of the war in April 1916, while flying a Nieuport 11. Other victories followed and he became a national hero. In common with other aviators, Baracca decorated his craft with the Cavallino Rampante of his old cavalry regiment. By the time of his death, Baracca's tally was 34 and he was revered as Italy's 'ace of aces'. The young Enzo couldn't have failed to have been in awe of his exploits.

In 1908 the ten-year-old Enzo Ferrari and his older brother Alfredo were taken to the Via Emilia

in Bologna by their father to watch their first motor race, an event that altered the course of the youngster's life. Enzo enlisted in 1917 but, rather than being sent to the front with a gun, was given the task of shoeing mules – perhaps, given his surname (etymologically close to 'blacksmith'), some military official felt it was a good gag.

Enzo's father and brother both died of illness during the war; he himself was invalided out of the army in 1918. After recuperating, and being rejected for a job by Fiat, in 1919 he found work with Milan-based CMN (Costruzioni Meccaniche Nazionali) and soon fulfilled his ambition to become a racing driver. Driving a skimpily bodied CMN, he was classified ninth in the Targa Florio.

Alfa Romeo, returning to car production after the war, offered the young hotshot a job as a test driver, and Enzo had his best Targa result in 1920, placing second in his new Alfa mount. He would remain tied to Alfa for the next two decades.

The reins of Baracca's prancing horse changed hands in June 1923 after Ferrari, in a crowd-pleasing performance, won at the Circuito del Savio in Ravenna. There he was congratulated by Baracca's father Count Enrico, and introduced to his mother, Countess Paolina Biancoli. Later, as Ferrari recalled, the countess suggested that he use her son's prancing horse on his car as 'it will bring you good luck'. A cynic might say that it had not brought her son luck and Ferrari, it seems, did not take up the offer immediately, though this was almost certainly due to the fact that in the same



**Clockwise from left**

Francesco Baracca, the racing driver who inspired Enzo Ferrari – and again as a World War One ace fighter pilot, with a certain emblem on his plane; Nigel Mansell's Ferrari in the 1989 San Marino Grand Prix.







70

FERRARI EMBLEM





*'Few will have noticed the horse's 2002 "clean-up" in which it underwent gender reassignment from stallion to mare'*

year, after Ugo Sivocci's quadrifoglio-adorned car won the Targa Florio, Alfa Romeo adopted the four-leaf clover emblem for its team cars.

In 1924, entered for what would have been his most important race to date, the Grand Prix de l'ACF in Lyon, Ferrari had a crisis of confidence and pulled out. Dogged by ill-health, for the next few years he appeared intermittently behind the wheel while building his business as an Alfa distributor from his new base in Modena. Then, in 1929, at a dinner of motor sport enthusiasts, he had the idea that would set him on his way to fame. He proposed to two of the men he was dining with that they should start a 'racing club' to prepare cars for wealthy clients who wanted to go racing without getting their hands dirty. The Società Anonima Scuderia Ferrari was duly registered on 1 December 1929.

The Ferrari version of the prancing horse made its first appearance on the new company's notepaper and on the masthead of the periodical *La Scuderia Ferrari* published by the company. The magazine fulfilled another Ferrari ambition. As a child, he had decided that he would like to be an opera singer, racing driver or sports journalist.

Alfa Romeo, a publicly owned company under severe financial pressure, decided to outsource its racing activity and use the Scuderia Ferrari as its de facto factory team. Enzo occasionally competed at the wheel of a Scuderia Alfa, with mixed success, and his last competitive appearance was in the Bobbio Penice hillclimb in 1931. The first appearance of the Cavallino Rampante was on the winning Ferrari Alfa 8C 2300 in 1932 at the Spa-Francorchamps 24 hours. So it seems that Enzo never raced, as the Countess Paolina Biancoli had hoped, carrying her son's prancing horse.

In Ferrari's hands the horse underwent several 'improvements'. Baracca's had both hind legs on the ground and its extravagant tail pointing downwards. Ferrari's version was more 'rampante', balanced on one leg with the slimmed-down tail flicking saucily upwards. On his racing Alfas the prancing horse sat in a yellow shield, the official colour of Modena, topped by the Italian tricolour in a thin chevron stripe and the letters S and F, for Scuderia Ferrari, in a cursive script either side of the horse's grounded leg. The shield has remained part of Ferrari's iconography to this day.



MARCA/ALAMY STOCK PHOTO



#### Clockwise from above

The Cavallino Rampante was first seen on the Scuderia Ferrari racing team's Alfa Romeos before migrating to Ferrari's own cars; the man himself raced Alfas before conceding that he was better at running the team than competing for it.

In 1938 Alfa took its racing team back in-house, creating Alfa Corse. Ferrari returned to Milan and, in November 1939, he left Alfa. Unable and unwilling to conform to being a mere employee, he decamped back to Modena and rebranded himself as Auto Avio Costruzioni. Ferrari agreed not to compete against his old employer for four years but almost immediately accepted a private commission to build a brace of sports cars for what would be a truncated 1940 Mille Miglia. Largely Fiat-based, with streamlined bodywork by Carrozzeria Touring, the sleek straight-eight-powered cars, unbranded other than by the number 815, put up a good show and led the event at one point, but both failed to finish due to mechanical troubles.

With another World War underway, and this time Fascist Italy on the German side, Ferrari put his factory to work producing small four-cylinder aero engines and petrol-driven grinding machines. In 1943 Ferrari moved production to a second

factory in the small town of Maranello, 17km from Modena, which would soon become forever famous as the home of Ferrari automobiles.

The first car to carry the maestro's name and the rectangular bonnet badge took shape during 1946 and made its debut in 1947 at the Piacenza circuit. The chunky little 1500cc V12 Ferrari 125 (125cc per cylinder) was leading the 30-lap race with three to go when a fuel pump failure brought it to a halt. Two weeks later the 125 was victorious in the Grand Prix of Rome and a legend was born.

An unbroken 70 years of participation in motor sport followed: 16 Formula 1 Constructors' Championships, 15 Drivers' Championships and an unparalleled succession of desirable road cars has made Ferrari one of the world's most famous and coveted brands, and the Cavallino Rampante has long been an instantly recognisable logo.

In 1952, to differentiate his race entries from the increasing number of customer cars on the circuits, Ferrari reintroduced the shield he'd last used on his Scuderia cars in the 1930s. In various forms from etched metal to three-dimensional versions, the prancing horse has also featured as a stand-alone symbol on radiator or engine grilles since 1959. Although Ferrari's horse has been redrawn many times since 1929, few will have noticed the 2002 'clean-up' in which it underwent







MALCOLM FREEMAN/ALAMY STOCK PHOTO

**Below and right**

Ferrari himself was a conservative dresser, and would probably recoil in horror at the sight of modern Ferrari merchandise, with the Cavallino Rampante emblazoned on jackets and baseball caps.



KEystone/STRINGER

a gender reassignment from a stallion to a mare.

The dynamics of the luxury goods market started to change fundamentally during the 1970s and '80s, and conspicuous consumption began to be viewed by many as a virtue rather than a vice. 'If you've got it, flaunt it' became the credo of the day and consumers began to define themselves by the brands they bought – as a consequence, labels migrated from the inside to the outside.

The yuppie generation wanted the rest of the world to see and envy the results of their conspicuous consumption. Brands such as Ralph Lauren ensured that its garments would be recognised instantly by strategically positioning a logo where it could be seen – in Lauren's case, as it happens, another horse. Porsche-branded watches, sunglasses and accessories heralded the transition of automotive credibility and desirability into hitherto untapped consumer areas. Yet for many years the only way to acquire a prancing horse badge was by buying the expensive bespoke motor car it was attached to, or, if you were favoured by the great man, on the face of a presentation watch.

Today you can acquire an officially sanctioned Cavallino Rampante attached to a bewildering array of clothing and accessories from T-shirts to £1000-plus leather jackets, or from a set of six pencils at £25 to a carbonfibre knick-knack tray at more than £300. You can kit out your kids in baseball caps, and 'limited edition' watches come in as many flavours as cupcakes.

I suspect Enzo Ferrari would not have approved. He dressed simply and soberly and lived only for his cars, once declaring that his philosophy was to maintain exclusivity by 'building one less car than the market wanted'. Not long after the great man had sold the company to Fiat, the respected automotive journalist Griffith Borgeson was invited to Enzo Ferrari's private office, where he noted that, although large, it was almost empty, containing a simple desk and three chairs. The walls were almost devoid of decoration, bearing only a large photograph of his wife, a painting of a speeding red racing car and a large colour print of Francesco Baracca standing beside his Cavallino Rampante-adorned Spad fighter – it encapsulated all that had been important in his life. **Enzo**

## RAMPANT ELSEWHERE

*Ferrari's isn't the only Cavallino Rampante, you know...*

**THE HORSE HAS BEEN** a potent symbol of man's virility and mastery since prehistoric times, and has been an essential part of the chivalric ethos since the Middle Ages, with Ferrari being only one of the most recent to adopt it as its heraldic symbol or trademark.

Mobil, then 'The Vacuum Oil Company', patented its wonderful Pegasus logo in 1911, although it didn't become familiar on racing cars until the 1940s. Interestingly, Ferrari's Indianapolis entry in 1952 carried the 'flying horse' as well as its prancing horse.



One of Ferrari's greatest rivals also sports a prancing horse. The story goes that, not long after it had started production of the 356, the US importer Max Hoffman suggested that the car should carry a badge. Ferry Porsche quickly did a rough sketch based on a combination of the crests of Baden-Württemberg and its capital, Stuttgart, the crest of which happens to be a prancing horse on a yellow field.

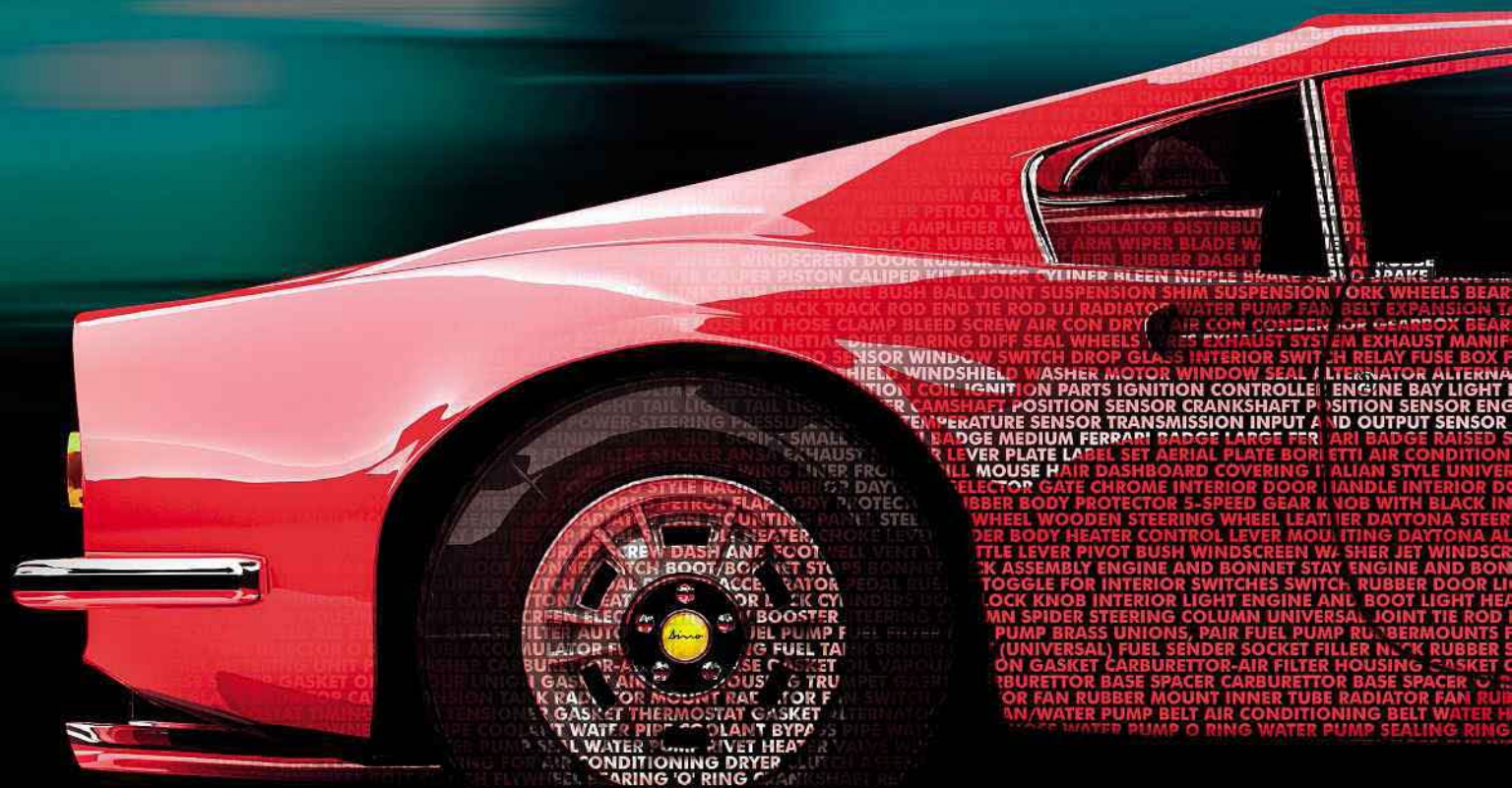


From 1956 to 1961 another famous Italian wheeled legend, Ducati, also used the Cavallino Rampante on the fairings of its desmodromic-valved racing motorcycles. Fabio Taglioni, Ducati's renowned designer, was born in the same town as Francesco Baracca and his father had been a World War One pilot, though not in Baracca's squadron. Taglioni obtained permission from Ferrari to use its version of the Cavallino Rampante, gaining Ducati the description 'two-wheeled Ferrari'.

And one mustn't forget Ferrari's one-time nemesis, Ford, which based a whole model range on the image of a galloping mustang.



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# AIR TO THE THRONE

*The CX Prestige transported heads of state in unparalleled comfort. Could it be the greatest Citroën ever?*

Words Dale Drinnon Photography Martyn Goddard

**GENDARMES ON MOTORCYCLES**, that's what I need. So I tell myself as I snuggle a little deeper into the plush, cosseting seat cushions. A fleet of those *tricolore* bikes with all the flashing lights, please. And the gendarmes should have the spiffy uniforms with the gold braid, befitting one's importance to The Republic. Or maybe a chauffeur-slash-bodyguard in mirrored shades, and a briskly efficient stenographer-slash-PA updating my busy schedule while I waft along in smooth, velvety silence, pondering serious responsibilities.

Either scenario would suit just fine, actually. Many Citroën loyalists consider the CX series the high-water mark of the marque, a tribute to its engineering courage and brilliance, achieved before the sad decline that ultimately resulted in a Citroën line-up that now offers not a single, solitary wet-suspension set-up, for goodness' sake. The CX Prestige, however, was boldness of another magnitude – transportation for the business and cultural elite, and for the foremost of French Government dignitaries. Also, as it transpired, some governmental figures decidedly not so French.

Mechanically speaking, of course, the 1974 CX very much followed on from the preceding DS: a full-size, front-drive, front-engined saloon (but with the engine this time mounted transversely), with hydropneumatic self-levelling suspension, plus powered brakes and steering operated off the same high-pressure hydraulic system. Its bodywork, styled by Citroën's celebrated Robert Opron, was refined via wind tunnel, and the CX name referenced the French equivalent of Cd, the notation for 'coefficient of drag' in relation to aerodynamic design. As a bonus, the CX also inherited speed- and lock-sensitive variable-assist steering technology from the superlative SM.







**Right, below and far right**  
Four-cylinder engine and  
four-speed manual gearbox?  
Non-conformist luxury  
manifests itself in space and  
comfort rather than pace.



*‘The President  
was well pleased  
and the Prestige  
soon became his  
voiture of choice’*

Even the base model was an impressive piece of machinery: spacious, comfortable and strikingly elegant. It won European Car of the Year on its debut, charmed the executive market, especially in upscale Pallas trim, and found homes with more than one lofty crowned head. But, straight from the off, Citroën had bigger plans – literally. In 1975, reportedly after complaints from President Valéry Giscard d’Estaing that accommodations were rather snug in the presidential fleet’s new CX saloons (he was, after all, a lanky six-foot-two), the marque contracted coachbuilder Heuliez, south-west of Le Mans, to create something better suited to the demands of national service.

Heuliez then did with CXs exactly what you’d expect: sliced them in half, added ten inches of wheelbase and stitched them back together. The resulting chassis would carry the CX Brake – aka ‘estate’ in English, or ‘station wagon’ in American-English – as well as Heuliez’s usual

ambulance and hearse portfolio. But the real takeaway was naturally the marque-leading, super-premium CX Prestige. Into the lengthened package went every *lux* option in the Citroën catalogue, and a few more besides, such as rear electric windows, cigar lighters and footrests, while legroom in the back was greater than that of anything remotely resembling a conventional saloon.

The President was apparently well pleased (despite also running a politically expedient Peugeot 604 limo), and the Prestige soon became his *voiture* of choice. Some 4000 would eventually be purchased for duties of domestic administration and diplomacy abroad, and they were utilised enthusiastically. Jacques Chirac, another six-footer, famously crossed Paris in triumph on his election night in his personal CX Prestige, and kept Élysée Palace examples in service long after production ended in 1989.

About four times that number, furthermore, would go to the CEO and celeb segment, and to various foreign





politicians, not all of which greatly complemented the product image. Erich Honecker, East German leader from 1971 until the Berlin Wall came down, was a serious CX fan, owning several variations including a pair of Prestiges he had hideously stretched yet further in honour of a visit by François Mitterrand. Which, alas, didn't happen until Erich was out when the wall came down. Elena Ceaușescu, wife of repressive Romanian strongman Nicolae, was another happy Prestige owner, right up to the day testy former subjects sent her to the firing squad.

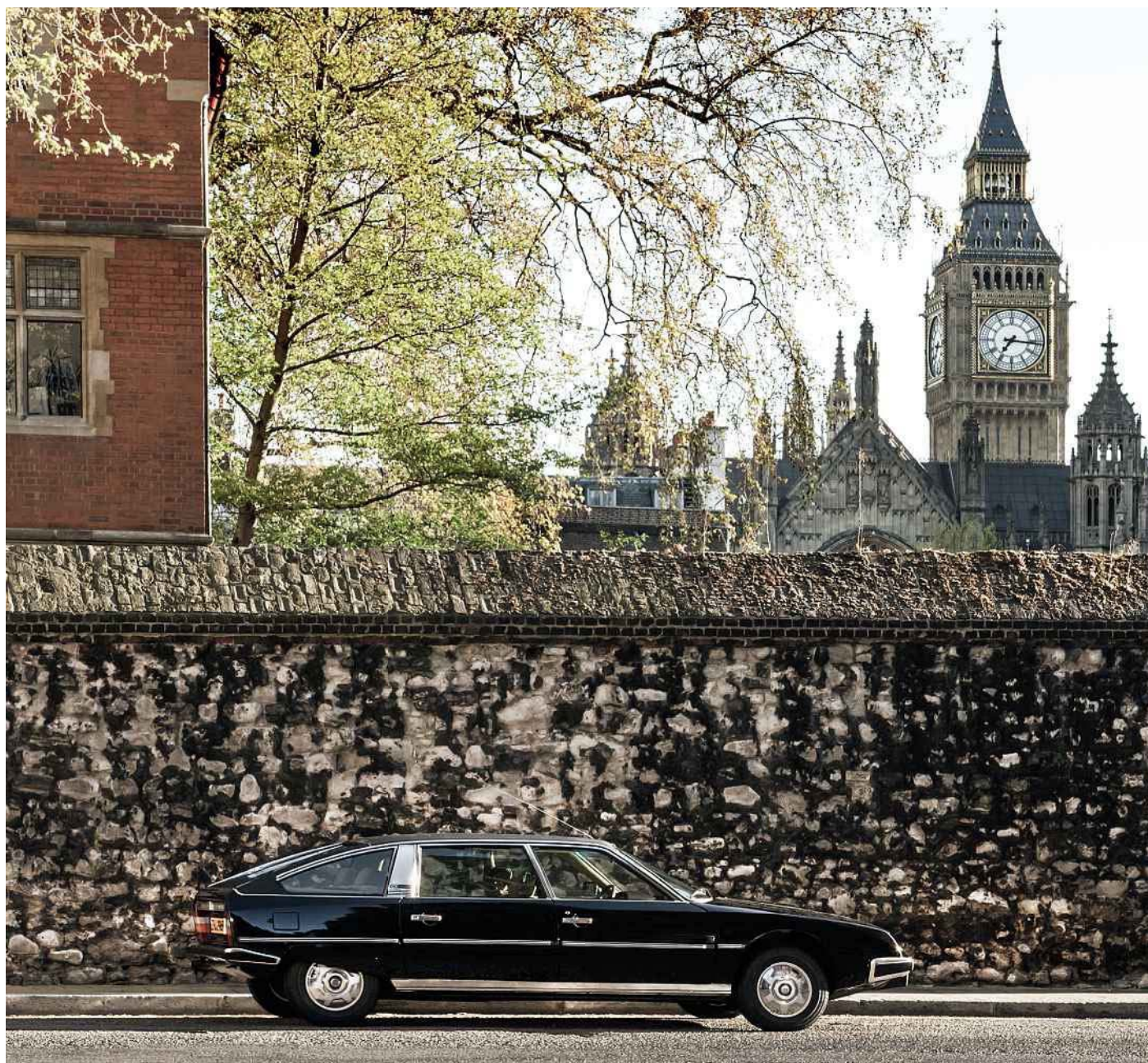
Veteran Citroënist Michael Quinlan, though, sourced his Prestige from more conventional circumstances: 'I got it from a Paris auction five years ago; it was just such a ridiculously low price that I bought it sight-unseen,' and indeed, he mentions a figure unworthy of a decent used Clio. 'There wasn't a lot of history included, but it must have been a French Government car: it's in their typical "muted black over fawn interior" colours, with their

favourite cloth seats – they didn't like leather because it made trousers shiny on the way to meetings.'

He continues: 'It's a very early Series One – carb and chrome bumper, and without the roof bump Citroën added about nine months into production for more rear headroom [another President VGE requirement]. With only 30,000km, all the car needed was a good respray, a bit of recommissioning – handled by BL Autos – and recovering the vinyl roof; Heuliez used those to hide the weld seam from the cut-and-shut treatment.'

The ritzier environs of central London are surely a reasonable approximation of the car's natural habitat. On the broadest, quietest avenues around the Albert Hall, I take a turn at the wheel. Rest assured, it truly is a genuine Citroën of the old school, with clairvoyant brakes and go-kart steering. Meanwhile, the legendary ride quality is made even more impervious to bomb-crater roads – if that's possible – by the longer wheelbase. →





### 1976 Citroën CX Prestige

**Engine** 2347cc four-cylinder,

OHC, Weber 34 DMTR carb

**Power** 115bhp @ 5500rpm

**Torque** 129lb ft @ 3500rpm

**Transmission** Four-speed

manual, front-wheel drive

**Steering** Rack and

pinion, powered

**Suspension** Front lower

wishbones, rear trailing arms,

self-levelling pressurised

hydropneumatic spring/damper

units front and rear

**Brakes** Discs, powered

**Performance**

Top speed 112mph (claimed)

0-60mph 12sec (est)

Low-speed acceleration is surprisingly good, too, considering the meagre four-cylinder horsepower, which was always an old-school Citroën problem. However, Michael says the grunt is largely thanks to low gearing, and correspondingly everything's pretty well done by 80-85mph. There's likely also a psychological effect involved, as the cavernous interior makes it feel as though you're pedalling a hulking great thing really quickly, when in reality it's barely an inch longer than an SM.

Never mind; it's all part of the entertainment experience, as are the vertically installed radio, characteristic rotating-drum speedo and revcounter, and the 17 – count 'em – warning lamps strewn across the instrument cluster. No comparable big ruling-class Merc from the period ever had seats to match this, either, front or rear: like a feather mattress for your hind quarters, except without the sneezes.

But the Citroën loyalists are right, in their way; the entertainment was doomed before the Prestige ever rolled a wheel. Citroën forged unwise partnerships, lost fortunes on an unsuccessful rotary-engine programme that could have cured its horsepower woes, suffered tremendously from the 1973 energy crisis, and finally entered into a shotgun wedding with rival Peugeot in 1974, just as the CX started coming off the assembly line.

The marque would build some fine cars thereafter; clever, innovative ones too. Somehow, though, an important part of the DS and CX magic was diminished, and continued fading until the loss in 2012 of the delightful C6 seemed to snuff it out completely. That was the last of the big, capable, elegant Citroëns, made for drivers who think. Now, I'm horribly afraid, every new Citroën is rather less unlike every other car. And we are all worse off for that. **End**



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PHOTOGRAPHY: REMI DARGEEN



Gérard Larrousse is reunited with the 1970 TDF Porsche 911ST, restored by **Historika**. Please visit the Historika911 YouTube channel to see this film...

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# CALL THIS RETIREMENT?

*This former works Porsche 911 is back in the hands of its former works driver Gérard Larrousse. Octane joins both on a test day*

Words Richard Heseltine Photography Rémi Dargegen







Contact seems inevitable. Gérard Larrousse doesn't lift for anything, least of all a pheasant. His right foot remains buried as our feathered friend runs left and then right and then left again. 'Oh look, lunch,' he shouts, straining to be heard over a screaming flat-six. We miss it by millimetres, our hero's smile never slackening as he asks: 'How about one more lap?' Oh, go on, it would be rude not to.

Larrousse is in his element. The rally champion turned sports car ace is clearly enjoying himself, having been reunited with the Porsche he last saw on the final day of the 1970 Tour de France Automobile – the same event in which he and wingman Maurice Gélín placed third after an epic drive. This ex-works 911 has covered only a few miles since its impeccable restoration by Historika, and the sometime Grand Prix team principal is having a ball running it in.

'I think this is the best 911 I ever drove,' he adds, threatening to push his loafer through the bulkhead. The one-sided conversation then ebbs as he decides to do one more tour of our makeshift circuit, this time without consulting the ballast in the passenger seat.

Scroll forward half an hour and the effortlessly friendly Frenchman remains all smiles, despite the wind-chill factor. The former RAF Bentwaters site in Suffolk – in winter – is not the ideal place for a pensioner to be standing around for hours on end, but Larrousse stops short of retreating indoors. Instead, he confers with the car's owner, Historika chief Kevin Morfett, and the mechanics; in fact just about anyone who shows an interest. He hasn't lost his passion for motor sport and fast cars, that's for sure.

Which is to be expected, given that he was a permanent fixture in the pitlane for more than three decades. 'Growing up, I was keen on everything to do with cars and motorcycles, but there was no family interest,' Larrousse says. 'My father had a silk business in Lyon and cars were mere transportation. I started competing locally in the early '60s; small rallies, that sort of thing. I turned professional towards the end of 1966 after military service. I became a works driver for NSU and then had two years with the factory Alpine team. In 1969, I joined

Porsche and had three wonderful seasons competing in rallies and races.'

Aboard 911s, Larrousse won the 1969 Tour de Corse, and finished second three times on the Monte Carlo (1969, '70, '72), but he truly showcased his virtuosity as an all-rounder on the '69 Tour de France Automobile. He and co-driver Maurice Gélín won the gruelling ten-day marathon at a canter, with only Corvette ace Henri Greder getting close in the early running.

'It was a very long event,' Larrousse recalls. 'In many ways, it was a mix of rally and racing and you had to be good at both. Very few drivers were. Apart from Vic Elford, who opened the door for me to get the drive with Porsche, there were few of us used to such intense competition. There were lots of road sections, too, so you covered many, many kilometres. There was little time to sleep.'

The following year Larrousse was armed with the car you see here. News had reached Germany that Matra was planning to run a brace of MS650 sports-prototypes, but Porsche stopped short of fielding similar weaponry. Porsche concluded that the Matras would shake themselves apart on the bumpy road sections, long before they had gone the distance in the many races and hillclimbs that comprised the event. So it erred on the side of caution.

Larrousse and Gélín were equipped with one of seven 911STs made in 1970, one that was lighter than its siblings. According to factory records, and anecdotal evidence from competition department mechanics, the 2395cc, 250bhp 911 tipped the scales at 800kg. Nevertheless, Larrousse wasn't happy to learn this. It was still too heavy. So he promised each spannerman a bottle of champagne for every kilogram they could shed from the already thin-skinned machine.

Those mechanics ended up with enough bubbly to induce sore heads as they somehow managed to discard a further 10kg. Nevertheless, they would have collected even more had they not forgotten to remove ten litres of fuel prior to the final weigh-in... Larrousse laughs at the memory, and admits that he was never satisfied. 'I was a racing driver so of course I wasn't! I pushed them to make the car lighter, and they did. It was very fast – much faster than other 911s I drove around that time, but it was also very easy to drive.'











Not that the 1970 event wasn't without intrigue. The fact that the Matras were allowed to run amid a field of race-prepared GTs and Touring Cars was met with consternation from rival teams. The MS650s were nominally road-legal, but were clearly full-house competition tools with only token nods to highway code adherence. And by 'adherence', we mean registration numbers and spotlights but, tellingly, nothing in the way of silencing.

What's more, lead drivers Jean-Pierre Beltoise and Henri Pescarolo weren't even in France as the meeting got underway in Bandol. They were competing in the Canadian Grand Prix. No matter, the rules were hastily rewritten to allow other drivers to start in their place, so Beltoise and 'Pesca' joined the action at the Pau circuit on day three.

While Porsche's closest competitors in its class didn't seriously pressure the Larrousse/Gélin 911 at any point, the team's belief that the rule-bending Matras would wilt proved unfounded. For starters, the road sections had been resurfaced in the run-up to the event. But, just in case they *did* struggle, a specially adapted Citroën DS with a rubber-reinforced nose was apparently on hand to push them along, presumably when nobody was looking...

But they didn't miss a beat, with Beltoise leading Pescarolo home. Nevertheless, Larrousse had hounded them all the way, with

only a broken clutch on the final morning threatening to end play. 'You ask me for my memories of the event, but I remember little because everything went so well other than that one little problem. When things go badly in a race, you remember! I merely recall the car being reliable and a pleasure to drive. It was well balanced and had an excellent power-to-weight ratio. Of course, I became a Matra driver later [famously winning the 1973-74 Le Mans 24 Hours], and have a lot of respect for the marque, so I won't comment too much on them being allowed to use actual racing cars. Porsche could have done the same, but nobody thought the Matras could last, yet they did. I had no problem with them, even if they weren't strictly in the spirit of the Tour de France Automobile.'

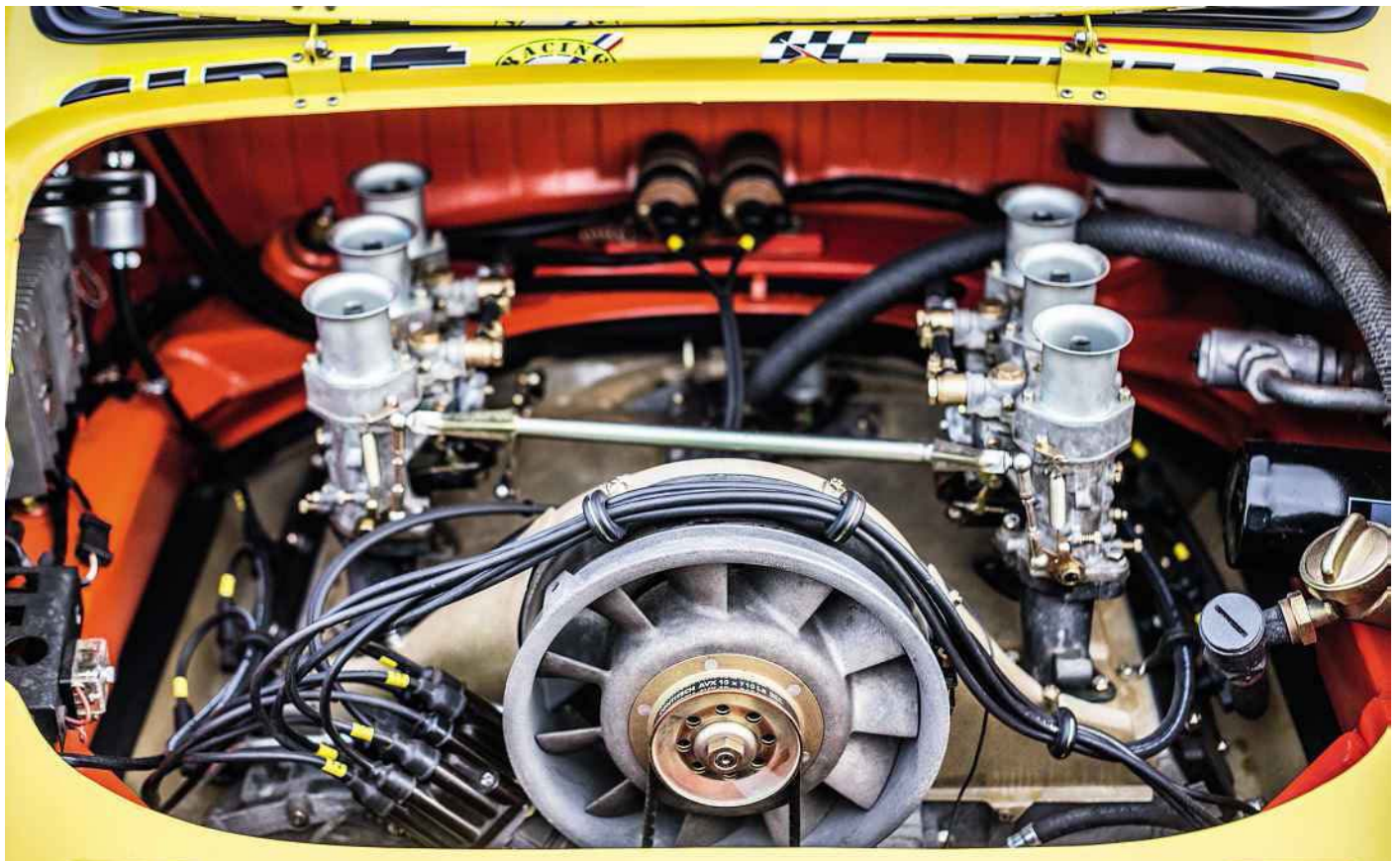
Larrousse then falls silent, clearly lost in contemplation, before adding: 'You know what I *do* remember? It was on the last day. I had to make clutchless gearchanges, but that was no problem as it wasn't the first time I'd had to do that. We were going to finish third. The last control was on the motorway going from Cannes to Nice. A good friend of mine had driven down from Marseilles to find me. He told me I had to go Paris immediately as my wife had gone into labour. I was about to become a father! I didn't go to the prizegiving. Instead, I went to the airport but I was so tired that I fell asleep and missed my flight.'

**'EACH SPANNERMAN WAS PROMISED A BOTTLE OF CHAMPAGNE FOR EVERY KILOGRAM THEY COULD SHED FROM THIS ALREADY THIN-SKINNED MACHINE'**

**Above and right**

Larrousse, back behind the wheel of the ultra-lightweight 911 ST that took him to victory on the 1970 Tour de France; 250bhp 2.4-litre flat-six on special Weber carburettors still wears its factory glassfibre shrouds.

















**Left, from top**

After life with Larrousse, the 911 went into privateer hands, seen here in the Brands Hatch 1000km in 1974; Larrousse pores over the 911's history file, including parc fermé shots of his fabled entry in the 1970 Tour de France.



And that was that. Larrousse moved on, claiming major scalps for Porsche such as the 1971 Sebring 12 Hours and Nürburgring 1000km enduros alongside his great friend Vic Elford, and continued to compete in a variety of categories to 1975. He subsequently headed Renault's competition arm, overseeing victory in the 1978 Le Mans 24 Hours with the Alpine A442B before masterminding the firm's return to Formula 1. He remained with La Régie for nine years, ushering in the mid-engined Renault 5 Turbo rally weapon along the way, prior to a brief stint at Ligier. He rounded out his frontline motor sport career running a Grand Prix team of his own, although the perennially underfunded Larrousse squad rarely escaped the midfield mire. 'It was a mission impossible, I think. Creating my own team was probably a stupid thing to have done, but I had to try,' he says with the most Gallic of shrugs.

The 911ST, meanwhile, continued to prove its worth in competition for the rest of the decade, albeit in the hands of 'gentleman drivers'. The works team sold the car to a South American privateer who competed in only one race before selling it to his friend, Avis Lamidis, a Greek coffee importer.

The striking psychedelic livery was still in place as late as 1974 when the car made an unexpected appearance at Thruxton, by when it had been upgraded at the factory to 2.8 RSR-spec. The 911 was trailered back from Stuttgart by Sharp Racing principal Wayne Hardman, almost missing its British circuit debut after a blow-out near the Hampshire venue. Time being of the essence, Hardman unloaded the slick-shod racer and drove it on the hard shoulder, past cars queuing to get in.

'Brave Dave' Purley was on hand to steer the car in the ModSports race but, having missed practice, he was obliged to start at the back of the grid. Nevertheless, the sometime Grand Prix driver proceeded to break the class lap record as he tore through the field. He was only just pipped for outright victory by Nick Faure in AFN's new 3.0 RSR.

Faure and John De Stefano raced 1127 later that season, by which time it had been given a quick blow-over in green and yellow. The car's Greek owner, competing under the pseudonym 'Asterisk', then teamed up with Raymond





## 'LARROUSSE MOVED ON, CLAIMING SCALPS FOR PORSCHE AT THE 1971 SEBRING 12 HOURS AND NÜRBURGRING 1000KM'

Tourol to race the Porsche in that year's Brands Hatch 1000km round of the World Manufacturers' Championship, only for a broken driveshaft to end play. The car was then sold to single-seater star turned tarmac rally specialist Brian Nelson, who campaigned it with great success in Ireland and elsewhere to 1980. It gained 3.0 RSR-style body panels and was converted to right-hand drive, with the original bulkhead remaining intact. It had also taken on the identity of a K-registration 911T to avoid the crippling import taxes inflicted on competition hardware...

For Morfett, buying the car ten years ago represented the end of an Ahab-like obsession. 'I first heard about 1127 30-odd years ago,' he says. 'I'd heard rumours from various people that there was a factory car with special features still rallying in Ireland and the Isle of Man. This was a time well before the arrival of internet, so it was a laborious and time-consuming job trying to track down previous owners by letter. I thought I had finally found the current owner, only to be told he had sold the car a few weeks previously. The trail then went cold for many years until I picked up a specialist Porsche magazine. Inside, there was an article referring to a lady who owned an old race car which she believed had been raced by Larrousse.'

'From the photos, I could see that the engine was factory-built with special Weber 46 carbs and other competition parts such as a race oil thermostat valve, factory glassfibre engine shrouds and so on. I contacted the lady, who lived near Burton-on-Trent, and arranged to view the car. It was presented with later 3.0 RS arches and bumpers and had a 2.8 RSR engine and gearbox. It was quite clear that the 'shell was a works thin-gauge item with distinctive strengthening and other telltale signs exclusive to the factory ST cars. Incredibly, it still had its original 100-litre plastic fuel tank and the leather competition spare-wheel straps. After negotiating the purchase, I began the painstakingly slow and precise process of disassembling it while taking hundreds of photos as we stripped each item.'

There was a problem, however. Several masterworks insisted that chassis 0949 was the 1970 TdF car, rather than 1127. Worse still, more than one replica of 0949 existed. It was







### 1970 Porsche 911ST

**Engine** 2395cc rear-mounted, air-cooled flat-six, OHC per bank, two Weber 46 IDA carburettors **Power** 250bhp @ 7800rpm **Transmission** Five-speed manual, rear-wheel drive **Steering** Rack and pinion **Suspension** Front: MacPherson struts, coil springs, gas-pressurised telescopic dampers, anti-roll bar. Rear: semi-trailing arms, torsion bars, gas-pressurised dampers, anti-roll bar **Brakes** Discs **Weight** 780kg **Performance** Top speed 150mph. 0-60mph 5.0sec (est)

only after dedicated research and extensive fossicking by Porsche's own archivists, which included the discovery of a missing file, that the truth was revealed: 1127 was indeed the ex-Larrousse '70 TdF car. The factory's assistance also extended to sourcing rare components.

'I was adamant that I wanted all original period parts for the restoration and it took several years to collect the new/old-stock glassfibre front and rear arch panels and doors,' Morfett says. 'I was helped a lot by Porsche's archive department, which managed to track down an engine case that had been built by the works as a spare prior to the 1970 Tour. I found a guy in Germany who had an amazing collection of period Porsche race seats, including those from the Larrousse car. It also helped that 1127 had never been involved in a major accident. It was rusty in a few places, but the core of the car was good.'

And the most difficult part of the restoration? 'Getting the paint and livery done correctly

required a lot of effort. The psychedelic livery was laid out using vinyl but then we found an amazing signwriting company that painted the logos just as they had been done in period. The two weeks in the run-up to the car's post-restoration debut at the 2016 Salon Privé concours were tense. There were quite a few sleepless nights getting it finished, but it was worth the effort as we won our class.'

This is no trailer queen, though. Expect to see 1127 return trackside at some point in the near future. Monsieur Larrousse may even take the wheel on the Tour de France retrospective. Somehow, we doubt it will require much effort from Morfett to persuade him. The instantly likable Frenchman insists that he is done with competitive driving, but, given the way he's steering the car on its bumpstops as we leave, we remain sceptical. His ear-to-ear grin speaks volumes. **Credit**

THANKS TO Historika, [www.historika.co.uk](http://www.historika.co.uk).

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INSISTS HE IS DONE  
WITH COMPETITIVE  
DRIVING, BUT WE  
REMAIN SCEPTICAL'**



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# THE DISCO ERAS

*Since 1989, Land Rover Discoverys have played a vital supporting role in the historic racing and restoration world. Now there's a new one*

Words David Lillywhite







Is the Land Rover Discovery a true *Octane* vehicle? On first thoughts not. And yet you'll see them everywhere: in classic show car parks, in circuit paddocks, on motorways towing race pods or restoration projects. Most are the Tonka Toy third and fourth generations; earlier variants are often more down-at heel, sporting stickers and CB aerials, though there's a movement towards restoration of first-generation models, and values are edging up accordingly.

Now, to great fanfare, Land Rover has launched the fifth generation. It's longer but lighter, more aerodynamic but less distinctive, more luxurious but even better off-road. It's going to be a huge seller – before it had even appeared in a single showroom more than 20,000 had been sold – and its success is absolutely crucial to Land Rover.

So, some history. The first Discovery arrived in 1989, some 27 years ago, as a vehicle aimed fairly and squarely at the family that had adventures together, or at least aspired to that lifestyle. The exterior featured that distinctive stepped roof with glazed upper side sections, while Sir Terence Conran had a hand in the interior design, with an emphasis on practicality and storage space. By 1995 it was the best-selling model in Land Rover's range – but crucially it also excelled off-road, quelling fears that Land Rover had gone a bit soft.

A freshen-up in 1998 saw the second generation bring a longer body, allowing space for a third row of seats rather than the fold-down, side-mounted seats in Discovery 1's

boot. It also brought electronic Hill Descent Control, the shape of innovation to come.

The third generation was all-new, though it kept the stepped roof, the practicality, the storage, the three rows of seats, but this time wrapped it all up in a chunky, utilitarian body style. The innovation continued too, with the new Terrain Response system allowing drivers to select settings for Sand, Grass, Gravel & Snow, Mud & Ruts and Rock Crawl. Sales increased.

But customers were asking for more luxury, and Land Rover obliged, resulting in the fourth (and so far most successful) generation, looking less utility inside and out. Improved Terrain Response made it even better off-road.

So the lesson seems clear. The more 'lifestyle' the Discovery has become, the better it has sold. Has the ever-improving off-road competence increased sales among typical family buyers? Probably not directly but the Discovery's use as an exploration vehicle and as an overseas aid vehicle (think UNESCO, Red Cross, etc) has certainly increased its credibility amid a new wash of soft-roaders and faux 4x4s, and it's also been a consistent winner of Tow Car of the Year.

And now we have the New Discovery, as Land Rover is calling it, rather than the 'Disco 5' as it will surely be known. For now, we call it the most practical, useful, competent and thoughtful vehicle Land Rover has made.

Exterior design director Massimo Frascella says that at one point there was an in-house competition to create the







### 2017 Land Rover Discovery Sd4

**Engine** 1998cc four-cylinder diesel, DOHC, twin sequential turbochargers **Power** 237bhp @ 4000rpm  
**Torque** 369lb ft @ 1500rpm **Transmission** Eight-speed ZF auto, locking centre diff, locking rear diff option, four-wheel drive  
**Steering** Electric power-assisted rack and pinion **Suspension** Front: double wishbones, air springs, telescopic dampers, anti-roll bar. Rear: flexible link, air springs, telescopic dampers, anti-roll bar **Brakes** Vented discs  
**Weight** 2184kg **Performance** Top speed 128mph. 0-60mph 8.0sec

maximum number of storage spaces. There's a waterproof cubby under the boot floor for discarded swimwear. Pockets and stowage areas to hide iPads. Little side pods in the boot. Two gloveboxes on the passenger side. A huge stowage area in the centre console. A really neat hidey-hole behind the fold-down heater control panel. Then there are (according to model variant) up to nine USB ports and four powerpoints. Oh, and space for seven adults.

Under the skin it's all new too. New engines, new 85% alloy structure that's 480kg lighter than the Disco 4's, new double-wishbone front and flexible-link rear suspension, all on air springs for the UK; coils are available for certain markets. And new looks, which retain the 4's clamshell bonnet, distinctive C-pillars, a hint of stepped roof and the current Range Rover grille. The tailgate, controversially in DiscoWorld, is top-hinged rather than side-hinged but, thanks to a sturdy fold-down seat, that's actually an improvement, because it gives shelter from the elements.

So far so good. It's slabby from the side, though, especially towards the back end, where the hind quarters look overly heavy. From the rear, the offset numberplate is an awkward nod towards the Disco 3 and 4's asymmetric rear window, and overall it appears a little too tall and narrow. More positively, though, it looks purposeful and tough from the front, just as it should.

And the drive? First impression is that it rides so much better than its predecessors and, crucially, its rivals. Over potholes, over ridges, over rippled tarmac, it's smooth and controlled. There's body roll, and occasionally through the twistiest B-roads its height is telling, but overall it's one of the best SUVs out there for its combination of handling and ride. Huge efforts have been made to make the new suspension more compliant than on previous models, and the reduced weight must aid this too.

And the engines? There's a 178bhp 2.0-litre diesel four that won't be sold in the UK, a 237bhp version of the same unit (Jaguar Land Rover's new Ingenium engine), a 3.0-litre V6 diesel and a 3.0-litre supercharged V6 petrol.

We drove the 335bhp, 332lb ft petrol V6 Si6 first, and it was smooth and quiet and progressive but almost too good. You wouldn't kick it out of bed but somehow it didn't feel 'Discovery' enough, and fuel consumption a tad over 20mpg will make it harder to live with.

Next up, the 2.0-litre diesel Sd4, a sequential twin-turbo unit. Obviously a diesel from outside, from inside it's unobtrusive but not as quiet as the V6 petrol. It's got an endearing little growl, heard but not felt through the controls, and it produces a whopping 369lb ft of torque. It needs to be revved if you really need to get a move on but it feels exactly right for the Discovery. On our test







Clockwise from above  
First Discovery was proven on  
tough Camel Trophy; second  
generation has longer body for  
more room but extra overhang  
isn't as good for off-road; third  
model adopted all-new body  
style; outgoing Disco 4 has  
been a massive sales success.





it returned around 35mpg; it could achieve 40mpg in less extreme conditions.

The single-turbo V6 diesel Td6 is the same but more, with 254bhp and 443 lb ft. It's a little growlier, significantly torquier, more relaxed in use but heavier in fuel consumption and in weight, the latter of which can be felt occasionally through the corners and off-road. We achieved around 29mpg in this one.

All the engine variants drive through the same, well-proven eight-speed ZF transmission; quiet and smooth, almost seamless in its changes, and well-suited to the power characteristics of the engines we tried. It can be switched into low-ratio for extreme off-roading.

Steering is electrically assisted. It's relatively quick and responsive, at a mere 2.3 turns lock-to-lock, and the weighting feels spot-on without too much electronic falseness, though the feeling immediately off-centre varied a little between the models we tried – the 2.0-litre diesel was spot-on, always stable and planted, while the 3.0-litre petrol was overly sensitive.

It was otherwise hard to fault. The driving position is widely adjustable and comfortable, though the seat is too flat if you're throwing the Discovery around. All three rows of stadium seating will accommodate seven typical adults in almost equal levels of comfort, though the two in the back row still have to clamber in through a tight gap. Unless there are three in the second row, life in the back row can be made more comfortable and airy by folding

forward the middle seat of the second row. Beware, though, that with third row in place (they unfold electrically from the floor) there's barely any boot space.

Off-road it's simply remarkable, backing up the company's claims that it's better than any previous Land Rover. The electronic Terrain Response 2 system can be left in Auto for most situations – a display on the central screen shows it switching power back and forth between axles, locking centre and rear differentials when necessary. There's also Hill Descent, Progress Control, Wade Sensing (maximum depth is 900mm) and more; we tackled extreme rock climbs, steep sand dunes and deep rivers, and the Discovery coped manfully, which is more than can be said for us as wheels dangled over precipices or bonnets pointed skywards (when the all-round cameras enable views more useful than the one of clouds through the windscreen).

Which to buy? For everyday use, the 237bhp 2.0-litre diesel four is the winner, hands down. It's superb. But if you're towing a race car or similarly hefty loads on a regular basis then we'd recommend the V6 diesel for that extra torque (it will tow up to 3500kg, and has a new semi-autonomous Advanced Tow Assist facility).

This new Discovery is going to be a huge seller. It's not as distinctive in looks as previous generations but it's a much better vehicle. You'll be seeing a lot of them around – in classic show car parks, circuit paddocks, on the motorways towing race pods... You know the rest.





# VELAR RETURNS

*Hot on the heels of the new Discovery comes the fourth new Range Rover model, named after the 1969 prototypes*

Words David Lillywhite



**RECOGNISE THE NAME?** Velar, from the Latin 'to veil, or hide', was used on the original late-'60s Range Rover prototypes to disguise their identities.

New Velar, though, sits in a Range Rover line-up that the team behind original Velar could never have imagined. Range Rover proper at the top, with Velar between Range Rover Sport and Evoque, plugging a gap that you might not think existed in the first place.

But exist it did, in terms of both size and price. In the UK, a typical Evoque customer pays £39,000, while a Range Rover Sport buyer shells out on average £72,000. Land Rover thinks the Velar will typically sell for £61,000 – the starting point will be £44,830 up to £72,630 (and £84,000 for a special first edition).

The Velar is based on the architecture of Jaguar's F-Pace, which means an all-aluminium structure re-engineered for Land Rover; 84% is unique to the Velar (though that includes geometry etc), and the engine is longitudinal rather than transverse. All Land Rover's design cues are still in place, such as the 'belt line' around the bodywork and clamshell bonnet.

Below this belt line are the smoothest sides an SUV has got away with so far, part of Gerry McGovern's new 'reductionism'. Above it is a floating roof, while for the first time on a Land Rover there are flush deployable doorhandles.

The front grille fits in with the rest of the Range Rover family's but reductionism was

applied to that too, and the engineers talk of crazy fights to reduce the height of the LED headlights by 40%, demanding new standards from lighting specialists Valeo.

And the interior? With ignition off, the instruments, fascia and centre console are smooth, shiny black. 'Secret 'til lit' is how the designers refer to it. Fire it up, and digital instruments, steering wheel controls, twin touchscreens and touch-sensitive buttons come to life as the now-familiar round gear selector rises from the centre console. It looks stunning. All the traditional leather and wood interior options will be available but there are also new materials on the way, including a leather alternative that's made from recycled plastic.

No surprises on the engine side: six options, from the 178bhp diesel four-cylinder to 296bhp diesel and 375bhp petrol V6s. The transmission is eight-speed ZF auto, with the excellent Terrain Response 2 and Wade Sensing systems built in, and a new electronic four-wheel drive control system called Intelligent Driveline Dynamics – but there's no low-ratio and the active-locking differential option is available only on the V6.

Most models will be on air suspension but those lower down in the range will be on coils, and so miss out on the useful 100mm possible lift for off-roading and the drop for access.

So, another hit? Almost certainly, given the current success of the F-pace and its rivals. **C**



## From top

New Velar moves Land Rover styling onto a new level; the oldest Velar, which crossed the Sahara twice in 1969 – six months before the Range Rover was launched – and here shown with (from left) historian Gary Pusey, engineers Roger Crathorne and Geof Miller, and expedition leader Mike Foster, reunited for the first time since 1969; back to new Velar, and the innovative new materials and twin touchscreens.



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# RACE ACE

*This AC Ace is a veteran of the Mille Miglia – and not just the retrospective, but the original 1956 event too. Now it's been restored to period-perfect condition*

Words Mark Dixon Photography Tim Andrew

**HISTORY IS BUNK**, Henry Ford may or may not have said, but history is all-important when you're talking about competition cars. And that's why the AC Ace featured here is such a special car. It has continuous history since the day in 1955 that it was bought by a young Italian guy who lived in London and wanted to go racing. It competed in the 1956 Mille Miglia – the only Ace ever to have done a Mille in period – and it's tackled several of the retrospectives, more than four decades later.

That history is a chequered one, however. So, on a bright spring day, we brought some of the key characters involved to Thruxton circuit to help unravel the tale of a true race Ace.

**STEP FORWARD**, Mr Mark Aldridge. He's the owner of the car and the chap responsible for having it painstakingly restored to a state not seen for almost 60 years.

Then we have the man who masterminded that restoration, Steve Gray of Brooklands-based AC Heritage. As the CEO of the company that retains AC's original body bucks, along with everything else that came out of Thames Ditton and Brooklands when AC Cars closed its doors, he was the de facto choice to mastermind the rebuild.

Our third witness is Max Ferrari, son of the first owner, Bruno Ferrari, that 1950s *ragazzo* who entered his new car for the Mille Miglia.

And last but very definitely not least is the dapper figure of Michael Anthony, who cheerfully informs us that at 89 he is the second longest-serving member of the BRDC – the longest being his old friend and rival Sir Stirling Moss. Michael is here because he raced the AC during 1958, his best result being first in class at the Belgian Sportscar Grand Prix, held at Spa, where he beat the works Porsches.

THE ACE is unloaded from its trailer and pushed into the pitlane. It looks absolutely perfect: not just in terms of condition, although it is absolutely flawless, but in authenticity too. It's even wearing the race number from the 1956 Mille Miglia. But how come the figure '4' on the nearside (see the picture overleaf) is so compressed?

'That's exactly how it was!' explains Mark. 'The guy painting the numbers before the race made a mistake.' And, indeed, he shows me an old photo in which a hapless Italian with a brush and a painter's mahl stick is glumly trying to rescue the digit that he's spaced as a figure '1' instead of a '4'...





*‘The mechanics  
at the Ferrari  
factory stuck a  
couple of tiny  
Ferrari logos on  
the car for luck’*

I’d already had an inkling of Mark’s obsession with getting it exactly right when, ahead of our photoshoot, he sent me the car’s detailed history file, immaculately researched and presented – and very necessary. To put it simply, this car hasn’t existed in this form since 1958, and the story takes some deciphering.

THE FIRST PART is straightforward. Chassis AE40 was built up during 1954-55 at Thames Ditton with an AC straight-six engine and despatched on 14 February 1955. It was sold through a London dealer to Bruno Ferrari and registered PYF 800.

Almost immediately, Bruno took it racing at Silverstone, but with little success, and he also raced at Oulton Park, Brands Hatch and Goodwood – never troubling the leader board. That didn’t deter him, however, and for 1956 he entered the ultimate event for any Italian petrolhead, the Mille Miglia.

As explained on page 141, where his son Max outlines his father’s career, Bruno Ferrari had no direct familial connection with the Modenese carmaker. However, he certainly knew influential people at the factory, and that might have helped him gain an entry; it also explains why the car wore Ferrari ‘prancing horse’ logos for the event.

‘Bruno seems to have been something of a gofer for the factory in England,’ says Mark, ‘and on the way to the start of the Mille he stopped off at the factory for them to service it and fit a Perspex racing screen. The mechanics stuck a couple of tiny Ferrari logos on the car for good luck. We’ve replicated them on the restored car and they confuse the hell out of people at events!’

Look closely at the photo on page 141 that shows PYF 800 about to start the Mille Miglia and you can just make out one of the Ferrari stickers on the car door. They didn’t bring the hoped-for luck, however: Bruno and his co-driver Franco Dari crashed out before Rome.

Bruno later claimed that the pair had been in second place before venturing off-piste in the mountains. ‘When you start going up into the hills, there is a section there which is quite →





**Below**

Unplated bronze spinners and black-painted wheels suggest this car is built for go rather than show; '234' race number is authentically misspelled!





### 1955 AC Ace

**Engine** 1971cc Bristol 100D2 straight-six, OHV by side-mounted camshaft, three Solex B32 carburettors  
**Power** 128bhp @ 5750rpm **Transmission** Four-speed manual plus overdrive, rear-wheel drive  
**Steering** Bishop cam **Suspension** Front and rear: transverse leaf, lower wishbones, telescopic dampers  
**Brakes** Front discs, rear drums **Weight** c800kg  
**Performance** Top speed c120mph. 0-60mph c9sec



famous from Stirling Moss's Mercedes being off the ground for umpteen yards. It is a very famous photograph, the car flying through the air. Well, his suspension was a lot better than the AC's because when he came down he carried on. When I came down, the front suspension broke and I ended up in a cornfield.'

BRUNO WOULD return to the Mille in 1957, but this time driving a Lotus Eleven (he retired from that event, too). During the rest of 1956 he competed with the AC in several more British races but his passion for it seemed to wane and by January 1958 it had been sold to a new owner, a Sussex dentist called Malcolm Knights.

This is when the Ace literally took on a new identity. In later years, Knights recalled how the AC's engine was 'clapped' and the body in 'very tatty condition', so he stripped it and had a Bristol BS4 engine fitted, with six-port head and bigger Solex carburettors. The body was modified to look like the 1957 Le Mans Ace, front disc brakes added, and a ZF differential fitted inside an Austin A40 back axle.

For some reason, Knights applied to have the vehicle re-registered as a new car due to the various mods, and the licensing authorities agreed – even though the chassis had not been replaced. So the AC was allocated a new, fictitious chassis number (BE377) and given a different registration, EJK 213.

Malcolm Knights had become acquainted with semi-pro race driver Michael Anthony, and offered to let Mike share the Ace as part of the Ken Rudd Racing Team – the car having been bought through Rudd. Mike had been competing since 1947, most recently in Lotuses,

and was a friend of Colin Chapman even though Chapman had sued him – and lost!

'In 1955 I was racing a Lotus X, so I knew the Bristol engine very well,' says Mike. 'I kept the engine afterwards and when Malcolm bought the AC with its AC engine fitted, we stripped it out and put the Bristol unit in.'

'Its big moment of glory was its first race abroad, at Spa in '58, when Jimmy Clark came fifth and I came first! Spa was wet, of course, because it's always raining somewhere on the circuit, and I was using the new and untried Michelin X tyres. Ted Whiteway, who was in the team and drove out to the circuit in our van – which was also fitted with these tyres – had had a blow-out on the way, and so every time I came past the pits they were trying to slow me down because I was a minute in front of Ted!'

'We drove the Ace everywhere in those days, including to Spa and back. And when we went to Clermond Ferrand [in late July 1958, for the Trophy d'Auvergne], I took the car over, we did the race, finished second in class, and then I drove Malcolm's little Fiat-Abarth home again while he went on holiday in the Ace.'

'It was fitted with disc brakes by then, but they were an early type, and I remember driving out to a race in Copenhagen, coming into a village in Northern Germany on the way to catch the ferry, and putting the brakes on; but the discs were cold and wet, so I went through the village and up the hill at the end, and that's when they started to work!'

Mike clearly has a lot of affection for a car that he raced for only one season in a relatively long career. 'What I didn't realise, until Mark [Aldridge] showed me the results, was how

many races I'd done in the Ace. It went very well and we could beat most people in it.'

MALCOLM KNIGHTS kept the Ace for another couple of years before selling it in January 1961 for £1450. As the '60s progressed, it passed through several other owners' hands, selling for a little less every time – £725 in 1966, then £600 later the same year – and acquiring a colour change to blue/black. In 1968 it was bought by Geoffrey Orme, who fitted a 3.8-litre Jaguar XK engine... before tucking it away in a lock-up garage near Heathrow. And there it stayed for almost 20 years.

In 1988, a young classic car journalist on *Classic & Sportscar* magazine, Richard Sutton, bought the recently rediscovered AC for £2500.

'I think I got it from a guy who was a dealer in Bristols,' recalls Richard. 'It was in a grim state, having been fitted with the Jaguar engine and flared arches to cover massively offset wires for hillclimbing. It clearly had some provenance but there was no chassis number visible anywhere.' (The AE40 chassis stamp had disappeared when the AC engine mounts were removed to fit the Bristol engine in 1958, but period photos taken at the time of the conversion have helped confirm that this is the same chassis.) →

### Right

A touching moment as Mike Anthony, on right, presents the trophy that he won at Spa in 1958 to Ace owner Mark Aldridge. 'It should stay with the car,' says Mike simply.







*'In 1988, a young classic car journalist bought the recently discovered Ace for £2500'*

'I never wrote about it in the magazine because I intended to sort it out a bit first,' adds Richard, 'but life got in the way and I ended up selling it at a loss to [AC specialist] Bill Monk. Oddly enough, I only found out later that I had been living in the same street in Covent Garden as Bruno Ferrari...'

BILL YOUNG set about subjecting the Ace to a £50,000 rebuild in the early 1990s. A new body was commissioned from Shapecraft, and a Bristol BS4 engine sourced and fitted. Repainted maroon, the restored car was exported to Germany and then Italy, being campaigned on six Mille Miglia retrospectives during 1998-2011 and at Le Mans Classic in 2004. Although it had dropped off the radar of AC enthusiasts in Britain, it was 'hiding in plain sight' because, when not being used, it was loaned to the Mille Miglia museum in Brescia.

Then Mark Alridge became aware of it, via Rob Hall of specialist Hall & Hall. 'I had a Ford 2.6-engined Aceca, and liked it very much,' says Mark, 'but I really wanted an Ace. Right-hand-drive Aces don't often come up for sale, and this one had so much provenance that it seemed a golden opportunity to bring it back to life.'

A blown head gasket on the test drive proved a blessing in disguise: partly because it provided

leverage for some negotiation on the €450,000 asking price, and also because the block later was found to have a massive crack that had been stitch-welded on three different occasions...

That discovery provided added impetus for having the car fully restored to exact 1958 condition – unlike the 1990s rebuild, which had endowed it with an incorrect 'short boot' body. As originally built, chassis AE40 had been clothed with the 'long boot' style, but that body had been much modified over the years before being finally ditched in the early '90s.

'We've tried to depict the car as it was when it was sold by Bruno Ferrari and fitted with the Bristol engine by Malcolm Knights,' explains Mark. 'Steve [Gray] at AC Heritage has been absolutely brilliant in finding all the little bits and pieces to get it looking absolutely original, and Jim Stokes Workshops have gone the extra mile in getting it prepped for racing.'

'We were just so fortunate that the car had not been re-chassis'd,' adds Steve. 'The main chassis tubes and spring towers were in fantastic condition, and we spent many hours in conserving them rather than renewing. We're lucky to have also restored chassis AE35, an ex-Ken Rudd Ace, and it was fascinating to compare welding and assembly techniques on another car just five chassis numbers apart. →







## THE FERRARI CONNECTION

*Max Ferrari recalls his father, Bruno, the AC's first owner*

**'DAD WAS BORN IN ITALY**, in a small village near Modena, but came over to boarding school in England early in WW2, because my grandmother had a fruit-and-veg business in Covent Garden. The school was run by monks and, because he couldn't speak English, he talked with them in Latin!

'He subsequently went into the family business, which allowed him to buy nice cars and go racing. But his early results weren't exactly stellar. After crashing out of the 1956 Mille Miglia in the Ace – the story goes that during the night he unexpectedly encountered a humped-back bridge, took off and came down in a field – he returned the following year in a Lotus Eleven, which also retired.

'In the Modena area, Ferrari is not an unusual name and there's no direct family connection with the carmaker. However, because dad was involved in motor racing and spoke Italian, when the Ferrari race team came over to England he would help out. Once he had to drive Fangio up to Silverstone and did his best to impress the World Champion with his driving, only to look in the rear-view mirror and see that Fangio was fast asleep!

'Over the years he owned about seven Ferraris, including a 275 GTB,

a 330 GTC and a Dino, as well as a 131 Abarth and a Stratos. I can remember being scared as a youngster by the noise the Stratos made when he fired it up; he eventually spun it into a tree near Elstree Aerodrome – he was also a pilot – and wrote it off. He claimed that a dog had run out in front of him, but none of us really believed it...

'When racing started to get a bit too serious and not so much fun, he took up karting – with such success that he was British Champion six times. But by the time my sister was born in 1971, my mother had had enough of him being away racing all the time, so he quit.

'When the family fruit business folded due to supermarket competition in the early 1990s, he set up a karting workshop, tuning karts and importing Italian parts. He brought Cadet Karting to the UK and was involved with the sport until the day he died – it even earned him a mention in Lewis Hamilton's biography.'

### From top

Bruno Ferrari and co-driver Franco Dari on the 1956 Mille Miglia; racing at Silverstone in 1955 – note the additional air intake – and '56, complete with helmet *tricolore*.

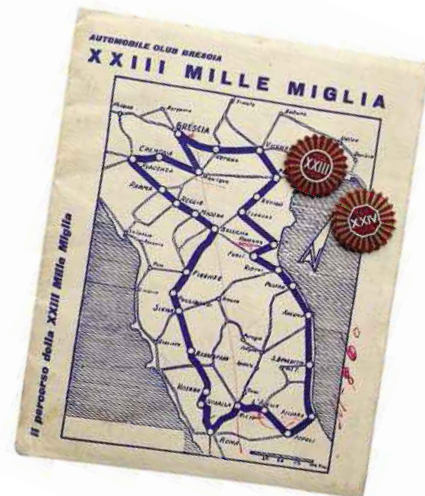






**Left and below**

Cornering the Ace requires some serious input from the driver; Bruno Ferrari's original 1956 Mille Miglia route map, and his entrant medallions from the 1956 and '57 events.



there's no chance to go beyond second and third gears until you're past the Campbell/Cobb/Segrave series of S-bends.

Crumbs! Steve wasn't joking when he said the brakes can feel wooden if you stand on them... Lesson learned. But now you're on the faster, more flowing sections of the circuit and can open the taps; that thoroughbred Bristol straight-six sounds glorious (and, as I discover later when Mark takes his car out for a few hot laps, it sounds a hundred times better if you're watching it from the pit wall), pulling strongly towards its 5800rpm rev limit, then emitting a satisfying bark as you double-declutch and change down for the Club chicane.

Look at any period photo of an Ace being cornered hard and it appears to be rolling like a racing yacht while the driver heels over the other way; driving the car hard does involve a certain physicality and it's a salutary reminder of how exhausting it must have been to race these cars for hours at a time.

Mark Aldridge has already had some small experience of this. 'My objective is to compete in the "big four", he tells me later; 'Goodwood Revival, the Mille Miglia, Le Mans Classic and Monaco Historique.

'I ticked off the first of those in 2016. After an 18-month rebuild, the first time I sat in the driver's seat was for Qualifying on the Friday of the Revival. In the wet Lavant Cup race next day, I finished 15th and set the tenth-fastest time – not bad for a car "straight out of the box".

And, as we close for press, we've just heard that the Ace has been accepted for this year's Mille Miglia. Mark's hoping that it will be allocated start number 234 – complete with that wonky spacing on the co-driver's side, of course. **End**

*'The drum brakes can feel wooden; it's better to carry speed through the corners and drift the car'*

'We've set Mark's car up like one of the Rudd team cars, including the drum brakes. If you're a heavy braker, these cars aren't very nice to drive, because then the brakes can feel rather wooden; it's better to carry speed through the corners and drift it.'

Let's find out for ourselves. Climb into the cockpit, taking care not to put your weight on the alloy fairing behind the driver's seat, and settle behind the rather prosaic three-spoke wheel. Press the starter, and the already-warm engine fires lustily, fizzing through the metal pads of the foot pedals. Shift the long, heavily cranked gearlever to first, and accelerate down the pitlane: the car sprints eagerly onto the circuit, though even with the close-ratio 'box





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# KING OF THE MOUNTAIN

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*Robert Coucher tackles the Col de Turini – after  
lessons from rally maestro Rauno Aaltonen*

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# The Col de Turini is regarded as one of the most dangerous roads in the world...

...but also one of the most exciting. Although its name sounds Italian, the legendary pass is located in the scenic Alpes-Maritimes region in the south of France, where severe weather can make the 15-mile, 5272ft ascent – with 34 hairpin bends! – extremely treacherous. An ideal rally stage, then.

Indeed, the Turini is the most famous rally stage in the world, made so by its part in probably the most famous rally in the world: the Rallye Monte-Carlo. The event first ran in 1911, at the instigation of Prince Albert I of Monaco, to demonstrate the capabilities of the newfangled automobile – and also as a nice little earner for the Principality. Entrants started at various points around Europe before converging (or 'rallying') at Monte Carlo some 1000km away. Even at its inception the Monte was beset by controversy, when Frenchman Henri Rougier won in a Turcat-Mery 25hp – winning involved such arbitrary factors as the motor car being 'elegant' as well as 'comfortable' and being in 'good condition' when it arrived at the finish. How times have changed.

British motor cars and drivers did not feature until 1931, when Donald Healey and Lewis Pearce were victorious in an Invicta. Sydney Allard and Guy Warburton then won in 1952, driving an Allard P1, and Ronnie Adams and Frank Biggar won in '56 in an improbable Jaguar MkVII. But mention the Monte to most Brits and the response is 'Mini-Cooper S'! Yes, the giant-killing Minis made the Monte their own by winning in '64 (Paddy Hopkirk/Henry Liddon), '65 (Timo Mäkinen/Paul Easter) and '67 (Rauno Aaltonen/Henry Liddon).

The Minis should have won in '66 as well, but the leading Minis driven by Mäkinen, Aaltonen and Hopkirk were all disqualified because they used non-dipping, single-filament quartz iodine bulbs in their headlamps instead of standard double-filament dipping glass bulbs as fitted to production cars. Who won? A fellow in a Citroën ID. Even French rally enthusiasts

were embarrassed and Mini sales in France shot up that year!

So, Minis and the Monte. Pure 1960s glam with sunshine lighting up picturesque Monaco – the 'sunny place for shady people', as Somerset Maugham quipped – and heart-stopping, ice-covered cols to test the bravery and endurance of the best rally drivers ready to step up to the challenge. The modern Monte is a speed rally but we are interested in the 20th running of the classic Rallye Monte-Carlo Historique, also organised by the Automobile Club de Monaco, a punishing regularity rally that still starts at the four corners of Europe.

And what better way to celebrate the 50th anniversary of the legendary Mini-Cooper S win in '67 than by joining its victorious driver and Finnish 'Rally Professor', Rauno Aaltonen, just a few weeks after his 79th birthday, in Monaco and France for his next assault on the Monte with navigator Hans Sylvan.

Flying Finn Aaltonen, winner of the 1965 European Rally Championship, the Finnish Championship in '61 and '65, the RAC Rally in '65 as well as six second places on the tough Safari Rally, was understandably a well-proven driver by the BMC works team. But his first Monte in a Mini in 1961 ended in near-disaster as he somersaulted out 3km from the finish while lying in second place. Fortunately, he and navigator Geoff Mabbs survived the ensuing inferno, so he returned as a works driver and finished third in 1963.

Following the disqualification from a potential second place in 1966, Aaltonen was fired up for the '67 Monte. As the rally progressed, he and navigator Henry Liddon were doing well at the sharp end as the fastest BMC team but the finale, the 'Night of the Long Knives' through the legendary Col de Turini, was still to come. Aaltonen hustled the 'Cooper flat-out, in the dark, through driving snow. The Turini stage earned its 'Night of the Long Knives' epithet because drivers would →







Left and below  
1965 Mini-Cooper S  
is much like the one in  
which Rauno Aaltonen  
and Henry Liddon won  
the 1967 Monte. This  
time he's tackling it  
with Hans Sylvan.







*‘You had to conserve energy because you drove thousands of kilometres with serious sleep deprivation’*

come hurtling through the pitch black to be met by a barrage of blinding camera flashes, then blast back into the blackness once again. No wonder the BMC comps department fitted the brightest bulbs back in ’66.

On the ’67 Monte, driving at ten-tenths up the Col de Turini and leading the pack, the crew made a rare mistake and plunged off the road into the abyss. Split-seconds later the Mini miraculously bounced back onto the course; Aaltonen and Liddon drew breath then hammered on to win, driving the Mini-Cooper S into immortality thanks primarily to their incredible speed through the Turini. So how the hell did they do it? Blind, reckless bravery? No, it was a lot more scientific than that.

Says Aaltonen, rather surprisingly: ‘You had to remain relaxed. I mean, you had to conserve your energy because this rally required thousands of kilometres of driving with serious

sleep deprivation, so you had to be selective about your physicality. You must remember, BMC was an incredibly well-run works team. By ’67 it had developed the Mini into a formidable rally car with superb back-up and we had developed a very specific approach to this rally. We used to recce the course at least twice to get a feel for it but most importantly to create the essential pace notes. We tried the notes in Finnish, Swedish and French as well as English, but English is the best as it has more specific words. One syllable, short and concise. Driving at speeds nearing 160km/h on tight roads, you don’t have time for waffle.’

Concise language was key to the crew’s success. ‘In the 1960s we went to see a professor of communications in England who specialised in aviation and he helped us develop the fastest way to communicate. “Hairpin” when added to “left” is three syllables, so too long. “Early left”,





#### Left and below

The Col de Turini snakes around some of the most captivating Alpine scenery; original Mini's 10in wheels meant four spares could be carried; latest Mini John Cooper Works relies on more substantial rubberwear.



“fast right” and so on is quicker. Think about the Turini. It was then a 25km stage with no straight longer than 50 metres. So we’d be doing around 200 corners per 10km, with entry speeds varying from 60km/h for the hairpins, to 120km/h for the fast ones. Serious navigational mistakes were not an option.’

Aaltonen also had personal requirements for the engine. ‘I always asked the team to set my engine up with the maximum amount of power and not for torque. That meant I had to keep revving at over 6000rpm and often up to 8000 to get at the power, so carrying speed was the only way to go. So that’s when I invented left-foot braking which, along with heel-and-toeing, was the answer, especially in the front-wheel-drive Mini. I don’t use a handbrake because I only have two arms and I’m quicker using the left foot as I can enter the corner deeper with the car balanced, and therefore come out faster.’

As for what that did to the brakes... ‘Yes, the Minis did suffer with the DS11 Ferodo brake pads melting their locating glue, and the discs were small because of the restriction of the 10-inch wheels. But we did get the brakes to work and the small wheels meant we could carry four spares – two in the boot and two behind the seats, which the competition couldn’t do.

‘Ground clearance was also a problem so we didn’t set the suspension too low. For rallying, I also prefer the feedback you get from a softer set-up as you can better feel where you start to lose traction.

‘Of course, we competed on studded tyres especially developed by a Finnish company. The studs were on the outside of the tyre tread with bigger blocks to accommodate them. You had to make sure you had the tyres facing forward before you applied full power to attain maximum grip and the calculation was that the

studs would wear away before you got to the bottom of the Turini for the last fast, drier run to the finish.’

So, this year, the 79-year-old is back with 72-year-old navigator Hans Sylvan in a fully restored works 1965 Mini-Cooper S. Rebuilt in Sweden with a fresh Swiftune Engineering engine and a set of ten spiked tyres handmade in Finland, the Mini was on the button in Bad Homburg, ready to tackle the 1250km rally.

Says Aaltonen: ‘The Mini felt great from the off. It was actually quieter than I remember but Peltor headsets help a good deal. We spend a lot of time in the car so Hans and I worked on maintaining our average speed, as this is now a regularity and not a flat-out speed rally, and we enjoyed driving the first leg to Valence. Our average-speed computer failed early on, putting us out of contention, so we just concentrated on enjoying the rally.’





Right, below and bottom Aaltonen behind the wheel, Sylvan on the maps, tackling ice and snow on the way back to a heroes' welcome in Monte Carlo.



*'The Col de Turini? It is just like any other rally stage... corners'*



And when it comes to the Col de Turini, Aaltonen is one of the most experienced drivers around. He says: 'The Turini is driven at night so you only see the road and spectators at certain points. You are working hard with your navigator to be as accurate as possible to keep the speed as high as possible, as in the old days it was absolutely flat-out. You were concentrating on the pace notes, the gearchanges, the double-declutching, the braking points, the car's balance, the road conditions, feedback from the car, watching for black ice, ensuring you didn't over-rev but also maintaining speed in and out of hundreds of bends, sweeps and hairpins. The Col de Turini? It is just like any other rally stage... corners.'

So says 'Rally Professor' Rauno Aaltonen in his typically enigmatic Finnish style. But the man always has a gleam in his eye and I'm not sure whether to be disappointed or impressed. So let's find out. I fire up the new 231bhp 2.0-litre Mini John Cooper Works support car and point it down the Col de Turini towards Monaco. The narrow road is covered in snow and ice and is no more than 1½ cars wide at best, with 'tight rights' followed by 'tight lefts' coming up in dizzying succession. 'Watch out for the rock falls,' Rauno had warned me. The JCW is about the ideal size for this assault and, being a Mini, fits the bill better than many rivals. The six-speed manual shifts with a delightful snick, the brakes are emboldeningly powerful, and the suspension is surprisingly forgiving. You have to be oh-so-careful on these icy roads but the 205x17s offer loads more grip than the original '60s Mini's tiny ten-inchers.

Of course, there's no real comparison between this ultra-modern hatchback and the original 90-ish bhp Mini whose name it borrows. But on the Col de Turini, as we swing down the pass to lower altitudes where the ice and snow start to dry away, I think about adding the juice... and just can't. The tricky corners are incessant and non-linear. One corner can be fast so you think the next one is equally so. Except it tightens fiercely on itself, so you have to jump hard on the huge brakes and keep turning as tight as you can into the bend, losing speed all the way. The next moment elicits a beautifully clear open sweeper you can nail in third, except you are still in second recovering from the last hairpin. And so it goes on. It is impossible to get a rhythm. You never know what to expect next.

Challenging? Yes, but also frustrating – unless you have a linguist with excellent pace notes strapped in tight next to you, and the left- and right-foot deftness of 'Professor' Rauno Aaltonen. Certainly, he would have been far braver but he would also have done his prep-work. After all, the Col de Turini? It's just corners. **End**





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Above and left  
The 1953 rally plate was originally  
assigned to driver David Power's  
grandfather. Now, finally, car number  
188 has finished the Monte.



# IN GRANDAD'S TYRE TRACKS

*In 1953, William Power failed to finish the Monte Carlo Rally.  
This year, David Power was determined to make it all the way*

Words Glen Waddington

**WHILE THE LIKES** of Rauno Aaltonen are invited by the Automobile Club de Monaco to take part in the Rallye Monte-Carlo Historique, you don't have to be famous to take part. You just need a suitable car. But don't go thinking eligibility is restricted to 911s, Alpines and works Mini-Coopers. Oh no. If a car competed on the original event then it will be eligible today. And there's plenty of variety.

For instance, the Austin Sheerline entered by William Power and Cyril Pilgrim in 1953. Car number 188. 'Possibly the world's most unsuitable rally car – well, except for a Fiat 127,' says David Power, grandson of William. And why the mention of a Fiat 127? Because they happen to be eligible too, and that's what David drove on this year's historic Monte – as car number 188.

'There's nothing known in the family; only this rally plate. I can't even find any pictures,' says David. 'Grandad ran a pub and, by all accounts, spent too much time on the wrong side of the bar. Relatives reckon he must have met a customer who asked "Do you fancy doing the Monte Carlo Rally?" All I've seen is a mention in a copy of *Motor Sport*, from February 1953, I think, which said the Power/Pilgrim car was four hours late into Paris. And that was as far as he got. The plate has been in the family ever since. And the motivation was to take part – and finish it.'

Like many, David thought an entry on the Monte, even the historic Monte, was a pipedream. 'I've done quite a lot of racing, and historic motor sport for me meant Goodwood. Then I started to research the Monte-Carlo Historique. I realised it wasn't all millionaires in Ferraris. In fact, if you've got a lightweight 911 you'll struggle to get in.'

David, the founder of polyurethane suspension bush specialist Powerflex, has a competition licence – and a rule: 'I don't compete in anything I can't afford to destroy!' – but it was actually his co-driver Art Atwal who found the car

advertised for sale. 'It's a 1973 Fiat 127, 903cc and about 45bhp. This one had actually done the event in 2014.'

The car was bought in February 2016, entered in April and confirmed in December: close to the January start. And the starting point itself is important. David chose Glasgow, the same place William Power and Cyril Pilgrim set off from in their Austin Sheerline back in 1953.

Before that could happen, the car had to be prepared, David gambling on it being accepted: another reason not to invest in something costing 20 times as much. 'The colour's original; it had been a home prep, in the condition you'd expect. It had some rust. So it had a full respray, rewire, engine rebuild, the gearbox came apart, new bearings... I did the mechanical work myself; parts are cheap. You don't look at the condition of the clutch when a new one is £40. Everything that *could* have let us down was replaced.'

After which, it was a case of turning up on the day, ready for a gruelling event. Would the car be up to it? 'It's light and it feels it. You forget about things like brakes; the discs aren't vented, it has drums at the back, and they're really good. On some of the long descents you could smell other cars' brakes.'

The pair are seasoned club-level racers, but neither had taken part in a rally before. 'We started at the top!' chuckles David. 'To me, this is the highest-level historic rally in the world. You can take part against Rauno Aaltonen in a £4000 car – and we beat Ragnotti!'

David and Art shared driving and navigation duties, typically swapping roles every two hours. The going got tough as soon as they arrived in France. 'It was a 30-hour blast from Calais all the way to Monaco via D-roads and mountains, a real navigation and endurance exercise – just like the old rally my grandfather competed on. And 24 hours in, we reached our first special stage, a regularity. Frankly, we didn't understand it. So we went flat out, overtook lots ➔





**'THE HARDEST DRIVING I'VE EVER DONE, A SOLID HOUR UP THE MOUNTAIN AND ANOTHER DOWN. AT NIGHT! IN A FIAT 127!'**

**Left and below**  
Switchbacks and crumbling mountain villages form the backdrop and thankfully the 127 is a nimble car; David Power (behind the wheel) and co-driver Art Atwal.

of other cars and arrived well ahead of schedule. And we scored 9000 penalty points!

Clearly it was a steep learning curve, although David suggests the event is more about camaraderie and spirit than winning. 'There was such a variety of cars: Moretti, Saab Sonett, Citroën CX. At every parc fermé, every service stop, it was great to chat to everybody taking part. Nobody is interested in where you finish. No point buying a 300bhp Manta and assuming you'll win, as there are other factors at play. And if we can beat Jean Ragnotti, it's clearly not down to driver ability.'

It wasn't only the variety of cars that was notable. 'Every day was different. From Monte Carlo we headed to Valence, where the rally was based for three nights. There were 14 special stages in total, and long distances to drive. Your calibration changes: get in the car and it's 3½ hours to the first stage.'

Then comes one final push, just when the competitors are feeling the strain of all those who have competed before them.

'You arrive back in Monte Carlo for champagne and medals. Mentally you've done it, yet there are still two stages to go. You have to complete only seven to qualify, so you ask yourself: do we do the last two? But one is the Col de Turini! You just have to do it. Some of the hardest driving I've ever done, a solid hour up the mountain and another down. At night! In a Fiat 127!'

'Our start time was 10pm and we got back to Monte Carlo at three in the morning. You get penalty points for arriving early so we spent half an hour cruising around a completely empty Monte Carlo; we parked in the tunnel, and on the steps of Hotel de Paris. A police car even moved so we could take a better picture! Then we joined the crowd of finishers and watched it get light as everybody came through.'

That's a huge sense of achievement. And it's something David would recommend to anybody who has the chance. 'Given the route, the locations and the accommodation, it's incredible value for money – a whole lot more fun than ten track days. Especially for me. Finishing it with grandad's rally plate on the front of the car was an emotional moment.' *End*







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# Octane Cars

BY OCTANE STAFF AND CONTRIBUTORS



MASSIMO DELBÒ

## On the home straight



### 1968 ALFA ROMEO GIULIA SALOON

MARK SOMMER

**IT'S NOT LONG NOW** until Mark Dixon and I fly over to Italy to pick up the Giulia, but in the meantime there are a few things left to do before the Alfa Romeo is ready to collect.

I recently sent a brand-new boot-rubber set, original radio blanking plate and a few other small parts over to Italy. Most spares are easy to

source thanks to specialists such as Classic Alfa and Alfaholics, who are both based in the UK, as well as many others. *Octane's* ever-helpful Italian contributor, Massimo Delbò, visited the bodyshop and gave me an update on how the work was going.

The guys there decided to fit the boot mat on top of a shaped section of hardboard to protect the fresh paint underneath – something that was not done originally, and meant that the rubber mat would often start to split above the floor pressings when luggage was placed on top. They had also unearthed a motorised screen-washer bag, but I'd bought a

new manual foot pump and I think I'll stick with this original for now – for the novelty value, if nothing else.

Unfortunately my blanking plate was a little too small to conceal the cut-out made for the previous radio, but Fabio at the bodyshop is confident that he can create a matching lip to sit behind the plate. Meanwhile, the round mirrors that I bought for the car offer little visibility on the passenger side, so I have decided to go back to the original oval-style units, as they provide much better all-round vision.

I had been struggling to find some stainless steel weather strips for my car. These sit at the bottom of the front and rear side windows, and mine are a little the worse for wear – but after contacting nearly every Alfa

#### Above

Looking good: the Alfa is on schedule to be collected from the Italian bodyshop in late April and driven back to the UK.

specialist in the UK, Europe, US and Canada, I had drawn a blank.

I was beginning to despair, until I received an email from James Wheeler, the former Alfa Romeo specialist who was based at Black & White Garage. James has now sold the site and the business no longer exists, but he remains an Alfa devotee. He was extremely complimentary about my choice of classic, being the owner of a 1969 Giulia Super himself.

He offered his advice and support should I need it, and his kind gesture





**Left and below**  
Boot rubbers, a radio blanking plate, window trim, washer set-up and mirrors are among finishing touches now being made to Mark's 1968 Alfa Romeo Giulia saloon.



couldn't have come at a better time, because he thought he might have a near-complete set of weather strips left over from a former project.

Sure enough, a week later he delivered them to the *Octane* office. The felt that sits inside the metal strips has been remanufactured, so was easy to source, and the result should be a big improvement on my existing set.

Now, with our flights to Milan booked for the end of April, the next step for Mark and I is to work out the logistics of our trip and plan our route home. I think we will take our time and use the backroads wherever we can. One way or another, you'll be able to read all about our adventure in an upcoming issue of *Octane*.



## 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  
1995 Range Rover 4.6 HSE  
1996 Subaru Prodrive Impreza

### ROBERT COUCHER

*International editor*

1937 Bentley 4¼  
1955 Jaguar XK140  
1988 Mercedes-Benz 560 SEC

### MARK DIXON

*Deputy editor*

1955 Land Rover Series I 107in  
1963 Ford Galaxie Country Sedan  
1964 Chevrolet Greenbrier  
1989/91 Land Rover Discoverys  
2001 Honda Insight

### 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

### MARK SOMMER

*Art Director*

1968 Alfa Romeo Giulia  
1300 Saloon

### JOHN SIMISTER

*Contributor*

1934 Singer Nine Le Mans  
1961 Saab 96  
1968 Sunbeam Stiletto

### TONY DRON

*Test driver*

1932 Austin Seven

### ANDREW ENGLISH

*Contributor*

1960 Triumph TR3A  
1965 Aston Martin DB5



## OCTANE'S FLEET

### DAVID BURGESS-WISE

*Contributor*

1903 De Dion-Bouton  
1911 Pilain 16/20  
1926 Delage DISS

### 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  
1979/80 Range Rovers  
1982 Mercedes-Benz 500SL  
1985 Mercedes-Benz 240TD

### EVAN KLEIN

*Photographer*

1967 Alfa Romeo Giulia Super

### JAMES LIPMAN

*Photographer*

1968 Porsche 912

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# Mission accomplished



1968 RALLY  
ROVER 2000TC

MARK DIXON

**SELLING A CAR** at auction can be a slightly scary experience. The thrill of watching bidders compete for something of yours is tempered by the anxiety that they may not value it nearly as highly as you do. And when the vehicle in question is a competition car – notoriously difficult to put a price on – then nerves really are set on edge.

The Rover, of course, was not actually mine to sell. As described in *Octane* 165, I built it as an endurance rally car in the early 1990s, had modest success and then sold it to a chap called Jan Pearce in 1999. Jan passed away two years ago, and I volunteered

to help his widow, Jenny, dispose of the car at Silverstone Auctions' sale at Race Retro.

The Rover has done very few miles in recent years, so it was with slight trepidation that I set off to drive it up to Warwickshire from Jenny's home in Bucks. The only practical route was via the M40 motorway – what could possibly go wrong? But I stuck to an easy 65mph and the Rover obliged by performing faultlessly. The engine held a constant 60psi oil pressure and the temperature needle stayed reassuringly just below the mid-point on the gauge.

The Rover had been slated as Lot 1 in the auction, which wasn't ideal; buyers often need a little time to warm up. But auctioneer Jonathan Humbert did a sterling job of chivvying them along, and the result was a satisfying £6000 hammer price. The buyer turned

out to be a Scottish farmer who had flown down from Aberdeen specially to bid on the car. He used to rally a Rover P6 V8 in the 1970s and was looking to relive his youth – 'and I have my own three-mile farm track "special stage" to practise on,' he told me after the sale. It's good to hear that the Rover will see a third generation of drivers take it rallying.

All this sale action reminded me that it's probably time to dispose of my 2001 Honda Insight. Much as I love it, I've hardly used it since I inherited my late father's Volvo XC70. The Honda has 230,000 miles on the clock and a ding in the driver's door – but it had a new battery at 189,000, runs like a Swiss watch and is as reliable as a Japanese one. I reckon it's worth around two grand – so, ladies and gentlemen, what am I bid for this undoubted future classic?





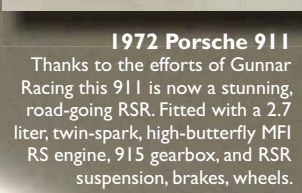


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**1990 Chevrolet Beretta**  
Winner of the 1990 Trans-Am Championship with 6 first place finishes, driven by Tommy Kendall. This factory race car with unsalable provenance has been fully restored and is track ready.



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**Clockwise from above**  
Mark's old Rover rally car makes £6000 at auction; Honda's Back To The Future-style technology exposed during battery change; meeting a trio of VW XL1s three years ago.





# Octane Cars

BY OCTANE STAFF AND CONTRIBUTORS



## Bumper expense



**1965 ASTON  
MARTIN DB5**

ANDREW ENGLISH

**CITROËN, THAT MOST** French of car makers, used to have an ad for its Visa hatchback boasting of it having 'a big boompear at the front and a big boompear at the back'. This piece of copywriter's Franglais accurately describes in the negative the state of my two old jalopies, the Aston and the Triumph.

Back in the day, taking the bumpers off was almost *de rigueur* if you wanted to do any sort of high-performance motoring: it reduced weight and made the car go faster and handle better. For some of us, it still is the done thing; witness Ian Callum's recreated Jaguar Mk2, from which he removed the bumpers 'because it looks better like that'.

The dead hand of the FIA, however, dictates that however a car is adorned when it goes on track, for its technical passport it should be photographed from both ends, with boompears. So back to bumpers it is.

This, however, is slightly easier said than done. I have the Aston's

originals but not the '60 Triumph TR3A's – and, more to the point, fitting any bumper is far from a simple bolt-on task. They might well have to be bent, reshaped, redressed, relieved and sometimes redrilled; even to make them fit the car from which they came.

Mindful of what a big task this can be, David Reed at Davron encouraged me to take the Aston's to Capital Chrome on London's Old Kent Road. This is where, for 36 years, Mick Chamberlain, son Richard, foreman Micky McHahon and their team of time-served fettlers, titivators and polishers have been toiling at relics from the past. They even chrome-plated the whole of David Bowie's old Mini.

The place is so Dickensian, I half-expected to see Pip from *Great Expectations* drinking tea with Wilkins Micawber from *David Copperfield*. Ranks of bumpers hang from old deal brackets, time-served polishing machines sit under layers of metal dust and, in the workshops' sunken centre, sinister tanks of electroplating solution bubble, hiss and steam, some as gold as a desert dawn, others as emerald as a sequined gown or as blue as anything ever imagined by Jacques Majorelle.

Trivalent chrome is the last of

three electroplate layers that go into the process, the first being copper, then nickel, and finally the chromium plate. 'We use nickel sulphate and nickel chloride, plus boric acid and various brighteners and levellers,' says McMahon. It's all about the preparation, because any imperfections in the material before they start plating will be highly visible at the end – 'Rubbish in, rubbish out,' adds Richard.

Unfortunately, only the Aston's front bumper could be saved. The rear, although the right shape, is pitted with corrosion and would take too much time to prepare.

I've already bought a stainless-steel front bumper for the TR as it was a) on offer; b) a decent fit; and c) corrosion resistant. But it's very vulnerable to scratches, which must be expensively polished out

### Above and below

Capital Chrome is where these craftsmen work their plating magic; Andrew's in two minds what to do about DB's boompears.

(Capital Chrome's bill was £222) and, as Mick says, 'They're not the right colour.' That's true, but the economics are inescapable.

Harrington, the British-owned firm that fabricates replacement stainless bumpers in Vietnam, will sell me beautifully finished DB5 stainless bumpers that can be teased into the individual shape at about half the cost of one repro plain steel bumper from Aston – and that's before the extra expense of fitting and chromium plating.

In other words, it's originality versus my wallet – and at the moment my wallet is winning. I'll report back on this one.







## ASTON MARTIN WORKS



### 1959 DB4 Coupe (Series 1) LHD

Grey with Black hide. Originally purchased in the USA, the car was re-painted and underwent an engine re-build upon its return to the UK. Available with 1-Year Aston Martin Heritage Warranty.

£595,000



### 1977 Aston Martin V8 S

Refurbished in 2016 with fresh Moonshadow metallic paintwork, new wheels, tyres, suspension, overhauled brakes and re-built matching numbers 6-litre specification engine. 80,100 miles. Manual gearbox.

£158,875



### 2015 Aston Martin Rapide S

Ultramarine Black. Equipped with a 6-litre V12, 0-60mph is achieved in 6.2s. Features include front and rear parking sensors and heated front and rear seats. 6,973 miles. 8-Speed Touchtronic 3 automatic gearbox.

£110,000



### 1968 DB6 Coupe

Original Olive Green with Tan Hide colour combination. Vantage specification, matching numbers car which was formerly a demonstrator. Extensive history file. Available with 1-year Aston Martin Heritage Warranty.

£525,000



### 2016 V8 Vantage S Roadster

China Grey with Obsidian Black interior. Optional extras include Special AML paint, silver brake calipers and reversing camera. 1,980 miles. 7-speed Sportshift III automated manual gearbox.

£99,950



### 2015 Aston Martin Vanquish Volante

Ceramic Grey with Phantom Grey Interior. Optional extras include 20" 20-spoke alloy wheels, heated seats and Iridium pack. 6,245 miles. 8-speed Touchtronic 3 automatic gearbox.

£149,950



### 2004 Aston Martin Vanquish Coupe

Stronsay Silver with Atlantic Blue interior. Optional extras include heated seats and powerfold exterior mirrors. 18,348 miles. 6-speed automated manual gearbox. Available with 1-Year Aston Martin Heritage Warranty.

£107,000



### 2016 DB9 GT Bond Edition

Spectre Silver with Obsidian Black interior. Number 074 of 150. Features include sports exhaust, carbon ceramic disc brakes and full grain leather interior. 2,500 miles. 6-speed Touchtronic 2 automatic gearbox.

£165,007



### 2014 Aston Martin V12 Vantage S Coupe

Ceramic Grey with Obsidian Black interior. Optional extras include Special AML paint colour, reversing camera and 19" Satin Black lightweight wheels. 13,411 miles. 7-Speed Sportshift III automated manual gearbox.

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# Octane Bikes

BY OCTANE STAFF AND CONTRIBUTORS



## Keep it in the family



1952  
SUNBEAM S8  
SARAH BRADLEY

### KEEP IT IN THE FAMILY!

That seems to be an emerging theme in the Bradley clan, at least where classic motorcycles are concerned. It's been more than 25 years since my father gifted me his 1958 Triumph Thunderbird, which I still regularly ride, and I've now bought his '52 Sunbeam S8 as well.

Dad's had the Sunbeam since 1974, when I was a baby. Still wearing its factory Silver Grey paint, it was 22 years old, smart and roadworthy – but my engineer father was intrigued by the S8's unusual inline-twin powerplant and shaft-drive, and couldn't resist stripping it down.

He lovingly restored it, complete with new black paint in a nod to a previous S8 he'd owned in the late 1950s and on which he'd had a dreadful accident involving a clutch lever and his stomach. That did him no good whatsoever, but thankfully he'd recovered and continued to ride. Anyway, he got his new S8 back on the road just

in time to take part in the July 1976 ACU National Rally, a motorcycle endurance event.

On his return, he wrote a humorous three-part series in the Sunbeam Owners Fellowship newsletter. This relates how – with mate Keith navigating from the pillion – the 'Beam covered 900 miles around the UK in 31 hours, taking in 34 checkpoints. Dad still smiles (well, grimaces) when he reminisces about his adventure.

The S8, a staple of his bike line-up ever since, was recently enhanced with a '50s Steib S501 sidecar, which he felt more suited to his impending dotage. A while ago, I took my first trip in a sidecar since I was a kid, and the experience was, frankly, terrifying...

The S8 played a huge role in my childhood, and I have fond memories of riding pillion. When dad announced that it was time to sell it on – for various reasons, including the fact that kickstarting it and hustling it through 21st Century traffic was talking its toll on his 77-year-old bones – I just couldn't let it leave the family fold.

Although a lack of space in my garage and on London's roads means we've had to find a new owner for the elegant Steib, dad is delighted that he needn't say goodbye to MNX 571. Meanwhile, I'm excited about getting to grips with the latest addition to my classic fleet. Most importantly, the Bradley petrolhead tradition continues unabated.

### Clockwise from top left

Ted with his new purchase in 1974; a young Sarah with restored S8 on eve of '76 National Rally; girls' day out at Brighton bike run; Ted is pleased his Sunbeam is staying in the Bradley family; 40 years on, sold to the lady in pink socks.



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# Octane Cars

BY OCTANE STAFF AND CONTRIBUTORS



## Small things make a big difference



**1988 MERCEDES-BENZ 560SEC**

ROBERT COUCHER

**AS REPORTED PREVIOUSLY,** the family garage in Cape Town had seen lots of action over the Christmas holidays, as brother-in-law Dieter Noli did his best to have the cars ready and on parade for my visit.

I am pleased that the 1937 Derby Bentley is now firing on all cylinders, but I should also mention in despatches Dieter's efforts on the big-block Mercedes-Benz 560SEC.

With the fuel-injection seals and pressure regulator renewed, new tyres and dampers fitted as well as fresh steering bushes, the Merc was invigorated. Yet the car's steering was still off, and the

auto gearbox clunked harshly. So it first went back to the wheel shop, where the alignment was re-checked. Dieter had discovered there is a difference between early and late 560SEC specifications, and lo, ours was set to the wrong spec. So that was rectified.

Then, regarding the clunky auto transmission, he took the car to specialist Rohrich Auto Services, where Tony Rohrich discovered the problem. All that was required was new seals on the gearbox-modulator valve and new O-rings on the kickdown cable guide. A clip had also apparently come off



one of the hydraulic lines to the gearbox, so the transmission leak was about to become a gush. All corrected without the need to remove the 'box.

With these fixes enacted, the 560 was ready for my visit to the vineyards of Constantia. The Benz is of sufficient size to retain real roadgoing presence and, with all of Dieter's fixes done, it feels firm and exact. It now steers perfectly, and the slush 'box is as smooth and lazy as you'd want from a relaxing beach-holiday car. The noticeable difference, though, is

### **Above and below**

Final fettling on wheels and auto-box gave 560SEC a new lease of life; big-block is back in action.

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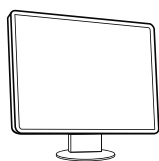
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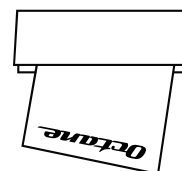
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# Gone but not forgotten

WORDS DALE DRINNON



## Left

Sammy Davis, on left, poses self-consciously with the Earl of March after the pair won the 1930 Brooklands 500 Miles in an Austin Seven Ulster.

modern journo's Patron Saint of Ride-Mooching, starting at Brooklands in the AC team of SF Edge (he'd known Edge for ages, of course), and snatching any seat he could finagle, from driving record runs to riding as mechanic in Louis Zborowski's Miller in the '24 French GP. What's more, it turned out he was actually a damn good driver, as evidenced by a 1925 Le Mans co-second for Sunbeam. WO Bentley accordingly drafted him for the next year's running (WO was a friend, yes, but certainly nobody's fool).

Davis crashed out while dicing for the lead, with minutes to go, but Bentley was sufficiently impressed to retain him for 1927 anyway. And that year, when all three team Bentleys famously piled up at White House, only Davis managed to extricate his, and, once he'd diligently tended to everyone involved, coaxed it back to the pits, led the repair efforts and continued the race. The chassis was bent, so was a wheel, the wings were tied on and the brakes engaged one at a time, but he and Dudley Benjafield finished the remaining 20-ish hours and even put on a late-lap charge for the win.

That victory alone immortalised Sammy Davis, and became one of the primary reasons there's a Bentley legend in the first place. It was, however, just the most visible episode of a long, incredibly productive life. Davis successfully raced, rallied and trialled almost until the next war (aged 52 in 1939, he lied about his age to re-enlist, and was the first British officer to occupy Le Mans), and drove the London-to-Brighton well into his eighties.

He furthermore held countless senior positions in everything from the BRDC to the Guild of Motoring Writers, managed racing teams and consulted for manufacturers. He wrote a shelf full of popular books, worth reading even yet – his prose would never wow any Nobel judges, but it carried good humour and a true insider's understanding. In his later years he also returned to painting, mostly automotive scenes, to supplement his meagre retirement, so paltry that his home was warmed by just a single paraffin heater.

In January 1981, he apparently overturned that heater; he was found after the resulting fire, dead of a heart attack at 94. Sammy Davis, said none less than Bill Boddy in *Motor Sport*, was the only man with whom he would have swapped life stories. It's hard to argue with an obit like that.

## SCH 'SAMMY' DAVIS

*The Bentley Boy, Le Mans idol, journalist, author, artist and more packed much into his 94 short years*

**SCROLL DOWN** a list of the Bentley Boys, the glam racing heroes of the marque from their glory days in the Roaring Twenties, and with few exceptions it reads just as the legend promises: the rich and powerful, and the playboy sons thereof. Posh industrialists and entrepreneurs, financiers, diamond traders, motor traders, old-money aristos. Until you reach one exception in particular. Hero in 1927 of Bentley's and, indeed, maybe Britain's most glorious Le Mans victory ever: Sammy Davis, motoring journalist.

Not that Sidney Charles Houghton Davis suffered greatly from underprivilege. Born in London in 1887, he was privately educated at elite Westminster School and, when he rather portentously followed mother's family into art instead of father's into commerce, he attended the equally prestigious Slade School of Fine Art. After father realised that his son's long-standing automotive enthusiasms could be more lucrative than his painting skills, he rang a friend atop the Daimler concern in 1906 and got him an engineering apprenticeship.

Davis loved the Daimler experience and learned a genuine mechanical empathy from it. He gained his nickname there, too: an office clerk, referencing his greasy hands and coveralls, called him 'black Sambo', God save us, and it stuck. At least the final version was genteelly de-vulgarised, becoming the familiar SCH 'Sammy' Davis.

More importantly, Daimler channelled Sammy into his real calling; a colleague leaving for a job on *Automobile Engineer* magazine in 1912 persuaded Davis to come along as an illustrator, and he was soon writing copy as well. After World War One (Davis was wounded while serving in armoured cars) he returned as sports editor for a sister publication. It was *The Autocar*, where he stayed for the next 32 years, and *The Autocar* actually encouraged his racing ambitions, unheard of on British mags of the time.

Davis was ready: if he had no real money, he had contacts, accumulated from growing up in the right circles and years of haunting motor sport events. He consequently became the



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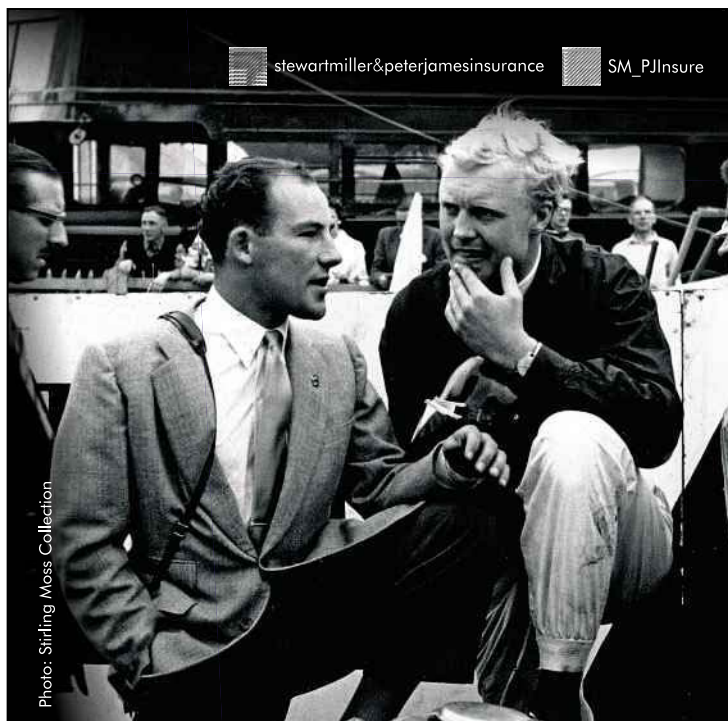


Photo: Stirling Moss Collection

"Mike Hawthorn and I remained good friends on and off the circuits  
throughout our careers. On this day in 1955, I had asked Mike if he would  
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the race by nearly two seconds."

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## ENSIGN FUL-VUE

*Compact camera that proved post-war British design could take on the world's best*

AS THE SECOND WORLD WAR entered its final stages, it was obvious to the Government that the war effort had taken its toll and, if not broken in spirit, Britain was broken financially.

Getting the nation back on its feet was a priority and in December 1944 Hugh Dalton, President of the Board of Trade, announced the formation of the Council of Industrial Design (later the Design Council) with the intention of improving the appeal of British-made goods through good design and, importantly, educating a British public notoriously reluctant to embrace that foreign 'modernism' business.

To add momentum to the project, the following September it was announced that in one year's time an exhibition entitled 'Britain Can Make It' would be held in the Victoria and Albert Museum, conveniently empty due to wartime relocation of its contents. (A cynical press later referred to it as 'Britain Can't Have It', as export became the priority.)

More than 1.5 million people visited the V&A during the exhibition's three-month run, to view more than 6000 items on display. The popular periodical *Picture Post* was full of praise and commented that '...anything which can stem the terrifying flood of bad taste and excruciating design let loose on Britain by manufacturers with no guiding star other than profit is a blessing'.

The camera manufacturer Ensign had emerged in 1930 as the new name of the amalgamated companies of Houghton and Butcher and could trace involvement in photography back to Victorian times. Ensign chose to feature two of its products, one a state-of-the-art – and expensive – folding camera and the other an inexpensive tin toy of a device. Perversely, it was the cheap camera that best captured the spirit of the exhibition, with a Streamlined Moderne design and finished in a utilitarian black crackle.

The expensive camera was a 'civilianised' version of one produced for the British Army towards the end of the war and in design terms displayed little that was good or innovative. It must be said, though, that mechanically the Commando, as it was called, was arguably too adventurous, with focusing achieved by the film plane moving in relation to the lens rather than the other, conventional, way round.

The camera that caught the public's attention was the Ful-Vue, a stylish update of Ensign's original boxy 1939 version. Box cameras were basically that – a box with a simple lens and shutter on the front, cheap to make – and had prevailed since Kodak introduced the type in 1888. The Ful-Vue's big feature, differentiating it from the myriad of competitors and providing its name, was its large reflex viewfinder.

Pre-war amateur photographers rarely had their photographs enlarged, contact prints of the negatives being the order of the day. In consequence, box cameras maximised the size of the negative within the box, commonly 6cm by 9cm on 120 film, which required a simple viewfinder on each plane of the camera, one for the landscape format and another for the portrait. The tiny optics were viewed at waist-level and at best provided only an approximation of the final photograph. Ensign opted to reduce the Ful-Vue's negative size to a 6cm by 6cm square, which meant it could incorporate a second 'viewing' lens above the taking lens and a 45° mirror in the manner of the much more expensive twin-lens reflex cameras.

It was launched as 'The camera with the bigger, better, brighter view finder', and Ensign, by 1953, claimed to have sold a million. To celebrate the Queen's coronation it was produced in patriotic red, white and blue (very collectable but beware fake repaints) and a sexy see-through plastic carrying case.

The following year a new model, the Ful-View Super, arrived with a much-needed flip-up hood to stop reflections in the previously unshielded viewfinder and a sturdier cast aluminium body. A cost-saving all-plastic version followed but the end was in sight. By 1959 Ensign and the Ful-Vue were gone.



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**'MANY WERE ROLEXES, SOME WERE PATEKS, AND IWC GOT A LOOK-IN: BRANDS THAT MAKE WATCHES TO LAST'**

## JOIN THE GULF CLUB

*Watches gifted by oil sheikhs are currently hot currency*

**ONE OF THE MORE** exotic recent trends in the world of watch collecting has been the rise of the Gulf dial. In Jan Morris's entertaining travel book *Sultan in Oman* – an account of her time (before her gender reassignment, when she was James Morris) as an observer of a journey across the Sultanate of Muscat and Oman in 1955 made by the country's ruler – the country is described as a 'medieval Islamic state' but, as one passage reveals, a medieval Islamic state with an acute sense of the status-conferring power of a good wristwatch.

'I sat down for coffee with a group of friendly and eager tribesmen, and one of them, looking as if he had lived all his life on the back of a camel, suddenly reached across and grabbed my wrist. He wanted to see my watch, he said. Was it a Longines? I understood this well-informed interest, for I knew it was the practice of the Saudis to distribute gift watches according to makes: the more important the recipient, the more distinguished the watchmaker. Thus, since the cases were almost always gold, the best way to size up a man's significance to the Saudi cause was to discover the maker's name, and many a poor politician or journalist, returning from a visit to Riyadh [sic], had flourished his handsome present from the court without knowing how surely it stamped his status in the Arab world. My Arabs looked a little baffled, for my watch was made by a firm not patronised by the royal house, so that I might have been either desperately important or not worth a second thought.'

Although the sun of empire was setting, Britain still enjoyed considerable prestige and, in those days, the firm of Asprey was regarded as the *nec plus ultra* of British elegance and correctness. About when Morris was travelling with the Sultan, a young John Asprey was getting started in the family business and would form vital links with the ruling houses of what, during the oil boom (or shock, depending on where you lived) years of the 1970s and 1980s, would become some of the richest nations on the planet. Back then the Oil Sheikh was a social stereotype akin to the Russian oligarch or Chinese billionaire of today. And among the services he would offer was the personalisation of watch dials with the insignia of the states.

'The factories did them,' Asprey once told me in the most matter-of-fact way. 'If I received the order from the Diwan who managed the private affairs of the ruler, we would have sent them the artwork and they did the whole thing.'

What was just another order for John Asprey has become a fertile field for collectors, who prize these dials. Justin Jay Kalloupis of The Watch Club tells how anything with the crossed scimitars of Saudi Arabia or the Omani Khanjar (a fearsome-looking curved dagger that is the national emblem) is highly collectable.

'The trend for the crested dial started about ten years ago; it has been a slow-burning fuse as understanding of them grew. For years we had watches with these dials at the back of the safe and we even thought about sending them to Rolex to get the dials changed.'

Happily they did not. The market is an interesting one because many were Rolexes, some were Pateks, and other brands such as IWC also got a look-in: brands that make watches to last. There was an apparent expectation at that time that every head of state in the Middle East dished out watches for any service rendered (or other items of value: the tale – perhaps apocryphal – of the sheikh who took a chauffeur for the week in London to drive a Rolls-Royce and at the end of his visit presented the lucky driver with the car was a popular one). And so a reasonable number of these watches are in circulation – not a sufficient number to banalise them, but enough to make a market. They are scarce but not so rare that people do not know what they are looking at.

And as in the days when Morris accompanied the sultan across his domain, there are grades of presentation watch, which is why Justin Jay Kalloupis prefers to talk of the appearance of a Middle Eastern Crest on the dial as a 'multiplier'.

'A standard Rolex Airking with a gulf crest is not going to be that expensive, but if it is on a cool watch like a Patek or a Rolex submariner then the prices really start to rise. And, of course, Patek Philippe watches with dials decorated with the portrait of the Saudi King have always been sought after.'

Even the fact that some of these watches were exuberantly embellished with precious stones has worked in their favour, as gemset men's watches are in vogue, but until recently prevailing tastes were different and such watches are likely to have spent the last few decades in the box, thus arriving pristine on the collectors' market.

As such, I hope that Jan Morris was offered a timepiece or two during that Middle Eastern adventure. They might well provide a bit of an old age pension for the venerable author.





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#### Ferrari Testarossa (LHD)

An original & early "Monospechio" & "Mono Dado" Testarossa. The car is presented in its original Rosso Corsa with Nero Hide. Recently the car has benefited from a full major service including timing belts. Presented in superb condition & accompanied by its original tools and books. **£POA**



#### Ferrari 599 GTO (LHD)

This 2010 LHD 599 is presented in the stunning specification of Giallo Modena with a Matt Grigio roof with Nero Hide and Giallo contrast stitching. Only 3,750 Miles from new and recently serviced. Supplied with its original tools, spare key and all books. **£474,995**



#### Ferrari 360 Challenge Stradale (LHD)

Delivered new to the racing driver Ralph Neunteufel in Dresden, Germany in 2004. This 360 Challenge Stradale is presented in the unique specification of Nero Daytona with a full Giallo & Charcoal Alcantara interior and rare Lexan sliding windows. Less than 7,200 miles & extremely well maintained. **£214,995**



#### Alfa Romeo 8C Spider (LHD)

This 2011 delivered 8C Spider is presented in the elegant combination of Bianco Madreperla over Nero Hide. The exterior benefits from 20" Grigio Alloy Wheels, Nero Brake Calipers & Cloverleaf Wing Badges. Having covered under 2,600 Miles from new this car presents in superb condition. **£189,995**



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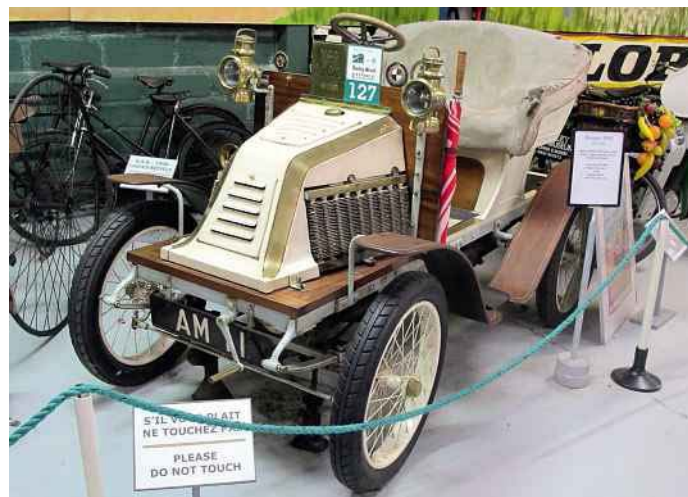
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## Places to go

WORDS AND PHOTOGRAPHY BARRY WISEMAN



# BENTLEY WILDFOWL AND MOTOR MUSEUM

*One for the families – a perfect day in the country*

**WHEN FAMILIES DON'T SHARE** our insatiable interest in old cars, Bentley Wildfowl and Motor Museum is the perfect answer. The car museum is deeply interesting, but for the non-enthusiast there are a miniature ride-on railway (with steam and electric locomotives), formal gardens and the largest private wildfowl collection in the United Kingdom.

The motor museum is housed in a former cowshed, a fine building that makes a bright, airy home for a highly interesting collection of some 50 cars, plus motorcycles and automobilia. The number of cars can vary, as many are on loan, creating constant change. It means, too, that most of the vehicles are roadworthy and enjoy the occasional outing.

Probably the first car to catch the eye is the interesting 1902 Hanzer, the product of a French company that existed only from 1900 to 1903. The exhibits have good information cards and this one points out that the Hanzer on show was used by Tommy Steele in the film

*Half a Sixpence*. Nearby is a 1909 Alldays and Onions (was there ever a less glamorous car name?), which bears a sign saying 'Please do not touch me. I am cranky.' We must imagine that children find this handsome old car to be irresistible.

The longest-standing member of the collection is the 1928 Minerva AK32/34, with fine coachwork by Ellington Carriage Company of Chiswick, London. This 2.5-ton Belgian was shunted around when the museum floor was being laid in the cowshed. The mural behind it reminds us of the rural past of the building.

There is a 1952 Lotus VI, built and raced by Colin Chapman and now accommodating a Laystall-tuned Ford Consul engine and MG TC gearbox. A fine 1950 Frazer Nash Mille Miglia catches the eye, as does a 1934 BMW 315/1. Those who remember the many AC Invacars smoking along our roads will be interested to find one here, alongside a 1971 Enfield Electric car.

Perhaps the most entrancing car is not the most beautiful, but it has exotic specifications, being a transverse-mid-engined convertible. Mind you, it runs on 8in wheels and boasts a top speed of 60mph. It is the Hazelcar, designed by Eric and Roy Hazeldine, who operated garages near Brighton, Sussex. The engine in this car is from a Ford Eight and the original owner clocked some 28,000 miles in his first two years of ownership, including regular trips from Brighton to London. It was difficult to obtain raw materials in those post-war days, with the Korean War using up even more. The supply of Ford engines dried up and the brothers abandoned the enterprise in 1952, after flirting with electric power for the cars. A family member estimated that possibly 25 cars were made, only four of those being petrol-engined. Fascinating!


Nearby there's the 1966 Geneva motor show cutaway Austin 1100, the Micro commuter prototype and plenty more at this likeable collection. Not forgetting all the birds...

*Bentley Wildfowl and Motor Museum is near Halland, East Sussex BN8 5AF, UK, and is well signposted. It is in a beautiful location, often used as a location for car clubs, and has a large car park. Opening hours are 10-5 every day in summer and 10-4 from 1 November to 20 March; admission: £8 adults, £6 children. See [www.bentley.org.uk](http://www.bentley.org.uk).*



**Clockwise from top left**  
1902 Hanzer; VW Type 2; Jaguar Mk2, Standard Pennant, Rover P4; Standard, Minerva, Clyno; Micro prototype; ex-Geneva cut-away Austin 1100 Countryman.





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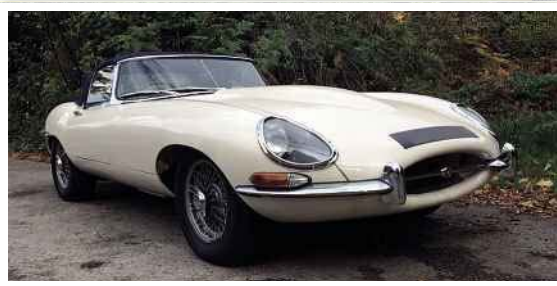
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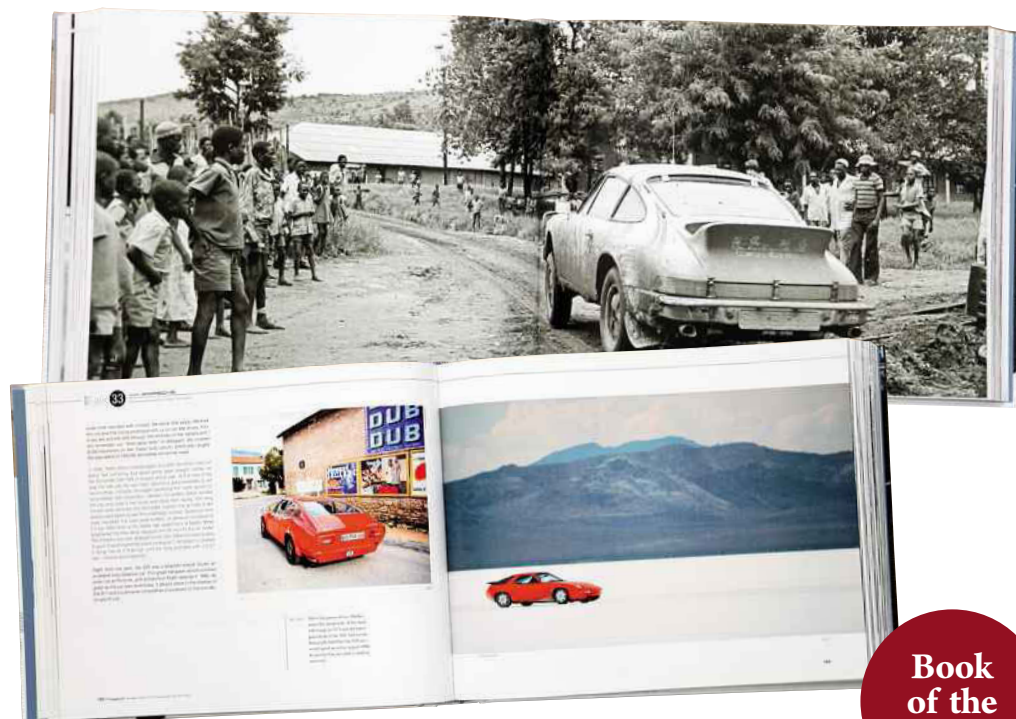
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# Books

REVIEWED BY OCTANE STAFF AND CONTRIBUTORS



## Peter Falk: 33 Years of Porsche

PETER FALK with WILFRIED MÜLLER, McKlein, €69.90, ISBN 978 3 927458 87 1

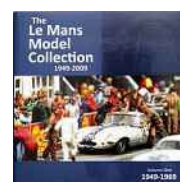
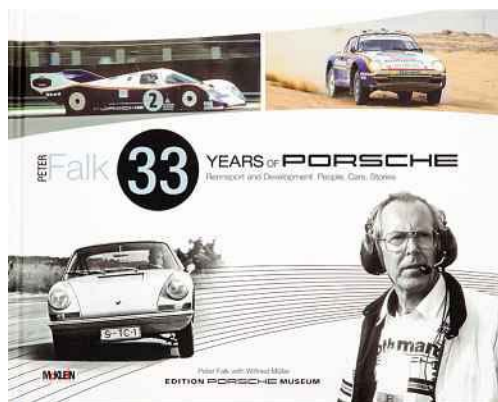
A straightforward title, and an equally unassuming subtitle: *Rennsport und Development. People, Cars, Stories*. Fair enough. I mean, who is Peter Falk? His reputation is overshadowed by those of such lauded Porsche engineers as Helmuth '959' Bott and Ferdinand '917' Piëch. As Falk himself says: 'Piëch had plenty of experience in using his elbows and had no compunction in going for anyone who stood in the way of his ideas.' Which perhaps explains why we've all heard of Piëch and less so of Falk.

Yet this lesser-known Porsche man enjoyed a stellar career leading from the back. He wasn't one for the limelight, as this rather fabulous book reveals. The 'people, cars, stories' are all, and they begin from the off. Even in his own foreword, Falk efficiently gives up a little of his background. 'Logically, motorsport came with the profession that led to me contesting a lot of races and rallies. Sometime later I relinquished this hobby and made sure I left it to the real professionals, people like Jacky Ickx, Hans Stuck and Jochen Mass, to name just a few. They knew how to do it far better than I ever could.'

But what Peter Falk *could* do was instrumental to every Porsche he worked on. He'd re-engineered his Schuco model car as a youngster, in order to increase its wheel travel, and as a school pupil fitted suspension to his bicycle. In 1959 he turned down a job in component development at Bosch and accepted an offer from Porsche. One of his first tasks was to eliminate traces of Beetle from the 911, and he had a major hand in the milestones that followed: 2.7 RS, 930 Turbo and the four-wheel-drive 964. Such was the span of his 33-year career.

Flick through the 400-plus large-format landscape pages (packed with candid photographs, and printed on quality matt stock) and you can land anywhere and find yourself instantly absorbed. Many will be drawn to the penultimate chapter, all about Falk's development of the 959 for the Paris-Dakar, which it won outright in 1986. But what's astonishing is how Falk got there via taking Porsche from an endurance class winner to outright (multiple) Le Mans dominator while remaining a modest man despite his achievements. As 906 and 962C designer Eugen Kolb said of him: 'Falk was a colleague who didn't say much... But if he did say something, this had weight. Even when we celebrated he remained quiet.'

An unsung hero, then. Until now. Enjoy the epic achievements of Peter Falk in this beautiful book. But quietly, please. **GW**



## The Le Mans Model Collection 1949-2009

HOLMAN & LEMOIGNE, Porter Press International, £200, ISBN 978 1 907085 57 4 / 58 1 / 59 8

Pity the poor photographer who had to shoot the pictures for this book: three identical views each of over 3000 models, all to 1:43 scale, of every car that raced at Le Mans during 1949-2009. The (now, sadly, late) Ron Pegg and his lifetime collection were profiled in *Octane 72*; enthusiast Claude Nahum bought the bulk of it and has sponsored this three-volume slipcased set. With accompanying stats, it's a great (and different) Le Mans reference work too. **MD**



## How to Restore Classic Car Interiors

VARIOUS, £25, Veloce ISBN 978 1 845849 83 2

Unusually, this practical softback is a UK version of a German original – and it lives up to the stereotype of Teutonic thoroughness. We mean that as a compliment, because it's an absolutely fascinating, in-depth guide to the latest techniques for restoring every aspect of a classic car interior – including 3D printing of missing parts, and installing digital radios. Tricky subjects such as the invisible repair of cracked vinyl dashpads are also tackled and it's heartening to see what can be done. Inspiring stuff. **MD**

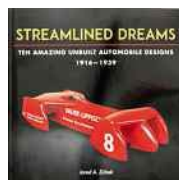




## Vauxhall, Model by Model from 1903

ERIC DYMOCK, £24.99 from  
www.vauxhallmerchandise.co.uk,  
ISBN 978 0 9574585 4 3

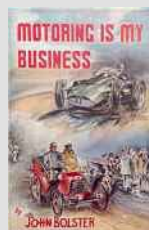
Here we have the third edition of the model-by-model guide to Vauxhall, 1903 to 2016. As a Vauxhall-backed project, it's packed with great old publicity shots, and it's almost painfully comprehensive. Nothing has been missed! Where it might have become bogged down in the mundanity of endless variants of family saloon, it's often rescued by an amusingly dated press picture, a long-forgotten concept car, or one of Vauxhall's many pre-war greats. Oh, and it's extremely well-produced too. **DL**



## Streamlined Dreams

JARED A ZICHEK, *Retromechanix*,  
£17.99, ISBN 978 0 9968754 2 4

This book is built on a simple but brilliant premise: picking through the patent papers of early (1916-39) streamlined cars, and choosing ten to bring to life using modern CGI computer modelling techniques. The results are fascinating and clearly explained, right down to the assumptions that had to be made on size and detail styling, and the problems and compromises that the computer modelling revealed. We're left wanting more; if there had been, this could have been a Book of the Month. At £17.99, it's still a great purchase. **DL**



## Motoring is my Business

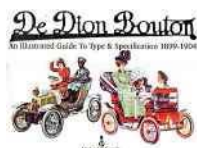
JOHN BOLSTER, *Autosport*,  
1958, value today £30

'We are living now in a tough and materialistic age, where often the things that really matter are submerged beneath the crudities of our helter-skelter existence.' Plus ça change... Despite his claim to the contrary, Bolster's 1958 autobiography is (now) a nostalgic recollection of a gentler, vanished world.

John Bolster is probably best remembered today for his *Bloody Mary* hillclimb special (featured in *Octane* 76) but he was a popular journalist in later life, after a bad crash at Silverstone ended his competition career. He certainly tells a good story,

especially when recalling the discovery of derelict vintage cars – and, often as not, driving them home after some ingenious bodging.

Books of this era typically had colourful dust jackets and Bolster's is no exception. They're also still easy to find, and for 30 quid you should be able to pick one up in prime condition. **Mark Dixon**



## De Dion Bouton

MICHAEL EDWARDS  
Surrenden Press, £25 inc UK p&p  
from mre01@live.co.uk

De Dion-Bouton is by far the most popular veteran marque, yet little has been written on the subject in English since the early 1900s. This book fills an important knowledge gap for early four-wheeled De Dion petrol cars – produced in confusing variety at the bewildering rate of ten a week. By drawing on a variety of period sources in English and French, Edwards has produced a detailed, profusely illustrated and eminently readable guide. It's a fascinating book that no veteran-car enthusiast should be without. **DB-W**

## Italian Coachbuilders: the Masters of Style

ELVIO DEGANELLO, *Giorgio Nada Editore*, £75, ISBN 978 88 7911 657 2



How many *carrozzerie* do you think there have been since Italy embraced the motor car? Sixty-one, according to this 408-page catalogue of all of them, set out in alphabetic chapters from Allemano (check out its delicious ATS 2500) to, obviously, Zagato.

It's written in Italian by Elvio Deganello, an Italian car journalist 'who has always devoted particular attention to the less well-known aspects of motoring'. Every page has a parallel English translation, and the photographs are mostly publicity shots, many of which are great period cameos in themselves. Or they might be photographs taken at motor shows or classic car gatherings, in workshops, on racetracks... indeed wherever something as obscure as a 1954 Colli-bodied Panther 400D, with a 450cc, two-cylinder diesel engine, might be found.

Every chapter opens with some historical context which, for obscure design reasons, is laid out as big blocks of text without paragraphs, to the detriment of readability. Never mind; you can lose yourself for hours in the pictures and captions that follow, even though there isn't the room to show everything that every design house created. Deganello has chosen to

overlook much of the obvious – there are no Michelotti Triumphs, no Pininfarina Peugeots – but the joy of this book is the sheer number of creations we've never seen before.

Some of the early Ital Design concepts from the late 1960s are staggeringly crisp and stark, as far away from the staid designs of Stabilimenti Farina, from which Pininfarina rose phoenix-like, as they could be. Or, for a different extreme, lose yourself in the Ghia chapter. Never has a Ferrari been so American as Ghia's 1956 410 SuperAmerica, all fins and chrome and jet-age madness. Then there are left-wing activists Sibona & Basano, who favoured a job well done over being paid. They, like much of Italy's *carrozzerie*, are long gone. But their 1963 Simca 1000 Cerbiatto Spider was lovely. **JS**







## 1:18 MERCEDES-BENZ RACE CAR TRANSPORTER

Not the blue, streamlined 1950s one with the SL engine, but a 1930s LO 2750 truck which carried the Silver Arrows racing cars in their pre-war heyday. The real one did, anyway; this 1:18-scale model by German modelmaker CMC contains 2365 parts and is a fabulous study in intricacy. The W125 racing car is not included...  
**CDN\$950. collectorstudio.com**

## HOW TO BUILD A CYCLECAR

In motoring's earliest years, the more marginal motorist aspired to a contraption part-motorcycle, part-car. This 1913 Temple Press book, now reprinted, explains how to make your own, a popular pastime until Herbert Austin invented the Seven and spoilt the party. Time to build another?  
**£13.50. gunnandco.co.uk**



## CHRISTOPHER WARD C1 MORGAN CLASSIC CHRONOMETER

Available exclusively to Morgan owners (past and present), this is one of three new watches created by Christopher Ward's Adrian Buchanan and Morgan design head Jonathan Wells. Inside the elegant case is Christopher Ward's own Calibre SH21 movement.  
**£2250. christopherward.com**



## SCALEXTRIC TIC TAC BMW M3

Today's Scalextric models are pieces of kinetic art in their own right, as this new M3 Sport Evolution shows. German racing driver Franz Engstler raced the real one in the 1992 DTM championship for the Valier team, sponsored by Tic Tac. Whether it remained in mint condition we can't say, but he finished 16th in the series.  
**£39.99. scalextric.com**



## GENEVIEVE ONE-SHEET POSTER

No reproduction, this, but an original one-sheet, 27in wide and 40in tall, promoting the beloved 1953 comedy about the eponymous 1904 Darracq and its battle with a Spyker on the London-to-Brighton Run. Offered in lightly restored condition, it has been linen-backed.  
**£1850. [drivepast.com](http://drivepast.com)**



## LA CIGONE BY FRANÇOIS BAZIN

During WW1, sculptor François Bazin flew fighters powered by engines from Hispano-Suiza, and when the fighting ended he designed a peerlessly beautiful mascot for the marque – inspired by the stork (*cigone*) that had adorned the planes of his squadron. Bazin's granddaughter, Julie, has produced a small run of stork sculptures in bronze with a brushed aluminium base that nods to aircraft and car construction.

**£POA. [fbazin.com](http://fbazin.com)**

## WAX HOLDALL BY BARBOUR

Here is the perfect touring accessory for a vintage-car adventure: a waxed-cotton Barbour bag with a detachable webbing shoulder strap, a tartan lining with two zipped pockets, 'antique' brass fittings and the look of having lived a little. At 60cm long it's big enough for a weekend away.  
**£149. [barbour.com](http://barbour.com)**



## 'TEST ULTIME' SHIRT BY T-LAB

By modern standards Monaco is an entirely unsuitable venue for a Formula 1 race, but the calendar wouldn't be the same without its old-school, no-margin-for-error challenge, and the street circuit is honoured by this new t-lab shirt.  
**£25. [t-lab.eu](http://t-lab.eu)**



## 1. 1:18 scale 1965 Le Mans Iso Bizzarrini

By Spark Price £134.95 Material Resin cast

If you think you've seen the full-size car in *Octane* before, you're right: Robert Coucher track-tested it at Goodwood in issue 138, before it was shipped to new owner, uber-enthusiast and all-round good guy Bruce Meyer in California. The model, like the restored car, depicts its moment of glory when it came first in class and ninth overall at Le Mans in 1965.

We hear that Bruce has also purchased several of the models and we're sure he won't be disappointed:

it's a beautiful piece, and very reasonably priced by virtue of it being a 'kerbside' miniature (no opening panels). Even so, you still get a fully detailed cockpit as well as all the myriad excrescences on the outer body.

Spark has depicted the rear window as having a green surround but, from studying period colour photos, we're sure this is incorrect and it actually had nothing more exciting than a grey-ish rubber seal, minus trim strip, at Le Mans. Anoraks, us?



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

### 1:18 scale

#### 2. 1973 Peugeot 304 cabriolet

By Cult Price £128.95

Material Resin cast

You can't see it but, take it from us, this large-scale Pug has a superb dashboard. In fact, it's excellent in almost every way.

### 1:43 scale

#### 3. 2016 Ferrari GTC4 Lusso By BBR

Price £143.30 Material Resin handbuilt

A facelifted FF by any other name, the Lusso is also modelled by BBR in red or white. Not cheap, but a quality replica.

#### 4. 1953 Cisitalia 202 Bonneville

By Dwindle Price £215.75

Material Resin handbuilt

The real thing was actually a hot rod replica with a glassfibre body and a Mercury V8! The model is just as fun.

#### 5. 1967 Ford Mach II concept

By Autocult Price £92.95

Material Resin cast

Ford never put the mid-engined Mach II into production – and this lovely model shows what a shame that was.

#### 6. 1932 Maybach DS8 Streamliner

By Spohn Price £87.95

Material Resin cast

Looking very Voisin-like, this is a superb model of the huge Maybach *stromlinien*, right down to its Continental tyres.

#### 7. 1931 Cadillac V16 Pinin Farina

By Carbone Price £296.30

Material Resin handbuilt

As exclusive as the actual car, which was built for a maharajah to go tiger hunting, this handbuilt is of the highest standards.

#### 8. 1980 Triumph TR7 V8 Turbo

By RPM Price £179.95

Material Resin & metal handbuilt

Built in Britain (hurray!), this model is a well-finished handbuilt of the ugly but appealing Janspeed/ADA Le Mans entry.

#### 9. 1967 Volvo Amazon

By Oxford Diecast Price £23.95

Material Diecast

Oxford does it yet again with a quality yet bargain-priced diecast that puts high-priced resin offerings to shame.

### Classic Models

## Ferrari Testarossa 'Italia 90' by Bburago



Some remember the 1990 World Cup for Paul Gascoigne's tears in the semi-final, or for Pavarotti's rendition of *Nessun Dorma*. Those who were children then may recall the excitement of filling their Panini sticker albums and playing with model cars decorated with the Italia '90 logo.

Back then, Italy was fortunate to have a major toy manufacturer able to produce merchandise of this type: a company called Bburago. The name is derived from Burago di Molgora, near Milan, with the second 'B' standing for the name of the man who founded the business, Mario Besana. Bburago made its mark with large diecast

models in 1:24 and 1:18 scale, which allowed for the fitting of plenty of opening parts, detailed interiors and operating steering. Cheaper toy lines in 1:43 scale were also offered.

Bburago issued numerous Italian cars to mark the World Cup, finished in the host nation's colours of white, red and green with the Italia '90 logo. In the budget 1:43 range there were a Fiat Uno, Fiat Tipo and Ferrari Testarossa, all fitted with not very realistic plastic wheels. In the bigger 1:24 size there were a Fiat Uno and a Ferrari 308 GTB, while the flagship was a 25cm-long 1:18 Testarossa. Bburago also offered a miniature

chrome-plated Ferrari F40 attached to a keyring in a special box.

Bburago models are still with us but, like most of their competitors, they're now produced in China. As the popularity of larger-scale diecasts grew in the 1990s, an increasing number of companies moved into this field. One of the most successful was Maisto, whose origins lay in Hong Kong as MC Toy. By 2005, Bburago was owned by Maisto.

Many football fans who bought the Italia '90 models seem to have hung onto them, so that even a quarter of a century later they can still be picked up for modest prices.



## 1964 Porsche 904 GTS



The hugely successful Porsche 904 was launched in 1964 and this is one of the best. 079 was delivered new to Swiss team, Scuderia Filipinetti and enjoyed an illustrious career with appearances at the Le Mans 24 Hours (4th in Class), Nurburgring 1000 km (2nd in Class), Reims 12 Hours (5th in Class) and numerous hill climbs and speed events. It changed hands in 1968, was fitted with the new 6 cylinder engine and raced and rallied afresh. It then spent a number of years in the Porsche Museum with occasional outings in the hands of Walter Rohrl and typically placed 2nd in the 1986 Targa Florio. This important competition car is offered for sale with both engines, numerous spares, European taxes paid, FIA papers and UK Registration.

### Also available

1967 Aston Martin DB6 Volante  
1962 Jaguar Series 1 Roadster

1954 Kurtis 500S  
1957 Bentley S1 Continental



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**Mobile**  
**07836 222111**

Email: [sales@runnymedemotorcompany.com](mailto:sales@runnymedemotorcompany.com)



This highly developed **Aston Martin V8** race car has been campaigned for the past five years with numerous wins and podium places to its credit. Built by a team who have become recognised as experts in maximising the power that can be extracted from these engines, the car combines ultimate power with phenomenal handling and is a proven winner in the right hands. It has competed within the Aston Martin Owners Club Intermarque series where in previous seasons it has been a runaway winner. If you wish to go motor racing with a really competitive and proven race car, look no further. The specification includes 6.0 litre V8 engine has "Life" fuel injection and is a fully balanced unit with fluid damper, a button flywheel with 5 1/2" 4 plate clutch, and rear mounted starter motor. Driving through a sequential Jericho gearbox and stopping via 6 pot AP callipers on ventilated 12" disc brakes. Our asking price is a very competitive **£125,000**



**1971 Aston Martin DBS V8** (Fuel Injection) finished in Fiesta red with contrasting Oatmeal hide interior with matching carpets; it also has the very tasteful addition of a walnut dashboard and walnut cappings around the interior door handles, similar to the later Oscar India. In the past 5 yrs this car has been the subject of a back to metal repaint in the original Fiesta red and the finish is superb. On the road, the car handles beautifully and the fuel injection engine is very responsive and smooth to drive. It retains its original but refurbished GKN alloy wheels and sits on high speed rated tyres. It was announced in 1969 it was the fastest motor car that Aston Martin had ever produced and could more than live with all of its contemporaries in terms of both speed, acceleration and driver comfort. This car was supplied by us to the last 2 owners both of whom have carried out considerable improvements, the result is now a rare and collectable investment motor car. Realistically priced at **£150,000**



**2004 (54) Aston Martin Vanquish**, finished in Antrim Blue with Pacific Blue and Magnolia Connolly hide interior with blue Wilton Carpet throughout. This is a superb 3 owner example of a very collectable model that has been kept in excellent condition from new. It has covered just 25,000 miles and has a comprehensive service history. This car has been built to 2+2 specification and is fitted with most available options and also includes special order Kahn 20" Alloys. Realistically priced at **£79,950**



**2003 (53) Aston Martin DB7 Vantage Volante** finished in Azure blue with contrasting Pacific blue and parchment hide interior. This is a really superb 3 owner example sold by ourselves in 2015 and has covered less than 25,000 miles from new. The specification includes touchtronic transmission, electric mohair hood, electric heated seats, fully adjustable steering column, 19" alloys with 4 new Yokohama speed rated tyres, walnut door and dash cappings and high quality Hifi system with CD facility. In January 2017 the car has had a full service which included 12 new coils and plugs and a fresh Mot certificate. It will be supplied with a comprehensive 12 month warranty. Having covered an average of less than 1,800 miles per annum this is a very special find and is a car that will undoubtedly hold its value if kept in its current condition. Realistically priced at **£43,950**



**1960 Aston Martin DB4** lightweight race car and the 2003 Championship winning car in the hands of Andy Jenkinson. In 2004 it passed from Andy to Peter Wheeler the owner of TVR who carried out an improvement programme to the car spending many thousands in the process. Then purchased by Sean Brown in 2008 who has raced it regularly with his 2 sons for 5 years with great success. The car has won a considerable number of races and is undoubtedly one of the quickest and most developed of the DB4 lightweights and is eligible for the Intermarque championship as well as numerous events both in the UK and Europe. It is completely race prepared and Race Ready and the specification includes a bespoke roll cage, engine bored to 4.5 litres, Hewland gears, Fire Eater system, fully rose jointed suspension, 4 pot callipers, bespoke exhaust system running through the car at under 100 decibels, 12 wheels including a set of Wets. £285,000 Another similar DB4 race car at **£265,000**



**1987 Aston Martin V8 FI**. Finished in Chichester Blue with contrasting Parchment hide interior piped blue. One of only 6 manual series V injection cars ever produced. Easier to drive than a Vantage of this era and only half of the outlay. One family owner from new, 46,000 miles, Aston Martin service history. Bound to continue to appreciate. Sensibly priced for such a rare car in this condition. Perfect Paintwork, superb interior, mechanically excellent and will be serviced prior to sale **£225,000**



**1991 Aston Martin Virage Coupe** in the same careful ownership for the past 12 years, during which time it has only been for special occasions. Finished in Aston Green with tan hide interior with Walnut dash and door cappings. The specification includes automatic transmission, air conditioning, 16" alloy wheels with speed rated tyres, superior quality Hifi system with 6 stack CD player, electric heated seats and electric mirrors. This low mileage example comes with a comprehensive service history and an original book pack and the condition is a compliment to its previous owners. Very realistically priced for one in this condition at **£49,950**



**A choice of 2 DB7 Vantage Coupes**, one with Manual and the other with Touchtronic transmission. Finished in Antrim Blue with Pacific Blue and Parchment hide for the touchtronic car and Grigio Titanio with black hide for the manual car. Both motor cars are low mileage and in excellent condition with unmarked paintwork and a very well kept interiors and both cars have excellent service records. Very realistically priced at **£34,950**

**All can be found by visiting our website at [www.runnymedemotorcompany.com](http://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.**



# MARKET NEWS

BUYING + SELLING + ANALYSIS



REMI DARGEGEN

## Paris: at the crossroads

*February proves that the big news is in neo-classic collectables*

**THE MARKET FOR** classic cars has evolved so rapidly that, if you weren't paying attention, you have been left behind. The concept of the collector car now appears to encompass cars built as recently as last week.

This is not just the 'instant collectables' produced by some manufacturers as limited-edition series. Many of these are the seriously rapid and often seriously good-looking production vehicles that at least some segment of the market seems to feel are destined for continuing greatness. Without editorialising too much, and recognising that we now live in a time when some truly great cars are available as new, it makes sense. The term 'collector car' is flexible enough that most definitions have at least some validity. And the phenomenon holds true in Europe as much as it does in North America and elsewhere. Change is the only constant.

Why talk about such flexibility? Well, February draws a distinction between the upturn in values for modern classics and relative stagnation further upmarket. How so? The big news came from the auctions that surround Rétromobile, in Paris. The number of cars on offer was down around 10% from 2016 and the price of the average transaction decreased as well. And this is far from shocking; it is an indication of where things might be headed. French auction house Artcurial turned in

results of €35,600,000 and its sales were down over the previous year's – although its 2016 sale was memorable for the Ferrari 335S Spider Scaglietti that made €32,000,000 on its own. Artcurial reports that more than 3000 people were present in the saleroom while over 15,000 watched the sale live on the internet.

Non-French clients representing 18 nationalities bought 66% of the cars; seven went for more than a million euros, representing 45% of the total sales volume. A 1935 Bugatti Atalante sold for twice its estimate at €2,331,200, though most collectors focused on the top seller, the 1965 Dino 206 Berlinetta Spéciale prototype. It made €4,400,000.

Yet something was missing at Artcurial, and at RM Sotheby's and Bonhams, too. It's the €10-million-plus cars. As demonstrated by Artcurial's year-on-year results, big changes can happen in 12 months.

When it comes to buying a car, there is no venue in the world more beautiful than the Grand Palais in Paris. Bonhams has held its French February sale there for a number of years and, if you have never been, it's worth the effort to visit. Of 144 lots offered, including motorcycles, it sold 102 for a 71% sale rate. Only two cars sold above the million-euro mark: a 1955 Mercedes-Benz 300SL Gullwing brought €1,016,666, while the

## TOP 10 PRICES FEBRUARY 2017

**£3,740,000 (€4,390,400)**

**1965 Dino Berlinetta  
Spéciale by Pininfarina**  
Artcurial, Paris, France  
10-11 February

**£3,347,500 (€3,920,000)**

**1934 Alfa Romeo Tipo B P3**  
RM Sotheby's, Paris, France  
8 February

**£2,251,500 (€2,690,400)**

**1948 Ferrari 166 Spyder  
Corsa by Scaglietti**  
Artcurial, Paris, France  
10-11 February

**£1,992,000 (€2,338,400)**

**1972 Lamborghini Miura SV**  
Artcurial, Paris, France  
10-11 February

**£1,986,000 (€2,331,200)**

**1935 Bugatti Type 57  
Atalante Découvrable**  
Artcurial, Paris, France  
10-11 February

**£1,841,000 (€2,156,000)**

**1973 Ferrari 365 GTB/4  
Daytona Spider**  
RM Sotheby's, Paris, France  
8 February

**£1,713,500 (€2,012,500)**

**1935 Aston Martin Ulster**  
Bonhams, Paris, France  
9 February

**£1,674,000 (€1,960,000)**

**1988 Porsche 959 Sport**  
RM Sotheby's, Paris, France  
8 February

**£1,650,000 (€1,932,000)**

**1965 Ferrari 275 GTB**  
RM Sotheby's, Paris, France  
8 February

**£1,372,000 (€1,610,480)**

**1936 Talbot Lago T150C**  
Artcurial, Paris, France  
10-11 February



top seller, an ex-Le Mans 24 Hours 1935 Aston Martin Ulster, sold for €2,012,500. The grand total for the sale was \$15,116,900.

That figure represents growth of €2,000,000 over 2016. This was a French event where German cars sold well. Of 12 Mercedes-Benzes on offer, only one failed to sell; equally, of 16 Porsches that crossed the block, only one did not find a new home. Two Benz cars, pre-Mercedes models from 1900 and 1893, sold as well. As for hometown favourites, only one of three Facel Vegas in the sale found new homes, and that was a 1962 Facelia Cabriolet that sold for an astonishing €86,250. A personal favourite was the 1964 Citroën DS19 Cabriolet that brought €207,000.

This year's RM Sotheby's Paris event at the Place Vauban bested last year's total by a cool €5,000,000, its sale rate approaching 78%, with 60 sold of 77 on offer for a total of €27,576,000. Top seller was a 1934 Alfa Romeo Tipo B P3 that brought €3,920,000. The ex-Scuderia Ferrari Alfa was driven by Tazio Nuvolari, Achille Varzi and Pierre Louis Dreyfus, and is one of the most important Alfa Romeos of the pre-war era.

Again, did you notice? The highest sale was still under €4,000,000. At Paris, it seems the sweet spot was between €500,000 and €2m; hardly small change, but are the owners of extreme-high-dollar cars reluctant to bring them to auction in the era of Brexit and America First? Or do those owners think their cars' values are growing so fast that they fear selling too soon? These are questions only the rest of the sales in 2017 will be able to answer.

Silverstone Auctions' Race Retro sale at Stoneleigh Park turned in the best results ever for this show, with total sales of £5,700,000 and a sale rate of 76%. Top seller was a 1974 Ferrari Dino 246GT selling for £438,875, around £140,000 over its low estimate. But look at its other top sales. How much for a 1998 Ferrari F355 Berlinetta? This one brought £136,125. And a 2010 Ford Focus RS? Here's one that sold for £41,063, as well as a 1995 Ford Escort RS Cosworth that switched garages at £39,375.

Leake Auction Company made \$11,440,000 at Oklahoma City, with a healthy 79% sale rate and 575 vehicles on offer. Leake Oklahoma City is a festival of affordable collector cars and trucks, and recently it has

## 'ARE THE OWNERS OF HIGH-DOLLAR CARS RELUCTANT TO BRING THEM TO AUCTION IN THE ERA OF BREXIT AND AMERICA FIRST?'

featured a number of late-model collector cars. A lot of them were Mustangs of the Shelby variety but there was also a smattering of Jaguars, Maseratis and Bentleys for good measure. Affordable classic and newly minted classic cars are the segments that are making the noise in 2017, and this is an auction house fully prepared to take advantage of the renewed vitality in this corner of the auction world.

Now for a new kid on the auction block. Held at the Boca Raton Concours d'Elegance on the grounds of the Boca Raton Hotel and Spa, The Finest Auction Company made its first appearance in Florida. Finest holds professional sales at great venues and has an enthusiastic staff willing to help move the merchandise. The mood inside the auction room was upbeat and, despite achieving only a 52% sale rate, Finest can be given good marks for its first time out.

Top seller was a 2011 Porsche 911 Speedster that came in at \$246,750. One surprising sale was a 2009 Bentley Brooklands Coupé. With very low miles and in a very attractive black livery, it sold for well over the expected amount at \$148,500. Another sale of note was a 1962 Volkswagen Transporter Double-cab pickup that sold over estimate at \$46,750 because, well, cute sells, and this trucklet had it in spades.

Next up are the five auctions surrounding the events at one of North America's top concours events: Florida's Amelia Island. Amelia not only signals for many in the north-east United States the beginning of the end of winter, it is also a top-tier automotive event – whether you are into Fiat, Ferrari, Frazer Nash or Ford. More next month. Meanwhile, happy bidding.

**DAVE KINNEY** is an auction analyst, an expert on the US classic car auction scene, and publishes the USA's classic market bible, the *Hagerty Price Guide*.

## KINNEY'S TOP THREE CARS



**Mecum Auctions**  
Pomona, California, USA  
17-18 February

In the same ownership for 31 years, this 1960 Cadillac Series 62 Convertible is said to have less than 54,000 original miles. It sold for \$48,400.



**The Finest**  
Boca Raton, Florida, USA  
11 February

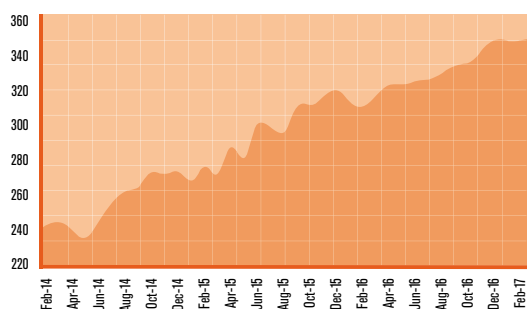
The \$9900 paid for this 1964 Citroën 2CV seems reasonable for its condition: ready to deliver that basket of eggs across a (preferably) unploughed field.



**Artcurial, Paris, France**  
10 February

An armoured 1979 Mercedes-Benz 600 Pullman from the 'presidential fleet of an African head of state'. At \$114,028, ready for your next takeover – corporate or political.

## HAGI TOP INDEX



MONTH/YEAR  
Vertical axis is based on a benchmark of 100 set at 31 December 2008.  
The HAGI Top index charts the prices of 50 key collectable cars.

With a marginal gain of 0.52% in February, the HAGI Top has inched to a new high of 346.61. But make no mistake, the buyer is king.

Although you won't have heard it from the market cheerleaders, this has been the case for some time, and is evidenced not least by the continuing subdued trading volumes that have been a feature of the market for more than a year. Moreover, the HAGI Top, in line with all other HAGI marque measures, is now underperforming when compared with average long-term historic annual growth. This was not so at the end of 2015, when several HAGI benchmarks, the Top included, were outperforming historic annual averages.

Back then the HAGI Top posted an annual gain of 16.57%. Today, two months into 2017 year-on-year growth stands at 12.3%, which is more than 1% shy of the long-term average.

This has not happened overnight, as shown by the three-year growth of 43.17%: that's less than calendar growth in 2013.

Moreover, in the last two calendar years it's the Top Ex, which excludes Ferrari and Porsche components, that has outperformed each of the other segments. Additionally, mixed pricing, both across marques and within them, is a feature of today's market. While the rare and exceptional are holding ground, there's pressure on the more readily available and anything compromised in quality.

Today's confident, unpressured buyers are willing to turn away if the price isn't right for them. Moreover, the mixed pricing throughout the HAGI universe suggests these are people exercising taste through choice and broadening their scope of interest. For further analysis, see [historicautogroup.com](http://historicautogroup.com).

**Dave Selby**





*Desmond  
J. Smail*



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## 1980 ASTON MARTIN V8 VOLANTE AUTO • £199,000

Finished in Warwick Blue, Magnolia Hide with dark blue piping, dark blue carpets and black mohair hood. This car benefits from an RS Williams engine re-build to 580X Vantage spec, a fresh re-trim and comes in superb condition



**1964 DB5**, Rothesay Red with Black Hide, fully restored by DJ Smail Ltd and in superb condition • **£POA**



**2003 DB7 Zagato**, Skye Silver with Blue Hide, immaculate condition with 1 owner and just 2,000 miles • **£295,000**



**2008 Vantage N24 Race Car**, No 4 of only 14 cars built by Aston Martin SVO, successfully raced and full re-build • **£85,000**



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View our full selection of cars at  
[www.djsmail.co.uk](http://www.djsmail.co.uk)







## A colossal achievement

*Auctions America, Fort Lauderdale, USA 31 March – 2 April*

**THE NEW BREED** of 'super-luxury' SUVs such as Bentley's Bentayga, the forthcoming Cullinan from Rolls-Royce, and Lamborghini's impending Urus are high on the automotive agenda at the moment.

But none of the new arrivals seems quite so interesting as the latter marque's LM002, as manufactured in 1985. At a time when the choice of four-wheel-drive vehicles more-or-less boiled down to Land Rovers, Jeeps, Toyota Land Cruisers and the Mercedes-Benz G-Wagen, the wild and wacky LM002 was radical to say the very least. Born from the thinking behind a one-off military prototype called the Cheetah, it combined the 444bhp V12 engine of the Lamborghini Countach with Humvee looks and a premium interior.

Pirelli was commissioned to create the special tyres required to cope with the LM002's weight and speed (despite its 2600kg, it could sprint from 0-60mph in 7.7 seconds), while a 63-gallon fuel tank took into account the 8mpg thirst of the six Weber carburettors. A new LM002 cost \$120,000 back in the day, but demand was weak and a mere 301 were made – although they are now officially 'classic' and values have climbed back steeply.

Regardless of whether or not you have the cash, finding an LM002 is not that easy, as they rarely appear for sale. Which suggests that this immaculate, 10,000-mile example on offer at Auctions America should easily reach its \$250,000-300,000 estimate.

One of a mere 48 originally exported to

the US, it features the chrome bumpers, leather and wood-trimmed interior and OZ/MSW wheels that were specific to the American market, and will be supplied to the next owner with a complete set of original driver's manuals along with a factory tool kit and jack. This particular car also comes with a custom-made cover for its pick-up bed.

Whether or not the imminent arrival of the Lamborghini Urus will renew interest in the manufacturer's original odd-ball off-roader and send prices soaring remains to be seen – but if you've always dreamed of owning a definitive example of the 'Rambo Lambo', it's probably worth bidding for this one. We can safely say another won't be along in a minute.

[auctionsamerica.com](http://auctionsamerica.com)

### ALSO LOOK OUT FOR...

Back in 1990, Sotheby's sold the Fender Stratocaster played by Jimi Hendrix at Woodstock in '69 for £198,000. Just three years later it was bought for a rumoured \$2,000,000 by Paul Allen.

The Microsoft co-founder promptly installed the guitar in Seattle's Experience Music Project Museum (which he also founded), and it has remained in the collection ever since. Were it to be offered for sale again,

it would, we can only assume, fetch a truly frightening amount of money, given the suggested value of the instrument pictured to the left – a rather blunter weapon in Hendrix's musical arsenal.

The wooden recorder (missing its bell but as bought by Hendrix) was used during the recording of *Axis: Bold As Love*, and specifically on *If 6 Was 9*, a druggy, heavy blues jam featured in the 1969 film *Easy Rider*.

It is unknown whether Hendrix, a lefty who famously used right-handed guitars turned upside-down, played the recorder in the same manner – but from the weird, meandering solo on *If 6 Was 9* we wouldn't rule it out.

After his death, the recorder was given to his friend Melinda Merryweather. Bonhams certainly won't be giving it away in New York on 27 March, though: the estimate is \$120,000-160,000. **Chris Bietzk**







#### CHILD'S PLAY

Mecum, Houston, USA  
6-8 April

One of four produced, this Crosley-engined fire truck is to be sold 'without reserve' as one of 50 cars being off-loaded from the large collection of Texas collector Tim LaQuay. Don't plan on setting up your own fire-fighting business, though – despite having a full complement of period-correct kit, it was actually built as an amusement-park ride for children. [mecum.com](http://mecum.com)



#### BRAVE ENOUGH?

Anglia Car Auctions, King's Lynn, UK. 8 April

Described as 'running lumpy and noisy in the torque tube area' (sounds embarrassing), this once well-used 1998 Ferrari 456 GTM covered more than 80,000 miles before being laid up a couple of years ago. It comes with plenty of service history and might be worth a punt at an estimated £15,000-20,000. Although that could just be the start of it... [angliacarauctions.co.uk](http://angliacarauctions.co.uk)



#### A WORK OF ART

Mossgreen, Sydney, Australia  
28 May

This beautifully presented 1936 Rolls-Royce 25-30 was originally owned by portrait artist Frank Owen Salisbury, who painted the *Blood, Sweat and Tears* likeness of Churchill. Clothed in aluminium 'sportsman's saloon' bodywork by HJ Mulliner, it's been in Australia since 1962 and has won numerous concours. It's on offer at AUS\$120,000-160,000. [mossgreen.com.au](http://mossgreen.com.au)



## Blimey old Riley!

*Brightwells, Bicester, UK 5 April*

If rarity is high on the agenda in your search for a collectable motor, this remarkable Riley should certainly fit the bill. That's because it's reckoned to be one of only three survivors from the marque's first foray into making four-wheeled cars in 1905. Indeed, there is some speculation that this could be Riley's very first proper car, following Percy Riley's shift from quadricycle and tricar production.

With a 1034cc, rear-mounted V-twin rated at 9hp, the veteran two-seater is thought to have been shipped to New Zealand when new. A 30-year restoration commenced during the 1970s, with the car remaining in NZ until 2009, when it was repatriated to the UK by the vendor in its current 'outstanding' condition.

Modestly estimated at £47,000-52,000, it's being sold with an impressive wad of paperwork that

documents the rebuild, together with press cuttings and drawings. Offered UK registered and in full running order, the Riley should be a shoo-in for most veteran rallies – although not for the Bonhams London to Brighton Veteran Car Run, which requires cars to have been built prior to 1905.

As historically important veterans go, it's a really fascinating car, not least because its V-twin features the mechanically operated valve system that Percy Riley pioneered in 1898, trumping the similar set-up later developed by Karl Benz.

Of the remaining two Riley 9hp V-twins that are known to survive, one belongs to a private owner in the UK and the other is on display at the British Motor Museum at Gaydon, Warwickshire.

[brightwells.com](http://brightwells.com)

## AUCTION CALENDAR

#### 24-25 March

Mecum, Kansas City, USA

#### 24-26 March

Dan Kruse Classics  
San Antonio, USA

#### 25 March

Stanislas Machoir  
Huixquilucan, Mexico

#### 29 March

H&H, Duxford, UK

#### 31 March – 2 April

Auctions America  
Fort Lauderdale, USA

#### 1-2 April

Classic Car Auctions  
Birmingham, UK

#### 5 April

Brightwells, Bicester, UK

#### 6-8 April

Mecum, Houston, USA

#### 6-8 April

Barrett-Jackson  
Palm Beach, USA

#### 8 April

Coys, Essen, Germany

#### 8 April

Anglia Car Auctions  
King's Lynn, UK

#### 12 April

Coys, London, UK

#### 12 April

Charterhouse  
Shepton Mallett, UK

#### 20 April

Brightwells, Leominster, UK

#### 21-22 April

Branson Auction  
Branson, USA

#### 21-22 April

Worldwide Auctioneers,  
Arlington, USA

#### 21-23 April

Leake Auction, Dallas, USA

#### 22 April

Mathewsons  
Thornton-le-Dale, UK

#### 22 April

Barons, Esher, UK

#### 23 April

Bonhams, Stafford, UK

#### 28 April

DVCA, Poole, UK

#### 29 April

Oldtimer Galerie  
Toffen, Switzerland

#### 30 April

Mossgreen  
Melbourne, Australia

#### 1 May

Osenat, Obenheim, France

#### 4-6 May

Vicari, Nocona, USA





# 1978 Volvo 262C Coupé Bertone

€16,500. Car Cave, Hasselt, Belgium

**WE ALL KNOW** Henry Ford offered his original Model T in 'any colour as long as it's black'. But most of us have forgotten that when Volvo launched its oddball 262C Coupé in 1978, the car was also available in any colour – as long as it was Mystic Silver Metallic.

Some say Henry Ford II was partly to blame for the Swedish marque's uncharacteristic foray into the world of luxury coupés. That's because, during a visit to Volvo HQ, he turned up with a fleet of Lincoln Continental MkIVs – which may have inspired the Swedish designers to think they could create something equally unattractive.

Whether or not they succeeded is debatable, because there's something about the 262C that makes it strangely covetable. With its chopped roof sitting 10cm lower than that of the saloon on which it was based, a more steeply raked windscreen, stunted doors and a crowning glory of matt black vinyl, it looks both mean and stately – a sort of poor, safety-conscious man's alternative to a Rolls-Royce Camargue. At the time, Volvo didn't have

the facility to manufacture such a limited-production car in house. Therefore, 262Cs were hand-built by Bertone in Turin, with the majority of the 6622 made being exported to the US.

This 1978, first-series example on offer at Car Cave in Belgium was originally sold in that country, and it remained there until 2006, when it made the short journey across the border to the Netherlands before being re-imported last year. The Low Countries are undoubtedly suited to the sort of sedate performance provided by the 1.3-tonne 262C's 127hp V6 which, in the case of this example, is further blunted by the option of a three-speed BorgWarner gearbox.

Car Cave is asking €16,500 for the model. Given the 262C's rarity, believed-genuine mileage of 65,000 (108,000km), sound, unrestored condition and the fact that it is on the button, this is probably quite reasonable. And, being a Volvo, it will probably serve you well – although there's not as much room as usual for the dogs. [carcave.be](http://carcave.be)



**1966 Pontiac GTO**  
**\$69,000**

In the mood for running some moonshine across the state line? You could pick a worse car to do it in than this. Restored to better-than-new condition, it offers the desirable 389ci Tri Power V8 and four-speed manual. [rkmotorscharlotte.com](http://rkmotorscharlotte.com) (USA)



**1966 Saab 96 850 Special**  
**€29,500**

Classic rallyists should jump at the chance to own this two-stroke 96 to rare 850 Special spec. An ex-California car, it has a full Monte Carlo interior, period-correct Bosch spotlamps and a nicely crackly sports exhaust. [imparts.nl](http://imparts.nl)



**1997 Aston Martin DB7 Vantage. £295,000**

This isn't any old DB7, but the Vantage prototype. Featuring a 480bhp four-cam and six-speed box, the 180mph missile still carries its 'AML' plate and has done fewer than 14,000 miles. [oselli.com](http://oselli.com) (UK)



**1949 Delahaye 135M**  
**£235,000**

A worthy alternative to an Aston DB2/4, this rare 135M with a coupé body by Parisian coachbuilder Guilloire has been comprehensively overhauled and presents in superb running order. It has the ahead-of-its-time Cotal pre-selector box for effortless cruising. [vandp.net](http://vandp.net) (UK)



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FERRARI F355 SPIDER (GIALLO MODENA) - 1996



JAGUAR E TYPE ROADSTER SERIES III - 1973

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JAMES UPMAN

# Peugeot 205 GTI

*A hot hatch like no other, and it's catching collectors' eyes*

**WHO'D HAVE** thought it? Last August, a minimal-miles, hyper-original example of Peugeot's definitive hot hatchback sold at auction for a whisker under £31,000, bringing an army of hopeful sellers behind it asking hitherto unimaginable prices for unmolested examples. Shortly before that a restored one made £25,000 at another auction. Suddenly the 205 was the hottest of hot properties, leapfrogging the former sector barometer, the Mk1 Golf GTI, into a whole new level of serious-money collectability.

It was probably the biggest proportional value-leap per unit of time ever seen with a classic car, and in the aftermath came briefly perhaps the broadest spread of asking prices one model has ever experienced. This is a mass-production hatchback, after all, and to some minds sufficiently modern for unexceptional examples still to languish in used-car doldrums, as a quick trawl of eBay would surely reveal.

Except it doesn't. The £500 ruins, bodged or abandoned track-car projects, and the terminally tired, seem to have vanished. The Peugeot 205 GTI has broken out of bangerdom for good, and even the saddest case is now a 'great base for an appreciating classic'.

There are various flavours of 205 GTI but lightness, zingy engine, whipcrack gearchange, razor-sharp steering (1.9 especially) and a super-precise throttle/cornering balance are

common to all. So are the pert styling, the neat graphics and the reputation for flying off the road backwards if you decelerate in a bend.

This last attribute has been blown out of all proportion over the years; a sensitive driver could always make a fractional steering correction as the cornering loads shifted, and doing so was a central conversation with the GTI's exuberant talkativeness. On decent modern tyres the frightening oversteer moments rarely happen, anyway.

The 1984 original was a 105bhp 1.6, raised to 115bhp shortly before the longer-stroke 1.9 arrived at the end of 1986. This had taller gearing, effortless torque, disc brakes all round and yet crisper dynamics thanks to lower-profile tyres and revised offsets for the bigger wheels with fewer, larger holes. The engines weigh practically the same yet there's no doubt that the 1.9 is an edgier drive, but it's also a bigger thrill, and prices reflect that.

Other variables? Later cars could be had with power steering, with a quicker rack but some masking of the intense grip/slip dialogue. In late 1987 came a facelift with a less rattle-prone, more plasticky dashboard and less painted metal in the cabin, but the purity of the original Paul Bracq-designed interior was lost.

None of this matters much. Any 205 GTI will light up your life; no hot hatchback has ever been more beguiling to drive. **John Simister**

## THE LOWDOWN

### PRICES

Freak auction results aside, top-quality, low-miles, full-history 205 GTIs wear mid-teens price tags at high-end dealers, their supply being limited. Hovering under £10,000 are cars in excellent condition with proper provenance and usually under 100,000 miles – at which mileage a well-maintained 205 GTI engine should be quite healthy. Half that sum buys a very decent GTI, probably in need of some fettling. Values reflect that 205 GTIs do not benefit from deviations from factory spec.

### LOOK OUT FOR...

Accident damage: check panel gaps for consistency, inner wings and boot floor for ripples. The bodyshell resists rust well, but even the youngest is 23 years old. Check the base of the centre pillars, the sills' rear edges and the quarter-panel above them, inner front wings, the front chassis legs/bulkhead junction, the boot floor and the seam between roof and rear side windows, which can crack.

Loose trim, collapsed seat bolsters, worn upholstery and water leaks chip away at the interior's integrity. Gear knobs hard to replace.

Mechanicals are tough. Worn bushes, balljoints and linkages are betrayed by clonks, rattles and a sloppy feel. Jack up the rear of the car so the wheels can hang free, then try to rock them to check for wear in the trailing arms' needle roller bearings. If bad, and the trailing arm shafts or the main suspension tube are damaged, significant expense beckons.

Body trim can be hard to find. Peugeot's new classic division is planning to have plastic wheelarch lips and such remanufactured.





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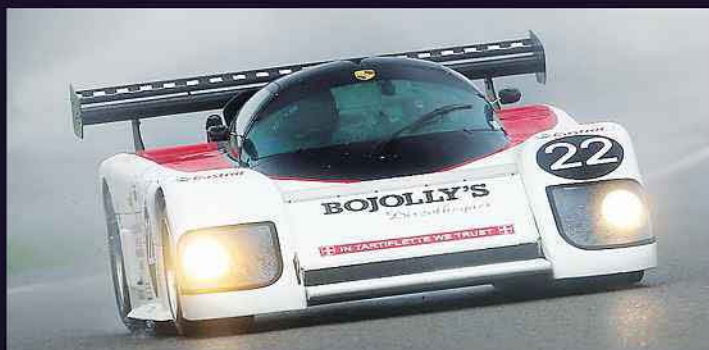




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### Vehicle background

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Year: 1996 / N

Colour: Rosso Corsa

Interior Colour: Crema Leather

Transmission: Manual

Engine Layout: Flat 12

Mileage: 44,287 miles

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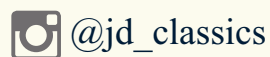






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1967 Ford Mustang Shelby GT500  
 Fastback (LHD)



1986 Ferrari 328 GTB (RHD)



1997 Ferrari F355 Berlinetta (LHD)



1966 Ferrari 275 GTB NART Spyder (LHD)



2006 Ferrari 575M Superamerica F1 (RHD)



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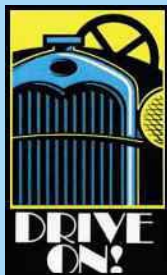
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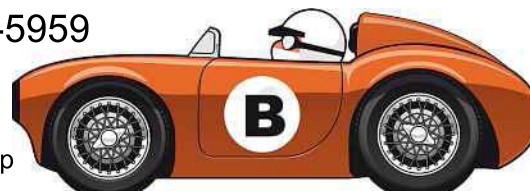
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1975, rosso

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**ASTON MARTIN V8 VOLANTE, 1985,** Litchfield Black met. /Black/Black Everflex top, 35,000 miles from new, Auto trans. Previous Aston collector ownership, Recent bare metal repaint to concours standards, Superb in every way. **\$219,500.00**



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**FERRARI 365 GTC/4, 1972,** Azzuro Metallizzato/Blue, Restored, Documented by Massini, Superb condition, Full history. **\$350,000.00**



**FERRARI 365 GTB/4 DAYTONA COUPE, 1971,** Rosso Chiaro/Black, Restored from 28,000 original mile example, Blactory a/c, Borrani wire wheels, Full service/ownership history, Matching #'s, Original colors, Ferrari Classiche Certified, Documented by Massini, Perfect and ready for immediate use or show. **\$750,000.00**



**PEUGEOT 205 TURBO 16, 1984,** Grey Metallic, 48,000 Original Kilometers/29,000 Original Miles, 1 of only 200 manufactured, Original concours quality condition, Collector owned and cared for, One of the finest of its kind in the world. **\$285,000.00**



**MERCEDES BENZ 190 SL ROADSTER, 1962,** Ivory/Black/Black top/Factory hardtop, Exceptional Restoration, 4-speed, Three owners from new. **\$152,500.00**



**FERRARI 512 BBi BERLINETTA BOXER, 1982,** Grigio Ferro/Tan, Collector owned since new, Recent cosmetic restoration (inside and out), engine out service, Superb in every way. **\$375,000.00**



**PORSCHE 911S SUNROOF COUPE, 1973,** Gemini Blue Met./Black interior with Hound's-tooth front seat inserts, Restored, #'s Matching, Original colors, Factory sunroof, 2.4 liter MFI, Complete with tool kit, jack, owner's manual as well as Porsche Certificate of Authenticity. **\$235,000.00**

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**Porsche 912 1966 Coupe**  
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**Porsche 912 1969 Coupe**  
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**Porsche 912 1966 Coupe**  
5-Speed Manual Gearbox, LHD, Slat Grey  
with Red interior



**Porsche 912 1967 Soft Window Targa**  
Manual Gearbox, LHD, Irish Green with Black  
interior.



**Porsche 911 2.7L 1974 Targa**  
Manual Gearbox, LHD, Lime Green N8 with  
Black interior.



**Porsche 911S 2.7L 1975 Targa**  
Manual Gearbox, LHD, HellGelb Light Yellow  
with Black interior.



**Porsche 911 SC 3.0L 1982 Targa**  
Manual Gearbox, LHD, Guards Red with  
Black leather interior.



**Porsche 911T 2.2L 1970 Coupe**  
5-Speed Manual Gearbox, LHD, Signal Orange  
colour code 1414 with Black leather interior.



**Porsche 911 3.0L Carrera 1977**  
Manual Gearbox, LHD, Continental Orange  
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**Porsche (911) 930 Turbo 3.3L 1987**  
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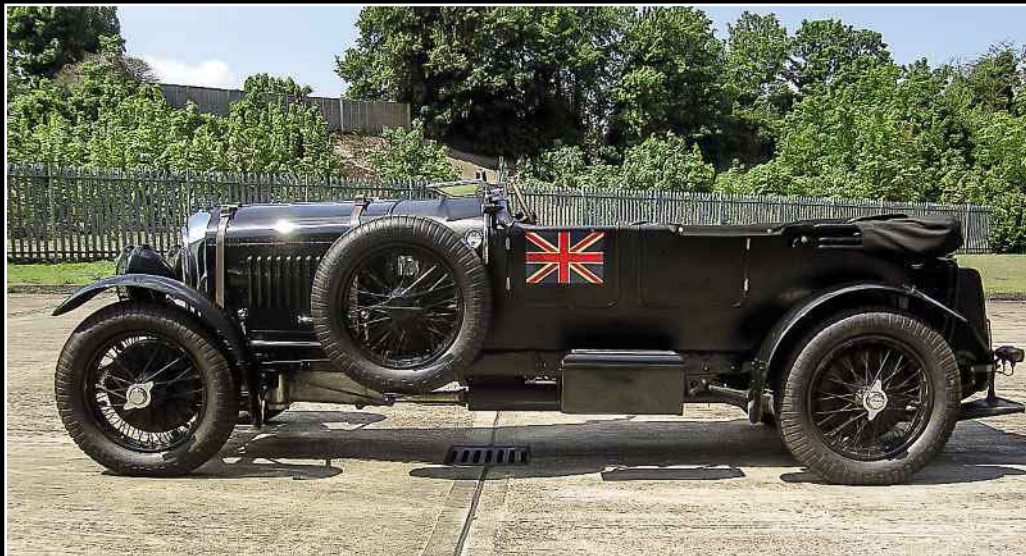


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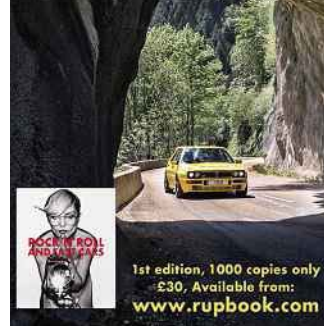


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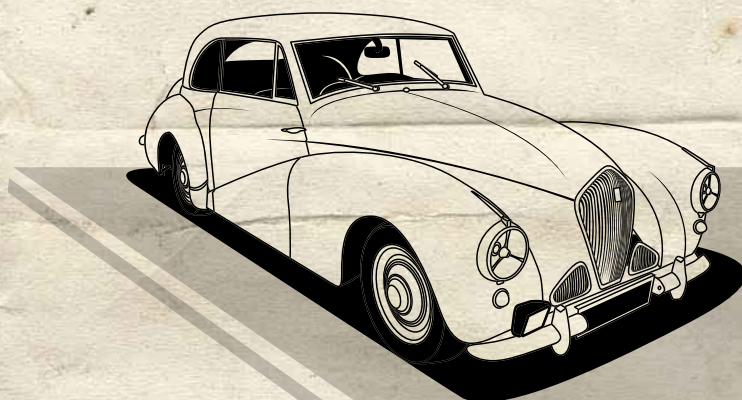
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- ☐ Cough up a £15-50 "certification" fee, on top of your policy premium.
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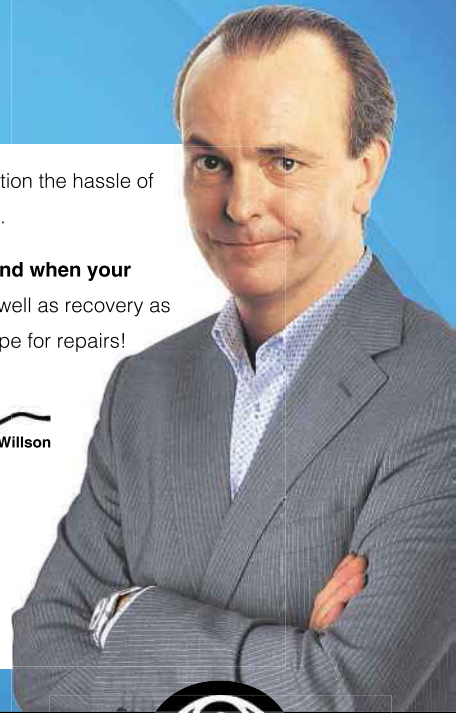
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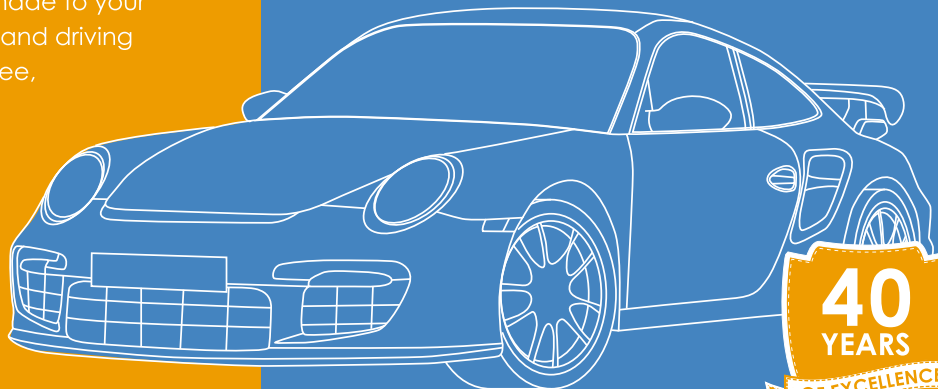
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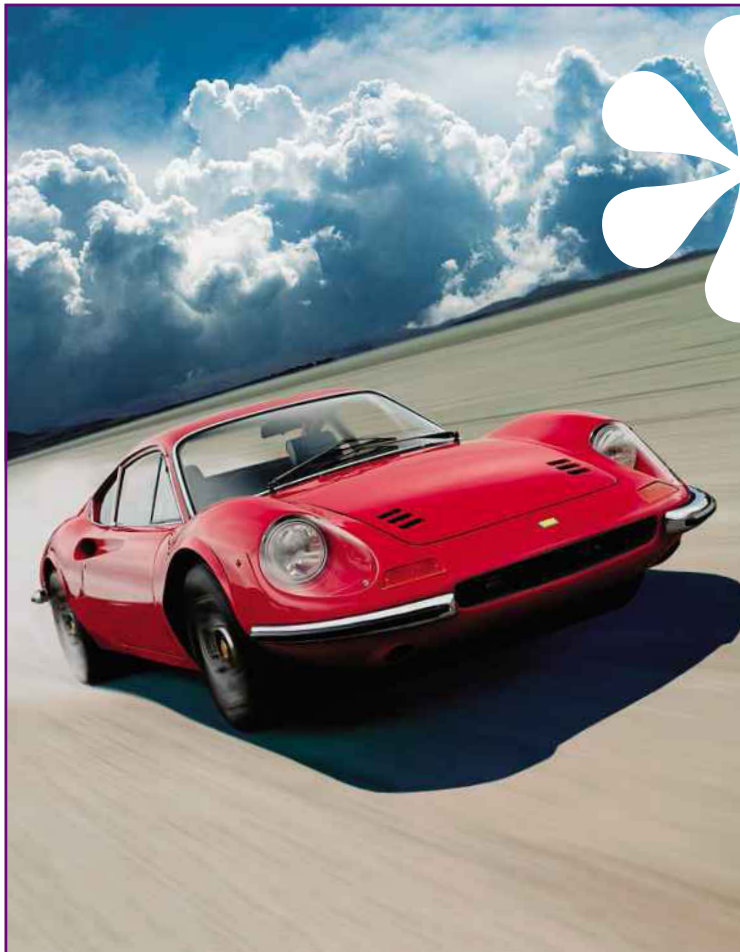
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<b>97 DB</b>	1 XAB	1 BKW	387 CTA	FA12 MER	<b>J</b>	911 JSB	8 MB	2 NAV	12 PP	95 SA	11 TJC	<b>NUT 80Y</b>
<b>D8II AST</b>	1 ACN	M130 BMW	85 CW	F477 BOY	5 J	JUS 71S	77 MB	98 NC	1990 PR	751 SAJ	91 TK	<b>2 OPD</b>
<b>EM 500</b>	400 AE	S33 BMW	6 CWT	FER 430M	1983 JA	<b>K</b>	87 MB	6 NCB	P121 CES	222 SB	TL 9	<b>6 PR</b>
<b>F458 FER</b>	77 AER	B10 SSS	<b>D</b>	F40 MAD	J44 AKY	1 KA	4 MBW	3 ND	3000 PS	SBG 8	88 TOM	<b>REB 836A</b>
<b>1000 GH</b>	700 AF	BOX 6R	246 D	F355 MAD	JAM 135S	22 KAY	1 MBV	1 NHK	1972 PS	8 SBM	300 TS	<b>I RGD</b>
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<b>L334 NNE</b>	9 AJK	1984 C	5 DCLV	400 GB	11 JBR	8 KE	11 MCNV	222 NP	<b>R</b>	5 SE	720 V	<b>WPT I</b>
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	G55 AMG	6 CAW	11 DGR	11 GJT	JEZ 111	F1 LAF	9 MG	6553 NW	A458 RED	9 SJF	96 VP	
	AMY 62	111 CAW	1970 DJ	GJT 51	3 JFW	F457 LAM	3 NWC	3 NWC	40 RG	6 SJJ	1 VVN	
	AN63 LLA	500 CBM	DJB 1A	1990 GM	11 JGL	999 LB	11 MGJ	<b>O</b>	2 RGD	SJH 8B	<b>W</b>	
	300 AP	2 CBW	DJH 1X	1 GNR	JGT 44	8 LE	81 MH	000 360X	RGR 6	7 SJR	35 W	
	1222 AP	3 CCW	DJZ 1	1 GO	JH 5	78 LE	MHD 6	OSC 412R	1555 RH	SLR 722X	1 WBD	
	ASB 99	2 CDR	DO 4	1966 GR	JHL 517	134 NNS	1969 MJ	55 OW	RJ 62	11 SLY	2 WCD	
	11 ASJ	3000 CF	DOT 1W	G24 VEL	JHZ 1	95 LYE	MJB 5B	<b>P</b>	RJC 44	11 SMJ	WEB 85Y	
	624 AS	11 CGD	1 DR	GR14 VES	555 JK	6 LEW	MJD 1B	1111 P	9 RJS	11 SMW	W33 BBS	
	1037 AW	CH16 KEN	800 DR	GRA 66E	5 JKW	9 JL	11 MJF	9 PAH	200 RK	7 SO	W311 OFF	
	7 AWV	CHR 15J	40 DRG	1 GRY	9 JL	1 LGA	2 MKS	1 PBT	1977 RM	37 SRL	W333 LLS	
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# Day in the life

INTERVIEW GILES CHAPMAN



KIRSTY EDMONDS/SILVERSTONE PARK

## MIKE O'BRIEN

*The racing driver and preparation guru has recently managed to turn his passion for memorabilia into a job*

I WAS ONE OF the pioneers of motor sport hospitality in the 1970s. My big breakthrough came in 1978, when no-one else was doing it. I approached National Girobank, the bank of the Post Office, for sponsorship and got lucky. They were aiming for a young audience, and banking was boring while motor racing was exciting. So they paid for a season of Formula Ford 1600 racing, but they also asked me to take another car around schools, and I was soon arranging race day tickets and planning days out at race tracks, as well as branding the cars.

We're still doing similar work today, although in many ways I am the typical small businessman in that Speedsport is involved in lots of activities including race preparation, driver management, distribution and, of course, our new art gallery.

I've always been an early starter. I'm up at 5.45am for an hour's walk and I don't live far from Silverstone so I'm usually in at 7.30am. We've been here over 30 years: a couple of offices, our workshop, and the mezzanine I've built, half-and-half for storage and the gallery.

I have three or four guys in the workshop, and we all like it clean and tidy – no piles of

tyres everywhere. At the moment we have nine cars in for preparation. It's a mixture of single-seaters, mostly Historic Formula Fords and Formula Juniors, plus a superb F2 McLaren M4A. All really interesting cars, just like the ones I grew up with in the 1960s. We don't do engine work here but we run it as a professional race team and prepare our customers' cars to high standards. It's a bit of a squeeze as my pride and joy is in there too, a 1962 Lotus Elite.

I'm in the workshop a lot, most mornings in fact, because I'm a very practical race engineer, and I usually do the set-up on all the cars.

My parents were teachers in Manchester, and my dad took me to the British Grand Prix at Aintree in 1959. I was six. It was the year Jack Brabham won, and from that point I was never going to be anything other than a racing driver.

I started when I was 18. No university; my first job was for the Water Board. Every evening I'd be typing sponsorship letters until midnight. If I wanted to drive a racing car then I had to make it happen. I towed my own cars and slept in the van – it was hard work, not daddy's money, that drove me on. I did pretty well in

**'THE GALLERY IS A NEW THING; MY OWN COLLECTION GOT TOO BIG AND WE COULDN'T HAVE IT FILLING THE WHOLE HOUSE'**

Modified Sports Cars, then Formula Ford and Formula 3. I was the king of Sports 2000 in the mid-1980s, then I moved on to Touring Cars in the Rover Vitesse and a Holden Commodore.

I retired from driving at 35 and changed my business to motor sport management and promotion. It came very easily to me. In 1996-98, Darren Manning drove for me in Formula 3. Now my son Michael is racing with us; he's 22 and getting better and better.

Our gallery is my new thing. I specialise in motor racing paintings, photographs and signed original memorabilia, which I love. My own collection got too big and we couldn't have the whole house dominated by motor racing. I own almost everything I sell, and sometimes I feel guilty parting with things I've had for a long time, but I always re-invest in something else.

I've always loved the work of Dexter Brown, Frank Wootton and Michael Turner. They were my boyhood heroes, and now I'm good friends with Dexter. He'll come to see me and spend a few hours looking at the cars we have in. I commission new work from him and sell some of his finished paintings.

I frequently spend time bidding in auctions, trying to spot overlooked gems. I had a stroke of luck with some Nicholas Watts paintings recently. I really love anything signed, especially by Jim Clark or Mike Hawthorn. It's getting harder as they died, in their prime, so long ago.

I count myself as an expert at spotting fake signatures. I've got to know that Clark mainly used a blue ballpoint, and Mike Hawthorn a fountain pen. James Hunt is one to be wary of. He wrote a capital H and a straight line, pretty much – easy to falsify. It's all such a random process and I don't advertise, so I can go a month without selling anything, and then it can suddenly go mad. We don't get browsers very often, but we're open all the time, or you can make an appointment. I can happily spend hours in the afternoon chatting to collectors and talking about my pieces.

I am here most of the week but I'm never happier than when we load the cars up on a Thursday and head to Brands Hatch for testing. I will always go – it's back to my roots and I still love that so much.





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### 1988 PORSCHE 911 TURBO

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*Your 2017 guide to Historic motor sport*



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## *Inside*

### **FORMULA FORD 1600**

Senna's springboard turns 50

### **ENDURANCE LEGENDS**

Monsters of the 1990s roar again

### **PRE-'65 TRIALS RIDING**

Old-fashioned fun on two wheels

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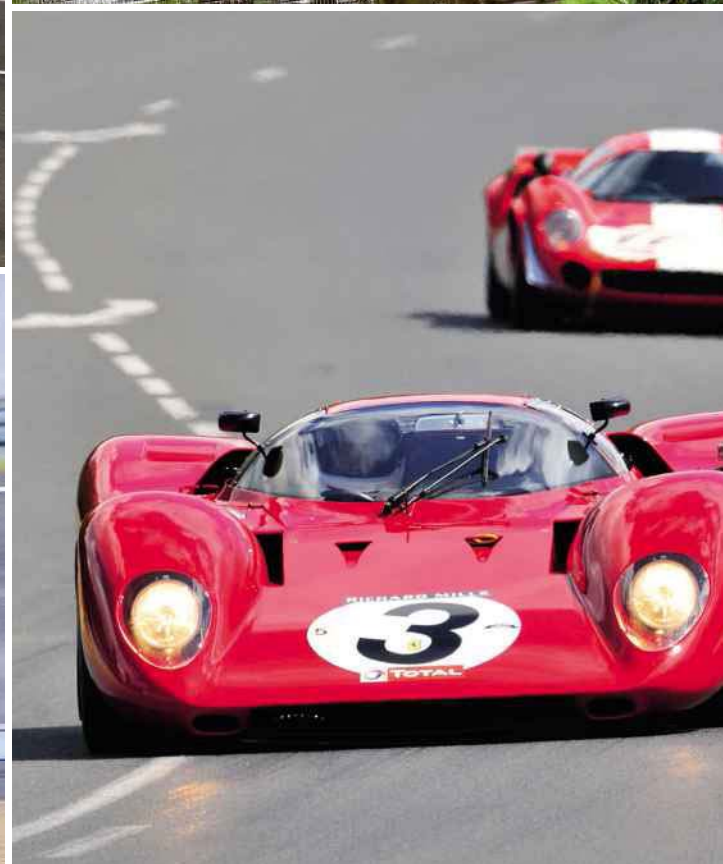


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## 2017



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### RACE MEETINGS

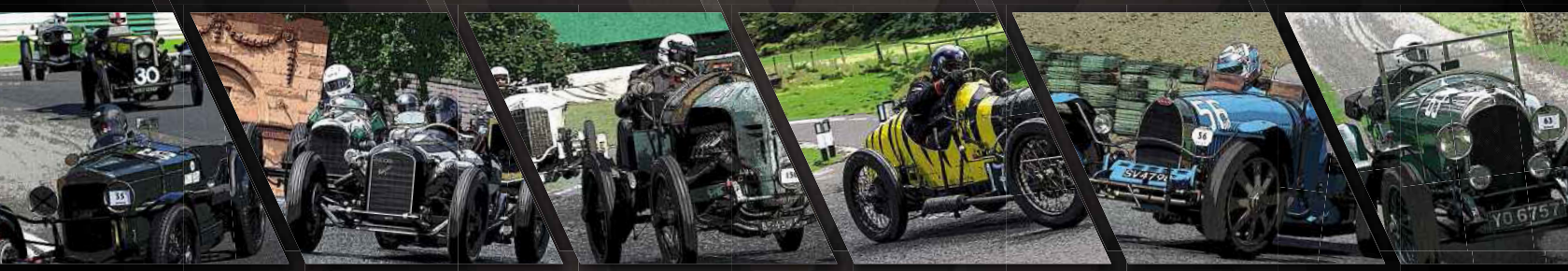
- |                |                                   |
|----------------|-----------------------------------|
| <b>ROUND 1</b> | <b>SILVERSTONE</b><br>22-23 APRIL |
| <b>ROUND 2</b> | <b>OULTON PARK</b><br>10 JUNE     |
| <b>ROUND 3</b> | <b>CADWELL PARK</b><br>23 JULY    |
| <b>ROUND 4</b> | <b>MALLORY PARK</b><br>12 AUGUST  |
| <b>ROUND 5</b> | <b>SNETTERTON</b><br>17 SEPTEMBER |

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- |                                       |   |
|---------------------------------------|---|
| 30 APRIL                              | <b>CURBOROUGH SPEED TRIALS</b>                          |
| 7 MAY                                 | <b>WISCOMBE PARK HILL CLIMB</b>                         |
| 27-28 MAY                             | <b>LOTON PARK HILL CLIMB</b>                            |
| 3 JUNE                                | <b>HAREWOOD HILL CLIMB</b> (BARC)                       |
| 17-18 JUNE<br>(INC. SPEED TRIALS-SAT) | <b>BROOKLANDS DOUBLE TWELVE<br/>MOTORSPORT FESTIVAL</b> |
| 1-2 JULY                              | <b>SHELSLEY WALSH HILL CLIMB</b> (MAC)                  |
| 5-6 AUG                               | <b>PRESCOTT SPEED HILL CLIMB</b>                        |
| 16 SEPT                               | <b>SNETTERTON SPRINT</b>                                |
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SINCE 1887





Mary Harris Trophy,  
MG Car Club

COURTESY MG CAR CLUB

# SERIES AND CHAMPIONSHIPS

*All the info you'll need this year, whether you're competing or spectating*

## Edwardian, Vintage and more:

### Vintage Sports-Car Club

Far more than a competition club, but the Vintage Sports-Car Club promotes the best Vintage racing – and we mean racing – on the planet, plus hillclimb and trials series. Whatever the Vintage (pre-1931) car, from Austin Seven to aero-engined Edwardian, there's a place for it. The VSCC hosts 1950s single-seater and sports car races at its meetings, too, as well as the best Vintage hillclimb anywhere, Prescott, on the first weekend in August every year. [vsc.co.uk](http://vsc.co.uk)

## The most bums (sorry!) on the most seats:

### 750 Motor Club

It's been the backbone of British club racing since '39, when it was founded to promote the use of the Austin Seven in road and trials event. It currently runs 22 series, from Stock Hatch and the Bikesports Championship to Bernie's V8s, with specials and Sports/GTs. Whatever you race, 750MC can probably accommodate it – and on top of that, it runs the six-hour Birkett Relay race, this year on 28 October on Silverstone's GP circuit. For 2017 it relaunches the 750 Trophy as Historic 750 Formula, to get retired 750 Formula cars racing again. [750mc.co.uk](http://750mc.co.uk)

## 'Proper' sports and GTs: Equipe GTS

Real gentlemen driver stuff, this, and shortlisted for Race Series of the Year at the International Historic Motoring Awards in both 2016 and 2015. Says the Equipe GTS blurb: 'Our aim is to provide a competitive yet gentlemanly, safe and friendly race series with a high standard of driving and car preparation.' It's for sports cars and GTs made up to the end of 1965, in five classes from 1150cc to 2700cc running to Appendix K regs; FIA papers aren't needed. New for 2017 is a double-header race at Zandvoort in the Netherlands in June, and a three-hour relay race including up to 2-litre touring cars, to be staged at Silverstone on 30 September. [equipegts.com](http://equipegts.com)

## Tip-top tin-tops: U2TC

'No crashing, no cheating, no complaining.' Absolutely no contact (on pain of getting thrown out of the club) is one of the stipulations in the U2TC's popular four-date, pan-European series for up to 2-litre FIA Pre-'66 touring cars. Memories of the legendary tin-top racing of the 1960s are stirred as Alfa Romeos and Lotus Cortinas battle it out with BMW Ti/SAs. We're told plenty of Minis have joined up this year, too; should be a good 'un. [historicmotor-racingnews.co.uk](http://historicmotor-racingnews.co.uk)

## Gentlemen's expresses: Motor Racing Legends

Motor Racing Legends runs four series: the RAC Woodcote Trophy (drum-braked sports cars), the Stirling Moss Trophy (pre-'61 sports cars and sports racers), Pre-War Sports Cars, and Historic Touring Car Challenge (pre-'90 Group A, plus pre-'66 Group 5, and including the Tony Dron Trophy for Group 1 cars). MRL also organises the Le Mans Legend, which runs before the annual 24-hour race, for cars made up to the end of 1968, plus the popular Flywheel gathering at Bicester Heritage. The most significant news for 2017 is that MRL has taken over managing the competition activities of AMOC (see separate entry). [motorracinglegends.com](http://motorracinglegends.com)

## Racing stalwarts: MG Car Club

MGs have always raced, and the original club for MG owners, founded in 1930, runs seven series. These range from the longstanding BCV8 Championship and the MG Trophy, a one-make series for the front-drive ZR, to the Cockshoot Cup run by the club's North West Centre. There's also the Lackford Engineering Midget & Sprite Challenge, a national race series in its 40th year. The Mary Harris Trophy for Triple-M cars (pictured) will again be a highlight. [mgcc.co.uk](http://mgcc.co.uk)



### Can-Am to F1: Masters

Everything from tin-tops to downforce-era F1 via Gentleman Drivers (mini endurance races for pre-'66 GT cars) and FIA Masters Historic Sports Car Championship (GT40s, T70s and the like, up to 1974). There are five dates in Europe including Belgium, Holland, Germany and Spain, plus the Masters three-hours series for pre-'66 GTP GT or touring cars, a three-race series at Barcelona, Magny Cours and Estoril. Masters USA runs DFV-era F1 cars at six dates, three of them as F1 support races in Canada, Texas and Mexico City. [mastershistoricracing.com](http://mastershistoricracing.com)

### Single-seaters to tin-tops:

#### Historic Sports Car Club

The Historic Sports Car Club, which celebrated its 50th anniversary in 2016, is the mainstay of historic car racing in the UK. It runs 15 championships and series, from single-seaters to tin-tops including the HSCC Derek Bell Trophy for F5000 and F2 cars running wings and slicks. There's also the '70s Road Sports and Historic Road Sports series, where extra points can be won by driving your race car to the events, and the latest addition, the Super Touring Car Trophy for pre-2000 saloons. [hsc.org.uk](http://hsc.org.uk)

### From midwife motors to MGBs:

#### Historic Racing Drivers Club

Racing for the common motor, as organised by Julius Thurgood, recipient of the Personal Achievement of the Year award at the 2015 International Historic Motoring Awards for his creation of the A35 Academy. Thurgood believes in overbored porridge sliding about on minimal

grip, so if you have a Vanguard, Auntie Rover or something even more unlikely, this is the place for you, in HRDC Touring Greats. HRDC Allstars caters for pre-'66 sports, GT and touring cars, plus there's the A-Series Challenge for those running small BMC power. New for 2017 is the Coombs Heritage Challenge, which has been created for pre-'66 Jaguars of a type that ran in international events. [hrdc.eu](http://hrdc.eu)

### Grand Prix greats:

#### Historic Grand Prix Cars Association

The Historic Grand Prix Cars Association is where the cream of historic racing cars congregate: 'A fast-moving history book,' from Bugatti to Scarab. Members field around 300 cars between them, in multiple classes for front-engined cars, while rear-engined models are split into pre-'61 and pre-'66 grids. These appear at ten major historic meetings and festivals across Europe, kicking off with the VSCC's Spring Start season-opener in April, plus the Goodwood Revival. [hgpc.net](http://hgpc.net)

### Ancient to modern circuitry and sprints:

#### Aston Martin Owners Club

The Aston Martin Owners Club has been running races and sprints since World War Two, but for 2017 race organisation has been taken over by Motor Racing Legends (see previous page). The Series are: the Aston Martin GT Challenge (modern GT4s); 1950s Sports Cars – Jack Fairman Cup, which includes the Vredestein XK Challenge, so you get to see DBs and XKs racing wheel-to-wheel, running in conjunction with the Innes Ireland Cup for pre-'66 GT and touring cars; the Pre-War Team

Challenge; and the long-running and popular AMOC Intermarque Championship. [amocracing.com](http://amocracing.com)

### Pre-'66 aristocrats: GT & Sports Car Cup

For genuine pre-'66 GTs and pre-'63 sports cars of a type raced in the World Endurance Championship in period. On an invitation-only basis, the GT & Sports Car Club reunites original Jaguar E-type Lightweights, Ferrari 250 GTs, Alfa Romeo Giulia TZ2s, competition AC Cobras and Morgan Plus 4 SLRs. Dates include: Donington Historic Festival, 28-30 April; the International Trophy at Silverstone (on the full GP circuit), 20-21 May; the Autumn Classic at Castle Combe, 7 October; and the Algarve Classic Festival in Portugal, 27-29 October. [gtdsportsescarcup.com](http://gtdsportsescarcup.com)

### Big-bangers: Can-Am

Can-Am, for thundering, unlimited Group 7 sports racers, made a huge impact when it originally ran from 1966 to 1974. After some years of demo events, the Canadian-American Challenge Cup finally became a proper historic series in 2016, 50 years after the formula's inception. It continues at the Bosch Hockenheim Historic on 21-23 April. [canadian-american-challenge-cup.com](http://canadian-american-challenge-cup.com)


### Prototype projectiles: Group C

Recreating the days when these 240mph flyers contested the World Sportscar Championship, for 2017 the club is again racing in Europe with Peter Auto, organiser of the Tour Auto and more. They will be battling alongside Peter Auto's Classic Endurance Racing Heritage Touring Cup, Sixties Endurance and Trofeo Nastro Rosso for Italian sports and GTs up to 1966. After the season's Spanish opener at Jarama, events include the Spa Classic, the Grand Prix de l'Age d'Or, the Monza Classic and the Silverstone Classic (where the cars race into dusk), and the Dix Mille Tours. [groupcracing.com](http://groupcracing.com)

### Where Stirling started: 500 single-seaters

The enthusiastic and knowledgeable 500 Owners Association preserves the single-seaters that were the genesis of modern Formula cars as we know them, split into three classes depending on age, plus an invitation class for V-twins and oddballs such as Panhard-DB-motored cars. There are five British dates plus Angoulême on 16-17 September, and a 13-round, two-class speed championship at venues including all the UK's best hillclimbs. [500race.org](http://500race.org)

### Tin snails with spice: 2CV racing

As well as its 24-hour season-closer (yes, really), this year at Snetterton on 18-20 August, the Classic 2CV Racing Club Ltd runs four BARC-administered rounds across the UK, each with two races, plus a two-hour enduro at Croft on 29-30 April in preparation for the 'biggie'. If you've never seen a 2CV sideways on the grass, or an engine changed in eight minutes, prepare to be amazed and amused. [2cvracing.org.uk](http://2cvracing.org.uk) 



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# THE FORMULA FOR SUCCESS

*Formula Ford launched dozens of careers, including that of one Ayrton Senna. Fifty years after the category was introduced, Mark Hales reflects on its impact*

FORMULA FORD 1600, which served as a springboard for some of the biggest names in Formula 1, turns 50 this year, and it is hard to believe that it is not celebrating a bigger birthday still.

Looking back, the idea seems blindingly obvious: a category contested by machines that looked and felt like real racing cars, but which were inexpensive to run and simple to operate. The men responsible were John Webb, the boss at Brands Hatch, and Geoff Clarke, proprietor of Motor Racing Stables, the school based at Brands.

The Formula 3s and Formula Juniors that were the entry-level mounts of the early-to-mid 1960s were smaller versions of Grand Prix cars, fitted with highly strung 1000cc Ford Anglia engines developed by the likes of Cosworth and costing £3000 – a fair sum then. Webb and Clarke spotted that the 1500cc Ford Cortina GT engine was not only indistinguishable from a tuned Anglia unit from the outside, but would drop straight in using the same bolts. Better yet, in unmodified form straight from the local Ford dealer (at a retail cost of £65), it produced much the same power at nearly half the revs and would pull out of the pitlane at tickover.

Webb and Clarke's racers would be cheap to shoe, too: free from RAC and FIA race regulations, which mandated Dunlop race tyres at £80 per set, the cars could use the latest radial road tyres, which were less than half the price and lasted longer.

The world was introduced to Formula Ford in 1967, and the impact that it wrought on the first rungs of motor racing's ladder could not have been predicted. The Ford connection

became massively important and The Blue Oval got involved with the regulations. Within a couple of years Formula Ford had become a national category.

The 1498cc Cortina engine was in time replaced by the 90hp 1598cc 'Kent' crossflow and, despite a set of pushrods and an iron block and head (and a carburettor), it remains the standard today – and Ford Motor Company is still the only legal supply of parts.

By the early 1970s, British Formula Ford had established itself as *the* category in which aspiring professional drivers from around the world looked to prove themselves. As a result, you got to see the best of the best going against each other at Mallory Park on a Saturday afternoon in March. Just imagine. It was like a predictive Grand Prix in your back yard.

McLaren and Brabham apparently passed on the request to supply the first cars for Clarke's school, but Lotus and Colin Chapman, always quick to recognise an opportunity, dusted off the obsolete Lotus 31 F3 car, equipped it with the 1500cc Mk1 Cortina engine and created the Lotus 51 Formula Ford. Clarke's specification mandated a road-car gearbox but there weren't many that suited an engine and gearbox behind the driver, so the Lotus was fitted with a transaxle from a front-drive Renault, which proved troublesome. It wasn't long, however, before British engineer Mike Hewland revolutionised racing transmissions with a set of quick-change gears to fit a VW Beetle casing, which got round the road-car rule and became the standard in Formula Ford. Hewland gearboxes had 'VW' stamped on the casing for years afterwards.

As the category boomed, a great many

chassis builders got involved, with Alexis, Merlyn, Elden, Dulon, Hawke, Royale and Crossle the early challengers. The first chassis followed a template set by F3 and Formula Junior: a simple welded steel tube spaceframe with wishbone and link suspension, usually connected to Triumph Herald uprights at the front end with a set of single-pot brakes.

Wheels were steel rather than aluminium, and, as alluded to, wore Firestone road tyres rather than Dunlop CR65s. The glassfibre body was vestigial and forensic attention was paid to anything that might offer downforce.



CHARLIE WOODING





These regulations ensured that most of the early cars looked similar, and it wasn't until the late '80s that manufacturers such as Van Diemen began to experiment with pull- and pushrod suspension and inboard dampers and sometimes less than lovely bodywork. Even then, though, a good man in an early car could still be competitive.

Throughout the 1970s and '80s, when I was racing various Midgets and Turners, the national FF championships (of which there were several, all equivalent in stature) featured at regular race meetings, and invariably offered

the best action of the day.

I remember sitting on the bank opposite Devil's Elbow at Mallory Park in 1981, watching one Ayrton da Silva in a yellow Van Diemen. The car appeared to be floating as if it wasn't connected to the road, but the float was exactly the same shape each time. Every lap the wheels rasped over exactly the same piece of kerb and every lap the gearshift was at exactly the same point. Every lap the car was straight, without a hint of a lurch. As an aspiring racer I could see something I would strive to match.

I couldn't know he was to become Senna –

he was just another Brazilian name in yet another Formula Ford – but his touch stood out even then. The real point is that I don't remember him winning that day; the honours I think went to Alfonso Toledano, or it could have been Rick Morris. There were people who could best Senna, because the playing field was uniquely level and because the cost of entry had been kept in check – in part, ironically, by one of the biggest corporate entities in the world. Formula Ford really did give an opportunity to people with great ability but lesser means.







#### Above

Before he became known across the world as Senna, Ayrton da Silva plied his trade in Formula Ford – in a Van Diemen R81, to be precise. His talent was pretty obvious even in those early days: his first win, scored at Brands Hatch on 15 March 1981, came in only his third single-seater race. Alfonso Toledano's undisguised glee at his teammate's achievement still delights 36 years later.

It was apparently open to those with absolutely no resources of their own, too: some of Senna's countrymen were allegedly financed by Brazil's narcotics barons. One notable driver remembers sitting alone at the airport clutching a briefcase stuffed with the dollars that would pay for his season. He spoke not a word of English but would surely recognise the man who would take him to meet the team...

By the 1980s FF1600 had become truly international, and if drivers hadn't already decamped from Brazil or France or Spain or Argentina to live and race in the Formula Ford

epicenter that was England, they came in their hundreds to Brands Hatch for the Formula Ford Festival. This took place over a long weekend in November, with three days of heats, quarters, and semis leading up to the Grand Final on the Sunday. Victory went to Irishman Tommy Byrne in 1981, by which time Senna was on his way to the next category up.

The Irish featured prominently in FF1600. Byrne's fellow countrymen Michael Roe and Derek Daly had scored wins at the Festival in '76 and '78 respectively, and there was just something about the way drivers from the





*'Some of the Brazilians were allegedly financed by narcotics barons. One notable driver remembers sitting at the airport clutching a briefcase stuffed with the dollars that would pay for his season'*

black bus behind the pits.' A line of wives and girlfriends bearing produce made their way to Kennedy's ramshackle transporter to be smooched by his easy Sligo charm. His menu for the next few days was sorted.

Kennedy's PR skills eventually led him to a career outside the cockpit, but there were many others who looked set for great things inside it yet, for one reason or another, didn't quite realise their seemingly limitless potential.

Byrne got to the seat of a Theodore F1 car in 1982, but it was far from a competitive proposition and it may well have finished his chances at the top level. A self-destructive streak, as laid bare in his compelling book *Crashed and Byrned*, clearly didn't help matters.

Then there was John Pratt, often almost invisible until he took the flag. And Jim Walsh, the master of the Silverstone Slipstreamer. Jim knew you could not be in the lead heading towards Woodcote on the last lap. When the pack finally split heading for the final turn, it was usually Jim in third, and in the right place on the track to win the drag race to the line.

And what of Dave Coyne? I sat in the Brands Hatch Paddock grandstand, probably about 1980, and watched Coyne rise from a lowly grid position to be on the podium in a Festival heat or quarter-final. Every move was incisive – there were no half-attempts or dummy goes – and you knew that the next place was just a question of time.

His progress stood out all the more for the overall standard of the field. The whole train of cars rotated at exactly the same point every lap, one after another as each driver came off the brakes into Paddock before firing his car down the hill. It wasn't about grip or aerodynamic performance; there was little of the former and none of the latter. It was about balance and maintaining momentum. Of course, there were crass moves and silly mistakes, but not many. It was much more

like fencing than fist-fighting, and to find an advantage was a subtle dance of feet and hands. I remember it so clearly.

Formula Ford gave Coyne a chance to display gifts that should have taken him to F1. He returned to win the Festival in 1990, aged 30, and still appeared to be on the cusp of a drive in Grands Prix (those were the days when an unknown could be slotted into the seat of a GP car at the last moment), but it was not to be. Coyne was chunky, not shy of a battle off the track, and he needed to earn a living as a car dealer rather than go down the gym. It shouldn't have mattered, but the time was dawning when it did.

The success stories, of course, are just as unforgettable. I saw Johnny Herbert drive the unfancied Quest FF to victory in the 1985 Festival. Every lap he would slew the car into a drift about two-thirds of the way along Bottom Straight before letting it run into what is now Surtees. It's not supposed to be the quick way but, like Senna, he seemed able to disconnect the car from the road so it floated without losing any speed, then carry the same momentum without having to turn it left. So many others ran wide and then compromised the sweep into McLaren and Clearways.

And there was David Coulthard. In 1989, while I was driving my Marcos, he was crunching the first pebbles on the rocky road to stardom. I can still picture him sitting alone on the trailer that had brought his Formula Ford to Snetterton behind the Leslie family's road car, his lantern jaw even more pronounced on a frame that appeared tiny and lost. He went on to win the race.

And Mark Blundell, son of local car dealer Danny. Mark did 83 FF1600 races in 1984 (which might still be some kind of record) and his starts-to-wins ratio was better than anybody's that year, yet he was denied championship victory by Jonathan Bancroft.

Emerald Isle did their overtaking.

By the mid-1980s my new status as a reporter for *Motoring News* gave me the chance to ask difficult questions, like how did you find a gap when few others could. 'Oi t'ink it's 'cos we just don't give a feck...' came the reply.

The Irish racers weren't short of courage, and they weren't short of blarney either. At Oulton Park in about 1976 I saw David Kennedy's cheap eating plan in action. 'There's a young Irishman who hasn't got any food,' came the message over the tannoy, 'so if any of you have some picnic left over, he's in the





**Left**  
Tiff Needell is another distinguished Formula Ford alumnus and has recently returned to the category with the Lotus 69F in which he began his career.

JAM MOTORSPORT PHOTOGRAPHY

*‘On the earlier cars there’s nothing either side of you – no sidepods, no bodywork, just a few tubes and a skin of aluminium. You can pretty much touch the ground either side of the cockpit’*

Mark’s background was in motocross rather than karts and he and Danny couldn’t understand why more people didn’t do more races to gain experience when it was ‘just the cost of fuel and an entry’. He had a point: sometimes there were three major championships on at the same meeting, some with heats before the main event, such was the entry. Mark went on to enjoy stints in F1 and IndyCar and racing Le Mans prototypes.

I wish I’d done Formula Ford. It would have taught me lessons that took much longer to learn elsewhere. I have driven FF1600 cars, and the technology that looks vintage seems intimate rather than primitive. There’s the vibration of an engine solid-mounted right behind you, the instant shift of the H-pattern Hewland and the instant response of a single-seater with the best possible view of the wheels clattering up and down.

On the earlier ones there’s nothing either

side of you – no sidepods, no bodywork, just a few tubes and a skin of aluminium. You can pretty much touch the ground either side of the cockpit.

The car’s light weight and reaction to the controls give you a feeling of total mastery, but you’re vulnerable at the same time. There’s no aero whatsoever and the tyres are skinny and hard, so the more you can share out the cornering duties equally among the four of them, the faster you can go. An early Formula Ford slides like a sports car but responds like a single-seater and the more you can take with you into the corner, the less you have to put back on the way out.

By 1980, the iron pushrod Cortina engine was already obsolete and single-seaters wore slick tyres and sported wings, but the rules for FF1600 are the same today as they were in 1967 – and you can still buy a brand new car from Ray or Mygale and race it in national and

regional championships. Although the big Festival at Brands is now for the modern entry-level cars, there is the Walter Hayes Trophy at Silverstone in November, a two-day festival exclusively for Cortina-engined FF1600s and named after the Ford chairman who had the foresight to adopt the category.

A couple of years ago Neil Fowler drove a 1989 Reynard that had arrived on a trailer behind a van to fifth overall. Afterwards, he sold the car for somewhere close to £10,000 and in his second year of competition Ben Tinkler has just wrapped up a couple of regional championships with it. It’s still more about the driver than the money.

There may be a few artic transporters in the paddock, and there’s more cash on show than there once was, but you’re still just as likely to be duffed up by an Irishman who hasn’t got any but doesn’t give a feck. **End**

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# Jaguar MILESTONES

## Jaguar C-type at Le Mans

THE JAGUAR XK120-C, or C-type as it is commonly known, was built by Jaguar from 1951 to '53 (only 53 examples in total) and was immensely successful in long-distance racing, winning Le Mans on its first time out in '51 (driven by Peter Walker and Peter Whitehead) and in '53, driven by Duncan Hamilton and Tony Rolt. This C-type, chassis number XKC051 (pictured), was painted British Racing Green, running number 18, and is one of the most legendary of Cs.

In 1953 the works C-types were constructed of thinner aluminium with lighter-gauge chassis tubing and a rubber bag tank to further save weight. The uprated 220bhp engines were fitted with triple Weber carburettors and the cars featured the newfangled Dunlop disc brakes, a combination that rendered them unbeatable. Hamilton and Rolt won the 24-hours at 105.85 mph, covering 4088.046 miles – a distance that would have won Le Mans in 1995!

According to racing mythology, Hamilton and Rolt were disqualified during practice, so they went to the local bar to drown their sorrows. Meanwhile Lofty England persuaded the organisers to allow them to compete, and larger-than-life Hamilton took to the wheel a bit the worse for wear. He apparently refused the offer of coffee, electing instead for brandy to keep him going the distance. He collected a bird in the face at 130mph, which broke his nose, but he and Rolt won – and promptly went back to the bar to celebrate.

Robert Coucher



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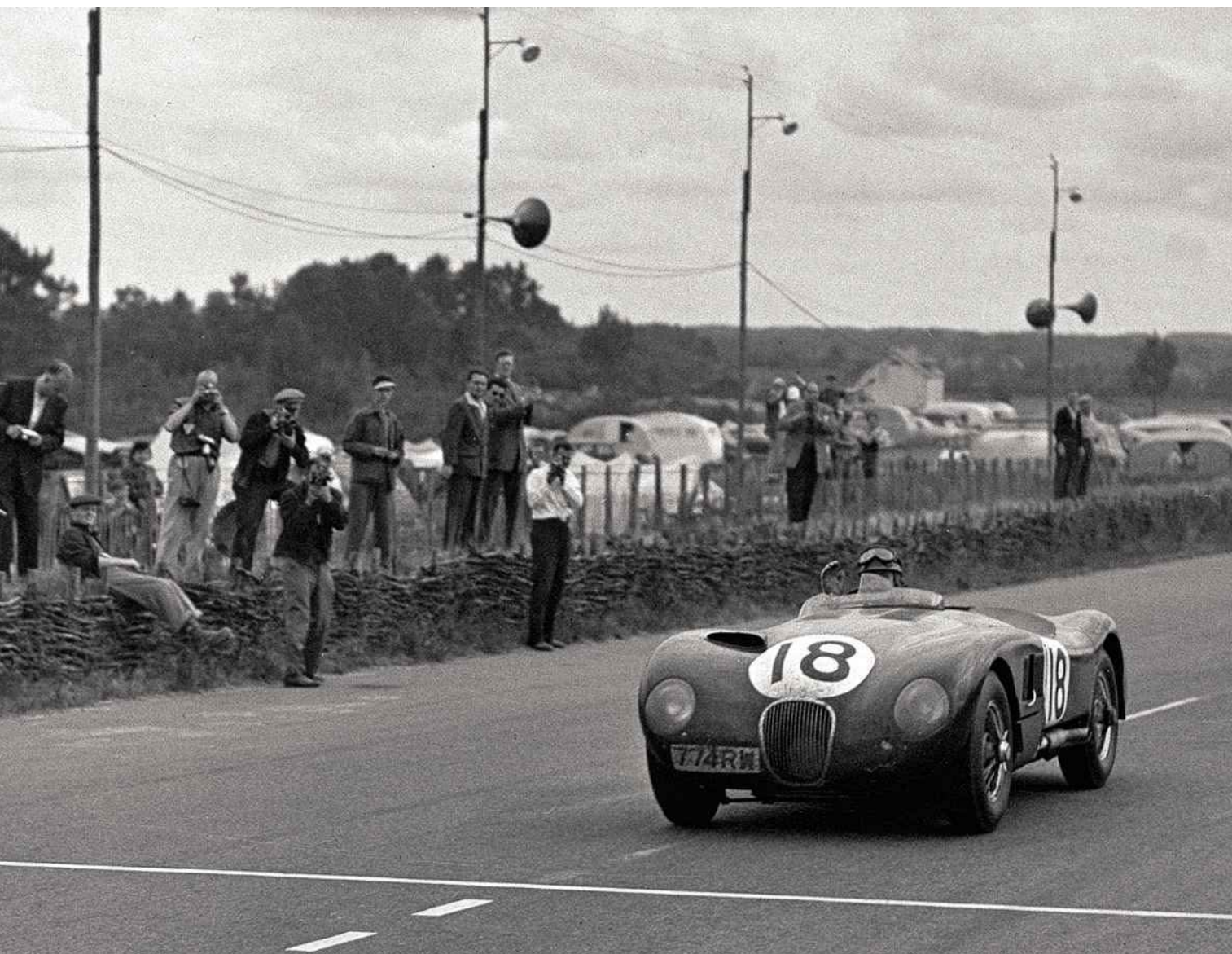
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# THE STUFF OF LEGENDS

*The GTs and Le Mans prototypes made  
obsolete in the 1990s and 2000s are back, and  
making serious noise in Global Endurance Legends*

Words Paul Hardiman Photography Tom Shaxson





**GT AND ENDURANCE RACING** was a kaleidoscope of speed and colour in the 1990s, featuring everything from road-car-based GTs to F1-inspired sports prototypes following the demise of the old World Sportscar Championship, whose passing signalled the end of Group C.

These cars in turn became redundant in 1999, with the dawn of the new American Le Mans Series (ALMS) and its subsequent European counterpart, the ELMS. But since 2014, an enthusiastic group led by ex-Goodwood Competitions Secretary Jarrah Venables has been giving '90s machines a new lease of life – and he's just kicked his plans up a gear with the inclusion of models from the 2000s. A rolling cut-off is the template for the new Global Endurance Legends, he says, as racing cars now take much less time to become collectable than they once did.

The group – originally called '90s Endurance GT Legends – came to life to celebrate GT endurance racing cars of that golden era at the Silverstone Classic. The intention was to allow owners to enjoy their vehicles in a high-quality environment and to give racing fans a chance to see the cars again.

'It was something I thought of when I left Goodwood in October 2013,' says Jarrah, who grew up with historics (dad Phil is a race engineer, working on top-end historic cars). 'In period I only ever saw these cars on my PlayStation!

'Nick Wigley of Goose Live Events [which runs the Silverstone Classic] wanted something fresh, and had noticed the popularity of the Super Touring cars. We thought GT cars of that period might capture the imagination, too. FIA GT was huge in the '90s (albeit all too briefly), so I reckoned there must be enough cars out there, and we managed to run a demo with nearly 20 cars in 2014 – at unlimited speed.'

That first outing had everything from McLaren F1s (seven of them!) to Lister Storms, plus Porsche 911 GT1s and GT2s. 'It was biblically wet, yet we had a really interesting mix of cars. All the owners said, "That was great! Can we do it again?", and the organisers asked us to come back in 2015.

'After the huge success of Group C, I think a lot of people wondered what the next phase of endurance racing would bring. But it proved tremendously popular for the same reason: the machinery was just different.



*'It's been organic in its growth, which is the healthiest way. This year we will formally become a club to more effectively organise activities and promote these cars'*





**Clockwise from far left**

There are few places now that you'll see a McLaren F1 GTR at full chat, but Global Endurance Legends meetings regularly bring several out of hiding; rare GT cars share the track with contemporary and even more exotic Le Mans prototypes.

'In the early years, the GTs were closely related to their road counterparts, but before long designers soon began being very creative. Meanwhile, the prototypes were quite traditional in their designs in the '90s. There was no noticeable advance until the LM GTP class of 1999 – partly GT in name, but in reality all prototype.

'While the cars had separate championships, they ran together in the big three endurance events: the Sebring 12 Hours, the 24 Hours of Daytona and Le Mans.'

The list of cars known to Jarrah is growing longer all the time because, inevitably, frustrated owners of 'orphans' with nowhere else to play get in touch. This is part of the reason that the net has now been widened to include 2000s cars.

'In winter 2015, I bought some old Le Mans programmes and realised just how many different types of car there were. So I thought, why not include prototypes? And, because I had enquiries from owners with later cars such as a Ferrari 575 GTC and a Dallara LMP1, I thought, why not go up to the late 2000s? That took the number of eligible models from 50 or 60 to 140-plus.'





**From top**

Following hugely popular, flat-out demonstrations at events such as the Silverstone Classic and the Algarve Classic Festival, Global Endurance Legends expects to organise competitive grids in the near future.

He explains: 'Everything from road-legal 911 Cup cars, through exotic Aston Martin and Maserati GTs, to sports prototypes and the first diesel LMP1 to win at Le Mans, Audi's R10 TDI, are now welcome. In 2014-15 the group was tagged '90s GT Legends, then for last year '90s Endurance Legends, to reflect the wider eligibility criteria. But since many more cars from the 2000s are surfacing, suddenly the '90s part became misleading, so we've settled on Global Endurance Legends. Generally, if it's nearly ten years old, it's fair game. Importantly, I think it should be about these cars being collectable rather than historic in the traditional sense.

For those interested in taking part, there are plenty of potential mounts to choose from, assuming you're lucky enough for money to be a minor consideration: Ferrari 348, 355 and 360 Challenge, Lister Storm, Porsche 996 and TVR T400R; and LMPs from the likes of Courage, Lola and Riley & Scott, to name just a few. If you hunt hard, you can find examples with Sebring, Daytona or even Le Mans history, too.

'It's been really organic in its growth so far, which is the healthiest way, and this year we will formally become a club to more effectively organise activities and promote these cars. I think it's important that we favour historic meetings and bespoke trackdays, rather than support current championships. A lot of the owners have other historic cars, or have mates who do, and they really like the social aspect.'

The group had three outings across Europe in 2016, beginning with a trackday at Paul Ricard in May, then convening at the Silverstone Classic in July and the Algarve Classic Festival in October. That pattern is set to be repeated, although Silverstone won't be on the list until 2018, due to lack of available slots this year.

'For now, I can say we will be doing a trackday at Rockingham, and supporting Peter Auto's Grand Prix de l'Age d'Or event [9-11 June at Dijon]. Several people have asked about going to America, too, so the Daytona and Sebring Classics are definitely on the cards. And one thing's for sure: races will happen before long.'

[globalendurancelegends.com](http://globalendurancelegends.com)







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# ALL TOGETHER NOW

*At Race Retro, the 750 Motor Club relaunched its Historic 750 Formula in fascinating style, with a live rebuild of the well-known Warren.*

*Paul Hardiman counts the nuts and bolts*

**THE 750 MOTOR CLUB**, formed in 1939 to promote the use of the Austin Seven in motor sport, has thrown up technical innovations throughout its life. The 750 Formula started racing in 1949, pre-dating Formula 1, and originated many of the design ideas that filtered through into mainstream competition. Indeed, the concept of the Clubmans car was born here.

As development went on, mostly late at night in sheds by ingenious but impecunious owner/builders, designs became more and more sophisticated. Some used exotic new layouts, and esoteric bellcrank arrangements to locate the mandatory live rear axle for maximum traction.

One of the most advanced back in the 1970s – the zenith of 750 Formula development – was the Cowley, a beautiful, all-enclosed, rear-engined device that resembled a baby Lola Mk6. It still races in the modern-day 750 Formula Championship in modified form. Another was the Warren, designed for 750 by Jerry Evershed, which had instant championship success in the hands of Robin Smyth. Distinguished by extra-long front radius rods and a stack of four vertically protruding exhaust pipes, it was powered by a rear-mounted Reliant sidevalve, introduced by the 750MC to replace the older Austin Seven engine. The present-day Formula uses the cheap, readily available and basic 1108cc Fiat FIRE unit.

Due to relaxed regulations for the smaller capacity, Smyth and Evershed decided to supercharge the aluminium-cased but iron-blocked 747cc ‘four’ instead of using a larger 850cc Reliant in near-standard form – and that meant producing their own cylinder head to suit. It revs to 7000rpm, and makes 50 to 60bhp, according to owner Ron Welsh. ‘I don’t think they ever had it on a rolling road.’

The powerplant is canted at 25 degrees and offset to the left to balance the driver, as well as

being reversed front to back. A belt (originally a chain) takes drive sideways from the nose of the gearbox to a short propshaft running alongside and back to the axle.

With Smyth behind the wheel, and packing so many clever developments, the Warren won the 1973 Championship, scoring five lap records along the way. But both Smyth and Evershed sadly departed this mortal formula before their 40th birthdays, struck down by cancer, and the Warren made few reappearances before a long lay-up period.

‘I found it five years ago,’ says Welsh, who also owns the Daimler V8-engined Felday special (a Lotus 20 with a different rear end) campaigned in period by Peter Westbury. ‘The owner had taken out the original sidevalve Reliant and put in a later unit instead, but I said I was only having it with the original engine.’ It had been run without being checked over, though, and broke a piston on a test day. This damaged the head – so Ron made a new one. It’s handy to have your own CNC business.

He began to rebuild the car to race again, but decided to carry out the final assembly on the 750 MC stand at Race Retro in February. This was mainly to help promote the club’s relaunch of the Historic 750 Formula (formerly the 750 Trophy), which it hopes will bring a lot of the original Austin and Reliant-powered

cars out of the woodwork. Seeing the car unclothed at the event gave visitors an opportunity to unravel its inner workings.

The Warren uses quarter-elliptic rear springs, like an Austin Seven, but there the similarities stop. They don’t do much in the way of locating, as otherwise it’s a five-link rear end, with long parallel radius arms and a Panhard rod locating the Morris Minor back axle. At the front, the top wishbones are triangulated right back to the roll-over bar with long radius rods, the layout resembling the rear end of a contemporary single-seater, only reversed. Steering is by Mini rack, mounted over the driver’s knees. Wheels are period JA Pearce alloys, over Alfin drums.

Come the end of the Saturday at the show, the engine, drivetrain and suspension were mounted and most of the panelwork was on except for two mystery triangular fillets. Ron’s son Kevin, who has raced with his father in Formula Junior, suggested they might be off a Lotus Eleven, and eventually figured out that they were part of the rear mudguard system.

‘We finished the car at about noon on Sunday, dropped it onto its wheels and then rolled it out at the end of the show,’ says Ron. But first, there was a nice surprise in the form of an award from the club’s North Herts Centre for best restoration of the year.

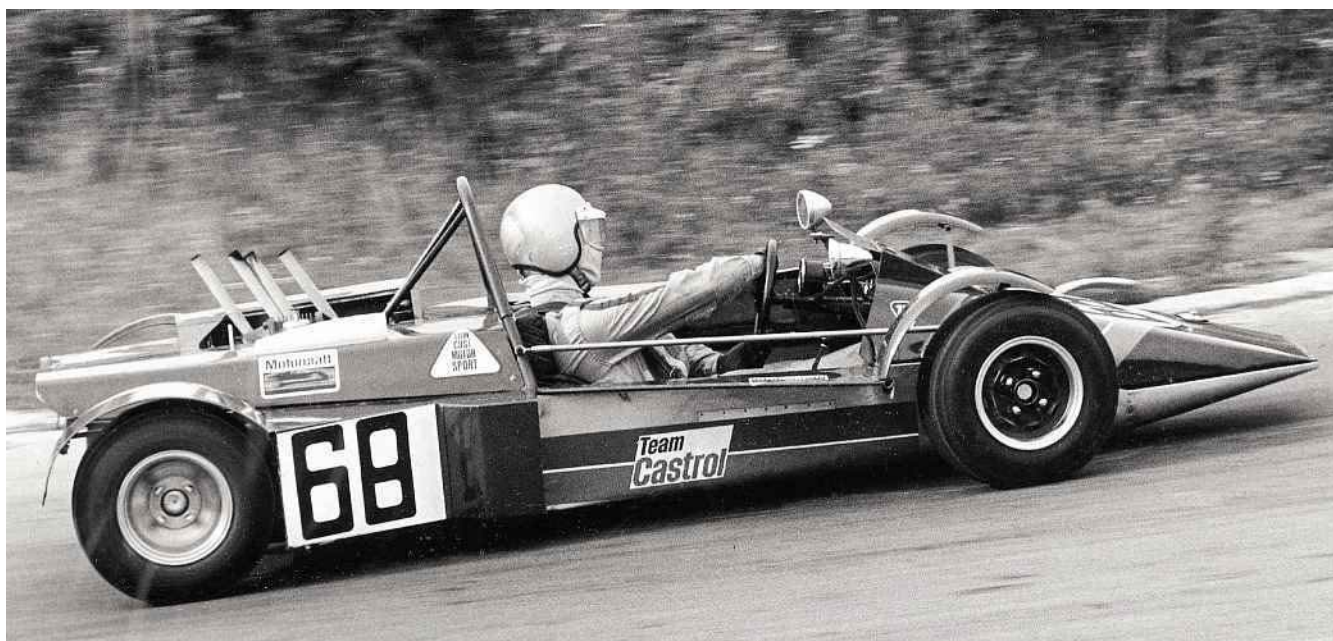
The plan is for Kevin to race the Warren this season while Ron concentrates on his 1200 Formula Clubmans car. ‘The car weighs 350-380kg, and Kevin’s 17 stone [another 105kg],’ notes Ron, ‘so it’ll be interesting to see how it handles...’ **End**



Historic 750 Formula is a circuit-racing series for cars from the first two generations of 750 Formula, with classes for Austin Seven-based specials and those with second-generation Reliant engines. Both the Historic and current 750 Formula Championship will be supported for 2017 by Raceparts.

[750mc.co.uk](http://750mc.co.uk)





REBUILD IMAGES BY DAREN SKIDMORE



**Above and below**  
No pressure: Ron and Kevin rebuilt the Warren live on the 750 MC stand at Race Retro, in front of a curious and knowledgeable crowd. The finished car will be campaigned this year in the relaunched Historic 750 Formula.



[illegible]

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**Right**  
Ron Thomson on  
his BSA C15T in the  
1959 Scottish, on  
Glenogle section.



PEGGY DAVIES



# GOOD FOR WHAT AILS YOU

*Inexpensive, inclusive and enormous fun: pre-'65 trials riding is an old-fashioned tonic guaranteed to cure jaded motor sport enthusiasts*

Words Simon de Burton

**PERMISSION TO START** this piece by being pedantic? Thanks. Because it's all about pre-'65 trials riding which, as the name suggests, is about riding motorcycles made prior to 1965 in observed section trials. And, as with modern trials riding, the terminology is important.

It's not trail riding, trails riding or 'trial' riding (or enduro, scrambling or motocross). The sport we're on about is very specifically referred to as TRIALS riding, and it originated in England more or less a century ago, the aim being to ride a motorcycle through a series of marked 'sections' set out around natural obstacles such as rocks, slopes, streams and trees without touching the ground with your feet. It's not a 'race', and speed is irrelevant.

The penalty for touching the ground once ('dabbing') is one point, with two being lost for touching down twice, three for three times or more – and a shameful five for stalling, falling off, veering outside the markers or otherwise failing to complete the section. That's trials riding. But what of the 'pre-'65' aspect?

Depressingly, when I started trials riding at 16 on a badly modified 1973 Suzuki trail bike, the youngest pre-'65-eligible machines were the same age as me. So they're now over 50.

During the intervening decades, trials bikes have changed dramatically. No longer relatively little removed from the road bikes on which they were based, they're now slim-tanked, low-slung, specially developed 'irons' with lots of ground clearance that began to emerge from Spain in the mid-1960s, notably Montesas and Bultacos, and from Japan in the mid-'70s, such as Yamaha's TY and Honda's TL.

Then came disc brakes (they work when wet – bliss!), monoshocks, lightweight aluminium frames, bulletproof, torque-laden engines, and competitors who were more like acrobats than riders. Sections became harder to test bikes and blokes. Before long, one had to be a honed athlete with a professional attitude in order to be at all competitive.

But, at its heart, trials riding is an old-school sport that was always intended to offer the chance to take part for little money, on easy-to-fix and attainable bikes, on courses challenging but not life-threatening. And so, in the late '70s, came the idea of trials riding as it used to be: on pre-'65 motorcycles, tackling sections that require finesse, balance and a deft touch on the throttle, but which presented nothing like the daunting natural obstacles seen today.

The result was and remains some of the most affordable, rewarding and least intimidating fun to be had in the entire firmament of motor sport – whether you're a seasoned motorcyclist or someone who's only recently taken to two wheels.

## **SO, WHAT ARE THE RULES AND REGS?**

Pre-'65 trials are run at various levels, from relatively informal local club gatherings to larger events that attract entrants from all around the UK and even pre-'65 strongholds France, Belgium, Italy, Germany and Holland.

The premise is that only bikes built before 1965 are eligible. At higher-level events such as the two-day 'blue riband' Scottish Pre-'65, strict scrutineering ensures machines haven't been heavily modified from original spec – visibly, at least. Frame, engine and carburettor should all be of the era, as should wheels and brakes. So no reed valves, hydraulic clutches, twin-leading-shoe brakes and so on.

Generally, however, practical improvements such as electronic ignition, modern suspension internals and certain lightened parts are accepted. Modifications using genuine period bits will usually be allowable, too.







If you arrive at a lower-level clubman event with a few dubious mods, it's unlikely you'll be turned away, and other riders (probably) won't frown upon your presence. Because, while pre-'65 trials riding is certainly competitive, it is built on sturdy foundations of camaraderie and enjoyment.

Apart from a suitable bike, the only other things you'll need to get started at grass-roots level is an ACU trials licence (£10 from the ACU website: [acu.org.uk](http://acu.org.uk)), a club membership (usually less than £30) and a willingness to accept that what you're about to do is a good bit more difficult than it looks.

#### WHERE TO FIND A PRE-'65 TRIAL

There's likely a pre-'65 trial within 40 miles of your home most weekends. Check the listings in off-road 'bible' *Trials and Motocross News* or at [tmxnews.co.uk](http://tmxnews.co.uk) and [trialscentral.com](http://trialscentral.com).

Many trials run pre-'65, twin-shock, novice, youth and 'greybeard' classes concurrently. Announcements are made several weeks in advance, generally under the heading 'regulations available'.

As mentioned, the UK's most important pre-'65 event is the two-day Scottish, held in Kinlochleven alongside the famously tough Scottish Six Days Trial for modern machines, which was first held all the way back in 1909. This year's Scottish takes place on 28-29 April, and the growing popularity of the sport is demonstrated by the fact that more than 320 hopefuls applied for the 180 places.

Even if you can get an entry, however, attempting an event such as the Scottish would be disastrous for a novice. Instead, seek out your local club, spectate at a couple of trials, and then spend a few hours practising before signing up for your first competitive ride.

Other long-standing pre-'65s worth looking at are the Talmag Trial for classic four-strokes only, held on MOD land near Aldershot each January, and the Northern British Bike Championship run by the Poachers club in Lincolnshire ([poacherspre65trials.co.uk](http://poacherspre65trials.co.uk)).

#### THE WAY TRIALS USED TO BE...

Mike Jackson – or 'Old Mike Jackson' as he is known in the world of historic motorcycling –

has been a fixture on the scene since the 1950s. He began his career as a sales rep and factory motocross racer for British marque Greeves, before moving to the US with Norton in 1970. There, he spent his working days selling the Commando, and his weekends in the desert, racing dirt bikes with his fellow enthusiasts. He was also a keen trials rider, taking part in hundreds of events over a 16-year period before turning his focus to off-road racing in '72.

Now, as well as sharing his knowledge with the world as a renowned bike historian, 'OMJ' works as a consultant for auctioneer Bonhams. He's observed a growing demand for pre-'65 bikes among both younger and older riders.

'Modern trials riding has become so extreme that many people are put off getting involved by the difficulty of it,' says Mike, 'so they are turning to the gentler art of pre-'65.

'Often, while the bikes are pre-'65, the riders are over 65 – but more youngsters are taking it up, mainly sons of existing riders, or people in their 20s and 30s who have a discerning eye for older bikes. People who rode these in period speak today of "a good, old-fashioned section".



From left  
Motorcycle racer and TV personality Guy Martin gives the pre-'65 Scottish a bash, wearing what appears to be a skateboard helmet; pre-'65 riders are a diverse bunch, the sport attracting both men and women of all ages; there are no prizes for going fast – it's all about balance and bike control.



IMAGES BY MATTHEW RUDD

By that they mean a section that is really quite straightforward: perhaps a hillclimb in a wood or a straight run across a riverbed that can be ridden with an open throttle, as opposed to the tight, "nadgery" sections you get today.'

'In the old days, it would be unusual to see anyone over 40 competing in a trial. However, pre-'65 events have enabled people to carry on riding well in to their 60s and 70s. It's one of the few forms of motor sport that really is open to almost everyone.'

#### OCTOGENARIAN TRIALS FANATIC

George Greenland says he has lost count of the number of motorcycle trials he's contested. That's hardly surprising, because he has entered one 'most weekends' since 1948.

When we spoke, the 84-year-old Wiltshire-based enthusiast was preparing his DOT 197cc two-stroke for an extended trip, during which he planned to ride in pre-'65 events throughout northern Europe.

'Trials techniques,' he noted, 'have changed dramatically over the years, because the bikes have become lighter, with far superior brakes

and suspension. That means riders can make them hop and jump in a way that was simply not possible when I began competing.

'But almost anyone over 40 finds the modern sport far too demanding, and if you run a business or have a family, you don't really want to go out on a Sunday and sustain a serious injury. Pre-'65 trials are much more relaxed, and as a result they are really gaining in popularity.

'I own 30 or 40 bikes, but I tend to use the DOT most of the time because it's light, reliable and powerful enough. Outwardly it looks perfectly standard, but the front fork internals have been replaced with more modern components (the original stanchions on pre-'65 trials bikes are almost invariably worn out) and it has electronic ignition because many original electrical parts for these older bikes are simply unobtainable. The engine is completely stock, which means it doesn't tend to break down.

'I'd recommend pre-'65 trials to anyone, young or old, male or female. It's a fun, friendly sport – and it definitely keeps you fit! ➤

*'Almost anyone over 40 finds the modern sport too demanding. Pre-'65 trials are much more more relaxed'*



MIKE JACKSON



**Clockwise from left**  
'Old' Mike Jackson astride a Greeves 250 in 1962;  
staples of the pre-'65 scene: a Greeves Scottish, a  
DOT TDHX, a Norton 500T and a BSA B34 Trials.



### THE BIKES

The choice of bikes is far from overwhelming. Mike Jackson says a trawl through the results of 100 trials held in period would yield no more than nine or ten marques among the winners, and that same, basic 'core' constitutes most of the bikes used in pre-'65 events today.

The famous four-strokes are the Ariel HT 500 (around £5000); the rarer Norton 500T (£8000); Royal Enfield's Bullet; trials-modified Triumphs with unit 5TA twins; and Triumph's factory-built, pre-unit Trophy. AMC's Matchless and AJS bikes also remain popular, although the 350cc is favoured over the less docile 500cc.

As the 1950s wore on, however, the heavy four-strokes began to be outperformed by more nimble two-strokes such as BSA's Bantam and the various Villiers-engined machines

from DOT, Greeves, James and Cotton.

Today, these – and the four-stroke, 200cc Tiger Cub – are among the most popular bikes, as they can be bought from £1500, are light and forgiving to ride and have superb spares back-up. Bantams are particularly popular, thanks to the ease with which they can be modified (within the rules) and their spares availability. 'The weight difference between a four-stroke AJS and a Greeves 197cc is around 130lb,' says Mike. 'That's two bags of cement.'

### WHERE TO BUY THEM

Websites such as eBay, trialscentral.com and trialsbikeclassifieds.co.uk are good places to start. Bikes are also advertised in the classified sections of club sites, and a trawl of the web should reveal plenty of pre-'65s being sold

privately or by specialist dealers.

But perhaps the richest seam can be found at auction houses such as Bonhams, Brightwells, H&H and Cheffins, where pre-'65 trials bikes regularly cross the block. Bonhams' twice-yearly sales at Stafford, its annual Banbury event and its Beaulieu autojumble auction are all particularly excellent sources.

'There's always strong interest in any pre-'65 trials bikes, and prices are on the rise,' says Bonhams' Ben Walker. 'Two-strokes by BSA, Greeves, James and DOT are very popular with competitors, but they remain more affordable than the rarer, 500cc four-strokes, considered by many to be too valuable to use in anger. However, affordable bikes that are complete but need work still appear regularly. It's possible to get started for well below £2000.' **End**





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# RACING ROYALTY

*Ivan Ostroff catches up with Prince Joachim of Denmark to talk historic racing, Lotus Cortinas, and how to deal with the red mist...*

**AROUND 20 YEARS AGO**, not long after he started competing, His Royal Highness Prince Joachim of Denmark told me historic racing was a gentleman's sport. I told him that when the red mist comes down it has been known to become a trifle ungentlemanly. Over tea at Amalienborg Palace in Copenhagen, I remind him about that conversation.

'Yes – I've experienced it, and not just as the victim. I have felt horns and a tail begin to grow. But to risk other people's machinery as well as your own... you just have to sort yourself out mentally.'

Prince Joachim has been interested in fast cars and racing since he was a child: 'Like all kids when they are seven or eight, I wanted to be a policeman, a fireman or a Formula 1 driver. I didn't manage any of them!'

In 1996, HRH was asked to be patron of the first-ever Copenhagen Historic Grand Prix, then called the Copenhagen Classic Car Cup and organised as part of the city's programme of events during its year as European Cultural Capital. It proved popular, so two years later it was repeated and HRH was patron again.

Having read about classics in the British motoring press, Prince Joachim thought it was fantastic to see such cars racing again rather than languishing in museums. Then, when the event was run again in 2000, the organisers gave the Prince an Appendix K 1965 Lotus Cortina to race.

He recalls: 'The bug bit me hard. I got my racing licence at 31, and although I knew I was really past the sell-by date for serious competition, I wanted to find out if I had what it takes.' The Prince's first outing after the 2000 Historic Grand Prix was a hillclimb, followed by a circuit race. In those days in Denmark, the

grids were so small that Groups F and G were mixed. Things have come a long way since then, of course; races are now well supported and historic motor sport is going strong. But imagine – slicks and historic Dunlops on the same grid to make up the numbers.

In 2003, the Prince entered the National Championship and came third. In 2005, he won the Championship outright. 'That was one of my proudest moments,' he smiles.

There was some negative reaction, though, when he took that first championship. Most fellow competitors were fine, but some of the newspapers suggested that the other drivers were being kind and easing off. HRH puts the record straight on that point: 'In fact, it was quite the opposite. Whenever they saw me, their idea of fun was to beat me.'

In 2007 he took his second championship, proving that the first was no fluke. He also set five track records, three in Jutland and two in Sweden. 'I was walking on a cloud. I went on to win in 2009, 2011 and 2013 – so six in 15 years. Not too bad.'

In 2002, one of the Prince's mechanics, Martin Berner, dusted off his Lotus Cortina and joined the Prince on track, forming the basis of the Royal Racing team. A short time later, HRH's school chum and fellow historic racing enthusiast Oscar Siesbye decided to join the circus. Initially, he ran a Mini, but when he bought a Cortina as well, the three drivers realised it would make sense to use the same mechanics and transportation, as well as the same classic London bus as a crew centre.

'All three Cortinas are prepped identically, which also makes it more economical when ordering parts. When I first got my car it was producing around 140bhp, but now it makes

almost 180. It'll rev to 8000rpm but we limit it to 7800 to retain reliability. There is great competition between us; Martin and I tend to be quickest, and Oscar is rather useful blocking the opposition.'

The Prince's car has always carried the number 65. 'Apart from participating in Group 65, the real reason I wanted that number is that it's my official Crown numberplate, and I also had the number 65 when I was tank company commander. Six-Five is the call sign of the commander on his frequency.'

Fitting his racing around his official responsibilities can be difficult. At the moment HRH has several dates pencilled in for the coming season. He plots things out as best he can. 'It is an exercise in feasibility.'

The Prince has made a special effort to make himself available on occasion: the opportunity to share a Lotus Cortina with Tom Kristensen at Goodwood Revival, for example, was just too good to pass up.

'I'd love to go back. I'm an old war-bird freak, too, so when my wake-up call on the Saturday was the roar of six Spitfires flying 100 yards away from the window of my guest room at Goodwood House, I wondered whether if I was dreaming.'

He's been to Spa, too, but had some official duties in Moscow that precluded him from being able to practise. His teammate Martin Berner practised in all three of the outfit's Cortinas, and managed to set qualifying times for Oscar and the Prince's car as well as his own. They were up against some pretty mighty stuff, so Oscar and the Prince followed Martin around to get the hang of things. Another competing Dane told him that you either win or lose at Eau Rouge; you have to go for it. ➤





Left  
Prince Joachim (on right  
with daughter Princess  
Athena) and his teammates  
Oscar Siesbye (far left) and  
Martin Berner (centre)  
outside the London bus that  
serves as their HQ at races.

*'I shouldn't admit this, but I used to burble slowly through packed car parks, then hit the throttle so the noise from the exhaust and those twin Dell'Ortos would set off all the alarms'*

'First time through Eau Rouge I touched the brakes. Second time, I lifted off briefly, but the third time I bit my lip and decided it simply had to work – and it did. On the other side of the circuit, through the long curve at Blanchimont, I was flat-out in fourth and on opposite lock pulling 121mph. Sideways at that speed was such a blast.'

This past year the Prince crossed Moncao off his bucket list, too, driving a 1100cc Formula Junior Volpini around the street circuit. It was a competitive car, but he was a tad cautious. It was his first go in a single-seater and the car was lent to him on a 'you bend it, you mend it' basis. Nonetheless he had a good dice with a Stanguellini and finished tenth of 49 entrants.

When I ask if he's had any nasty moments on the circuit, he smiles. 'I've had some near-misses alright. At Ring Djursland in Jutland once, another Lotus Cortina spun in front of me, and I was absolutely sure I was going to crash into the barrier. I jinked left and somehow got through.

'I had a similar situation at the Copenhagen Historic Grand Prix in 2013, driving an Escort BDA. The car in front lost it, hit the barrier and

I hit him. It wasn't my fault, but I was very upset because it wasn't my car.'

Prince Joachim's worst accident was at the CHGP in 2014. He was running a safe second when he lost all his brakes. He was in fourth gear, and when he went down through the ratios he realised there were simply no brakes at all. He tried to get into second to lock it up in the hope of reducing the impact with the wall, but the car was badly damaged and considerably shortened. Fortunately the cage worked well and he was OK.

Unsurprisingly, given his long history with the Lotus Cortina, the Prince has always held Jim Clark in the highest esteem, but his heroes also include Bernd Rosemeyer. 'He took 16 cylinders of Auto Union, added twin wheels at the back, then went charging off up hills!'

It seems the Prince's great affection for Lotus began when he lived in Hong Kong for a year in 1993. He took with him a very nice 1986 Excel SE. He says that although it really could have used air-con, and an automatic box would have been useful in the Hong Kong traffic, he loved the car. 'I shouldn't admit this, but I used to burble slowly through packed car

parks, then hit the throttle so the noise from the exhaust and those twin Dell'Ortos would set off all the alarms.'

In 1997, Prince Joachim wanted something for pure driving enjoyment, and considered a used Aston Martin V8 and a new Elise S1. He went to Newport Pagnell and Hethel before deciding it would be considerably easier to run an Elise in Denmark. Also, the Elise chassis was designed in his home country, so that was that. For the sake of tradition the car had to be green with red hide, with as few extras as possible, not even a radio. Low weight, simple engine – a car in the true Chapman spirit.

The Royal Stables retains only one other classic, a 1957 seven-seater Rolls-Royce Silver Wraith by Hooper, but many others have come and gone over the years. 'My grandmother, Queen Ingrid, loved her Jaguars. In 1949, when American chrome had gone too far, my grandfather, King Frederik, changed from Chrysler to Bentley, and she changed from Mercury to Jaguar. Between 1968 and 2000, she had ten 4.2-litre XJs. My brother and I tried to get her to go for a V12,' HRH grins, 'but it didn't work!' **End**



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# IF THESE WALLS COULD TALK

*The fortified French city of Angoulême has hosted motor sport for almost 80 years. Douglas Hallawell delves into the history of one of the world's great street circuits*

Photography Unai Ona Archive images ACOCRA





**Clockwise from far left**

Raymond Sommer negotiates the Marronnier hairpin in his Alfa Romeo 308, on his way to victory in the very first race held on Angoulême's Circuit des Remparts; in 2016 the diminutive but challenging street circuit welcomed no fewer than 33 Bugattis, 20 of which lined up in a race exclusively for Type 13 Brescias.

**IF FURTHER EVIDENCE** were needed that good things sometimes come in very small packages, the historic street circuit at Angoulême is it. Just 0.8 miles in length, the course through the walled city in southwestern France nonetheless packs in three hairpins, a pair of 90-degree corners and a high-speed straight – one that makes the first of those hairpins, named 'Marronnier' after its chestnut tree, a seriously tricky proposition

Racing at the Circuit des Remparts began in 1939, but was suspended during World War Two and resumed in 1947. In spite of the very short course, the initial event hosted only Grand Prix cars and attracted stars such as Maurice Trintignant, Jean-Pierre Wimille, Roger Loyer and the great Raymond Sommer, who won the inaugural, 54-lap race in an Alfa Romeo 308.

Motorcycles – 350cc and 500cc machines – were added to the programme in 1947, as was a 47-lap bicycle race that must have slowed

down proceedings to a degree that displeased the organisers, for it was scrapped the following year. That first post-war meeting also featured a pair of notable French car makers, Amédée Gordini and René Bonnet, who lined up in a Simca Gordini and a Deutsch-Bonnet racer respectively.

By 1950, F1 cars had grown too powerful for the circuit and were banned. The eligible cars were now divided into two classes: F2, for 2.0-litre engines, and Racers, for 500cc engines. The latter was won in 1950 by the Cooper of Sommer, while honours in the former class went to none other than Juan Manuel Fangio, driving a Maserati 4 CLT. A record 15,000 spectators turned out to get a glimpse of The Master at the wheel.

From 1952 until 1955, new rules further compromised Angoulême's traditional racing, making it impossible to continue. Attempts to fill the hole in the calendar were less than successful. A touristic rally was put on in 1952;

an event for road cars was scheduled in 1953; 1955 featured a grid of the little Monomill lightweights that had recently been developed by Bonnet. But locals stayed away, putting an end to all activity until 1978, when the Circuit des Remparts was revived by Angoulême's mayor, Jean-Michel Boucheron.

He organised a retrospective with some 60 historic cars, and Fangio returned to open a relaxed competition to cover a maximum number of laps with a given quantity of fuel. From 1979 to 1982 the quality of the entries improved, but organisers were handicapped by the lack of circuit homologation, which is indispensable for traditional racing.

When Boucheron finally obtained this in July 1983, Michel Loreille took over, and raised the event to international status by attracting a host of cars and famous drivers such as Sir Stirling Moss, John Surtees and Didier Pironi. Up to 70% of entries in the Circuit des Remparts' 1980s heyday came from the UK.





**From top**

Angoulême has hosted some of the world's finest racers over the years, including Juan Manuel Fangio, seen here on the left in conversation with Maurice Trintignant (centre) and José Froilán González in 1950; Louis Chiron and Lance Macklin wait for the off the following year; Prince Igor Troubetzkoy crosses the line first in 1948 in his Simca-Gordini.

*'In 2017 Group B cars will rattle Angoulême's windows; few machines could possibly look more brilliantly incongruous in the ancient city'*



Circuit International des Remparts, as it's now called, has always attracted a good variety of cars, but the 2016 event – held over the long weekend of 16-18 September – was notable for the homogeneity of one grid, which gathered together a score of Bugatti Type 13 Brescias and was won by Julian Eckersley. The marque is very well represented every year (13 further cars were present in other classes), but the sight of an uninterrupted train of racing Bugs skittering through the picturesque city centre will live long in the memory.

These days the Friday evening of the event is given over to a concours d'élégance, and the Saturday programme includes the 116-mile Rallye International de Charente, tackled by around 180 classics. Sunday's racing remains the main attraction, though, for visitors as well as competitors, and the many Brits in the crowd are well looked after with commentary provided in English.

This year's edition, scheduled for 15-17 September, is unlikely to be quickly forgotten, either, the organisers having announced plans for a (demonstration) grid of Group B cars, which will rattle Angoulême's ancient windows; few machines could possibly look more brilliantly incongruous in the city, whose famous walls date all the way back to the Roman period.

And there is reason to be confident that the event will only continue to improve. Michel Loreille stood down in 1993, but is now happily back in the fold as part of the recently formed 'Collectif Emotion Circuit des Remparts,' which aims to cajole the present organisers and the municipality into investing the time and energy needed to ensure that the proud legacy of the Circuit des Remparts is honoured well into the future. **CAR**





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# DIARY DATES

*Details of can't-miss historic motor sport events herewith...*

## JIM CLARK REVIVAL

21-23 April  
Hockenheim, Germany  
[hockenheim-historic.de](http://hockenheim-historic.de)

## TARGA TASMANIA

24-29 April  
Tasmania, Australia  
[targa.com.au](http://targa.com.au)

## TOUR AUTO

24-30 April  
Paris to Côte d'Azur, France  
[peterauto.peter.fr](http://peterauto.peter.fr)

## MANX CLASSIC

27-29 April  
Isle of Man  
[manxmotorracing.com](http://manxmotorracing.com)

## DONINGTON HISTORIC FESTIVAL

28-30 April  
Castle Donington, UK  
[doningtonhistoric.com](http://doningtonhistoric.com)

## SPA CLASSIC

19-21 May  
Francorchamps, Belgium  
[peterauto.peter.fr](http://peterauto.peter.fr)

## GRAND PRIX DE PAU HISTORIQUE

26-28 May  
Pau, France  
[grandprixdepau.fr](http://grandprixdepau.fr)

## MODENA CENTO ORE CLASSIC

6-11 June  
Rimini to Modena, Italy  
[modenacentooreclassic.it](http://modenacentooreclassic.it)

## GRAND PRIX DE L'ÂGE D'OR

9-11 June  
Prenois, France  
[peterauto.peter.fr](http://peterauto.peter.fr)

## THE SILVERSTONE CLASSIC

28-30 July  
Silverstone, UK  
[silverstoneclassic.com](http://silverstoneclassic.com)

## VINTAGE PRESCOTT

5-6 August  
Gotherington, UK  
[vssc.co.uk](http://vssc.co.uk)

## COPENHAGEN HISTORIC GRAND PRIX

5-6 August  
Copenhagen, Denmark  
[chgp.dk](http://chgp.dk)

## OLDTIMER GRAND PRIX

11-13 August  
Nürburg, Germany  
[nuerburgring.de](http://nuerburgring.de)

## BONNEVILLE SPEED WEEK

12-18 August  
Bonneville Salt Flats, USA  
[scta-bni.org](http://scta-bni.org)

## MONTEREY MOTORSPORTS REUNION

17-20 August  
Monterey, USA  
[mazdaraceway.com](http://mazdaraceway.com)

## LIME ROCK HISTORIC FESTIVAL

31 August – 4 September  
Lime Rock, USA  
[limerockhistorics.com](http://limerockhistorics.com)

## HISTORIC GRAND PRIX ZANDVOORT

1-3 September  
Zandvoort, Netherlands  
[historicgrandprix.nl](http://historicgrandprix.nl)

## GOODWOOD REVIVAL

8-10 September  
Goodwood, UK  
[grrc.goodwood.com](http://grrc.goodwood.com)

## CIRCUIT DES REMPARTS

15-17 September  
Angoulême, France  
[circuit-des-remparts.com](http://circuit-des-remparts.com)

## SPA SIX HOURS

15-18 September  
Francorchamps, Belgium  
[sixhoursofspa.co.uk](http://sixhoursofspa.co.uk)

## CARRERA PANAMERICANA

13-15 October  
Tuxtla Gutiérrez to Durango, Mexico  
[lacarrerapanamericana.com.mx](http://lacarrerapanamericana.com.mx)

## ALGARVE CLASSIC FESTIVAL

27-29 October  
Portimão, Portugal  
[algarveclassicfestival.com](http://algarveclassicfestival.com)

## RAC RALLY OF THE TESTS

9-12 November  
RAC Rally of the Tests, UK  
[heroevents.eu](http://heroevents.eu)

## LE JOG

8-12 December  
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