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Octane

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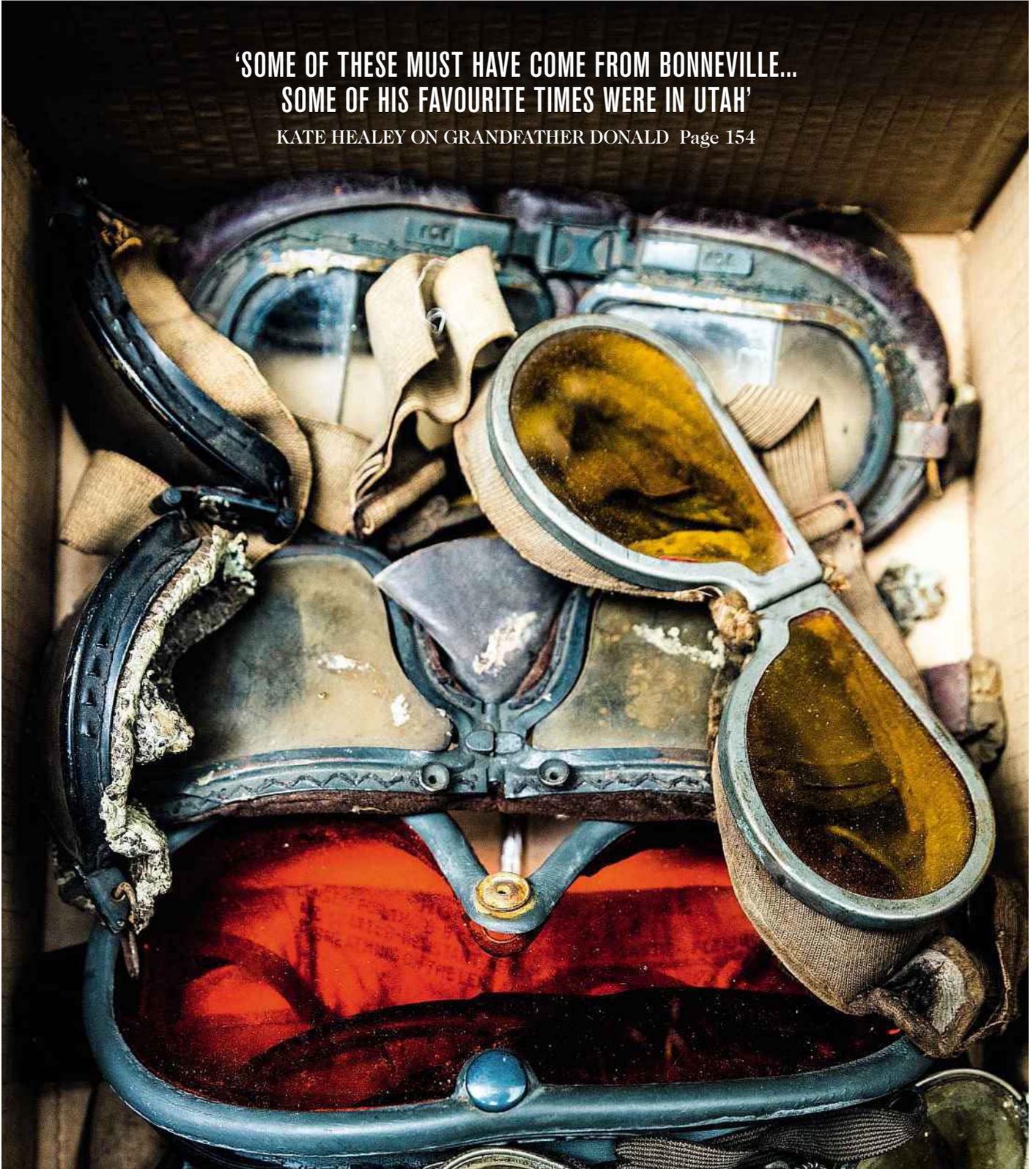
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EDITOR'S WELCOME

The appeal of unloved Porsches

IT CAN'T ONLY BE ME who's suddenly noticing Porsche 996s. Spot one on the road and it's not just a recent Porsche: you specifically clock it as a 996, something a little older and out of the ordinary, and then start wondering about a few possibilities. Such as, hmm, should I buy one? Is this the last affordable 911?

Good questions both, which we want to answer in our feature beginning on page 60. But I'll let you in on a little clue, here. While I can see two 996s in our cover image – the first time they've featured there – there are another two outside the *Octane* office, one belonging to David Lillywhite, the other to Adam Towler, deputy editor of our sister magazine *Evo*. And you can read more about David's in *Octane Cars*, from page 164.

I'm a Porsche fan, though I've never taken the plunge with a 911. Instead, I opted for a 944; I've owned it for five years, and love the brawn of its engine, the balance of its handling, and the feeling of toughness you'd expect of a marque that forged its reputation at Le Mans. There have always been jibes that its engine is in the wrong place and that, being water-cooled, it's not a *proper* Porsche. Well, it's no 911. But as for the 996, water-cooling never stopped that car being a proper 911.

It's a question of evolution. When air-cooled 993 gave way to water-cooled 996, much more than many realised was carried over from one version to the next. Relationships in the suspension and floorpan (not to mention the positioning of the engine...) survived the transition, despite the new car sharing architecture with the first-generation Boxster. Sacrilege? No, pure survival instinct. Without it, Porsche probably wouldn't be with us today.

And that first 996 was simply a starting point for a whole new dynasty of 911s, complete with more extreme Turbo, GT3, GT2 and RS evolutions, many of which are already highly collectable. The entry-level cars will only follow suit, so make your move quickly.

Octane is evolving too, as David Lillywhite makes his move for a new challenge. I'm taking a turn at the wheel for a while, ready to hand the keys to our new editor in a couple of issues' time.

Enjoy the magazine.



Glen Waddington,
associate editor

FEATURING



JOHN BARKER

'Some cars can't cope with the tricky roads of the North York Moors, but the 13-year-old, 60,000-mile 996 Carrera 2 made itself right at home and confirmed that it's a "proper" 911 – characterful and capable, tactile and engaging. It's currently Porsche's most underrated and undervalued car.'

Find out more on pages 60-74.



RICHARD BREMNER

'The Matra Rancho hasn't attracted a following keen to preserve them, so they're rare, and rarer still in fit, low-mileage condition. Which made driving this one a nostalgic joy. First, because it drove as they should, and second, because I've owned several examples of the Simca it's based on.'

Read Richard's Rancho story, pages 92-98.



JOHN SIMISTER

'*Octane* often features mad, powerful cars that sometimes are for sale, so I thought it would be fun to approach the only functional Harrier GR3 jump jet in captivity the same way. I well remember the Harrier demo at the British GP, and to crawl over one today is quite a thrill!'

Join John in the cockpit, pages 134-140.

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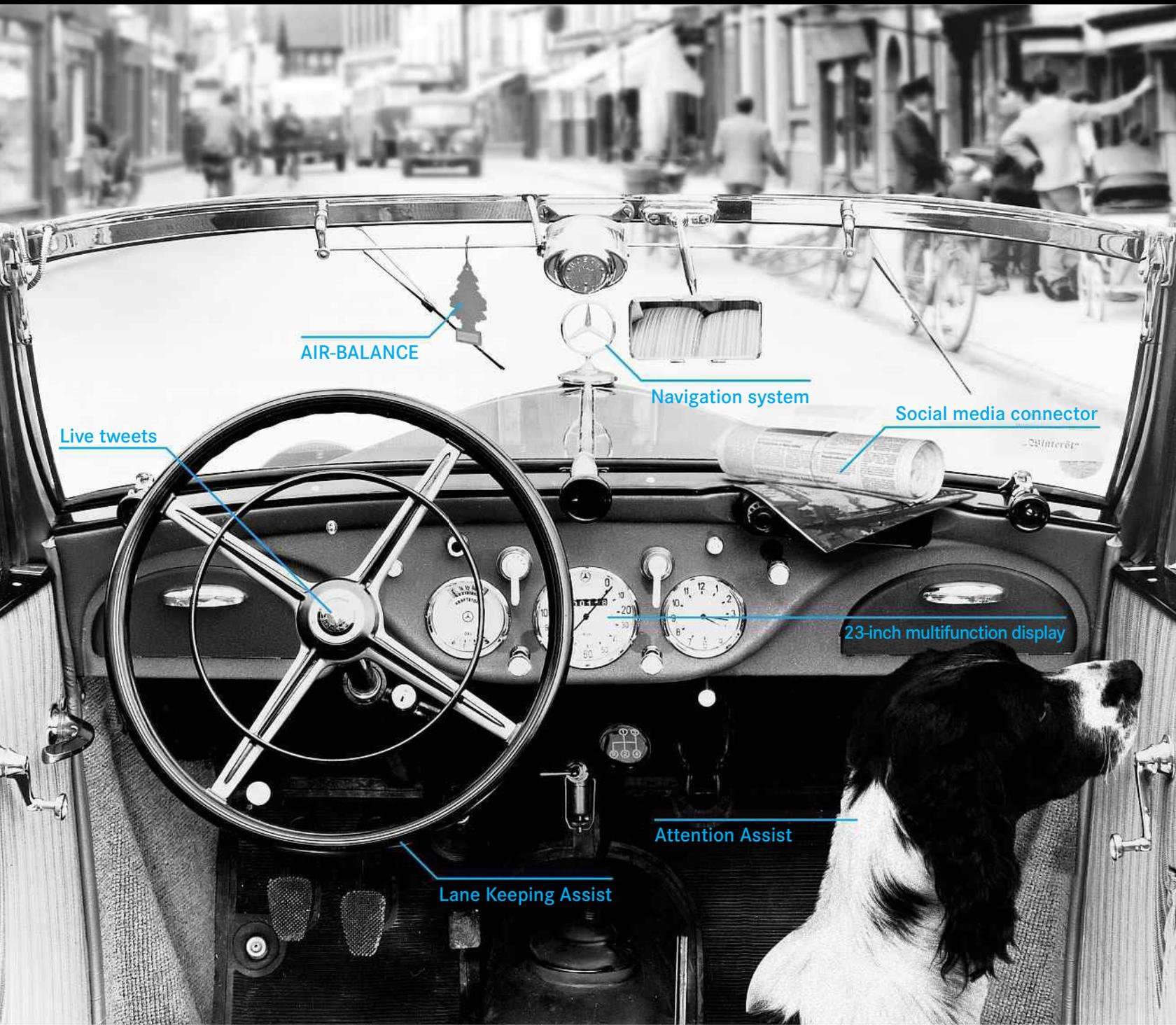
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IGNITION

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Classics and the 2040 engine ban

The petrol engine's days are numbered. We ask the lobby groups what this means for our cars

Words Sarah Bradley and John Simister **Illustrations** Mark Sommer

AFTER 2040, it will no longer be legal to sell new vehicles in the UK that rely solely on petrol or diesel power. This announcement of the wholesale electrification of personal transport is a stark reminder that the UK is on a one-way street to a carbon-free future.

Few deny that the road to cleaner air and renewable energy is the only one open if we are to protect the future of humanity and its environment, but the realities, logistics and practicalities of accommodating such an all-

encompassing change are anything but straightforward. The questions and fears raised by the enforced switch to hybrids and pure electric vehicles are complex and far-reaching, and the historic car movement faces its own concerns not debated in the mainstream media. We outline them here:

Fuel

How will the move away from fossil fuels affect us? Will petrol and diesel still be available – in

a blend that suits our vehicles – in decades to come? If it is, will forecourt prices rocket to reflect the reduced demand? Will filling stations gradually disappear?

Autonomous cars

As the rest of the automotive world embraces autonomous driving technology, for how long will we be permitted to self-pilot our relics in a sea of computers on wheels? Will legislation and practicalities force our machines to become

immobile works of art, redolent of times gone by but never again to turn a wheel under their own steam?

Future values

What effect would this have on values? Exotica such as a Ferrari 250 GTO or a Brough Superior will always attract collectors and find space in upmarket galleries; many such machines are never driven or ridden anyway. But what will happen to the classics that make up the bulk of the historic movement, vehicles currently valued for the ownership pleasure they give rather than any serious investment opportunity? Classics heading for the crusher: it's a chilling thought.

Demographics

As the generation currently enthused by such vehicles dies out, will the impetus for preservation of historic vehicles diminish? Our digital-savvy successors mostly don't share our love of motoring, although there are some encouraging signs of interest and skills-learning among a younger generation reacting against the pull of the virtual, online world. But it's a fragile trend.

The FBHVC view

We put these concerns to Geoff Lancaster of the Federation of British Historic Vehicle Clubs (FBHVC) and, with other countries having made similar announcements, to Gautam Sen of the Fédération Internationale des Véhicules Anciens (FIVA, the overall watchdog). Their replies were upbeat but short on specifics. This is the FBHVC's response:

'There has been a great deal of press coverage following the publication of the Government's strategy for restoring legal compliance in a number of high-load air pollution areas, primarily in inner cities. The report itself is very comprehensive in its analysis of the problem, and the Government is to be congratulated for grasping the nettle and proposing a range of initiatives to reduce the levels of pollutants, particularly NOx, to acceptable levels.

'Understandably, press coverage has concentrated on a small part of the report relating to the target of cessation of production of internal combustion engines by 2040. Indeed, you could be forgiven for believing that most of the reportage was carried out without actually reading the full report.

'One thing is certain, the world is going to change; it already is and it always has. We are certainly not going to criticise a government that is prepared to think this far ahead and thus try to manage that change to the advantage of the country and all its citizens.

'As the representative in the UK of the historic vehicle movement, we have been actively engaged already in this debate. In

respect of the moves already taking place in some cities regarding Low Emission zones (LEZs) and, in the case of London, Ultra Low Emission Zones (ULEZs), we have established the principle that due to their very low impact on total emissions levels, and bearing in mind their heritage and cultural value, historic vehicles are to be exempt from these measures.

'We shall continue to represent the 255,000 users of historic vehicles and our objective remains as it has always been: to preserve the right of our members to use their historic vehicles on the public highway.'



'THE GOVERNMENT HAS BEEN VERY SUPPORTIVE OF CLASSIC CARS AND THE £5.5bn INDUSTRY BEHIND THEM'

The FIVA view

FIVA echoed FBHVC's response, and added that FIVA is pressing all governments to adopt the following approaches:

- › No bans, but co-existence on public roads, so fuel/electric and manual/(partly) automated are all allowed on public roads, as a principle;
- › A freedom of choice for individual mobility, as people need to be able to continue the use of the vehicles of their choice, as long as they are roadworthy, and are driven responsibly;
- › An appreciation on the importance of preservation of mobile heritage, because of its cultural and economic value;
- › An awareness that the historic vehicle movement is a way of life, a world of thousands of clubs, thousands of meets and millions of enthusiasts worldwide, who see way beyond material values;
- › The acceptance of mobility as a pleasure, as against mobility being seen as a problem.

A word from Sir Greg Knight



We also approached Sir Greg Knight MP, chairman of the All Party Parliamentary Historic Vehicles Group. 'Historic vehicle owners need

not be queuing up to sell their pride and joy,' he said. 'I regard the Government announcement as an ambitious aspiration which may or may not be delivered in the timescale mentioned – and more likely not.

'Whilst it is admirable to pursue the aim of seeing only zero-pollution vehicles on our roads, it is necessary to also take along public opinion. Any democratic Government that gets too far ahead of public opinion becomes a missionary at its own risk.

'Even if new petrol cars are banned from being sold from 2040, it would be at least another 15 years before they could be phased out and then only if that was acceptable to the public. Any Party that proposes a ban without public support is, quite frankly, doomed to serve only in opposition.

'Classic and historic cars only make up approximately 0.7% of all registered vehicles, so their contribution to air pollution is barely measurable. I would therefore expect any Government to exempt them from a blanket ban on the use of petrol or diesel vehicles.

'This announcement should not have any effect on the value of historic vehicles in the short or medium term and in the long term may actually increase the value of those historic vehicles that are then still in existence.'

So it need not be the end of the road for classics. Future enthusiasts will need to get their motoring fix from somewhere, once they can no longer turn to their local new-car showroom. It's an opportunity for carmakers and classic vehicle companies to embrace the 'heritage driving experience' with the chance to re-live the glories of the internal combustion engine. Events such as the Silverstone Classic and Goodwood Revival could grow yet larger.

It's worth remembering, too, that the Government has traditionally been very supportive of classic cars and the lucrative industry behind them, estimated to be worth £5.5bn. Whitehall is unlikely to turn its back on a movement which provides a strong sense of heritage and history, and which appeals to tourists in such a major way. Pressing questions, however, remain unanswered.

NEWS FEED

How to create a marque history; Fiat 500s set to invade Goodwood; record price for hot-ticket hot hatch; VW bus party



Infiniti invents a heritage for Pebble Beach

Nissan's high-end Infiniti car brand has existed only since 1989, but at the Pebble Beach event it will show a retro-inspired sports racing car concept based on what a barn-find Infiniti, hidden for 70 years, might have looked like after restoration. To give modern relevance, the concept is actually an EV. Pebble Beach will also see the unveiling of a one-off, Pininfarina-bodied Jaguar XK120 SE from 1954, restored by expert specialist CMC of Bridgnorth. Its first owner was famous American car importer Max Hoffman.

Goodwood Revival marks Fiat 500's 60th birthday

The Goodwood circuit will look more like the centre of Turin as 150 examples of the tiny Fiat form up for each day's opening parade. Other Italian vehicles of the era will join them on track and for the Italian-themed display.

Retro showroom is new entrance for AACA museum

The Smithsonian-affiliated AACA Museum in Hershey, Pennsylvania is constructing a new entry portal, in the style of a classic chrome-and-glass car dealership and named the Clyne Gateway. Opening is planned for spring 2018. The first exhibition features the National Corvette Restorers Society.

Rennsport's backdated 911s get a high-profile dealer

H R Owen's multi-franchised Ecurie dealership in Cheltenham, already selling the BAC Mono and several supercar brands, is the new distributor for the restored and recreated classic Porsche 911s built by Moreton-in-Marsh specialist Rennsport. Currently two 1969-look cars are available, in Slate Grey and Viper Green.

Peugeot 205 GTI 1.9 sells for a record £38,475 at auction

Silverstone Auctions' Silverstone Classic sale was the venue, a completely original 1988 205 with just 5726 miles recorded was the car, still sitting on its original tyres. Its first owner won it in a Grattan clothing catalogue competition. It follows last year's sale of an 8000-mile example for £31,625, and shows the huge premium placed on such time-bubble cars.

Hannover factory hosts huge Volkswagen bus party

Fans of the VW 'bus', as made in six generations from 1950 to the present day, converged on 6 August on the factory where they have been built since 1956. Some were in a 350-bus convoy starting at VW's Wolfsburg plant, led by VW Commercials CEO Dr Eckhard Scholz in his 1965 example. The gathering formed the finale of the four-day VW Bus Summer Festival.

Drive a classic racing car in France, stay in an eco-lodge

The newly-opened Classic Racing School, based at the Spa-like Circuit de Charade in the Auvergne, offers the chance to learn racing car driving techniques in a fleet of seven specially-built Crosslé 90F single-seaters, based on a 1969 Crosslé 16F Formula Ford car but with a modern Ford Zetec 2-litre engine. Interesting accommodation is available.

New collectible-car dealer at Tollerton Hall, Notts

Financed by South African collector Ian Kershaw and managed by ex-Tom Hartley employee Gary Tolson, Kaaimans International will sell supercars and sports cars from Tollerton Hall, and host motoring events, once the new showroom is completed.

THEY SAID

'It's the only perfect test track in the world'

Rally legend Walter Röhrl, who has just produced a video of 'a perfect lap' of the Nürburgring Nordschleife for www.fica.com.

'These meticulously maintained classics should be enjoyed on roads and race tracks'

Collector extraordinaire Peter Mullin on continuing to use his near-priceless Art Deco era cars (six of which were present at Monterey Car Week).

'It's an incredible feat to join my great uncle Burt in the record books'

Lee Munro, who has achieved 186.681mph at El Mirage on an Indian, to mark the 50th anniversary of World's Fastest Indian Burt Munro's Bonneville record (which still stands).

'I love overhearing enthusiasts commenting that they haven't seen one of those in years'

Hagerty's Angus Forsyth after another successful Festival of the Unexceptional at Stowe House.

'Thank you everyone. It's been amazing!'

Editor David Lillywhite, who leaves Octane after this issue to launch a new classic car project.

'This is my dream job and I am thrilled to have the opportunity to take Octane to new creative and editorial heights'

James Elliott, who will replace David Lillywhite as editor.

Nominate now for *Octane* Awards!

Send in your nominations for the best of the best

THE OCTANE AWARDS, previously known as the International Historic Motoring Awards, is now open for nominations in 13 of its 19 categories.

These include Motoring Event of the Year, Motorsport Event of the Year, Museum of the Year, Personal Achievement Award, Race Series of the Year, Publication of the Year, Rally of the Year, Tour of the Year, Industry Supporter of the Year, Restoration of the Year, Specialist of the Year and Club of the Year. Details of the shortlist for Car of the Year will appear in a future issue.

The awards take place on 16 November, at the Underglobe, beneath London's famous Globe Theatre. To nominate, please visit the website www.octaneawards.com. The deadline for nominations is 1 October 2017.



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This year's Concours promises a mouthwatering mix

Words John Simister

AS WE WENT to press, the organisers of the Concours of Elegance, to be held at Hampton Court Palace on 1-3 September, released the final entry list. Among the 64 rare and important machines are examples of stunning beauty, amazing originality or illustrious competition history, while common to all is extraordinary craftsmanship, whether in original design and construction or in later restoration.

The story begins with the 1896 Arnold Benz that was the first car to get a speeding ticket, and meets the present day with a LaFerrari and a McLaren P1 GTR, the latter displayed next to a 1995 McLaren F1 GTR. Remarkable feats of preservation are represented by the Maserati A6G barn-find from the Baillon Collection, a former *Octane* cover car; and the 1928 Victor Broom-bodied Bentley 4½ Litre found in pieces in a house and on a garage roof, then carefully reassembled into a running car.

Other seldom-seen cars include a 1930 Duesenberg Model J 'Disappearing Top' convertible, also unrestored, a 1933 Lancia Astura Aerodinamico Castagna, a 1934 Tatra 77 and a 1948 Bentley MkVI owned by Facel founder Jean Daninos, who commissioned Pininfarina to build its 'Cresta' body.

This year's Concours is the sixth such event and the second to be held in the Hampton Court Palace Gardens. Other venues have included the Palace of Holyroodhouse and, for both the

inaugural event and last year's, Windsor Castle. As well as the Concours itself, the weekend will include car club displays, a Jaguar Trophy on the Saturday for which 90 cars compete, a Bentley Trophy on the Sunday to a similar format, and Sunday's *Octane* Tour of Wessex. Friday is for owners and entrants, with public access by ticket during the weekend.

More information and the full entry list can be seen at www.concourssofelegance.co.uk.



MORE HIGHLIGHTS FROM THE CONCOURS

- 1904 Mercedes 28/32 Simplex
- 1922 Bentley 3 Litre No 141
- 1923 Alfa Romeo RL Targa Florio
- 1923 Aston Martin 'Clover Leaf'
- 1927 Amilcar C6 Voiturette No 11014
- 1931 Bugatti Type 54 No 54201
- 1933 Aston Martin Le Mans Short Chassis
- 1934 Bugatti Type 57 Gangloff Stelvio
- 1935 Lancia Augusta March Special Tourer
- 1937 Adler Rennlimousine Competition
- 1939 Frazer Nash BMW 328
- 1941 SS100 Jaguar 2½ Litre Roadster
- 1943 Alfa Romeo 6C 2500 Garavini Cabrio
- 1946 Fiat 1100 Frua Barchetta
- 1952 Ferrari 342 America Pininfarina
- 1952 OSCA MT4LM Vignale Coupé
- 1953 Ferrari 250 MM
- 1953 Ferrari 340 MM Vignale Spyder
- 1954 Fiat 8V Supersonic No 104.00043
- 1954 Siata 208S Motto Spyder
- 1959 Triumph Italia Coupé
- 1961 Ferrari 250 GT SWB California Spyder
- 1962 Aston Martin DB4 GT Zagato
- 1963 Chevrolet Corvette 7-11 Race Car
- 1964 Jaguar Lindner-Nocker E-type
- 1964 Ferrari 250 LM Scaglietti Berlinetta
- 1964 Shelby Daytona Coupe CSX2300
- 1966 Lamborghini 400 GT Touring 2+2
- 1968 Porsche 911 T/R
- 1987 Silk Cut Jaguar XJR-8

TIM SCOTT/FLUID IMAGES

Return of the Goodwood TR

Famous TR3a completed after its discovery in a French scrapyard

Words David Lillywhite

A TRIUMPH TR3A thought to be the most successful ever non-works TR has just emerged from a restoration that took several years.

The TR3a, registered 33 DNK, was bought new by RW 'Bill' De Selincourt in June 1958, and soon gained a distinctive alloy nosecone. It was raced throughout 1959, particularly at Goodwood.

It was advertised in late 1959 as 'the fastest TR in the UK' and its new owner continued to race it. By the mid-'70s it was based in Buckinghamshire, but it's not known where it went from there, until it was discovered in the 1990s by Bill Piggott, then registrar of the TR Register, in a scrapyard in south-east France.

It was rescued and repatriated by TR specialist Darryl Uprichard of Racetorations, who says: 'It was a real chicken-shit special, feathers inside, engine in the boot, but it was a fundamentally good car and it still had the nose cone.'

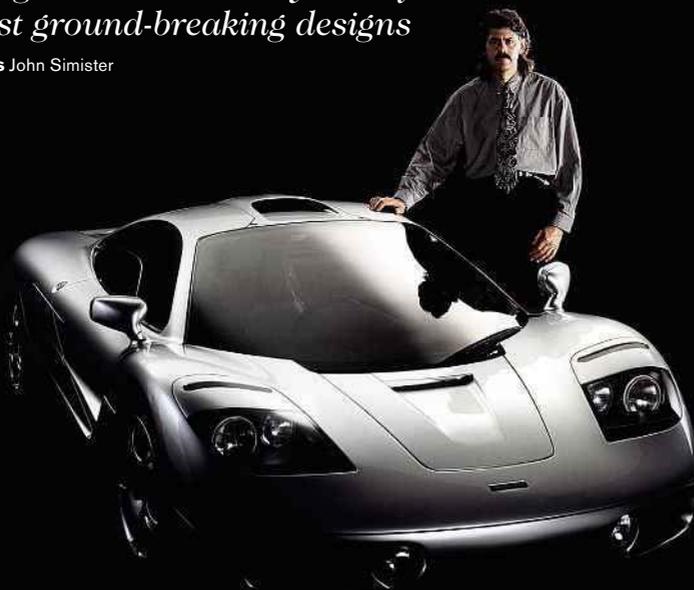
Darryl has kept the original chassis and inner tub but the outer panels and nosecone have had to be remade. He's hoping to take the car back to Goodwood as soon as possible.



The Gordon Murray show

Designer to exhibit 50 years of his most ground-breaking designs

Words John Simister



IT'S HARD TO believe that Gordon Murray has been designing cars for half a century. But that's the case, and an exhibition opening in November will tell the story through more than 40 cars that Murray has designed or influenced.

The one-week exhibition will open on 3 November at Dunsfold, Surrey. After the exhibition has finished, the building will become the new home of Gordon Murray Design, with space for development and production operations. The event will be by invitation only, but Murray's website will host an online tour guided by the professor himself.

Many of the cars reside in private collections spread all over the world, so gathering them together has been, says Murray, a huge logistical challenge. Added to that is the fact that almost all the cars are one-offs, and their value is greatly enhanced both by their rarity and, in many cases, by their race-winning pedigree.

Among the cars planned to appear are the 1967 IGM Ford Special, '78 Brabham BT46B 'fan car', championship-winning Brabhams from 1981 and 1983, 1988 McLaren MP4/4, two McLaren F1s, 2013 Yamaha City Car and 2016 GVT OX. A new vehicle, said to be 'ground-breaking', will also be revealed as the exhibition is opened.

Mazda to restore early MX-5s

Factory restoration programme, but for Japan only

Words John Simister

UP TO NOW, factory-enacted restorations have been the province of car makers perceived as prestigious – witness the ‘Reborn’ Range Rovers and Jaguar E-types, the creations of Porsche Classic, the output of Aston Martin Works Service. Now Mazda is to carry out full refurb of the Mk1 MX-5.

The man behind the plan is Nobuhiro Yamamoto, deeply involved with the sports car’s gestation and 1989 launch and nowadays the Mazda Corporation’s Roadster Ambassador. There are two strands to the project: currently-unavailable parts will be manufactured again, and following a pilot project at an ‘experienced third-party organisation’ Mazda will restore customers’ cars in-house.

The idea comes in response to pleas from enthusiasts in Japan, who say they want to continue driving their cars ‘for all time’ and crave genuine parts. The business, dubbed Restore, will start accepting cars later this year with a view to starting work in early 2018, which is when new parts such as the hood, original-pattern Bridgestone tyres and Nardi steering wheel with matching gearlever knob will become available. More parts will follow.

At the moment, this is to be a Japan-only operation handling the Eunos Roadster, as the MX-5 was known in Japan. Early Roadsters in top condition are becoming very valuable in their homeland, which helps make restoration viable. British and American enthusiasts will be watching developments with interest.



Experience the magic of Le Mans

WHILE NOTHING COMPARES with the thrill of visiting Le Mans during the famous 24-hour race, the circuit, town and local area are well worth exploring at any time of the year.

This October Classic Grand Touring, a tour company with which *Octane* has joined forces in the past, is organising a five-day jaunt to the region which it’s advertising as the ‘Le Mans and L’Hotel de France Experience’: the Le Mans part is self-explanatory, but if you’re unfamiliar with the significance of the Hotel de France, it’s the luxurious establishment in La Chartre-sur-le Loir in which many of the race teams stayed during the more relaxed era of Le Mans.

The adventure starts on the Monday evening with an overnight Brittany Ferries sailing from Portsmouth to St Malo, complete with a private dinner for all participants and a luxury cabin. Arriving in France on the Tuesday morning, it’s

straight off to Le Manoir l’Automobile at Loheac for an exclusive session on a private race track and a tour of a 400-car private car museum.

Tuesday night is spent enjoying the unique atmosphere of the Hotel de France with its wealth of Le Mans-related automobilia, while the following day revolves around the sights and flavours of the local region.

Thursday sees participants retrace the route the teams took to the Le Mans circuit: there’s the chance to drive on the permanent track, pose for photos under the iconic Dunlop Bridge, tour the public road sections of the 24 Hours loop, and absorb the history displayed in the Le Mans 24 Hours Museum. There will also be the opportunity to visit Le Mans’ old town, well worth doing. Following a gala dinner on Thursday night, it’s home again on Friday. For full details visit classicgt.co.uk.

LEGGENDA E PASSIONE

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RICHARD HESELTINE

Leo Kinnunen 1943-2017

Always genial Finnish driver who set the fastest-ever Targa Florio lap

WHEN LEO KINNUNEN lined up on the grid for the start of the 1974 Swedish Grand Prix, he created a bit of history on the quiet: this perma-smiling trailblazer became the first Finnish driver ever to participate in a round of the Formula 1 World Championship.

He retired from the race aboard his privateer Surtees TS16 and failed to make the cut in other points-paying rounds that season, but if his status as an F1 one-hit wonder in terms of starts gives the impression that Kinnunen was something of a tail-end Charlie, a gentleman driver who was in above his head, then nothing could be further from the truth. His sole GP outing was a mere downward blip in an otherwise glittering career.

Kinnunen, who died on 26 July aged 73, enjoyed a highly successful career that spanned almost 20 years, campaigning all manner of machines on two wheels and four. Nevertheless, he is best remembered for taming the mighty Porsche 917. After a few years racing motorcycles in the early 1960s, he rose to prominence in rallying, autocross and ice racing before switching

to single-seaters in 1967. Kinnunen raced an outdated Brabham to a single victory in the national Formula 3 series, beating Ronnie Peterson in the process, before making the switch to sports cars. In 1969, he won the hotly contested Nordic Cup, which led to the invitation to test for the works Porsche team.

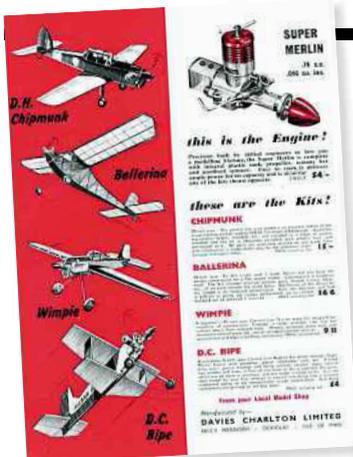
Kinnunen landed a full-time seat for 1970 and won first time out in the Daytona 24 Hours, sharing a Porsche 917K with Pedro Rodríguez. The Finnish-Mexican duo also claimed honours in subsequent International Championship of Makes rounds at Brands Hatch and Monza, and he shone in that year's Targa Florio aboard the latest 908/03. Kinnunen drove much of the distance after Rodríguez was taken ill, finishing second behind the sister car of Brian Redman/Jo Siffert. Kinnunen somehow mustered a 33min 36sec lap of Circuito Piccolo delle Madonie on his final tour, and this blistering new record was never eclipsed. He finished third in the 1973 Targa, too, sharing a 911 RSR with Claude Haldi.

Kinnunen also excelled in the Interserie

championship, the European equivalent of Can-Am, steering variants of 917 to consecutive titles in 1971-73. He claimed 18 outright wins and 11 heat victories over three seasons, and was still a factor in the World Endurance Championship up to 1977, when he retired from circuit racing.

Despite staying away from track action, Kinnunen continued to dabble in other disciplines. He had dovetailed race and rally programmes for much of the 1970s, his third place on the 1973 1000 Lakes Rally behind Timo Makinen and Marku Alén being a stand-out performance. He continued to compete off-piste to the end of the decade, claiming outright honours on the 1979 Arctic Rally among others.

Kinnunen remained a strong supporter of motor sport after hanging up his helmet, becoming a close friend and supporter of Valterri Bottas among other fellow countrymen who followed in his wheeltracks. Sadly, Kinnunen was wheelchair-bound for the last ten years of his life after suffering a massive stroke, but he never lost his sunny disposition. **Richard Heseltine**



WHY WE LOVE...

Davies-Charlton Merlin model aero engine

Can an engine of only 0.76cc actually work? You bet it can, as any aeromodeller will tell you. One of our favourite tiny two-strokes is the Davies-Charlton Merlin, a miniature diesel launched in 1954 and later prettied-up into the Super Merlin with a red head (a Testa Rossa, were it not manufactured on the Isle of Man), a red propeller spinner and a built-in transparent tank for the ether and castor oil fuel.

Its ring-less, little-fingernail-sized piston moves an aluminium connecting rod attached to a crankshaft

running in a single plain bearing. There are two controls: cylinder compression (adjust for smoothest running) and, via a needle valve, fuel quantity and therefore speed.

You put a finger over the intake (the choke control), wind the propeller to suck the fuel through, then give the propeller a good rotational flick. It might start, or it might flick back, to your finger's detriment. Once it cracks into life, a mad buzz assails your ears (it will go beyond 8000rpm) and you'll swoon to the heady ether vapours. No wonder aeromodelling is so addictive. **John Simister**



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Hillclimb heritage centre

New museum planned at Scotland's Rest and Be Thankful

Words John Simister

THE REST AND BE Thankful hillclimb, in Argyll and Bute to the west of Scotland, is one of Britain's longest hillclimb courses. It ceased to be used for speed events in 1970 but in recent years has been a challenging rally stage.

Now enthusiast Douglas Anderson has proposed a heritage centre to celebrate past and present Scottish motor sport. It would be housed in a glass-fronted building set into the hillside beneath the hairpin at the top of the hill, designed

by architecture practice Kennedy Twaddle.

'The hillclimb was seen as an ultimate test for drivers because of the steepness and conditions,' said Anderson, 'and many greats like Jackie Stewart raced there. The idea is to mark that connection in a permanent exhibition space, which could also be used by the local community for film, business and cultural events.'

Aileen Morton, leader of Argyll and Bute Council, described it as a 'really innovative idea.'

Phantom VIII is mobile art gallery

ROLLS-ROYCE'S latest Phantom is the company's first car to use a new, unique-to-Rolls aluminium structure which will also underpin the forthcoming Cullinan SUV, the next Ghost and all future models. Although the company describes it as a spaceframe, it's actually a modular set of castings, pressings and extrusions of hitherto unseen structural stiffness. It's the foundation for Rolls-Royce's intention that its ultimate luxury car should be the quietest and best-riding in the world.

Compared with its 2003 predecessor, the new Phantom has a more integrated radiator grille, a more sloping tail and even more luxury.

It features 'The Embrace', by which the doors self-close silently around the occupants, and 'The Gallery', a strip of glass extending right across the dashboard which incorporates not just the usual dials and screens but can also

house bespoke works of art as commissioned by the buyer. Unseen technology includes foam-filled tyres to reduce noise, a camera to read bumps in the road so the suspension can adapt, use of GPS data to help automatic gear selection, and a new 6750cc, twin-turbo V12 engine. It delivers 563bhp and 664lb ft of torque.



MARTYN GODDARD

HOW TO...

Adjust your SU carb

Your classic car just isn't running quite right. The engine is assembled correctly and the ignition system sparks at the right time, but the performance still feels a bit flat. Or maybe there's a bout of dyspepsia when you try to accelerate, or the tickover is rough and maybe smelly. Time, perhaps, for an exploratory tweak of the carburettor.

This micro-guide concentrates on variable-jet, constant-vacuum carburettors such as SU or Stromberg CD. Fixed-jet units – Weber, Dell'Orto, Solex, Zenith or suchlike – are very different beasts, to be covered another time.

Don't be afraid of adjusting and experimenting. Typically you'll be turning the brass nut (SU) or screw (Stromberg) at the base of the jet assembly, and you'll be adjusting the idle speed via a screw on the throttle linkage. Provided you count the number of 'flats' you've turned an adjuster, you can always return to the starting point.

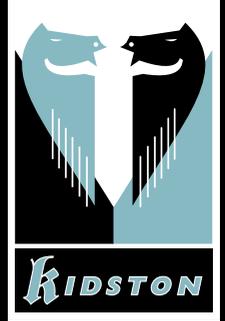
Start by checking the dashpot has enough oil in it to let the carburettor piston's damping system work properly. Next, get the engine fully warmed up.

Now, check the fuel/air mixture by lifting the carburettor's piston about a millimetre and holding it there. If the engine slows, the mixture is too weak. If it speeds up, too rich. If it stays the same, or speeds up just slightly and quickly returns, then it's set correctly. Some SUs have a built-in lifting pin for this purpose. Otherwise, you'll need to remove the air filter so you can lift the piston with a slender screwdriver or similar.

If the mixture seems too rich, screw the brass jet adjuster upwards, a flat at a time, and listen for a change in the engine note. You are weakening the mixture by raising the jet and reducing the size of the hole into which the tapered metering needle fits, and beyond a certain point the engine note will stumble. Stop there, go back two flats, do the piston-lift test, repeat as needed.

If the mixture seems too weak, screw the adjuster downwards. The engine note becomes smoother and the revs rise; continue until the revs drop again or the engine starts to 'hunt' rhythmically, then turn the nut back up to the sweet spot of smoothness, which is likely to be around a flat or two richer than the start of the weak-mixture stumbling. Again, check and fine-tune with the piston-lift test.

Reset the idle speed if it has changed, refit the air filter if necessary and go for a drive. Better? We hope so. **John Simister**



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1941 Lockheed Electra 12A (ex-Sidney Cotton and the film *Amelia*) ● 1960 Maserati 3500 GT Spyder
1962 Aston Martin Lagonda Rapide (ex-New York Motor Show) ● 1966 Shelby 427 Cobra
1988 Porsche 959 'Komfort' ● 1989 Aston Martin V8 Volante Zagato ● 1994 Bugatti EB110 GT

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

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MAN & MACHINE

A wonderful waste of effort

Chris Williams' fire-breathing 42-litre V12 Packard-Bentley

Words and photography Paul Hardiman

AT BROOKLANDS, IN 1933, they said old John Cobb was a fruitcake, cramming a 27-litre Napier Lion aero engine into a racing car.

Likewise, Chris Williams doesn't care what you think of his car, one he brands 'the biggest waste of time, money and effort in automotive history'. He's utterly outdone Cobb's Napier-Railton. His Packard-Bentley has a 42-litre V12 marine engine from a WW2 US motor torpedo patrol boat. There's more capacity in one of its cylinders than from an entire Jaguar XK engine, and at 1.7 tons it's half the car's weight.

Why did he build it? He says it will never race, and he doesn't fancy experiencing its limits where, with 1500bhp being generated with help from a screaming, dustbin-sized supercharger, it might do 160mph.

Chris first saw the Packard power unit at the Beaulieu autojumble 15 years ago. 'It was eight feet tall. Then I saw it advertised in the VSCC magazine. It was just up the road, so...' He decided to mount it in a Bentley 8 Litre chassis.

'We sawed the water pump off the bottom and repositioned it up front. That dropped the height by a foot. The rest of the car is made from sweepings, discarded Bentley bits like the Speed 6 back axle. We machined a new one for the front, six inches wider for stability. The gearbox is Bentley, too; there's a big shock absorber between it and the engine.'

When it was completed, everything seemed okay. 'How could you ever find out what will happen until you build and run it?' asks Chris. 'It was soon ruined. Both big ends had gone, and the crankshaft was bent – it's six feet long

and you can hardly lift it. The deeper we delved, the worse it was.'

The mechanical problems were methodically fixed, with beefing-up wherever needed. The balloon tyres were specially made in Bolivia.

'It's a comfortable car, it rides over everything. But it doesn't like tight bends, or stopping. The steering is vile – so heavy – and without the two universal joints in the steering column to get round the engine, the wheel would be outside the cockpit.'

It's already kinked at an awkward angle, and the clutch pedal has a vast amount of travel. Driving it slowly, though, is fairly pleasant, because there's 2000lb ft torque.

Were the car ever provoked, though, it would be a whole new kind of scary.

'At 100mph, with the boost just coming in, you begin to feel the violence, the tyres start to squirm. Up until then, I'd say it generates 5-600bhp, twice the power of a Blower Bentley.'

At events, where the Bentley-Packard always gathers a crowd, Chris starts up the beast and sends sheets of flame shooting from the 24 exhaust outlets.

'The crowds just stand and stare. It's a glorious dinosaur. I don't want you to like it particularly but, if you do, then great.'

'Packard' is cast on the engine's sides, and there's a Bentley badge on the radiator cowling several yards ahead of the screen behind which the driver cowers. But the car's name is Mavis.

'Mavis was the most innocuous, simpering name we could think of for such a ludicrous car,' Chris says. 'That's the British way.'



AUTOMOBILIA

Ever Ready Motormate

Cast your mind back to the late 1960s and the basics of everyday driving. Read any period road test of an affordable car and you'll feel glad you're a 'pampered' driver of 2017.

So much of what we take for granted today was deemed exceptional then. Essentials like rear window demisters, two-speed wipers, head restraints and reclining seats are treated almost as luxuries for which customers should feel grateful. Many cars had none of these as standard, and some still lacked even a heater.

If your car conked out on a dark, wet country road, for example, then you were at serious risk of a lorry driver, having downed his nightly four pints at the Red Lion, ploughing straight into you. If you had a light-reflecting warning triangle in the boot then it was only down to a foresighted visit to Halfords.

Into this world of gloom and risk stepped the canny Ever Ready with its Motormate combined lantern/warning beacon. 'Tough, Versatile, Powerful' it said on the box, and the hefty six-volt battery inside meant you could sit the thing on the car roof and its red light would flash vividly to show your presence and, hopefully, bring rescuers. Today, our cars have hazard-warning lights built in. In 1968, such a feature was almost unheard-of.

The original Motormate is one unsightly device, though. In a sleek, rounded world, it appears woefully crude and breakable. Its plastic feels brittle, its metal handle and lamp bracket are cheap and rust-prone, and the wires for its swivelling torchlight are exposed.

However, it's a proper period piece for a 1965-75 classic along with a tartan car rug and a square AA Relay radiator badge. If it's just too pug-ugly for you there's also the Motormate II, an authentically 1970s item in rounded orange plastic with an orange (rather than red) beacon.

They were products of the now-defunct Ever Ready, designed to use the company's own batteries, as were the cycle lights we all had on our bikes as kids. When the Motormate was current, the Ever Ready company held 80% of Britain's portable battery market, making 3million daily. Yet it ignored the challenge from Duracell and its alkaline equivalents that made 1970s portable cassette players work for more than 20 minutes. Ever Ready went into slow decline thereafter.

Undamaged, working Motormates are hard to find. If you do, upgrading the bulbs to LEDs works wonders.

Giles Chapman



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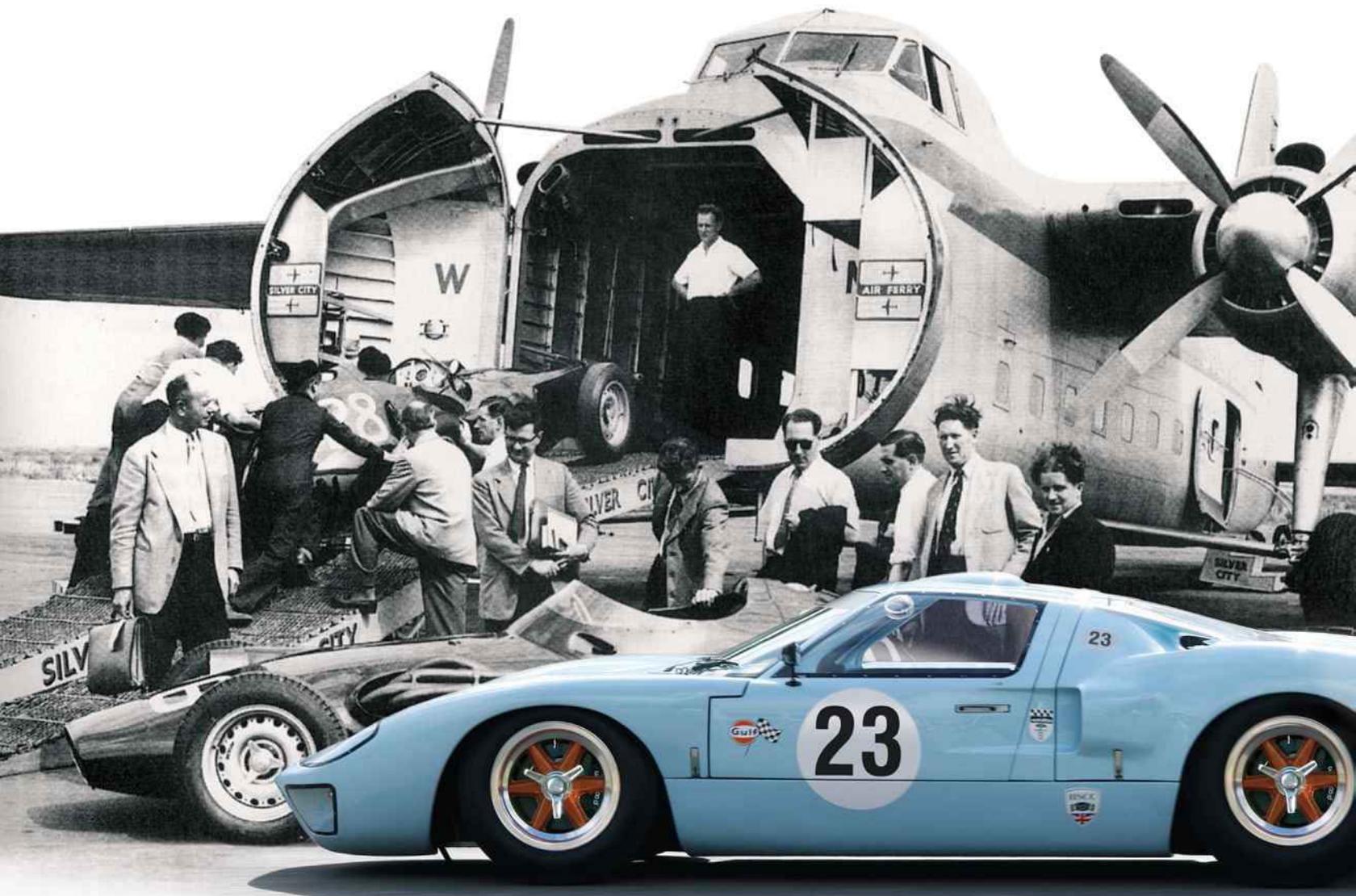
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NOOSA HILL CLIMB, QUEENSLAND, AUSTRALIA, 22-23 JULY
Mark Trenoweth's 1979 Jaguar XJ-S was the quickest tin-top at the event, beating far more modern machinery. This car is said to have been the 1974 XJ-S prototype, supposed to be destroyed, but sneaked into Australia.



FESTIVAL OF THE UNEXCEPTIONAL, NORTHANTS, UK, 25 JUNE
Suitably Gallic with the 1975 Renault 12 TL – a rare survivor.



FORMULA VINTAGE, CADWELL PARK, 23 JULY
Tony Seber's neat Wolseley Hornet Special looking strong at the Lincolnshire circuit.



FERRARI 70 YEARS, UNTIL 3 SEPTEMBER
250 GT SWB heads up display at Autoworld in Brussels.



LEFT-HAND PAGE, CLOCKWISE FROM TOP: IAIN CURRY; PETER MCFAYDEN; DIRK DE JAGER; HAGERTY. RIGHT-HAND PAGE, CLOCKWISE FROM BOTTOM: CHARLIE WOODING; VOLKSWAGEN; TUTTILL; PORSCHE; NATIONAL MOTOR MUSEUM



TUTHILL TEST DAYS, 30-31 JULY
Stig Blomqvist joins the Tuthill Porsche team for pre-Safari Classic rally testing in the Welsh forests.



BEAULIEU SUPERCAR WEEKEND, 5-6 AUGUST
Record numbers for the National Motor Museum's Supercar Weekend: 750 cars and 14,700 visitors.



BULLI FEST, WOLFSBURG, 3-6 AUGUST
350 Volkswagen Type 2s bumble slowly from Wolfsburg to Hannover.

THE MONTH IN PICTURES

Silverstone Classic was the big event but in Germany VW buses filled the roads, and on the other side of the world hillclimb action enticed the Australian winter



SILVERSTONE CLASSIC, 20-22 JULY
Merlyn Mk11A takes a nasty tumble in the hard-fought Formula Ford race. Driver escaped unharmed, thankfully.



Silverstone Classic

Silverstone, Northants, UK 28-30 July

Words David Lillywhite Photography Jakob Ebrey Photography

EVERY YEAR we say, ‘Silverstone Classic is so big’, but that hasn’t always worked to its benefit, because it has sometimes meant that the attractions were too far apart.

The organisers have gradually addressed this over the years, so that for 2017 – the biggest Silverstone Classic yet – the gaps were filled by so many attractions that the sheer size of the ‘home of British motor sport’ site finally became an advantage.

And so an already strong festival becomes a world-beater – and it remains the world’s largest motor sport event too, with remarkable figures to back that up. That’s 22 races, more than 31 hours of track action, over 50 cars per grid in many cases, 1000 entries and 800 drivers. Oh, and 100,000 visitors over the three days.

Add to that a number of track demonstrations and parades, from Mansell’s 1992 Williams FW14B to the line-up of over 40 Jaguar XJ220s, including all four XJ220C Le Mans cars together for the first time, and a parade of 115 McLarens to mark what would have been Bruce McLaren’s 80th birthday.

Off-track, there was the Mike Wheeler Car Clinic, eBay Restoration Live, off-road courses, trade village, 125 clubs, live music, fairgrounds, manufacturer displays and much, much more.

And on-track? Plenty of exciting action, well-relayed around the circuit via huge screens, which helped compensate for the similarly large distances between track and certain viewing areas at Silverstone. Races were exciting, from the 1920s Pre War Sports Cars to the Super Touring Cars of the 1990s and 2000s.

As ever, a highlight was the Saturday evening twilight Group C race, made more interesting this year by a pre-race downpour. Equally exciting, albeit slower, was the Celebrity race of HRDC Academy Austin A35s. First-time racers Howard Donald (Take That) and Amy Williams (Olympic skeleton racer) did particularly well, while Neil Primrose of Travis was best-placed of the non-professional drivers. The 21 celebrity drivers and the car owners raised more than £20,000 for the charity Prostate Cancer UK.

Next year’s Classic has been provisionally set for the earlier date of 20-22 July.

Clockwise from top left
Olympic star Amy Williams; fiery Super Touring Cossie Sierra; Group C Mercedes races into a wet twilight; Cortinas in U2TC; bike racer Steve Parrish (with Mark Blundell and Theo Paphitis) models ‘special’ shirt; Cobra/Healey/E-type action.



2005 ASTON MARTIN DBR9 - Ex Diniz / Capuava Racing

- ◆ *DBR9/102 was the second Customer DBR9 assembled by Prodrive & sold to the Diniz family in Brazil*
- ◆ *Equipped with more powerful D-spec engine using larger air restrictors, increased aero package & pneumatically operated paddle-shift gear change*
- ◆ *Diniz fielded DBR9/102 in the 2006 Mil Milhas under the Capuava Racing banner with co-drivers Raul Boesel, Pedro Lamy & Tony Kanaan*
- ◆ *Arguably the most original DBR9 extant - DBR9/102 was recently tested by 2017 Le Mans Winner & Aston Martin Works driver Darren Turner*
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Masterpieces & Style Concours d'Elégance

Schloss Dyck, Germany 8-9 July

Words Johan Dillen Photography Dirk de Jager

NOW IN ITS third year, the Masterpieces & Style Concours d'Elégance, set in the gardens of the Dyck Castle near Düsseldorf, featured 60 entries in 15 categories.

This year's edition marked 70 years of Ferrari and 60 years of the Mercedes 300 SL, while the racing category brought Jochen Mass, Marco Werner and Jürgen Barth, with five Le Mans victories between them, to the event.

Competition was vigorous for Masterpieces honours. In the Noblesse Design category, the BMW 328 Roadster that finished third in the 1940 Brescia Grand Prix rolled straight out of the restoration shop to pick up the Best in Class trophy. Similarly impressive was the 1957

Maserati 1500 GT carrying a beautiful one-off Fantuzzi body designed by Frua. This UK-delivered car is now back in its original ivory white; it duly took its own Best in Class award.

The 1959 Jaguar XK150S that Douglas Hull converted to an estate car in 1967 still does the job for which it was conceived: towing. It pulled a trailer carrying a shiny 1958 Lister-Jaguar Knobbly from Switzerland to the Dyck Castle, and received a special award for longest distance travelled. 'I mistook it for one of the new cars,' deadpanned Jochen Mass.

However, it had to yield class honours to a one-off Vignale-bodied Fiat 8V, finished in two-tone metallic blue. In 2002, shortly after

restoration, it was good enough to win its class at Pebble Beach, and it's still collecting prizes today. A second 8V, a 1953 Rapi-bodied berlinetta, took the honours in Coupés of Class.

The 1952 Mille Miglia-winning 250 S was judged best of the Ferraris, but a German beat the Italian to the Best of Show crown. 'GP 10', the 1930 Mercedes-Benz 710 SS Rennsport originally owned by Sir Malcolm Campbell, is still very much original, thus wooing the jury. Yet even this car had to concede the award for Most Pristine Masterpiece, which went to a 1929 Packard 645 Phaeton Cabriolet.

A new design trophy was awarded to a Maserati Ghibli, while the Porsche 908/3 in which Richard Attwood and Hans Hermann came second in the 1970 Nürburgring 1000km was judged Best Race Car.

The concours' private character is also its failing: while the quality of the field is beyond doubt, it's a shame the public can't sample it.



Clockwise from top

One-off Vignale-bodied 1953 Fiat 8V, styled by Michelotti, took class honours; two Vignale-bodied 1952 Ferraris, the 250 S on the right a Mille Miglia winner; Jürgen Barth in Porsche 908/3 driving seat.

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ASDEC's 30th anniversary

Lago Maggiore, Italy 29 June-1 July

Words and photography James Nicholls

THEY CAME FROM far and wide to celebrate the 30th birthday of ASDEC, the Association of Vintage and Classic Boats. Entrants from Monaco, France, England, Belgium, Germany, Switzerland, the islands of Corsica and Sicily, and even Australia, joined local Italians (and two dogs) at Lago Maggiore for this historic boating club's international meeting. It was hosted in Stresa by the Verbano Yacht Club, founded in 1895 and one of Italy's oldest.

Lago Maggiore is a big lake, obviously, so the motorboats – the youngest of which was made over 30 years ago – had to be capable of maintaining at least 30km/h. The oldest, *Gwennili* ('swallow' in ancient Breton), was built in 1930 by Chris Craft in the US.

Many of the vessels carried exotic model names: Acapulco from Swiss boat-builder Boesch; California and Costa Azzura from Cantiere San Marco; Ariston, Florida, Super Florida and Olympic from the Riva yard at nearby Lake Iseo; and the stylishly impractical 1955 Cobra *Bal-Ami* by Chris Craft, with its car-inspired design. Purchased new by the current owner's father in New York, it had sunk on Lake Windermere in the north of England in the

1990s. This was its first outing since restoration.

Despite the forecast, the morning broke fair, with flat water perfect for fast motor boating. Hitching a ride on the Boesch *Lemania Gallo* we explored the three Borromean Islands, Isola Bella, Pescatore and Madre, and then motored on to the 12th Century Santa Caterina del Sasso Monastery, its ancient edifices situated in the very cliff faces. After mooring the boats at Arona for lunch, it was a quick run back to the Yacht Club and a gala dinner in the stuccoed splendour of the Villa & Palazzo Aminta resort.

On the last day, the boats were subjected by their pilots to a series of sea trials, while the crowds on the shore were treated to a flypast of historic aircraft, a flotilla of classic sailing boats and an exhibition of classic cars on the promenade. The final event, a regularity trial, was won by a German crew in their 1971 Boesch 580 Acapulco, aptly named *Ciao*.

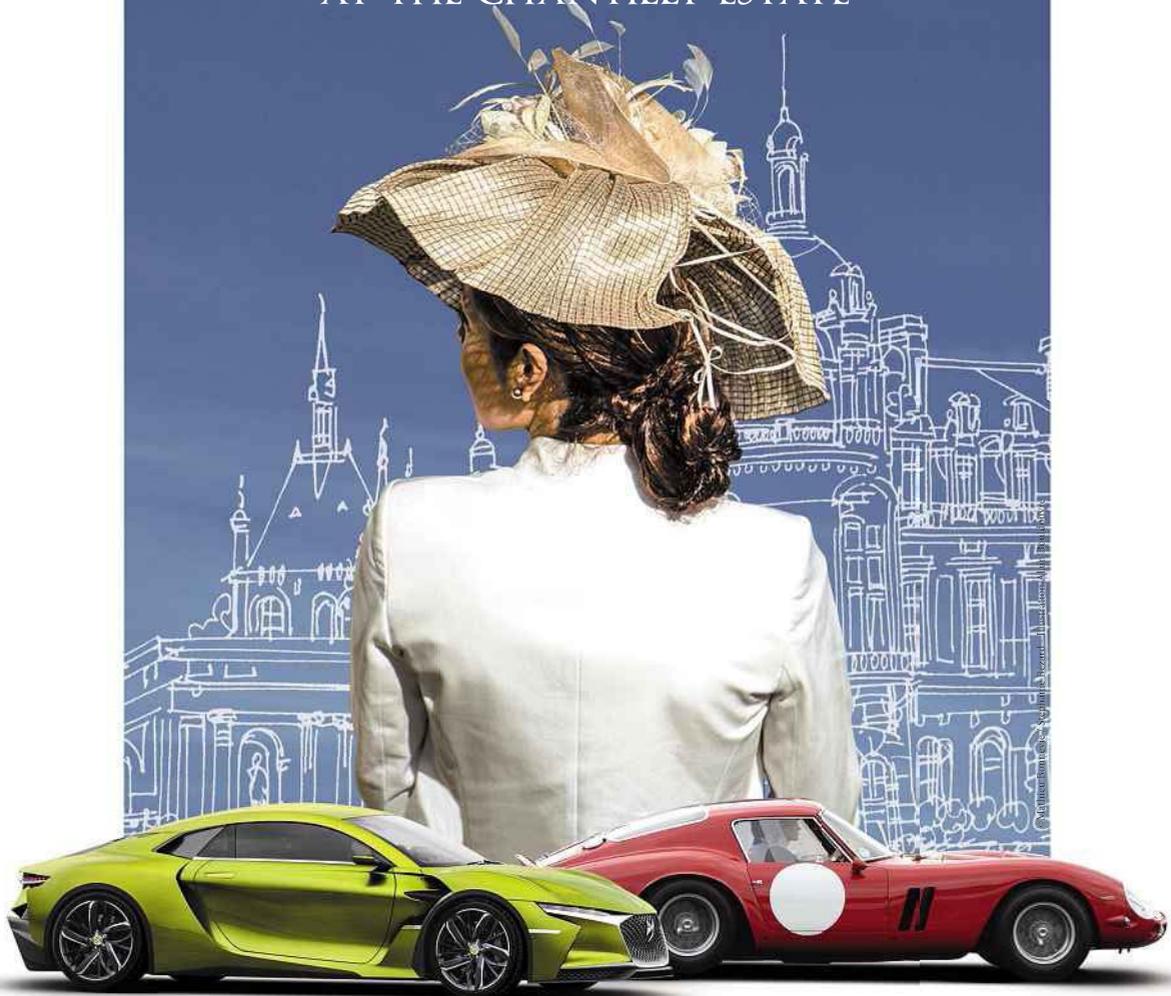
After the buffet lunch and prizegiving at the yacht club, it was '*arrivederci e ciao*' until the next gathering of the great names of classic motor boating: Colombo, Pedrazzini, Timossi, San Marco, Chris Craft, Boesch, De Cesari and the epitome of *la dolce vita*: Riva.



Clockwise from top left
12th Century monastery looms over 1948 Corsier Port Runabout *Iran*; 1955 Cobra *Bal-Ami* makes its post-restoration debut; a view of the Verbano Yacht Club; Domenico Morassutti enjoys himself at the wheel of his 1962 Riva Ariston *Norah*.

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If you're looking for some automotive entertainment, there's lots on offer

25-27 August CarFest South

Immerse yourself in everything automotive at this family-friendly carnival, being held once again at Laverstock Park Farm in Hampshire. As well as a plethora of new and classic cars, there's evening entertainment from the likes of the Kaiser Chiefs and Seasick Steve. carfest.org

26-27 August Wings & Wheels

Entertainment on the ground and in the air at Dunsfold Aerodrome in Surrey, and in a good cause, too: money raised will go to a variety of charities, including Help for Heroes and Brooklands Museum. wingsandwheels.net

26 August – 1 September Isle of Man Classic TT

Today's motorcycle heroes race yesteryear's bikes around the daunting island circuit. The event

incorporates the Festival of Jurby, a huge gathering of classic bikes. iomtt.com

31 August – 2 September Salon Privé

Back at Blenheim Palace in Oxfordshire, the concours with fabulous cars old and new presents a tribute to 70 years of Ferrari. salonpriveconcours.com

31 August – 4 September Lime Rock Historic Festival

Starting on the Thursday with the Vintage Race & Sports Car Parade, the festival features racing and a concours. Richard Attwood is this year's Honoured Guest. limerockhistorics.com

1-3 September Historic Grand Prix Zandvoort

The popular pre-'61 and pre-'66 Grand Prix cars return after a year's absence from the Dutch event to join packed grids in



Arts & Elegance Richard Mille, 10 September. Image: Mathieu Bonnevie

three days of racing for open-wheelers and GT cars. historicgrandprix.nl

1-3 September Concours of Elegance

Some of the world's rarest historic cars assemble in the regal surroundings of Hampton Court Palace in Richmond upon Thames. concourseofelegance.co.uk

2-3 September Bo'Ness Revival

Enjoy a busy weekend of classic car road runs, rallies, hillclimbing and

static displays and entertainment. bonesshillclimb.org.uk

2-3 September Beaulieu International Autojumble

The vast sale of motoring bits and bobs represents as great a threat as ever to your bank balance. beaulieu.co.uk

8-10 September Rømø Motor Festival

In only its second year of running, this Danish beach racing event looks like a lot of fun. Participants are encouraged to dress to match the era of their vehicle and there are numerous bands playing on the Friday and Saturday evenings. romomotorfestival.dk

8-10 September Goodwood Revival

The pinnacle of historic racing, with fierce competition on a circuit unchanged in layout since 1970. As well as the breathtaking racing there's the fun of dressing up in period garb, and there are further attractions including a vintage funfair and fly-pasts by World War Two aircraft. goodwood.com

9-10 September Tour Britannia

Comprising three events around the Bridlington area of the UK, Tour Britannia features a weekend-long car show, an 85-mile driving challenge and a Saturday night Sportsman's dinner with ex-F1 driver – and the original 'Stig' – Perry McCarthy as guest speaker. tourbritannia.co.uk



Historic Grand Prix Zandvoort, 1-3 September
Image: Historic Grand Prix Zandvoort

10 September

Arts & Elegance Richard Mille

Comparatively still in its infancy, this glamorous concours is inked into the diaries of motoring enthusiasts around the world. Held at the beautiful Château de Chantilly in northern France, the concours itself takes place on the Sunday; there are also road rallies for classics and supercars, and the traditional Bonhams auction. chantillyartsetelegance.com

15-17 September

Spa Six Hours

A wonderful weekend of wheel-to-wheel action on the challenging Belgian circuit, whatever the weather. The main event sees a packed grid racing into the darkness, headlights blazing, and with 650 cars in attendance, there'll be epic racing all weekend. spasixhours.com

16-17 September

Kop Hill Climb

More than 800 classic cars and bikes charge 3848 feet up the hill in leafy Buckinghamshire. Plenty to see and do for the whole family, and the event is run in support of several national and local charities. kophillclimb.org

14-17 September

Lonville Classic

The Scottish Highlands is the venue for the seventh edition of the Lonville Classic, which promises dramatic scenery, some fabulous driving roads, good eating and good company. And whisky... lonvilleclassic.com

21-23 September

Internationaler Grossglockner Grand Prix

One of Europe's longest hillclimbs, Austria's spectacular Grossglockner Pass once again hosts a first-class field of classic racers hoping to be quickest to the top. grossglockner-grandprix.de

23-24 September

Les Grandes Heures Automobiles

Not a race, but an extraordinary meeting of racing cars at Linas-Montlhéry circuit just outside Paris. The grids feature many of the cars and motorcycles that graced the track in period, as well as number of their 'heirs', as the organisers put it. lesgrandesheuresautomobiles.com

23-24 September

Sywell Classic: Piston & Props

Pistons & Props has managed to turn itself into one of those 'something for everyone' events: aerial displays, car and motorcycle racing on the runway, live music, a vintage funfair and a shopping village are all on offer. Take the whole family. sywellclassic.com



Kop Hill Climb, 16-17 September
Image: Kop Hill Climb

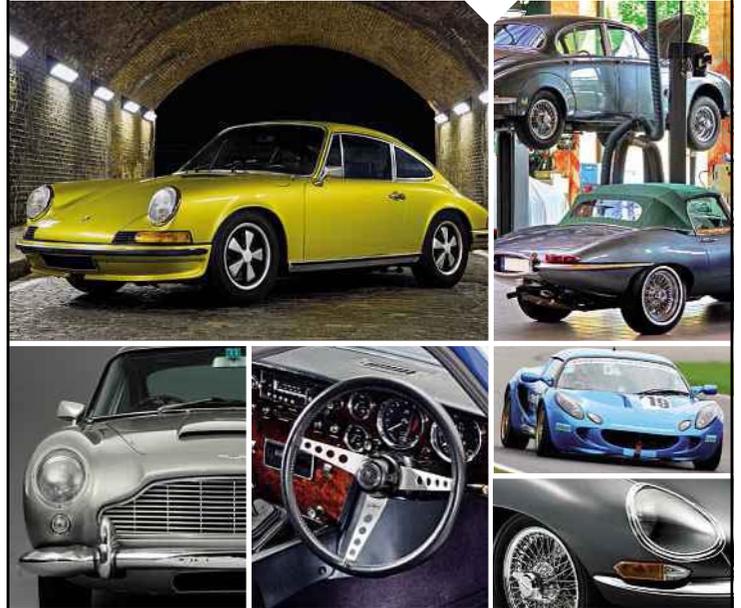


Internationaler Grossglockner Grand Prix, 21-23 September. Image: Grossglockner Grand Prix



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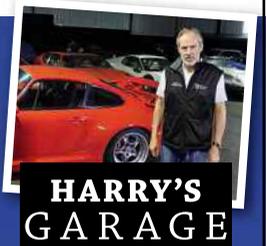
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McLaren's dynamic drop-top

570S Spider has lost a roof, but it retains every bit of the Coupé's driving appeal – and it sounds even better, too

Words Steve Sutcliffe

CONVERTIBLES HAVE COME a long way in the past 15 or so years, and today many are referred to as Spiders, or Spyderys. McLaren's new £164,000 570S Spider is the most recent addition to such ranks – and, having driven it on some of Europe's best roads, *Octane* is prepared to stick its neck out and declare this particular arachnid to be one of the very best, if not *the* best. But not necessarily the most scary.

As a starting point, the 570S Coupé is hardly lacking in brilliance, or visceral appeal. At its core sits a carbonfibre tub, with a twin-turbo V8 and seven-speed dual-clutch box mounted behind the driver but well ahead of the rear axle.

What separates the McLaren from all its key open-top rivals (think Lamborghini Huracán, Porsche 911 turbo, Ferrari 488 and Audi R8) is that there's precisely zero difference in structural rigidity between coupé and drop-top versions. This is due to the way the 570S's carbon tub has been designed. Right from the word go, this car was engineered to be both a coupé and a convertible, and because the roof has zero strengthening, the loss of said panel makes no difference to the car's core integrity.

You can feel as much the moment the 570S

Spider starts to move. It feels absolutely identical to the Coupé in its ride, steering, handling, braking and acceleration – because, McLaren says, it *is* identical to its stablemate in every aspect of its dynamic behaviour.

So, just as the Coupé 570S will sprint from 0-60mph in 3.2sec and hit 204mph flat-out, so will the Spider. It'll even do 196mph with the roof down, claims McLaren, thanks to a nifty reworking of its rear end to achieve all-but-identical aerodynamic qualities.

But there is one big difference between the Coupé and Spider versions of the 570S. When you drop the latter's roof and give it some beans, the noise that comes back at you from

behind is five times louder and six times more exciting. And maybe the absolute best way to drive the Spider is with the glass aero-screen behind the seats dropped and the roof raised. That way, you can really appreciate the range and complexity of the sounds that emanate from the V8 in a way you never can in the Coupé.

As a bonus, a new, small luggage area behind the seats means the Spider is not only more entertaining to listen to than its brother, but it's rather more practical as well.

On the move the newcomer genuinely drives just as well as the Coupé, with razor-precise handling, ferocious acceleration, lovely steering and great braking power and feel. However, it's the noise that really gets you; it convinces you this model must be the better of the two overall. That's why McLaren expects at least 50% of all 570 sales from now on to be Spiders. And why all 400 of the first batch have already sold out.

Above and below

570S Spider is as good as top-down motoring gets, with coupé-like dynamics and an awesome roar from its V8.



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Are four cylinders enough?

Jaguar's F-type gets a new turbo engine of just two litres, but it still has the claws

Words Robert Coucher

GAD! A four-cylinder Jaguar sports car? Whatever next? A diesel? As we know, a 'proper' Jaguar should have a large-displacement, multi-cylinder engine that's smooth and powerful. But a new F-type has just been launched with a 1997cc turbo engine – surely this has to be a laggy screamer.

The F-type is certainly a looker in both Coupé and Convertible configurations and the four-pot version appears almost identical to the proper V6 and V8 models. Only the single tailpipe gives the game away. The car benefits from a freshened-up bumper design, lovely (optional) LED headlights and attractive alloy wheels, 18in as standard.

But hang on. Jaguar claims its state-of-the-art, lightweight Ingenium four-cylinder engine produces a whacking 300bhp, with 295 lb ft of torque available at just 1500rpm. This translates to 150bhp per litre, the highest specific output of *any* engine in the F-type range, and it's also the most efficient, with a 16% improvement in fuel economy over the V6 and CO₂ emissions of just 163g/km. Driven through an eight-speed Quickshift auto 'box, the F-type promises 0-60mph in 5.4 seconds with a top speed limited to 155mph. That's as near as dammit to the V6 model!

To our eyes the Coupé is the best-looking

F-type and has all sorts of Jaguar design cues harking back to the fabled E-type FHC. The Convertible is cute but more derivative and less distinctive. But what will the four-pot sound like and how will it feel in action?

Slip into the low-slung bucket seat; the interior is attractive with its large, central infotainment system, neat instruments and fat-rimmed steering wheel. But don't look too closely because some of the swathes of plastic appear a bit cheap. Thumb the starter button and the little four erupts with a big sound and settles down to a purring idle. It reacts instantly to a blip of the throttle pedal and sounds much larger than just 1997cc.

Switch into Dynamic mode, select the loud exhaust setting, pull the paddle into first gear, then mash the throttle. The purring engine



ignites angrily and the F-type leaps off the mark. Six thou' comes up almost instantly, so click the paddle and second slams in as the F-type accelerates with seamless enthusiasm, accompanied with nice crackles and pops on the overrun. Well, well, well.

OK, so it's not a supercar but nor is it priced as one, starting at £49,000. But this engine certainly sounds big enough for the job.

Calming down a bit, what about the torque? Amazing! Of turbo lag there is none and the four comes across as deliciously muscular.

Into the corners the steering is beautiful, the chassis is planted and flat and the car turns in fast thanks to the four-cylinder being a useful 25kg lighter than the V6. Think neat, playful, nippy and obedient. Spring rates have been adjusted accordingly so the ride is excellent. Turn off the dynamic mode, switch the exhaust to quiet and the F-type goes stealth with very little engine, tyre or road noise: sports car morphs into comfortable GT.

So is this a real Jaguar? It sounds good (if not as operatic as the V6 or V8), it handles extremely well, it's fast, the engine produces huge torque, the ride is superb, it looks gorgeous, it's efficient, it can be serene and it's very desirable.

So yes, Jaguar has a feisty new cub.



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Left and below
The looks have been tweaked, the interior updated, but the big appeal is the muscular driving experience.



Surprisingly simple pleasures

You wouldn't think it, but Maserati's revamped GranTurismo delivers old-school charm

Words Colin Goodwin **Photography** Barry Hayden

HIDDEN UNDER an acreage of plastic, but visible if you lean in and have a good look, are the crackle-finish red cam covers of the Maserati GranTurismo's Ferrari-built 4.7-litre V8.

This seductive power plant goes back a long way; it's essentially the same engine that was fitted to the Ferrari 360 Modena, which in turn was a tweaked version of the motor in the F355. We don't know when the replacement for the current GranTurismo will be here (it's several years late already) but one thing's for sure – it will have a turbocharged engine under its bonnet. Emissions targets will demand it.

For now we have this facelifted GranTurismo and its open-topped brother the GranCabrio. It's a typical cosmetic job with only the bits that are not too expensive to change coming under the scalpel. There are new bumpers front and back and a deeper front grille that's been influenced by the one fitted to the Alfieri concept car. The MC versions (MC standing

for Maserati Corse and sitting above the standard Sport) get a carbonfibre bonnet with scoops and cooling ducts. Inside there's a new infotainment system which is Apple CarPlay and Android Auto compatible.

For anyone who is frustrated by car manufacturers' incessant addition of features and systems that actually reduce the pleasure of driving, the GranTurismo is a great relief. That engine in particular is a wondrous thing. It delivers its 460bhp the old-fashioned way, with the power increasing as the revs rise. There's nothing of the flat torque curve that modern turbochargers bring but instead a thrilling increase in thrust as the 7500rpm red line is approached. And, in case you're wondering, the previous model's 4.2-litre option has been dropped due to lack of demand.

Eight- and even nine-speed automatic gearboxes are the norm these days but the Maserati makes do with its six-speed ZF torque

converter transmission. That might sound behind the times for a modern GT but, like the GranTurismo's hydraulic power steering, it works more than adequately. Simply kicking down a gear coming out of a corner is enough to give you decent thrust but you can tap down a couple of ratios with the always-active column-mounted paddles if you want to.

Maserati may well wince at the comparison, but the 2018 model-year GranTurismo is similar in many ways to the current Ford Mustang. Both are cars that remind us that you don't need 600bhp under the bonnet and that in the modern world a car that is a pleasure to drive at 30mph is more desirable than one that can deliver 300kg of downforce at 175mph.

The next generation GranTurismo will probably be faster, cleaner and more sophisticated. Maserati's challenge will be to create a car that achieves these goals without losing any of the current car's simple appeal.



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JAY LENO

The Collector

When I was in the fourth grade, a man from the telephone company came to our school to talk to us about the future. By the time we were adults, he said, no American would ever be more than a mile from a public phone, we would no longer need to sit around a table to eat because taking a simple pill would fulfil all our dietary needs, and, most importantly, we'd all have flying cars.

Flying cars seem to be one of those things that is always just around the corner. Everybody predicted flying cars, but nobody predicted GPS, the iPhone, or computers in every home. Boy, did they get that wrong.

I really don't like products that are two things in one. Ever driven an Amphicar? On the water it feels like a car and on the road it handles like a boat. To quote a reviewer from *The Times*, the vehicle could revolutionise drowning. Having said that, the modern WaterCar – which does 50mph on water – is amazing but still not the best car nor best boat. Just driving into water is a sensation you don't forget. A car that flies is likely to be neither a good car nor good plane.

Another reason I dread flying cars is because, at least here in America, people are becoming worse drivers, not better. I'm always astounded when I meet guys that have no idea how to even change a tyre, and I fear the same is true of pilots. In fact, when I fly now I see something I've never seen before: fat pilots.

When I was younger, almost all pilots were ex-military. You know the type – washboard abs, steely gaze, chiselled jaw, just a touch of grey around the temple. Now I see guys that barely fit in the cockpit.

A couple of years ago I saw a Honda Civic by the side of the road with the bonnet up. I stopped to offer assistance and the driver said the battery was dead. When I looked at the battery I noticed there was a huge glob of corrosion around the positive terminal. So I said to the driver, this could be your problem. I took off the terminal, cleaned it, put it back on and the car started. The grateful driver thanked me and drove off.

About six months later, I was taking a private plane to a gig and the pilot came over to greet me. He said, hey, remember me? You fixed my car! We'll be ready to go in a minute, just let me walk around the plane and do a quick visual inspection first. Well, I thought to myself,

visual inspection? You didn't see the corrosion on your battery! What are you going to miss on the plane?

Of all the bad drivers you can count on the road, imagine those same people in the sky. It's bad enough when people pass you on the wrong side of the road across the double line: imagine those same people below you and above you as well. And how many times have you found yourself behind someone at a red light, and when the light turns green you have to tap your horn because the person was looking down and texting? Do you really want that guy flying a plane? So many people dent their car parking it, at less than one mile per hour. Imagine that thing coming in for a landing. Do you really want to be walking down the street and hear, 'Incoming!'

The other reason I don't think we'll see flying cars is that there are enough plane crashes already, and walking away from them uninjured is a rarity.

Why aren't hydrogen cars more popular? Maybe because of an accident that happened on 6 May 1937, the day the German dirigible, the *Hindenburg*, crashed. In truth, the *Hindenburg* did not explode, it caught fire. The cellulose paint on the outer skin is what burned. When you see the footage of the crash, the dirigible is engulfed in flames. If it had exploded it would have been a

completely different type of accident. But it's one of those myths that won't die.

So if I think back to that school visit and the telephone man's vision of the future, and what I might tell kids what the future now holds, I'm not sure I could. I don't feel qualified. I'm not really a visionary, not like someone like Elon Musk. Imagine thinking up his hyperloop – a tube in which we can travel at 700mph. That sounds far fetched but, then again, imagine someone in 1900 suggesting you would be able to sit in a car doing 100mph within a matter of years.

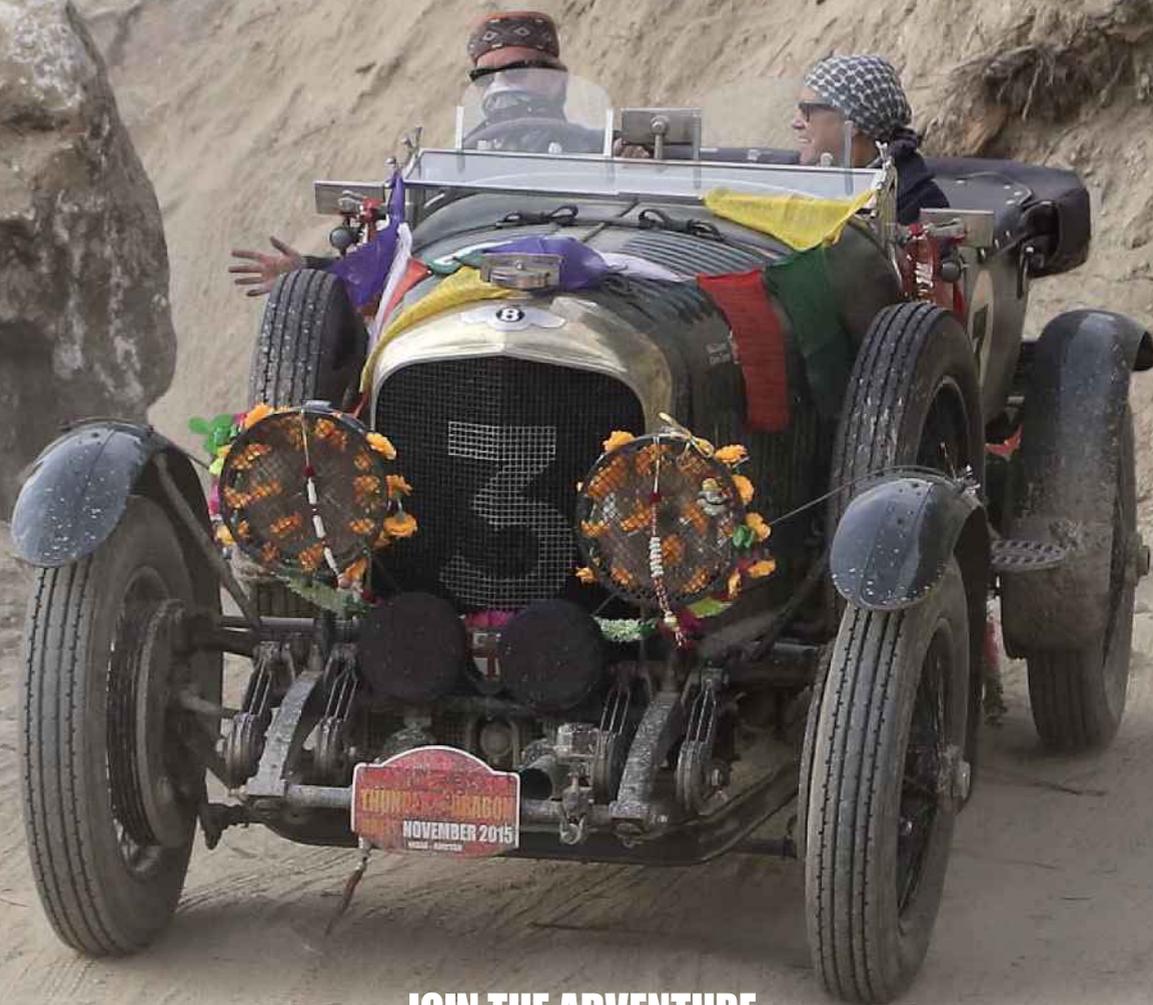
Most people think of the future as an extension of what they already know and where they have been. That's a limiting factor. The real future is a place beyond most people's comprehension. Yes, we have lost Concorde and the Space Shuttle, and yes, a Victorian horse-drawn cab travelled at a similar average speed as a modern London taxi because traffic is so bad, but I think the future will be good, because I have faith in engineers. They will save the world. Just maybe not with flying cars.



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).

**'WHEN I FLY NOW,
I SEE SOMETHING I'VE
NEVER SEEN BEFORE:
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GUYS THAT BARELY
FIT IN THE COCKPIT'**



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DEREK BELL

The Legend

I always look forward to the British Grand Prix, largely because it's my home race, but also because Silverstone is one of the few genuinely historic venues left on the Formula 1 calendar. It hosted the first-ever round of the championship back in 1950, after all. Obviously, the circuit has been chopped and changed, revised and reconfigured umpteen times since then, but its name resonates the world over. It's just a pity that this year's race was staged only a few days after it was announced that the British Grand Prix may be hosted elsewhere after 2019, if at all. That did rather cast a shadow over proceedings.

The BRDC, owners of Silverstone Circuit, released a press release stating that the pot was dry and, unless some sort of compromise could be reached with Formula 1's rights holders, Liberty Media, it was going to trigger a clause in its contract and walk away. Of course, we have been here before. Over the years, there have been several occasions when the race appeared to be in jeopardy and this was invariably due to finance – or lack thereof – but somehow the day was saved. I'm not so sure that will happen this time.

As I understand it, the BRDC signed a 17-year contract with former F1 czar Bernie Ecclestone in 2009. In a nutshell, it stated that it would pay somewhere in the region of £17m to host the race, with that fee escalating by five percent year on year. My maths is a little rusty, but I believe that would equate to roughly £26m by 2019. The thing is, circuit operators get a very small slice of the cake – ticket sales and a take from selling hospitality. Everything else, including monies generated from TV broadcasting, goes elsewhere and the British Grand Prix has lost £7.6m over the last two years. Obviously, that is unsustainable.

The British Grand Prix is unquestionably one of the most important races on the F1 schedule. It's the country's most popular weekend sporting event and plays out in front of a capacity audience, but still it does not – cannot possibly, as I see it – make a profit, let alone break even. But when you have countries such as Azerbaijan and Bahrain willing to pay upwards of £40m to host a Grand Prix, F1's licence holders are naturally going to go where the money is. Sentimentality doesn't come into it.

So where do we go from here? I wish I knew. You only need to spend two minutes in the Formula 1 pitlane before you hear grumblings about money. It's *always* about money. Silverstone doesn't have a God-given right to host a race, but it is ultimately a business and one that cannot continue to lose millions. The British Grand Prix is the only one of the calendar that doesn't receive state-backing, nor, I imagine, will it ever. Given the challenges currently being faced by the UK Government, I somehow doubt that saving the Grand Prix is even on its radar, let alone a priority.

There are other potential venues, however, but once again costs would probably mitigate against switching circuits, not least because most would require massive changes in terms of run-off area, the size of pit garages, infrastructure and so on. I hope I am wrong, but I can see Great Britain joining France and other race-loving nations in becoming the former hosts of Grands Prix. After all, it's surely much healthier for the sport to be playing out to empty grandstands in countries that don't have even trace elements of motor sport history...

Of course, you could just as easily argue that Formula 1 is a global sport, so why shouldn't it be exported to other countries – or

perhaps 'other markets' is closer to the truth. No reason at all, is the answer, other than that it's short-changing the existing fans.

As for the 2017 British Grand Prix, it was a corker. Lewis Hamilton claimed his fifth home win to equal Jim Clark and Alain Prost's joint record, and there was drama up and down the order until the chequered flag descended. It closed the gap in points between Hamilton and arch-rival Sebastian Vettel to next to nothing as we enter the second half of the season, with Lewis' Mercedes team-mate Valtteri Bottas now looking like a genuine title-contender, too.

I hope the rest of the season continues to provide more quality racing and I would dearly love for it to be a two- or three-way fight to the end of the year. As a former Ferrari old boy, I obviously have a deep affinity for the scarlet cars, but I am also a proud Brit and so I wouldn't be disappointed if Lewis took his fourth drivers' title. I foresee fireworks on the horizon – and I for one will relish every moment of it.



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

Imagine at the particle physics conferences where they meet, believers in retrocausality are asked to sit in a separate group so that their foaming mouths, eye-rolling and terrible twitches do not distract the other delegates.

While the maths make it theoretically possible, retrocausality is not taken entirely seriously by orthodox scientists. It posits a belief that the future can influence the present and that the present can distort the past.

But this is not entirely mad. It's what car designers do all the time. Your sparkling new car is often two product cycles out of date: the designers have already designed the successor to its successor. They live in the future and work backwards to the present.

Those mid-term face-lifts are not really updates; rather a calculated plan to align an already imagined future closer to the present-day. That fabulous old white-shoed huckster Raymond Loewy established the principle of MAYA: 'Most Advanced Yet Acceptable'. Namely, let your imagination soar, then haul it back to the point where the consumer can tolerate it. Or buy its products.

But I sense things are changing. We are coming to a point where neither physics nor history seem linear or progressive. Or have you not seen the ads for the Fiat 124 Spider? They make explicit reference to its 50-year-old predecessor, whose shape it apes. The new car is, however, based on the Mazda MX-5, which itself was modelled on the 1963 Lotus Elan. Meanwhile, the new Land Rover Defender will, aesthetically, resemble its 70-year-old grandad.

Everything returns: length of skirts, width of trousers, presence of facial hair, television series. When, in 2014, Qantas took delivery of its first new Boeing 737-800, it had it painted in the old livery with Gert Selheim's 1947 flying kanga on the tail. Of course, everyone loved it, even if the stewardesses were not in the period-correct, matching-numbers, gorgeous Emilio Pucci frocks.

This is what's lazily called 'retro', but the very word deserves a little analysis. It is a coinage of the troubled '70s and we have the French to blame. A *retrovisieur*, of course, means rear-view mirror, but our term probably comes from *retrospectif*, a review of an artist's career. But retro also has a relationship to kitsch. And kitsch is best defined as the corpse that's left when anger leaves art.

Still, we can now see that a group of 'retro' cars that began with Nissan's 1987 Be-1 take on the Mini, continued with the 1989 S-Cargo, a Post-Modern 2CV, developed through the BMW Z8 of 2000 and is still with us now in the Mini, Fiat 500 and Ford Mustang, actually forms a coherent body of work with a language and vocabulary all its own.

Yet it is not mere copyism because who can say what exactly has been copied? The concept? Not really. The general arrangement? Hardly ever. The details? Actually, no. The character. C'mon! In most senses, these retro cars are, in fact, highly original. I mean, the sensibility that inspired the superb Citroën 2CV AZU *fourgonnette* was really not at all the same thing as the sensibility inspiring the silly Nissan S-Cargo.

Although there are Japanese precedents, it was J Mays' Audi Avus concept which appeared at the 1991 Tokyo Motor Show that is the key work in this movement. With clear references to pre-war Auto Union racers, the Avus seeded the Audi TT and perhaps helped Mays persuade VW to manufacture Concept One, which in 1997 turned into the reborn Beetle, whose historic Porsche source was possibly inspired by Josef Ganz's *Maikaefel* (Maybug).

But other retro cars have been less popular. With the revived Ford Thunderbird, J Mays' normally very sure hand lost its cunning. My wife saw a red one on King's Road. When I answered her question, she said 'No! Thunderbirds shouldn't be polite.' If you're going to mess with history, do as Hunter S Thompson said: 'Buy the ticket, take the ride'. To avoid kitsch, forget politeness: you need to be angry. Or, at least, energetic.

Perhaps it's the idea of progress and novelty that's weirdly isolated in history. What a vain delusion it was that we might be able to continuously create newness. That was a Modern idea. Post-Modernism revised that. And now we are post-Post-Modern and in a terrible muddle. Again, I cite the Fiat 124 Spider.

In 1952, musician John Cage 'wrote' a famous piece called '4'33". The notation refers to the length of silence he recorded. You can listen to it any way you want. You can do that with history too. Cage later mused: 'The past must be invented/The future must be revised.' As I say, that's what designers do. It's just that some get more angry than others.



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'.

'YOUR NEW CAR IS OFTEN TWO PRODUCT CYCLES OUT OF DATE: ITS DESIGNERS LIVE IN THE FUTURE AND WORK BACK'

ROBERT COUCHER

The Driver

I don't drive modern cars very often and when I do they tend to be of the performance variety because you lot don't want to read about family saloons in these pages. But commuting tools have come on in leaps and bounds over the last decades, to the point where their existence is about to end.

As we know, the open road offers true freedom, the promise of man and machine being at one. Except that it doesn't anymore. Those beautifully crafted car ads you see on television, where a chiselled young man, who forgot to shave yesterday, enjoys a totally deserted mountain road in some gizmo-laden modern, are extremely hard to realise unless you get up very early.

These days our roads are clogged, congested and closely monitored, so motoring freedom at speed is difficult to achieve. I've just returned from a 'blast' across Europe to the Swiss Alps in a modern SUV and, indeed, it was very good (but not as good as an Airbus 340) and it dispatched the 700-mile journey with ease. Once through the Eurotunnel and onto the French *péage* network, the challenge was to keep the car moving as slowly and legally as possible. Set the cruise control to 80mph and just sit there. Obviously the vast majority of modern cars are capable of cruising safely at much higher velocities but the French police have become draconian, especially if your car is British registered. The term 'blast' is an exaggeration as you can't really drive quickly anymore, unless at a track day or motor sports event.

So this cruise involved thrumming along at a boring pace. I now know why manufacturers fill their cars with electronic toys. It gives us something to play with as a distraction to the monotony of trundling down a grey motorway for hours on end. It turns out the best game by far, in a modern car, is trying to get the computer's instant fuel-consumption readings down as low as you can. Powering up hills is agony as the reading of around 44mpg on the flat plummets to 24mpg up easy gradients.

Modern automotive engineers have quietened vehicles incredibly effectively but, as most now follow the German school of thinking whereby road cars, SUVs, limos and easy riders must be hard and fast around the otherworldly Nordschleife at the Nürburgring, tyre noise is often surprisingly noticeable and overly firm

suspension means cars still crash unnecessarily. The Rolls-Royce Phantom is best at resisting all this macho pretence but the Citroën C6 is almost as good. Now, that's a refined boulevardier you want for French roads.

Motor vehicles have been refined towards impending extinction. Supercars aside, most cars don't really have an exhaust note anymore, which is a good thing because everyday transportation should be as unobtrusive as possible. The commuter market, sensibly, now wants quiet cars and there's nothing so quiet as electric power. Ever-evolving electric cars are amazing: near-silent, refined, loaded with torque and amusing to drive, and it seems they are the future.

British politicians have just announced the banning of sales of cars that are solely petrol or diesel powered from 2040, which is going to be a challenging policy to implement. Already, latest figures show that diesel sales have plunged by 15%, so what will happen to residual values? And the car plants and parts suppliers that provide employment?

Bear in mind the environmental damage being exacted by the manufacture of lithium-ion batteries for these cars; and we'd better get a wriggle-on building plenty of nuclear power plants to charge them up. At a cost of around £20 billion each, we'll need about seven, PDQ.

And let's hope that vintage and classic cars retain the dispensation to be freely used, so keeping the £5-billion UK historic car industry alive. There are just 750,000 classic cars in the UK out of the total car park of 31 million and most are only used occasionally. Research shows that 1.3 million people in the UK have ridden a horse in the last 12 months – generally not to work – so fingers crossed that the small number of our 'green' vehicles will be safe to enjoy, knowing that making a new vehicle creates as much pollution as driving it does.

The best vehicle for long-distance trips (apart from that Airbus) cannot yet be a fully electric Tesla, as range anxiety is even more nerve-wracking than the fear of running on petrol fumes. The answer has to be a 1930s Roll-Royce Phantom II Continental, the only concession being the fitment of aftermarket electric power steering. Stylish motoring at an indicated 80mph, and the Royce Continental doesn't have an instant fuel consumption readout to distract you from the Grand Tour.



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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FRED GALLAGHER

Professional navigator for more than four decades and now at the helm of the Endurance Rally Association

Interview and photography Richard Dredge

1. In his late 60s, my father bought a Lancia Aprilia. Before he died he offered it to me and I didn't really want it as I assumed it wouldn't be very good to drive. I tried it out and was hooked.

2. In '95, when I did cross-country rallying, Malcolm Neill asked me to be RAC Rally clerk of the course. I did it until 2015 – by then it was the Wales Rally GB. I have a collection of programmes; many predate the first WRC (in 1973) by decades.

3. AKK-Motorsport is the Finnish equivalent of the MSA. It's awarded its gold medal to only three non-Finns; as one of those, it's a huge honour for my services to Finnish rally drivers to be recognised.

4. I started navigating with my local club in Belfast, and as I improved I worked with better drivers. At university I partnered with John Haugland in a factory Skoda, including the 1975 RAC Rally. In 1977 I co-drove with Tony Pond for Triumph; the start of 25 years of factory contracts. This recent 1:18 model has my name on one side and Tony's on the other.

5. In '81 I paired up with Henri Toivonen in a Talbot Sunbeam, then an Opel Ascona. In '84 he went to Lancia and I moved to Toyota. In 1985 I won the Safari Rally with Juha Kankkunen, then twice with Toyota and Björn Waldegård; the Safari Rally's my favourite of all the WRC events.

6. When Philip Young tragically died, the Endurance Rally Association asked if I'd run it. As a result, I started my first office job at 63. The Baltic Classic was the first event I was involved in from the start and it's the one I'm most proud of.

7. I met Hayley working in WRC. We wed in 2007, honeymooning in Zihuatanejo, Mexico; this memento is made up of old registration plates. A decade later, we both still love working in motor sport.

8. When Björn Waldegård moved into cross-country rallying with Citroën, I went with him. Citroën dominated from 1990 to '97, and I was with it throughout. This Halda was so easy to use. Its simplicity helped Ari Vatanen and I win the FIA World Cup in 1997. Afterwards, I was presented with it, on a plinth.

9. From when I was ten my father took me to see rallies such as the Circuit of Ireland. Throughout the 1960s he navigated with my uncle Jim Stevenson. I used to get very excited by the Sunbeam Rapiers and TR2s, which were very exotic to a small boy.



2



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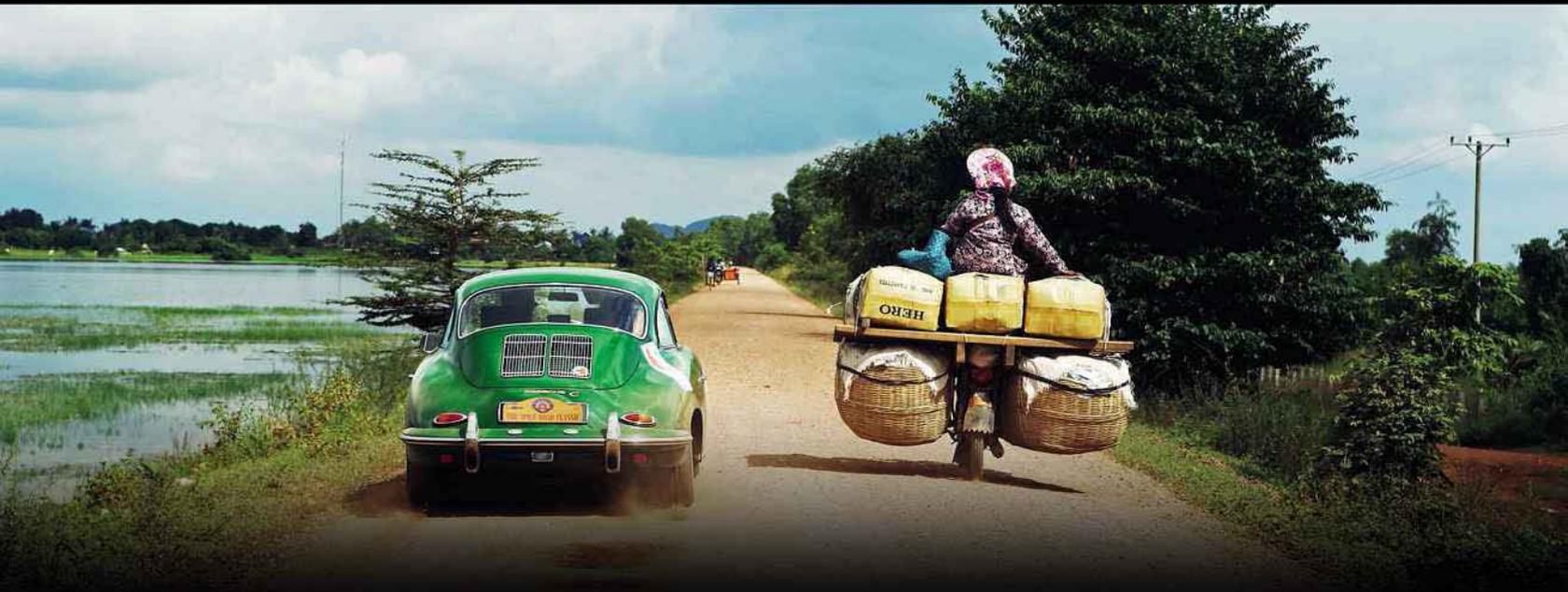


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Letter
of the
month

Racing an Ace at Oulton

I WAS MOST INTERESTED in the article on the ex-Mille Miglia AC race, *Octane* 167, because it rang a few distant bells with me.

In 1958 I bought a 1955 Ace, chassis AE75, registration RLE 375, from Ken Rudd in Worthing. The car looked wonderful in BRG and the sales manager, Mr Wright, stated that the car had never been raced or rallied. Wrong! I was greener than the car, and did not notice that some stainless self-tapping screws exactly matched the mounting points of a Derrington aero screen...

There were other problems, not least of low oil pressure, and after a fairly terse correspondence Ken Rudd, to his enormous credit, ordered that anything needing attention, in AC's opinion, should be rectified at his expense.

I still have copies of the bills from November 1958. The rear suspension was dismantled and rebuilt with new parts at a cost of £39 5s. 1d, and the engine was

removed and totally rebuilt as the factory thought fit, including pistons, bearings, oil pump, water pump, clutch, radiator, exhaust and so on, at a cost of £178.

After running it in, I raced the car mainly at my home circuit of Oulton Park. Although AC had checked the Alfin drums and I have fitted Ferodo VG95 linings as they recommended, I found the brakes unpredictable, particularly in rain. Mr Henderson, the service manager at the factory, was unfailingly patient and supplied shrouds to help prevent ingress of water. This did not cure the problem! At the time, disc brakes were too expensive.

I was surprised that in your article on AE40 the car was not fitted with the aluminium 'speed cowl', which was worth a few mph on the long straight at Le Mans. I ordered one and it was convenient to put the registration number on the cowl [pictured above], so dispensing with the number plate.

Left from top

In the paddock at Oulton Park, 8 August 1959, and Bob Staples has removed the steering wheel from his AC-engined Ace, for some unknown reason; our correspondent's own Ace at Oulton Park on another date.

The car gave no trouble and was enormous fun. However, after a few phenomenal avoidances, I decided that the risk and cost of a serious accident was too much, and I bought an 1172 Formula car known as the Mayfield Special for £150 including trailer. The car was half the weight of the Ace and had half the power, resulting in the same lap time around Oulton Park.

My old Ace, RLE 375, was for sale about five years ago and the asking price was £150,000. I had traded it for a new Volvo Amazon 122S with B16 engine and was allowed £695 for the Ace!

Few Aces were raced with the AC engine, and the most successful of these was chassis AE1, registration UPJ 75, which had been rallied and was later raced extensively by RAV ('Bob') Staples. In the photo [top left] Bob Staples is having some fun; I can't remember why UPJ 75 is minus steering wheel. The next car along is a red MGA driven very

effectively by Denise Woolley, shortly to become Mrs Rodney Bloor, and next to that is RLE 375.

In one of my two races, the 10-lap marque scratch race (won by Chris Lawrence in his Morgan Plus 4), Paul Fletcher was entered in an MGA Twin Cam and passed me on the top straight like the clappers, leaving behind a smell of Castrol R. He was a former owner of RLE 375 and came over for a chat in the paddock.

Bob Staples could not get near the TR3-engined cars and the best he could do was fourth; I managed eighth. The old AC six-cylinder was not competitive, but Bob was, and I think with Bristol power he would have been much faster.

The lady with dark hair and light blue skirt, leaning on Denise's MGA, is Pam, my ever-patient time-keeper. We were married in 1961 and, as I write, she is sitting in the next room and reading the Sunday paper.

Henny Cate, Cheshire

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



Flying colours

As I glanced at the 'Lancia Greats' front cover of *Octane* 171 [see overleaf], I was transported back to a moment in time that, I believe, not many younger car enthusiasts may relate to.

Growing up in Scotland in the '70s and '80s, when our motor sport fix came mostly from one of three channels on our parents' TV set, we were blessed with the choice of either *World of Sport* or *Grandstand*. We had Formula 1, motorbikes competing on track and dirt (whether that was

motocross or speedway), World Sports Cars, the British Touring Car Championship and, best of all, rallying. And we identified with our chosen team by, literally, pinning our colours to their mast. The era of sponsorship made us relate to the manufacturers we supported, and I believe that these older cars in their distinctive hues are more memorable because of them.

A Lancia in anything other than Martini colours (save perhaps for the Stratos in Alitalia livery) just isn't right. Can you think of the



MARK DIXON

shape of a Porsche 962 if it's not wearing Rothmans sponsorship? A Jaguar XJR-8 without 'Silk Cut' emblazoned along its flanks? How great a black Sierra Cosworth RS500 looked with a large, red 'Texaco' on it (even the red headlamp strips helped), and how we identified with Mario Andretti's Lotus in JPS colours or the red-and-white McLarens. And as we moved into the 1990s, we rejoiced at Colin McRae's blue Impreza with the distinctive '555' and gold wheels.

My point is that in the world of today, where Instagram, Facebook et al allow a much larger reach to a global audience, it amazes me that so few racing cars carry these memorable individual liveries. In F1 today, the only livery I can truly think of is Red Bull's, and it owns the team, so that's as it should be. The main sponsor of a Sauber? No idea. But I do remember Jordan running in 7 Up colours and then Benson & Hedges'. Even when the tobacco ban came in, the clever play on words they did was, frankly, a masterclass in marketing. You still recognised the car and knew where the cash to run it had come from.

Thank you for reminding me of when I watched integrales (small 'i' if I remember correctly?) blast through Kielder in a constant rainbow of aqua, blue and red. It really was a Technicolor world back then, with a wonderful blend of commerce and engineering that created art. *Bryan McMorran, Surrey*

Happy days

Further to John Marsh's letter about Sir John Whitmore's racing Mini, TMO 840 [below], in Octane 171, I knew its next owner, Robert Perry, well because we both played rugby for Chipstead RFC. Robert turned up at The White Hart pub in Chipstead, one of our favourite watering holes, in TMO and, after a few pints (no breathalysers in those days), gave me the keys and told me to try it.

I was racing a mildly tuned Sprite at the time but the Mini was something else. My immediate reaction was wow, did it go; along Chipstead High Road (which was derestricted) it was soon up to 70mph. At the end of the High Road is a double-ess bend and I got the Mini sideways, both ways, going through it.

Robert went on to become Roy Salvadori's partner at Thomson and Taylor, and Central Garage at Cobham. After selling up, he went to live in Monaco and for a period ran F3000 for Bernie Ecclestone.

I have lost touch with Robert in recent years but have great memories of motor racing, the Steering Wheel Club, rugby and, of course, the girls and much else that is not repeatable.

Lionel Higginson, Surrey



JOHN MARSH

Wot, no Luca?

I was amazed to see no mention of Luca di Montezemolo in the A-Z Guide of Ferrari, Octane 169.

There is no question that his passion, background and fire were huge factors in the creation of the modern day Ferrari, with L di M recognising that a more secure future lay in it being recognised as a brand and not just a car company (painful though that may be to many of us Ferraristi). He enjoyed personal loyalty and love from the workforce too, as witnessed at the tribute to him on his final day at Maranello.

While it is also true that many leaders do indeed suit their time and have their day, can anyone imagine Sergio Marchionne receiving such a tearful send-off, come the time?

Guy Burden, Oxfordshire

Rest assured, we weren't deliberately snubbing Signor di Montezemolo! The problem with running an A-Z feature is that certain letters of the alphabet – 'M', especially – are much easier to accommodate than others such as, for example, 'U' or 'W'. We wanted to include a varied mix of personalities, cars, coachbuilders and so on within the 26-letter parameter; and not just to cover the obvious subjects either, but add in some stories that people might not have read before. So we had to make some difficult choices, which meant that a few candidates – Mr Montezemolo among them – were sidelined.

Mark Dixon



Brescia burn-up

In his monthly column in Octane 170, Derek Bell wrote that being stopped for speeding was a particular highlight during the Tour Auto in France, as the police requested a photo with the car. I know how he felt.

As part of a small group of Bugattis heading through France last year, I too was stopped for speeding. Good going, I thought, for a 1923 Brescia.

Having mumbled apologies and excuses in Franglais – 'Nous n'avons pas un speedometer; les brakes ne sont pas très bons, monsieur', and been advised of the seriousness of our offence, our gendarmes had their photo taken not just with, but in, the car.

Interestingly, the diversion appeared to result in all charges being dropped. Let's hope Brexit doesn't undermine this forgiving attitude!

Jonathan Botting, London SW15



MICHAEL HEWETT

When was 'T' time?

In your article on John Surtees and his 1964 World Championship campaign, Octane 168, you included a colour photo taken at the Monaco gasworks hairpin during practice, where his Ferrari has a large letter 'T' on the nose as well as the number.

Can you inform me when the 'T' no longer appeared on a driver's spare car? I photographed the Monaco Grand Prix every year for 50 years and have attached one of my photos of Jackie Stewart, taken during practice for the 1972 race, showing both the number and the 'T' on the car.

Michael Hewett, Surrey

Even the great Doug Nye says he is not sure of the answer to this one, other than that the practice lasted until at least the late 1970s. Can anyone give the precise year?

Mark Dixon

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PORSCHE 996

A 911 BY ANY



OTHER NAME

The last affordable 911 is the 996. But are you settling for second best? No way, says John Barker

Photography Alex Tapley



R

ight now you can get a 911 for the price of a brand new, very nippy, small hatch. A flat-six-engined, 300bhp-plus, great-handling, loads-of-life-left, unfeasibly practical, bona fide Porsche 911 – for the cost of, say, a Vauxhall Corsa VXR. The catch? It's the 996 model, the one lots of people ignore because it's not a 'proper' 911; because it's not air-cooled; because it shares too much with the Boxster including those funny headlights; or because it's got an engine that will blow up.

Well, guess what. There is no catch. Googly headlamps apart, the 996 is a darned good 911.

Yes, there was some gnashing and wailing from hardcore 911 enthusiasts when 993 production ended in 1997, and with it both the air-cooled flat-six and the original, compact and near-sacred bodyshell, but truth was they were both past their sell-by dates. The 996 introduced a brand new water-cooled engine, with modern features such as four valves per cylinder and variable valve timing, and it made more power and torque from less capacity.

It was a bigger, roomier car than the 993 and, yes, it shared lots of parts with the Boxster – it was the same from the doors forward, essentially – but the bodyshell of the original 911 dated back to the early '60s. The new, bigger body was 45% stiffer torsionally than the 993's and weighed a substantial 50kg less, while under it was a development of the multi-link rear axle which had made the 993's handling more predictable and exploitable than that of its predecessors. And the engine issues? We'll clear that up in a bit.

Much to like, then, although what the 996 definitely did not have was as much character as the 993. It lacked that unmistakable air-cooled rasp and whirr, and the way you had to let the steering wheel do its own thing on bumpy roads and trust the car to go straight. But I've seen five generations come to market, from 964 to 991, and each has been criticised for being 'not as characterful, not as engaging' by press and fans. And then whatever generation it was

would then go on to win every group test because, while it might not be as vocal or characterful or dangerous as the previous one, compared with its rivals the 911 was always the most compelling, character-rich car available.

So while a 996 might have seemed a bit pale after a 993, no-one getting out of a modern car and into a 996 today would complain that it was bland. It has taken Porsche the best part of 50 years to tame the rear-engine layout, and the 996 was a significant staging post on that journey. Most drivers will find enough classic 911 charm, foible and challenge here to warrant slipping from under a warm duvet early on a Sunday morning to go for a blast. This is a 177mph car that'll get to 60mph in under five seconds and to 100mph in 11, and if you want to ramp up the excitement and engagement, there are plenty of specialists happy to oblige.

By the end of this year, the prices in this story will probably be out of date. Now is the time to act if you want to get a perfectly usable 911 for £16,000. Sure, there are mega-milers, scruffy ones and undesirable variants selling for less, but do your homework, buy the right model, buy the best you can afford and you won't have any regrets. The 996 sold well, and there are still enough out there that you can afford to hold out for the right one. Or, at less risk, warranted, specialist-dealer cars start at around £20,000.

So, let us guide you through the issues, the models and the options, and take you through how a 996 should drive. For this we have a pair of 996s – a standard, late-model Carrera 2 plus a mildly-modified GT3 – and some tasty, testing roads up on the North Yorkshire moors.

We'll start with the basics. The car you see here is a typical affordable 996 in what Porsche specialists will tell you (and the classifieds will

Facing page

A 996's headights are hard to love but at least they're distinctive; GT3's giant carbonfibre rear spoiler was a factory option with the Clubsport specification.

confirm) is one of the most desirable specifications: a 3.6-litre 2004 Carrera 2 with the six-speed manual, in silver with a grey interior and 60,000 miles on the clock. So, how does it wear those miles and those 13 years?

From the outside, very well. It looks smooth and clean on its original Turbo-look five-spoke 18-inchers, the paint is in excellent condition, the panels are free of dings and scratches, and it's on quality tyres with plenty of tread. The last is always a good sign; it's said that if you want to know how clean the kitchens at a restaurant are, visit the toilets. I reckon an owner prepared to keep a car on good tyres probably won't have skimped on maintenance.

'Regular maintenance is a must,' says Darren Anderson, boss of specialist RPM Technik. The company has been championing the 996 for a number of years now, sourced the Carrera 2 for this feature and even lent it to *Octane* in its raw, not-yet-prepared-for-sale state. So, do the engines blow up?

'On a car we will be selling, the first thing we do is change the intermediate shaft bearing if it hasn't already been done,' he says. It might be fine, but Anderson's view is that it's simply not worth the risk. (Everything else you need to know when looking to buy a 996 is at the end of the story, in the 'What To Look For' section.)

This car is clean on the outside and very 'slip-on shoes' grey inside. The look of the interior is →

'There was gnashing and wailing from hardcore 911 enthusiasts when 993 production ended in 1997'





very similar to the Boxster's, but with a more comprehensive cluster of five round dials featuring that reassuringly bold Porsche typeface and orange needles. It's rather blandly styled, and a downside of the one-colour interior is that some surfaces are finished in soft-touch paint which is now feeling tacky to the fingers. Certain features date it: the four-CD stowage (there's a six-disc stacker in the front boot, along with an upright space-saver spare), and a CD-based navigation system that hasn't seen an update since the late 2000s. So it defaults to pointing in the general direction of the destination when it encounters a new road.

The fundamentals are great, though. The standard 'tombstone' seats offer both long-

distance comfort and hard-cornering support, and the driving position is square, with seat, wheel and pedals all aligned. All-round visibility is excellent and it's not a big car, just a few inches longer than a current Golf but narrower, so you're at ease when positioning it.

The water-cooled flat-six was originally a 300bhp 3.4 but from the 2002 model year became a 320bhp 3.6. It has a melodic, pulsing character at idle, and on pulling away the whole car thrills gently to its distinct, guttural, flat-six drawl. I'd like more of this character in the mid-range, but recognise that when the engineers at Weissach were creating the 996 they had everyday use and cruising refinement in mind. A sports exhaust offered in period gave a

Above

Empty moorland roads bring out the best in these first-generation water-cooled 911s. They're bigger than the air-cooled original but almost compact compared with today's 991 descendant.



welcome uplift, and nowadays there are plenty of aftermarket systems to unlock the voice within.

Unexpectedly, the steering of this example is quite slow and heavy. There's a brand new pair of N-marked, Porsche-spec Michelin Pilot Sports on the front, which usually bring out any sharpness that's on offer, but even once they've been scrubbed-in by coarse Yorkshire asphalt, the steering response of this Carrera 2 remains a little softer, slower and weightier than I recall, something that RPM will look at before it is put up for sale.

On these B-roads, transverse ridges and sharp bumps draw little reaction from the Carrera's front wheels but bring a sharp report from the wider rear tyres, along with some

twitter from the trim. Yet when you get to bury the throttle on the exit of an inviting corner, deploying all of the flat-six's torque, there's no slop, no shift of the tracking in response to the loading. The rear soaks up the road's imperfections and drives the car cleanly and solidly out of the turn. It's utterly marvellous.

It's still a 911, still a tail-heavy, nose-light 911, but compared with the 993 the front of the 996 feels better planted. So you can lean on it sooner in a corner, get on the throttle earlier and exploit the heavy, traction-optimised rear to fire out of the corners.

The early 996s had no traction control unless fitted with the optional limited-slip rear differential, while later cars like this one

were fitted with PSM (Porsche Stability Management). There's never any sign of intervention in the dry, so you never worry about exploiting its natural grip. Within a few miles you're in tune with the dynamics, flowing easily down the road, placing the car with accuracy, informed via the wheel and the seat, at one with the car. This 996 isn't showroom fresh but the magic is there. It's a beguiling, engaging car to exercise on a demanding road.

This 3.6-litre flat-six has a more generous spread of torque than the 3.4, so you don't have to flirt with high revs as often. But if you're used to modern, small-capacity light-pressure turbo engines, the full-throttle, low-rev response of even the 3.6 won't wow you. It's a pretty solid, →

PORSCHE 996





*'The GT3 takes all you like
about the Carrera 2 and
cranks the dial up to ten'*



even delivery, the engine really finding its voice beyond 5000rpm and the last rush to the 7000rpm redline coming on strong when you hold out for it, so it's an engine that encourages exercise. There's pleasure in the gearshift, too, the lever moving with a light, swift action and the shift responding well to correct rev-matching and a touch of heel-and-toe finesse.

THE GT3 we've brought along takes everything you like about the Carrera 2 and cranks the dial up to ten. The intensity is worryingly addictive. Values of GT3s haven't gone crazy like those of the GT3 RS and, in essence, it's not as special as that car, lacking any of its lightweight bits. In fact it weighs more than the stock Carrera 2, being built on the Carrera 4 shell with a larger fuel tank and some strengthening. But that doesn't stop it being a phenomenal drive.

This GT3 belongs to enthusiast Robert

Lancaster-Gaye. It's a working car, tuned for hillclimbing, and is non-standard in some respects. Surprisingly, that vast, exposed carbon rear wing was a standard factory option on the Clubsport-spec GT3, along with the roll-cage, seats, belts and extinguisher. Non-standard are the lowered KW suspension with extra camber, the Alcon front discs and harder pads, the exhaust from the manifolds back, and engine mapping that lifts power from the stock 381bhp (the earlier cars had 360) to a round 400bhp.

Drop into the tight embrace of the bucket seat, slam the door and there's a hollow ring from the stripped-out cockpit, like the lid of a biscuit tin being flexed. Start up and there's a fantastic amount of detail in the engine noise, its machinations unfiltered by rear seats. Although it shares its cubic capacity with the Carrera 2, the GT3's engine is in fact based on the crankcase of the Le Mans-winning GT1 racer. It's a wonderful, hardcore flat-six growl and the gearshift is similarly mechanical, with a delicious, snickety, short-throw action – the shifter cables are from the Cup car. The flywheel is single-mass and the clutch release bearing chatters at idle like it's falling apart (it isn't). →





Despite all the changes, there's still much of the familiar GT3 character here. For instance, the ride is resilient rather than tough, so it still has the standard GT3's ability to feel supremely controlled yet absorb small bumps for an everyday, rounded finish. All you have to be wary of is speed humps, says Lancaster-Gaye. The payback for this tight control is the sense of connectedness that gives you confidence to press on, even on wet asphalt, despite tyres better suited to the dry. Tactility and feedback are key, and the steering's direct feel and response let you know exactly where the limit of grip lies.

The rear is potentially more of an issue, as there's no traction control and this flat-six punches harder from low revs. That's because of the engine upgrade and the fitment of a lower final drive ratio which drops the top speed from 190 to 170mph – not an issue on hillclimb courses. And what an engine! The revcounter reads to 9000rpm, the limiter is at 8000rpm, and after a peppy enough start this yowling flat-six goes crazy from 6000rpm, the GT3 surging

Porsche 911 Carrera 2

Engine Rear-mounted 3596cc flat six, DOHC per bank, 24 valves, variable valve timing, Bosch engine management **Power** 320bhp @ 6800rpm **Torque** 272lb ft @ 4250rpm **Transmission** Six-speed manual, rear-wheel drive **Steering** Rack and pinion, power-assisted **Suspension** Front: MacPherson struts, coil springs, lower wishbones, anti-roll bar. Rear: double wishbones with additional toe-control link, coil springs, anti-roll bar **Brakes** Ventilated discs front and rear **Weight** 1345kg **Performance** Top speed 177mph. 0-60mph 4.6sec

Porsche 911 GT3

Engine Rear-mounted 3600cc flat six, DOHC per bank, 24 valves, variable valve timing, Bosch engine management **Power** 381bhp @ 7400rpm **Torque** 283lb ft @ 5000rpm **Transmission** Six-speed manual, rear-wheel drive **Steering** Rack and pinion, power-assisted **Suspension** Front: MacPherson struts, coil springs, lower wishbones, anti-roll bar. Rear: double wishbones with additional toe-control link, coil springs, anti-roll bar **Brakes** Ventilated discs front and rear **Weight** 1380kg **Performance** Top speed 190mph. 0-60mph 4.5sec

forward on an escalating wave of power until the limiter intervenes. The brakes are sensational too. Addictive barely covers it, and the standard GT3 is much the same. It may not be an RS but it's still a very special experience. Rare, too – only 50 GT3s came to the UK.

Right now, the 996 is an under-appreciated and undervalued Porsche. It's the 911 that, at this moment, strikes just the right balance between classic character and modern performance and features. It will start, it will stop in the wet, and it won't try to spit you off in the corners if you take liberties or take your eye off the ball. It has enough creature comforts and enough life left in it that, if you really wanted to, you could use it as your only car.

If you'd love to own a 911, you'll love a 996. Do your homework, buy well and you'll bag a bargain. As for those googly eyes – you'll just have to live with them.

THANKS TO RPM Technik, www.rpmtechnik.co.uk, +44 (0)1296 663824; Robert Lancaster-Gaye.



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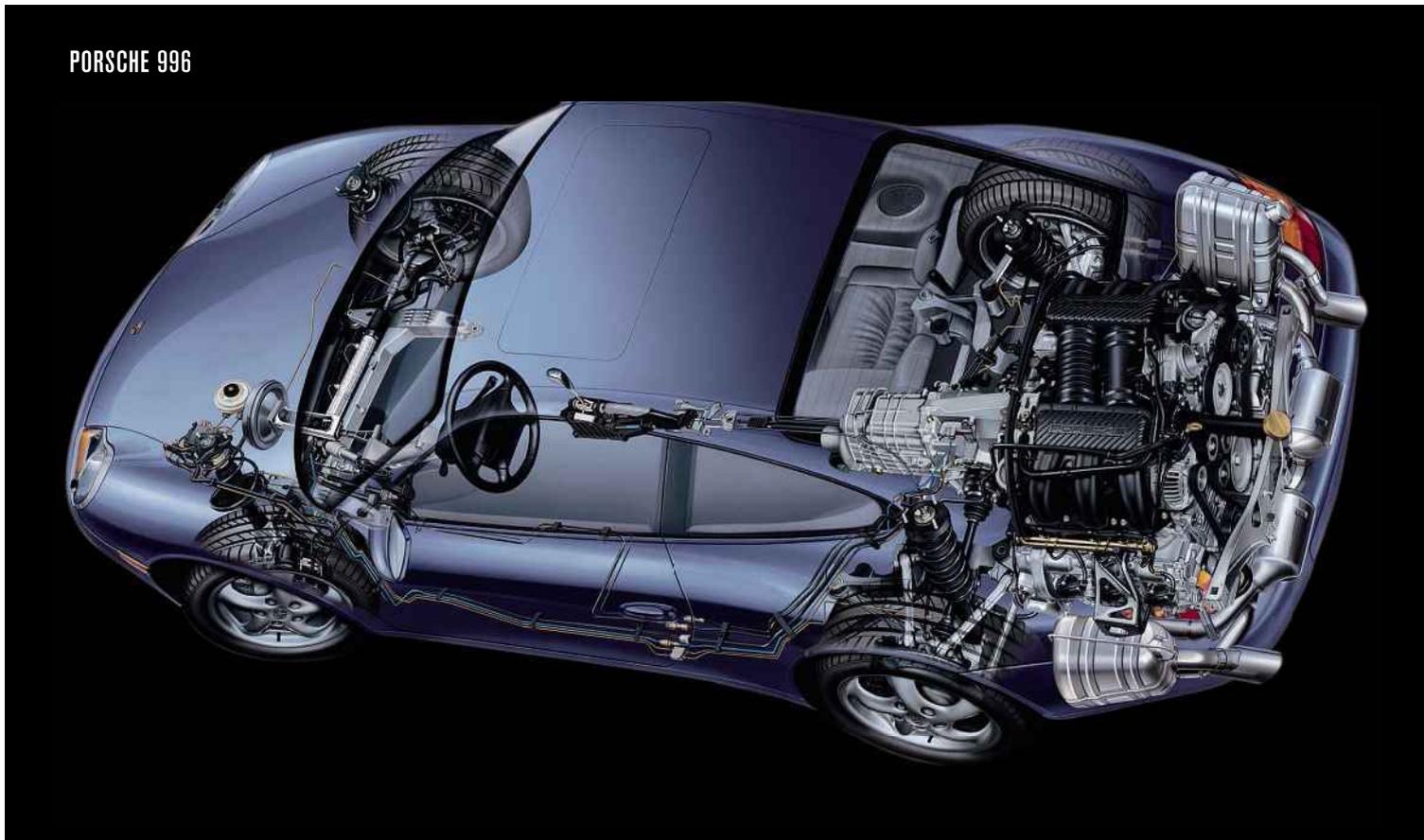
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HOW TO BUY A GOOD ONE

There are plenty of pitfalls in the pursuit of the perfect 996. Here's how to avoid them

INDEPENDENT PORSCHE specialist RPM Technik has more experience of 996s than most. 'We were into them when they weren't popular,' recalls MD Darren Anderson. 'I did wonder if we should be, but then I thought, why not? It's a great car.' RPM has created its own 'CSR' version, improving the looks, the performance and the handling, which has been very successful. Now the wider market is waking up to the fact that the 996 is a good thing.

First rule of the 996 Club? Make sure the intermediate shaft (IMS) bearing has been replaced with an upgraded item, or factor in the cost of having it done (£2000-2500 including a clutch) when you buy the car of your dreams. It's an important bearing at the back of the engine, below the crankshaft, found in all 911 engines but troublesome only in these early water-cooled units, in which the bearing was 'sealed for life' rather than being lubricated by engine oil. They don't all fail but if it does it will wreck your engine. On every car it sells, RPM changes the IMS as a matter of course.

Second 996 Club rule? Regular servicing. 'Don't get hung up on main dealer versus specialist,' says Anderson; 'just make sure the services have been carried out at the correct time and mileage using good oil.' The low prices of 996s mean that some people who have managed to buy the car then run it on a

shoestring. That leads us on to rule three.

Which is? If the car has all the stamps, it looks good and it drives well, commit only to buying it 'subject to inspection'. Have a specialist look the car over, up on a ramp to check out a few important, hard-to-get-to places, especially the cylinder bores. A specialist will whip the spark plugs out, get an endoscope in and see what state the bores are in.

ENGINE

Most of the talk around the 996 flat-six is about that IMS bearing or the RMS (rear main seal). For peace of mind, you want to know both have been replaced, so ask. The IMS we know about; an RMS failure will leak oil into the bellhousing and contaminate the clutch plate of a manual. It's a simple job to replace either but it requires splitting the engine and gearbox, which adds time and cost.

On a manual-gearbox car, the IMS and RMS are often replaced when the clutch needs changing (typically 50,000-60,000 miles). Including the cost of the clutch and a new dual-mass flywheel (they deteriorate, degrading the gearshift quality and rattling at idle), the bill at a specialist will be around £2500.

On a Tiptronic auto there is more cost in labour because the engine and gearbox need to be removed as a unit to allow for the two to be

separated. However, the job is a few hundred pounds cheaper than for a manual because there's no clutch and flywheel to replace.

If possible, see and hear the car start from cold. Rattles will likely be the timing chain 'flogging' due to weak or worn tensioners, £300 to fix. Tapping and smoking could be the result of scored bores. This is an early warning of big trouble and big bills, as is high oil consumption, and represents a red flag. There are lots of cars on offer, so walk away and don't take the risk.

Sometimes there's a disparity between the colouration of the tailpipes, which can indicate that one of the engine banks is burning more oil than the other. Bore-scoring is rarely seen on the 3.4-litre engine, and there are many theories as to why it happens more with the 3.6: localised hot-spots, engine design or simply the way some cars are maintained and driven. Soot-blackened tailpipes can also be an indicator of how it's been driven, or that services have been stretched. Let the engine get hot and you may hear tapping on idle, especially if it's an early 3.4; it can be harmless, but it can also be an indicator of poor pressurisation of hydraulic tappets. Listen to a few examples if you can, to get an idea of what they should sound like.

Oil leaks between the engine and gearbox (more easily spotted if the car is up on a ramp) are usually one of two things: the seal on either the IMS or the RMS. There can be weeping

from spark plug tube seals too, but that's a quick fix with a new seal. The engine air/oil separator can leak, and if it fails it allows oil to be drawn into the intake which then emerges as plumes of smoke from the tailpipes. A bit of smoke at full throttle can show it is failing. It's not an expensive component but it's awkward to replace. The scavenge pump at the back of the engine can leak as well.

Water leaks are rare, but RPM Technik recommends fitting a lower-temperature thermostat and filling the system with Evans waterless coolant, which won't boil at hot-spots like the ones mentioned above. Take a torch and look through the air intakes in the front bumper apron at the water radiators and air-conditioning condensers. There are no grilles, so leaves can get stuck in there and cause corrosion. Damp patches indicate that the condensers have been leaking. Both sets of radiators are expensive to replace – £1200 a pair for coolant rads, £1000 a pair for the air-con ones – and the front bumper needs to be removed to get at them. This maintenance cost can be avoided by ensuring they're clear as part of the service checklist.

Look closely at the exhaust silencers. They can corrode and split, and it's £1000-2000 for a pair. Sportier non-standard replacements of varying quality (and sound) are available, such as RPM Technik's own design at £2000 a pair.

GEARBOX

On your road test, listen for whining on the overrun in the manual gearbox, or jumping out of gear – second especially – when coasting down at low revs. Obvious noise suggests worn

pinion bearings and the need for a gearbox rebuild, which will probably reveal other parts that need replacing. The cost will be at least £1500 but could easily be twice that. Anderson's take is that the 996 'box is 'generally okay – problems are not that common and not particularly mileage-related'.

The Tiptronic boxes are generally very reliable. They are less stressed than the manual but less desirable: you pay a weight penalty, and gearchanges are ponderous compared with the newer PDK boxes. Check the kickdown and use the thumb controls to go up and down the box manually – changes should be smooth, without banging or crashing.

Clutches typically are replaced at 50,000-60,000 miles. The sign that a clutch is nearing the end of its useful life is a heavy pedal action, not slip. That dual-mass flywheel will often need replacing too, bumping up the bill to the £2.5k mark. Upgrades are offered by specialists; RPM Technik's is a lightweight, single-mass, balanced flywheel matched to a lightweight clutch with a sprung centre plate to retain some of the damping provided by the twin-mass type. Together they give a sharper throttle response and snappier shifts.

SUSPENSION

Dampers corrode rather than leak and are good for 100,000 miles or more, but by then they'll be a bit baggy and wheel control will suffer. Springs last well and seldom break, but noisy suspension is common. Creaks suggest worn ball joints or bushes in the lower arms, or delamination of those bushes, while rattling comes from either the anti-roll bars' drop links

or the upper transverse arms in the rear suspension. RPM Technik considers the front lower arms to be almost a service item to be replaced regularly; a new pair fitted, plus time on the geometry rig, adds up to approximately £1200. There's lots of adjustment in the suspension geometry, which can be tweaked to adjust the handling balance and feel. It's worth looking at the inner joints of the rear suspension arms, too. If the adjustment is maxed-out in opposite directions it could have been done to compensate for the effect of crash damage.

RPM Technik's upgraded 'CSR' lower arm is adjustable and serviceable, with replaceable ball joints and bushes. Polyurethane bushes can be fitted and, being stiffer, they improve steering response, but they are noisier too. The factory still offers suspension upgrades such as the comprehensive M030 kit, and there are multiple aftermarket coilover suspension kits.

BRAKES

The standard drilled discs fitted to the 996 are well up to the job provided they're in good condition. They'll need replacing if there's a big lip on their outer edge. If the brakes feel unresponsive, it's possible that only the outer face and pad are working thanks to seized calipers. Low-mileage cars that have been driven gently are prone to this, and it's hard to see the problem because the corroded inner face of the disc is hidden by the disc shield. Look at the MoT test advisories. New discs and pads will be needed at around £600.

Another point to check on low-mileage cars is the age of the tyres, which might be out of date even though they have lots of tread. Look for the stamp that shows the week and year of manufacture; 48/11, for example, denotes week 48 in 2011. The useful shelf life of a tyre is around five years. Make sure they are good-quality tyres, such as Michelin, Pirelli or Bridgestone, with the correct 'N' marking indicating they are specifically for Porsches. A car fitted with cheap tyres is a worry. Where else has the owner cut corners?

BODY

The 996 body was two-side hot dip galvanised, so corrosion could indicate previous accident damage. Surface rust occasionally appears around the door shuts and along the inner sill.

It's important to check the underside – if it all looks corroded, there will be lots of issues that are difficult to fix. Cars that have lived by the coast or in harsh northern climates are notorious for this.

Opaque lights show that a car has been ungaraged but they can be polished back to look nearly new. Corroded brake lines and damaged or squashed air-con lines are quite common; replacement of these can be labour-intensive and therefore expensive.



WHICH 996 TO CHOOSE?

We'd all like an RS, and a few of us recall when they were £50,000, but those days are gone and you'll need about £130,000 now. The next most sought-after 996s are the GT3 and Turbo: the GT3 for its superb dynamics, the Turbo for its massive, everyday-friendly performance, both for their rarity. The rear-drive-only, turbocharged GT2 is rare, too, but it never gained a cult following.

The Carrera 4S did though, its combination of C4 running gear and Turbo-wide body working beautifully with its bespoke suspension set-up, and it's only £2000 above a C2. There's also the 40th Anniversary – a C2 with a 340bhp power kit, a limited-slip diff and a Turbo nose.

After those, the most sought-after 996 is the regular Carrera 2 in manual guise with no sunroof. RPM Technik's Anderson has a soft spot for the original 3.4 because it likes (and needs) to rev, but there's a greater selection of torquier 3.6s. Keen drivers avoid the five-speed Tiptronic auto. Also less favoured, in order, are the Carrera 4, the Cabriolet and the Targa, which suffers maddening rattles and creaks. We reckon the bargain here is the Carrera 4; it's typically cheaper to buy than the Carrera 2 even though it drives just like it, except in very low-grip situations when it's actually more impressive.

The preferred wheel size is 18in. Nice-to-have options include Litronic headlights, Bose stereo and a leather dash, but not sat-nav because it's obsolete and dates the interior. A factory limited-slip diff sounds like a good option but will likely need replacing by 50,000 miles.

Colours have an effect on saleability, too. Greys are ever-popular, rare solid colours can look great, silver is seen as too common and maroon is shunned. For the cabin, black is a safe bet but lighter shades give an airier feel. Wild interior shades such as mint green can make a car harder to sell on.



TO FINISH... THE THREE FASTEST 996s



GT3 RS

The plain GT3 is actually heavier than a stock Carrera 2, but not the RS. Weight-savings came from a plastic rear screen, carbonfibre door mirrors, PCCB brakes and a carbonfibre bonnet with a transfer for a badge. Only 200 were made, all white with either red or blue decals and rim centres. It's even more complete in its abilities than the GT3, despite the lowering and stiffening, making it the sweetest-handling 996 of all. Price-wise the ship has already sailed, with typical examples up for £130k and pristine low-mileage cars knocking on £200k.



Turbo

Twin turbos, four-wheel drive, 450bhp... the 996 Turbo packed a lot in, and it made huge performance more accessible and exploitable than even the previous four-wheel-drive, 408bhp 993 Turbo, itself effectively the successor to the legendary 959, managed to do. Addictively, head-spinningly fast at the time, with astonishing grip and stability, the 996 Turbo was packed with kit and useable every day. It's perhaps not a purist's 911, thanks to the mild but obvious turbo lag and steering that's a bit woolly compared with the best, but still a mighty machine.



GT2

AKA the 'widowmaker'. On paper, it's something special: the grunt of the Turbo, and then some, with the dynamic sharpness of the RS and the purity of rear-wheel drive. Yet it never quite hit the mark, one theory being that, wary of its reputation, the UK press office set up the handling to be 'safe'. So while it was feistier and faster than the Turbo, its handling didn't live up to its billing, lacking an exploitable balance and engaging steering. And then there was that early reputation for grenading engines. Could the flawed weapon turn out to be a sleeper? **Carad**

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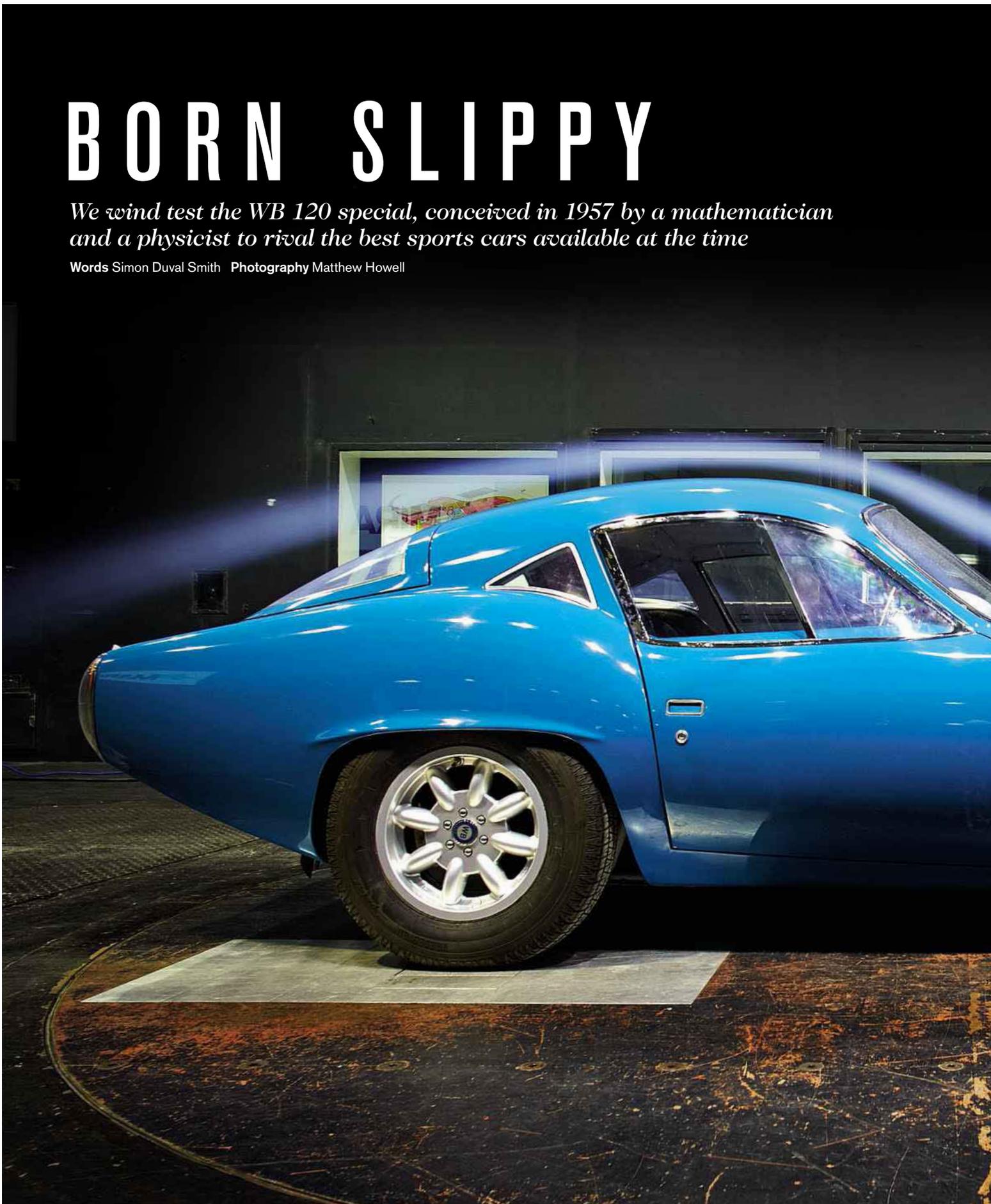
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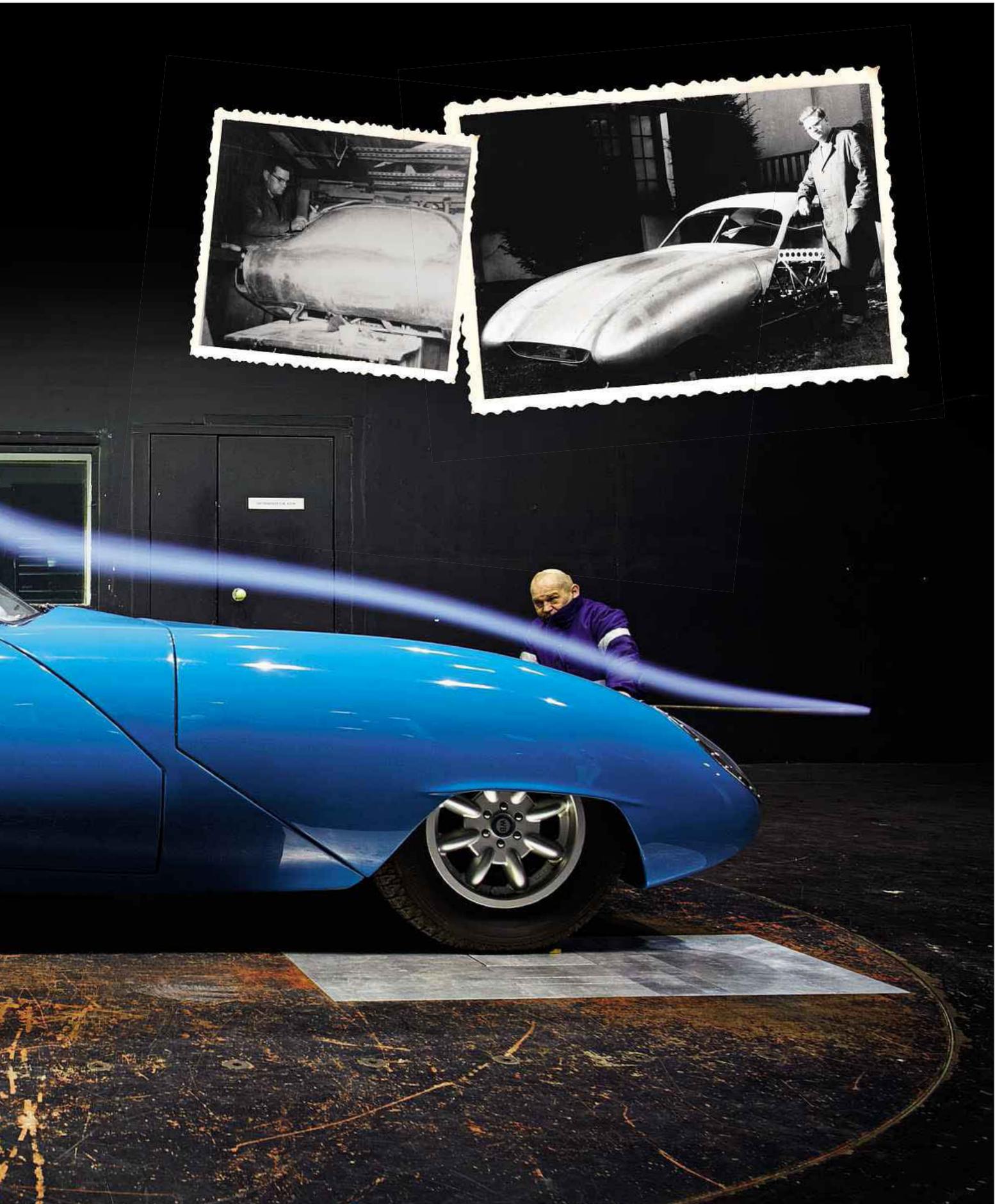
JBR
CAPITAL

BORN SLIPPY

We wind test the WB 120 special, conceived in 1957 by a mathematician and a physicist to rival the best sports cars available at the time

Words Simon Duval Smith Photography Matthew Howell





Clockwise from below
Super-slippery WB 120 bears
out calculations of its creator
both in the wind tunnel and on
the road. Dr John Best (on left)
and Bob White in 1965.



A 60MPH GALE rips at our clothes and hair as we brace ourselves inside the wind tunnel at MIRA, one of the car industry's foremost proving grounds. In front of us, parked on a turntable that will alter its angle of attack to the powerful airstream, sits a home-built special.

Called the WB 120 and first registered in 1963, the low-slung, slippery-looking sports car was intended by its creator, Dr John Best (the 'B' of WB), to be superior in every way to the contemporary Lotus Elite. This is because, a few years earlier when buying an Eleven kit from the Lotus factory in Hornsey, North London, Best's suggestion to Colin Chapman that design of suspension and aerodynamics could be speeded up and improved by the use of computers had been summarily dismissed. Unimpressed by the quality, handling and practicality of first the Eleven, and then an Elite bought subsequently, Best and his engineer partner Bob White (the 'W' of the company name) believed they could do better.

In a letter to Roy Campbell, present owner of the WB 120, Best said of the Elite: 'It is an interesting car, much easier to drive than the Eleven, not much quicker on average despite the greater power, but shocking on ventilation and very irritating, unexpected and not necessarily small twitches – even on the straight – due to changing rear track with the strut suspension (which had a very marked swing-axle action). Colin Chapman, I remember, called it a heap. You could say it was a nice

heap. I wanted to get something together that you could simply say was nice.'

And here, amidst the din and the blast of the wind tunnel in 2017, we're about to discover whether Best and White's self-belief – at least in terms of aerodynamic efficiency – was justified.

Best was an unlikely car designer. He had gained a PhD in mathematics from Cambridge, then joined EMI. There, he worked on the development of TV, the first airborne radar fitted to fighter aircraft early in World War Two, as well as the design of the first computers and brain and CAT scanners. He was drawn to White as the man to turn his ideas into reality; White worked in EMI's engineering department after the war, having been involved in installing the first TV transmitter at Alexandra Palace in 1937. He'd also worked on radar during the conflict.

Best recalls his role in the project: 'My connection with the car was as designer and funder. Bob White had exceptionally good construction skills and performed virtually all of the building of the car, including the shaping and butt welding of the aluminium panels.' Best says that the idea for the WB special was born after he '...dumped a new Lotus Eleven kit in Bob's garage and we agreed that if he built it up, he could use it for six months'.

Having enjoyed driving the Eleven, White then rashly said he didn't think it would be too difficult to make their own car: 'About six weeks later, John appeared with a wad of foolscap paper covered with a profusion of maths: it was



the design of a car.' Best believed he could produce a vehicle that would behave in a calculable and predictable way. Via reams of complex mathematics, he concluded that the best results would be obtained by fitting an aerofoil; aesthetically, however, that wasn't acceptable. So he devised a body that was itself an aerofoil in cross-section.

Best then turned his attention to the design of the WB 120's rigid tubular chassis, and a suspension layout that would give controlled-roll understeer with minimum unsprung weight at each corner (35lb using Dunlop R4 tyres). Dry weight was planned to be around 730kg,



and it came in very close to that figure when finished. Best also calculated the front wishbone design to control the roll centre and camber angles, and fully exploit the advantages of a front track that was six inches narrower than the rear, limiting changes to just three degrees of camber change and roll at 1G. For the rear, he designed unequal-length wishbones to give 1.5 degrees of negative camber at 1G.

In 1957, White started construction of the wooden buck around which the aluminium skin would be formed. Over a few years, the entire car was constructed in his garage using basic equipment but achieving very sophisticated



results. Almost all parts were designed from Best's drawings, including the suspension uprights and the aerodynamically shaped and specially cast wheels. Many of the car's features, such as recessed wipers, eyeball cabin vents and flush glass, were well ahead of their time.

Best's disaffection with Lotus endured, it seems, and the only Elite-related components featured on the car were the Coventry Climax FWE 1200cc engine and an Elite diff. Setting the motor far back in the frame gave good weight distribution and allowed Best to implement the WB 120's most remarkable feature, its narrower front track. This was intended to give quick steering and stability at speed, while making the handling neutral and preventing it snapping into oversteer when approaching the limit of grip. He specified inboard disc brakes all round, the forward set being carried on a specially cast dummy differential with half-shafts running to the hubs, through bespoke cast Elektron uprights, which are also used at the rear.

When finally the car was road-ready, Best and White tested it on the newly opened (and speed limit-free) M1 motorway. Best recalls being very happy straight off, his theories and calculations being borne out in the car's neutral handling and aerodynamic performance. He recalls: 'I designed it to become increasingly stable above 80mph, and at 125mph [with the FWE at its 7250rpm rev limit] it felt beautiful.'

In 1967, after White had been rewarded for his efforts by driving the car for a few years, and

Best had also used it regularly, they decided it could benefit from more power. So it was left with a garage in south London for a Lotus-Ford Twin Cam engine to be installed. Shortly afterwards, however, Best's wife was killed in a road crash and his interest in cars waned.

The WB 120 passed through a few hands before present owner Roy Campbell, an electronics engineer and maker of his own brand of professional audio equipment, found it while browsing *Exchange & Mart* for a special. 'I looked for specials every week, as I couldn't afford an original sports car,' he says. 'I was after a new interest having been a TR enthusiast and racer for many years, and I fancied something that would give the Elites a run for their money.'

He was a bit surprised when the owner drove the WB 120 out of its lock-up; it had a badly fitted Fiat twin-cam – forcing the bonnet to be raised by two inches – rattle-can green paint, gold wheels and a gold-carpeted interior. The original paperwork confirmed that it should have an FWE engine, and Campbell knew it was going to be a long restoration: 'I made a quick choice to carry on with the trusty TR, and parked the WB in my parents' garden for the next 12 years!'

In the midst of starting his own electronics business, he occasionally managed to visit the car and make drawings of missing parts. However, with no cash for a Climax engine, he fitted an MG Midget motor and gearbox that a friend had discovered under the local cricket pavilion.

Although the WB 120 now drove, it wasn't

until 2016 – 36 years after Campbell first bought it – that the car was fully restored, complete with a freshly rebuilt FWE engine and a Ford T9 five-speed transmission.

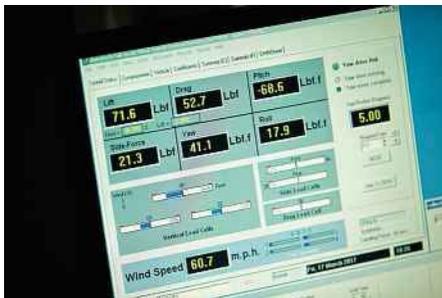
On the road, the WB 120 belies its age with beautifully neutral and assured handling. As the suspension loads up and the designed-in body roll adjusts the cambers and roll centre, it has tremendous grip and poise. The clever geometry allows predictable understeer to build as you push it really hard in a corner. This can be switched into very controllable oversteer and ultimately into a very well balanced – and fast – four-wheel drift. The steering is communicative and light, and the narrow front track gives instant turn-in and, of course, a tight turning circle.

The FWE engine is smooth and lusty, and the Ford gearbox complements it perfectly with a very fast change. A high fifth ratio allows cruising at any speed at which one can tolerate the breeze through the slightly draughty doors – Campbell has yet to fit seals. The brakes are tremendously powerful; no servo is fitted or needed to repeatedly pull this very light car down from three-figure speeds without fade.

The whole machine has a delicacy and lightness of touch that some of today's sports car engineers might do well to emulate. There's no artificially weighted steering or piped-in engine noise here; the WB120 simply feels taut and agile, without being tiresome.

And so we find ourselves at MIRA. Campbell is very keen to prove Best's theory that the →

'THE WHOLE MACHINE HAS A DELICACY AND LIGHTNESS OF TOUCH THAT SOME OF TODAY'S SPORTS CAR ENGINEERS MIGHT DO WELL TO EMULATE'



This page and opposite Modern-day wind-tunnel testing reveals Climax-engined special's aerodynamic qualities. WB 120's one-off cabin is surprisingly well appointed.







1963 WB 120

Engine 1216cc inline four-cylinder Coventry Climax FWE, SOHC, twin Weber carburettors **Power** 105bhp @ 6400rpm **Torque** 92lb ft @ 5500rpm
Transmission Five-speed Ford Type 9 manual, rear-wheel drive **Steering** Rack and pinion **Suspension** Front: upper and lower equal-length wishbones with coil-over dampers. Rear: upper and lower unequal-length wishbones with coil-over dampers **Brakes** Inboard discs front and rear, front mounted on bespoke dummy differential housing, Girling calipers **Weight** 730kg **Top speed** 137mph **0-60mph** 10.9sec

WB 120 is more slippery than an Elite. 'I have been waiting a long time to see this test, and my gut feeling says the WB 120 is aerodynamically better – if judged only by its top speed and high-speed acceleration, which I think are better than any standard Elite's. And, of course, it's using the same Coventry Climax engine.'

In the wind tunnel, the WB 120 sits on special multi-part scales which measure drag, lift, side-force, yaw, and moments of roll, pitch and yaw. The scales are mounted on a turntable that allows measurements to be taken as though the vehicle is cornering; changes in forces can be considerable at even small angles of attack to the wind. Results are harvested from the scales and also by using a smoke wand to gauge the airflow over particular parts of the car, highlighting areas that can be improved.

The aerodynamic efficiency of any structure is a product of its drag-resistance – Cd – to a measured wind, and its frontal area. The product of drag coefficient and area is represented as CdA, a multiplication of the Cd value by the area. David Wain, MIRA's full-scale wind-tunnel supervisor, starts the test by photographing the WB 120 from as far away as possible, to avoid the influence of parallax, to accurately measure

the frontal area. The WB 120 is then run through several tests at up to 60mph wind speed; the results confirm the excellence of Best's design with a Cd of 0.33. Multiplied by its frontal area of 1.44, this gives a CdA of 0.475.

A lowered racing Elite run through a wind tunnel in recent times showed a Cd of 0.295 – but it used an estimated frontal area of 1.6 to give a CdA of 0.472, which 'beats' the WB 120. However, Campbell's research turned up an earlier test, when a standard Elite's frontal area was accurately measured at 1.49. This test gave it a Cd of 0.35, thus a CdA of 0.5215 – 10% less efficient than the WB 120 and so vindicating Best's design. Cue a delighted Campbell.

While the car is in the wind tunnel, other measurements are taken. The WB 120 exhibits fairly high levels of lift – 176lb at the rear at 60mph – but Wain comments favourably on other aspects of the design. 'When the car is turned into the wind, it shows a very gradual increase in drag, with no sudden changes that might cause instability in fast turns. The car has an aerofoil shape that doesn't help downforce, but this is not uncommon in most modern cars. The difference is that a new vehicle will inevitably have spoilers, splitters and so on to

mitigate this.' We can't resist trying to improve on Best's design, and so engineering technician Ivan Starkey tapes a 50mm x 20mm-section foam spoiler on to the trailing edge of the rear deck, reducing the Cd to 0.319 and cutting lift considerably; when he adds tape over the front grille, the figure drops to 0.298. Wain says: 'The rear spoiler alone has changed the whole airflow distribution of the car.'

We then try a front spoiler – with the grille uncovered – that reduces Cd to 0.317 but slightly increases rear lift. Some early photos show the WB 120 with disc wheels and a different grille treatment that may have lowered the Cd, so there may be yet more aerodynamic gains to be made.

Campbell is loathe to add visible spoilers. However, after consultation with David Twohig, chief engineer on the new Alpine sports car, he may fit underbody strakes to retain and accelerate airflow already drawn under the car by the wider rear track. This could help to reduce rear lift.

It's a real testament to the integrity of Dr John Best's original WB 120 design that, without any testing except for those 120mph-plus blasts up the M1 in 1963, it performs so well in the wind tunnel. Perhaps Colin Chapman should have listened to him a little more carefully... **End**

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Ace of clubs

The RAC, Britain's oldest motoring club, has restored the old barn at its country estate into a Motor House. Motorised treasures lurk within

Words Delwyn Mallett Photography Paul Harmer

THE ROYAL AUTOMOBILE Club, 120 years old this year, was formed in 1897 when the fledgling British car industry had barely turned a wheel. It's the world's second-oldest surviving motoring organisation after the Automobile Club de France. Founded as the Automobile Club of Great Britain (and later Ireland) by Frederick Richard Simms, it started life in a rented flat in the Whitehall Court apartment building before moving to 119 Piccadilly in 1902 and its magnificent Pall Mall premises in 1911. By 1913 the Club had grown enough to acquire a country estate, Woodcote Park near Epsom, Surrey, for the further enjoyment of its members.

Although the Royal Automobile Club built its early reputation on rescuing stranded motorists, it divested itself of the roadside services division in 1999 – rather confusingly still branded as the RAC. However, it has made every effort to preserve its heritage. The enthusiastic and energetic Club Motoring Secretary, Peter Foubister, who died suddenly in November 2016, was determined to make Woodcote Park, in his own words, 'the world's finest motoring clubhouse'.

To this end, the club has recently completed the restoration and conversion of the 'Old Barn' at Woodcote Park into a magnificent Motor House in which to store and display its vehicles and memorabilia. It stands next to Woodcote Park's entrance and dates from 1770. The barn was originally a granary and has variously also been a mill, a bakery and a cottage, and before the restoration and conversion was an increasingly rickety storeroom.

Peter's vision was rewarded in April this year with the top prize in the Surrey Heritage Awards for its sympathetic restoration, but

sadly 'Foubs' did not live to receive it. The club intends to make the Motor House available not only to club members to visit, but also to school groups and engineering apprentices.

Before joining the Royal Automobile Club in 2010, Peter had a long and distinguished career with *Autosport* magazine and was well known across the motor sport world. Once at the RAC he assembled a small team of like-minded enthusiasts and launched London Motor Week, a seven-day celebration of all things automotive, culminating in the annual Veteran Car Run. He also re-introduced the RAC's 1000 Mile Trial, which encompassed his native Scotland.

Peter also re-ignited the RAC's association with the Rally of the Tests, first run in 1932 and revived as part of the Historic Endurance Rallying Organisation's season of events.

THE RAC HAS moved on a long way from the vision of its intriguing and influential founder, Frederick Richard Simms. He was born in Hamburg in 1863 to an English father and an Austrian mother, was schooled in England and Germany and trained as an engineer in Hamburg and Berlin. As a young man he developed a close friendship with Gottlieb Daimler and his associate Wilhelm Maybach, and in 1890 he purchased the rights to manufacture the Daimler petrol engine in Britain and the Empire, thus paving the way for what would become the British motor industry.

Simms formed the Daimler Motor Syndicate in 1893, at first fitting the engine into motor boats. In 1894 he decided to build his own 'motorcar' (a term, along with 'petrol', which is sometimes attributed to Simms), spurred on by the excitement surrounding the world's first officially organised motor competition. It

covered a 126km course from Paris to Rouen, on which the Daimler engine excelled.

To this end his business partner, the Hon Evelyn Ellis, ordered the first car to be imported into Britain, a Daimler-engined Panhard et Levassor, built in Paris to his specification with left-hand tiller steering as he wanted to sit next to the kerb for safety. (For the same reason, French cars of the period were right-hand drive.) The car was delivered by boat to Southampton and then by rail to Micheldever Station in Hampshire, from where he and Simms, in a direct challenge to the prevailing and restrictive highway regulations, drove the iron-rimmed car 43 miles to Ellis' house in Datchet, near Windsor – the first long distance journey by a motor car in Britain. (See page 110 for the full story.)

A year later Ellis took the Prince of Wales, the future King Edward VII, for a high-speed spin in the Panhard et Levassor. The Prince was frightened but not enough to prevent him 'appreciating the innovation' and becoming a motoring enthusiast. As king, Edward became an enthusiastic Daimler driver, a member of the Automobile Club, and decreed in 1907 that the club should henceforth be known as the Royal Automobile Club.

Simms didn't proceed with manufacturing but sold his patents and business at a handsome profit to Harry Lawson, who incorporated it as The Daimler Motor Company in 1896. Lawson was a bicycle-designer, manufacturer and entrepreneur who saw the great potential that lay ahead for the horseless carriage, and he attempted to corner the market in Britain by acquiring as many patents as possible.

This objective ultimately failed and Lawson, whose business practices were always suspect, →

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‘Simms believed that competition would lead to improvements in design and reliability’



Anti-clockwise from top

When Mazda was a British lightbulb manufacturer, not a Japanese carmaker; starting the 1904 Daimler is not the matter of a moment; Redex, Castrol and Dunlop are names still thriving today; Austin Seven Chummy leads the way; writer Mallett covers in back of Daimler.

was sentenced to a year’s hard labour for fraud. But before his ignominious departure from the fledgling auto industry he founded The Motor Car Club, Britain’s first. Both Simms and Lawson campaigned energetically to repeal the so-called Red Flag Act of 1865 which stipulated that traction engines should travel at no more than 4mph on the open road, 2mph in towns, and be preceded by a man carrying a red warning flag.

To celebrate the repeal of the act, on 14 November 1896 Lawson and Simms staged an ‘Emancipation Run’, a 33-car, 60-mile charge from London to Brighton at the new legal speed of a giddy 14mph – although not all of the 17 participants that eventually made it to Brighton might have attained that velocity. The annual Commemorative Run commenced the following year with a less-taxing, eight-mile cruise to the Sheen House Club adjacent to Richmond Park. For the 1899 run the Motor Car Club reverted to Brighton as the destination, while Simms’ recently formed Automobile Club organised another run to Sheen House. In 1900 the clubs amalgamated and organised a joint run to Southsea.

Simms, in 1902, was instrumental in forming the Society of Motor Manufacturers and Traders as a body to promote the interests of the expanding British motor industry, initially sharing premises with the Automobile Club. Both organisations campaigned to have the 14mph speed limit abolished, achieving partial success when the limit was raised to 20mph in the 1903 Motor Car Act, and all concerned felt there was no longer a need to continue the Commemorative Run.

The revival of the run as an annual event was the result of a circulation-building promotion by the *Daily Sketch* and the *Sunday Graphic*, which in 1927 organised a successful re-staging of the 1896 Emancipation Run. In 1930 the run became the property of the RAC and it remains one of the most popular classic car events in the UK, with hundreds of participants attending from all over the globe. It’s the world’s longest-running automobile celebration.

Embedded in the DNA of the club was Simms’ belief that competition would lead to improvements in design and reliability, so it organised long-distance trials to test the mettle of new machines. In 1900 Claude Johnson, the

first club secretary, organised a 1000-mile trial around Britain. The 70 contestants left London on 12 April, travelling west to Bath and Bristol before heading north to Scotland. Various tests were engaged in along the way, including hillclimbs and speed tests, as well as displays for the thousands of spectators who gathered to see, often for the first time, the horseless carriages. Fifty-one cars made it to Edinburgh and 46 cars made it back to the finishing line in London on 23 May. The winner was Charles Rolls at the wheel of a Panhard.

In 1905 the Automobile Club organised the Tourist Trophy race, which has been run regularly ever since and is the longest-surviving trophy in motor sport. In the same year the club became the governing body of motor sport in Britain, and it also suffered a schism which resulted in a breakaway and the formation of the Automobile Association.

The other long-running and internationally famous RAC event was the eponymous ‘Rally’, first run in 1932 as the Royal Automobile Club Rally and Coachwork Competition. It was sometimes referred to as ‘The Rally of the Tests’ because of its additional challenges – including →







a slow-running test! Starting from nine different towns and cities, 341 unmodified cars travelled 1000 miles over their chosen route to the finish in Torquay. A Lanchester 15/18 won.

The relaxation of sponsorship rules in 1970 saw the *Daily Mirror* name prefacing RAC, followed in later years by Lombard and Network Q, until RAC was dropped from the rally's title in 1998. It became the Wales Rally in 2003. The RAC also organised the first British Grand Prix, held at the Brooklands track in 1936, and the first international Grand Prix at Silverstone in 1948.

THE CLUB'S HERITAGE Fleet embraces several decades of progress in attending to its members' roadside calamities. Initially a mobile force of jodhpur-sporting, tunic-clad patrolmen and guides helped members when in unfamiliar territory or mechanical difficulty. Riding 'quick response' bicycles, they carried a few tools so they could fix simple mechanical problems. The club also introduced a get-you-home service in the form of a one-guinea token exchangeable at garages displaying an RAC sign.

At first the patrolmen were stationed at major junctions waiting for customers, but in 1912, following the lead of the Automobile Association, the club introduced locked phone boxes painted in the RAC livery at strategic points across the country. The members' keys, by mutual agreement, also allowed access to AA boxes. During World War Two the Home Guard also had keys.

In 1922 the RAC motorised its field force with motorcycle combinations by Phelon & Moore, followed by Norton ES2 bikes. Motorcycles were the main patrol vehicles until well into the 1960s, when they were phased out with the adoption of Minivans. The 490cc, single-cylinder Norton was coupled to a mobile



Opposite and this page Isetta looks and feels precarious and your legs are the crumple zone; BMC J2 van attends to stricken Standard Vanguard; patrolman on scooter with streamlined sidecar gives advice to Ford Anglia 100E driver.

tool chest which by the 1960s had developed into a distinctive streamlined glassfibre device.

During the 1930s superintendents got an extra wheel and some weather protection when they were upgraded to Austin Seven Chummys. After World War Two some Morris 'J' vans were added to the fleet, but only one van per area because of shortages.

In the 1960s the RAC experimented in London with a small fleet of six BMW Isetta three-wheel bubble cars. Fitted with a large equipment box that completely obscured rear vision and must have dramatically shifted the centre of gravity, the cramped and noisy vehicle was not popular. It's not hard to see why – the patrolmen must have felt very vulnerable dicing with double-deckers.

The Austin A35 van arrived on the fleet in the 1960s and the larger Morris 1000 van in 1969, a familiar sight in the Home Counties until 1973. The vans introduced an illuminated roof sign for night-time recognition, and their two-band

radios kept them in touch with base which helped to shorten the response time.

Successive club secretaries have built up the Heritage Fleet over the years. Today it consists of a trio of veterans used primarily for the London to Brighton Run, plus a selection of RAC-liveried patrol vehicles from the 1920s to the 1960s.

The oldest vehicle is the 1900 Simms, registered 1 RAC and built by the club's founder. With tiller steering, solid tyres and a slightly later 750cc, 6hp stationary engine fitted, it is thought to be a prototype and probably older than its registration date. The 10hp 1901 Mors Tonneau, acquired in the early 1980s from the Sears family, repainted in RAC blue and re-registered RAC 1, has appeared in 20 London-to-Brighton runs, sometimes piloted by HRH Prince Michael of Kent.

The third veteran is a 1903 14hp Daimler Tonneau Tourer. Daimlers were favoured by King Edward VII, and his patronage made them →



Above

Our Delwyn is instructed in the finer points of making the most of the 17bhp on offer in the Austin Seven Chummy. Note the difficulty of positioning his whole body inside the car when travelling two-up.

popular amongst the aristocracy. Finally, to represent the club in more modern classic-car events such as the re-introduced 1000 Mile Trial, a recent addition to the collection is a splendidly rakish 1938 Vanden Plas-bodied Alvis 4.3 Short Chassis Tourer. Only 12 were built of this type and 11 have survived.

Maintenance of the collection is in the expert hands of Michael Moment and Tony Worsfold, who also doubled as chauffeurs for *Octane's* visit. The veterans demand the most attention to keep their increasingly fragile mechanical components fit for purpose, particularly as some 'guest drivers', lacking familiarity with 100-year-old clutches and transmission brakes, have a tendency to be more aggressive with the controls than perhaps they should.

THE 1904 DAIMLER is a reminder that the horseless carriage may have dispensed with the horse but it hadn't yet got rid of the carriage. Automobiles were still something you climbed onto, not descended into. After the preliminary starting procedure, which involves much setting of valves and switches and tickling of the carburettor, followed by vigorous rotation of the starting handle, the little engine settles into a steady chug-a-lug. Then, once the occupants are mounted well above the hoi-polloi, forward motion is achieved by a deft juggling of feet and hands that would confuse a modern motorist. The clutch, harsh and not for slipping, is on the floor but the accelerator is a lever on a brass quadrant on the steering column, with an advance-and-retard lever opposite to keep the engine on song.

Feedback from the road surface is of the tooth-rattling kind, a series of sleeping policemen transmitting shock waves right through the car's frame and into my dentistry. Better to take to the grass and avoid them.

On the pleasant day of our visit the absence of a windscreen didn't chill the blood, but you can imagine how uncomfortable it might be with rain slapping you in the face. The high and exposed position is at first disconcerting, with fears of an emergency stop precipitating a forward roll over the dash and bonnet to the tarmac a long way below. But there's no need to worry because stopping, even in an emergency, fails to produce much detectable g-force. Veterans are an acquired taste but full of personality. It's easy to see why they are treated with such affection by their owners.

The Austin Seven 'Chummy' is just that, a friendly little beast of such limited dimensions that, if travelling two-up, you can't avoid being chummy with your companion. By the 1920s mass production was making the motor car more accessible to the ordinary family, and the Chummy is a reminder that the average family then may have been larger in numbers but was surely smaller in stature. Once in the tiny cockpit you remain aware that some of your bits, arm and shoulder for example, are still outside. You wouldn't expect a lot of oomph from the 747cc sidevalve engine but the lightweight construction – there's very little of anything to add mass – gives it more go than anticipated. You can see why its design was licensed for manufacture in so many countries.

The BMW Isetta, a sort of mobile window

seat, is another reminder of how the average human has grown in stature and girth – today's typical Briton would find the cabin a tight squeeze. The RAC's example is a three-wheeled version, not renowned for its stability, and having witnessed one roll over in front of me in a bend many years ago I can't profess much affection for them. The four-wheeled version was much more stable.

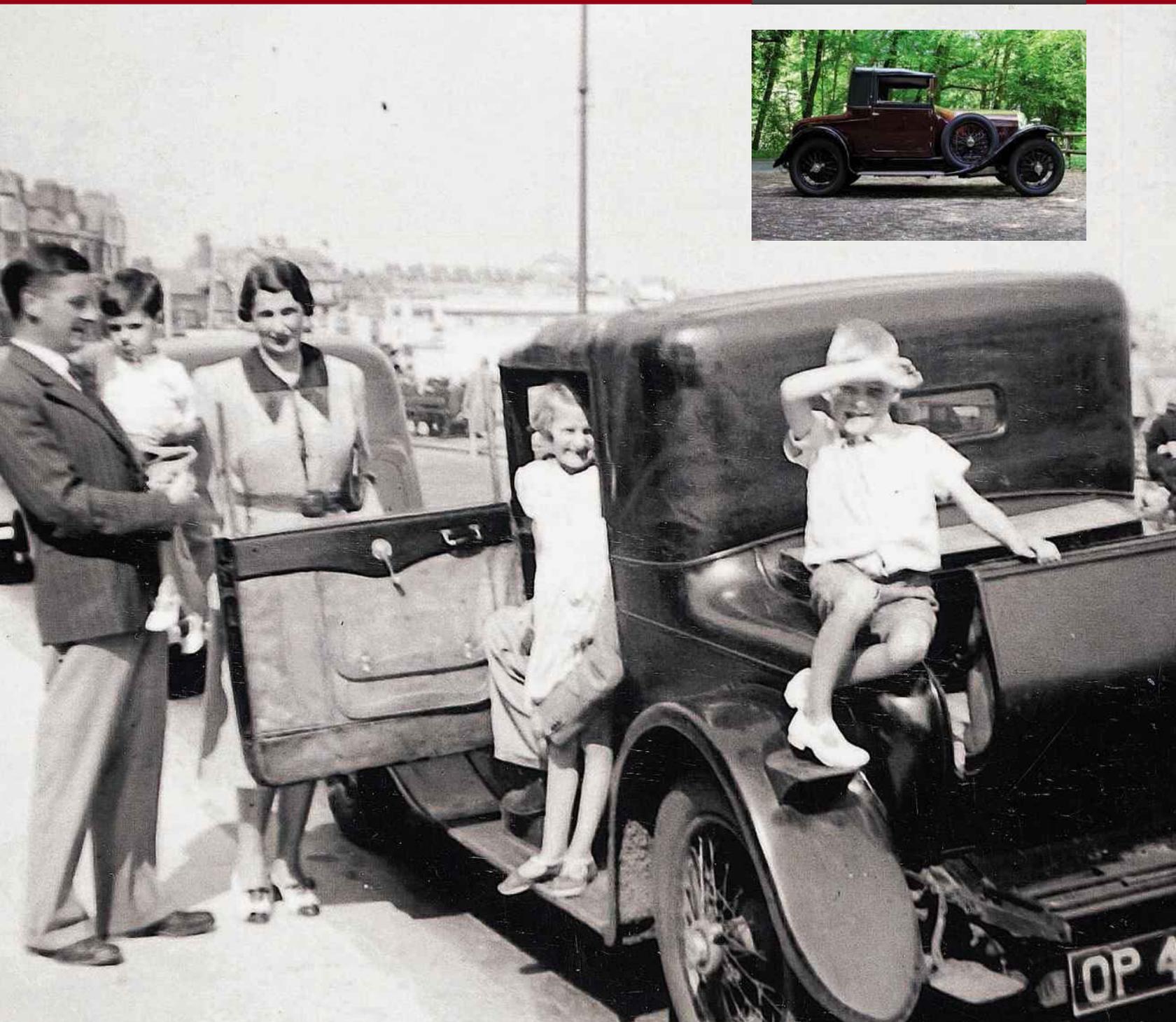
It was originally an Italian design by Iso, then BMW bought the manufacturing rights and adapted the design to take its own 298cc motorbike engine. Its 13bhp was enough to propel the little bubble to 50mph, but at any speed the tiny cabin reverberates with the noise of the engine which is located just behind the bench seat. As a piece of industrial design created to fulfill a then-current need the Isetta is a brilliant solution, but it's awkward to get into, noisy and scary, made even more so by the large packing case that blocks rearward vision. Nevertheless it's a fascinating time capsule, clearly fun for some – and it lays claim to being the best-selling single-cylinder car of all time.

THAT THE CLUB he founded could have influenced motoring in Britain so much during its 120-year existence would undoubtedly have thrilled the pioneering Simms. And we suspect he would greatly enjoy the contents of the Old Barn. One aspect of RAC membership that he might regret the passing of, though, is the salute patrolmen gave when they spotted the RAC badge on a member's car. This stopped in 1963, and the AA did likewise. Safer to keep hands on the steering wheel, they said. *End*

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EXPLORING NEW TERRAIN

*The Matra Rancho broke new ground, 40 years ago.
Richard Bremner discovers why*

Photography Andy Morgan





By the time they're ten, most cars are either dead, or dying. A decade into its life, the 1967 Simca 1100 definitely was. This small, French, front-wheel-drive hatchback – think Volkswagen Golf, seven years before Giugiaro's spectacular rescue of VW took off – had one year left to run, ending an unexpectedly stellar career as Europe's one-time best-selling car. But there was one more flourish to come.

It came literally off the back of the commercial version. There was a Simca 1100 van, really an unglazed, three-door version of the 1100 estate, but there was also a pick-up, of modest capacity but useful enough to sell in decent numbers before Suzuki and Toyota demonstrated how to make a proper low-budget, separate-chassis, heavy-duty beast of burden.

This is what provided a platform upon which Matra, French aerospace company and sometime car manufacturer, built one of Europe's first crossovers. Not that anyone knew what one of those was 40 years ago. Instead, the Matra-Simca Rancho was seen as a strangely

appealing fraud. The fraud was that it looked like a rugged four-wheel-drive – what with its big wheels capped with black arches, its chunky bumpers, its American cop-car bulkhead spotlights, its roof rails and safari-glazed, giraffe-spotting cabin – only it wasn't.

It had a raised ride height, strategic strengthening to its undercarriage, an optional winch and the demeanour of a machine in which to adventure. Yet in a mud-wrestle with authentic four-wheel-drives it was always going to be the tow-ee rather than the tow-er.

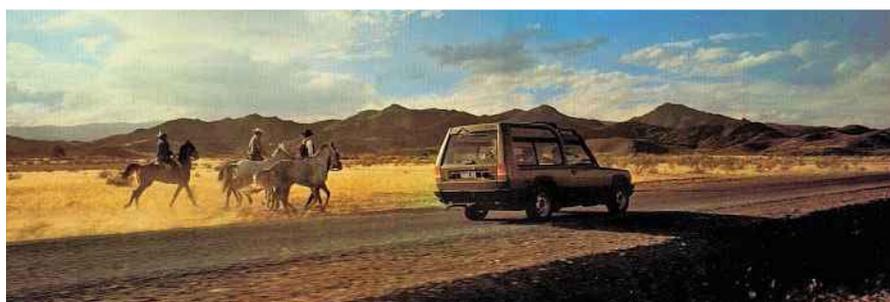
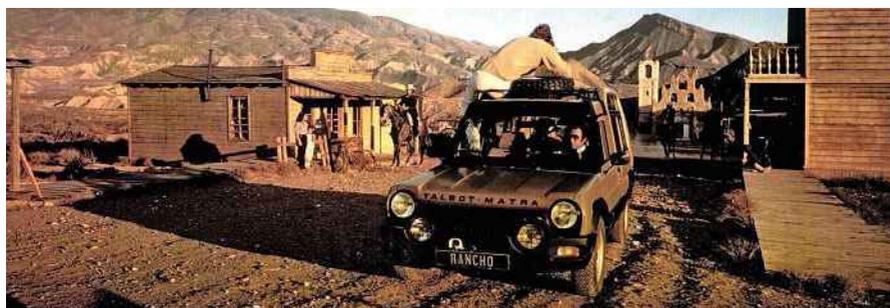
But that styling... It was the work of Matra's Antonis Volanis, who also designed the Matra Bagheera and Murena sports cars, and the first Renault Espace. The Rancho made the Defender, the Jeep Cherokee and the Mercedes G-Wagen look faintly quaint. It had the air of a junior Range Rover – or *La Range*, as Britain's fashionable four-wheeler was colloquially known in cosmopolitan Paris – for a fraction of the price.

And it was useful. To the Simca's flatbed rear had been grafted a modernist cabin extension that provided length, height and a certain bearing. The long, slide-open side windows were complemented with lateral skylights. The Range Rover-style split tailgate provided fabulous access and a platform for *le pique-nique*. And the recess for the rear wiper arm, and the Range Rover-style separate-lettered name badging, added just-so utilitarian class.

Rather surprisingly, the cleverly named Rancho wasn't completely useless off-road. The standard Simca 1100 hatch sat higher than a modern Focus or Golf equivalent, and came with the supple, long-travel suspension that characterised French cars of the day. The Rancho rode higher still, and, despite the bulk of its enlarged cabin, was less likely to bog than might be expected, because said cabin was fashioned from lightweight glassfibre.

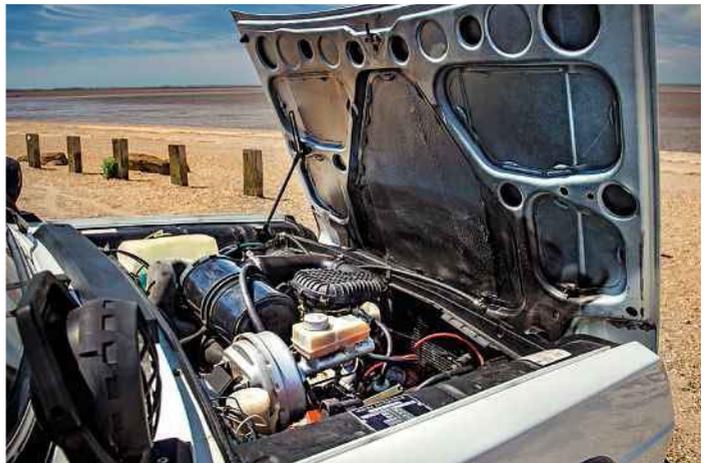
That was the work of the automobile division of Matra, born when it bought René Bonnet's sports car business in 1964. It made Matra the →

Below and right
Brochure shots suggest the Rancho was at home on the range. The reality was a van with raised ride height and glassfibre rear quarters, but the concept was years ahead of its time.



**'IT HAD THE AIR
OF A JUNIOR RANGE
ROVER FOR A FRACTION
OF THE PRICE'**





‘THE COMFORT, GRIP AND THE VIEW OUT PROVIDE A HINT OF THE EXPERIENCE THAT MANY ENJOY IN A MODERN CROSSOVER’

producer of the fabulous little Djet, a slender, rear-engined, glassfibre-skinned challenger to the Alpine Renault. The Djet’s evolution would eventually lead to the three-abreast Matra-Simca Bagheera and the pretty Talbot Murena, but that’s another story.

What the Rancho and Bagheera had in common was Simca’s energetic four-cylinder pushrod, iron-block, alloy-head 1442cc motor, in this instance producing 77bhp and 88lb ft of torque. That may seem far too bijou to propel a machine of the bulk and frontal area of the Rancho, but the motor had verve and far less weight – 1129kg – to shift than a modern equivalent. It was a bored-out version of the 1100 hatch’s 1118cc motor, itself a stretch of the 944cc unit found in the rear end of the boxy Simca 1000 saloon. All versions shared camshaft followers with balsa-like durability, most Simcas announcing themselves several hundred metres before arrival by sounding like a cutlery drawer in an earthquake. Yet that didn’t seem to affect the engine’s capacity for hard work and long life.

The Rancho’s suspension was less rough-edged. A pair of long, longitudinally mounted twist-action torsion bars suspended the front-end’s double wishbones, a similar pair of transverse bars springing the back end’s trailing arms. When the Rancho emerged, the Simca 1100 had already had its one major facelift, most of the money spent on a new dashboard presenting crisply marked instruments, a top-loading glovebox, a new steering wheel and gearlever knob – big stuff, back then – and wipers controlled by stalk rather than switch. All of which meant the Rancho’s dash wasn’t entirely out of kilter with its step-ahead exterior.

Matra bravely launched it in 1977 on mud and road in the hills behind St Tropez, where it acquitted itself to better effect than expected. A few years later Matra produced a Grand Raid version with a front-mounted winch and a limited-slip differential, a Découvrable version with opening rear side panels, and an upmarket model with alloy wheels and metallic paint (wow!) called Rancho X. There was also a three-row seven-seater, which the engine must really have struggled with when it was fully loaded.

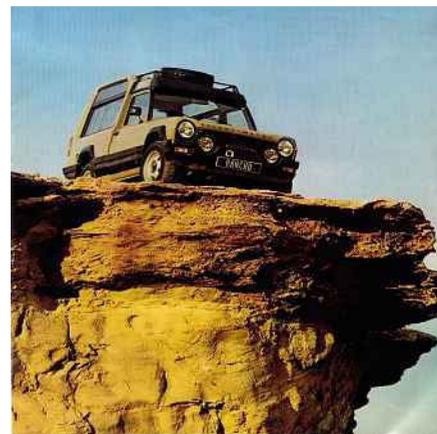
One-up aboard this well-preserved, low-mileage Rancho, those 1442cc feel quite peppy at low speeds, aided by low gearing. Amazingly, this example’s cam-followers don’t seem to have done much crumbling yet, the motor smooth and relatively quiet. Equally amazing is that the gearbox, with its Porsche-designed synchromesh, still allows you to engage second without a cog-clashing crunch, which is seldom the case. Your reporter knows all this because he’s previously owned five Simca 1100s, two of them faintly sporting.

So this Rancho feels semi-familiar if not completely so, what with that glassfibre shed perched threateningly out back. Yet the Matra doesn’t feel tail-heavy or wanderingly wayward. Nor is its steering especially heavy, despite all assistance to the rim being bicep-sourced. Understeer? It will, although you’ll need to be going at a mildly reckless pace to find out.

More surprising is that it doesn’t heave-to like a dinghy rounding a buoy. Or not when it’s empty, at least. You can get along briskly enough to keep up – just – with modern cars, while enjoying a squidgily comfortable seat and marvelling at stalk controls as skinny as chopsticks. The interior feels narrow in 2017, although it didn’t 30 years ago.

So, is it good to drive? Its comfort, grip and the view out provide a hint of the experience that many of us enjoy in a modern crossover. And, like most old cars, it provides the feeling that you have charge of a live mechanism, if a slightly rubbery one. You’ll get pleasure, too, from musing on the fact that this car foretold the mass-market demand for more space, more versatility and slightly higher-altitude interiors.

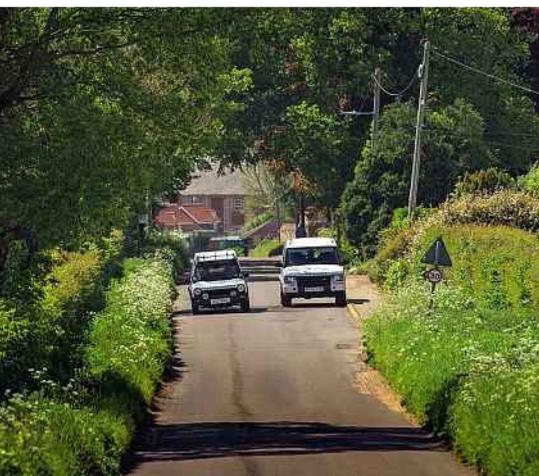
This ultra-rare Rancho survivor has spent much of its long life providing transport for a wheelchair-bound owner, the rear end neatly converted to provide a lift and floor-space to house both occupant and mobility device. Despite this, the folding rear seat remains intact, demonstrating just how much space there is in a Rancho. Look rearwards from the driver’s seat and you stare into a boxy cabin spilling with daylight, much of which pours through those skylights. The Matra isn’t short of provision for artificial light either, the headlights supplemented by a pair of gloriously



Above and left

You don’t have to explore every cliff edge in a Rancho, but utility is very much its thing. Think space and light rather than mud-plugging supremacy, however.





Above
Rancho passes a parked Discovery. Wonder where Land Rover found its inspiration...

over-sized long-range spots housed within the moulded front bumper, and the rather pointless but point-making swivelling duo mounted just ahead of the A-pillars.

Never mind the front-drive mechanicals – the Rancho looks like a machine for adventuring. If your quest were to take you along rough tracks, or six-inch deep mud, or through terrain to which you could lash a winch cable, then the Rancho could probably get you to the end of the trail.

But what the Rancho is better known for today is that it ventured into largely unexplored market terrain, its half-car, half off-roader composition a precursor to modern crossovers. Not that Matra and Talbot, as Simca became in 1978, was aware of that at the time. Instead, the Rancho was an ingenious means of keeping Matra's low-volume Romorantin factory busy. It was a good call: the high-riding Rancho sold around 57,000 units over seven years.

Talbot itself, however, was doomed. The re-labelled rump of Simca and the Rootes Group/Chrysler UK business, bought by Peugeot in 1978, was on a fast-track decline. This was

1983 Talbot-Matra Rancho

Engine 1442cc four-cylinder, OHV, single Weber carb
Power 77bhp @ 5600rpm **Torque** 88lb ft @ 3000rpm
Transmission Four-speed manual, front-wheel drive
Suspension Front: wishbones, torsion bars, anti-roll bar, telescopic dampers. Rear: trailing arms, torsion bars, telescopic dampers **Steering** Rack and pinion
Brakes Front discs, rear drums **Weight** 1129kg
Performance Top speed 86mph. 0-60mph 15.5sec

despite having two recent Car of the Year winners in the form of the Alpine and the Horizon, the latter replacing the ancient 1100.

Along with the sleek mid-engined three-seat Talbot-Matra Murena, the Rancho was the finest chunk of hardware to emerge from this hastily reborn, once-famous brand. Of the two the Rancho is now by far the rarer. The example here is surely one of the fittest of its kind, its condition good enough to warrant returning its rear-end architecture to original. It's a classic of considerable usefulness, and one that wears an appealing aura of utility cool. **Car**

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ABARTH ADVENTURE

Fiat's 124 Spider was turned into an unlikely rally star by Abarth. Where better to test one than Sicily, on the Targa Florio Classic?

Words Mark Dixon Photography Olgun Kordal



We're on a country road a couple of clicks outside a small village in Sicily, and our photographer Olgun has decided that one particular bend, shaded by trees, would be a good place to set up for a few pics. So we park the Abarth 124 Spider under the trees, and Olgun starts to fuss with his photo gear.

There's a chill wind blowing on this April morning, and maybe it's the cold that impels me to answer a call of nature. Being British, I scramble down to a culvert beneath the road, where I'll be less visible to passing traffic.

Nature answered, I spot something old and rusty at the far end of the culvert. It looks like an old fuel tank with an X-shaped pressing. Maybe it's car related? I get closer and realise it's actually an American jerrycan from the Second World War, boldly stamped 'USA'. It must date from the liberation of Sicily in 1943, when some 7500 Allied servicemen died in a fierce operation to retake the island from the occupying German and Italian forces.

I wonder what sights this rusty relic might have seen, 74 years ago, bouncing along on the back of a Jeep. But that's Sicily: wherever you go, you can't avoid its history.

A SIGNIFICANT PART of Sicily's history, in the years when people weren't fighting over it, is the Targa Florio. First run in 1906, this road-race around the mountainous island was finally axed in 1977, after an accident that killed two spectators. It had already been dropped from the World Sportscar Championship after 1973, due to other fatal crashes; the second-placed finisher in 1972, Helmut Marko, reputedly described it as 'totally insane'.

Given the event's prestige and, yes, its notoriety, it was inevitable that it would be revived sooner or later. So, as with the Mille

Miglia, there's now a 'classic' Targa Florio, which is run in parallel with a modern rally event. Which is why the owner of the Abarth and I meet for the first time over dinner, the night before the start of the Targa Classic.

American-born but London-domiciled art dealer Kenny Schachter is so besotted with his classic cars that he had his office remodelled so that he could look at them while working. By his own admission, however, Kenny spends more time looking at cars than driving them. In fact, apart from a brief spell with, yes, a 124 Spider at the age of 17, he didn't even own a car until he was in his 30s.

'I bought that Fiat for, like, no money and it broke down on the way home,' he tells me. 'I don't even know whether it was rusty or not because I was too green to tell. After that I didn't have a car for years – living in New York, I didn't need one.'

The 124 Spider that Kenny now owns is definitely not rusty. It's not just a regular 124, either, but one of the super-rare Abarth Stradale road cars that were built in 1972 to homologate Fiat's forthcoming rally cars. Of the 1013 Abarth 124 Spiders that were built, it's probably the best and most original unrestored survivor there is; so nice that Abarth's own heritage department offered to buy it from Kenny when they came over to certify it. And here we are, about to thrash it around the mountains.

THE TARGA FLORIO CLASSIC is a three-day event, Friday to Sunday, with scrutineering on the Thursday before. This takes place in the courtyard of Palermo's University engineering →

Below, from left

Starfighter jet towers over cavalcade of Ferraris; Scuderia del Portello looking most professional; Kenny Schachter at the wheel; Abarth, Alfa GTV and Lancia Fulvia make picture-perfect array.





'KENNY IS NOT SPARING THE HORSES, AND THE ABARTH IS PULLING 5500RPM FOR LONG STRETCHES OF AUTOSTRADA'



and aviation department, which gains kudos for having not only a Lockheed Starfighter F104-S jet mounted outside, but a handsome 1940s Fiat G59 piston-engined fighter displayed inside, as well as a fine collection of historic engines. It's intriguing to note that the Fiat fighter is powered by a Rolls-Royce Merlin.

There's plenty of time to study these distractions because scrutineering consists of little more than a cursory check of the chassis plate; not even a glance to see whether seatbelts are fitted. In fact, Kenny has had lap-belts installed specially for the event, but neither of us is convinced that smashing our foreheads into the dashboard is going to improve our chances of survival in the event of an accident.

The entry list is, shall we say, not quite so rigorously policed as the Mille Miglia's, either. There are some beautiful cars, granted. Leading collector Corrado Lopresto has entered three Alfa Romeo prototypes – the two-tone pastel blue and white 1956 Giulietta Sprint Veloce by Bertone is a stunner; Swiss cardiac surgeon and Zagato enthusiast Axel Marx has brought along a gorgeous Alfa 6C 1750 Zagato. The supporting cast includes Alfa GTa and Junior Zagato, a handful of Lancia Fulvia HFs, plus some more esoteric machinery such as a 1939 Fiat-Zanussi. Less convincing are the Jensen Interceptor Convertible and what looks suspiciously like a fake Jaguar D-type.

Besides Kenny's 124 Abarth, there is a full-house rally version belonging to a Brit called Mick Wood, plus a couple of others from the Continent. Although the 124 Abarth made its debut late in the Targa Florio's life – Fiat seemed more preoccupied with entering it for 'proper' stage rallies on the loose stuff, rather than tarmac events – it dominated its class (Grand Touring cars, 1601-2000cc) in 1974, by taking first, third, fourth and fifth.

There's a ceremonial start late on the Thursday afternoon, of the kind so beloved by Italians – all inflatable arches and excitable commentators – but the Targa proper doesn't get underway until Friday morning. The first stage will begin in Taormina, at the north-eastern tip of the island, which means a lengthy transit stage at the close of Thursday. It will be a good shakedown run for the Abarth, which has done few miles in recent years but has at least benefited from a thorough fettling by Kenny's favourite engineer, Stuart Gurr.

KENNY GETS first dibs behind the wheel, natch, and we settle in for the long autostrada haul into the mountains. There's plenty of time to shoot the breeze and take stock. It's pretty civilised in here, with cord-trimmed Recaro

Left and above right

Wooden dashboard is an anomaly for an Abarth 124 Spider, but believed original to this car; bootlid, hardtop and bonnet are all made of thin glassfibre to save weight.



bucket seats, a leather-rimmed wheel for the driver and, rather surprisingly, a wooden dashboard, reminiscent of 1970s Triumphs in its unconvincing appearance.

'All the experts say it isn't correct,' yells Kenny over the blare of the engine. 'Abarths were supposedly always supplied with alloy dashes. But this was a one-owner car when I bought it, and the seller was adamant that it had always been like that. I guess that maybe the dealer fitted it at the buyer's request.'

Behind and above us is a roll-over bar, which is reassuring because the hardtop is made of black glassfibre, along with the bonnet and wheelarch lips. The Abarth version of the Spider, dubbed the 124 CSA Stradale, was pretty extensively modified, in fact. Leaving aside the cosmetic weight-saving changes – no bumpers; doorskins and valances in aluminium – there are a lot of differences to the suspension underneath. Different uprights, extra tie-rods and a Rose-jointed anti-roll bar up front; a completely redesigned rear end that utilises

reversed lower wishbones, trailing arms and coil springs, with diff' mounted to the chassis, rather than the regular 124's beam axle. Oh, and the diff' is limited-slip, too.

The 1756cc engine, borrowed from the 132 saloon, is not particularly trick: a hot cam, four-branch exhaust manifold and twin Weber 44 IDFs are the main mods. But it's a tough little thing. Kenny is not sparing the horses and it's pulling 5500rpm for long stretches of autostrada. After a while, the oil pressure needle heads south, worryingly so, but the engine seems perfectly happy, we put it down to a duff sender, cross our fingers and press on.

Our confidence is justified when the Abarth snorts into our overnight halt at Giardini Naxos, a town on the eastern coast, about three hours later. But tomorrow is when things will get more challenging.

AFTER ANOTHER OFFICIAL start under yet another inflatable arch, we head up along the coast, the blue Ionian sea sparkling to our

right. There are a couple of diversions inland to satisfy the organisers' need to insert some regularity tests – which we have already decided to ignore, since there's no way we stand a cat in hell's chance of troubling the leader board – before it's back down the coast, and then striking into the mountains of the interior.

Within just a few kilometres, once we've left the (relatively) more densely populated coast, the 21st Century starts reeling backwards: glance away from the remarkably well-surfaced tarmac and there's little to say whether you're in the modern era, the medieval or, indeed, the Roman. Roadsigns point to villages with multi-vowelled names that roll languidly off the tongue – Caltavuturo, Roccapalumba, Castellana Sicula – while the green-flocked, rocky landscape stretches in all directions beneath a vast, brooding sky.

And now it's my turn to drive. We pull over, swap places and I drop into that comfortable Recaro. The engine re-starts instantly – it is a little gem – and I point the car's nose back onto →



the road; the steering feels disconcertingly light, and I worry that it's not going to provide any feedback once we really start to hustle.

Tentative push on the brake pedal. Hmm, there's a long travel before they respond (mechanic Stuart suspects a scored master cylinder) but they do work and they pull the car up evenly. Once it's evident that the brakes aren't going to let us down, confidence grows and I start to lean harder on the car. And it comes alive.

The steering, so worrisomely light at sightseeing speeds, loads up perfectly as we thread through a series of tight twisties, but it's never tiring. The 124 Spider was notably rigid for a convertible of this era and we start to realise why it made such a good rally weapon: it feels beautifully balanced and benign, flowing smoothly between corners, and any rear-end breakaways are easily caught with the small-

rimed wheel. The only debit is excessively soft rear suspension that causes the rear tyres to graunch alarmingly against the glassfibre spats on sudden compression, fortunately without causing any apparent damage.

The engine's flexibility impresses, too. Although it thrives on revs, it pulls cleanly and in linear fashion from 2000rpm in the upper gears, never fluffing or hesitating, and the urge doesn't let off towards the 6200rpm redline. It's not an exotic-sounding motor, rather a purposeful one, with a crisp, uncomplicated kind of four-cylinder blare that's suggestive of fine engineering but nothing unduly fancy. Just what you need in a rally car, in short.

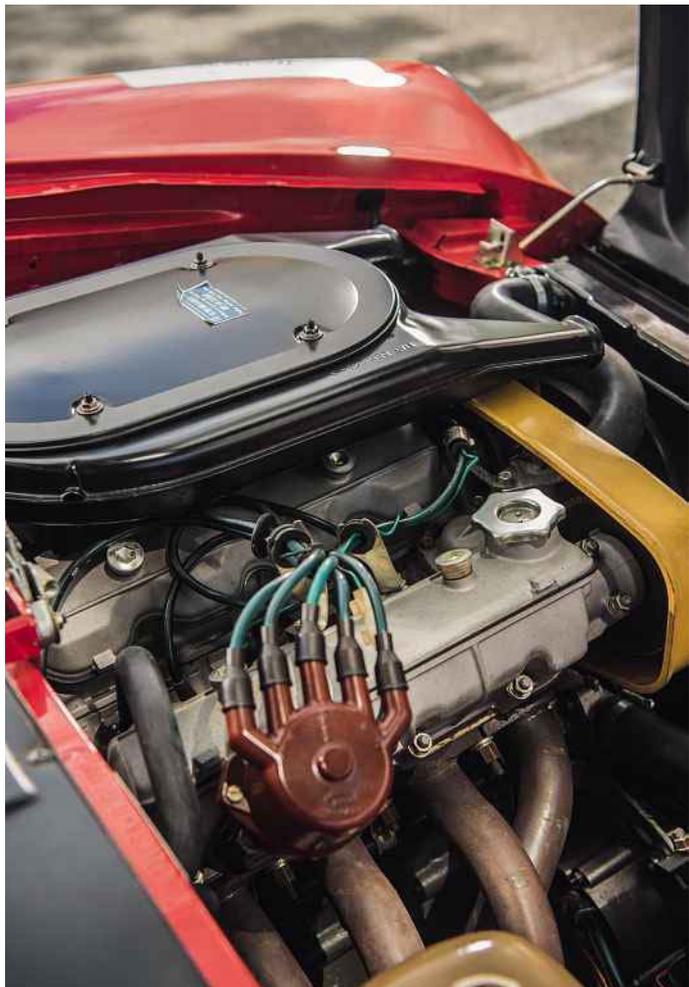
Today and the following Saturday pass in a kaleidoscopic blur of intricate mountain roads, hilltop villages, coastal checkpoint rendezvous with other competitors, and end-of-day cruises back along the autostrada to Palermo. Although

it covers a lot of ground, the Targa Florio Classic has proved a much less pressured event than the Mille Miglia: it's just as well-organised but rather more laidback. Add in the appreciable advantages of days that finish at a reasonable hour, and sparse traffic on challenging roads that are the equal of any in Europe, and its appeal is easy to understand.

Complete strangers when we started, Kenny and I have bonded during our hours of enforced proximity, and it's gratifying to watch how Kenny, who rarely gets much time to drive his cars back home, is getting into the rhythm with his Abarth – when he's not negotiating some million-dollar art deal on his phone, that is, or telling me how he got locked out of his Palermo hotel room, on the balcony, wearing only his boxers. (No confidences betrayed here: read his blog on the Artnet website by googling 'Kenny Schachter goes for a drive'.)

Clockwise from left

Targa's Sicilian landscape is mountainous and rugged; 132 saloon-sourced engine suitably tough too; Targa Florio route takes in picturesque coastline; wherever you go, locals are happy to reminisce.



WE KNEW FROM the start that we'd have to duck out of the Targa early, due to limited options on flights home; so when it's decided that Kenny's car is needed for extra photographic duties on the Sunday, I make my excuses and go exploring Palermo on foot.

Parc fermé at the university is only a couple of miles from the harbour, and walking through the city's backstreets gives a far better idea of the place's character than when it's seen from a moving car. The parts further out of town are little more than slums, home to the immigrant population that's crossed the Med from North Africa, and it's only the ever-present sunshine that makes these crumbling buildings, with lines of washing strung across narrow alleys, seem romantic rather than depressing. There are occasional patches of waste ground that look very much like undeveloped bomb sites from World War Two, and probably are.

Closer to the sea-front, the markets are in full swing, including Palermo's famous fish market, where you can buy squid, sardines and tuna as big as a man's torso. The noise and bustle is in powerful contrast to the eerily deserted villages we passed through on the Targa yesterday.

There's also a huge bric-a-brac market, disappointingly light on old car stuff other than the inevitable bits of Fiat 500. Yet even here, among the battered light fittings, faded prints and broken toys, there are reminders of Sicily's turbulent history: old ashtrays decorated with Mussolini's portrait on one stall, a pre-war pamphlet of his speeches on another.

The past is all around you on this island that is, literally, a stepping stone between continents, and endlessly fascinating as a result. As for that WW2 jerrycan I discovered – well, I didn't bring it home, but I know exactly where it is. Next year's Targa, anyone? **End**

1972 Abarth 124 Spider

Engine 1755cc four-cylinder, DOHC, two Weber 44 IDF 20 carburetors
Power 128bhp @ 6200rpm
Torque 117lb ft @ 5200rpm
Transmission Five-speed manual, rear-wheel drive
Steering Worm and roller
Suspension Front: double wishbones, coil springs, telescopic dampers, angled tie-rods, anti-roll bar. Rear: lower wishbones, trailing arms, coil springs, telescopic dampers, anti-roll bar
Brakes Discs
Weight 850kg (approx)
Performance
Top speed 118mph
0-60mph c7.5sec



IT'S NOT JUST BLACK AND WHITE

Abarth's latest 124 Spider is a conundrum – but in a good way, says Mark Dixon, after living with it for a week

NO CUP HOLDERS. And not even a cubby box where you can bodge one up out of a takeaway cardboard tray. It's a major drawback.

If you're now choking on your Costa coffee – lucky you – at such a trivial complaint, then bear with me. The reason this omission takes on a significance out of all proportion is because the 124 Spider is otherwise a really good everyday car. If you don't have kids, you could happily manage with this alone.

It doesn't seem that way when you first fire it up. The exhaust note is on the loud side, enough to cause an inward wince if you are making a Sam start and happen to like your neighbours. It's a great sound, mind, a kind of deep, rorty burble, with a liquid quality that smooths off any rough edges when you power away.

The big surprise is that this noise is being produced by an engine of only 1.4 litres, albeit turbocharged to develop 170bhp and 184lb ft of torque. It's enough to make the Abarth feel genuinely quick straight out of the box; press the Sport button and it feels noticeably livelier, an illusion wrought by sharpened throttle response and by looser EST control. It's quite throttle-steerable, in fact, giving credence to Abarth's claim that this car has some genuine sting in its tail, and dispelling any fears that it's merely a Mazda MX-5 (like the regular Fiat 124

Spider, it shares the MX-5's underpinnings) with an extrovert bodykit.

The seats are supportive, the ride decent, and the hood a masterpiece of simplicity to raise or stow. The Abarth detailing mightn't be entirely to your taste – the red mirrors on our test car just looked weird, as though they were replacements from a breaker's yard – but at least they help the car stand out in a crowd.

Not that you are likely to see many Abarths: starting at £29,565, it's a good six grand more expensive than a top-spec MX-5. The price of exclusivity... but for something you don't have to keep as a weekend toy.



Above and right
Black bonnet looks cool, red mirrors maybe less so; cockpit is comfortable enough that long journeys don't become a chore.

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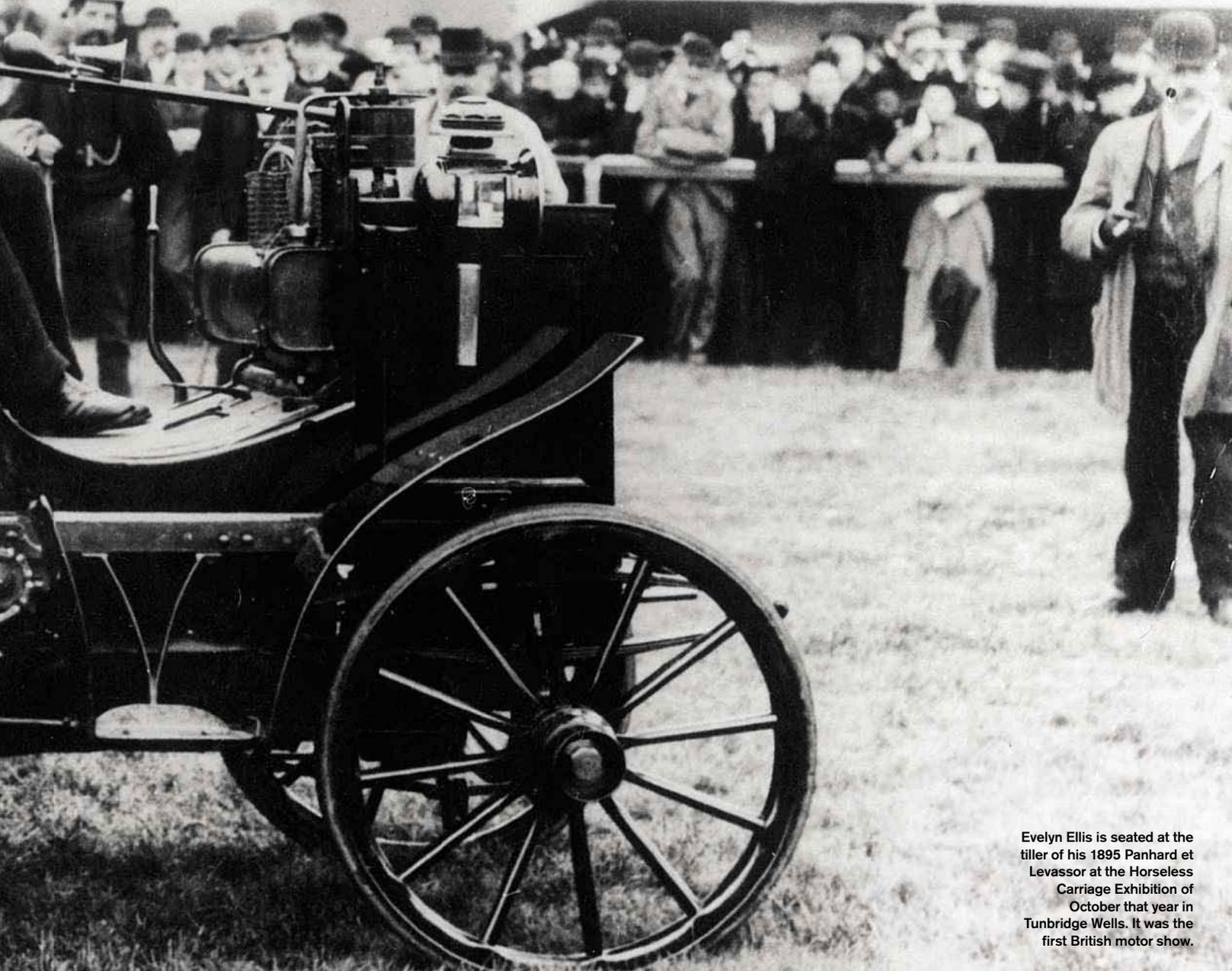
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REBEL WITH A CAUSE

On 5 July 1895, the Hon Evelyn Ellis defied the 'Red Flag Act' by driving his Panhard at speed for 43 miles; his rebellious act was recently recreated by the De Dion Bouton Club

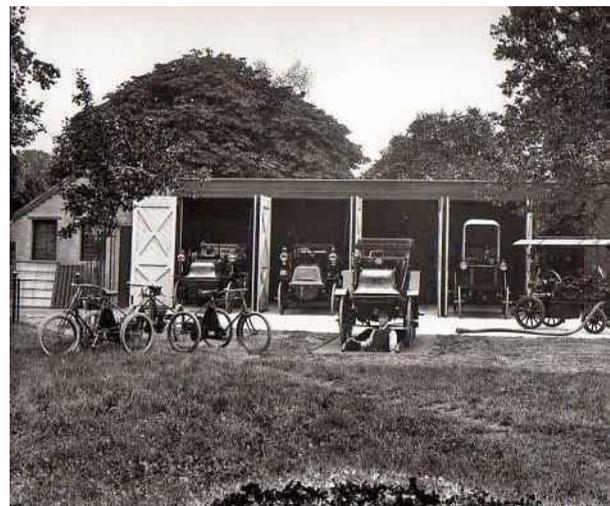
Words David Burgess-Wise Photography Claire Shek



Evelyn Ellis is seated at the tiller of his 1895 Panhard et Levassor at the Horseless Carriage Exhibition of October that year in Tunbridge Wells. It was the first British motor show.



Clockwise from left
Red Flag Man impedes the progress of a 1904 Humber; well-laden 1902 De Dion-Bouton achieves emancipation from the flag; Ellis and Panhard at Datchet, where the subversive journey ended; Evelyn Ellis's Datchet motor house, for which he invented the term 'garage'.



THE HAMPSHIRE HAMLET of Micheldever Station is hardly a prominent point on the map – indeed, it was the most remote railway station on the London & Southampton Railway line, built three miles from the village it's supposed to serve because the local squire (who was also chairman of the railway's board) lived nearby and did not want the line to be within sight or sound of his home. Paradoxically, this out-of-the-way railway station has an important place in motoring history, for it was from Micheldever Station that the first long-distance motor-car drive in Britain started on 5 July 1895.

The car, a 3½hp Panhard & Levassor, belonged to the Honourable Evelyn Ellis, the fifth son of Lord Howard de Walden, who had taken delivery at the Panhard works in Paris a couple of weeks earlier. Probably the first Briton to actually buy a motor car rather than build one himself, Ellis planned the trip of some 43 miles to his home beside the Thames at Datchet as a protest against a law that

restricted 'self-propelled vehicles' to a speed of 4mph and compelled them to have a man, usually carrying a red flag, walking in front to warn of their approach. Realising that this law, introduced in the 1860s to curb the speed of steam traction engines, restricted development of light, manoeuvrable petrol cars, Ellis was prepared to go to court to prove its stupidity, and his pioneering drive was intended to provoke the police into prosecuting him.

There were no such foolish restrictions in France, and Ellis had already driven the car 125 miles from Paris to Le Havre to catch the cross-Channel ferry. Whether he had driven from Southampton to Micheldever Station or put the car on a train for the 25-mile journey remains a mystery, as indeed does the choice of Micheldever Station as a meeting point with his friend Frederick R Simms, who was to accompany him on his journey.

The Panhard chuffed steadily down the long lane leading from the station to join the old

coach road to London – today's A33/A30 – on which steady overnight rain had laid the dust normally raised from the untarred surface by the solid iron tyres of passing carriages, 'and thus,' said Simms, 'we had every prospect of an enjoyable journey.'

Nobody knew how horses would react to this strange and noisy new rival, and Simms made careful notes as the little Panhard rolled onwards under cloudy skies. 'Out of 133 horses we passed on the road,' he recalled with relief, 'only two little ponies did not seem to appreciate the innovation.'

'In every place we passed through, we were not unnaturally the object of a great deal of curiosity. Whole villages turned out to behold, open-mouthed, the new marvel of locomotion. The departure of coaches was delayed to enable their passengers to have a look at our horseless vehicle, while cyclists would stop to gaze enviously at us as we surmounted with ease some long and (to them) tiring hill.'



'ELLIS WAS PREPARED TO GO TO COURT TO PROVE THE LAW'S STUPIDITY, AND HIS PIONEERING DRIVE WAS INTENDED TO PROVOKE HIS PROSECUTION'

At 5.40pm, the Panhard came to a halt in front of Ellis's house in Datchet, 'thus', wrote Simms, 'completing our most enjoyable journey of fifty-six [sic] miles – the first ever made by a petroleum motor-carriage in this country – in 5hr 32min exclusive of stoppages. The average speed we attained was 9.84 miles per hour, the usual travelling speed being from eight to twelve miles per hour.'

Nevertheless, Ellis had failed in his objective of making an ass of the law, for, while the whole trip had been wildly illegal, the police had completely ignored the Panhard's progress.

Fast-forward over 120 years: the enterprising De Dion Bouton Club – *Octane's* International Club of the Year 2016 – realises that Ellis's

pioneering run has never been properly celebrated, unlike the 1896 Emancipation Day Run to Brighton that marked the raising of the speed limit to 12 mph and is remembered each year by the November Veteran Car Run, and decides it's time to rectify the omission. There had been a commemoration run in 1995, but that only went as far as Blackbushe, less than half the distance covered by Ellis's Panhard. Open to Brighton Run-eligible, pre-1905 cars, the De Dion Bouton Club event would go the whole distance, following Ellis's route as closely as is possible today.

Preliminary enquiries by the Club revealed that the village of Datchet – proud of its motoring history – would welcome the event. →





Left and above
Another of Evelyn Ellis's motor cars was this 1896 Daimler, seen here with passengers including his daughter, Red Flag Man and his bowler-hatted companions warm to their task.

'IN 1896 ELLIS GAVE THE PRINCE OF WALES HIS FIRST RIDE IN A MOTOR CAR'

Not only was Datchet the goal of Ellis's 1895 journey, and the base from which he made subsequent long runs with his Panhard and English Daimlers before the repealing of the 'Red Flag Act', but Edwardian speed ace Algernon Lee Guinness had also housed his stable of racing cars in the village, at Home Farm. This stable included his 1905 200hp V8 Darracq, the first car to exceed 120mph. Lee Guinness's brother Kenelm made the first KLG spark plugs at Home Farm, and tuned cars to race at Brooklands.

Home Farm was also the venue for the manufacture of the GWK friction-driven light car between 1911 and 1914. The land and buildings were owned until 1917 by motoring pioneer John, Lord Montagu of Beaulieu, whose son Edward – who remained Lord of the Manor of Datchet – would found the National Motor Museum half a century on.

Waved away by a Red Flag Man in period costume from a hotel close to the official start at Micheldever Station, the veterans were headed, appropriately, by a Panhard & Levassor, this one an 1897 6hp Single Phaeton owned by Roy Tubby. Known as 'William the Conqueror' – its twin-cylinder engine is number 1066 – this car had been found in a factory in the south of France in the 1970s, crudely converted into a lorry by lengthening the chassis.

Like many veterans, it had survived through being adapted for a different use once progress had rendered it obsolete. In a similar vein, the 1899 Star-Benz 3½hp Vis-à-Vis entered by

David Ayre had been discovered in 1932 driving a saw-bench, and had also survived being blitzed during World War Two by Germans from the country that made it.

Most of the 21 cars entered were low-powered single- or twin-cylinder machines, the sole exception being the 1904 Berliet Model G of Andy Watt, a Mercedes-like four-cylinder of 6.5 litres built in Lyon. It had served as a taxi up to the outbreak of war in 1914, and been found bricked-up in a Bordeaux garage in the 1970s.

Ellis's journey had started at 9.27am. The De Dion Club event started at 8.27am, but this was actually the same solar time as Ellis's start because the hour advance of British Summer Time hadn't been devised in 1895. That early start brought the benefit of deserted roads, with the normally busy A30 virtually empty of traffic for most of the journey. Even central Basingstoke was unnaturally quiet.

An incongruity seen en route was Roy Tubby's antique Panhard in a service station in Hook alongside a new Ferrari 488 GTB. It's a fair bet that Maranello's finest won't be roadworthy 120 years hence...

Motoring history was made along this route. It passed through Phoenix Green, where the Vintage Sports-Car Club was founded in 1934, and ran onwards along Hartford Bridge Flats, a long straight on which Algy Lee Guinness exercised the 200hp Darracq at far-from-legal speeds in 1906.

'We had no trouble from the police,' recalled his friend HW Bunbury. 'Actually, they asked us

when we would be there, for they loved to look on – unofficially.' The veterans in 2017 were necessarily a lot slower but they still made the most of the empty road, with Philip Smith's 1904 12hp twin-cylinder Darracq overtaking Mike Mutters' Type W 10hp De Dion-Bouton twin in true Paris-Madrid fashion.

Traffic began to build as the cars neared the end of the run, but the majority of the cars reached Datchet without problems and were ushered in behind the Red Flag Man for a display on the village green.

'I really do hope this will become an annual event like the Brighton Run,' said Ian Thompson of the Datchet Historical Society. 'After all, Datchet was the cradle of British motoring.'

A surprise guest at Datchet was Viscountess Marina Bury, great-niece of Evelyn Ellis, a former 'Bentley Girl' who had once owned 1929 4½-Litre chassis PM3209. Her family still remember their ancestor's feats with pride: in 1896 he gave his friend the Prince of Wales (the future Edward VII) his first ride in a motor car, he and Simms were the founding vice-chairmen of the Automobile Club (not yet Royal) in 1897, and he put a new word in the dictionary by inventing the word 'garage' for the purpose-built motor house where he kept his cars.

There had been maybe half-a-dozen cars (mostly experimental) in Britain when Ellis and Simms made that pioneering journey in 1895. When Ellis died in 1913, there were almost 306,000 motor vehicles on the roads of Britain. There are about 37 million today... 



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RANGE ROVER VELAR

King of the hill

The archetype is still the best: superb Velar takes Range Rover's original ethos and raises it to new heights. We drive the newcomer on- and off-road

Words Robert Coucher







It's interesting, isn't it, that when a brilliant, original idea is created, the innovator remains at the leading edge no matter what the copycats do to try and catch up. This is true of Land Rover with its Range Rover, which was first seen 47 years ago and is still the *daddy*. Jaguar Land Rover has since expanded the Range Rover line-up to include the smaller Evoque and now this mid-sized Velar.

The design of the original Range Rover was finalised in 1969, and initially 26 development vehicles were built prior to the production car launch in 1970. These were badged 'Velar', which is reminiscent of the Latin for 'to veil' or 'to cover' (see following feature). Surviving Velars are highly collectable and have a near-mythical status in the classic car world, so it's no surprise JLR has dug the attractive moniker out of its parts bin for this brand-new model.

If you're in a rush and immediately want the bottom line on the Velar, here it is: it's fantastic! If you need – or just really, really want – a vehicle of this sort, hurry up and put your name down on what will undoubtedly be a very long waiting list. I suppose I'd better justify this assertion

– but just look at it. The Velar is astonishingly attractive, looking more like a show car than a production model.

It's glamorous, classy and elegant, thanks to its design 'reductionism' that renders the look clean and unfussy while retaining the classic Range Rover signature floating roof and clamshell bonnet motifs. Clever. It has real presence thanks to a long wheelbase, raked windscreen, plus short front and long, tapered rear overhangs. The slim LED headlamps and flush-fitting 'deploy' door handles add to the sci-fi visage, as do the huge alloy wheels – particularly the 22-inch options.

JLR states that the Velar is its mid-sized luxury SUV that fills the 'white space' between the Range Rover Sport and the smaller Evoque. I'm not sure about that, but this new vehicle does make the current Range Rover Sport look rather dated, if not the stately full-sized Range. There are essentially six Velar models: two four-cylinder 2-litre diesels, a 2-litre petrol, a V6 3-litre diesel and two V6 3-litre petrols. The supercharged P380 sits at the top of the range. The usual Range Rover trim levels of S, SE, HSE are on offer, as well as R-Dynamic. Prices for the

Above

Velar is by far the most successful interpretation of the current Range Rover 'look', appearing more like a concept car than a compromised production version.



2017 Range Rover Velar P300

Engine 3-litre V6, turbocharged **Power** 297bhp @ 4000rpm **Torque** 516lb ft @ 1500rpm
Transmission Eight-speed automatic
Steering Electric power assisted
Suspension Front: independent by double wishbones, air springs. Rear: independent integral link with air springs **Brakes** Ventilated discs all round **Weight** 1813kg **Performance** 0-60mph 5.7sec. Top speed 145mph



base 2-litre D180 start at £44,830 and rise to £85,450 for the limited First Edition P380. You'll probably be in for around 60 to 65 grand for a nice one. So, no bargain.

Design director Gerry McGovern and his skilled team have resisted the current trend to reduce this proper four-seater's cabin space with a coupé roofline, thank goodness. However, I'm afraid they could not resist the fad of ludicrously oversized exhaust escutcheons. To my mind, the rear of the otherwise 'reductionist' top-of-the-range Velars suffer from these '70s boy-racer chrome quads stuck to the car's bottom. They look wonky and tacked on – and are fake, too, as the actual tailpipes are hidden within. Fortunately, the lesser models that were not available at the global first drive launch in Norway appear to have less obvious tailpipes.

We all know emissions are an issue, so why not revert to a hidden system with a resultant smooth and elegant rear end? And why does a car of this department need a diffuser? It's a bit like wearing a Henry Poole of Savile Row suit (where McGovern gets his sharp threads cut) with airing holes in the seat of the pants. Too much information!

Unlock the Velar via the key fob (the Active Key option is a waterproof transponder you can wear on your wrist, if you decide to go kayaking down the Thames or Hudson rivers any time soon) and those otherwise flush door handles deploy to greet you. 'Ready and at your service, sir.' Swing open the large driver's door and you are met with the most restrained, clean and contemporary interior. The aim is calm serenity, and with its smooth, uncluttered architecture the cabin is aesthetically... Zen. It's enough to make a Feng Shui consultant pass out cold.

The dash is covered in a swathe of luscious leather, the steering wheel is tactile and the button count minimal. Two 10-inch high-definition Touch Pro Duo screens take centre stage above the man-sized transmission rotary control, and the sculpted seats are perforated in a Union Flag style named Windsor. Virtue-signalling environmental types can eschew nasty leather in favour of sustainable Kvadrat textile, which is what Gwynnie Paltrow and her Twitteratis will go for in their two-tonne fun machines.

The back doors are adequate, and the rear seats are comfortable for normal-sized adults, being set low to afford ample headroom. Chauffeur-driven plutocrats should stick



with the full-sized Range Rover, however, as its back chairs are more commanding. Meanwhile, nannies and children will be just fine in the rear confines of the Velar, and the 632-litre boot space is a whole lot more practical than the tiny luggage compartment found in the Evoque. The gesture-controlled tailgate can be opened by moving your foot under the rear bumper, which is hugely useful when you're loaded down with shopping from Whole Foods.

Depress the starter button and the Velar quietly awakes. Twirl the controller to D and ease off. On this launch event we were assigned only the range-topping, 3-litre V6 diesel and petrol R-Dynamic, as well as a bells 'n' whistles First Edition. With all the hoo-ha in the press about diesel cars it might have been interesting to try a 250bhp/365Nm P250 Ingenium petrol four-cylinder, as latest figures show recent UK diesel sales have dropped by a catastrophic 15%.

Do the Velar's dynamics match its looks? Emphatically yes. The car is fast, quiet, refined, responsive, accurate and peaceful. Its tasteful cabin remains totally chilled, no matter what your speed. The Velar makes you feel like a contented fat cat, because the NVH (noise, vibration, harshness) →

Clockwise from top left Coucher revels in Velar's luxurious cabin; beautifully thought-out detailing includes flush door handles; steering-wheel controls are neat and self-explanatory.

RANGE ROVER VELAR

Right and below

Whether it's a gentle off-road slope or a frighteningly steep ski run, Velar tackles it with skill and panache, whatever the engine.

levels are so sublime, you simply float above the peasants on air-suspension in supreme comfort. The big P380, with its Twin-Vortex supercharged all-aluminium petrol V6, punches out 380bhp and 400Nm of torque, and will crack 0-60mph in an impressive 5.3 seconds with a 155mph limited top speed. It does feel swift – but not that quick, due to its effortless and quiet demeanour.

The eight-speed ZF auto used on all models is smooth and responsive. It shuffles through the gears to keep the aluminium-intensive and aerodynamically efficient (0.32 Cd) Velar on the boil, especially with Sports and Dynamic modes selected. With ultra-low-profile tyres fitted to the 22-inch split-spoke alloys, the First Edition makes a good fist of pressing on at sports car speeds. But best to dial back a bit and just enjoy its luxurious nature ensconced within that soothing interior. The Velar is really too grown up to thrash about. That's why the diesel D300 on 21-inch rims is the preferred option. It hits 60mph in 5.7 seconds and tops out at 145mph, which is more than adequate – and the smaller wheels help further smooth the ride.

Having swished around Norway's fast, open and near-deserted roads, we were then treated to the JLR team's party trick: a little light off-roading. Actually, it was some serious boon-docking at extreme Land Rover levels of intensity. In very wet conditions, with rivulets running throughout, we were let loose on various challenging courses to learn more about the Velar's all-wheel-drive capabilities, with help from its Intelligent Driveline Dynamics control systems and active locking rear diff.

Remaining on the low-profile, road-bias tyres, simply select one of the six icons on the touchscreen to suit the conditions. These modes incorporate Eco, Comfort, Grass-Gravel-Snow, Mud-Ruts, Sand and, on the R-Dynamic models, Dynamic. With Grass-Gravel-Snow selected, the Velar raises 46mm on its air-suspension and goes forth where no car should venture. No wheelspin *up* a frighteningly steep ski run under the ski gondola gantries,



'I'd never subject a Velar to such off-road abuse, but enjoy it as a svelte, sporting, well-sized SUV on the road'



where you have to view forward progress through the dash screen because the bonnet is approaching vertical.

Then, coming down the sandy, rocky, slippery slope, the All Terrain Progress Control manages the speed with no need to trouble the pedals. Climbing/falling speeds can simply be adjusted via a steering-wheel switch. To finish, or simply to wash down the mud and grime spatters, a quick river ford that sees water lapping the door bottoms with no evident ingress. The Velar does everything for you with absolutely precise and seemingly effortless control.

What a beautiful, quick, luxurious, hi-tech, capable and impressive vehicle. If it were mine, I'd never subject it to this sort of off-road abuse, but rather enjoy it as a svelte, sporting, well-sized SUV on the road. All I could think about in the rough were those lovely alloys being scarred and scratched, and the tyres shredding. Yet the Velar shrugged off the onerous ask with haughty disdain, and not one mighty alloy spun, scabbled or locked during the entire drive. An all-terrain vehicle of the highest order, the Range Rover Velar is back, and it's never looked so good.



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HERE'S ONE THEY MADE (A LOT) EARLIER

Mark Dixon gets behind the wheel of a 1969 Velar

WHAT'S AN OLD Range Rover worth now? In this particular case, the answer is £132,250. At least, that's the price this vehicle fetched at auction in 2014, so it's probably on the low side by now...

That eye-watering price tag is partly down to its chassis number, 33500001A, which marks it out as the very first of the pre-production Range Rovers – disguised at the time as 'Velars' – built in 1969, after seven engineering prototypes that had chassis numbers 100/1 to 100/7. But it's also because this is an outstandingly original example, restored at a time when you could still get the really rare bits, and retaining matching-numbers chassis, engine, transmission and axles, not to mention its original body.

It drives nicely, too – but then, early Range Rovers always do, even the tired ones (which this one emphatically isn't). That unique combination of lazy, soft-tune V8, long coil springs and huge, thin-rimmed steering wheel is remarkably relaxing, and the original Rangie's lighter weight makes it feel much more sprightly than you'd expect of a big 4x4 that has 'only' 132bhp on tap. You can surf across a tussocky field in great comfort, with none of the crashiness you'd be suffering in a contemporary leaf-sprung Land Rover – although the long, willowy gear lever is a constant reminder that they are not so distantly related. Unlike a Land Rover, however, the Range Rover has permanent four-wheel drive, so there's no need to bang down a little yellow knob to select it.

Inside the Spartan but notably airy cabin, it strikes you that the 1969 Velar has at least one thing in common with the 2017 Velar – both vehicles look as though they went straight from styling studio to factory floor, with not much interference in between. Whereas the new Velar's interior is all concept car glamour, however, the 1969

version appears more like the studio's initial mock-up; something roughed out in clay using a steel rule as a scraper. As a result, it seems exceptionally pure but also slightly unfinished, with its stick-on instrument pod (intended for easy adoption to left- or right-hand drive), flat, rectangular door cards and razor-edge dashtop.

However, whereas the interior is so very *Space 1999* in its futurism that it now looks severely dated, the exterior still appears ageless, its details (those vertical-strip door handles!) a constant source of delight. And with Jaguar Land Rover now offering fully rebuilt 1970s examples from £135,000 and up, that 2014 auction price for the first-of-the-first suddenly looks rather good value. **Land**

Above and below

Any early Range Rover is a joy to drive, thanks to its V8 engine and comparatively light weight – helped by a basic but functional interior.





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SINCE 1887



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PETER SELLERS' FERRARI



WILD AT HEART

*Some guys have all the luck.
Peter Sellers had even more. Britt
Ekland – and a Ferrari Superfast*

Words Bart Lenaerts Photography Lies De Mol





Above and right
Sellers and wife Britt Ekland inspect the Superfast at Earls Court; the infamous comic treated his cars rather better than he treated his women.

Peter Sellers may have had a big heart, but he never fell in love. Instead, he became obsessed in the blink of an eye. He couldn't stop singing Sophia Loren's praises, once offered Ryan O'Neal a Ferrari in exchange for his wife, and proposed to Britt Ekland before even seeing her in the flesh. Yet his love for cars eclipsed them all, if only because they never stuck a knife in his back.

Sellers' taste was pretty traditional for an 'auto-erotic', as he labelled himself: Bentleys, Astons, Rolls-Royces. Until he suffered another *coup de foudre*. As with his beloved Loren, the Ferrari 500 Superfast was Italian, gorgeous and possessed of a magnetic and aristocratic personality. The Superfast could trace its lineage back to Ferrari's America and Superamerica from the 1950s: models created to support US importer Luigi Chinetti's vision of courting society's elite with luxurious automobiles. Whereas the first 340 America was still a raw animal, later Americas and Superamericas grew bigger, heavier and more baroque. The 500 Superfast was the grand finale, and a must-have for Sellers.

For once, though, the impetuous comic and movie star had to be patient. He bought the Superfast on 28 June 1965, but took delivery only after the Earls Court Motor

Show in October. Although London's Ferrari dealer, Maranello Concessionaires, had to remain discreet about its famous client, Sellers blatantly posed next to the Ferrari at Earls Court – one hand on its bodywork, Britt Ekland by his side. It was painted in *nocciola*, a slightly understated hazelnut brown that bordered on gold, and looked as stylish as the leather coat casually sported by Sellers.

A year later, Sellers steered his howling Superfast to Rome, where he was filming the movie *After the Fox*. He hadn't wasted any money on outside mirrors for the car, and on his transcontinental journey there were few vehicles that could have overtaken him anyway. But in Rome, the world's funniest man wasn't so amusing when the cameras stopped. He threw a chair at Ekland's head, costing her the edge of a tooth; his harsh criticism of her did more damage, though. It was on Sellers' insistence that Ekland was cast in *After the Fox*, yet he openly mocked her poor performance and demanded that the director instantly replace her.

Matters got worse when the Ferrari suffered minor problems in Italy. Sellers' secretary stopped sending pressing letters to Maranello Concessionaires only after £26 for a rear shock absorber was finally refunded months later. Meanwhile, Sellers ordered sausages to be flown to →

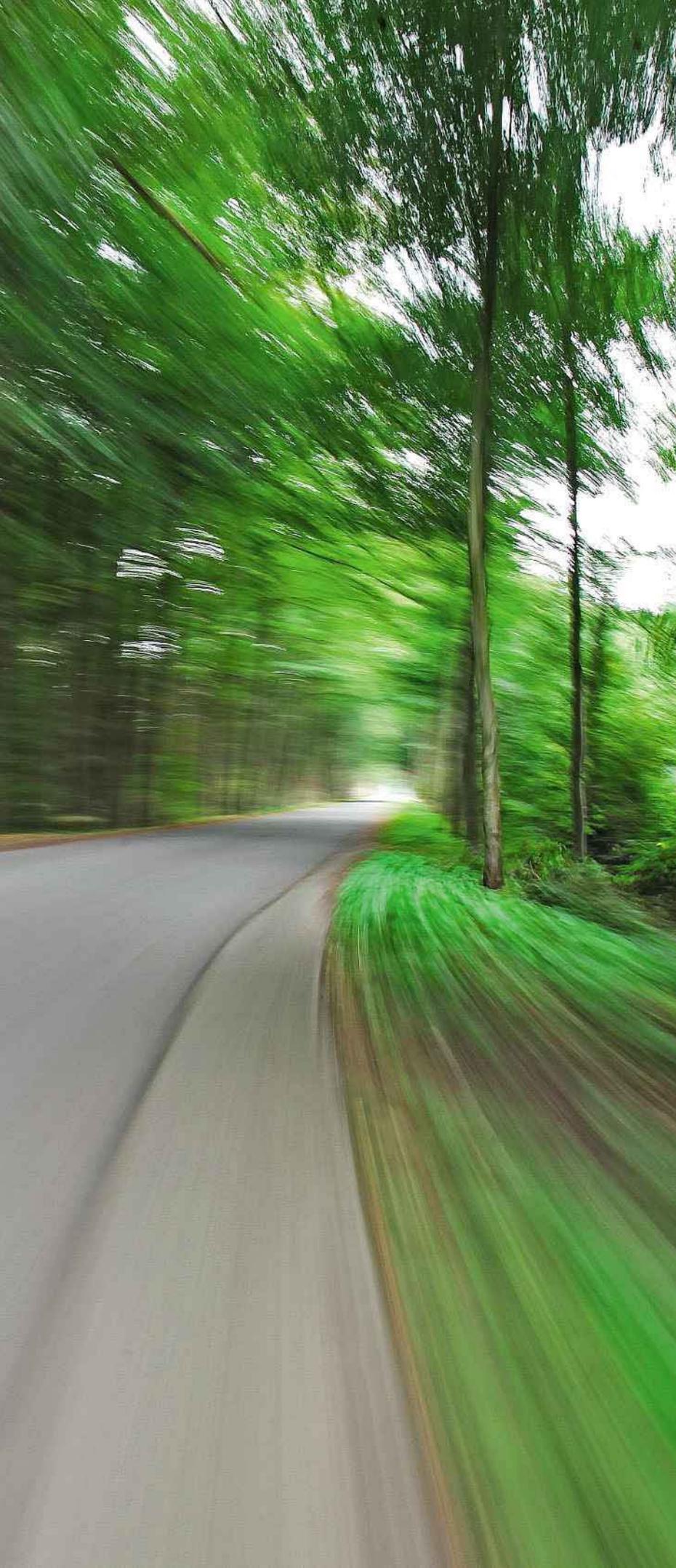


70

PETER SELLERS' FERRARI



‘The big powerplant vibrates less than a surgeon’s hand, yet can feel like an angry pit bull on the end of the throttle cable’



Left

Superfast was supposedly styled by Pinin Farina, but Aldo Brovarone is the artist who should take most of the credit.

Rome from Harrods in London, by helicopter and plane. And he continued to negotiate over a Ferrari Dino 206S and a California as well.

The Superfast enticed kings and emperors much more successfully than the Bugatti Royale had ever managed. Dutch prince Bernhard van Oranje joined the exclusive club, as did the Shah of Iran, Prince Aga Khan, Ernst Wilhelm Sachs and Peter Livanos. The car's client list read like a *Who's Who* of the world's wealthy in 1964. Sellers paid £11,518 for his Superfast – twice the price of the 275 GTB he acquired later, or the value of a nice house in London. 'But he lost all interest in the Dino and the California when Ferrari kept missing deadlines,' says Koen Poschet from Albion Motorcars in Temse, Belgium. Poschet takes care of this star-struck Ferrari for a loyal client, and possesses a stack of documents to illustrate Sellers' capricious nature.

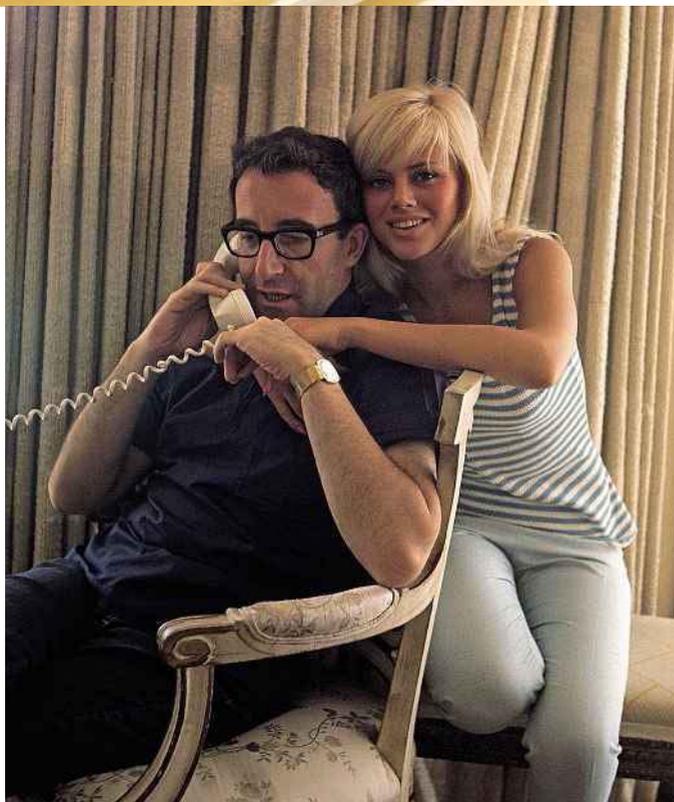
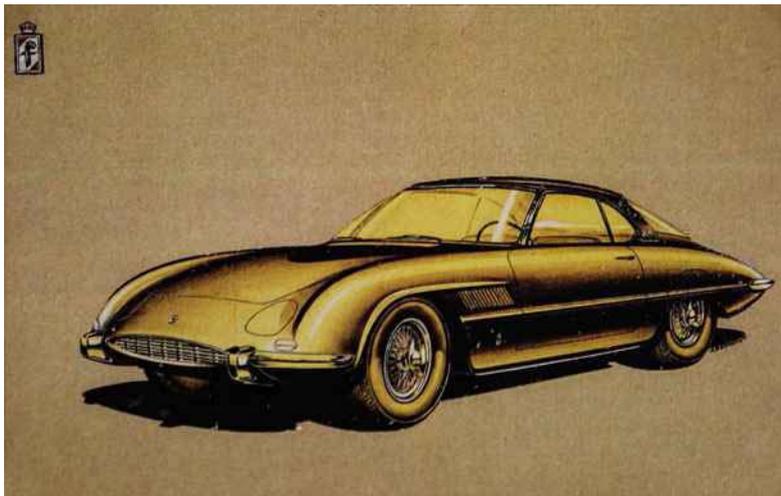
The Superfast was so exclusive there was never a successor to it, from Ferrari or anyone else. Only Aston Martin and Maserati occasionally came close. The segment more or less became extinct, mirroring the demise of true aristocracy and genuine glamour. Eventually, only 36 Superfasts found a fortunate owner; all examples were hand-built out of steel by Pininfarina.

Father Battista 'Pinin' Farina and his son Sergio didn't wield pencils and pens, except to scrawl their signatures on yet another lucrative contract. The real mastermind behind the Superfast was Aldo Brovarone, whose tiny apartment was located so close to Pininfarina in Grugliasco that he cycled to the office. Not that he had an alternative: Brovarone didn't own a car and never drove a Ferrari in his life. 'But Leonardo Fioravanti once gave me a lift in a Dino; that was nice,' says the man whose modesty prevents him from claiming too much responsibility for the 500 Superfast.

'I did design the 400 Superfast, though, which later evolved into the 500 Superfast,' continues the charming 91-year-old. 'Its grille was inspired by a race car from Frank Costin, but Enzo Ferrari wanted it slightly more round. This remained a Ferrari feature for years. Not that we could ever talk to him, or to other clients; we got to speak only with Battista Farina, who briefed us. We were just designers who had to produce drawings. And there was another anonymous party involved: the guys in the model shop were very talented and often created their own stuff. Quite a few cars never really passed through our design office. The 500 Superfast was one of them.'

The 500 Superfast was the last of the series. Technically, the envelope couldn't be pushed any further. And, design-wise, they had tried every possible fold, wing, chrome ornament and twist – often clumsy attempts to pamper to American tastes. Instead of taking yet another flamboyant step, Pininfarina now opted for sensual shapes intertwining, like the naked bodies depicted in a Spencer Tunick picture.

This approach wasn't flashy or especially innovative, →



but it was an expression of craftsmanship, art in its own right. There were some smart elements that emphasised the Superfast's inherent class, such as the triptych of tail-lights; a flourish that works well on other Superfasts but looks especially brilliant on this almost golden example. And the exhaust tailpipes peek out from underneath the car's voluptuous derriere like bejewelled stilettos from beneath an extravagant ballgown.

Sellers' love affairs didn't last. Ekland had to go after four hot summers: the Superfast went even sooner. Sellers sold it in 1968 for £6000, having driven it only 12,477 miles. Today this car has roughly 33,000 miles on the clock, although it has been resprayed twice. At some point Sellers decided to paint it red – as if it were any other ordinary Ferrari. A later owner brought it back to the original *nocciola*.

This colourful history adds to the desirability of an already desirable car. Who cares if others were owned by Prince Bernhard or the Shah of Iran? This one hosted Britt Ekland in its passenger seat and one of the world's comic geniuses right beside her, in an age when the word 'glamour' still had positive connotations.

Inside Sellers' Superfast, the ambiance is very Italian. Just a wooden steering-wheel rim, gorgeous Veglia clocks, the typical Pininfarina ashtray, a few Bakelite buttons hinting at modernity, electrically operated side windows, smooth leather and a touch of chrome. Although some Superfasts were equipped with a rear couch, Sellers chose a two-seat configuration. It epitomised pure luxury, like renting the entire Villa Borghese only to have a drink at the bar. Also, he wasn't a man to carry his children around. He did buy a radio, however – but not even Dionne Warwick could top his Ferrari's monumental V12.

Does the car live up to its name? Well, the Superfast is mighty rapid, granite stable at speed, and chews through the miles with a voracious appetite. And there's more than enough torque available to allow you to take things easy if you're in no great hurry.

The Dunlop brakes offer good bite, are easy to tickle when you just need to scrub away a bit of pace, yet are also sufficiently meaty to stop this quick, heavy machine from quite serious speeds. Even if the Superfast rolls a bit in fast corners, it's never problematic. It's not a genuine sports car, though. This grand tourer is sprung for comfort, not for cornering pace. Its steering is taut, yet slightly heavy at low speeds.

The four-speed gearbox with its electric overdrive feels nicely mechanical, with a tiny crackle if you don't grant the dancing cogs enough time to mesh. Your hand automatically drops on top of the long, elegant gearlever, which smoothly travels through the slots. The tall pedals require some getting used to, however, if only because your foot can get stuck behind the lower facia. The clutch is not too heavy and feels just right. Only the 11 cars of the second series are equipped with a five-speed gearbox.

However, as with each Ferrari, only one thing matters. Its heart. The Giacomo Colombo-designed V12 started its →

Left and opposite

500 Superfast was grand finale in a line of luxury GTs, and at its heart lay a sublime V12. Yet Sellers' relationship with this stunning car didn't last even as long as his one with Ekland.



career in Formula 1 in the 1950s, and by the time it was installed beneath the 500 Superfast's elegant bonnet it had evolved into a 5-litre unit. It features the typical matt-black crackle finish for the cam covers, while three gulping Weber carbs help push peak output to 360bhp.

The big powerplant vibrates less than a surgeon's hand, yet can feel like an angry pit bull on the end of the throttle cable; that so much mechanical refinement can generate so much brute force is almost Jekyll and Hyde. There's abundant torque in the mid-range, and it playfully nods to its GP ancestors above 6000rpm. It may sound like an asthmatic truck as it hiccups into life but, as soon as the spark plugs ignite the mixture, it sings a magical aria.

As with the Ferrari, Sellers' heart required only a single spark to kick it into a torrent of passion. He smooth-talked Britt Ekland and three other women into marriage, and he lured many others into his bed. Not too shabby for a clumsy police inspector.

But Sellers' life of excess, including abuse of alcohol and pharmaceutical stimulants, took its toll on a heart that was already diseased. He died in a London hospital on 24 July 1980, aged just 54. His fourth wife Lynne Frederick, and second wife Britt Ekland, were at his bedside.

While some felt the sharp sting of Sellers' tongue and erratic tantrums (in part caused by the comic's bouts of depression), others remember him fondly. Today, Richard Williams is a respected Aston Martin specialist, but in the '60s he was just an apprentice at Aston when Sellers hired him to look after his car collection. 'Peter might have been ruthless to others,' he says, 'but never to me. After all, I took care of all that mattered. His cars made him happy.'

Williams continues: 'He had more than 100, including an egg-yellow Maserati Ghibli for Britt, and a Lotus Elan that he mainly used himself. Most cars got sold again after a few weeks, except for the Superfast. He kept it for three long years. It wasn't his all-time favourite, though. Weirdly, that was a 1930s Austin. Old Min, we called it.'

Even so, Sellers suddenly gave the Austin to his best friend Spike Milligan. That's until he discovered that Milligan kept the car in the rain and replaced the radiator gauge with a coffee percolator. Raging with anger, Sellers immediately claimed the car back. Old Min is now under the best custody imaginable: Richard Williams owns it, the amiable man who once drove one of Sellers' Ferraris to Geneva, when the actor decided to move there. 'Sadly, I don't recollect which Ferrari it was,' Williams smiles.

It must have been the 275 GTB, though. Williams would certainly have remembered a blast with the mighty Superfast over Europe's finest roads. Even without Britt Ekland in the passenger seat. 

THANKS TO Koen Poschet, www.albionmotorcars.com.

Ferrari 500 Superfast

Engine 4962cc V12, SOHC per bank, three Weber 40 DCZ/6 carburettors **Power** 394bhp @ 6500rpm
Torque 351lb ft @ 4750rpm **Transmission** Five-speed manual, rear-wheel drive **Steering** Worm and sector
Suspension Front: double wishbones, coil springs, telescopic dampers, anti-roll bar. Rear: live axle, radius arms, semi-elliptic leaf springs **Brakes** Discs **Weight** 1397kg
Performance Top speed 170mph. 0-60mph 6.0sec



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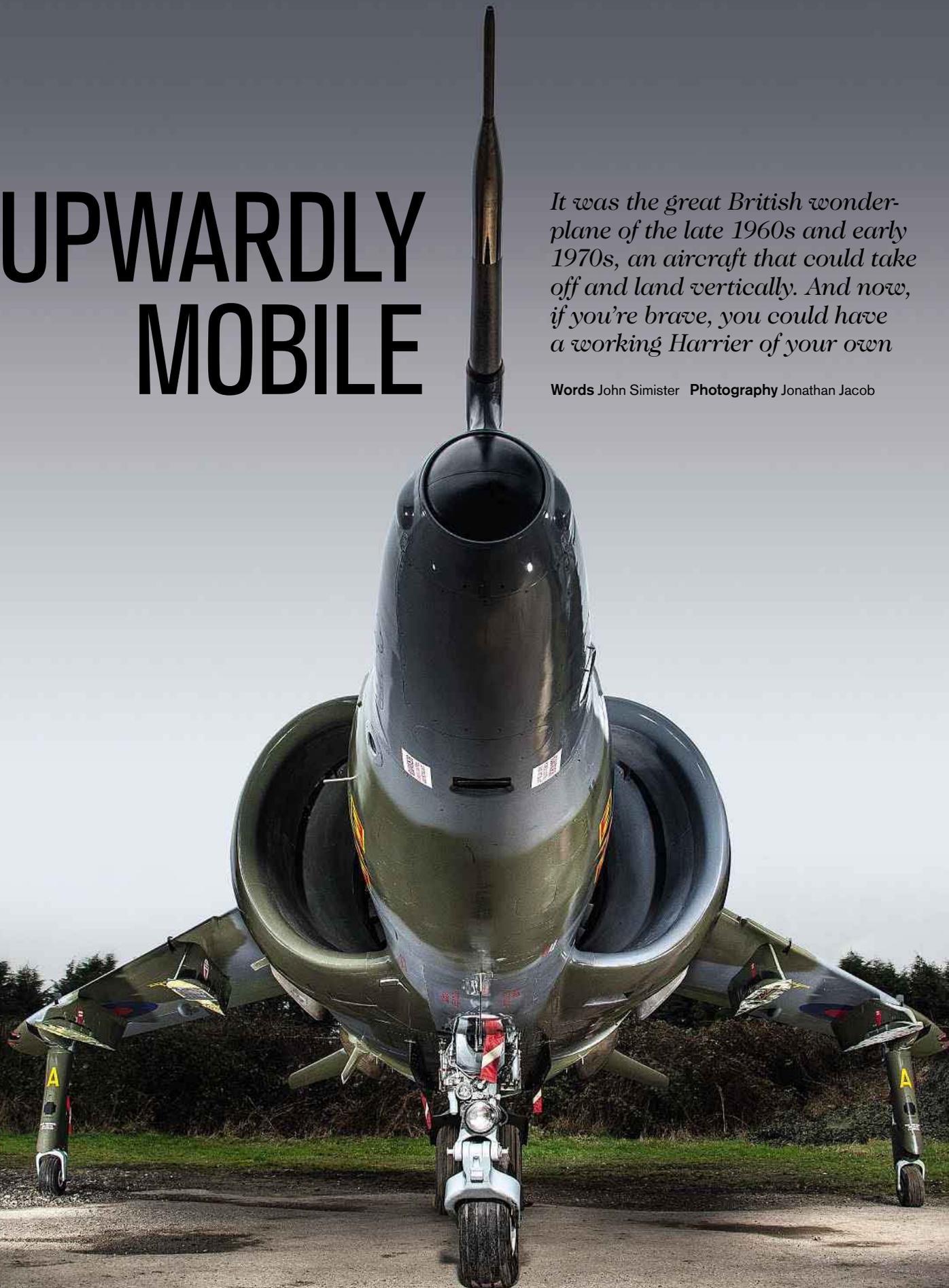
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UPWARDLY MOBILE

It was the great British wonderplane of the late 1960s and early 1970s, an aircraft that could take off and land vertically. And now, if you're brave, you could have a working Harrier of your own

Words John Simister Photography Jonathan Jacob





A 1970s high-performance machine, state of the art back then, later fading into memory and the bottom of the value curve. And now a resurgence of interest, with examples being restored and prices shooting upwards. That's a fair description of where it's currently at for classic cars of that era.

Ah yes, you might be saying, but on the pages before me there appears to be an aeroplane. That's true enough, but exactly the same market view applies. And 1970s aircraft don't get much more supercar-equivalent than this 1976 Hawker Siddeley Harrier GR3, tail number XZ130, restored to a degree that has been visited upon no other Harrier and, yes, now for sale. Gosh. Another example won the Transatlantic Air Race to New York in 1969, in which participants had to start at London's Post Office Tower, by the simple expedient of being able to take off vertically from the coal yard at nearby King's Cross station while rival crews had to get to an airfield or airport.

Commuting misery solved at a stroke, then, if you bought the Harrier. Except you might fall foul of the low-emission zone rules. And you'd need to be well trained in the Harrier's very particular requirements for flying skills. So, what could you do with it?

Site clearance, perhaps. 'It blew the fence down when we got the engine started,' says Jet Art Aviation owner and Harrier restorer/seller Chris Wilson. 'There was a lot of smoke, too, from the oil used to preserve the engine. We got into a bit of trouble.' How he got there, and beyond, is quite a tale.

I'm wandering around the sheds, barns and open yards of Jet Art Aviation's operation near Selby, Yorkshire, where aircraft abound but the lack of a runway doesn't matter because none of them can fly. Actually the Harrier probably would, and maybe, one day in new hands in a country less strict than ours for flying aged aircraft, it will.

Incomplete Tornado F3s are a theme, along with a couple of Jaguars. Here's the tailfin tip from a Gloster Meteor. There are some Tornado swing-wing shafts. Under here is a Bristol Olympus 320 engine from the axed TSR2 project, the only one left. And here is the giant front fan from a Rolls-Royce RB211 engine as fitted to Boeing 747s and the like, one of its titanium blades chipped. Aero bits are everywhere. Why?

Because people want to buy them. And to satisfy their desires, Chris and his wife Mel started the business in 2005. Chris had left the

RAF, was fitting out kitchens and bathrooms, didn't enjoy it and started selling small aircraft collectables on eBay. 'I realised there was quite a market,' he recalls, 'and within a year we had to move house.' It was trying to store a Canberra air intake behind a shed that precipitated a move from Leeds to Bradford, where cockpit sections, engines and more came and went.

'Then in 2007 I saw a Harrier for sale. "Mel," I said, "we need to go for this. Let's buy a Harrier." So I wrote a cheque, brought it home in kit form, built it up and it sold relatively quickly. We've had 11 Harriers now, including this one, but all the others were incomplete. This is the first one that works. To our knowledge, no-one has sold a working Harrier GR3 jump jet before.'

According to its MoD F700 logbook, XZ130 was last flown on 31 August 1990 by a US Air Force exchange pilot, Captain LY Ching. It reached a final tally of 3336 flying hours. (The US Marine Corps still uses its own version of the Harrier II, built in conjunction with McDonnell Douglas, featuring part-carbonfibre construction and known as the AV-8B.) It began service life at RAF Gütersloh in Germany on the Cold War front line, and was involved in the Falklands conflict in 1982. It has served in all the RAF Harrier squadrons. As provenance goes, things can get no better.

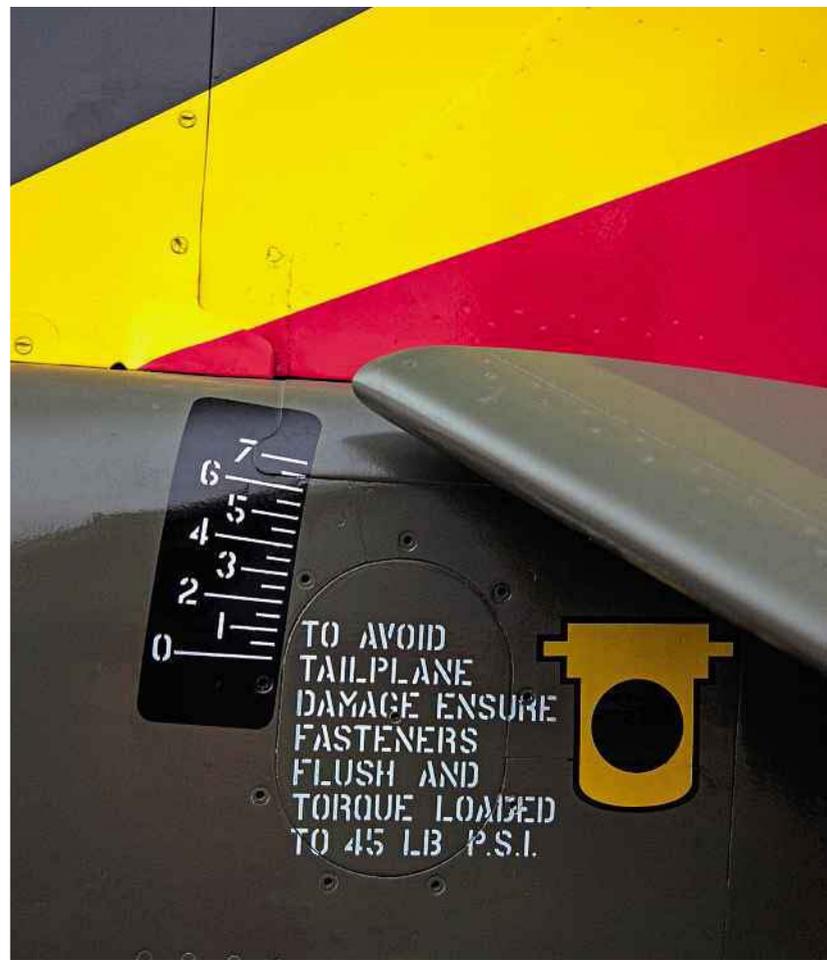
After retirement, XZ130 became an 'instructional airframe' at RAF Cosford in Shropshire where, serendipitously, it taught Chris Wilson his Harrier knowledge. It left Cosford the same year as Chris left the RAF, and went to an RAF Air Cadets squadron in Surbiton, where it sat outside as a gate guardian. This did it no good at all, although fortunately the engine and auxiliary power unit had been treated with corrosion-inhibiting oil and covers had been fitted over the intakes. 'Aircraft parked outside die,' observes Chris.

In 2014, the MOD decided that XZ130 had to go. Tenders were invited, potential buyers came to view. But there was a problem. Between 2005 and 2014 several new buildings had been erected around the Surbiton site. It had been brought in by large crane, but now there was no way of getting a similar crane in to lift it out again. The MOD therefore favoured those bidders who had a workable extraction plan, with the proviso that the Harrier had to be removed during just two days.

Chris won the bidding. Along with his Jet Art Aviation colleagues, a very long low-loader with a small crane on its tail and a very skilled driver, he set about removing the Harrier's wings, nose cone and tail sections. With the →

Below, then clockwise from top Simister on a Cold War sortie (in his head); a new meaning to 'off-the-clock'; rotating thrust nozzles are key to Harrier's capabilities; make sure fixings are tight; hit this lot to escape from disaster; don't pull unless you want to leave the Harrier behind; steer and shoot from here.







**'THERE WAS A GREAT CLOUD OF SMOKE,
WE BLEW THE FENCE DOWN AND IT USED
300 LITRES OF FUEL IN FOUR MINUTES'**





Top and above
Flares are obvious, Chaff less so – and you want to make sure the hood is locked; beware of exploding parts.

'DANGEROUS-SOUNDING SYSTEMS ABOUND. THERE'S A LASER RANGE-FINDER FOR WHEN I WANT TO DROP LASER-GUIDED BOMBS'

brakes freed off and the tyres inflated, it could be towed to the low-loader and lifted on. Then came the very tight squeeze through the gate, reversing out into a residential street, and XZ130's next chapter could begin.

'It's taken us 2500 hours to restore,' says Chris proudly. The first job was to see what it had, the second to find the missing parts. Mostly they were pipes, clamps and seals, and the control rods that had been removed to stop cadets' fingers getting trapped. 'I had to buy another wing to get those,' Chris recounts, 'and I bought another fuselage, which is now in Australia.' There were a few missing gauges to replace, which had been used as spares for Sea Harriers that stayed in service until 2006, and seemingly endless telephone calls, legwork and web-trawling to chase down myriad small parts. A new-old-stock canopy was found in a barn.

The weathered paint was sanded back to the zinc oxide primer beneath, and the repaint was done in gloss rather than matt: 'It looks better and is more durable,' Chris says. The livery and hand-painted signwriting is that of XZ130's final stint back at Gütersloh – as flown by Captain Ching, who is keeping up with his old aircraft's progress – and the tailfin colours coincidentally mimic those of the German flag. But before these cosmetic niceties finished the job, there was the engine to prepare and fire up.

On 8 March 2016, Jet Art Aviation entrusted XZ130 to some friends who had worked on Harriers in service. They knew how to make the Rolls-Royce Pegasus turbofan go, and what to expect when a potential maximum static thrust of 21,500lb is ready to be uncorked.

'We had the nose in the barn,' recalls Chris, 'so the intakes were just inside and wouldn't swallow foreign objects. The book said we needed 100ft behind it, but we had 80. We ran it up as much as we dared, up to 35%. There was a dirty great cloud of smoke, we blew the fence down and it used 300 litres of fuel in four minutes. So no, we won't be starting it today.'

But I do get to climb up high into the cockpit and sit in the Martin-Baker Mk9A Rocket Assisted Ejector Seat. The cockpit is unrestored and in 'as flown' condition, with all of the missing parts now replaced. Dangerous-sounding systems abound. There's a laser range-finder for when I want to drop laser-guided

bombs. There's the vital lever for angling – via chains driven by high-pressure-bleed air motors – the jet nozzles for vertical take-off, horizontal flight ('Vector Forward Thrust') and all stages in between. A control marked 'Clear A/C' is not air-conditioning but a way of jettisoning everything to help make a speedy, lightened getaway if disaster threatens.

Then there's the critical Jet Pipe Temperature gauge, its limit analogous to a car engine's red line. The engine has to run at maximum revs when hovering, so water is injected to stop the turbine blades getting too hot. 'Once the water's gone you have to go, otherwise it falls out of the sky and you're flying a brick,' observes Chris.

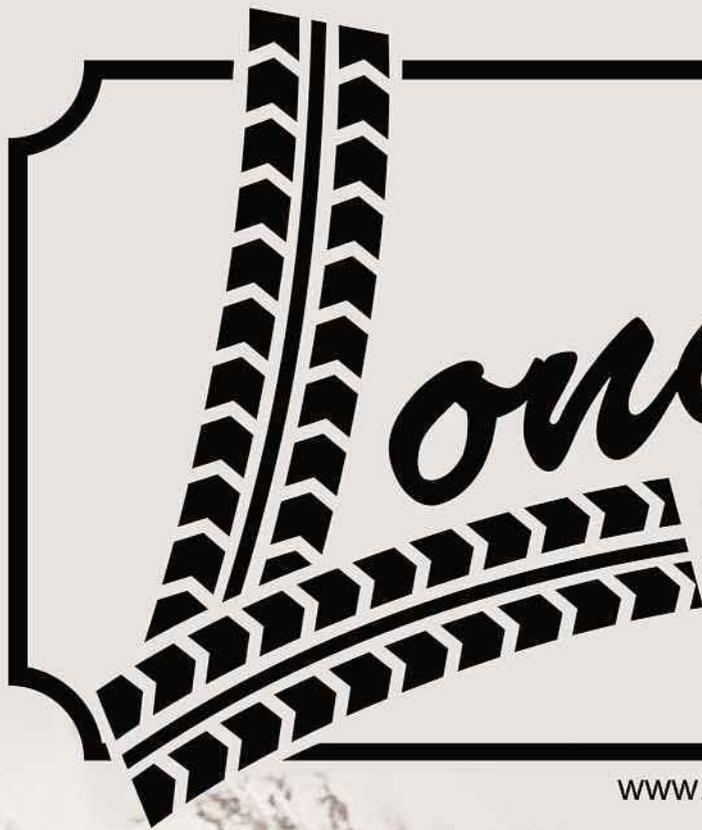
What else, among the forest of switches, levers and dials? All the usual aircraft stuff and more, including a moving map display under a large central projector lens, a sort of primordial Tom-Tom. Via switches on the stick I can fire missiles and take photographs with the camera mounted within the left side of the nose, banking over to the left to get the best view. And with a whirr and a whine of electric inverters, all the instruments light up. Yes, XZ130 is definitely alive.

Wouldn't it be fabulous to fire up that monstrous engine, shoot vertically out of the Jet Art yard to the likely detriment of the recently repaired fence, and hurtle to – I don't know, anywhere – at 700mph or more (the sea-level max is 737mph)?

Then, suddenly I'm back at Brands Hatch and the British Grand Prix, probably 1970. After colouring the sky with Red Arrows, the RAF was showing off its new Harrier. Having shot past us at little more than grandstand-roof height, it was now landing and taking off again in the infield next to the pits. Race programmes and picnic detritus were flying around, people were hiding under their jackets, dust and grit was everywhere. But it was fine, because Health and Safety hadn't been invented.

So, if you fancy a Harrier, now's your chance. 'We've done all we can,' explains Chris, 'and now we need someone to take it to the next level.' Literally. **End**

More at www.jetartaviation.co.uk. See the start-up video on YouTube by searching for 'Harrier GR3 XZ130 Ground Run'.



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JACK'S HAMMER

*Ford's giant 7-litre Galaxie and
ace driver Jack Sears together
monstered Britain's saloon races.
Now the fast Ford is for sale*

Words Julian Balme Photography Paul Harmer





T

he first time I clapped eyes upon BML 9A, I was an impressionable seven-year-old kid clasping the scaffolding poles that formed the barrier at Silverstone's Abbey Curve. It was the first race meeting that my father had taken me to, the 1963 *Daily Express* Trophy.

Within minutes of the start of the Production Touring Car race, I had eyes for only one car. It was the largest thing I'd ever seen on four wheels. It wuffed through the high-speed kink with an exhaust note like no other, and, having overtaken its three main rivals on that opening lap in one move on the Hangar Straight, it then pulled away at a second a lap.

The fact we'd arrived at the circuit in dad's 'three-eight Jag', the same piece of kit that was now struggling to keep up with the American spaceship, only underlined what an impression it was making on me. My partisan support had switched camps in a single lap and I wondered why on earth didn't my dad drive a Ford Galaxie 500. It would be 35 years before I would see the car in the metal again.

What I'd witnessed on 11 May 1963 was the debut of arguably the most charismatic saloon car ever to contest a race of that type on British tarmac. Although three Galaxies had made their way to the UK by the spring of that year, the first to be campaigned, and the only one in that particular race, sported three red thin-thick-thin stripes. Entered by the John Willment Racing Team and driven by Jack Sears, the 1958 Touring Car champion, the combination would dominate the category for two seasons. As Jack told me in 2005, it nearly didn't happen.

'I'd been driving for Tommy Sopwith,' he recalled, 'but he had decided to pack it in. So when Jeff Uren from Willment [former BTCC sparring partner and head of the competition department] rang me enquiring as to my plans, I was naturally interested. The only thing was, they needed a commitment within 24 hours – long before I could test the car.'

The car was a 1963 R-code Ford Galaxie 500 massaged by preparation specialists Holman & Moody. In the US, Ford had come out of the manufacturers' 'no competition' slumber with all guns blazing, and under its new Total Performance banner was looking to turn its hand to any form of motor sport it could – hence the approach to a UK main dealer based in Twickenham with a healthy attitude towards racing. H&M, along with Carroll Shelby, was already working under the wings of Dearborn's accounts department, both outfits providing off-site competition builds – of sports cars in Shelby's case, while saloons were the domain of the duo from Charlotte, North Carolina. NASCAR was H&M's prime focus which, back then,

involved more than just going round and round banked bowls. The race on the road course at Riverside, California, was one of several on the calendar, so the customer cars that H&M prepared were surprisingly sorted.

'They said to us, whatever you do, don't run the car on anything other than Firestones,' Sears told me. 'The tyres hadn't arrived, but I went out anyway during the free practice at Silverstone, just to get a feel for the size of the car. I could tell straight away it was going to be good and after three laps I couldn't hold back any longer. Within a lap I'd blown out a rear tyre.'

The essential rubber duly arrived and the pairing, as *Motor Sport* reported, 'trounced the opposition in the most convincing manner. The speed and cornering of this American "stocker" must have impressed a lot of people.'

The speed came from a full-house 427ci (7-litre) FE big-block V8 rated at about 450bhp, mated to a four-speed T10 gearbox, while the cornering ability came from uprated springs and a second set of front shock absorbers. There were countless other tweaks made to the car, most notably the fitment of a roll cage. This was something that scrutineers in British paddocks weren't that familiar with, especially one built by Southern stock-car racers.

At Silverstone and the next race at Aintree, the cage was noted and admired. But after two wins from two outings, the Galaxie encountered its first run-in with the authorities at Crystal Palace. A forthright discussion ensued and three tubes were removed from behind the front seats. It didn't end there: throughout the season more and more tubes were cut from the superstructure. The lengths to which H&M went with its caging remain evident in the car's boot today, two tubes that escaped the scrutineers' wrath still visible above the chassis rails running forward to the rear bulkhead.

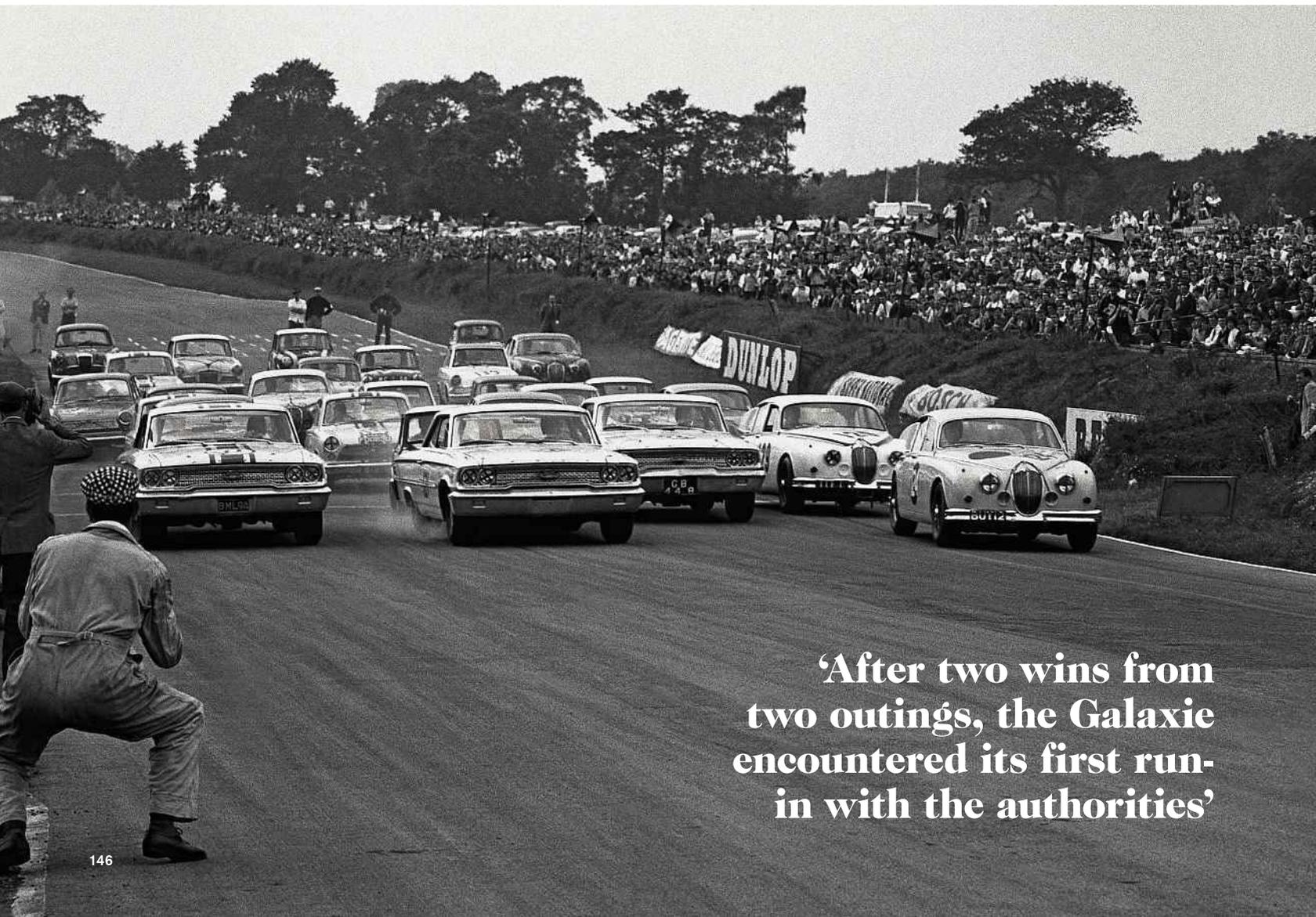
Starting life as an R-code model meant that, within the Galaxie family, BML 9A was a 'lightweight' with fibreglass front wings, bonnet and bootlid, along with Dural bumpers fore and aft. The front seats were replaced with lighter versions from Ford's Econoline van, and the speedo binnacle was ousted in favour of five Stewart Warner gauges placed as ergonomically as possible within the vacant space. Other deft touches, such as the gentle manipulating of the front and rear arches to accommodate wider tyres, were subtly done, and the tweaking of the radiator grille to allow more air to the oil cooler was inspired in its ingenuity.

The 6x15in steel wheels were reinforced with a second centre welded to the original, to ensure that the studs and nuts didn't pull themselves through the wheel. The brakes, big drums all round, also received attention with drilled backing plates and subtle ducting. Nothing was left to chance; even a fan motor was rigged-up in the boot to blow cool air onto the differential. The car's only Achilles' →

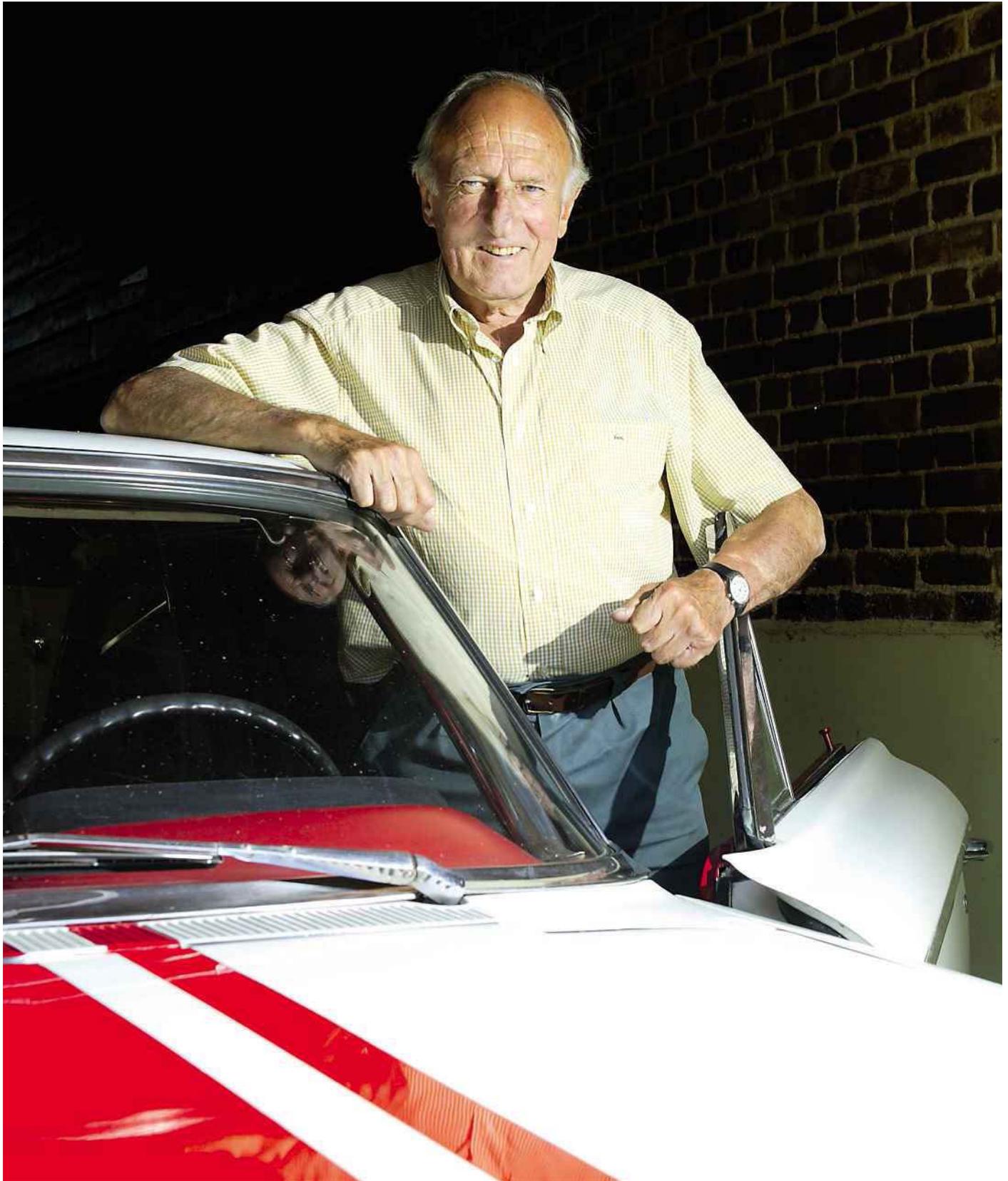
Facing page, clockwise from top

Galaxie fills Goodwood pitlane; 'Gentleman Jack' Sears in his 1960s heyday; interior retains original dash; author Balme chats with Sears' daughter, Suzanne.





‘After two wins from two outings, the Galaxie encountered its first run-in with the authorities’



GARY HAWKINS/REX/SHUTTERSTOCK

Above and facing page

Jack Sears was delighted to have bought back his Galaxie after its two decades of hibernation; 1964 season-opener at Shetterton was one of only two in which Jack's Galaxie was beaten by another, in this case because Jack hit a spinning Mini; the other non-win was at Brands Hatch in August 1963, in which Jack (far left) retired, Jim Clark (next to Jack) won and Graham Hill (Jaguar 3.8, far right) came second.

heel at that first race was the clutch. The ferocious standing starts of British races hadn't been factored into H&M's meticulous preparation, so an uprated unit was fitted on the Galaxie's return to Willment from Northamptonshire.

Being so well prepared, the big Ford gave Jack a huge amount of confidence. The relationship they forged throughout 1963 and 1964 exceeded one simply of man and machine. He wasn't alone, though, as other Galaxies appeared on the scene, but few drivers seemed so at one with his car as 'Gentleman Jack'.

Sir Gawaine Baillie had imported his own car, and Alan Brown owned and prepared what was effectively a car for guest drivers, Jack Brabham being a regular jockey. This latter car was the only one to get the better – on just two occasions – of the Willment coupling. The first time was at the August 1963 BRSCC meeting at Brands Hatch, in which Jim Clark made a better start in the Brown entry and a puncture ended Jack's chase after he had held on to the World Champion-elect. The following year, in the pouring rain at Snetterton for the BTCC season-opener, Sears had to give second best to Brabham after hitting a spinning Mini and subsequently retiring.

By the end of 1963 Jack had clinched his second Touring Car championship, primarily behind the wheel of the Galaxie but assisted by points accrued in a Cortina GT before the Galaxie arrived, and more points at the end of the season in the new Lotus Cortina. He had one more Galaxie outing in 1963, sharing the car with Willment new boy Paul Hawkins for the November endurance race at Kyalami, South Africa. For this the Galaxie was fitted with red and green marker lights on the roof, plus lights to illuminate the race numbers, and all are still present today.

After that inauspicious, and sodden, outing at his home

track in Norfolk, the 1964 season would start properly for Jack at the Easter Goodwood meeting. He led from start to finish, although harried all the way by a three-wheeling Jim Clark in his works Lotus Cortina. These two farming protagonists would spend the rest of the year thrilling audiences with their cat-and-mouse antics at all the major UK circuits, brilliantly captured on Ford's promotional film *The Year of the Cortina*. Clark, every schoolboy's hero, won the championship at a canter by accumulating more class wins than Jack, who dropped points by retiring at Crystal Palace (a puncture, again) as well as at Snetterton.

At the end of the British season, the Galaxie was once more sent to South Africa where, wearing a new colour scheme – reversed to red with white stripes – it again failed to finish, this time in the hands of Hawkins and Frank Gardner. Jack was there too, sharing the Willment Cobra Daytona with local racer Bob Olthoff. The latter ended up owning BML 9A, perhaps through a lack of enthusiasm among the Twickenham team to ship it home.

Olthoff campaigned the Galaxie for a couple of seasons, but after a con-rod exited the block he parked it in his garage and forgot about it. When he decided to emigrate to the States in 1989, Olthoff unearthed the remarkably well-preserved car from his Johannesburg garage and rang Jack. Thus were car and driver reunited, much to Sears' delight, but not before the Galaxie had been repainted in its original livery of white with red stripes. →

Clockwise from below

Author and Galaxie-owner Balme realises a dream held since 1963; red seatbelts match lightweight seats from a Ford Econoline van; Galaxie retains original Lucas electric washers and brass extinguisher; speedometer is a road-required afterthought.







‘Like a well-worn leather jacket, it oozes character from every crease of its fading, bright red interior’





1963 Ford Galaxie 500

Engine 427ci (6997cc) cast-iron FE big block V8, single four-barrel Holley carburettor
Power 425bhp @ 6000rpm (ex-works) **Torque** 480lb ft @ 3700rpm (ex-works) **Transmission** Four-speed manual, rear-wheel drive **Steering** Worm and roller **Suspension** Front: double wishbones, coil springs, double telescopic dampers, anti-roll bar. Rear: live axle, leaf springs, double telescopic dampers **Brakes** Drums all round (front discs with twin servos from 1964) **Weight** 1629kg **Performance** Top speed 155mph. 0-60mph 6.3sec

On the Galaxie's arrival in the UK, Willment engine-builder Spike Winter was entrusted with finding a short block and rebuilding the engine, while the brief to Mike Brown, the 1964-season mechanic, was to recommission rather than restore the car. Right from the outset there was never any intention to race the car again. 'It's proved itself more than once or twice,' Jack said. But he thoroughly enjoyed sharing the car with the public, demonstrating it several times at the Goodwood Festival of Speed.

When Lord March and Richard Sutton were putting the grids together for the first Goodwood Revival in 1998, this Galaxie was the one car they felt compelled to replicate. 'The quality of every single car on the grid was critical,' Sutton recalls. 'Every race needed to be as evocative as possible, with all the right iconic cars. That meant that the St Mary's Trophy, for saloon cars raced at Goodwood between 1959 and 1966, had to include a 1963 7-litre Ford Galaxie in Willment "Sears" livery.'

With Jack sticking to his 'no racing' guns, Lord March was forced to buy another Galaxie and paint it in the same colours. But so significant was the pairing of Jack and BML 9A that a space alongside the racers in the paddock was allocated to him and the car.

Sears was an enthusiast who owned some delectable cars over the years, including a 250 GTO, but the big white Ford was his favourite. He appreciated more than anyone else the uniqueness of its condition. In later years he drove it less but when the occasion arose he was happy to unleash its power. Steve Eggleton had serviced the car for him over the final seven years and was taken for a ride around Snetterton in a 'fast parade'. 'I was taken aback at just how quick it was,' he recalls. 'Today's Historic racers

are much faster, but none has the character of Jack's.'

With Sears' passing the Galaxie is now in search of a new home, which we can only hope will be as sympathetic as its last, and it will be auctioned by Bonhams at the Goodwood Revival sale. So I am very moved to be allowed by Jack's family to – at last – get my backside where the great man had worked so diligently nearly 55 years ago.

From behind the stock steering wheel, the Galaxie is just how I wanted it to be. Like a well-worn leather jacket, it oozes character from every crease of its bright red interior. I love the way that when checking for neutral the factory gear lever has so much play in it.

After a wait for the fuel pump, the car starts straight away with a spine-tingling bellow from the side-exit exhausts. That once-troublesome clutch is light and easy, and on the move there is never any chance of engaging the wrong gear despite that slop.

To feel so at home in such an exalted place is quite strange. This is a decorated prizefighter that is now happy to wuffle along like a well-mannered road car. It feels quick but not explosive, and for such a large car it's a lot more agile than most onlookers would presume. And then, with ironic period-correctness, my time at the wheel is cruelly cut short by a puncture – the fate that brought about the Galaxie's retirement on at least three occasions.

But it's enough to make real a long-held dream. I'd even bought a Galaxie the year Jack was reunited with BML. All because of that day at Silverstone in 1963. *End*

THANKS TO the Sears family, and to Bonhams, which will auction the car on 9 September at Goodwood Revival.
www.bonhams.com

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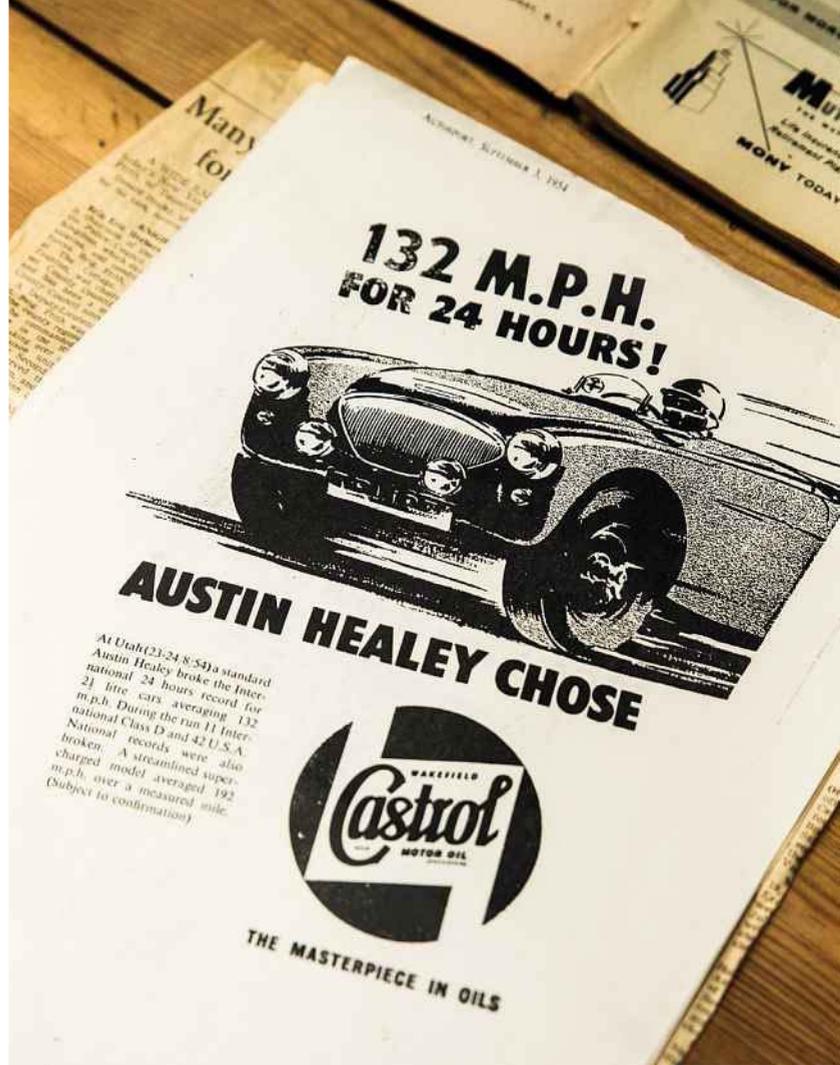
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THE HEALEY PROCESS

The personal collection of Donald and Geoff Healey ephemera is about to be auctioned. Martin Gurdon meets Kate Healey, as she recalls growing up with her grandad and dad

Photography Jayson Fong

AN AIRLESS FACTORY UNIT in West London is an unusual place to enter the private world of the Healey family, but it's the venue where Bonhams prepares material for auction. This is what its staff members are doing right now, working with an often touchingly personal collection of objects connected to Donald Healey and his son Geoff.

Items ranging from plans and blueprints, diaries, overalls, promotional material, badges, marketing trinkets and a bottle of whisky, to a plastic 35mm film canister that Geoff Healey

had filled with salt from Bonneville, are being catalogued when we visit.

Kate and Cecilia Healey, who knew the pair as 'Pop' and 'Dad', have decided to move on with their lives. They felt the process would be helped by re-homing these things, which is why the artefacts are being auctioned at the Goodwood Revival on 9 September.

Kate Healey has travelled from her Warwickshire home to guide *Octane* through some of the belongings left behind from two lives very well lived. →



DONALD HEALEY'S LES LESTON OVERALLS

These immaculate Les Leston fireproof overalls belonged to Donald. 'They're so petite, aren't they?' says Kate, adding that their neatness showed one of the contrasts between Donald and Geoff. 'Pop and dad were very different characters. Dad was unkempt, messy and smoked a pipe. He was the kindest "gentle" man you could ever meet. Bloody-minded and stubborn as hell, but very, very special.'

Kate thinks the constant aura of pipe smoke was a form of protection to create space for an ultimately rather shy man. At 14, Geoff lost his front teeth after being struck by a model aircraft, and he didn't wear false teeth until well into his teens: 'You can imagine how that might affect you.' Kate thinks his moustache was also part of this armoury. She's keen to namecheck her uncles Bic and John, and grandma Ivy, too: 'They usually don't get a mention, but Pop wouldn't have achieved what he did without their support.'

Her father's meticulous, backroom skills complemented rather than competed against Donald's extrovert, self-confident personality. 'Pop could rely on my dad 100%. Dad adored his father and would have done anything for him, so they worked well together. And Dad let Pop have the limelight, because he didn't want it.'

'When Pop turned up, he was always smart and dapper, dressed in exquisite suits, very energetic and smelling of aftershave. There were always huge expectations when he visited, and he'd be up early, buzzing round, expecting everyone else to do the same. His breakfast had to be half a grapefruit, a cup of tea in bone china, toast and marmalade. The toast had to be a certain temperature.'

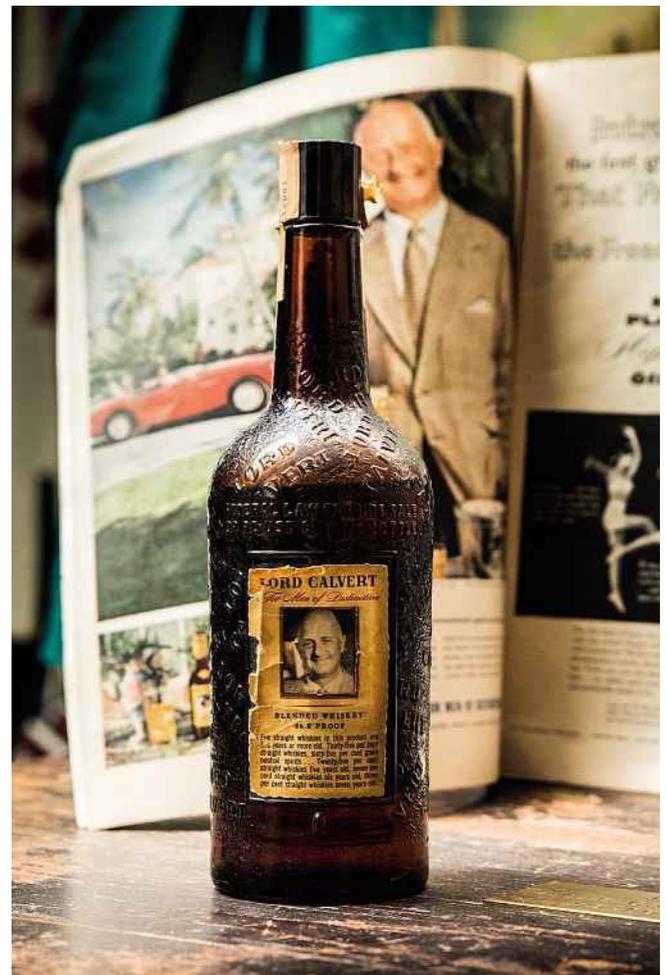
SCOTCH BOTTLE AND *LIFE* MAGAZINE

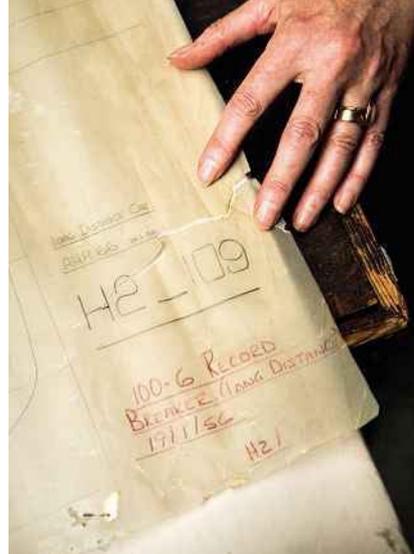
Donald Healey wasn't averse to self-promotion, and he enjoyed the frantic networking required to establish his fledgling car company in the mid-1940s. His granddaughter is in awe of the speed with which he built up the business after 1945.

In the early 1950s, Lord Calvert Whisky ran a series of magazine advertisements featuring 'men of distinction', who tended to be well-groomed explorers, business types, ornithologists – and up-and-coming motor magnate Donald Healey. The family kept a copy of *Life* magazine with a full-colour period artwork ad showing Donald looking swish and holding a glass of whisky, with a Big Healey in the background. Not an image you'd find today.

They also hung on to a complimentary bottle of Lord Calvert with a small newspaper picture of DMH attached to it. 'That bottle was in our drinks cupboard all my life without being opened. Then it was opened and I got the blame – but it wasn't me!' says Kate. She adds 'You'd better not put that in', but we have, because it's irresistible.

As for her recollections of Donald Healey the man: 'He was always doing something fascinating in his workshop. I remember the smell of solder and hot electrics. He didn't really have time for children, but he was always very sweet. People remember his energy and invention. To me he was always a "man of distinction".'





BLUEPRINTS AND DRAWINGS

Gently unravelling tubes of yellow tracing paper reveals a treasure trove of roughs and plans. These include an early sketch in profile of a swooping two-seater that is clearly a few pencil strokes away from morphing into the Austin-Healey 100, and a mid-'60s idea for a fixed-head Big Healey with more straight lines to its shape than the original car. There's also a large technical drawing of the Utah endurance record car, its streamlined shape superimposed over a standard Austin-Healey's outline.

Kate points to the car's Perspex canopy. It's the only part of the vehicle to survive, as the rest was smashed up to prevent other people from doing something stupid with it when it was old and rusty, as it had been covered in Bonneville salt. 'For many years Dad used the canopy to grow tomato seedlings. In the 1970s an American came to the house to buy some stuff, and I don't think he could quite believe what was going on in the garden. He bought the bubble and took it with him, and I don't know where it is now.'

Geoff Healey's Warwickshire garden was fertile in other ways, as he converted an outbuilding into a workshop, known as 'the cogitarium'. 'That was his secret garden study. He bricked up the windows so nobody could see what he was doing, and he'd go there and be surrounded by his stuff.' There was also an ex-greenhouse, again with bricked-up windows, containing a lathe and other engineering tools.

'THE UTAH RECORD CAR'S STREAMLINED SHAPE IS SUPERIMPOSED OVER A STANDARD AUSTIN-HEALEY'S OUTLINE'

BOX OF GOGGLES

One contrasting characteristic of Donald and Geoff Healey was the former's willingness to leave the past behind and the latter's wish to hang on to Healey's heritage. After Jensen-Healey's demise, the sale of the business and Donald's retirement to his native Cornwall, he was relaxed about binning a great many artefacts from the Warwick showroom and drawing office. However, Geoff rescued a lot of items – including this box of goggles – from skips. His daughters found them in an ancient chest of drawers: 'Some of them must have come from Bonneville. I know when people asked him, he said some of his favourite times were in Utah.'

It turns out this very English man was also a huge Beach Boys fan, returning from Sebring (where Steve McQueen drove for Healey) with the *Pet Sounds* LP. The Healeys' first stereo record, it was played to death in deepest Warwickshire. Geoff would also appear with suitcases full of 'lovely, Florida-style clothes', which Kate, whose usual garb was hand-me-downs, loved wearing.





MILLE MIGLIA POSTER AND 1951 TROPHY



Donald first took part in the Mille Miglia in 1948 – he knew Count Maggi, one of its founders. He and Geoff both drove it in '49 when the poster was printed, and Healeys would feature in the original Mille Miglia until its demise in 1957.

Cecilia and Kate think this was Donald and Geoff's favourite motor race, not least because it was here that Geoff met their mother Margot. Her Italian ancestry meant she'd been hired by Donald as a translator. 'Both she and Dad loved Italy,' says Cecilia. 'I've always thought the style of the Mille Miglia memorabilia is very beautiful and so evocative of that era.'

That love was put to the test in 1952, when Donald was driving a Nash Healey with Geoff navigating, and it went out of control and struck a bridge. Geoff put his head through the screen; it was the last time the pair shared a competition car.

'A journalist phoned Granny and asked what it felt like to know both her husband and son had died in a crash. They hadn't, but for a while everyone thought that's what had happened,' says Kate. 'John Harris, who drove for Dad, said that because Dad was a driver, too, and always so careful and scrupulous, drivers always felt safe. Nobody from the Healey team died under his care.'

'DONALD – WHO WASN'T ENTIRELY WITHOUT VANITY – WASN'T COMFORTABLE WITH THE LIKENESS'



STATUETTE OF DONALD HEALEY

The American sculptor J Paul Nesse was a Healey fan, and he made a bust of Donald Healey as an unsolicited gift. This remains with the family, but a small version ('I think it's called a *maquette*,' says Kate) is being auctioned. At one point it looked as though neither would find their way into the Healey household, because Donald – who apparently wasn't entirely without vanity – wasn't comfortable with the likeness, and was unwilling to pay the import duty for this particular gift.

'I can't quite remember his exact words; something like "I'm not accepting that!"; so Dad went to the airport, paid the duty and picked it up.' **End**

Thanks to Bonhams, www.bonhams.com.

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Jaguar MILESTONES

JAGUAR XK8

TO JAGUAR AFICIONADOS and sports car enthusiasts in general, the XJ-S was too different in character and approach to be considered a true successor to the fabled E-type. Yet hopes of an 'F-type' were finally realised at the 1996 Geneva Motor Show when Jaguar unveiled the XK8 coupé.

Known internally as the X100, the XK8 was a success even before the first press test drives. Its styling was universally admired, and not just by the critics; even people with no real interest in cars would accost XK8 owners in the street to tell them how much they liked the shape.

The good news continued when the first press reviews started to be published: the XK8's driving dynamics lived up to the styling. The XK8 was powered by an all-new 290bhp 4.2-litre V8 engine mated to a five-speed automatic gearbox, a combination that ensured the elegant coupé was refined and swift, delivering against Jaguar's claim to build cars with 'grace, pace and space'.

A convertible arrived shortly after the coupé and was equally well received, if not more so. Two years later, in 1998, Jaguar launched the 370bhp supercharged XKR, which mixed easily accessed muscle with a spine-tingling soundtrack: here was a high-performance Jaguar with the talent to worry any rival in its class. A revised version of the 4.2 V8 (the AJ-34) in 2003 saw the power of the normally aspirated model rise to 300bhp and that of the supercharged car peak at 390bhp.

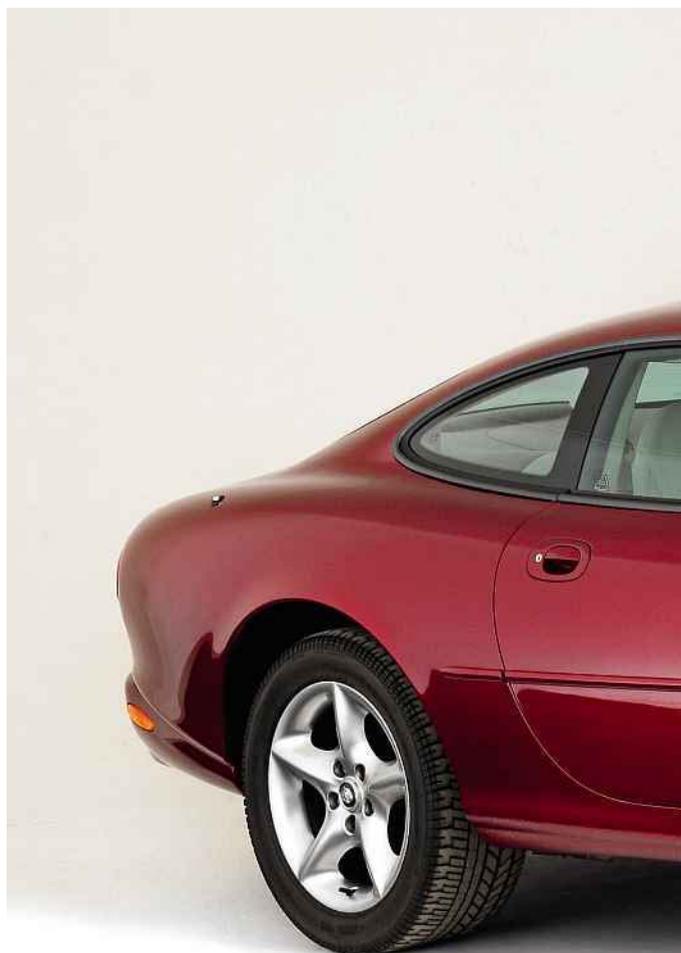
The X100 XK8 was replaced by an all-new model (X150) in 2006, by which stage it had sold 91,406 units. Jaguar took its time in creating any sort of successor to the ever-popular E-type, but the wait was worth it.



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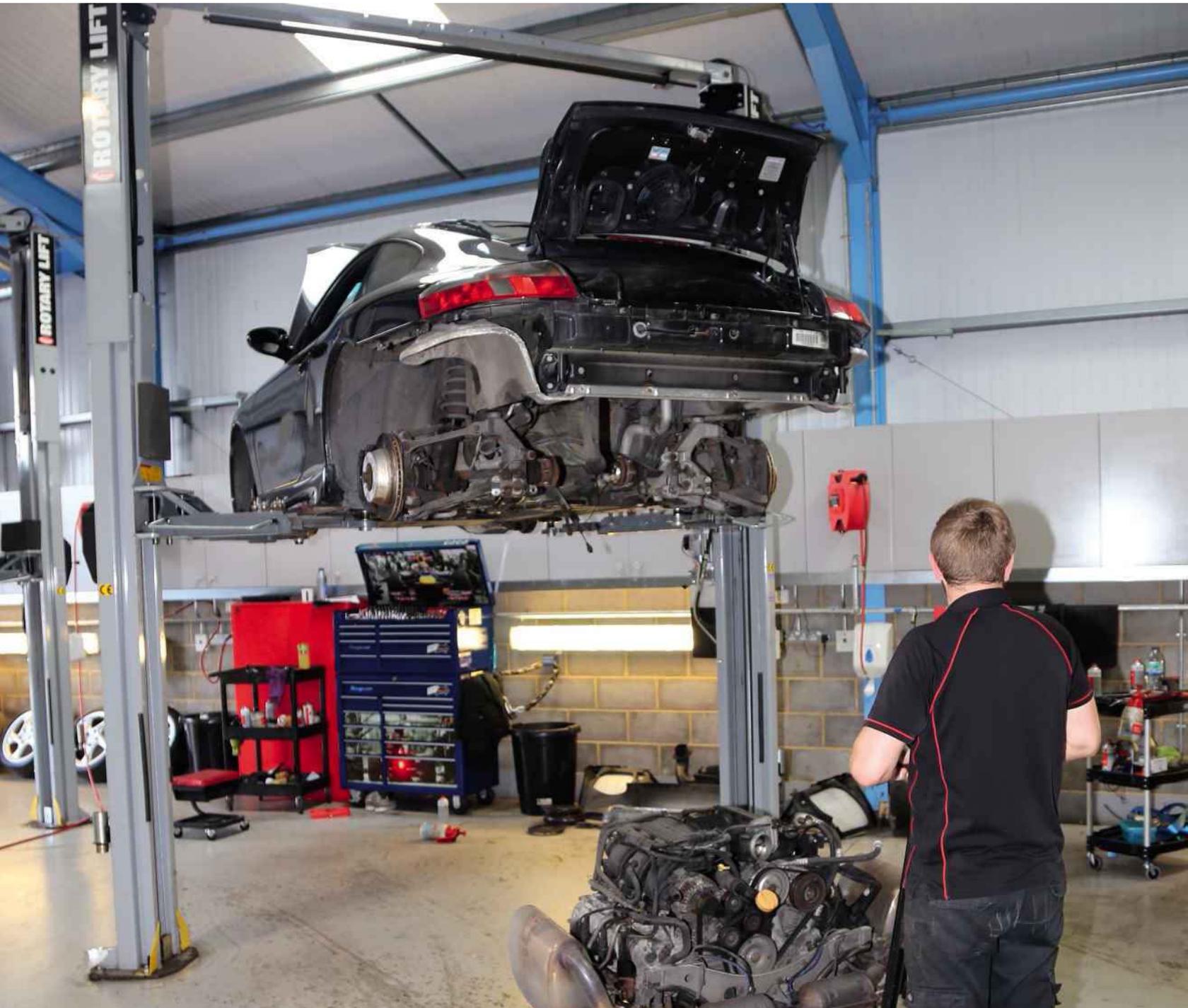
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**2001 PORSCHE,
1996 SUBARU**

DAVID LILLYWHITE

HOW'S THIS for my last ever *Octane Cars*, before I move on to a new project: four fully working, roadworthy classics – my Prodrive Impreza; newly purchased Porsche 996; ex-John Chatham MGB GT; and Range Rover P38. That just leaves Saab and Zipkart to finish...

It's been quite a mission to get to

this point, but all four vehicles are now more or less as I want them. The MGB needed a new set of tyres (Goodyear BluResponse 185/60s) and an MoT; I've just finished fitting a new dashboard to the Range Rover, having also changed the aircon blend motors and heater O-rings in the process; the Subaru

has had a suspension and steering overhaul plus a change of wheels; and the Porsche has had, well, everything – which backs up our feature in this issue rather well.

So, Porsche first. I bought it a month ago, knowing the suspension was soggy, the aircon dodgy and the clutch tired. I budgeted about



£3000 for repairs and an IMS bearing upgrade, assuming I'd do some of the work myself. That would keep me well under £20,000 total outlay, for an immaculate, bulletproof, 52,000-mile Carrera 2. But then I got a bit carried away.

RPM took out engine and 'box together, because the exposed ends

of the bellhousing bolts were corroded and threatening to strip the threads or even crack the block.

And then why swap just the clutch when a lightweight flywheel makes such a difference to engine response? The flywheel, £474 no less, is a thing of astonishing beauty. And the brake lines, rather

corroded on my car, thread over the gearbox, as do the aircon lines (also corroded). RPM can fit braided flexible brake lines to avoid having to remove the gearbox but, with the 'box out anyway, it seemed sensible to fit new solid lines.

Also, the 996's oil separator can fail, causing oil to be drawn into the

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
- 1976 Zip Shadow Kart
- 1995 Range Rover 4.6 HSE
- 1996 Subaru Prodrive Impreza
- 2001 Porsche 996 Carrera 2

GLEN WADDINGTON

Associate editor

- 1983 Porsche 944
- 1989 BMW 320i Convertible

MARK DIXON

Deputy editor

- 1955 Land Rover Series I 107in
- 1963 Ford Galaxie Country Sedan
- 1989/91 Land Rover Discoverys
- 1994 Range Rover 4.0
- 2001 Honda Insight

ROBERT COUCHER

International editor

- 1937 Bentley 4 1/4
- 1955 Jaguar XK140
- 1988 Mercedes-Benz 560 SEC

SANJAY SEETANAH

Advertising director

- 1981 BMW 323i Top Cabrio
- 1998 Aston Martin DB7 Volante

MARK SOMMER

Art Director

- 1969 Alfa Romeo Giulia 1300 Saloon

SAMANTHA SNOW

Advertising account manager

- 1969 Triumph Herald 13/60
- 1989 Mercedes-Benz 300SL

JOHN SIMISTER

Contributor

- 1934 Singer Nine Le Mans
- 1961 Saab 96
- 1968 Sunbeam Stiletto

TONY DRON

Test driver

- 1932 Austin Seven

Octane Cars

BY OCTANE STAFF AND CONTRIBUTORS

OCTANE'S FLEET

ANDREW ENGLISH

Contributor

- 1960 Triumph TR3A
- 1962 Norton Dominator
- 1965 Aston Martin DB5

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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engine. It's a pig to change in situ but with engine out it's a ten-minute job. As was changing a leaking chain tensioner seal, while the IMS took less than an hour to replace.

I could have swapped the weak rear suspension struts myself but RPM were doing such a good job... I wanted Bilstein struts and Eibach springs, just as my Impreza has, so in comes a Bilstein B12 kit, and at that point why not replace the worn bushes? Cue four new suspension arms. Out of hand? Yes!

And, wait for it... Because the discs were corroded on their inside

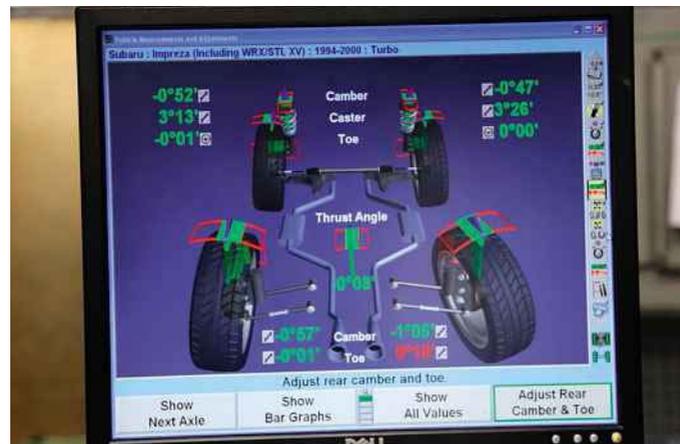
faces, and new pads would be needed to match – in they went too.

Then the aircon, which I was going to ignore for a while, until I decided that I wanted this car to be right from the start. New condensers now replace the rotten originals.

Finally, refurbished wheels. They had been reassembled incorrectly at some point before I bought the car, being split rims. Front centres on rear rims, and vice versa. Chris at Exel Wheels did the most amazing job, straightening two out-of-shape rims, swapping the centres and diamond-cutting the rims.

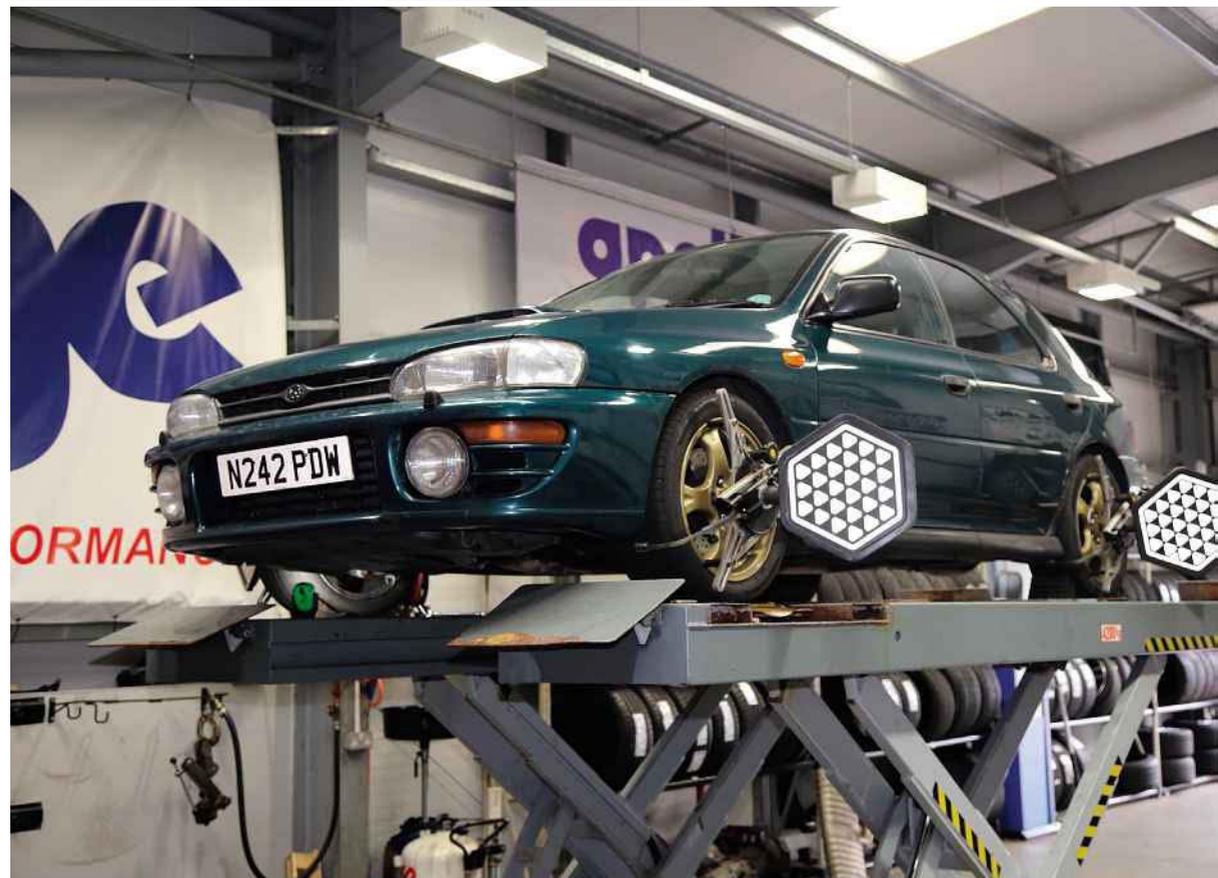
The result? Amazing! The 996 is transformed in looks, ride, braking and driveability. That flywheel makes a remarkable difference, as does the Bilstein kit. RPM Technik talked me through every stage, showed me every part – and thanks to them I have a car worth keeping for a long time. I've spent more than £5000 but it was worth it.

Meanwhile, the Impreza was in surgery too, its power steering rack having sprung a leak and several bushes needing replacement. This one went to Meerkat Garage, near Bedford. Another great bunch, and



Left and facing page

Impreza in the process of having its suspension geometry set by Revolution Motorstore in Gateshead; bargain-buy P38 Range Rover is now looking a lot smarter after some intensive fettling to the interior.



mechanic Vaidas seemed to really enjoy working on the old Scooby.

I sent the rack to Western Steering for its two-day turnaround recon service, which cost £150, and all the front suspension bushes and rear anti-roll bar bushes were replaced with Powerflex equivalents. The old plastic anti-roll bar drop links were swapped for Whiteline alloy links.

Another car transformed! The wonderful Prodrive-spec Bilstein struts have always given a great ride but it feels so much smoother and more precise on the new bushes.

The finishing touch was to finally

pick up my genuine Prodrive Speedline wheels from Revolution Motorstore in Gateshead. Boss Glenn Campbell has developed a geometry set-up for the Impreza Classic, which he used on my car. Again, what a difference, and much kinder on the new Avon ZV7s.

I've spent a lot of time and money but my cars feel the best they ever have. So huge thanks to all involved, and of course to you for actually 'listening' over the years. You can follow my progress on Twitter. Next up, a fast-road V4 engine to be built for the Saab...



canepa



1959 Lister-Chevrolet

BHL 121 is the prototype and first Costin bodied Lister. Raced at Goodwood in its 1959 debut, this car has been completely restored and race prepped. Powered by a 327 Chevrolet V8.

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2005 Kirkham 427 Cobra

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1962 Huffaker Genie MkV

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Octane Cars

BY OCTANE STAFF AND CONTRIBUTORS



MALCOLM GRIFFITHS

Guilt-free, as charged



2017 BMW i3

GLEN WADDINGTON

IT WAS WITH a certain amount of disbelief that I responded to David Lillywhite, when he told me we were getting a BMW i3 as a long-term test 'pool' car. 'Haha, an electric car, in *Octane*, very droll...' Turns out, it's a great leaving present from our outgoing editor.

As I write this, the i3 has been with us just over a week and it's been driven more than 400 miles. No big away days, just a lot of commuting, a couple of diversions in the evening, and a weekend of messing about doing family stuff. We've spent £2.50 on petrol, and only then because of an unplanned pre-office excursion one morning that drained the battery and called upon petrol power.

You see, it has what's known as a range extender. There's a 168bhp, 184lb ft electric motor driving the rear wheels, and it's powered by a 94Ah/33kWh battery pack, which

weighs a not-insubstantial 230kg. When you run out of range (typically we've been managing a little more than 100 miles on a full charge), the engine kicks in to keep the battery charged: it doesn't drive the wheels. You'd notice the difference if it did, as there's just a 647cc scooter-based two-cylinder under the boot floor, generating away with its modest 34bhp. You can hear it, but only just; it's much quieter than the gennies that assault your ears by temporary traffic lights.

The lack of a petrol soundtrack doesn't mean this is an unexciting drive, however. It zings away from a standing start (0-62mph in 7.3sec!) and has you grinning with its silent verve. The steering is keen and sharp, and the low centre of gravity (those batteries sit below the floor and much of the structure is carbonfibre) means you can fling it into corners.

The i3 still feels so modern, four years on from launch, with a genuinely refreshing interior design and funky styling outside, and its focused nature is impressive. It doesn't try to be an MPV or an



From top

The i3 is quick – and saves our classics and our fuel on *Octane* commutes; appropriately futuristic interior.

SUV; instead, this is a fabulous car for two, plus an occasional couple (or kids) in the back, where there's decent space though limited access thanks to small suicide doors that can't be opened when the front ones are closed. The boot's compact but, though those rear seats flip.

And it's not confined to the city. The i3 is comfortable at speed, and entertaining on sweeping A-roads. You just can't go *too* far in it on a single charge. Which means we'll keep you posted about whether we're swapping our green guilt for range anxiety.

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Maserati Mistral Spyder 3.7 Iniezione 1966 LHD

We are very happy to find this Mistral Spyder ! Very neat styling by Frua. One of the 120 ex. produced and sold new in Belgium. Perfect presentation in original colour Blue Sera and beige leather interior. Still with elegant hard-top in Argento Auteuil which came with the car when new. Matching numbers & ASI Targa D'Oro. Combines Italian exclusivity and elegance with very refined and comfortable motoring. **Price : ASK**



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Octane Cars

BY OCTANE STAFF AND CONTRIBUTORS



In the club



1965 AUSTIN-HEALEY 3000 MkIII
MARTYN GODDARD

ONE OF my regular photographic assignments is to shoot the amazing automobiles that go on display in the rotunda of the Royal Automobile Club in Pall Mall. There I have photographed vehicles ranging from Le Mans-winning Audis to vintage Bentleys, and I often watch the cars entering the clubhouse at Sam.

A team, under the supervision of Tony Worsfold, have to remove the revolving doors and use a vast aluminium ramp up the staircase.

A while back I let the motoring committee secretary know that in the future, if they had a cancellation, I would be pleased to

show my Austin-Healey 3000 MkIII. It's been in Goddard family ownership for 29 years and has been featured in many magazine articles, starting with an epic 2500-mile, nine-day road trip in the August 1989 *Supercar Classics*.

The call came for my car to be displayed from 17 July. The logistics were a little tricky as the car lives on the Isle of Thanet, which meant a 2.30am departure for the 75 miles up the M2 to

London to arrive in Pall Mall for Sam. I navigated a route along the Old Kent Road, across Westminster Bridge as the sun rose over the Thames, and up Whitehall to Pall Mall, where I was met by Tony outside the Club.

As I planned to photograph the ascent of the Healey up the ramp, I handed the keys to one of the team to drive my car in. The Healey is small compared with some of the previous cars, such as Ford Galaxie

500 or the Fittipaldi F7, which had to be winched up in reverse to protect its spoilers. Each owner provides a list of dimensions that the crew uses to configure the ramp, and sometimes tyres have to be deflated to slip the vehicle under the front door.

The Healey drove up with no problem. My last duty was to disable the battery kill switch, and slide drip trays under the car to protect that unique carpet...



Left and above

Early morning, and Martyn's Healey is driven off Pall Mall into the Royal Automobile Club's rotunda area.



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Mercedes-Benz 770 K Cabriolet D (W 07) "Großer Mercedes", 1931, one of only 18 exemplars built, ex Erik Charell, extensively restored, Concours condition.



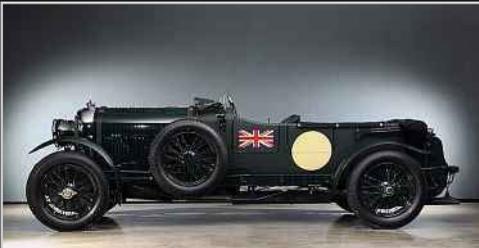
Mercedes-Benz 7,1 ltr. SSK, 1929, restored to highest standard, modified according to SSK specification, FIA-HTP papers, participant Le Mans Classic 2016.



Mercedes-Benz 300 SL Roadster, 1957, rudge wheels, original factory hardtop, 1 of only 25 exemplars built, over 40 years in one hand.



Porsche 356 Split window Coupé, 1951, extensively restored over many years, documented with photographs, original manual.



Bentley 4,5 l Blower, 1930, one of only 50 built, restored at the highest level, very well documented.



Bentley ¼ l Vanden Plas DHC, 1939, matching numbers, well documented, FIVA passport, easy to drive.



Maserati 3,7 l Spider, 1969, only 51 vehicles produced, "matching numbers", only 30.000 km original.



Isotta-Fraschini Tipo 8A SS, 1928, interesting history, 2. Place Concours d'Elegance, ASI Certificate.



Lagonda Rapier Tourer, 1934, ex "Donnigton Collection", extensively documented.



Lagonda 3 l Tourer, 1934, ex "Donnigton Collection", "frame-off" restored, well documented.

Alfa Romeo 6C 2300 Pescara Coupe Pinin Farina, 1937, "One off".
 Bentley 3 litre Vanden Plas Tourer, 1922, early exemplar.
 Bentley Continental GT Speed Zagato, 2005.
 Bentley Speed Six, 1928, Le Mans specifications.
 Bugatti Typ 55 Roadster, 1937, French registration.
 Bugatti Type 51 Grand Prix Race Car, 1933, FIA Papers.

Bugatti 57 C Stelvio Cabriolet, 1937, extensively restored.
 Ferrari Dino 246 GT Coupé, 1972, yellow, "frame-off" rest.
 Iso Rivolta 300 GT, 1964, grey, ZF power steering.
 Lagonda LG 45 Rapide, 1937, ext. restored.
 Lamborghini Countach 400 S, 1982, revised, like new.
 Lancia Stratos HF Stradale, 1975, stunning driving machine.

Maserati 4,9 l. Ghibli SS Coupé, 1971, 1 of only 425.
 MB 170 S Cabriolet A, 1952, maroon red, ext. restored.
 MB 220 SE Ponton Cabriolet, 1959, 1 of only 1200.
 MB 280 SE 3,5 Cabriolet, 1971, white, leather red.
 MB 320 Cabriolet A, 1938, ultra rare, ex Blackhawk Collection.
 Porsche 356 B T6 1600 S-90 Cabriolet, 1961, red.

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Octane Cars

BY OCTANE STAFF AND CONTRIBUTORS

It's a wrap



1934 SINGER 9
LE MANS
JOHN SIMISTER

THAT TITLE MIGHT make you think I've finished the Singer. That it's done, dusted, ready to sing along backroads without a care. Not so: the engine is back together, it runs and it sounds very enthusiastic, but it's still some way off completion.

What I'm reporting on here is the transformation of its radiator shell from a painted finish to the lustrous chrome it should have. The shell had been painted in body colour years ago because it was in a ropey state, so with the help of some filler it aped instead the painted-shell look of racing Singers.

But I wanted chrome. A new, reproduction radiator shell is £695, and then it has to be chromed – so maybe £1000 all in. Ouch. Then a restorer friend, Adam Redding, had a brainwave. 'Vinyl wrapping is all the rage,' he said, 'and have you seen those chrome-look cars?'



So the shell's past repairs were made better, silver paint applied and then it was off to WrapStyle in Uxbridge (www.wrapstyle.co.uk), run by Faisal Mir. His vinyl demons, Alex and Costi, took a sheet of sticky-backed chrome vinyl, stretchable with a heat gun, and lovingly laid it over my shell, sealing the edges and making doubly sure of durability on the inner edge with a strip of heat-bonded black tape, which will be hidden by the grille mesh that bolts to the front of the shell.

It was all done with one piece, joined at the base where no-one will see it. The result is stunning and convincing, but I must be careful not to scratch the surface which is obviously not chrome-hard. This is the first time that WrapStyle has wrapped a rad, so it's a bit experimental.

Will it last? That's what we're all keen to find out.



Above
One ropey radiator shell transformed by sticky-backed 'chrome'.

One-eyed rally hack



1960
TRIUMPH TR3A
ANDREW ENGLISH

LAST NIGHT I watched an episode of *Endeavour*. It's a spin-off prequel to *Morse* – I'm a sucker for a good detective series.

The plot for this episode had more than its fair share of red herrings. What worried me most, however, was the appearance of a one-eyed sports car in the first ten minutes. Was this fate or are one-eyed cars stalking me?

This all started when I bought two new lamp units for Yoo Hoo. I fitted them the day before the

MoT test, drove it round the block and got back.

'Where's the headlamp?' asked Mrs English. The nearside lamp had fallen out and disappeared. I drove back to Moss and purchased another lamp, swearing as they only come in pairs. Fitted them on the morning of the test and drove there. Yoo Hoo passed with flying colours until the tester took it out for a quick brake check. There was a clang and a scrunch, and – you're ahead of me here – the very same nearside lamp fell out and he ran it over. Good job I'd got two, then.

I've now driven Yoo Hoo all of five miles and its third new headlamp unit appears to be quite happy in place. What's more, the new Revington-sourced steering



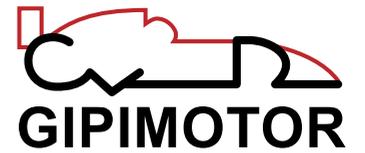
rack conversion is light and direct.

Next week the car's off to Larry Rose to have the trim reattached with slightly more permanency than the double-sided tape used when I first got the car. And then it's done – apart from driving it and seeing what falls off.

Above
Where did it go? Now Andrew is contemplating which historic rally to enter the TR3a into, with daughter Scarlett as co-driver.

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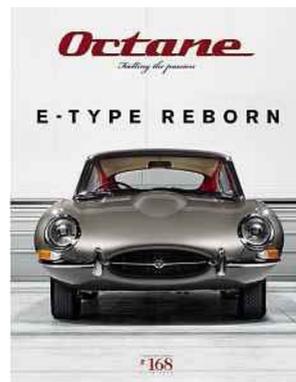
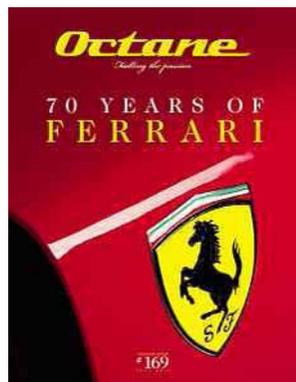
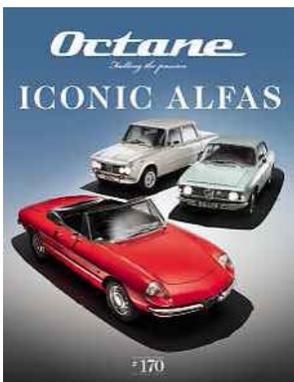
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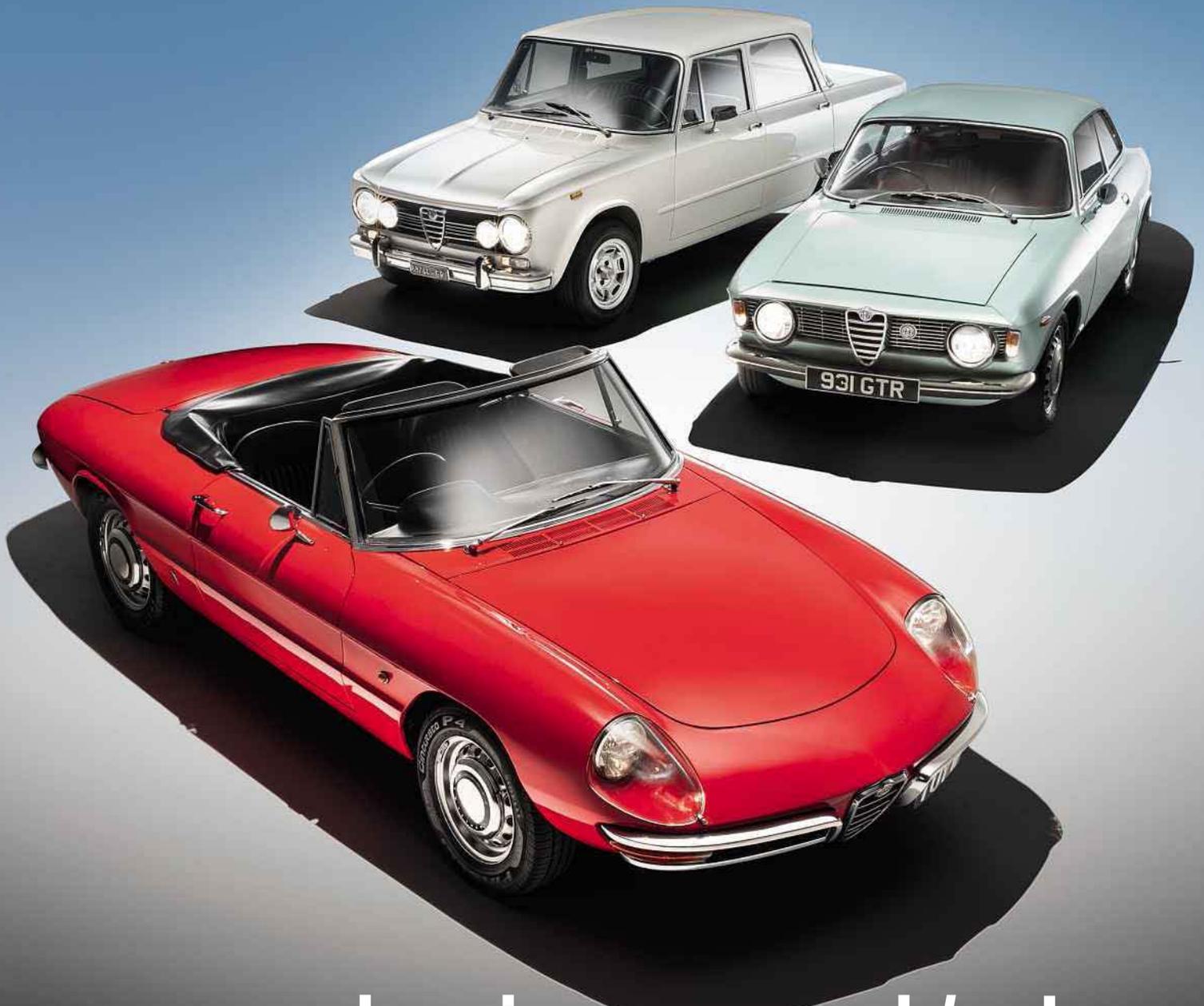
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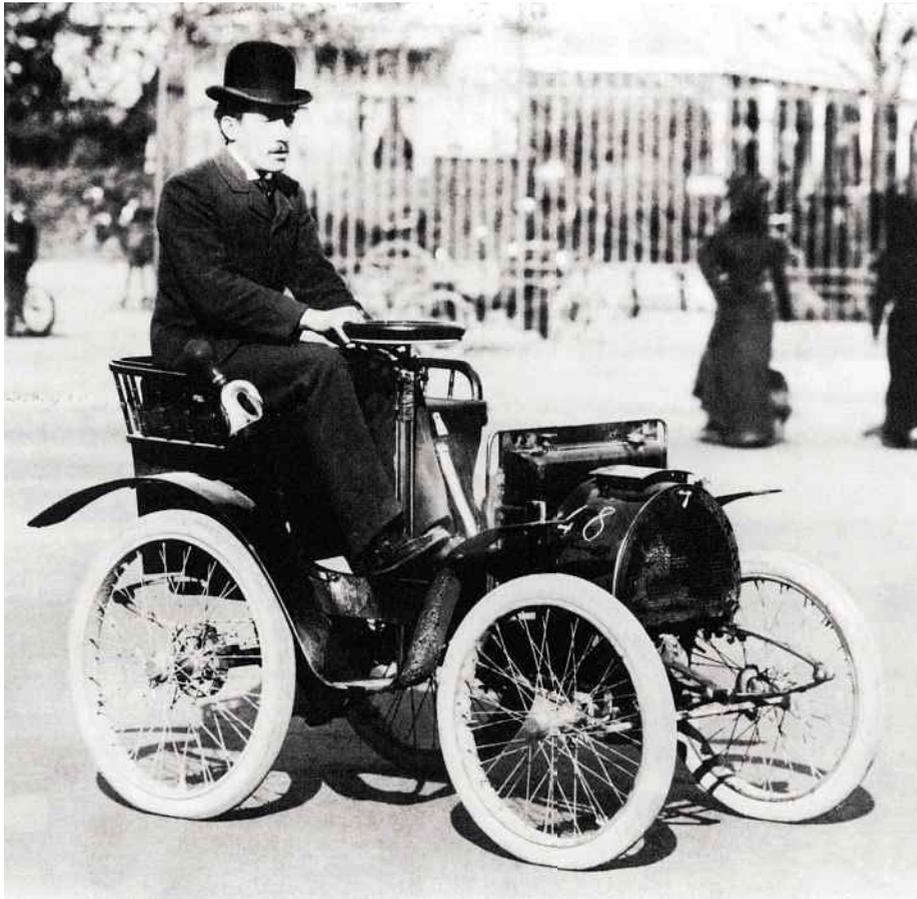


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Gone but not forgotten

WORDS GILES CHAPMAN



LOUIS RENAULT

National villain or much misjudged character? The man who led the French marque will always be controversial

IF THE TITLE OF THIS PAGE could be lightly modified, then Louis Renault is more accurately described as 'Gone but not forgiven'. The French have loved many of the cars that sport his name. But they hate him. When the company commemorated its centenary in 1999, his descendents were pointedly ignored, and it's rumoured that anyone who publicly suggests history has been unjust to Louis – which is, in fact, possible – can find strange things happen to them, such as a sudden visit from the taxman.

At the centre of this national heresy is Louis Renault's fraught relationship with the Nazi regime and the Vichy government in World War Two. He's vilified as a collaborator of the worst kind because, in 1940, he agreed to build 30,000 lorries for the Germans, and his huge Boulogne-Billancourt factory in Paris was turned over to supporting the occupying forces. His defence was that, unless he complied, the plant would be stripped of equipment that would be transported to Germany, along with his 40,000 workers.

'Give them the butter or they will take the cows,' he's supposed to have reasoned.

What a contrast to his role in World War One. Then, Louis pulled out all the stops to mass-produce a tank – the FT – for France that played a vital role in the technological fightback. For that, he was awarded the Légion d'Honneur.

Louis had been the driving force in terms of vehicle design since he and his brothers set up as Renault Frères in 1899. With Marcel killed on the 1903 Paris-Madrid road race, and Fernand finished off by ill health in 1909, Louis came to own all of it. And a spectacular success he made of it, too – at one time building more cars a year than Ford, and becoming one of France's biggest and most successful enterprises by the '30s.

He was superb at manufacturing and jealously proud of his empire in which he and his family held stakes of 95%. Yet therein lay his flaw. Greed and power turned him into a pint-size ogre, a paranoid Napoleon with a harsh disregard for his workforce. He toughed out a confrontation in

'VILIFIED AS A COLLABORATOR OF THE WORST KIND BECAUSE HE AGREED TO BUILD 30,000 LORRIES FOR THE GERMANS'

the French General Strike of the late 1930s, but came to loathe all Socialist thinking. His idea of industrial relations was to crush and bully, and he's widely held responsible for the antipathy for capitalism that persists in France to this day. It got worse. He showed his anti-Semitism by insulting his main rival, André Citroën, as 'the little Jew'. In 1938, he visited Adolf Hitler in Germany, almost certainly to share sympathies.

His workers are said to have sabotaged trucks set for the Nazis, fitting wrong-length dipsticks so oil levels would be misjudged and the engines would seize. And the Allies pounded Billancourt.

In September 1944, after the German surrender, Louis was arrested and banged up in Fresnes Prison in Paris to await probable trial for war crimes. Yet he was already a seriously sick man; 13 days later he was moved to a psychiatric clinic, and on 24 October he died, aged 67.

The official cause of death was urine in his blood. But it seems likely that he was tortured and battered in prison. A nun working there said she saw one jailer hit him hard on the head with a steel helmet; if it's true, then the blow was doubtless struck (in the mind of the anonymous assailant) on behalf of an entire nation, livid at Renault's war-time profiteering.

Charles De Gaulle made sure Renault's family would never see any inheritance. He nationalised the manufacturer in 1945, and the state has retained a stake ever since. Curiously, the Renault name was kept, although the firm's post-war success was down to manager Pierre Lefauchaux, who turned the Louis Renault-conceived 4CV (that rear-engined concept not unlike the Volkswagen) into a huge success.

The Renault family has tried and failed to win compensation. Louis's widow Christiane alleged in 1956 that he was actually murdered in prison, but that – along with claims that he'd only tried to do the best for his workforce – cut no ice.

Again, in 2012, Louis's grandchildren argued in court that he'd had no choice but to work with the Wehrmacht, or his workers would have been repatriated to toil for Daimler-Benz. Their 'revisionist' attempts to get compensation were thrown out, despite the fact that Renault himself was never tried for his alleged wrongdoing.

Was he simply a scapegoat for a nation's anger? The absolute truth about a giant of the global motor industry will never be known. None of the many great Renault cars can do much to shift the national perception that Louis was a traitor.



Photo: Stirling Moss Collection

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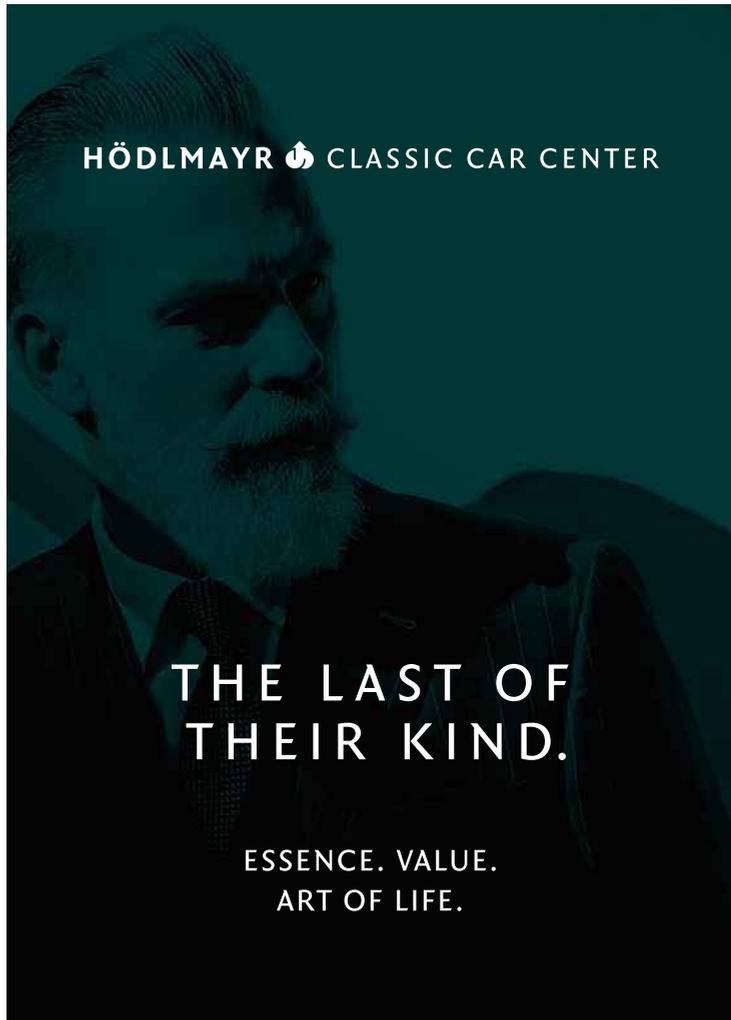


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MOBIL PEGASUS

Famous red flying horse that soared over other corporate logos

THE STORY OF the American petroleum industry is one of countless company mergers, anti-trust de-mergers and name changes. Mobil's Pegasus, one of the most famous logos in American corporate history, has been stabled with more than one of them.

It started its corporate life in 1911, as the trademark of a South African subsidiary of New York's Vacuum Oil Company. A future owner, the newly formed, Dallas-based Magnolia Petroleum Company, entered the mix in the same year. In 1922, the 400ft, 29-floor Magnolia Petroleum building opened in Dallas, as the city's first skyscraper and the tallest building in Texas. Three years later Standard Oil of New York acquired Magnolia, later merging with Vacuum and adopting its Pegasus. In 1934, ready for the first annual meeting of the American Petroleum Institute, a 35ft by 40ft, neon-lit, double-sided, rotating Pegasus atop a stylised oil derrick was constructed on the Magnolia building's roof.

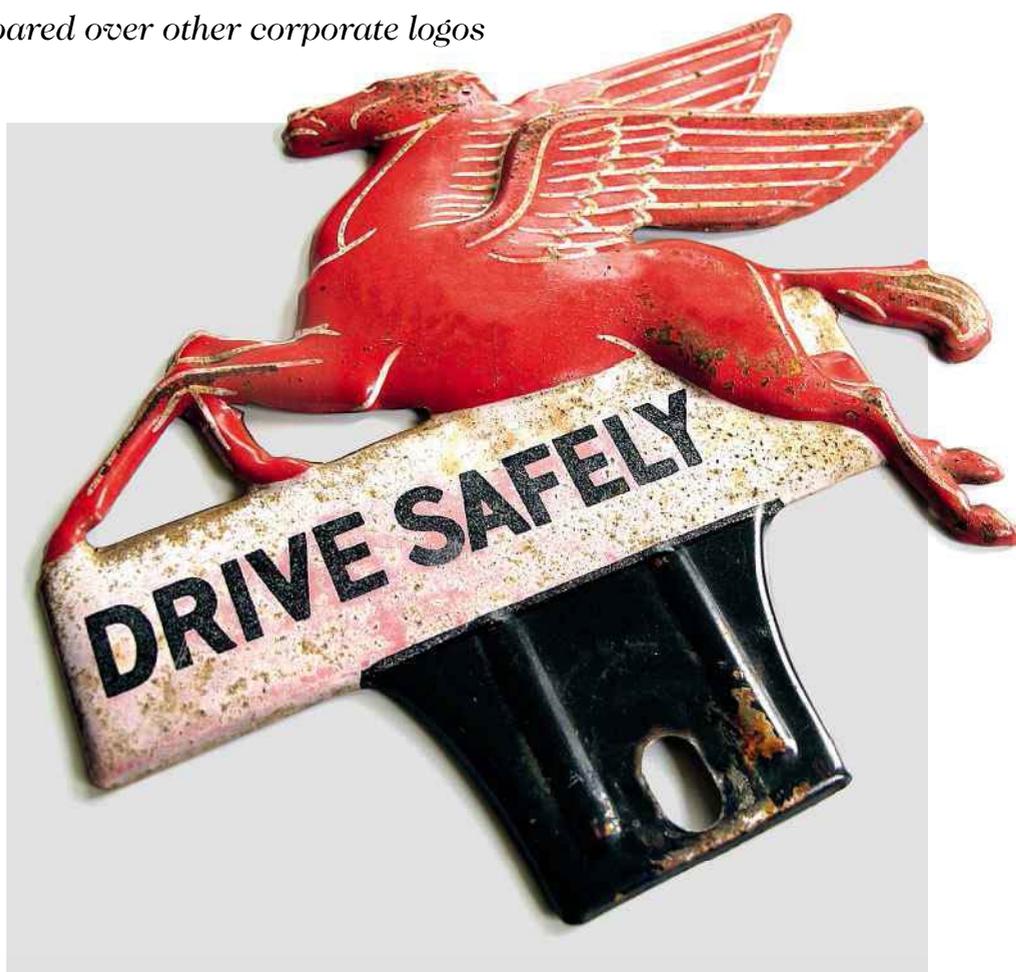
For two decades the building remained the tallest in Dallas, and the glowing horse, visible for miles, became symbolic of the city until the neon failed in the 1990s. By then, what had become Mobil had long moved out, and the building was eventually redeveloped into a luxury hotel. To the new owners' credit they decided to restore the sign, and as the Millennium broke Pegasus once again soared over Dallas.

In the same year as Pegasus rose above Dallas, Chrysler sought to promote its revolutionary Airflow models with an economy run in which it set a number of class records over distances of up to 2000 miles. Prominent on the heavily sign-written cars was the Mobilgas shield and Pegasus.

Two years later, Mobil commenced what became a much-publicised motoring marathon with the intention of determining the most economical US cars. The coast-to-coast Mobil Economy Run was held annually from 1936 to 1968. Special fuel tanks to accurately measure consumption were mandatory, and a specialist breed of 'light-footed' drivers soon evolved.

Post World War Two, Mobil took to the track. The 1946 Indy 500-entered, Pegasus-bedecked Novi 'Governor' Special set the then-fastest-ever lap of the Indianapolis Speedway. But Pegasus really took off in 1947 when, emblazoned on the nose of John Cobb's Railton Mobil Special, it became the first horse to travel at over 400mph.

The Carrera Panamericana, run between 1950 and 1954, featured some of the most advertising-laden cars in motor-racing history. With the red



'JAMES DEAN'S SPEEDSTER WORE THREE; A PEGASUS "DRIVE SAFELY" LICENCE-PLATE TOPPER MIGHT HAVE BROUGHT BETTER LUCK'

horse now sported on foreign 'exotica' such as Ferrari, Lancia and Porsche, Pegasus became de rigueur on American circuits. In his first event, budding racer, teen idol and soon-to-die James Dean sported three on his Porsche Speedster. In retrospect, a Pegasus 'Drive Safely' licence-plate topper might have brought better luck.

Sheets of Mobil-licenced decals carried very precise instructions on positioning Pegasus. So, you boy racers out there, take note. For the correct angle of attack, Pegasus *must* be positioned such that its nose is parallel to the ground. Pegasus is, by the way, the only corporate logo that has a left-hand and right-hand version.

In 1940, Edward Hopper – one of the great 20th Century American artists, renowned for

his depictions of enigmatic moments that seem suspended in time and loaded with mystery – created a masterpiece entitled *Gas*. Its melancholic mood couldn't be further from the adrenalin-fuelled excitement of the racetrack.

The painting is bisected by a trio of monolith-like Mobil 'gas' pumps facing a forest across a road that is little more than a track. Darkness approaches, and a man at the pumps appears to be locking them for the night. Light spills from the tiny clapboard filling station, soon to be engulfed by the blackness of the forest. One wonders, has the man sold any gas today; will he tomorrow? Has a car even passed this way? Rather than carrying the man to freedom, has Pegasus made him a slave to the automobile?



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STILL GOING STRONG AFTER ALL THESE YEARS

Six decades after it arrived, IWC's Ingenieur remains 'the super timepiece of modern times'

THE INGENIEUR IS THE CORE of what IWC is about – at least as far as I'm concerned. I know that the Pilot's watches are a big deal. I am also well aware that the Portuguese is probably the most famous watch that the Schaffhausen-based brand can field. Moreover, both these models are older than the Ingenieur. However, the latter has the distinction of having been worked on by two of the towering geniuses of the Swiss watch industry during the second half of the 20th century: Albert Pellaton and Gerald Genta.

In 1944, Pellaton was appointed to the post of technical director of the International Watch Company in Schaffhausen, on the banks of the Rhine in the German-speaking part of Switzerland. He would revolutionise the company with the Ingenieur. After the war, watches for scientists that resisted magnetic fields were all the rage. Rolex came up with the Milgauss, Omega brought out the Railmaster. Even brands not known for their tool watches made timepieces that resisted magnetic fields: Patek's Amagnetic is a highly sought-after collectable.

Pellaton was brought in to help decide the company's future direction, and the future he foresaw was anti-magnetic and automatic. Magnetism, even in relatively low levels of the sort generated by small electric motors, can disrupt a watch's functioning (I try to keep my watch away from my mobile phone). Even though there were no mobiles in Pellaton's day, the principle of anti-magnetic watchmaking was already well established at IWC. That was thanks to the company's expertise in producing pilot's watches, in which the movement was protected from magnetic fields by a soft iron inner case.

When it came to creating an automatic movement, Pellaton had very strong ideas. Instead of using the rotary movement of the oscillating weight to wind the watch, Pellaton converted the actions of the rotor into a back and forth movement using two pawls. The most noticeable benefit was that of functioning bi-directionally; many rotary-wind automatic systems still tend to be unidirectional, with energy being gathered only one way. Pellaton's system made use of both directions, and as a result it was very energy efficient – rewinding speed can be an issue if the movement has a low power reserve.

The anti-magnetic construction and the Pellaton movement came together in 1955 with the launch of the Ingenieur, a watch billed with much fanfare as 'The super timepiece of modern times'. Advertising material showed the watch alongside radio masts, protons, experimental aircraft and men in white coats holding test tubes. This was the golden age of sci-fi, and, with the Ingenieur on his wrist, mid-century man was ready for the challenges of the modern age.

Yet while the technical spec was bang up-to-date, the design was subdued – so in 1976 the blisteringly brilliant Gerald Genta was brought in to sex up this totemic timepiece. In so doing, he created one of the great watch designs of the time. To my eyes it ranks alongside his other triumphs of that period, the Royal Oak and the Nautilus.



**'WITH THE INGENIEUR ON HIS WRIST,
MID-CENTURY MAN WAS READY FOR
THE CHALLENGES OF THE MODERN AGE'**

Over the years, the Ingenieur has been periodically revived and reinterpreted. I think the 2005 50th anniversary model, which featured a light reworking of the Genta design, was a good, solid re-establishment of a classic, featuring an updated version of the Pellaton pawl wind. This in turn gave rise to the Big Ingenieur, which was marketed as an explorer's watch, and which adapted Genta's case shape to a leather strap that housed the brand's celebrated eight-day movement.

At around this time the model was chosen to be the flagbearer for the relationship between AMG-Mercedes and IWC, so it made perfect sense that, when a new Ingenieur line-up made its debut earlier this year, its first public appearance was at the Goodwood Members' Meeting. Today, the model has returned to the lines of the 1955 original, and to reinforce the link with period design a '55 300 SL was on hand as another example of enduring period engineering.



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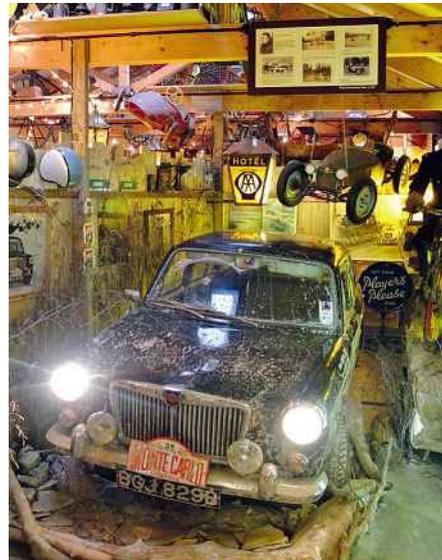
Places to go

WORDS AND PHOTOGRAPHY BARRY WISEMAN



Clockwise from left

A true motoring gem in the Cotswolds, the Bourton museum is a kaleidoscope of cars, motorcycles, models and automobilia representing individual decades from the 20th century. Oh, and toys, too...



COTSWOLD MOTORING MUSEUM AND TOY COLLECTION

Quirky but comprehensive collection in a gorgeous village

THE MODERN GENERATION possibly looks back at the mid-20th Century and imagines it to have been a somewhat monotone world. Yet cross the old bridge over the stream at beautiful Bourton-on-the-Water, and enter the mellow stone buildings of the 18th Century watermill that is now the Cotswold Motoring Museum and Toy Collection, and you're in for a shock. Smiling staff will welcome you to a riot of colour in its halls, with some 800 enamel signs hanging on the walls and in the rafters. Along with the petrol globes, cans and pumps, they'd be worth the admission alone.

Mike Cavanagh assembled the initial collection. He once found a Pegasus Motor Spirit enamel sign lashed to a gate near his home in Eastern Cape, South Africa, traced the owner and bought it, and thus was started his enthusiasm for collecting automobilia.

The museum has much more, along with a fabulous collection of cars – not exactly exotica, but superbly appealing. For instance, there's a 1935 Austin taxi made even more interesting by its history; it's covered more than 700,000 miles, and was taken by Mike to South Africa and then brought back to England in 1977. Soon after, he bought the mill to house his finds.

He carried on adding to his collection for two decades, until it was acquired by the CSMA – the Civil Service Motoring Association. During the ownership of that organisation the museum has grown and flourished, without losing any of

its original owner's air of enthusiasm. It's literally bursting with cars, motorcycles and even caravans. The cars are mostly British, and include fine examples of a 1930 Austin Swallow and Chummy, 1934 MG J2, 1950 MG Y and MG TD, 1933 Morris Minor, 1936 Austin Nippy, 1937 Austin 10 Clifton, Jaguars MkV and XK140, and more, totalling around 30. There are some 20 motorcycles, including a 1924 Indian twin, 1934 Levis, 1936 Brough Superior and 1919 ABC motorised scooter. An 1864 boneshaker, 1888 Hudson penny-farthing and more cater for bicycle enthusiasts.

This is more than a transport museum. It's a trip into the past, with every room representing an era of the 20th century. The Jack Lake Room represents Jack's Bourton garage. One of the town's first three drivers, he went from chauffeuring to running a garage near the museum for 60 years. His office has been reconstructed here, and is surrounded with artefacts representing a typical country garage.

In another room, an MG 1300 crashes over a muddy road. The car was driven by Tony Davies – former CSMA chairman – and Alan Smith on the 1994-95 Monte Carlo Challenge Rallies. They won their class that second year. And don't miss the replica of Henry Ford's 1896 Quadricycle, built by Ford apprentices in 1963.

The toy collection is entrancing, from fabulously detailed pedal cars to Scalextric and Meccano, and it includes the kids' TV star

'Brum'. Meanwhile, John Attwater's huge scale model collection represents every Ford made.

This bright, happy place is a great credit to the CSMA, which has expanded the collection without losing any of its charm. The gift shop is one of the best, too, with a large range of model cars among all the other motoring-related merchandise, postcards and books. The informative museum guide reflects this fabulous gem set in the heart of the Cotswolds.

Cotswold Motoring Museum and Toy Collection, The Old Mill, Bourton-on-the-Water, Gloucestershire GL54 2BY is open daily 10am-6pm from mid-February to mid-December.

Admission: Adults £5.75; Children 4-16 years £4.10. Family: Two adults and two children £18. www.cotswoldmotoringmuseum.co.uk for further info.

Spectacular Centenario



Created to celebrate the centenary of Ferruccio Lamborghini's birth only 40 examples of the Centenario were built, half coupes and half convertibles. All were pre-sold (at 1.75 Million Euro each!) before the car's debut at the 2016 Geneva show but can own one as a superb hand built miniature thanks to official Lamborghini suppliers MR Collection & Looksmart.

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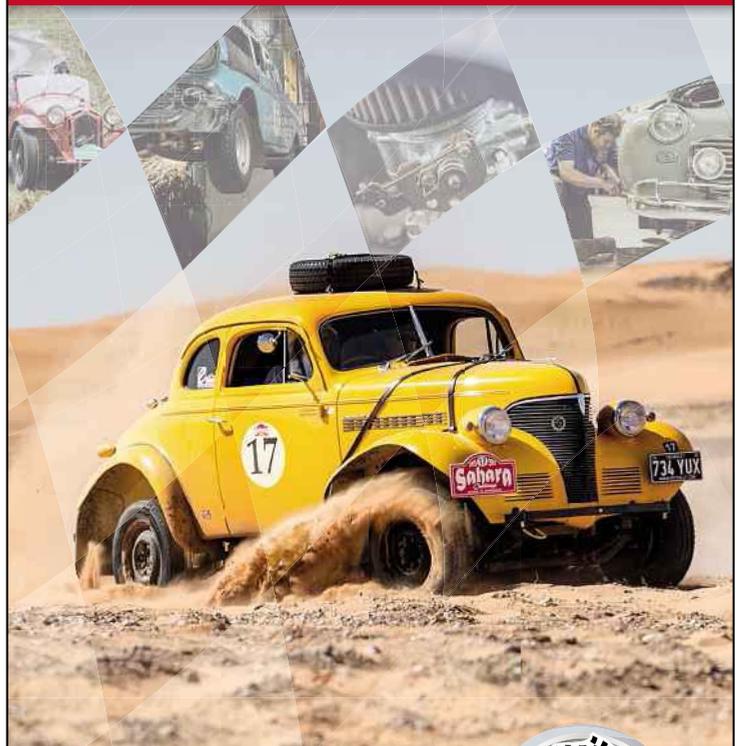
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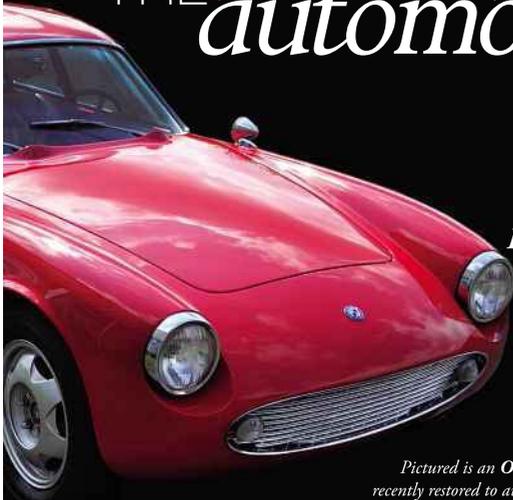
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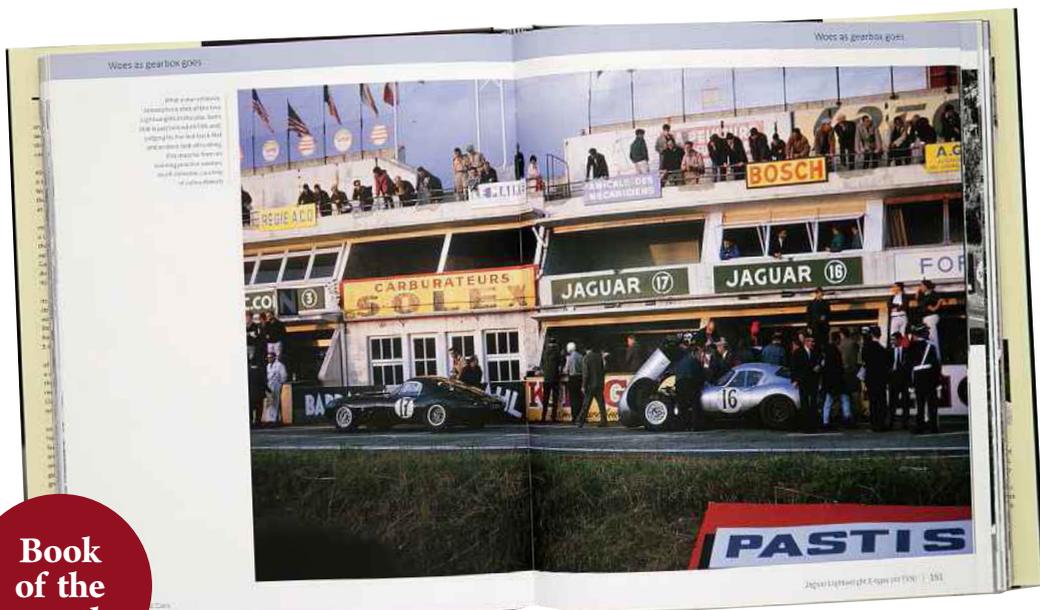
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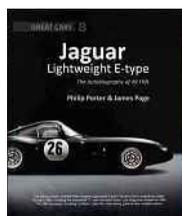
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Book of the month

Jaguar Lightweight E-type: The Autobiography of 49 FXN

PHILIP PORTER & JAMES PAGE, Porter Press International, £60, ISBN 978 1 907085 20 8



The tale of the Lightweight E-types is long, convoluted and much covered in print, mostly by Philip Porter. Indeed, the first subject for his publishing company's *Great Cars* series was the first Lightweight, 4 WPD.

This book, number nine in the series, places one of the low-drag coupé versions under the forensic lens, the car raced and developed by Peter Lumsden and Peter Sargent: 49 FXN.

Being called Peter was clearly an advantage in the low-drag coupé world, the 'British Peters' meeting Peters Lindner and Nöcker and their own, differently developed coupé on Europe's circuits. Maybe you thought all the low-drag cars had a common genesis, but the various aero-enhanced coupés ploughed their own individual furrows, far from factory influence.

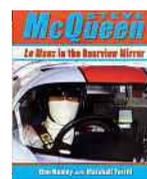
The point of this hefty and beautifully produced book is the examination of that furrow, from the purchase of 49 FXN in 1961, via metamorphosis into its definitive form, through its owners, races, misfortunes and remedies to its deliciously authentic, properly restored condition today.

This E-type began in 1963 as one of the original, aluminium-monocoque, fuel-injected Lightweight roadsters, and crashed heavily in its very first race, the Nürburgring 1000km. Re-shelled, thus using up another of the planned run of 18 shells, it raced busily onwards until aerodynamics expert and mechanical wizard Sami Klat, who had worked with Frank

Costin, came up in 1964 with ideas for a more wind-cheating form. Instead of using a wind tunnel, he took photographs of the modified E-type moving on a motorway, string tufts aligning with the airflow.

The book covers this and every other development in such depth that, for this Lightweight, Porter has shared the task with author James Page. There are interviews with Klat and the British Peters, with racing rivals of the time, and with every surviving subsequent owner as 49 FXN moved from frontline GT racer to club machine and drag racer, from Britain to the US and back, from dark green through red-and-gold, metallic blue, a too-bright green and now back to correct darkness.

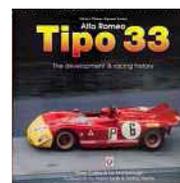
There are tales of filler and chicken-wire as Klat's original shape was re-approximated after a skirmish, images of the original build sheet, the registration book and invoices. There are myriad racing shots and a fabulous photo gallery of the car as it is today. Nothing is left out. Prepare for a long read. JS



Steve McQueen: Le Mans in the Rear-View Mirror

DON NUNLEY, Dalton Watson, £59, ISBN 978 1 85443289 6

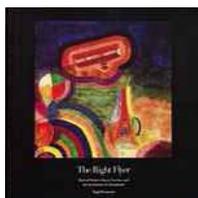
'It was the strangest picture that I ever worked on in three decades of film making. And I can confirm that it was not a fun experience.' So says author Don Nunley, property master (responsible for sourcing all props on set) for McQueen's infamous *Le Mans* movie. This sets the tone for an honest and fascinating account, warts and all. Many of the anecdotes are new to us, as are the pictures, being Nunley's personal shots. Better than the classic 'making of *Le Mans*' book *A French Kiss With Death?* I think it is. DL



Alfa Romeo Tipo 33

PETER COLLINS & ED MCDONOUGH, Veloce, £45, ISBN 978 1 787111 31 8

This is a 'Classic Reprint' of a 2005 book, in which everything that happened to the sequence of sports-racing cars dubbed Tipo 33 is poured into a great baking tray of words, cooked for a bit, then turned out into giant blocks of dense, relentless prose distressingly short of paragraphs. Persevere, though, and you'll uncover the story of these fabulous and sometimes successful racers, with the occasional quote from those who built and raced them. There's an interesting look at the 33-based Carabo concept car, too. Pricy for a reprint. JS



The Right Flyer

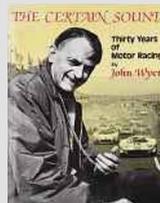
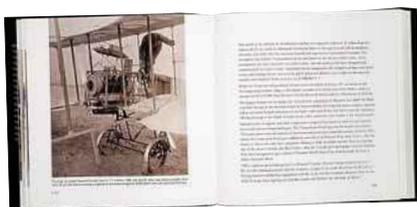
REG WINSTONE, *Faustroll*, £39.95,
ISBN 978 0 9569811 0 3

Clever title. We all know that Orville and Wilbur Wright's *Wright Flyer* performed the world's first powered aeroplane flight in 1903, but author Reg Winstone considers this achievement over-rated compared with that of Gabriel Voisin and Henry Farman in 1907.

Their Voisin aircraft was the 'right flyer' because it was the first to 'take off unaided under its own power, negotiate a predetermined course and land in a fit state to reascend unassisted'. So this rather attractive and often humorous book tells the story of manic inventor Gabriel Voisin and his brother Charles, the Anglo-French Farman who was an ice-cool racing driver as well as a

daring pilot, and Voisin aircraft No 1 and 1-bis.

Unlikely and fragile flying machines in period photographs, satirical cartoons and Impressionist-like paintings abound. The backdrop is one of US-French aero rivalry, brought to life by quotes from the time and backed up by fascinating biographies of all the *dramatis personae*. There's an appraisal of the protagonists by luminary Dr Fred Lanchester too. JS



The Certain Sound

JOHN WYER, *Edita SA*, 1981,
value today £225

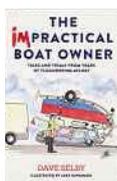
Collector's
book

At a generous 9in by 11in, this autobiography was unusual for its time in having lots of illustrations – before then, biographies of drivers and race personalities tended to be mostly text based. It also had remarkably high production values, being published by the same Lausanne-based house that was responsible at the time for *Automobile Year*.

There have been two editions over the years: the original is pictured here, and a second one followed with a silver cover featuring a Ford GT40 and a Porsche 917. The later edition is worth slightly

less than the first, but it was an expensive book when new and values have never dipped very much.

Because of Wyer's association with Aston Martin, the GT40 and the 917, this book has a wide appeal and should find a home in many enthusiasts' libraries. Ben Horton



The Impractical Boat Owner

DAVE SELBY, *Bloomsbury*, £9.99,
ISBN 978 1 4729 4484 9

Dave Selby used to be a classic car journalist – indeed, he still appears in our *Market News* section (see page 192) – but in recent years he's gone over to the dark side of writing about boats. This little softback is a collection of his columns for *Practical Boat Owner*, centering on his experiences with a bargain-basement Sailfish 18 'trailer-sailer', and it's trademark Selby: witty, intelligent and self-deprecating. Read it and remember that there are worse things to own than classic cars. MD

Berlinetta '50s: Rare Italian Coupés of the Fifties

XAVIER DE NOMBEL & CHRISTIAN DESCOMBES, *Dalton Watson*, £69, ISBN 979 10 90267 28 2



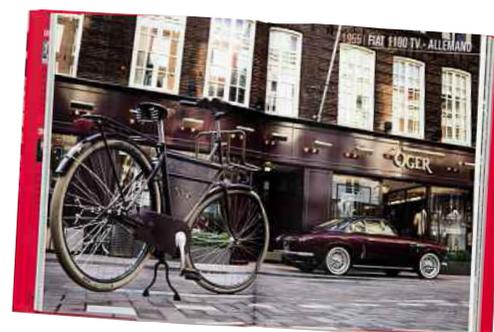
There has been a spate of lavish books majoring on what critics perceive as Italian styling's most fruitful era, and this is another variation. But that's not to belittle the achievement here of writer Christian Descombes (late of French magazine *Automobiles Classiques*) and photographer Xavier de Nombel.

The bulk of the book is divided into five slightly nebulous themes, such as 'Escaping Uniformity' and 'In Praise of Lightness'. Into these are coaxed a brief scene-setting page followed by detailed photo-essays on several cars – maybe five, maybe ten, always coupés – with a strong aesthetic story to tell. The photography is close to salivation-inducing at its best, with full-page detail shots and full-spread statics, often in unusual settings. That of the Ferrari-like 1955 Fiat 8V Speciale by Pininfarina, with a red-herring BMW 328 peering out of the adjacent garage, is one example. Children running in a blur around a 1954 Alfa 1900 SS Zagato is another.

Some of the usual suspects are here: the Bertone BAT cars, Ghia's Fiat 8V Supersonic, Pininfarina's Cisitalia 202 SC. Others are a delight to discover, such as Vignale's bubble-roofed Nardi Raggio

Azzurro, from 1955 but with a 1960s crispness, and finished of course in two-tone metallic blue.

As a picture-fest this is a delight. As a work of historical commentary and analysis it's not quite so successful, despite a worthy foreword by Lorenzo Ramaciotti, who until 2015 was the head of design for Fiat Chrysler. The company-by-company guide to all the 1950s *carrozzerie* is useful, though, and the translucent-paper prints of renderings and blueprints within the foreword are pleasing touches. So is the revelation, by a sleek Michelotti sketch, that sometimes the sketch was all the metal-shapers had to go on, interpreting it as they saw fit. JS



Gear

COMPILED BY OCTANE STAFF

SINGER FINE ART PRINT

A Williams Advanced Engineering automotive engineer by day, Jean-Yves Tabourot fills his spare time as an artist and photographer. We're particularly fond of his (61 cm x 61 cm) giclée print of the rear end of a Singer 911. The subject matter is apposite – Williams has been working with Singer to produce a bespoke flat-six motor.

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Five-time Le Mans winner Derek Bell is familiar to *Octane* folk: watchmaker Omologato is now spreading word of his talents with the limited edition Derek Bell 500 chronograph. It celebrates Bell's first Le Mans win, driving a Gulf Mirage GR8 alongside Jacky Ickx, in the 1975 event.

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Models

REVIEWS AND PHOTOGRAPHY MARK DIXON

1. 1:18 scale 1937 Auto Union Type C

By CMC Price £367.95 Material premium diecast

A new model from German company CMC is always an event, and when it's of a V16 Auto Union, as the phrase goes, what's not to like? The point being that there is always *so much* to like about these superfine, Chinese-assembled models, which incorporate a vast number of components – over 1200 in this case – and which are the equal of pretty much anything handmade that you might find in a museum.

As usual for a CMC model, it has exceptionally fine wire wheels, built up from aluminium rims with stainless

steel spokes and nipples. Front and rear sections of bodywork lift off to expose the V16 engine and its associated plumbing, while the cockpit includes a seat trimmed in perforated fabric. The radiator grille comprises thin steel slats, every one of them drilled with dozens of lightening holes... You get the picture.

There are a few tiny crosshead fixing screws that stick out like sore thumbs because the rest of the model is, well, so perfect. But that's why it costs hundreds rather than thousands of pounds.



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

1:43 scale

2. 1959 Maserati 250F

By J-F B Models Price £253.35

Material Resin handbuilt

Expensive, but Maserati aficionados will appreciate this fine model of Zora Arkus-Duntov's colourful Meadowdale entry.

3. 1971 Lancia Dunja HF concept

By Alezan Price £163.30

Material Resin handbuilt

It looks like a Saab Sonett III – and both cars were designed by Sergio Coggiola: the Lancia to promote Glasurit paint.

4. 1957 Ferrari-Mercedes 750 Monza

By Faenza 43 Price £188.95

Material Resin & metal handbuilt

Yes, you read that right: this entry in the 1957 Venezuela GP was fitted with a Mercedes Gullwing engine. One suspects it was a tight squeeze...

5. 1970 Opel Commodore 3000 GS

By Minichamps Price £59.95

Material Diecast

So much to look at on this Spa 24 Hours model – and all beautifully executed. Good value for this level of detail.

6. 1940 Tatra T87

By Neo Price £67.95

Material Resin cast

Appropriately finished in black for 1940, when Czechoslovakia had been invaded by the Nazis, this is a super model of the Tatra, a favourite among SS officers.

7. 1948 Talbot-Lago TG26 Gran Sport

By Matrix Price £119.95

Material Resin cast

The appliqué brightwork on this model of a Saoutchik-bodied car is exquisite – as is the finish and detailing generally.

8. 1970 Dodge Challenger Trans-Am

By Spark Price £51.95

Material Resin cast

Hardly subtle, but very appealing, Sam Posey's lime green racer has been very well depicted by Spark. Good value, too.

9. 2017 Aston Martin DB11

By TrueScale Miniatures Price £89.95

Material Resin cast

Based on Aston's first right-hand-drive press car, TrueScale's excellent model is finished in authentic Cinnabar Orange.

Classic Models

Airport Limousine by Auburn Rubber Co



'Safe, sanitary, scratchproof and durable' – qualities that the Auburn Rubber Company reckoned would make their toys best sellers.

The business originated in 1913 as the Double Fabric Tire Company, making tyres for the locally produced Auburn cars in the town of Auburn, Illinois. It began to diversify into other rubber products in the 1920s, and the introduction of some toy soldiers in 1935 proved so popular that the company quickly brought other types of playthings to market.

Meanwhile, the Auburn car company had been taken over by Cord, so it's not surprising that

Auburn Rubber's first toy vehicle was a coffin-nosed Cord, now a sought-after collector's item. Many more cars, trucks, fire engines, racing cars and tractors were to follow.

After World War Two, Auburn's moulded toy vehicles continued in production but the raw material used was now vinyl plastic rather than rubber. The Airport Limousine is typical of that era. Loosely based on a Plymouth, it's a simple one-piece moulding with solid windows, whose flexibility would make it practically indestructible. The yellow wheels have no pretensions to realism but the designers managed to incorporate

a surprising amount of detail, particularly in the figures moulded in relief on the side windows, which have hairstyles and headgear characteristic of the era.

As happens to most toy lines in the end, Auburn's cars fell out of fashion and the company folded in 1969, having moved its operations to New Mexico a decade earlier.

Although the rubber used on the earlier vehicles tends to harden and cause the paint to flake off, plenty of the later vinyl examples have survived in good condition and usually need no more than a wash in warm soapy water to make them presentable.

WORDS AND PHOTOGRAPHY: ANDREW RALSTON



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**FERRARI 275 GTB 6C
ALLOY**

1 OF 38 ALLOY BODIED FROM A TOTAL
PRODUCTION OF 94 CARS



FERRARI 330 GTS

49TH OF 100 CARS BUILT
AWARD WINNING CONCOURS RESTORATION
FACTORY TURIN MOTOR SHOW CAR



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DAYTONA**

2 CARS IN STOCK



FERRARI 512BB

ONLY 2 PREVIOUS OWNERS
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1 OF ONLY 2 RHD CARS DELIVERED TO THE UK
LESS THAN 2500 MILES FROM NEW



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BROADSPEED GTs RACE CAR AND
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UNIQUE OPPORTUNITY TO PURCHASE TWO
ICONIC MINIS



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TOTAL PROFESSIONAL RESTORATION
FULL MATCHING NUMBERS



PORSCHE 911E TARGA

VERY ORIGINAL
6K MILES & ONE FAMILY OWNED SINCE NEW



BUGATTI EB 110

2 OWNERS FROM NEW
LOW MILES WITH EXTENSIVE SERVICE
HISTORY



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XK150**

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INCLUDING PERIOD COMPETITION CARS



JAGUAR E-TYPE S1

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ASTON MARTIN IN THE THAMES VALLEY

Mobile
07836 222111

Email: sales@runnymedemotorcompany.com



1961 Aston Martin DB4 series II finished in Wedgewood blue with contrasting pale grey hide interior. Supplied by us to its current owner some 20 years ago, the car comes with a substantial history file and a detailed list of all recent maintenance. Rare in this colour and sitting on chrome wire wheels, the car is both cosmetically and mechanically excellent. Very reasonably priced to achieve a quick sale, this is an opportunity to purchase one of these iconic cars at what we consider to be below market price. **£365,000**



1991 Aston Martin Virage finished in Buckingham Green with Tan hide interior and fitted with manual transmission. This is an excellent example, sold by us to the last owner who has now purchased a newer Aston from us. The car benefits from a comprehensive service history and the rear suspension has been upgraded by Goldsmith & Young to give improved road holding in line with the newer Vantage models. Predicted to continue to appreciate and sensibly priced at **£47,500**



1990 Ferrari 328 GTS finished in Rosso Corsa with Crème hide interior. This beautiful example comes with a very comprehensive service history, largely with Ferrari preparers QV in Windsor. As an original UK supplied right hand drive model, this car is a very collectable classic and becoming increasingly difficult to find in this condition at what we consider to be a realistic price level. **£69,500**



2008 Aston Martin DB9 Coupe (LHD) finished in Onyx Black with contrasting Sandstorm Hide interior. Originally supplied to the Gulf States, this is a beautiful example, now UK registered and fully serviced and with an excellent specification. The car has covered 46,000 miles from new and comes with a stamped up service book. Very realistically priced at **£39,950**



1969 Jaguar E type 4.2 Series II FHC finished in Gunmetal Grey with contrasting Burgundy hide interior. This is a fully refurbished E type to a very high standard. It has had the benefit of a complete re-trim together with a full engine rebuild and the replacement or complete refurbishment of all moving parts. It is superb to look at and a joy to drive. E types of this quality are now commanding very high prices and we consider that we have priced this car at below market value for a car that will undoubtedly continue to appreciate. **£95,000**



1995 Aston Martin DB7 16 Coupe Finished In Mendip Blue with Pacific Blue and Pale grey hide interior. A beautiful example that we sold to the last owner back in 2011, since when it has been used sparingly and has only covered 15,000 miles during his ownership. The car is in excellent condition and has a comprehensive Service History. The specification includes automatic transmission, Air Conditioning, Heated Electric Seats with Lumber Support, 18" Multi Spoke Alloy Wheels and an excellent Hifi System. Very sensibly priced at **£25,950**



1966 Lotus Elan Twin Cam FHC finished in bright red with contrasting black interior. The car comes with a detailed vehicle maintenance record which includes a replacement chassis. The car has had just 6 owners from new and has been extremely well maintained and is a delight to drive. Sensibly priced for one in this condition at **£32,950**



1972 Porsche 911T (2.7 RS Evocation) finished in pale Porsche yellow with contrasting black interior and Carrera decals and correct RS duck tail. This is an exceptionally good recreation of a 2.7RS and fitted with a 2.7 engine with mechanical fuel injection and sitting on correct Fuchs wheels. Cosmetically and mechanically excellent and just fitted with new Classic RS seats, this is a well looked after example that is huge fun to drive and realistically priced at **£89,950**



1965 Jaguar Mk 3.4 Saloon finished in BRG with contrasting Beige hide interior and fitted with the desirable manual gearbox with overdrive. This is not an immaculate example but is nonetheless a very nice driving car, sitting on chrome wire wheels and realistically priced at **£24,950**



1951 Alvis TA21 finished in Black over silver and recently the subject of a huge amount of improvements carried out by Red Triangle and Early Engineering. We do not pretend to be experts in this age of Alvis but we are advised that at **£14,950**, it represents excellent value



1998 Ferrari 355 F1 GTS (LHD) finished in Rosso Corsa with full black hide interior and F1 Paddle shift transmission. This car comes with a full maintenance record of all cam belt changes and has covered 89,000 miles from new. Fitted with most available options, the car is a delight to drive and sensibly priced at **£67,500**



1995 Aston Martin DB7 16 finished in Chiltern green with contrasting Parchment and Forest green hide interior. Owned by a Harley St Surgeon for the past 16 years, this car is in really lovely condition with a good service record. It benefits from a recent full service which included replacement shock absorbers and the car drives extremely well. Whilst the current mileage is just over 86,000, the car looks and drives like a car with much lower mileage. Very sensibly priced at **£25,950**



1972 Ferrari 365 GTC 4 (LHD), finished in Black with black hide interior and sitting on perfect Borrani wire wheels. Part of an important collection since 1992 and in concours condition. 35,000 miles only from new, just serviced and with all of the correct books. Probably the best in the world. **£365,000**



1991 Aston Martin Virage Coupe in the same careful ownership for the past 12 years, during which time it has only been used on dry days and for special occasions. Finished in Aston Green with contrasting tan hide interior with Walnut dash and doorcappings and Wilton carpet throughout. The specification includes automatic transmission, air conditioning, 16" alloy wheels with speed rated tyres, 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**.



1980 Ferrari 308 GTS finished in Rosso Corsa with Linen hide interior. Stratospheric mileage but excellent service history, hence a very reasonable asking price of **£57,500**



2003 Aston Martin Vanquish 2+2 finished in Grigio Titano with contrasting black hide interior. 34,000 miles from new with a complete Aston Martin service history. Sold by us to the previous 3 owners who have all kept this car in exemplary condition. The specification includes 6 speed semi-automatic transmission via Paddleshift, electric heated seats, Linn HIFI with multiple speakers, fully adjustable steering column and 19" multi-spoke alloy wheels. The car is in perfect condition and reasonably priced at **£86,950**



2000X Aston Martin DB7 Vantage Coupe finished in Lotus Azure Blue with contrasting Peacock blue and magnolia hide interior with blue Wilton Carpet throughout together with most available options. The car comes with a very detailed service history with records of all previous servicing and expenditure together with all MOT certificates which clarify the mileage. Competitively priced at **£32,950**



2002 Aston Martin DB7 Vantage Coupe finished in Antrim Blue with contrasting Pacific Blue and Parchment hide interior with Walnut veneers. This low mileage motor car is in excellent condition with unmarked paintwork and a very well kept interior. It is obvious from the manner in which the car performs that it has been very well looked after by Harwood's who have taken care of the servicing since 2008. The specification includes touchtronic automatic transmission, electric heated seats, air conditioning, 18" alloy wheels, and most available options. Very realistically priced at **£32,950**

All can be found by visiting our website at www.runnymedemotorcompany.com or please call Martin Brewer for more details on any of our cars. We are seriously low on stock, please telephone if you have an Aston Martin to sell.

MARKET NEWS

BUYING + SELLING + ANALYSIS



ARTCURIAL

And the market holds its breath

The forthcoming Monterey auctions will set the scene for 2017/18

IN THE HIGH-END marketplace, sellers are expecting 2014 numbers, while buyers are holding tight to their wallets and bidding their time, as expectation, or at least anticipation, of lower selling prices in the near future is giving them pause.

We have turned the corner from a market where you could buy it now, wait a few months and sell it for more. Although there is still strength in many corners of the marketplace, a new, lower pricing structure is working its way into place in others.

The market is getting weaker, then? Not so fast. More and more buyers expect ready-to-go cars, in terrific shape, with great ownership histories and full records. The interesting part? In most cases they will still pay whatever the cost is to acquire that car.

For the most part, those near-perfect cars are no longer coming to auction. In some cases dealers or brokers are selling them privately, but in most cases they're just staying home. Quite simply, there's not a lot of pressure for owners to sell. Why? With a hot stock market, combined with a hot property market, the pressure to sell is not as strong. It's a double-edged sword, however, as stocks and property now are competing for investment money that flowed into the collector car market during the past nine years.

So let's add the forthcoming Monterey sales to the 'wait and see' mix. With the new-to-Monterey Worldwide Auctioneers in the line-up, quick reviews of the catalogues show some eye-opening statistics. The valuation team from Hagerty notes that the most 'common' make on offer will be Ferrari. It will represent 12.1% of all cars going under the hammer. Porsche is close behind with 12%, down from 15% in 2016. Million-dollar cars – perhaps better described as potential million-dollar cars – will also be down this year, from 104 to 'just' 94. Potential \$10 million-plus cars have halved from ten to five.

Heading up this month's report is a sale that can only be described as a valiant struggle. The Artcurial Monte Carlo sale, which had sales of almost €10,000,000, including aftersales, was a five-hour event with 122 vehicles on offer. Artcurial says this is the largest collector car auction it has held in Monaco. The sell-through rate was recorded at 51%; there were plenty of aftersales to make that number happen. The selection of cars on offer was wide and varied, marques of major interest such as Ferrari, Jaguar, Porsche and Lamborghini making up the bulk of the sale. Favourite sellers include not one, but two, Austin Mini Mokes, both selling well amid the action. The 'Beach Car

TOP 10 PRICES JULY 2017

- £1,551,500 (€1,769,280)**
1974 Porsche 911 RSR 3.0
Artcurial, Monte Carlo, Monaco
2 July
- £551,250**
1972 Ferrari Daytona
Silverstone Auctions,
Silverstone, UK. 29-30 July
- £505,000 (€575,616)**
1967 Lamborghini
350 GT Interim
Artcurial, Monte Carlo, Monaco
2 July
- £473,000 (€539,640)**
2015 Ferrari 458
Speciale Aperta
Artcurial, Monte Carlo, Monaco
2 July
- £378,500 (€431,712)**
2005 Saleen S7 R
Artcurial, Monte Carlo, Monaco
2 July
- £305,000 (€347,768)**
2005 Ford GT
Artcurial, Monte Carlo, Monaco
2 July
- £225,600**
1989 Safrir GT40
MkV Continuation
Silverstone Auctions,
Silverstone, UK. 29-30 July
- £225,000**
1990 Lancia Delta Integrale
Group A
Silverstone Auctions,
Silverstone, UK. 27 July
- £205,000 (€233,844)**
1958 Lancia Aurelia
B24S Cabriolet
Artcurial, Monte Carlo, Monaco
2 July
- £200,000**
1989 Lamborghini Countach
25th Anniversary
Historics at Brooklands,
Weybridge, UK. 8 July

Grand Prix' was definitely won by a 1958 Fiat 600 Jolly; it brought over €90,000. The French entry, a 1982 Citroën Mehari, brought just under €45,000.

Brightwells' sale in Leominster, UK, had 123 vehicles on offer – 86 sold for a strong 70% sell-through rate. This was an everyman's sale, the average sold price hovering around £11,000, which means there was a wide selection of marques such as MG, Austin, Ford and Morris. Top seller was a 1970 Jaguar E-type Series II 4.2 coupé that achieved £58,660; behind the E-type came a 2008 Aston Martin DB9 Volante that returned just shy of £42,000.

Silverstone Auctions achieved a £5.5 million result at its Silverstone Classic auction in late July. A star car was a 1972 Ferrari 365 GTB/4 Daytona, formerly owned by Sir Elton John, that made £551,250. It was also the top seller of the three-day event. Other notable sales included a 1973 BMW 3.0 CSL, which burst through its estimate of £70,000-85,000 with an opening bid of £95,000; the hammer eventually fell at £137,250, including premiums. Of the 117 cars on offer, 83 were reported sold. Two notable Fords that crossed the block included a 2010 Ford Focus RS 500 that had only 206km on the clock: it sold for a very healthy £54,000. The Ford that made the headlines, however, was a 1987 Sierra Cosworth RS 500 that brought £114,750.

Also in late July, H&H held an event at the Imperial War Museum in Duxford with 108 lots on offer, of which half sold. Total sales of £1,656,147 were recorded. Among the interesting cars on offer was a 2001 Daimler Majestic 4.0 LWB that was built for, and used by, Her Majesty Queen Elizabeth II. With features including a handbag tray, and having covered only 15,400 miles, it brought £43,700.

Mecum returned to the Denver Convention Center and had another successful sale, almost replicating last year's results, collecting \$11,401,080. With a reported 597 vehicles on offer, Mecum sold 410 for a 69% sell-through rate. The top seller of the three-day auction was a 2016 Ferrari California T Convertible showing just 6400 miles on the odometer. It brought \$181,500. In silver with a tan and black interior, this Ferrari was one of the newest cars on offer. Second highest seller was a 1960 Volkswagen 23-window Samba bus with

'THE FORD THAT MADE THE HEADLINES, HOWEVER, WAS A 1987 SIERRA RS COSWORTH 500 THAT BROUGHT £114,750'

what appeared to be a recent restoration by Lenny Copp of West Coast Restoration. In red and white with correct-style Volkswagen vinyl beige interior, it all looked stock but had some newer features such as an audio system with integrated speakers. Selling for \$132,000, it continued the tradition of extremely well-prepared Sambas bringing exceptional money at auction.

A much-anticipated auction by VanDerBrink took place in Norwalk, Ohio in mid-July. It was a sale of one man's collection of 620 cars. Saying that he had a little bit of everything is an understatement, as is saying he had eclectic tastes. Plenty of bargains were to be had, especially for the now increasingly rare purchaser willing to do some, or in many cases, a lot, of work themselves. Of note, two Austin London cabs sold for the same rather miserable price of \$1017. Ten years apart in production, one was a 1957 while the second was from 1967.

A Mini-Moke was a giveaway at just \$5085. Tied for top seller were a project car (as were most), a 1969 Jaguar E-type Series II roadster, and a 1955 Studebaker fire department pick-up, both fetching \$33,900. The total recorded for the sale was just over \$2,140,000, and all but perhaps 15 of those cars, trucks and other wheeled vehicles were reported sold.

There were a few more sales, the majority of which did not post their final results, but in North America everyone seems to be holding their breath and waiting for news out of Monterey. Whether boom or bust or something in between, it will surely be the defining set of auctions for 2017.

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



Artcurial, Monaco. 2 July

Beautifully restored, this 1967 Lamborghini 350 GT sold for €575,616, proving that although some values have been heading in a negative direction, the best cars still fetch big numbers.



Mecum, Denver, USA 20-22 July

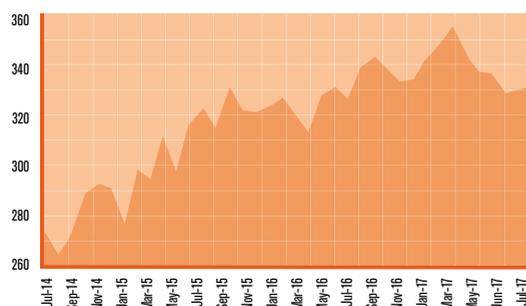
As a running, driving car, this 1976 BMW 2002 was a bargain at \$8800. There's plenty to do to put it right, but it's a great canvas for a new owner to start with.



Silverstone Auctions, Silverstone, UK. 29 July

If ever there was a true classic in waiting it's the featherweight S1 Lotus Elise, especially a 1997 car with aluminium engine lid, composite brakes and just 1633 miles. A steal at £24,750.

HAGI FERRARI INDEX



HAGI F-INDEX MONTH/YEAR
Vertical axis is based on a benchmark of 100 set at 31 December 2008.
The HAGI Ferrari index charts the prices of key collectable Ferraris.

If Ferraris had tow hitches the rest of the market would be attached by a bungee cord. On the ascent the elastic stretches like a catapult. As the terrain levels out, the umbilical cord shrinks to relieve the tension. And on the downhill sections Ferrari stretches out again. History proves it.

You don't want to read much into Ferrari's marginal 0.44% uptick in July; it barely amounts to a bear market rally, and is nothing like the 'traditional' seasonal positioning that once triggered bull market buying in advance of the major US auctions in August.

In fact, with four successive downward corrections from March through June, the HAGI F Ferrari Index has declined 7% from the February peak to an index level of 329.44. In the year to date it's down 4.12%, which in deficit terms places

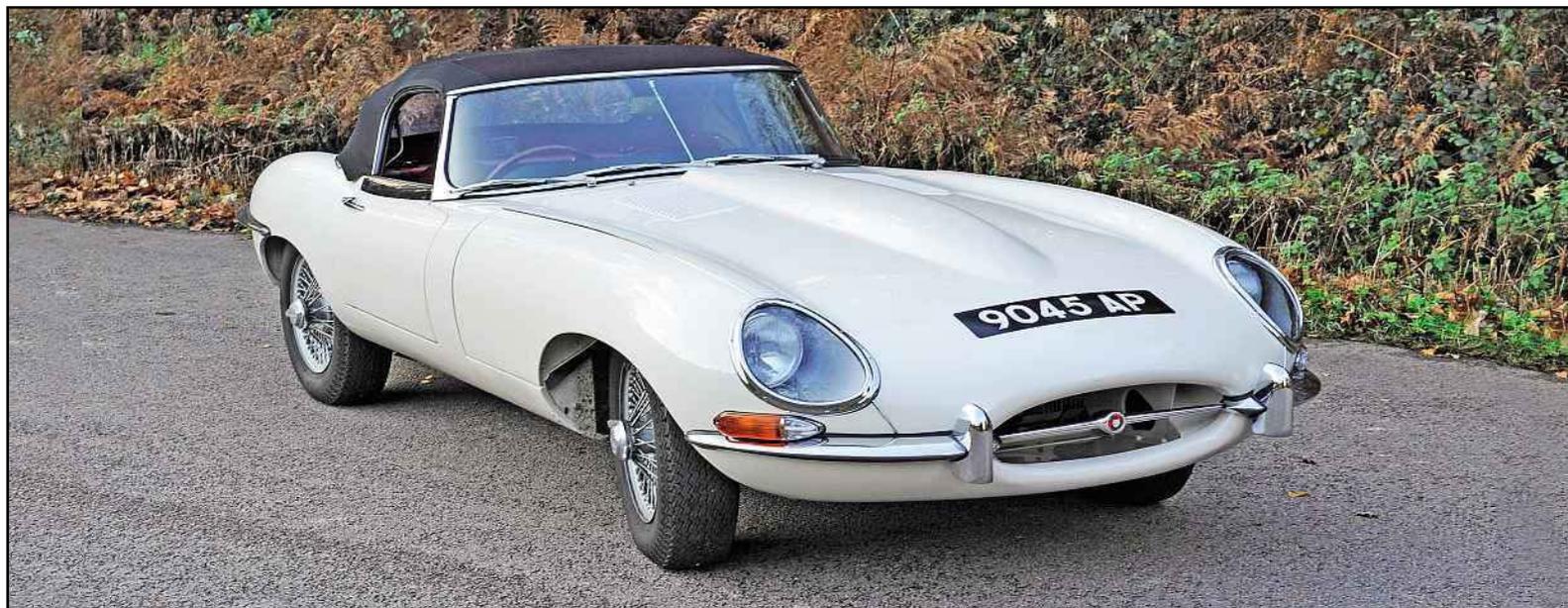
Ferrari in the lead among HAGI indices.

More striking is that after a decade that in many years has seen remarkable annual compound growth, the HAGI F is the only index that is now down year-on-year. Ferrari's year-on-year deficit is 2.67%, while at the other end of the scale the HAGI P Porsche index is up 9.26% over the same period.

But for all that, the legacy of accelerated growth in the recent past is that HAGI F is still trading 20.15% up compared with three years ago, which will be a comfort for those who engage with their enjoyment over the longer term.

The discerning enthusiast buyer is today in the driver's seat, a great vantage point from which to keep an eye on the stretch of the bungee cord... For further analysis, visit historicautogroup.com.

Dave Selby



1962 Jaguar E Type Roadster

Chassis 850428 is an original right hand drive early 'flat-floor' 3.8 Litre OTS. It is offered for sale with a number of sensitive upgrades including a five speed gearbox and in impeccable condition and having benefitted from a recent service from a well known marque expert.



1963 Aston Martin DB4 Series 5 Vantage

Only fifty Series V cars were built and this is an original right-hand drive manual with matching numbers. Offered in its original colour scheme and with its original registration. In addition it is the desirable Vantage model having the up-rated SS engine, triple carbs, oil cooler, fared-in headlights, etc. Coming from long term ownership with documented history and in very good order. Really proper.

Also available

1925 Bentley Tourer by Gurney Nutting

1954 Kurtis 500S



Enter the Dragon

Bonhams, Goodwood, UK 9 September

COMPARED WITH THE MARKET for classic cars, that for classic aircraft is absolutely minuscule – which is why the value of most historic planes is so relatively low. For a case in point, look at this 1943 De Havilland DH84 Dragon, set to cross the block at Bonhams during this year's Goodwood Revival sale.

One of just five airworthy examples of its type, it benefited from a no-expense-spared restoration around a decade ago, since when it has clocked up 450 flying hours as a regular attraction at airshows and fly-ins around Britain and Europe. Yet it is set to fetch a comparatively modest £200,000.

The DH84 Dragon was originally conceived

as an aircraft that would be capable of flying passengers between England and Paris quickly and economically, with the first versions (priced at £2795) entering service with the forward-thinking Hillman Airways in 1933.

Capable of carrying between six and ten passengers, the planes proved ideal for the short hop from the Hillman Airways base in Romford, Essex, to Paris Le Bourget. (The service received some unwanted publicity when sisters Jane and Elizabeth Du Bois, daughters of the American Consul in Naples, carried out a suicide pact by jumping from a Dragon during the flight.)

This particular Dragon, however, was built at

De Havilland's plant at Bankstown airport, Sydney, in 1943 and served as a navigational trainer with the Royal Australian Air Force before being taken on by the Flying Doctor medical service and then consigned to the Marshall Airways collection at Bankstown.

It was acquired by the well-known aviation enthusiast and pilot Sir Torquil Norman during the early 2000s and restored to more efficient 'Mk II' specification (with framed cabin windows and faired-in undercarriage).

Bonhams hopes to have this glorious throwback to the early days of executive travel on show at Goodwood, weather permitting.

bonhams.com



ALSO LOOK OUT FOR...

In an age of four-year-olds with iPhones, it can be hard to imagine a time when kids were satisfied with more modest entertainment. And yet in America in the 1940s and '50s, coin-operated rides filled the lobbies of drug stores and fast food joints with squeals of delight.

The creation of the first coin-operated kiddies' rides is attributed to Missouri inventor James Otto Hahs, who in the 1930s built a mechanical

horse – complete with mohair 'skin' and a real horse's tail acquired from a local slaughterhouse – as a Christmas present for his children. Their enthusiastic reaction persuaded him of the commercial viability of ride-on entertainment and a massive industry was born.

Bally of Chicago became one of the world's largest and most influential makers of coin-operated machines of all descriptions, and its 'Bucky the

Bucking Bronco' ride with its tilting, jolting action was a firm favourite of America's quarter-wielding kids – and parents who wanted a brief respite from child-minding chores.

Working Bucky's are now rarities, which may explain why Auctions America has placed an estimate of \$10,000-12,000 on this fine-looking example appearing in its Auburn, Indiana sale, taking place from 31 August to 3 September. **Brett Fraser**



GREAT LEAP FORWARD
Historics at Brooklands, Weybridge, UK, 23 September

Sleek body, straight-six engine... the Jaguar template was well established with this 1937 SS 2½-litre saloon. It was restored in 1974, and the current owner of 19 years has improved both cooling and lighting. *The Motor* described it as possessing 'fine performance tempered by an inherent smoothness'. Ideal for European tours at an estimated £38,000-48,000. historics.co.uk



IT'S A TOP SPEC(TRE) MODEL
RM Sotheby's, London, UK, 6 September

There are any number of 'pimped' Defenders on the market, but this is something special. One of 10 built for the 2014 Bond film *Spectre*, it was modified by Bowler with 37-inch tyres, Bilstein dampers, Recaro seats and a full roll-cage. It's road legal and has covered fewer than 150 miles. There's no reserve – but don't expect it to be a bargain. rmsothebys.com



WHAT A BELTER
Auctions America, Auburn, USA, 31 August

Wagner was a pioneering and innovative player in the motorcycle world, as this 1911 belt-drive, 500cc single demonstrates. In a bid to reduce its centre of gravity, Wagner used a frame tube as an exhaust pipe and slung the fuel tank from beneath the bicycle-style crossbar. Fully restored and ready to ride, it's on offer at \$30,000-40,000. auctionsamerica.com



Heart of glass

Mecum, Dallas 7-9 September

This Glasspar G2 bears testament to the creative vibe intrinsic to the Californian hot rodding scene of the 1950s and '60s. It was created by Bill Tritt, a boatbuilder who spearheaded the use of glassfibre as a medium for fabricating hulls.

His enthusiasm for the material led to him creating a glassfibre body for a friend's Willys Jeep-based hot rod called the Brooks Boxer in 1951. Afterwards, Tritt adapted the Boxer mould to create his own car, the Glasspar G2.

Named the *Alembic 1*, it caused something of a sensation and became the subject of articles in the *New York Times*, the *Wall Street Journal* and *Life* magazine. The car even attracted celebrity buyers

such as Humphrey Bogart and Gary Cooper, although only around 10 G2s are thought to have been built.

Glasspar subsequently went public, but Tritt left after his plan to build another car called the Ascot was vetoed by the directors, who wanted the firm to focus on its marine business. The G2 was, however, America's (perhaps the world's) first production car with a glassfibre body and is said to have inspired the somewhat more successful Corvette.

Tritt also designed the attractive Volvo Sport and the Willys-based Woodhill Wildfire – which makes one wonder whether or not the aborted Glasspar Ascot could have become equally well known.

mecum.com

AUCTION CALENDAR

- 26 August**
Anglia Car Auctions
King's Lynn, UK
- 26-27 August**
Lucky Collector Car Auctions
Tacoma, USA
- 28 August**
Shannons, Sydney, Australia
- 31 August – 3 September**
Auctions America, Auburn, USA
- 2 September**
Worldwide Auctioneers
Auburn, USA
- 2 September**
Bonhams, Beaulieu, UK
- 2 September**
Silverstone Auctions with
Salon Privé, Woodstock, UK
- 2 September**
H&H, Bickenhill, UK
- 3 September**
Dragone Auction, Lakeville, USA
- 6 September**
RM Sotheby's, London, UK
- 6-9 September**
Mecum, Dallas, USA
- 7 September**
DVCA, Dorchester, UK
- 7 September**
Coys, Fontwell, UK
- 9 September**
RM Sotheby's, London, UK
- 9 September**
Bonhams, Goodwood, UK
- 9-10 September**
Essex Classic Car Auctions
Tolleshunt Knight, UK
- 10 September**
Bonhams, Chantilly, France
- 13 September**
Charterhouse
Shepton Mallet, UK
- 16 September**
Dan Kruse Classics, Austin, USA
- 16 September**
Barons, Sunbury on Thames, UK
- 16 September**
Mathewsons, Thorton le Dale, UK
- 21 September**
Herefordshire Vintage Auctions
Ledbury, UK
- 21-23 September**
Mecum, Louisville, UK
- 23 September**
Historics at Brooklands
Weybridge, UK
- 25 September**
Shannons, Melbourne, Australia
- 27 September**
Brightwells, Leominster, UK
- 23 September**
Classic Car Auctions
Leamington Spa, UK

1966 Porsche 906 Carrera

\$1,950,000 Symbolic, San Diego, USA

PORSCHE BUILT 110 examples of its 550 Spyder, the car made famous by its giant-killing success as a racer and infamous as James Dean's death-mobile. Values are now north of \$5 million – the most paid to date is \$6,100,000 for the superbly original example sold by Bonhams at 2016's Goodwood Revival auction.

But the often illogical nature of classic car values means that the rarer, quicker, more advanced – and arguably far more usable – 906 is currently worth less than half as much as a 550. As an example, look at this superb example being offered by long-established California dealer Symbolic, which has an interesting and unusual history, being one of just three Porsche 906s consigned to Japan.

Sold new through Mitsuwa, the only official Porsche dealership in Japan during the 1960s, the car was originally owned by a rag trade magnate called Shintaro Taki: he also ran a car dealership, Taki Motors, that operated a racing team for which he was the main driver. He raced the 906 throughout the 1966/67 season

and notched up numerous victories in Japan, Hong Kong and Macau.

Taki upgraded to a 910 in 1967 and sold the 906. It was acquired by the English journalist and racer Peter Bellamy in 1970 and painted British Racing Green. He continued to campaign it extensively in Japan before shipping it to Australia and selling it to the then CEO of Maranello Concessionaires who displayed it in his private museum for the following 26 years.

The car returned to Japan in 1991, later entering the collection of Toshio Tachikawa who engineered a rather nice reunion story by entering it for Japan's La Festa Mille Miglia and putting Taki at the wheel.

A decade ago, Tachikawa sent the 906 back to Weissach for a five-year restoration that included re-building and re-fitting its original engine and gearbox. It then sat for a decade in Tachikawa's private museum before being bought by another Japanese collector prior to its purchase by Symbolic in 2015.

symbolicinternational.com



1973 DAF 66 Marathon £8999

Once surprisingly common in Europe, these DAF coupés are now rare. In the same hands for 15 years, this one is said to be unrestored and has covered a mere 36,700 miles.

carandclassic.co.uk (UK)



1964 Morgan Plus 4 Coupé €179,000

It may look like a product of Turin or Milan, but Morgan's coupé was actually produced in Stoke-on-Trent. A mere 26 were built, only around half of which survive.

classics2drive.com (BE)



1939 Fiat Topolino Roadster €59,500

Forget the Smart for city jams – this open Topolino is way cooler. Pristinely restored, its body is by German coachbuilder Weinsberg.

thiesen-kg.de (GER)



2016 Aston Martin Vulcan £POA

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Lancia Thema 8.32

Luxurious, subtle and Ferrari-engined. Form a queue here

THE ANSWER to a question nobody asked? We're not sure the world ever needed a 2.9-litre Ferrari V8-powered Lancia Thema, but it's a more interesting place for having such a machine. The first step in understanding the 8.32 – eight cylinders and 32 valves – is to get any ideas of rivalling a BMW M5 out of your head. Style, comfort and effortless pace are the name of the game here.

With 215bhp and 210lb ft, it can certainly do the business when required. Although sharing its alloy block and cylinder heads with the 308, the engine was suitably modified for smoothness and refinement for Lancia by Ferrari. The most significant change was the switch from flat-plane crank to a cross-plane item. Power dropped, but torque was up and was delivered much lower down the rev range. It's as smooth as an engine can be, but when you venture above the 4500rpm it will magnificently sing all the way to 7500rpm.

While the thoroughbred under the bonnet is certainly a huge part of the 8.32's appeal, there's a lot more to love. Lancia had adopted a reputation for high-performance rally machines with the Fulvia, Stratos, 037 and subsequent Delta Integrale, but the 8.32 took Lancia back to traditional territory: a purveyor of luxury.

The regular Thema's decidedly average cabin received a makeover. The aim was to lift the ambience, adding a leather and alcantara-

clad walnut dashboard – complete with an array of extra gauges – along with seductively trimmed Poltrona Frau seats. One look at the result, and it's easy to understand why the 8.32 was the chariot of choice for Enzo during his final years.

Dynamically, it's exactly what you would expect of a powerful front-wheel-drive executive saloon from the '80s. When pushed, understeer and a fair amount of wheelspin. The speed-sensitive ZF Servotronic power steering could do with a little more feedback, but the gearchange is a delight. While Lancia should be admired for being an early adopter of electronically controlled dampers, they were too harsh at low speeds and lacking in control when pressing on. An electronically extendable rear wing (activated by a dash-mounted switch) supposedly improved high-speed stability.

Visually, you could say it lacks drama, but the straight-laced look adds to the appeal. Ferrari-style wheels and yellow 8.32 badges hint at the potency, but this car is as under-the-radar as they come. Many owners have added Ferrari badging, but from the factory the only mention of the connection was under the bonnet.

It was a classic the day that Lancia signed it off, and the joy of having a Ferrari engine in an understated Italian saloon is still a unique proposition. In a world governed by common sense, the Thema 8.32 simply shouldn't exist. We're thankful it does.

THE LOWDOWN

WHAT TO PAY

Lancia sold a total of 2370 Series 1 cars between 1986 and 1988, and 1601 Series 2 up to 1992 worldwide. All cars were left-hand drive, limiting its appeal in the UK when new. Although a handful found UK buyers originally, quite a few have been imported in the intervening years. Prices today start from around £8000, for which you can expect a car needing some work or with high mileage.

Increase your budget to around £13,000 for a car with good history and reasonable miles. As always, it's the very best examples with low mileages that attract collectors and more serious price tags. Expect a dealer to be asking in excess of £20,000 for such a car.

LOOK OUT FOR...

Worried about that engine? Rebuilds can be expensive – it is a Ferrari engine after all – but, just as in the 308, it's a reliable unit if looked after. Regular specialist maintenance is the key, which has not always been the case when values were at their lowest. Early cars feature Ferrari-built engines, while a batch of later S2s were assembled by Ducati.

A lot of parts were shared with the regular Thema, but any components unique to the 8.32 can be difficult or expensive to replace. Evidence of a freshly rebuilt water pump is desirable, as it's different from the one used in the 308. Rough running could be down to the Magneti Marelli ignition needing attention.

If you think that Lancia means rust, then you're in for a pleasant surprise. The Thema was galvanised from new and, unless it has been used throughout winter on salted roads (which is unlikely), serious corrosion is rare.



YEARS OF PERFECTION

Est. 1977

Ferrari 275 GTB "Shortnose" (LHD)

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1988 V8 VANTAGE ZAGATO

Gladiator Red with Black hide. One of the four prototype models. Restored in 2012, this particular example was entered into the 2016 Concorso d'Eleganza Villa d'Este. 5-speed manual. 24,226 miles. Supplied with 1-year Aston Martin Warranty.

£695,000



2007 V12 VANQUISH S

Tungsten Silver with Iron Ore Red interior. 6.0 litre V12. Features include satellite navigation, rear parking sensors, full leather interior and Bluetooth® telephone preparation. 6-speed automated manual. 20,045 miles. Supplied with 1-year Aston Martin Warranty.

£179,950



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Onyx Black with Obsidian Black interior. Features include front and rear parking sensors, powerfold mirrors, satellite navigation, full leather interior, cruise control, alarm upgrade and 19" alloy wheels. 6-speed Touchtronic II automatic. 39,000 miles.

£54,950



2016 V8 VANTAGE S ROADSTER

China Grey with Obsidian Black interior. Carbon fibre side strakes, mirror caps and arms. Reversing camera, heated seats, front and rear parking sensors and satellite navigation. 7-speed Sportshift III automated manual. 2,245 miles.

£99,950



2016 V12 VANTAGE S COUPE

Tungsten Silver with Obsidian Black interior. Features include carbon fibre splitter, diffuser and front grille. One-77 derived exhaust muffler, DSC with Track Mode and satellite navigation. 7-speed Sportshift III automated manual. 2,479 miles.

£125,000



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Matching numbers



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GT Silver metallic with Espresso leather
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ASTON MARTIN DB4 SERIES II COUPE, RHD, 1964
California Sage with Black Hide
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FERRARI 355 BERLINETTA FI, RHD, 1999
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AC COBRA 289, RHD, 1967
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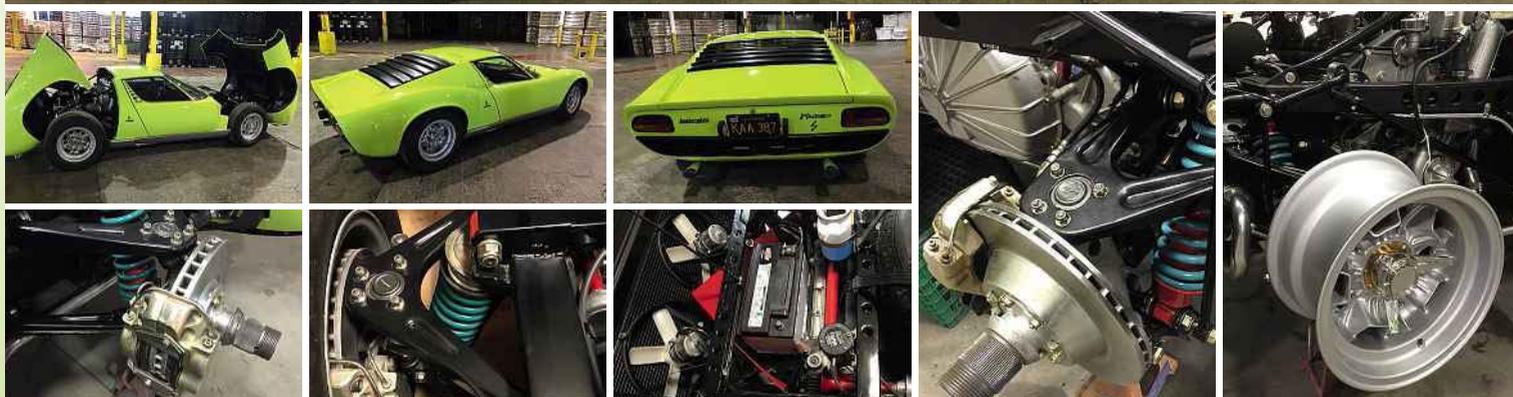
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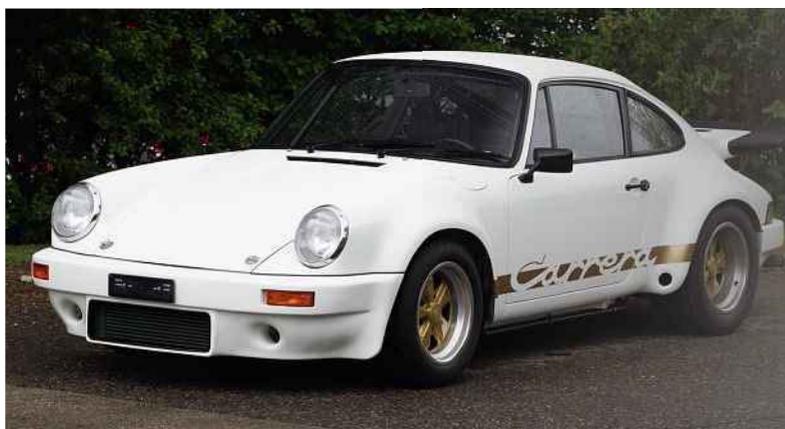
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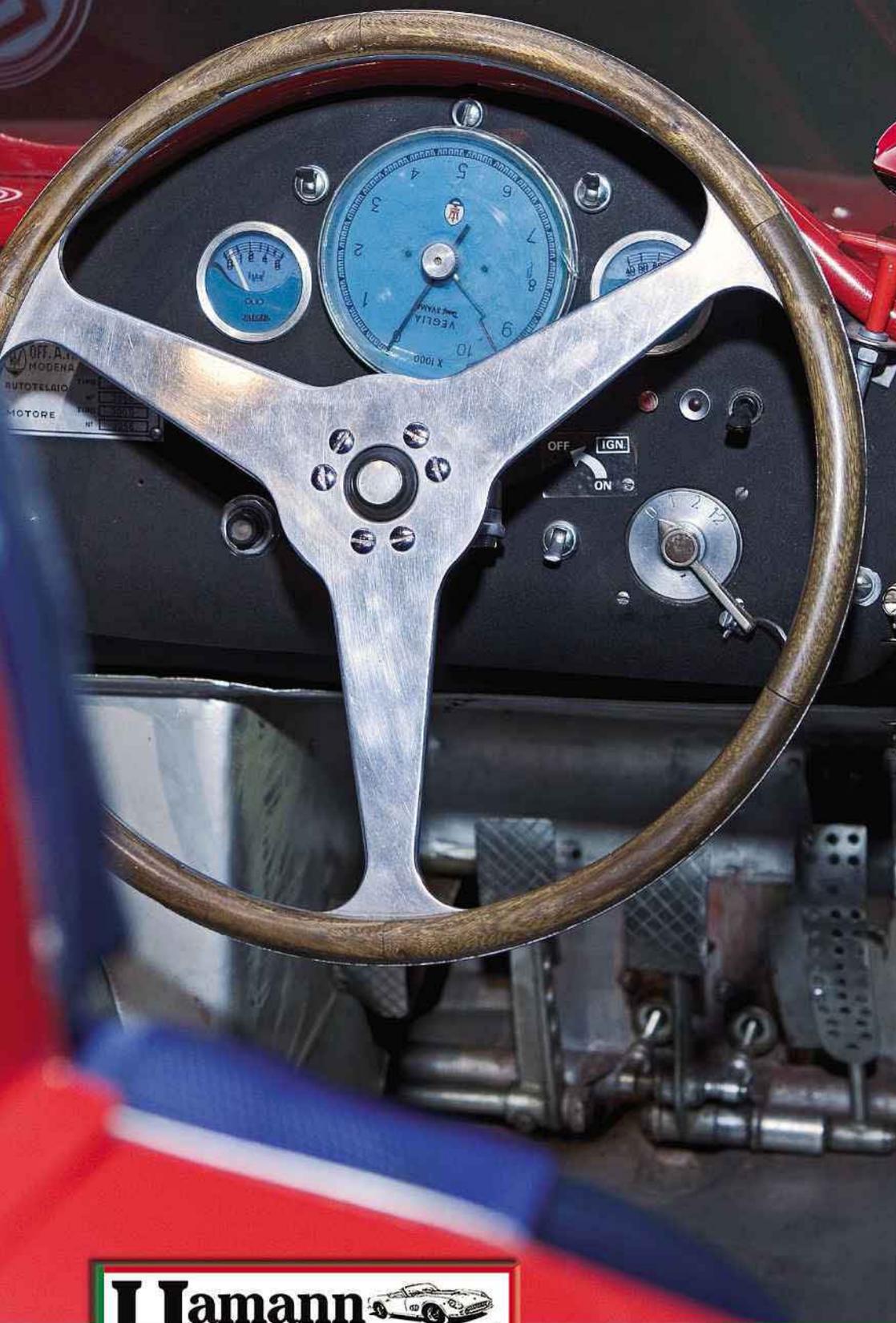


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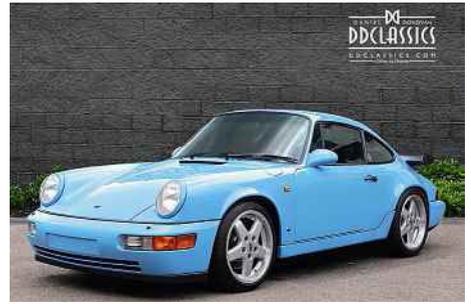
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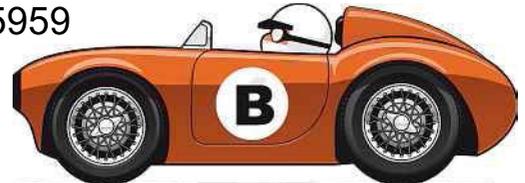
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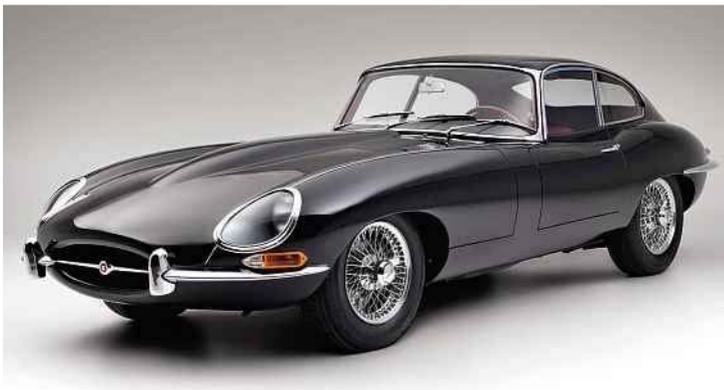
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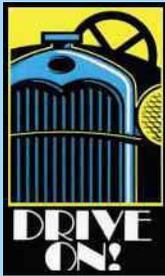


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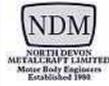
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2003/53 plate DB7 Vantage with touchtronic transmission, finished in Solent Silver metallic with single colour all Atlantic Blue leather interior. Smoke Grey Alcantara headlining, heated front windscreen, sports exhaust, 19" road wheels, sports steering wheel, power folding mirrors, rear park distance control. 21,000 miles **£P.O.A.**

2000/X plate DB7 Vantage Volante with touchtronic transmission, finished in Solent Silver metallic with All Charcoal leather trim, Smoke Grey Alcantara headlining, charcoal carpeting, burr walnut veneers and black moirai hood. Sports steering wheel, sports exhaust and latterly fitted with a modern DAB Alpine Audio head unit incorporating navigation. 28,000 miles **£P.O.A.**

2000/X plate DB7 Vantage with touchtronic transmission, finished in Dunhill Silver metallic with All Claret leather interior, seats piped light grey, dark red carpeting, light grey Alcantara headlining and burr walnut veneers. Factory sports exhaust, rear park distance control, DAB head unit. 49,000 miles **£P.O.A.**

2000/X plate DB7 Vantage with manual transmission finished in Sky Silver metallic with special order Dark Grey and Saddle Tan interior leather trim, grey carpeting, smoke grey headlining and walnut veneers. Sports steering wheel, sports exhaust system, wooden gearknob. 73,000 miles **£P.O.A.**

2011/11 plate Rapide with touchtronic transmission, finished in Lightning Silver metallic with Aurora Blue leather interior, silver stitching, tailor's grey Alcantara headlining, Caspian Blue carpets and piano black veneers. Silver brake calipers, cooled front and rear seats, rear seat entertainment system 17,000 miles **£P.O.A.**

2008/08 plate DBS with manual transmission, finished in Lightning Silver with Obsidian Black semi-aniline leather, silver stitching, Obsidian Black Alcantara seat inserts and headlining. 20" alloy wheels. Front and rear parking sensors, HDD satellite navigation, HID headlamps 16,000 miles **£P.O.A.**

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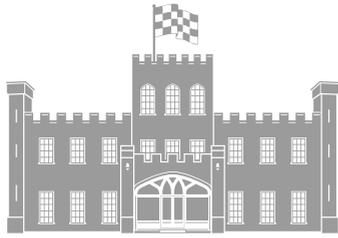
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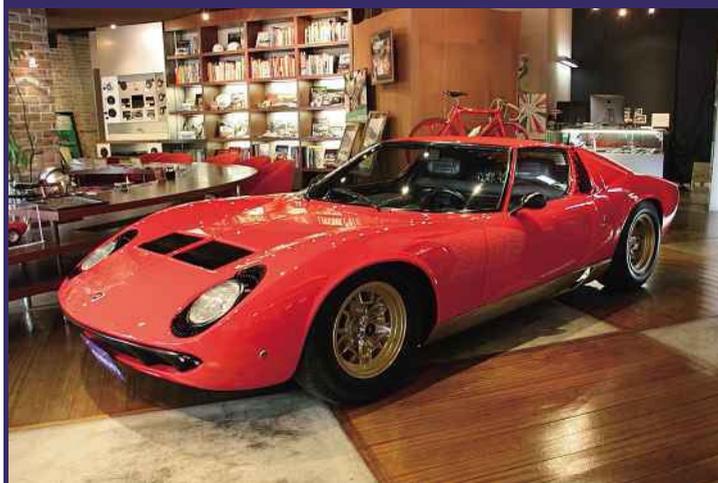
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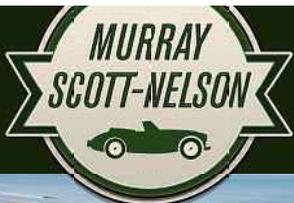


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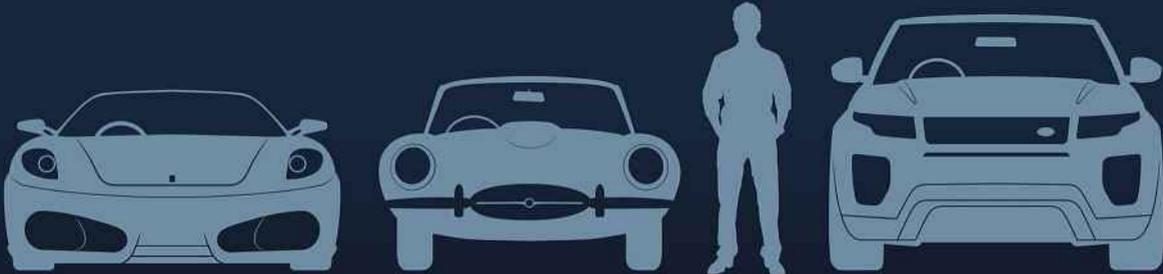
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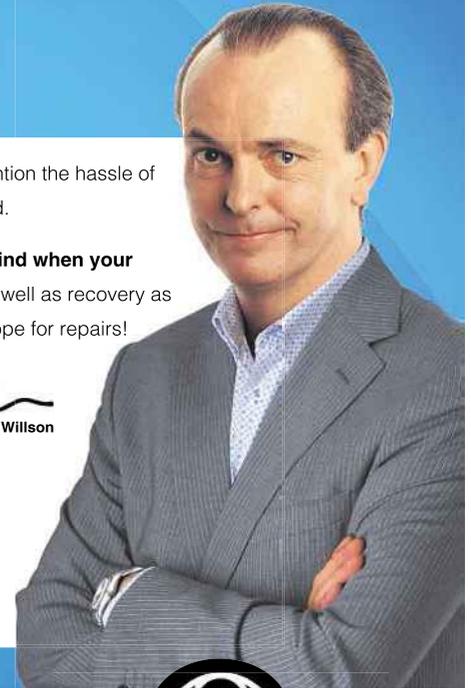
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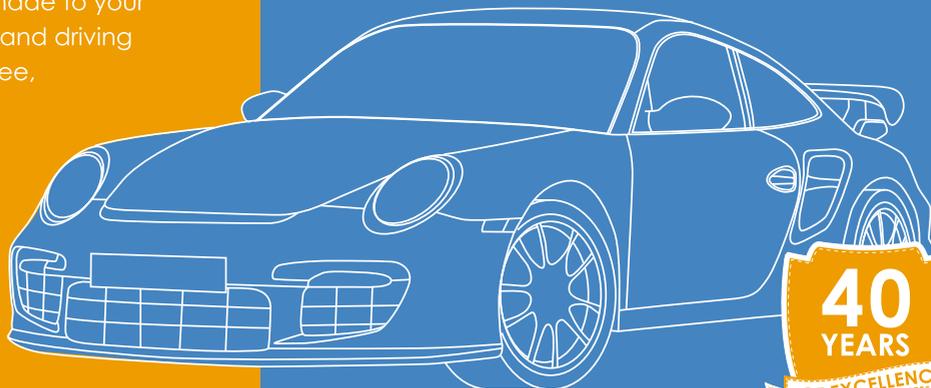
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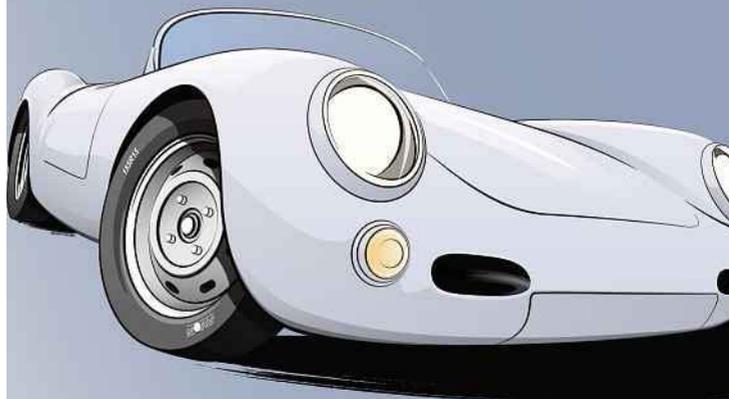
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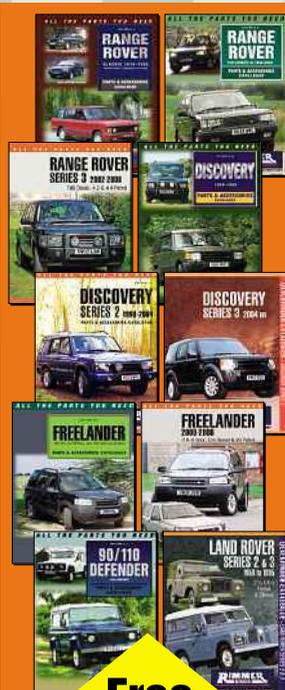


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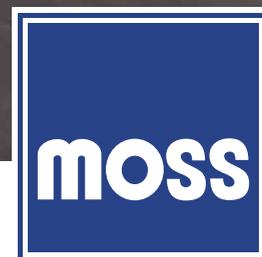
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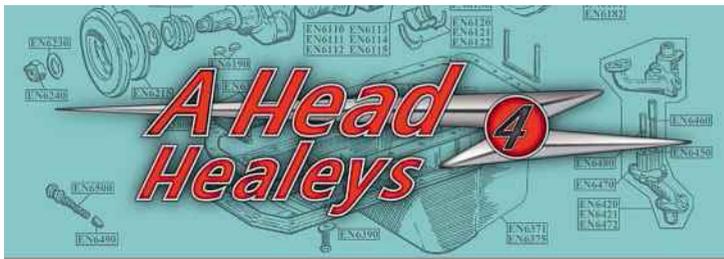


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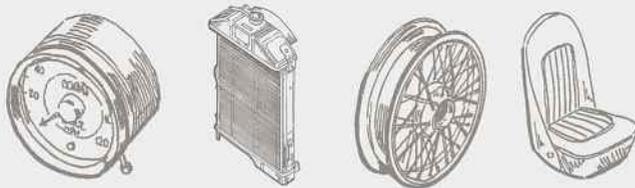
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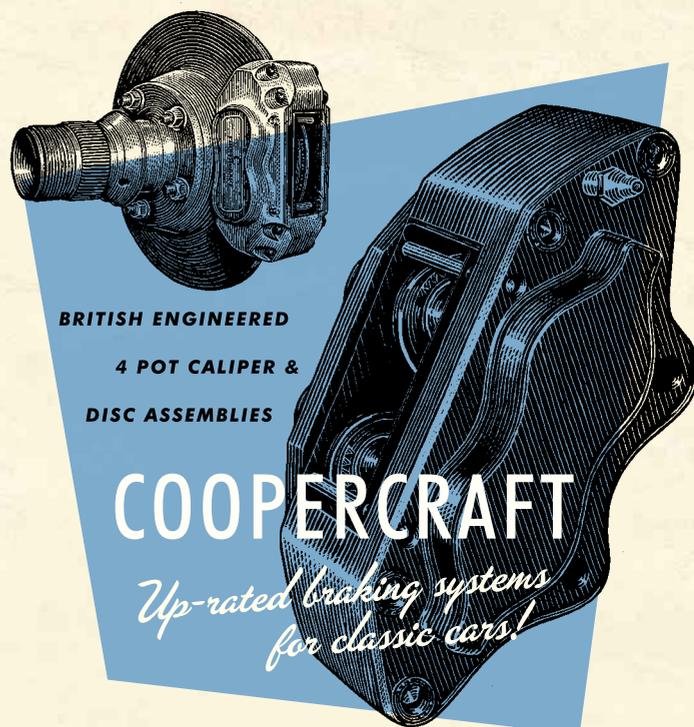
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# GEMA BERNALDO DE QUIRÓS

*Goodwood's media operations officer loves her job and her adopted country – but she's still Spanish through and through*

**IT MUST BE** my Latin temperament, but I never like to wake up early. I'm a night owl. My beloved birthplace of Madrid is to blame, as we start work later and we finish the same way. There's also the unavoidable truth that my fellow countrymen work better after the lunchtime siesta.

Despite this, and contrary to my own nature, every working day I get up at 7.30am and I take a black double espresso with two slices of toast for breakfast. Without coffee in the morning, I simply can't perform properly during the day. My fiancé Gabriel, with whom I've lived since 2004 in Chichester, drives me the four miles to Goodwood House every morning.

At the start of the week at 9.30am we meet with the marketing, digital and studio departments to discuss and highlight our latest achievements. Later in the day, we have a PR meeting to discuss various points and what needs to be achieved for the coming week. I then read the latest magazines and newspapers looking for features related to the Goodwood estate – this is done every day. For lunch, which I take at 2pm (I'm Spanish, don't forget), I sometimes have a sandwich and walk the hillclimb outside the house. If it's rainy, we'll take lunch at the Control Tower on the circuit.

My job in the Goodwood PR department never stops once the season's started, and it seems to be a constant cycle from season to season. My agenda consists of working for the Members' Meeting, Festival of Speed and Revival, all motor-racing related, but I also work on the 19 horse-racing meetings including the Qatar Goodwood Festival. Remember that horse racing – the 'sport of kings' – existed long before the racing car. If that wasn't enough, every May since 2008 I've worked for the Formula 1 Spanish GP in Barcelona. This is not so much a job as a hobby. It's a great opportunity to meet new members of the international press, have a chat and, at some point, talk to them about Goodwood, as there is a large crossover of media between the two. And it's also great to have the chance to enjoy the sunny Spanish weather and share time with friends.

It's a big responsibility to keep contact and maintain relationships with national and international media throughout the year. Editors, journalists, photographers and the increasing number of social media sites are key to promoting the events. A big part of my job is to look after press-accreditation requests, and as media contacts change it's vital to make sure everyone who needs to be at Goodwood is there. Every single request is taken into consideration individually, with the sole purpose of ensuring Goodwood is seen worldwide as the pinnacle of racing entertainment.

The organisation is very demanding, and I like that kind of challenge. Since the 2004 Revival, when I first helped on the front desk of the Press Centre, I haven't stopped. I love my job, and Goodwood perfectly suits my standard of commitment and desire for success. Great customer service, attention to detail, talented and passionate working teams, and my main motto 'Happy to be and feel proud of it' is what Goodwood means to me.

I graduated in sports marketing from Madrid University, and gained an MBA in marketing and sports at the Real Madrid Fútbol Club Foundation. I also worked for the Marathon de Madrid and Médecins Sans Frontières. All of this made me realise I needed to learn English to progress in my career, so in 2003 I took a leap into the unknown and left my job in Madrid to come to England. I landed in Chichester. I needed to find a job to get more real-life language experience, and I wanted to do something related to my profession. I knew it wouldn't be easy, but after a few attempts in different sport fields I knocked on the door at Goodwood.

I was very lucky that Rob Widdows opened that door. My English wasn't as fluent as I wished, and we had a few moments of sign communication, but we managed to understand each other and I'm eternally grateful to



GABRIEL DE MEUNVILLE

## 'IT'S A BIG RESPONSIBILITY TO KEEP CONTACT WITH NATIONAL AND INTERNATIONAL MEDIA'

him for giving me that opportunity to start helping on his team. One of my earliest Goodwood memories was when, for the 2005 Festival of Speed, I announced the presence of rising Spanish F1 star Fernando Alonso. It was a wonderful opportunity to introduce myself to all the main Spanish media contacts. Most had never heard of Goodwood, yet now there isn't a motoring publication that doesn't feature the Goodwood spectacle.

Today I look back on those times with great fondness, as I'm now the media operations officer for motor sport and horseracing. Working at the events helps me to grow professionally, while at the same time I meet new members of the press and PRs from all over the globe. I'm a big motor sport fan – although I confess I love motorcycling more than cars – but Goodwood made my passion for four wheels grow more than ever.

Finishing work on a normal day at around 6pm, it's always a pleasure to drive home through the Goodwood Estate. I am so proud to have been part of this organisation for 13 years; it's not so much a job as a vocation. Once Goodwood has got hold of you, it's difficult to let go.



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