

**FREE INSIDE!** YOUR 47-PAGE GUIDE TO MOTORING ADVENTURE

£5.50 / ISSUE 178 / APRIL 2018

# *Octane*

FUELLING THE PASSION

# 911 RSR TURBO

On track in Porsche's gamechanging Le Mans monster

**PLUS** All the 911 Turbo road cars from 1975 to today



**DAN GURNEY**

**DOUG NYE'S TRIBUTE  
TO A RACING LEGEND**

**Inside**

**AMAZING CADILLAC VALKYRIE**

Brooks Stevens' vision of the future

**MASSIVE FERRARI COLLECTION**

Inside the world's largest treasure  
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**SAS 'DUNE BUGGY' • ITALY'S FIRST CAR • SENNA'S ENGINEER SPEAKS • DOUGLAS DC3**



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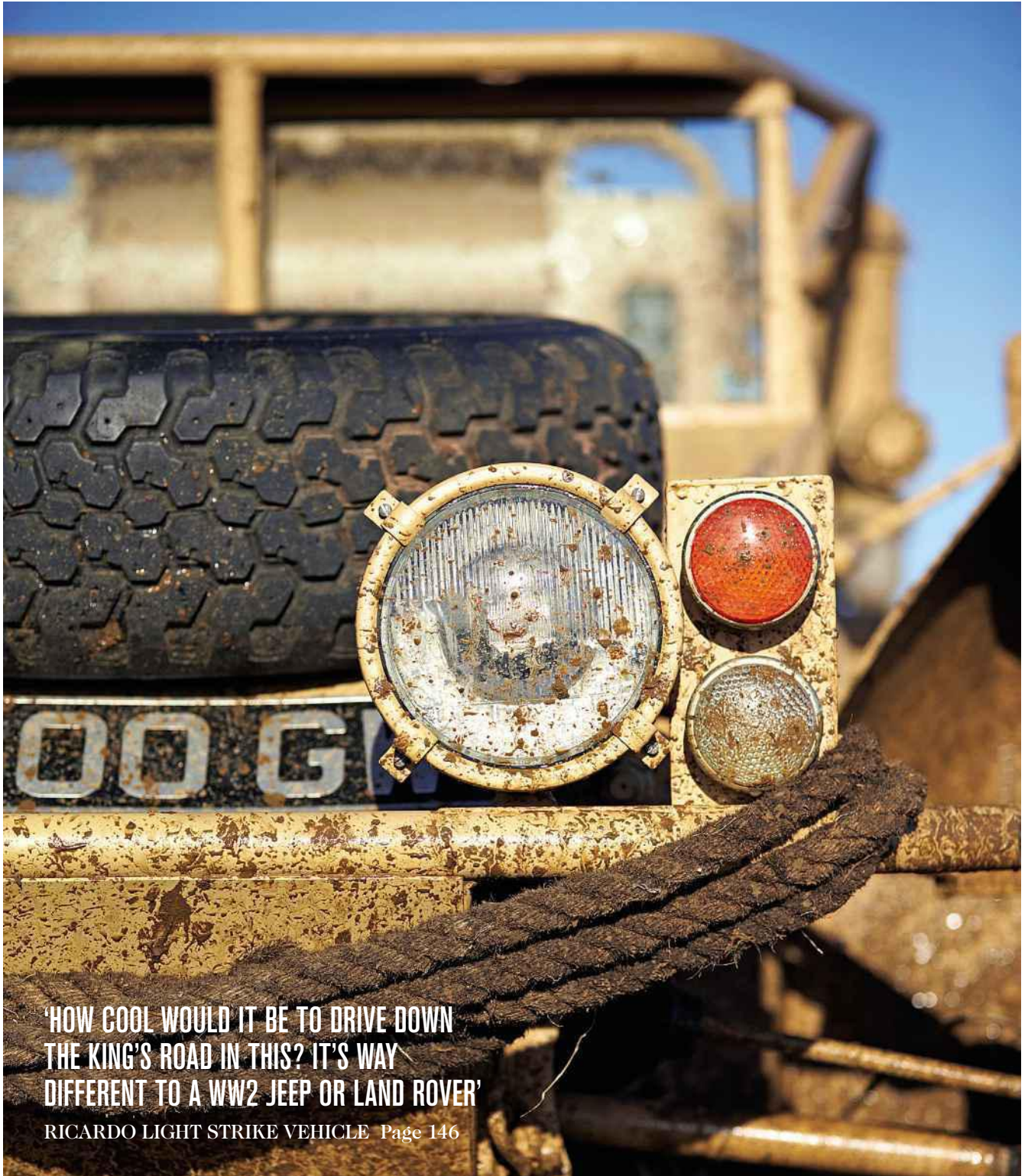
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THE KING'S ROAD IN THIS? IT'S WAY  
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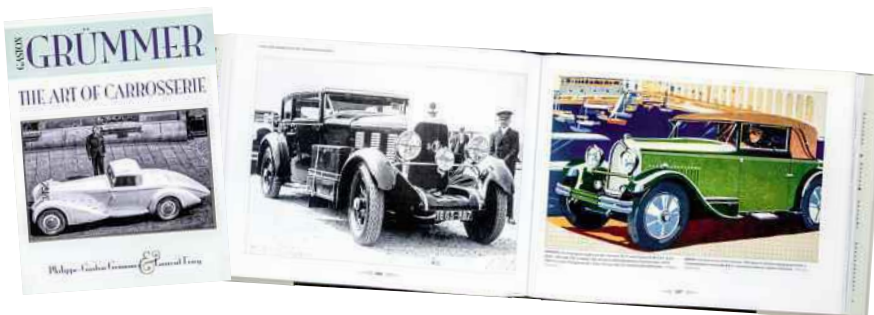
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MARCO COSSU

## EDITOR'S WELCOME

# Breaking new ground 80 years apart

**JUST IMAGINE** some 120 years ago driving the very first car to arrive in a country – and not some far-flung outpost that had dodged the first wave of the internal combustion engine, but a major European nation. This month Massimo Delbò is the lucky man who senses the echoes of that incredible experience in piloting a Peugeot that has recently broken a century of silence (p120).

This magical contraption was the very first car in Italy, a vehicle that in the dying days of the 19th Century was so shocking to see that people crossed themselves or rode into ditches. Despite that initial reaction, it is also the very car that sparked a nation's love affair with the automobile, a romance that would spiral to become the most intense on the planet. So what an adventure, now as then.

One of the greatest appeals of motoring has always been that sense of adventure and, to my mind, one of the great advances of classic motoring is that people have applied it ever more to older cars. Whereas once endurance rallies and continental touring in a classic were for the hardcore alone, now the majority of owners seem to have thrown off the shackles to experience their car as it would have been in period.

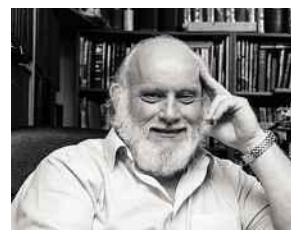
Improved breakdown cover and mobile phones have certainly helped build confidence, as has the industry that has ballooned around classic events and travelling. Our contribution to this exciting element of the hobby is to showcase some of the highlights every year in our *Great Escapes* supplement (p157). It's brimful of ideas and adventures so, whether you need a little inspiration or some serious guidance, it'll help you enjoy 2018 to the full.

Having got the gig of covering the Porsche RSR Turbo for us (p68), John Barker's year may have peaked already. Just like the 1892 Peugeot, this Le Mans racer was the start of something big... and very, very noisy.



James Elliott,  
editor-in-chief

## FEATURING



### DOUG NYE

'My heart sinks when I'm asked to write a brief tribute to a hero. It will never be adequate. One year at Pebble Beach, Dan Gurney turned the tables and started telling his friends all about *this* new English visitor. Dan Gurney for President? He would have had my vote! Doug's tribute to the late, great racer starts on **page 88**.



### ALEX TAPLEY

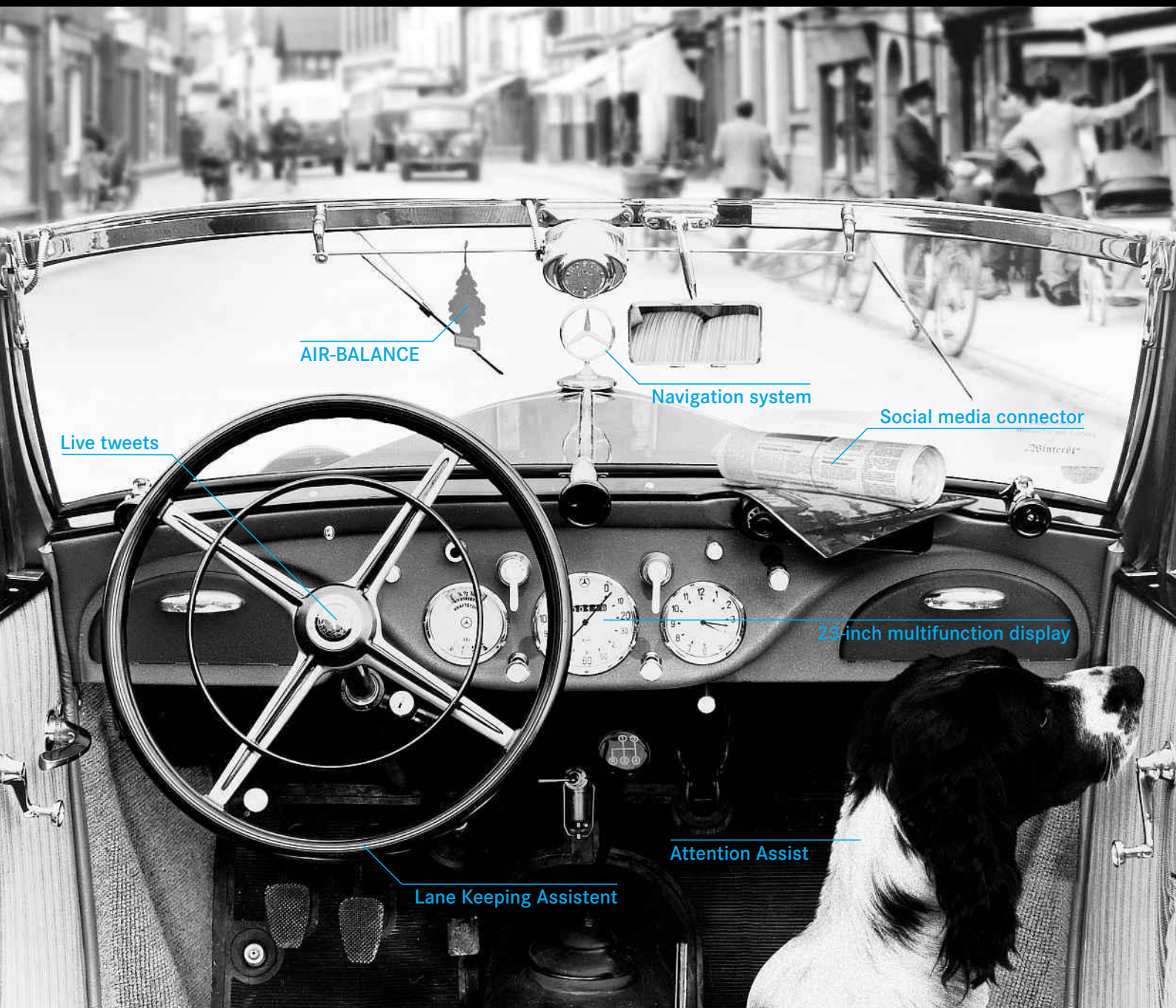
'We climb the banking, near 6500rpm, and I'm wedged in the footwell, one hand braced against the fuel tank and camera in the other, focusing on Joe Twyman at the wheel. I'm grinning like the Cheshire Cat and spy the same smile beneath his helmet. What a day!' See Alex's superb photos of the 911 RSR Turbo on **pages 68-80**.



### JAMES PAGE

'I grew up a racing fan in the 1980s and Ayrton Senna was my hero. It was fascinating to get the inside story of McLaren's dominance during that era from Steve Nichols, and also to gain a fresh appreciation of Senna's great rival Alain Prost, whose talent is often unfathomably overlooked.' Interview starts on **page 130**.





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# NEXT MONTH

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on Ferrari's homologation special

Issue 179  
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## PLUS

**Delectable Vanvooren-bodied  
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**Works Austin-Healeys:  
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**Epic 1952 VW bus rescue**

**Racer David Hobbs interviewed**

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### VANTAGE

**Are you fanatical** about Aston Martin?

*Vantage* is brought to you by the same people behind *Octane* and *Enzo*. The latest issue features an exclusive drive in the one and only road-registered Vulcan, surely the most extreme Aston Martin ever to wear numberplates. And 70 years on, we take the 1948 Spa 24 Hours winning Aston back to the legendary Belgian circuit. On sale 2 March – or find out about subscribing at [astonmagazine.co.uk](http://astonmagazine.co.uk).



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**PEUGEOT** RECOMMENDS **TOTAL** Official Fuel Consumption in MPG (l/100km) and CO<sub>2</sub> emissions (g/km) for the 2008 SUV Range are: Urban are: Urban 37.2 – 67.3 (7.6 – 4.2), Extra Urban 55.4 – 80.7 (5.1 – 3.5), Combined 47.1 – 70.6 (6.0 – 4.0), CO<sub>2</sub> 136 – 103 (g/km). For the all-new (g/km). MPG figures are achieved under official EU test conditions, intended as a guide for comparative purposes only and may not reflect

Models shown are a 2008 SUV Allure 1.2L PureTech 110 S & S, 3008 SUV Allure 1.2L PureTech 130 S & S with optional LED headlights, optional Grip Control,\* optional Black Diamond Roof and optional Roof Bars. All-new 5008 SUV SUV in the Carbuyer 2018 awards and the all-new 5008 SUV won Best Large SUV in the WhatCar? Car of the Year 2018 awards. Information correct at time of going to print.





PEUGEOT

47.1 – 65.7 (6.0 – 4.3), Extra Urban 65.7 – 85.6 (4.3 – 3.3), Combined 57.6 – 76.3 (4.9 – 3.7) and CO<sub>2</sub> 114 – 96 (g/km). For the 3008 SUV Range 5008 SUV Range are: Urban 36.2 – 62.8 (7.8 – 4.5), Extra Urban 53.3 – 72.4 (5.3 – 3.9), Combined 46.3 – 68.9 (6.1 – 4.1) and CO<sub>2</sub> 140 – 106 actual on-the-road driving conditions.

Allure 1.2L PureTech 130 S & S with optional Black Diamond Roof and optional Grip Control.® Award logos relate to the following awards: 2008 SUV won Best Small SUV in the Driver Power 2017 New Car Survey, 3008 SUV won Best

# IGNITION

NEWS + EVENTS + OPINION



## Jaguar unveils its 'new' D-type in Paris

*After Lightweight and XKSS, a Le Mans legend is reborn*

Words James Elliott

**JAGUAR ANNOUNCED** in Paris earlier this month that the next car in its run of continuation projects will be the iconic D-type and unveiled a spectacular engineering prototype to tempt buyers.

Previous continuations programmes have had to be founded on a very specific premise – fulfilling the original planned quota of Lightweight E-types or recreating the XKSS road cars that were destroyed in the factory fire of 1957 – and the run of 25 continuation D-types is said to honour the factory's 1955 intention of building 100 examples of the sports racer. The cars will be handbuilt at Jaguar Land Rover Classic Works in Coventry and buyers will be able to choose short-nose or long-nose bodywork.

Jaguar originally revealed the Jaguar D-type as replacement for the then-ageing C-type in 1954. It shared many of the same mechanicals, but its advanced aerodynamics by Malcolm Sayer and its lightweight semi-monocoque construction propelled it to even greater success. Production ran until 1957

and included 18 team cars and 53 customer cars, as well as the 16 unsold chassis that were converted to roadgoing XKSSs.

The 172mph D-type became a legend of endurance racing, with Mike Hawthorn and Ivor Bueb famously taking victory for the factory at the disaster-hit Le Mans in 1955, before Ecurie Ecosse rounded off a hat-trick of wins with Ninian Sanderson and Ron Flockhart's victory in 1956 and then by securing the first four places in '57, with Flockhart and Bueb top of the heap.

The new D-types will be to original Le Mans specification and come with the caveat that they are for private road or track use only. There is no suggestion of price just yet, but it is likely to be well above £1 million.

'The Jaguar D-type is one of the most iconic and beautiful competition cars of all time,' said Jaguar Land Rover Classic director Tim Hannig, 'with an outstanding record in the world's toughest motor races. And it's just as spectacular today.'

'The opportunity to continue the D-type's

success story, by completing its planned production run in Coventry, is one of those once-in-a-lifetime projects that our world-class experts at Jaguar Land Rover Classic are proud to fulfil.'

Kev Riches, Jaguar Classic engineering manager, added: 'Recreating the nine D-type-derived XKSSs was hugely satisfying, and an even bigger technical challenge than the six missing Lightweight E-types, but lessons learned from the XKSS project have given us a head start on the final 25 D-types. Each one will be absolutely correct, down to the very last detail, just as Jaguar's Competitions Department intended.'

**'THE NEW D-TYPES WILL BE BUILT TO ORIGINAL LE MANS SPEC AND FOR PRIVATE ROAD OR TRACK USE ONLY'**







## Lister planning to conjure up a storm

*Jaguar F-type-based Thunder will be the fastest ever Lister*

**LISTER HAS ADDED** 'specialist tuning company' to its continuation car credentials by unveiling a highly modified Jaguar F-type called the Thunder. Named to succeed the Storm and packing an upgunned 5-litre V8, just 99 of the cars will be made and priced at £140,000 each. The Thunder will boast some 666bhp, with a top speed in excess of 200mph and 0-60mph coming up in a fraction over 3sec.

Aside from having an extra 99bhp over the flagship Jaguar F-type SVR, the Lister Thunder is differentiated by custom-made carbonfibre front and rear bumpers, an extended splitter for greater downforce, Lister vents and decals. There will also be a carbonfibre bonnet option.

Lister CEO Lawrence Whittaker said: 'We came to the inaugural ExCel show last year and it was one of the best shows we have attended – we quickly sold a new Knobbly while on the stand! That is why we have chosen this year's follow-up event at ExCel to launch the exciting new Lister Thunder, which will mark the first car from our revised Jaguar tuning programme.'

He added: 'Like Brabus and AMG with Mercedes and Alpina with BMW, we are hoping to become synonymous once again with tuning Jaguar vehicles, giving customers new enhanced, bespoke performance and design alternatives to Jaguar's acclaimed model programme. Although we are not directly affiliated with Jaguar Land Rover, Lister has a Jaguar tuning heritage dating back 65 years. Our new Lister Thunder is the fastest and most powerful Lister ever created, with a 208mph top speed and 0-100 time of just 6.8 seconds. I am utterly proud of what we have achieved, and the Thunder is just the beginning.'

The Thunder joins the continuation Knobbly variants and Costin in the company's line-up.



**Clockwise from top** New D-type will be handbuilt at Jaguar Land Rover Classic Works; engine will be the 3.4 twin-cam straight-six that was spec'd for '55/56; fuel filler under fin; authentic cockpit.



# NEWS FEED

*An American beauty is crowned; Regie rubber re-available; Valletta calling; Caterham flying high; book price corrected*



## America's most vaunted

A 1931 Ford Roadster owned by Dave Martin and built by Hot Rods & Hobbies was crowned America's Most Beautiful Roadster at the 69th annual Grand National Roadster Show in Pomona in January.

The Martin Special was praised for its craftsmanship and dazzling aesthetics, as well as its provenance. In a former life the car competed in the famed Silver State Classic open road race and it currently packs a 500bhp Ed Pink Racing Engines small-block.

'Dave Martin's car possesses all the qualities that our judges look for, blowing us away thanks

to its exceptional craftsmanship and innovative styling,' said John Buck, producer of the Grand National Roadster Show.

## Tyres for Turbos

Vintage Tyre Supplies can now offer Renault 5 GT Turbo owners new 195/55VR13 Avon CR27s. This original-equipment-size, V-rated tyre has been designed and manufactured in the UK and has an introductory price of £109 plus VAT. Delivery is free within the UK. Call Vintage Tyres now on 01590 612261 or visit [vintagetyres.com](http://vintagetyres.com).

## The Maltese invitation

Time is running out for overseas

owners to enter their cars for the prestigious Valletta concours, expected to be a bumper event this year as the Maltese capital is the 2018 European Capital for Culture. The event on the Mediterranean island was last year won by a Citroën Traction Avant 11BL and has a burgeoning reputation. This year's edition has already attracted entries from leading US collectors. See [vallettaconcoursdelegance.com](http://vallettaconcoursdelegance.com) for more details.

## Seven bridges sales gap

Specialist sports car maker Caterham has recorded a second consecutive year of growth and its best sales figures in over 20 years. In 2017, the Seven's 60th anniversary year, the company sold some 667 of the model, up more than 50 on the previous year. The numbers were particularly boosted by the 60 special celebration SuperSprints that sold out in just seven hours at the Goodwood Revival.

## Correction

The correct price for the *Classic Car Auction Yearbook 2016-2017*, reviewed in issue 176, is €70, and the book is available from [classiccarauctionyearbook.com](http://classiccarauctionyearbook.com).

## THEY SAID

*'I first realised I needed to get out when I opened the door and the flames went up my arm'*

*Top Gear's Chris Harris on the moment he realised the new Alpine he was driving on the Monte Carlo Rally was ablaze*

*'Apparently, there is a car in orbit around Earth'*

*Elon Musk, having launched the SpaceX Falcon Heavy with a payload of a Tesla Roadster driven by a dummy to a David Bowie soundtrack*

*'There's a story that Franco Gozzi tells of when he joined Ferrari and opened a cupboard to find stacks of 1950s yearbooks, the rarest of them all now. When he asked what he should do with them, he was told to throw them out'*

*Nathan Beehl on why Ferrari collecting has become an artform – see p106*

## OBITUARIES

### Gérard Welter

1942-2018

Peugeot designer Gérard Welter, 'the father of the 205', has died aged 75. Welter spent half a century with Peugeot, culminating in the RCZ, but also set up the WM (Welter Meunier) and WR (Welter Racing) teams, running technologically advanced cars at Le Mans. In 1988 his WM P88 set a record 405km/h on Les Hunaudières.

### Charles Burnett III

1956-2018

Houston-based British record-breaker Charles Burnett III died in a helicopter crash in New Mexico last month at the age of 61. In 2009 Burnett broke the 100-year-old Land Speed Record for a steam car when he set a new best of 139.8mph in California, bettering the old record by more than 10mph.

### Santino Balduzzi

1943-2018

Alfa tuner, engine specialist and race entrant Santino Balduzzi has died aged 74. Having started on motorcycles and Fiats, he later gained a reputation for building GTAs that outperformed Alfa's Autodelta entries. This earned him a semi-official role as a consultant, working largely behind the scenes on many race programmes.





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## Atlantic scoops top honour

*Spectacular ex-Dr Peter Williamson T57SC is declared Best of the Best in showdown of concours champions*

Words Robert Coucher

A STUNNING 1936 Bugatti Type 57SC Atlantic, co-owned by Peter and Merle Mullin of the Mullin Automotive Museum and Rob and Melani Walton, has snatched the honour of The Best of the Best from a host of global concours winners.

Arch classic car enthusiast, The Honourable Sir Michael Kadoorie, chairman of the Hong Kong and Shanghai Hotels, launched the unique Award in 2015 with co-

founders Chip Connor, Bruce Meyer and Christian Philippson. It considers the priceless winners of eight of the world's most prestigious concours, the Atlantic being in the running after taking Best of Show at the 2017 Chantilly Arts & Elegance. The shortlist was considered by 24 automotive experts, designers and 'car guys' who included Ian Callum, Chris Bangle, Peter Brock, Nick Mason, Jay Leno and Henry Ford III.

The announcement was then made during the third annual Peninsular Classics Best of the Best Award gala dinner held at the fabulously opulent Peninsular Hotel in Paris on 8 February. Unveiled in the hotel's suitably 'dressed' underground car park, the metallic blue Bugatti, chassis number 57374, was the first Type 57 Atlantic produced and is the sole surviving Aero Coupé. It was delivered new to Nathaniel Rothschild and was recently on display at the Petersen Automotive Museum in Los Angeles.

'The Atlantic represents the pinnacle of everything I adore about French automotive styling and is widely described as the Mona Lisa of the automobile collector world,' said Peter Mullin. Co-owner Rob Walton added: 'What this Award does is to allow us to take a step back and admire the quality and beauty of the greatest classic cars in existence today.'

Bugatti head of tradition Julius Kruta was unsurprisingly impressed by the car and delighted with the decision. He said: 'The Bugatti Type 57SC Atlantic is the crown jewel of the automotive circuit. This car was Jean Bugatti's masterpiece with its beautiful and breathtaking lines, plus its unmatched performance for the time. Today, it remains the ultimate expression of the Bugatti legacy: unparalleled power and beautiful design.'

The award's originator, Sir Michael Kadoorie, hopes it will help to bring on a new generation of enthusiasts: 'My great hope is that we not only succeed in thrilling long-term car enthusiasts, but that this award will also ignite a new-found passion for those just discovering the world of motoring.'

## Spectacular Porsche exhibition opens in LA

*From prototypes to Le Mans winners, the Petersen Museum has pulled out all the stops for its year-long tribute to Stuttgart*

A SPECIAL EXHIBITION showcasing 50 of the most iconic Porsches opened at the Petersen Museum in Los Angeles on 3 February. Said to be the most comprehensive marque display outside of Stuttgart, the exhibition is called The Porsche Effect and dominates the Mullin Hall and the museum's famous Vault.

Notable vehicles on display include a 1939 Type 64 Berlin-Rome race car, a 1964 901, a 1987 928 H50 Study, a 1955 550 Spyder, the 1985 959 'Paris-Dakar', Steve McQueen's 356 Speedster, and Petersen founding chairman Bruce Meyer's 1979 935 K3 Le Mans winner.

The cars are accompanied by historical documents and artefacts from the German company's earliest days to the present.

'At the Petersen, we always seek out compelling new ways to engage our guests and pique their interests,' said executive director Terry Karges. 'Because Porsche is so embedded in the Southern California landscape, we were thrilled to partner with the automaker to create an experience that is truly remarkable and dedicated to the many Porsche lovers in the Southland.'

See *Octane* 179 for a full and extensive insight into the exhibition, which runs until 27 January 2019.





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**Below and left**

Fiat Heritage boss Roberto Giolito has big plans for the future; could a continuation TZ1 be on the cards?



# Fiat Heritage considering continuation models

*Fiat's historic wing plans a big step-up in operations*

Words Richard Bremner

**FIAT HERITAGE** is considering the possibility of building continuation models for its Abarth, Alfa Romeo, Fiat and Lancia marques. Speaking at Rétromobile, Fiat Chrysler Automobiles Heritage boss Roberto Giolito said: 'Sanction II re-issues could be a possibility. They could be improved with modern materials and methods to be perfect executions.'

The former head of Fiat design, and author of the current Fiat 500, added that projects like this are 'absolutely stimulating. We're not going to do this yet, but we are looking at it.' Giolito believes that running a heritage operation 'in a huge company enables us to engage skills across the whole structure of Fiat – it's a recirculating of skills.' He also

reckons that 'a remake will be a way to reconnect with coachbuilders like Zagato and Pininfarina. It will be a pleasure to make a co-operation in this way.'

Giolito would not be drawn on what models FCA Heritage is considering for remanufacture, but agreed a car like the Alfa Romeo Giulia TZ1 could be evaluated. This 1963 coupé replaced the Giulietta-based SZ, both cars developed by coachbuilders Zagato and enjoying success on road and track in events such as the Targa Florio, the Coupe des Alpes and Le Mans. The pretty, tubular-frame TZ would suit a continuation programme because it's a race car and could be used in historic events, manufacturer's remakes not being legal for road use.

Giolito adds that Fiat Heritage is already involved with one recreation, the company collaborating with an Italian polytechnic that's building a 3D 1899 3.Shp Fiat as part of its mechatronics degree course. 'It's the most obsolete car that we have,' he says. FCA's Heritage operation is also 'remanufacturing parts that are unobtainable. Not for customers yet, but for our own collection, using additive manufacturing processes for plastics. We have also bought a 3D printer for metallic parts.' Engine blocks, plastic ECU casings and brakes are among the components being developed.

FCA is clearly committed to developing its Heritage operation, the business moving to larger premises at Mirafiori later this year while continuously expanding the scope of its services. The company is already restoring cars both for sale and for customers – and currently expanding that business – as well as looking to introduce a certification scheme and developing an apprenticeship programme to pass on classic car restoration skills. It seems highly likely that in time, therefore, its ambitions will include the production of continuation models.

## WHY WE LOVE...

### The classic Webasto-style folding sunroof



Why don't cars have these any more? Because they have a reputation for leaking, they are vulnerable to a vandal's knife, they are labour-intensive to fit, and carmakers cottoned on to buyers' liking of factory-fit sunroofs. Then we discovered air-conditioning.

But there is still a charm in a well-judged Webasto (or Weathershield or Britax or Sunway: all the same sort of sliding/folding thing). To have such an obviously coachbuilt accoutrement to

your mass-production, steel-bodied car was always an appealing culture clash, especially as some versions even used a wooden frame around the aperture. Then there was the faith, smoke and mirrors involved in keeping the water out, nominally achieved simply by the tension of the inner cables against a slightly curved roof.

To some, the 'full-length' version is a no-no – far too intrusive, far too democratic for rear passengers – but to most it was the system's finest feature. Webasto is still in rude health, incidentally, supplying 'roof systems' (glass, convertible tops, you name it) and much else to the world's motor industry.

**John Simister**



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## HOW TO...

### Align the wheels of your vehicle

Having your front wheels pointing in the right direction is vital. If they are even slightly out of kilter, your steering will feel fuzzy, your front end might wander, your tyres will wear and you'll use more fuel.

So wheel alignment, or tracking, really should be checked from time to time. And if you've changed something in the front suspension or steering that could affect the tracking – for example a track-rod end, a tie-rod, a MacPherson strut attached to its hub in a way able to be adjusted – then you'll need to check and maybe adjust the tracking.

The painless way is to get your local tyre shop to do it, but you can reset the tracking yourself. One method used by racing teams when away from base is to use string – or fishing line, which sags less under its own weight – along with four axle stands and a tape measure. You place a line along each side of the car, stretched between two axle stands, level with the centres of the wheels and positioned so the lines are parallel to each other (measure the distance between them at front and rear), and the same distance away from a wheel as its counterpart on the same axle. You will, of course, have already checked that the steering wheel is properly centred.

Now you measure the distance between the line and the frontmost part of each front wheel rim, and the same for the rearmost part of the rims. Halving this measurement gives the toe-in, or toe-out, for each front wheel, to compare with the manufacturer's spec. Then adjust one or both trackrods as required (some cars have only one adjustable rod), and re-measure. Job done.

Or you can buy a Gunson's Trakrite. This consists of a plate able to slide laterally over another plate, the movement recorded by a pointer on a scale. Drive slowly over the Trakrite with the left front wheel, and any side-thrust from misaligned tracking will move the plate and show the adjustment needed. In my experience, this simple method is very effective.

**John Simister**

## Threats to classics recede

### EU and DVLA rulings ease fears of restrictions

**BODIES REPRESENTING** classic vehicles are reassuring owners that they can continue to enjoy their motoring after two potential threats were defused. The news brings to an end a lengthy period of uncertainty over the future of huge numbers of classics.

Fears arose that a stringent roadworthiness test would be blanketed across Europe. But after a decade of lobbying by the Fédération Internationale des Véhicules Anciens, an EU directive, and not a regulation as originally planned, was issued. This means that member states can 'interpret' it.

In the UK from May, the MoT exemption currently applied to vehicles over 50 years old will be extended to include those more than 40 years old if they are not 'substantially changed'. Because many cars are unoriginal

this phrase prompted panic, but after consultation with the Federation of British Historic Vehicle Clubs, the UK Government has now published its definition of a Vehicle of Historic Interest and clarified what 'substantially changed' means.

Cars on Q-plates, kits and built-up cars will become Historic 40 years after registration, whereas a replacement chassis or new frame will not be considered a substantial change if they are of the correct type. Alternative capacities of the same engine or alternative original-equipment engines are OK, too. However, classics still registered as the original car that have received significant steering or suspension upgrades may fall foul of the rules.

See [www.fbhvc.co.uk](http://www.fbhvc.co.uk) for more.

## Huge Land Rover festival heads to Bicester

### 70th anniversary to be marked in grand style this May

**TICKETS ARE ON** sale for the inaugural Land Rover Legends show, which will celebrate 70 years of the British workhorse at Bicester Heritage on 26-27 May.

The new festival, supported by *Octane* and sister publication *Land Rover Monthly*, will showcase vehicles from its 1948 inception to the present day, with special displays as well as hundreds of private and club vehicles.

Highlights are set to include restorer and TV presenter Mark Evans, who will appear on a special live stage and host parades. The

stage will also have forums and discussions as well as the first Land Rover Legends National Awards, recognising standout originality, restoration, club displays and more. Entries are now open at: [www.landroverlegends.com/awards](http://www.landroverlegends.com/awards).

There will be dedicated forward parking for all visiting Land Rovers, clubs have been invited to show and demo their vehicles, and there will also be exhibitors and traders.

For more info and to book tickets, go to [www.landroverlegends.com](http://www.landroverlegends.com).



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## MAN AND MACHINE

# 'It has the legs on a Ferrari'

*Adrian Clark and his racing Porsche 928 GTS*

Words and photography Paul Hardiman

**WHEN YOU OWN** a fleet of 928s, the law of averages suggests at least one's going to be a racer. Adrian Clark, Porsche Club GB's technical advisor on the model, has owned about 16 of them and this is his second racer, competing mostly in the AMOC's popular Intermarque series.

Both racers came from a trio built in the early '90s by Eurotech. 'I'd had a stripped-out trackday car for a while – the grey one over there,' he indicates, within a barn full of the distinctive shark-nosed profiles under dust sheets. 'My thoughts turned to racing, and it was suggested that I buy the green race car.'

'They were out of homologation for racing and nobody had done any development for a decade. There's a lot of collective knowledge and a good parts supply for 911s and 968s, but with the 928 you're rather on your own. I spent four years developing the green car and, with Guy Butler-Henderson's help, we've improved the damping. With different cams and throttle-body injection the motor is now producing over 400bhp at the wheels.'

'In 2009 the red car came up for sale, so I now own two of the three Eurotech cars – the third was written off. I got it ready for racing in 2016. The biggest change was to get weight out of it, losing 115kg from the 1300kg it weighed when I got it. I went through every component and removed everything possible, or used something lighter.'

Most of the weight saving has come from lightweight composite panels, though the 928 already uses aluminium front wings, bonnet and doors as standard. 'There are a couple running in HSCC '70s Road Sports – Richard Attwood raced Porsche's own car last year – but they have to run at a minimum 1421kg, near their standard weight, and you can't do anything about the laws of physics.'

Adrian's 928 runs in the over-260bhp-per-tonne class in the Intermarque. 'It's almost 30 years old but it's up there with Ferrari 355s and newer Aston Martins. At a recent 40-car combined-grid race at Silverstone, it impressed a lot of people because it had the legs on all of them on the straight. Power circuits such as Snetterton, Castle Combe and Silverstone are its forte, and it's hitting about 150mph at the end of Hangar Straight. It's more challenging on a winding circuit, but I got a third on the Brands Hatch Indy. The green car was regularly in the top three.'

'For the engine to last more than two seasons you have to dry-sump it, and you must keep the gearbox cool; our races are 45 minutes long, with a compulsory pitstop. In my first full season I drove to the circuits, but it's always in the back of your mind that you won't be driving it home.'

'There are very 928s racing out there. So if anyone else fancies racing a 928, we can help. Please do get in touch.'



IN THIS MONTH: APRIL 1968

## Hawker Hunter flies under Tower Bridge

This year's 100th anniversary of the Royal Air Force will doubtless be celebrated with suitable pomp and reverence. Unlike the 50th anniversary in 1968. You would have thought a grateful nation, or at least its leaders, would mark that occasion with events and flypasts, especially over London. But the authorities ruled that 'flypasts over the Capital would be inappropriate' and a parade was deemed sufficient. To many in the service, this seemed an insult.

With the quiet outrage going unnoticed in the corridors of Harold Wilson's government, it fell to one pilot to remedy the situation as only he knew how. Senior Operational Flight Commander Alan Pollock from No 1 Squadron (the oldest squadron in the service) and three of his colleagues had been flying their Hawker Hunters around the country on what was being called Anniversary Week. Over southern England's RAF airfields they had been dropping leaflets in 'Dummy Raids' as a form of celebration. On the return flight to West Raynham from one such 'raid' on 5 April 1968, Flt Lt Pollock, on his own admission, 'acted on impulse', broke away from the other Hunters and headed at low level for central London.

Throttling back his Rolls-Royce Avon turbojet, he flew straight for the Thames and the Houses of Parliament, which he circled three times before heading east down-river towards Tower Bridge. 'It was easy enough to fly over it,' he later said, 'but the idea of flying through the spans suddenly struck me. I had just 10 seconds to grapple with the seductive proposition which few ground-attack pilots of any nationality could have resisted. My brain started racing to reach a decision. Years of low-level strike flying made the decision simple.'

He flew straight through the bridge at 350 knots – and a legend was born.

Neil Godwin-Stubbart





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# THE WINTER TRIAL, 4-8 FEBRUARY

**Clockwise from top:** Hank and Nicole Melse's 1965 Porsche 911 slithers towards sixth place; Alpine A110 ready for action; an emergency stop for the Fennell/Denzler Volvo Amazon; Niko Bloemendal and Joost Bolwidt enjoyed low-powered fun in their 2CV; the Ford Escort RS2000 of John Abel and Andy Pullan was beaten only by the Lambergits/van der Palen Escort Mk1.



LEFT-HAND PAGE: THE WINTER TRIAL; RIGHT-HAND PAGE, CLOCKWISE FROM TOP LEFT: BREMEN CLASSIC MOTOR SHOW X 2; CHARLIE WOODING; CAVALLINO CLASSIC / PETER SINGHOF





**BREMEN CLASSIC MOTOR SHOW  
2-4 FEBRUARY**

There was room for two- and four-wheeled machines, but it was the VW-Porsche Beutler 696 Spezial 2 (right) that stole the show.



# THE MONTH IN PICTURES

*In the snow of mainland Europe and the streaming sunshine of Florida, classics were driven as their makers intended*

**SYWELL TRIAL, 4 FEBRUARY**

Bouncer Chris Gould gives her driver Mike Bletsoe-Brown a leg up in his Cannon.



**CAVALLINO CLASSIC  
24-28 JANUARY**

A trio of Ferrari 512 BBLMs made sweet music at Palm Beach International Raceway as part of the 2018 Cavallino Classic.







**AFTER FIVE DAYS** and with just two stages remaining, including the iconic Col de Turini, Michael Bruns/Frank Westenburger in their ailing Ford Falcon Sprint and Gianmaria Aghem/Diego Cumino (Lancia Fulvia Coupé 1200) were in equal first place. Within sight of the finish, the Falcon finally cried enough, handing a well-deserved overall victory to the Italian team.

The 21st edition of Rallye Monte-Carlo Historique, which is open to 300 cars of a type that competed between 1955 and 1980 and with start points spread across Europe (including Glasgow, Oslo, Barcelona, Bad Homburg, Reims and Monte-Carlo itself), should easily prove the most popular – as well as the biggest – regularity rally of the year. Organisers insist that crews complete a traditional concentration run before the main event, but in return allow studded tyres, service teams, a choice of stage speeds, plus a certain amount of technical leniency regarding performance monitoring. It all adds up to an occasion much loved by rally participants and the general public alike.

Since the early days of the 'Monte', British drivers have found support via the International Rally Drivers Club. In the past, the Club would hire a bus and transport wives, girlfriends and baggage down to the Principality in time for the 'Grand Party'. Times change but, even so, in 2018 the IRDC entered 40 members, including veteran navigator Willy Cave. At the ripe age of 91, and having completed his first rally in 1956, this grand master of the sport was 9th overall after day two, but sadly he and driver David

Mustarde had a frightening accident in their Alfa Giulietta ti on the final stage and were lucky to make it to the finish.

Conditions were harsh for the 2018 event, with plenty of ice and fresh snow. The timed 16-kilometre section that included both the Col de Pierre Basse and Col de Corbin, and the final run over Lantosque-Sospel in particular, claimed many victims, including the well-placed Steve and Tony Graham (Lancia Fulvia 1600 HF) and Gordon and David Glen (Opel Kadett GTE).

Best performance by a British team finally went to Nicholas and Peter Moss (BMW 2002ti) in 78th. Remarkably – considering the conditions – third place overall went to the little Zastava 1100 of the Polish pairing of Stanislaw and Andrzej Postawka.

Be in no doubt: Rallye Monte-Carlo Historique is tough. This year, of the 317 cars that started, only 259 made it to the finish. But that's why it's such a cherished event.



#### From top

Snow and ice made 2018's event look like Montes of old; Jonathan and Christine Miles' Porsche 356B; parc fermé by Monaco harbour; classic Monte scene.





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# Salon Rétromobile 2018

Paris, France 7-11 February

Words Robert Couchier Photography Delwyn Mallett

**SALON RÉTROMOBILE 2018**, held as always at the Parc des Expositions de la Porte de Versailles (7-11 February), has long been the most stylish and enjoyable opener to the classic car 'season'.

Rétromobile is all about finding the weird and wonderful cars you'll never see anywhere else. Starting at the back of the show, in Hall 3, the 'never before seen in public' Engelbert Moll private collection of 20 rare Abarths was incredible and included the mad 1958 Fiat Abarth 500 Record Pinin Farina which achieved 180km/h.

Just down the hall was the homage to French motor racer and Resistance hero Jean-Pierre Wimille, including a Bugatti 59, Alfa Romeo 308 and Gordini that he raced. After his racing career Wimille became an automotive designer and his 01, 02 and 04

prototypes were on display as well. Peter Stevens, stylist of the McLaren F1, commented: 'His cars have mid engines and the driving seat is mounted centrally. Interesting...'

After a quick look at the cars for sale at the Expo Vente 'under €25,000' display, where a lovely bronze Maserati Quattroporte and Lancia Fulvia were spotted, it was through to Hall 2, where the Delahaye GFA charabanc was amusing. Also in the hall was the vast array of Artcurial auction cars, sadly minus the ex-Bardinon Ferrari 275P Le Mans winner, withdrawn at the last minute because of ongoing legal issues.

Hall 1 was a catwalk full of French glamour. The huge Renault stand included the original, battered Renault 4L Expedition Michèle Ray that had covered 40,000km from Terre de Feu to Alaska, as well as an electric Renault 5 from 1974 – the rear compartment was totally taken up with an enormous battery.

The Citroën DS Heritage stand included the impressive 1958 General de Gaulle Citroën DS21 Présidentielle with its

bulletproof glass, plush interior and truncated tail end. Another presidential carriage was displayed on the Citroën stand, the elegant four-door convertible SM from 1972, one of two built by Chapron to transport Georges Pompidou, as well as Queen Elizabeth II during a royal visit.

Jaguar Land Rover launched its continuation D-type at the show (£1.7m plus local taxes) and had a rebuilt Range Rover Classic on display for £140,000. Other Brits out in force were Fiskens, JD Classics and Girardo & Co. Lukas Hüni had corralled ten Ferrari SWBs and the Richard Mille McLaren display showed eight McLaren racers, including the 1995 Le Mans-winning JJ Lehto/Dalmas/Sekiya F1.

Without a doubt, Rétromobile remains the best way to kick-start the classic car year.

## On this page

Non-automotive items join automobilia at Rétromobile, along with high-end auctions, restoration projects, famous race cars and manufacturers' displays.







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# Sydney Concours d'Elegance

Sydney, Australia 27-28 January

Words and photography James Nicholls

**TWO INTERNATIONAL CONCOURS** d'Elegances took place on the weekend of 27 and 28 January: one in Sydney, Australia, the other in Palm Beach, Florida. While the Cavallino Classic in the USA was the grander affair, with a bigger classic car gene pool to call upon, the honour of being the first major Concours show of the year went to Sydney by dint of time difference, if nothing else.

Having said that, the quality of the 60 cars on show at the Sydney Superyacht Marina did not suffer in comparison with those on display on the other side of the Pacific. Run under the auspices of the International Chief Judges Advisory Group, the Sydney event not only had world-class expertise in the form of chief judge Nigel Matthews from Canada, Chris Kramer from Germany, and Siegfried Linke from the US, it also had some truly world-class cars on display.

The weather was fair, if humid, and the backdrop of the superyachts on the water under the ANZAC Bridge was spectacular. On the first day, dubbed Supercar Saturday, it was the turn of modern supercars and their owners to show off their steeds, but it was on Sunday that a host of amazing automobiles competed to be Best in Show.

The cars were split into ten classes, run not along marque lines but, more interestingly, by categories of style and inspiration. Winner of the 'Two Seats & the Road – Fast Coupés from the '50s & '60s' was a superb 1964 Ferrari 275 GTB/4, narrowly pipping another beautiful Ferrari, a 250 GT Lusso in traditional Rosso Corso. 'Cruising the Riviera – Roadsters from the '60s & '70s' was made up solely of English cars, giving some wag the opportunity to dub it 'Cruising the Cornish Riviera'. This class was won by a 1965 Austin-Healey MkIII. Another English car, a 1984 Aston Martin V8 Vantage, collected top spot in 'Gentlemen's Tourers – Big cars with Two Doors.'



#### Clockwise from top

Winning Cadillac V16 is third car from camera; Ghibli Spyder has factory hardtop and won two awards; 275 GTB/4 was another winner; as was Hispano-Suiza.

'Inspired by Racing – Roadsters from the 1950s' was won by a wonderful white 1960 Mercedes-Benz 300SL roadster, which also collected the award for the most significant sports car present. Another double award-winner was a superb 1971 Maserati Ghibli SS Spyder that picked up Best Maserati and also won its class, 'Italian Sportscars from the '70s', against stiff opposition. This Maserati is a very special car which would grace any international event, in superb condition and one of just five factory right-hand-drive Spyders built, and the only one sporting a factory hardtop.

At the other end of the Italian scale, the beautifully prepared 1948 Fiat 500 Topolino was the winner of the 'Small Displacement – Big Fun' class, which also sported a host of pretty Alfas and not one but two lovely Lancia Fulvia Sport 1.3S Zagato-bodied cars.

'The New Generation – Sportscars from

the '80s' was won by a 1989 Porsche 928 S4, which also picked up the Porsche 70th Anniversary award. Australian cars were also on display, an immaculate 1971 Ford Falcon GT taking honours against strong opposition in 'The Grand Tour – Big Cars for the Trip'.

'Kings of the Road – Touring Cars from the '30s & '40s' featured a couple of beautiful Alvises, but the winner of the class was the impeccable 1933 Hispano-Suiza HS26 Junior. If you like your cars even older then 'The Golden Years – Open Cars until 1930' would have grabbed your attention. And what a class this was, with a 1930 Cadillac V16 Sports Phaeton taking top honours by pipping the 1913 Rolls-Royce London to Edinburgh Silver Ghost that had won Best in Show at Motorclassica in Melbourne in October 2017.

It was a close-run thing, but for the jury there was no surpassing the quality and presence of the imposing Cadillac, and they named this behemoth the worthy winner of Best in Show of the 2018 Sydney Concours d'Elegance.



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Espiritu de Montjuïc, 6-8 April  
Image: Dominique Breugnot

## COMING UP

*As winter rallies segue into spring shows, the 2018 season ramps up in fine style*

### 1-3 March

#### WinterRace

A field of 80 pre-1977 cars, a 400km route across the Dolomites and through some of Europe's most beautiful mountain scenery, and snow, snow and more snow.  
[winterace.it](http://winterace.it)

### 3-5 March

#### Antwerp Classic Salon

Over 350 exhibitors from 14 countries are set to attend the 41st Classic Salon, which will



NEC Classic Car & Restoration Show, 23-25 March. Image: Clarion Events

boast a 'goldmine' of parts and collectables as well as displays from clubs, dealers and museums.  
[siha.de](http://siha.de)

### 9-11 March

#### Amelia Island Concours d'Elegance

Stunning classics will again arrive in Florida and, as always, there will be some superbly strange machinery on display. Among the special classes announced for 2018 so far are one dedicated to kustom king Ed 'Big Daddy' Roth and one exclusively for electric horseless carriages.  
[ameliaconcours.org](http://ameliaconcours.org)

### 9-11 March

#### Phillip Island Classic

The largest Historic meeting in the Southern Hemisphere, held on Phillip Island just off Melbourne, attracts cars from Australia, New Zealand

and further afield. Grids are organised by the Victorian Historic Road Racing Register and cater for Touring Cars, single-seaters, sports racers and pre-war machinery, too.  
[vhrr.com](http://vhrr.com)

### 17-18 March

#### Goodwood Members' Meeting

Top-drawer Historic racing on Goodwood Circuit in front of a deliberately limited number of spectators. No need to sharpen your elbows to get a good view here. Among the attractions this year is the return of the crowd-pleasing Gerry Marshall Trophy for 1970-82 Group 1 Saloons.  
[goodwood.com](http://goodwood.com)

### 18 March

#### Pioneer Run

As it has done pretty much every year since 1930, the Sunbeam Motor Cycle Club will gather almost 400 pre-1915 bikes, tricycles and sidecars in Epsom before releasing them for a 47-mile trundle down to Brighton. Nowhere else will you see so many early bikes in one place.  
[sunbeam-mcc.co.uk](http://sunbeam-mcc.co.uk)

### 21-25 March

#### Techno Classica Essen

'Huge' is the word most often used to describe the annual German show. It's an accurate description, but Techno Classica has more going for it than sheer size, with carefully considered displays and the sort of support from clubs that makes it feel like a show for the people, by the people, in spite of the presence of many major manufacturers.  
[siha.de](http://siha.de)

### 22-25 March

#### Retro Classics Stuttgart

Some 140,000m<sup>2</sup> of space in south-west Germany is filled with classics of every type. No major event has more readily embraced the Youngtimer scene, and this year there will be a hall dedicated to cult cars of even more recent vintage, described by organisers as 'Neo-classics'.  
[retro-classics.de](http://retro-classics.de)

### 23-25 March

#### NEC Classic Car & Restoration Show

Birmingham's NEC is again the venue for this spring extravaganza, which offers displays of pristine restorations and untouched barnfinds, an auction, expert advice, and a trade village packed with parts.  
[necrestorationshow.com](http://necrestorationshow.com)

### 6-8 April

#### Espiritu de Montjuïc

The street circuit at Montjuïc in Barcelona fell into disuse in the '70s but now comes back to life once a year, with single-seaters, GTs, touring and sports cars entertaining the crowds.  
[peterauto.peter.fr](http://peterauto.peter.fr)



GP Terre di Canossa, 19-22 April  
Image: GP Terre di Canossa



**6-8 April**

### **MotorClássico**

A gathering of classics big and small in the Portuguese capital of Lisbon; among the exhibitors there are always several model car specialists.

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

**7-8 April**

### **La Jolla Concours d'Elegance**

There's more than one seaside concours in California, and this annual event at La Jolla in San Diego boasts a location to rival any you might care to mention – and an equally compelling field of cars and motorcycles. [lajollaconcours.com](http://lajollaconcours.com)

**16-20 April**

### **Scottish Malts**

This perennial favourite is so named because the route includes visits to some of Scotland's famous distilleries – as if the epic scenery were not enough of a draw. [heroevents.eu](http://heroevents.eu)

**19-22 April**

### **Gran Premio Terre di Canossa**

Italy has more than its share of great regularity rallies, and this one takes in some absurdly attractive parts of the country's north-west. There's also a 'culinary itinerary' to match... [granpremioterreredicanossa.it](http://granpremioterreredicanossa.it)

**20-22 April**

### **Motor Legend Festival**

Held at Imola and described by the organisers as a 'motoring fairground', this event will feature grids paying tribute to Enzo Ferrari, Ayrton Senna, Jim Clark and Martini Racing. [motorlegendfestival.com](http://motorlegendfestival.com)

**21-22 April**

### **Perthshire Classic Car Festival**

This brand new event, which promises to be Scotland's premier classic car weekend, will be based around Scone Palace and has the support of HRH Prince Michael of Kent, who will be involved in all the activities – which are set to include a 150-car parade through Perth and a 300-car display at the Palace on the Saturday, and a Drive It Day on the Sunday. [blairgowrieclassiccartour.co.uk](http://blairgowrieclassiccartour.co.uk)

**22 April**

### **Drive It Day at Bicester Heritage**

Bicester Heritage has organised a Sunday Scramble event to coincide with Drive It Day, and will as usual give members of the public the opportunity to look around the former RAF base and the workshops of the specialists that now call it home. [bicesterheritage.co.uk](http://bicesterheritage.co.uk)



Scottish Malts, 16-20 April  
Image: Francesco Rastrelli



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**THE MARKET**

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**\*21<sup>st</sup> March, 2-8 p.m.: Happy View Day/Preview** · Thurs. 9 a.m. to 6 p.m.

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# Aston cracks car design's toughest code

*Think convertible versions of fixed-heads are heavier, floppier, slower and less fun to drive? Think again...*

**Words** Steve Sutcliffe

**VOLANTE MEANS 'FLYING'** in Italian, and that's a good way to describe the trajectory of Aston Martin in general in 2018. Even today, Aston's range of cars looks wider and stronger than at any point in its 104-year history. Yet today is only just the beginning – because also in the pipeline is the Valkyrie hypercar and its track-based derivative that will, says Aston, 'be as fast as a Formula 1 car around Silverstone'. Then there's the rebirth of the Lagonda brand, an all-new mid-engined Ferrari 488 rival that's due in 2021, and a range of SUVs that will appear at broadly the same time. Aston, as they say, is on a roll.

But right now it's the all-new £159,900

Volante that we're interested in most. Powered by the same 503bhp, 4.0-litre twin-turbo V8 that propels the excellent new DB11 V8 Coupé, the Volante represents a stepchange in capability when it comes to open-top Aston Martins, not just technically but visually and dynamically, too.

Everyone knows that when you remove the roof of a car and replace it with a piece of cloth you take away its torsional strength, and therefore its chassis and suspension become far harder to tune. At the same time you also lose luggage space, especially when, as in the Volante, that roof is powered by electric motors so that it glides neatly – and almost silently – into the rear bodywork.

And that's to say nothing about how the styling of the open car tends to suffer beside its coupé equivalent, particularly from the B-pillars backwards, due to the fact that the rear end rises in height to accommodate the hood and all its gubbins. Plus, of course, all of the aforementioned adds weight, which then blunts the performance and, again, makes the suspension have to work far harder.

For the average team of car designers and engineers, the open-top car is the proverbial nightmare, quite frankly. Yet the Volante has been a staple for Aston Martin since 1965, which is why Aston's designers and engineers have pulled all the stops out to make this latest Volante a) as good looking as it is, especially around the hindquarters, b) as sharp as it is dynamically beside the coupé, and c) as good to drive as it is, period.

Without going into exhaustive detail about how they've achieved such stunning results,





**Clockwise from below**  
Interior doesn't quite feel £160k; hood stows neatly and is less intrusive on rear seat space; Sutcliffe was impressed with the way it drove; S+ means fun.



in short there is extra bracing at both the front and back plus significantly stiffer springs and dampers, all of which have made the Volante, if anything, the sweetest of all three versions of the DB11 on the move. Its steering, in particular, is quite lovely, with a touch sharper turn-in than the fixed-heads and lots of feel mid-corner.

There's also a very trick new electric hood system – it lowers in 14 seconds, raises in 16 – that stores more neatly than before into the rear bodywork, which has allowed the designers to really go to town with the Volante's lower-than-normal rear deck. The result is a quite stunning-looking car when viewed either in profile or dead-on from the rear. What's more, thanks to its clever packaging, the hood also takes up a fair bit less space than previously, meaning you get more room in the rear seats and boot. The rear chairs, for instance, are spacious enough to feature ISOFIX attachments for the first time ever in a Volante.

But it's the way the Volante drives that's most impressive of all; not just the way it

## 'THE VOLANTE, IF ANYTHING, IS THE SWEETEST OF THE THREE VERSIONS OF THE DB11 ON THE MOVE'

steers but also the way it goes, the way it sounds, the way it changes gear and especially the way it rides and handles. Despite weighing 110kg more than the V8 coupé DB11, it feels not a lot slower in a straight line. The torque flow from the twin-turbo V8 is strong even at 2000rpm, and at 4500rpm it feels seriously rapid in any of the first six gears within the excellent eight-speed ZF paddleshift auto.

There are three drive modes to choose from for both the drivetrain and the chassis, so, in theory, six different modes in all: Normal, Sport and Sport+. In Normal the Volante feels calm, sounds reasonably serene and rides a touch more firmly than you might expect but without any unwanted intrusions

from below. In Sport the car feels a fraction more alive, although you can, of course, keep the chassis in Normal and put the drivetrain in Sport and vice versa. And then in Sport+ for both it feels – and sounds – like a completely different animal, with more aggressive mapping for gearbox and throttle, much louder machinations from the exhaust, including pops and bangs on the overrun, and even sharper responses from the chassis.

The Volante's wide-ranging personalities are best enjoyed with the hood down, predictably, when wind noise is impressively well suppressed at least up to three figures. But even with the hood up the Volante can play the refined, smooth driving mile-eater one minute and crisp responding sports car the next, depending on the mode you select.

Faults? I'm not sure the cabin feels like £160k's worth in certain aspects, the not-so-expensive-looking plastic air vents being the most obvious culprit. But beyond that it's an absolute belter of a car, one that drives even better than it looks. Which, in this case, really does mean something.



# That Riviera touch

*Can the Portofino, Ferrari's California T successor, be a genuine everyday GT?*

Words John Barker Photography Malcolm Griffiths



**THE PORTOFINO**, replacement for the California T, gets off to a great start. It's more handsome, both on the approach and from behind the wheel. Press the start button and the more powerful bi-turbo V8 sounds deeper-chested and more confident, and before you've driven more than half a mile you appreciate that the steering is both better connected and more natural in its responses. It's ticking a lot of boxes.

For many die-hard Ferrari enthusiasts, the California's looks and appeal are inversely proportional to its value to the company. Launched in 2008, the 2+2 soon became Ferrari's best-selling car ever, and its 2014 replacement, the California T, last year accounted for 35% of sales. It's a big deal, and Ferrari has strived to make the Portofino an even better GT but also, you sense, a more credible driver's Ferrari, too.

It's not just the extra 40bhp, lifting the tally to an attention-grabbing 592bhp (600ps), that improves the power-to-weight ratio.

Casting the same-sized shadow and still boasting a retracting hardtop, the Portofino nonetheless weighs a significant 80kg less. This is mainly down to a thorough revision of its body-in-white, though there are lots of other, smaller contributors including new magnesium alloy-framed seats.

Although lighter, the Portofino's structure is also significantly stiffer. Suspension spring rates have been increased front (+15.5%) and rear (+19%) and the latest adaptive, magnetorheological damper system is used. Another change is the adoption of electric power steering with a slightly slower rack. The California T was criticised for having steering that was fast but lacking feel, and clearly the ratio change and the integration of EPAS and chassis control in the Portofino is a success because its steering feels more measured, more natural and more connected. It's perhaps a fraction heavier than expected but the confident feel of the car in all sorts of scenarios means that this is soon forgotten.

A near-600bhp, turbocharged engine sounds like it will give the rear tyres a proper workout but traction is strong and the engine does its best work at high revs. Electric valves in the tailpipes control the exhaust note at low revs and the flat-plane-crank V8 can sound a bit droney, whereas at high speed it is superb – sweet revving and enthusiastic. The alertness of the engine and gearbox and the tautness of the suspension ramp up when you twist the *manettino* from Comfort to Sport, the dual-clutch box never anything but slick and smooth. The ride is good on most surfaces but fumbles on broken asphalt, becoming a bit crashy, which is unexpected.

The front seats are physically thinner but still comfortable and free up more space in the rear, though the +2 seats are still better for luggage than even small kids. The new, more coupé-like roof is slick as ever and even with it stowed there's enough boot space for a couple of small cases. Roof up, it's cosy and refined; roof down the new windbreak keeps the cockpit largely draught-free.

The Portofino is better than the California T in many ways: it's better-looking roof up or down (but can't quite disguise its chunkiness), and more rewarding to drive quickly due to better steering and body control. The only reservation is that the ride is less supple and cossetting on poor surfaces, and that feels just a little out of step with its everyday GT brief.



#### Left

A striking shape, and 80kg lighter than its predecessor; there's a big improvement in steering feel.



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# Back on the pace

*The latest Mégane propels Renault Sport straight back to near the top of the heap*

**Words** Andrew English

**LA RÉGIE HAS** always been at or near the top of hot-hatch group tests, so there's a lot riding on this new Renault Sport Mégane, not least because this could be the last-ever RS hatch with a conventional combustion engine. Renault Sport engineer Fabien Berthomieu shrugs when the point is made, saying: 'Could be.' But it's also important because the last RS model, the Clio RS, was somewhat less than universally acclaimed.

So does this car put the RS back into the game? They've certainly thrown the kitchen sink at the chassis, with racing-style hydraulic bumpstops in the dampers, giving a relatively gentle ride with decent body control. There's a separate steering knuckle to improve the front geometry and reduce torque-steer. And the car also has the rear-steer system from the Laguna, which pivots the rear wheels by 1° in the same direction as the fronts above 37mph (62mph in Race Mode) to 'virtually' increase the wheelbase and improve stability at speed, and up to 2.7° in the opposite direction at low speed to increase agility.

There are two choices of chassis: Sport and Cup, the latter with 10% uprated dampers, harder springs, beefier bushing and anti-roll bars and a 5mm reduction in ride height. The Cup also gets a mechanical Torsen limited-slip differential, which reduces wheel scrabble and improves turn-in, and aluminium and cast-iron brake discs, which are lighter and lose heat quicker. By the middle of the year there will be a Trophy version for even more high-jinks.

Replacing the old RS's 2.0-litre turbo four is a new Renault/Nissan/Mitsubishi Alliance 276bhp 1.8 with 288lb ft of torque, familiar from the new Alpine A110. Chain-driven with a production-based block featuring plasma-sprayed, mirror-finish bores, it also has a specially designed cylinder head, with low-friction coatings on the cam buckets and a twin-scroll turbocharger, which blows harder at lower revs than a conventional unit. Standard transmission is a six-speed manual driving the front wheels and there's an optional Getrag six-speed, twin-clutch semi-automatic, with wet clutches to cope with the extra torque, plus launch control and skip downshift systems.

The tuned exhaust has a bit of a boom and if you dial in Sport or Race mode, it pops and bangs on overrun. Despite the reduction in swept volume, it pulls well; very well once past 2500rpm, all the way to the 7000rpm red line. You need to work the gearbox, but the twin-clutch changes really quickly, though you need to have race mode on to stop it changing down automatically even when it's in manual.

Like rivals with a separate steering knuckle, there's a lack of feel at the steering wheel, but as soon as you turn into a corner you quickly realise that feedback isn't really required. That rear-steer system hauls the front into turns with an agility that defies belief; no nose-on understeer, no scrabble on the exit, the RS just goes where it is pointed at just about every speed.

On the circuit, the Cup chassis (which will be the most popular in the UK) is more of a thoroughbred, with a harsher ride and more skittish behaviour, but ultimately trustworthy as it drifts predictably at the front and then with all four wheels. That Torsen diff corrupts the steering a little, but it's useful on turn-in and coming out of hairpins.

Overall, this is a highly impressive return to form. Welcome back, Renault Sport.



**Right**  
Cabin is well made and packed with tech, including a multi-function touchscreen.





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# JAY LENO

## *The Collector*

**T**here's no better way to buy an old car than from the original owner. I hear from a lot of relatives of guys who had something interesting and unusual in the garage, but have passed on. The family don't know what to do with it and have no idea what it's worth. Usually it's pretty ordinary stuff, but every now and then you get a good one.

A woman wrote to me a while back. Her husband had died 18 years ago and he had a Ferrari she wanted to sell. It hadn't been run for years but her husband had said it was worth at least \$400,000. I called her up for a chat, and I asked her what model Ferrari it was. Over the phone I could tell she was reading from a paper.

She said it was a 1967 Ferrari, said the number 275 and then: 'It looks like the letters GTB. Does that sound right?' He had paid \$7500 for it in the early '70s and used it as his everyday car. Then, when he became ill, they just parked it. She knew \$400,000 was an awful lot of money for a car, but that's what he'd said it was worth.

With the devil on one shoulder and an angel on the other, I pondered. Realising I had been very lucky in my life, I took a deep breath and I said to her: 'I'll give you \$400,000 for it, but your car is worth at least three million.'

I asked if she'd checked Ferrari prices recently, but she said no. I told her I knew an auctioneer who would sell it for her, and if she got over \$3m for it, she'd have to bake me some chocolate-chip cookies. She thought that was fair.

The car made \$3.75 million.

One thing I've found to be true is that whatever vehicle you're looking for, it's probably within a couple of hundred miles of Los Angeles. The climate, the movie industry and the large number of engineers in the aircraft industry and the software development business make it a treasure-trove of cool stuff. Vehicles I have a special fondness for are one-owner and unrestored. It takes a special type of person to keep a car and maintain it properly for 20-plus years.

Three days ago someone contacted me about purchasing her 1966 Lincoln Continental convertible. It was not a car I had considered, but to be polite I called her back. She sounded extremely elderly and she lived in Beverly Hills, in a classic Beverly Hills house

built in the 1920s when cost was no object. And Beverly Hills cars are always interesting because they're usually garaged and well maintained.

Turns out this woman and her husband were the original owners. This huge American land yacht was a four-door convertible with suicide doors in the rear. It had never been in an accident or damaged in any way and, best of all, it was just three miles from my house.

Unlike the Ferrari lady, this elderly gal knew exactly what she had. She'd called a number of auction houses and had been given fairly high estimates, so no bargains to be had here. So the car had to be good, and it was.

The Continental top mechanism is one of the most complicated in the world. You hold down the switch, the boot opens backwards and folds itself in half while the top goes through a series of complicated gyrations trying to fit itself inside. I heard these were a nightmare

but this one worked perfectly. The leather interior looked five or six years old, and the suicide doors in the back opened and closed perfectly. One or two shopping-trolley dings apart, the car was almost perfect.

Original unrestored cars are not like modern cars to drive. I'd been driving Porsches, Corvettes and McLarens, and the Lincoln's complete lack of road feel actually made me smile. As you float down the highway, steering with one finger, you feel like the landlord going to collect the rent. Needless to say, I bought the car on the spot.

The last years of these four-door convertibles were 1966 and 1967, and they were the best years because the cars finally had front disc brakes. You need them, because the thing weighs almost three tons.

Powered by an enormous 462ci engine putting out 340bhp, it has a three-speed automatic transmission and is a torque monster. Fuel mileage is nothing to write home about, but that's OK because your whole view of society changes when you drive this thing. People smile, nobody cuts you off.

I've lived in this neighbourhood for almost 30 years and this car was three miles from my house. How had I not seen it? What other treasures lurk just a few feet from my door? As I pulled the Lincoln into my driveway, I pondered on that. And then I polished off the world's most expensive chocolate-chip cookies.



### JAY LENO

Comedian and talk show legend Jay Leno is one of the most famous entertainers in the USA. He is also a true petrolhead, with a massive collection of cars and bikes ([www.jaylenosgarage.com](http://www.jaylenosgarage.com)).

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HAVE TO BAKE ME  
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THOUGHT THAT FAIR'**



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# DEREK BELL

## *The Legend*

**T**he Daytona 24 Hours. I always look forward to this season-opener, the one everyone wants to secure as it's one of few races left on the calendar that has any real history. It means a lot to win something that has proper lineage, knowing you're following in the wheeltracks of the greats. That's how I felt when I won there back in the 1980s. Of course, these days there are one or two additional incentives to do well, chief among them a very expensive watch for each of the victors thanks to title sponsor Rolex. In my day, the event was backed by Sunlife, which was a bank. When I won, they didn't offer me so much as a free pen.

America's round-the-clock classic has come on in leaps and bounds in recent years, thanks to improvements to the track and the spectator areas, along with excellent promotion for the race and manufacturers' involvement with it. It's little wonder that current Formula 1 men Fernando Alonso and Lance Stroll wanted to be a part of it, not to mention the likes of IndyCar superstar Scott Dixon, the world's sports car elite and one or two NASCAR chargers.

Alonso's race turned out to be a miserable one, but he continues to make friends in the USA following his competitive showing in the Indy 500 last year. Finishing 38th wasn't in the script, but that's the nature of endurance racing. Anything can happen and, sadly for the Spaniard and the United Autosports team, their Ligier was blighted with problems after appearing set for a podium finish.

I was even more impressed with Alonso's team-mate, McLaren test driver Lando Norris. I didn't know much about him before the race, but I was an instant fan after I'd seen him grab the Ligier by the scruff of the neck and show it who's boss. The British teenager was the talk of the paddock. His pace was electrifying, and we should be hearing a lot more about him in the future.

Other standouts included the mercurial Juan Pablo Montoya in his Penske-Acura who, when he wasn't meting out a kicking to backmarkers, was magical to watch whenever he had the chance to put on a charge. Ultimately, Christian Fittipaldi, Filipe Albuquerque and Jose Barbosa were victorious amid a depleted field, Fittipaldi joining me as a three-time Daytona winner.

What really struck me in the build-up to the race was the size of the crowd. The paddock at a Grand Prix is a no-gone zone for anyone without the highest clearance. Not so at Daytona, where fans can get close to the cars and the drivers – it was practically jammed before the start. Race-goers have a great appreciation for the event's history, too. Several Daytona old boys, myself included, were inundated with requests for autographs and happy snaps, although I admit to wincing whenever people mistook me for Jacky Ickx or Emerson Fittipaldi. I mean, honestly...

It was all great fun, and I have always thought that European motor racing could learn from North America. Enthusiasts aren't taken for granted in the US, and there are no ivory towers.

As much as I enjoyed being at Daytona, I was sad that one of American racing's staunchest supporters was absent, a man who had 'form' at the Florida circuit. Dan Gurney won the inaugural Daytona Continental sports car race in 1962, the event that preceded the 24 Hours. He also shone on the full oval circuit there in NASCAR.

I was a great admirer of 'Handsome Dan' long before I met him. As a young pup, I remember watching him race or test from my favourite vantage point at Goodwood. I was in awe of his achievements as a driver, not least because he was a threat in anything he sat in, whether it was a Grand Prix car or a sports prototype, a CanAm weapon or a stock car.

Then you factor in his many achievements as a team owner and innovator, and, well, where do you start? Dan's cars won in Formula 1, IndyCar and all manner of different sports car categories. He even had a 'flap' named after him. In particular, I remember Dan's IMSA Toyotas as astonishingly quick, which was a constant source of irritation when I was competing against them in Porsche 962s and Nissans way back when.

More than anything, though, Dan was a gentleman who was at ease with himself and humble to the last. He was never less than approachable, and always quick to smile. Hearing that he had passed wasn't a shock, but it was upsetting. He inspired a legion of drivers, engineers and other motor sport insiders. I count myself among their number.



### 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, '87 and '89), and Le Mans five times (in 1975, '81, '82, '86 and '87).

**'EUROPEAN MOTOR RACING COULD LEARN FROM THE USA. ENTHUSIASTS AREN'T TAKEN FOR GRANTED THERE'**



# DEALING IN DREAMS



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Many are accompanied with histories, track tests and how the deals were done.

The book has been published to commemorate Talacrest's 30th Anniversary and documents the start of the business with borrowed capital from mates in the local pub, to the development of an enterprise which became the first Classic Car dealer to win a Queen's Award for Export. Apart from the cars there are fascinating chapters about John's personal life and other achievements. John's connections with the Sport of King's and love for horsepower is close to his heart and proceeds from the sale of this book will be shared between two charities -

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# STEPHEN BAYLEY

## *The Aesthete*

In 1965, as IKEA was opening in front of hysterical crowds in Stockholm, Tom Tjaarda was in Turin quietly working on 1:1 drawings of what was to be the new Fiat 124 Spider.

These were nearly the very last days before computers interfered with the creative process. Tjaarda also made a *bozzetto* of the Fiat, a full-size wooden model. The great sculptors of the Renaissance and Baroque used *bozzetti* too. There's no better way to test your eye than watching a design actually take shape.

Tjaarda was automobile royalty. His father was Joop Tjaarda van Sterkenburg, designer of the 1936 Lincoln Zephyr. Cars like this were designed to remedy the endemic tedium of life in the Mid-West, and the young Tjaarda felt this existential yearning that the Great Plains generate. When studying architecture in The University of Michigan, he was seduced by lustrous Italian magazines such as *Stile Industria* and *Domus*, glossy workshop manuals for *la dolce vita*, a sunburnt elsewhere.

So, in 1958 he found his way to Italy, introduced to Ghia's Luigi Segre by his father. On his way Tjaarda was impressed, as you would be, by girls singing *Volare* on the train. This was a song, placed third in the Eurovision Song Contest of that year, about a man who had a dream that he was painted blue and could fly.

Anyway, soon a mid-Western lad was working on his own entire car: Ghia's Innocenti 950S. Technically a compromised Austin-Healey Sprite, it was artistically uncompromisedly Italian. It was the sort of car that made you want to paint yourself blue and so on, having none of what *Car & Driver* meanly called the 'tight-jawed hardship' associated with British sportscars.

So much so that Tjaarda's Innocenti design language was donated to Fiat's pretty cabrios of the early 1960s. These were notionally the work of Carrozzeria Farina, as it was still called when Tjaarda arrived there from Ghia in 1962. Battista Farina was a presence and so too was Franco Martinengo, each with exquisite eyes for detail and form. Tjaarda was trained to look at cut-lines from every angle. It was a tough, but good, school.

Tjaarda's first Pininfarina car was the handsome, but hilariously incongruous, Chevrolet Corvette Rondine that appeared at the 1963 Paris Salon. It did a dutiful

round of the shows, but was rejected by GM as not butch enough and too cheese-eating, perfumed European, as if a muscle-bound leader of The Teamsters were wearing make-up and a Pucci gown.

So, since Pininfarina never had any compunction about selling a good set of drawings twice, as it did with the Peugeot 404 and Morris Oxford, Tjaarda's Rondine was adapted for the Fiat 124 Spider. This created some difficulty in the matter of proportions, as the little Fiat was nearly a foot narrower than the Stingray source material. Still, the resulting 1966 Tjaarda-Pininfarina Fiat was a styling masterpiece and much better resolved than its contemporary, the Alfa Romeo Duetto.

*Car & Driver* tested the 124 Spider 50 years ago and let the writer's autonomic nervous systems do the talking while he took a break to mop his brow. The account begins with hyperventilating: 'A lady. A lovely, sensual, responsive Italian lady.'

It continued: unlike, say, a Healey, which was rebarbative and did not use deodorant, the 124 was 'submissive'. You do not need to be a recovering Freudian to read what's going on here.

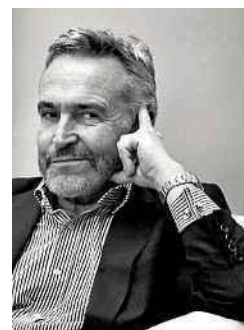
I have been driving the new Fiat 124 Spider. Aesthetically, it pays homage to Tjaarda's original; it's as much a self-conscious *repetizione* as Roberto Giolito's brilliant re-edition of the 500, but it caused in me a melancholic

mood. If I am painted blue, it is not the *azzurro* of the sky but the sombre Delta Blues of regret.

The original Spider had Fiat's twin-cam by Aurelio Lampredi, one of Ferrari's great engine designers. And to emphasise a genetic Ferrari connection, in the Pininfarina studio during 1965, Tjaarda was simultaneously working on the Ferrari 365 California.

Design ideas are leakily uncontainable, and Tjaarda's leaked. Had Ferrari made an export car for \$3000 in 1966, it would have been the Fiat 124 Spider. In 2018, perhaps returning to the polite fiction of the Innocenti-Sprite, it's a Mazda MX-5 in retro-Tjaarda drag.

Of course, the great Italian operatic tradition depends on one person being dressed as another and the effect is usually delightful. The 124 Spider is delightful too, but sad as well. The great tradition of Italian design has become merely the costume department. *La dolce vita*? Sometimes it's bitter as well.



**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'.

**'UNLIKE, SAY,  
A HEALEY, WHICH  
WAS REBARBATIVE  
AND DIDN'T USE  
DEODORANT, THE 124  
WAS "SUBMISSIVE"'**

# ROBERT COUCHER

## *The Driver*

**T**urbo. What a great word. It succinctly imparts a sense of speed and power. When twinned with Porsche, the pairing has real resonance with motoring enthusiasts. It certainly did with me. When the Porsche Turbo was launched in 1975, I was a teenager whose only transport was a 50cc Yamaha motorcycle which produced a puny 5bhp. So imagine what 260bhp sounded like!

Growing up in Cape Town, my Porsche 911 Turbo experience was limited to the pages of *Motor*, *Autocar* and *CAR* magazines flown in from the UK. Yes, we knew that Chevrolet fitted a turbocharger to its weird 1965-66 Corvair Corsa Turbo in America, but that was killed PDQ by Ralph Nader. The Porsche 930 Turbo (as it was named in the US), with its flared wheelarches, massive tyres and that outrageous whale tail spoiler mounted on the rear, soon gained the reputation of widow-maker. According to the road tests, you had to be brave and skilled to handle the Turbo's vicious nature, thus bestowing on it an attractive reputation for being bad and dangerous.

My first live experience with a Turbo happened a few years later when a German fellow appeared in Cape Town – with a bright blue 930 Turbo. He had a mullet haircut and wore natty slip-on driving shoes that only he and Stirling Moss could carry off. In addition, the Porsche was left-hand drive, which in South Africa indicated a special import, adding another layer of exotic sophistication.

Sitting on those fat tyres – I'd never seen low-profile Pirelli P7s before – it looked menacing and fast. I persuaded the German dude to take me for a spin and he didn't disappoint. The Turbo sounded industrial and felt harsh. Along the mountain roads he found a clear stretch and booted it. Nothing much happened... and then suddenly, to the accompaniment of a loud whooshing roar, I was introduced to my first turbo rush. It was surreal, frightening, intoxicating and out of this world. Speed seemed to gather more speed as the turbo kicked in and it was difficult for my virgin senses to keep up. The 50cc Yamaha seemed less dangerous after my first 930 Turbo encounter.

Porsche went on to race the Turbo, badged as the 934, winning the European GT Championship and

adding further kudos to its turbo engineering prowess. In 1978 it revised the road-going 930 Turbo with a larger 3.3-litre engine, now mustering 300bhp and helped by an intercooler. But then Porsche's marketing strategy for the Turbo changed. Instead of the model being a wham-bang widow-maker, it was repositioned as the top-of-the-line luxury 911 GT with air conditioning, electric windows, sunroof, comfortable seats (sometimes Tartan-covered)... basically all the lux kit available at the time. But the car retained its four-speed gearbox until 1989 and, although its bigger engine produced more useful torque, it remained a handful as the big old single turbo would still kick in just when you didn't need it.

A friendly car dealer lent me a 3.3-litre Turbo a couple of years ago for a long trip. What struck me was how civilised it was. On the motorway the turbo hushed the engine and the car felt relaxed and elastic. It would react with vigour when you dropped a gear and shoved the accelerator but it wasn't an animal, it was a really effective grand tourer. You just had to anticipate the power arriving all in one smack at about 3500rpm. The dealer couldn't get rid of the immaculate metallic silver Turbo for ages and now I wish I'd bought it...

The 930 Turbo soldiered on until 1989, when it was replaced by the 964 Turbo producing 380bhp in its final iteration. My Cape Town-based friend, Charles Arton, has owned many Porsches from a 356 to a GT3 and is a championship-winning Historic racer: what are his thoughts on the 964 Turbo?

'The huge turbo only kicked in at 3500rpm. Up until then it was a relatively ordinary car, but all of a sudden all hell would break loose. This coupled with casually accelerating out of a corner with no evil intent... Then that turbo unexpectedly kicked in again! The action in the cockpit caused much heat and the pathetic air-con wasn't much help in Cape Town. It was horrible to drive around town, around corners and in the heat.' That's an enthusiastic owner's honest assessment.

Well, that's it then. I'll take a classic 1989 slate grey 930 Turbo with a five-speed gearbox and a modern upgraded air conditioner and drive it as a GT, not as a widow-maker.



### ROBERT COUCHER

Robert grew up with classic cars, and has owned a Lancia Aurelia B20 GT, 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 *Octane*.





PRESENTS

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# ED GILBERTSON

*Avid motorcyclist, long-time Ferrari owner, and former chief judge at the Pebble Beach Concours d'Elegance*

Interview and photography Massimo Delbò



**1.** These California licence plates are what's known as 'vanity plates'. I kept 166 MM when I sold the car, and it now rides on our 1999 355 F1 Spider Fiorano. The GT Lusso plate was passed along when our '64 250 GTL was sold. The very appropriate 'California Spyder' plate was retained when I sold my 1960 250 GT Spyder California and it later went, for a princely sum, to another California owner.

**2.** I bought my first power tool, a Craftsman drill, at the Sears Store in Fargo, North Dakota, when I was 11. After 70 years and a lot of use it still works perfectly.

**3.** Sherry and I got married in July 1971. I've always liked skulls and my wedding ring is a skull (she went for a more traditional one). It is custom-made in silver, with a 0.25 carat diamond in each eye socket. I still wear it every day.

**4.** I love my stringback leather driving gloves – purchased around 1980 at Nordstroms on Market Street in San Francisco – and use them when driving my Ferraris, Shelby Cobra and hot rods.

**5.** The only picture of our wedding day, with our 1966 BSA 650 Lightning just after being married by a Justice of the Peace in Monticello, New York. I handed the camera to a hippy kid passing by and asked for one shot. It turned out well; only later did we notice the church in the background.

**6.** In 2015, after retiring as chief judge at Pebble Beach, I formed the International Chief Judge Advisory Group to encourage fair and consistent judging based on originality and authenticity, without deducting for evidence of use – cars are meant to be driven! Today ICJAG works with over 30 shows in 12 countries.

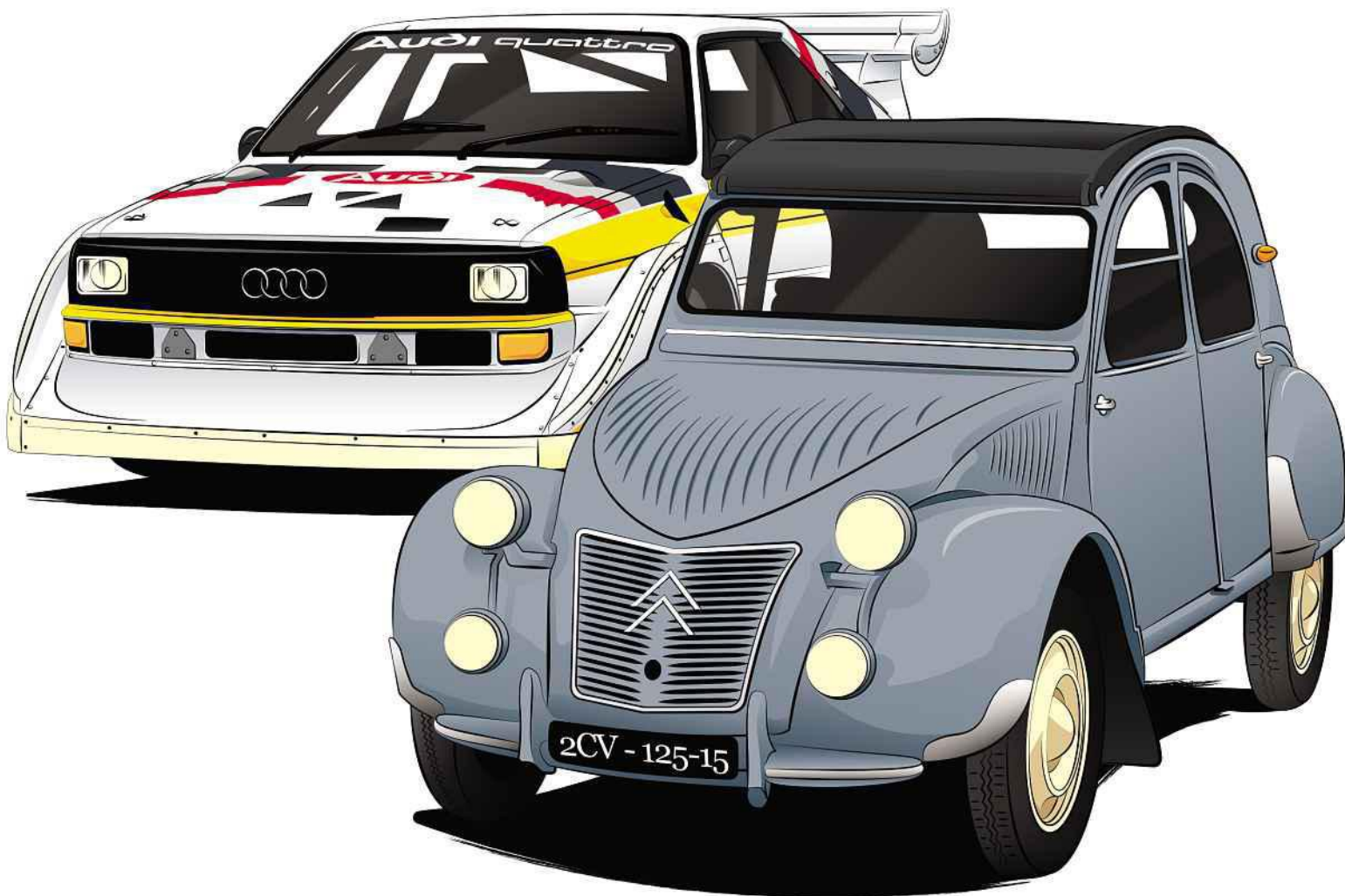
**7.** Because I am a committee member of the Historic Vehicle Association (HVA), Fred Simeone invited me (and others) to be contributing authors for *The Stewardship of Historically Important Automobiles*, one of the first books on preservation. In 2013 it won the International Historic Motoring Award for an automobile publication.

**8.** I owned my 1950 Ferrari 166 MM Barchetta Touring for 22 years, but did not have the very rare bolts made by Ferrari showing the prancing horse, which were used only for the very early cars. This was given to me in the 1970s by a Texas friend.

**9.** In 2017 I celebrated 34 years of honorary and class judging at Pebble Beach, where I'm also a senior member of the selection committee. I'm extremely proud of the judge service awards, with an extra bar for every five years of service.



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Letter  
of the  
month



## Everyday E-type

I WAS DELIGHTED to read the Ferrari Daytona features in *Octane 175*, in particular Bertie Gilbert-Smith's account of his well-travelled example. I have always thought classic cars are for driving and enjoying as the makers intended when they were new, and it was good to see that Bertie and I share this view.

I bought my 1966 E-type 4.2 Roadster in 1994 and, 65,000 miles and 24 years later, I still have it, making it my second most successful relationship. It was the only car I had ever really wanted since seeing my first one at age seven and I sold pretty much every financial asset I had to buy it.

Destitute but happy, I had little choice but to use it as my only car. It was not exactly in concours condition so for the first few years it was basically a rolling restoration, involving rather more restoration than rolling, which resulted in a lot of trips to work by bike.

A trip to Scotland proved that a good deal of leak-proofing was still required, and clouds of smoke when pointing uphill provided a reminder that the gearbox rear oil seal was well past its sell-by date. I rebuilt the engine and gearbox in a bitterly cold single garage (more bike trips to work), then in 1996 moved to New Zealand and found that it has not only a wonderfully car-friendly climate but also some spectacular roads.

The E-type was pressed into service as my daily driver around Wellington and as holiday transport exploring those fabulous roads in the Southern Alps and fjord land. Luggage space was just enough for a three-week trip, concluding with a visit to the vineyards of the Marlborough region which resulted in my wife travelling the last 50 miles to the ferry with a case of Chardonnay sharing her footwell.

The attached photos show [above left] the E-type looking decidedly grubby on an Auckland hotel concourse after a late-night four-hour cross-country blat, and sharing parking space at work with an MGB belonging to another owner who believes in using his car as the makers intended.

My 'E' has been the default choice for trips of any length, including a recent spell of 350km weekly commutes. Using a classic every day has its hazards and the E-type has come off second-best in several encounters, including on one notable occasion with a railway sleeper. But, as Bertie said, they can always be fixed. It has been remarkably reliable with a total of only two breakdowns, both fuel pump related.

I still get a kick out of seeing the E-type in the garage. Here's to the next 65,000 miles and all the adventures yet to come.  
*Paul Callow, New Zealand*



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



## Five-upmanship

I cannot let Robert Coucher's comment in *Octane 177* on the Isetta bubble car – 'an Ultimate Driving Machine it was not' – pass without comment.

When you are 16 years old, it's youth club night and it's raining, so no girls want a ride home on any of the other boys' Vespas, and as a result you have five girls crammed into the back of your bubble car – it is then, without question, 'an Ultimate Driving Machine'. Happy days.  
*Geoff Enoch, Oxford*

*I bet you then parked it in front of a wall and claimed they couldn't get out because the door wouldn't open.* *Robert Coucher*

## Lambo in Lancashire

In response to Keith Houghton's letter in *Octane 177*, it is certainly worth restoring an Espada, especially as Keith has had his for a while and probably didn't pay much for it.

I am currently restoring a Series 3 [right] for a customer and am compiling a Flickr

album of the project. The photos may be of interest and you can see the album here: [https://www.flickr.com/photos/mcpheat\\_automotive/albums/72157669867321175/](https://www.flickr.com/photos/mcpheat_automotive/albums/72157669867321175/) page 1.

I am doing the teardown and assembly in my workshop but the bodywork and paint will be carried out by a couple of very talented local guys. I also have a good engine shop that will go through the internals and make it right for assembly. All these people do great work for relatively little money, since we're based in the North!

If Keith wants to get in touch with any questions he certainly can call or email. I don't charge for a chat.

*Chris McPheat, Lancashire*  
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### From buses to Barris

I recently came across some 35mm transparencies that my father shot on a family trip to Italy in 1960. One box was labelled *Savigliano/Fissore* and included photos of a very ornately appointed Martini & Rossi promotional bus [above]. There is no doubt these photos were shot at their facility, but that's not the end of the story...

My uncle, Andrea De Stefanis, was working at Fissore at the time and likely helped to build the Martini & Rossi bus. He later moved to California and spent a number of years at Barris Kustom in Los Angeles as one of its prominent fabricators. For those unfamiliar with Barris Kustom, it is credited with creating some of the most iconic vehicles for television and film, including the Batmobile, and cars for *The Munsters*, *The Green Hornet*, *The Beverly Hillbillies* and *Bearcat*

TV shows, to name just a few.

Andrea passed away in late 2007 and his funeral service was held at a church in Los Angeles. By a remarkable coincidence, the Barris Kustom showroom was just across the street and, while we were waiting for his service to begin, my cousins and I went in for a visit. Well, I must have been speaking a little too enthusiastically to my relatives about family visits to Barris Kustom as a child, because the showroom manager soon got my attention and said there was somebody on the phone that wanted to speak with me.

It was none other than Mr Barris himself, who was in a hospital bed recovering from surgery. He had lost touch with Andrea over the years and was sorry to hear of his passing.

Mr Barris' parting words to me say it all... 'He was the best body man I ever knew.'

*Greg Badano, California, USA*

### Jumbo-sized problem

The arrival of the massive Boeing 747 [*Icon*, issue 177] brought with it an equally massive servicing issue. How do you efficiently maintain such a big aircraft – and more than one of them at the same time?

My design practice was approached to explore the best solution to servicing two Jumbos simultaneously in a single maintenance hangar. A conventional single-door solution meant that one plane would always be 'trapped' inside by the other.

The result was the Diamond Hangar. Effectively a squashed oblong, it created side-by-side triangular-shaped servicing bays accessed by two parallel doors, with a clear-span roof not unlike the geodetic structure used by Barnes Wallis for the Wellington bomber. It was the biggest single-span structure in the UK.

Incidentally, UPS has just placed an order with Boeing for 14 new 747-8 freighters, so retirement for the Jumbo is a long way off!

*Phil Rech, Derbyshire*

### The odd couple

I was thrilled to see two articles in *Octane* 172 covering both my Matra Rancho X and my genuine Abarth 124 Stradale. What are the chances that my two cherished vehicles, both quite rare here in the States, would feature on consecutive pages in your fine publication?

My Abarth is in quite excellent condition, while the Rancho needs some attention. I purchased the Abarth fully restored from Switzerland in 1992 and drove it around Europe for a while before bringing it back to the States. It is a truly superb car, and is exhilarating to drive.

The Rancho was brought to the States by a female US soldier who had been stationed in Germany. Apparently she did not appreciate the finer points of Simca engine maintenance. Her lack of concern resulted in a destroyed engine, and the Rancho's subsequent abandonment on the streets of Washington DC. By some very dubious transactions it was saved from the crusher, and ended up unattended in a field in Pennsylvania.

It took nearly a decade of my persuasion to get the owner to let me rescue it. I now have all the parts I need to repair the engine and restore the body, so in a few years' time it will once again prowls the streets.

*Robert M Farrell Sr, Illinois*



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PORSCHE 911 RSR TURBO

# WING AND A PRAYER

*This Porsche 911 was the first turbocharged car to compete at Le Mans – so successfully that every Le Mans Porsche since has been force-fed. John Barker discovers a racing legend*

Photography Alex Tapley









What a crazy-looking car. I've seen plenty of pictures of the Carrera RSR Turbo 2.1, but to walk out into the pitlane at Rockingham Raceway and find it parked there is like going into your living room and finding David Bowie sitting on your sofa. I can't help but laugh out loud. The confidence, the vision, the audacity that Porsche had to build something this off-the-wall is breathtaking even today – what must its rivals have thought when it was wheeled out into the pitlane at Le Mans in 1974?

The RSR Turbo is the extraordinary answer to an extraordinary question, that question being: what do we need to do to make a 911 RSR competitive if we stuff a 500bhp, turbocharged flat-six in the back? According to Norbert Singer, then just a few years into his career at Porsche, part of the answer was to fit 15in-wide rear slicks and the most enormous rear wing. FIA Group 5 was a silhouette class but, because race cars exist to sell road cars, the RSR Turbo had to look like a 911, so that huge wing was painted black in an attempt to make it less obvious.

Porsche built just four of these 2.1 Turbos, all of which were given 'R' numbers and, clearly not being superstitious, this is R13. It proved the most successful of the three that saw competitive action (the fourth was a development car), finishing second overall at Le Mans in 1974. This was an incredible

achievement when you consider that it was the first turbocharged car ever to compete in the 24-hour classic and was up against a phalanx of proven, low-slung, open-cockpit sports prototypes: Matras, Lolas, Gulf Mirages, Ligiers, Chevrons and a couple of Porsche 908s.

In comparison with them, the RSR Turbo looked like a Funny Car dragster, its low, obviously 911 front end rising and then distending into caricature. Its rear side windows were replaced with panels with NACA ducts and the buttresses and rear wing extended its overall length.

And what a view from the rear. It's the hefty turbo hanging in the wide cut-out that draws the eye. Then you notice the original 911 tail-lights either side of it. Flanked by the cartoonishly wide rear 'arches, the lights look so far inboard that you wonder if the original shell has been narrowed, but no: it's just that the inside edges of the road-roller-like rear tyres sit outboard of where a standard 911's wheelarches would finish...

It was pretty effective, too. The fastest of the sports prototypes qualified with lap times in the 3min 36sec range; the RSR Turbo was only about 16 seconds a lap

slower than that but about 20 seconds faster than the 3.0 RSRs. It proved remarkably reliable and despite issues late on, could even have won outright.

It looks like the sort of car that would need a mechanic with a portable starter motor to poke around the back to churn the engine and get it going. It doesn't. 'It's a Porsche: it starts first time on the key,' grins Simon Harper, who works for the current owner.

Our driver, the hugely experienced Joe Twyman, straps in, turns the disarmingly standard-looking key that's poking out of the scrappy dashboard, and the flat-six fires up with a chug of dark smoke from the single tailpipe. It idles with a sound that's got some blare to it but is surprisingly moderate given that the header pipes feed into the hulking great KKK turbocharger and then go straight to atmosphere.

As it pulls away, the note is hard-edged though not coarse, the typically lazy, confident flat-six beat staying high for a few yards, testimony to a long first gear, and then it's out of sight. We all stand and listen, tracking its progress aurally. It's a bit hesitant at first, reluctant to pull revs, but it hasn't been used in anger for many years and Joe is treating it respectfully.

As it comes past the pits on the banking, still far from full-throttle, the flat-six drawl ricochets off the stands. For me, this is the sound of Le Mans: the noise I went to

#### Right and below

The RSR Turbo looks menacing in the pit garage, yet must bravely face the probing microphone of the scrutineer checking noise levels...









# 'FOR ME, THIS IS THE SOUND OF LE MANS: THE NOISE I WENT TO SLEEP WITH AND HOURS LATER WOKE UP TO'



sleep with and hours later woke up to. By the third lap, the RSR's engine is coming on song and the sound has gained an extra element: a high-pitched whine reminiscent of a jet engine. 'That's the turbo,' smiles Simon.

The quoted output of the 2142cc flat-six is 450-500bhp at 7600rpm, an output that would be impressive still today. That capacity was chosen so that, with the FIA turbo equivalency factor of 1.4:1, the car would still be under the 3.0-litre limit for the prototype Group 5 class. Practically, the capacity was achieved by reducing both the bore and the stroke of the naturally aspirated 3.0-litre RSR engine, while to keep weight down its crankcase was cast in magnesium alloy.

Porsche had two seasons of experience of using turbochargers in competition with the 917, and had won the 1973 CanAm championship convincingly with the incredible 917/30, the 1100bhp monster driven by Mark Donohue. The RSR Turbo's KKK '33' turbocharger boosts to 1.4bar (20psi) and the engine is fed by mechanical fuel injection. Unlike the stock engine, the cooling fan sits on top of the engine (as in the

flat-12s) rather than facing the rear because, although turning the drive 90° consumes more energy, this is more than offset by the fan cooling the air-cooled engine block better, allowing it to make more power.

Back in the pits, the turbocharger is still spooling down a good few seconds after the engine has been cut. The RSR is now exuding that rich-running, part-burnt-hydrocarbons aroma that old racers so often have.

It's clear that R13 has never been restored. In fact, I could quite believe that, since its last competitive outing 40 years ago, it has only been washed to get the bugs off. The patina is glorious. There are nicks and scratches, stone-peck on the wing tops and missing paint on an 'arch where another car's tyre has rubbed. The Martini stripes that flow sensually around the RSR's curves were clearly applied by hand and even the sponsors' decals are signwritten; you can see the brush-strokes in the almost translucent 'MARTINI PORSCHE' script, as if two coats of paint would have been unnecessarily heavy.

I'm only half-joking. The more you look, the more you discover a fanatical approach to weight-saving. The bonnet shield is a

transfer rather than an enamel badge and the doorhandles look like the standard metal ones painted black, but are in fact moulded from lightweight black plastic.

Take hold, push the button and swing the door open. It feels as light as a crisp packet, and probably offers about as much side-impact protection because there are neither door-bars nor cross-bracing for the aluminium rollcage. Yep, aluminium. Every single possible gram has been shaved off, like it's an aircraft.

And like an aircraft, it was designed to fly, not crash. Different times.

There's not much of the original 911 steel





bodyshell left, just the floorpan, front bulkhead and a few sections at either end of the tub. Almost all the bodywork is fashioned from lightweight glassfibre and, while the roof is still metal, it's made of aluminium to help lower the centre of gravity. The deep-dish wheels are the 917's 15in centre-lock magnesium alloys, which originally would have been shod with Dunlop slicks. On this bitterly cold day they are instead wearing a set of Avon wets with Dunlop transfers.

The regular 911's limiting torsion-bar suspension had already been replaced by a coil spring set-up on the 3.0 RSRs, and the Turbo's chassis was further evolved. Its

engineers created a completely bespoke arrangement of box-section aluminium arms and progressive-rate titanium coil springs, anti-roll bars and Bilstein dampers. It saved a massive 27kg (60lb) over that of the regular RSR set-up.

The result of all these weight-saving measures is impressive. With a full tank of fuel – all 120 litres (26.4 gallons) of it – the RSR Turbo 2.1 weighs in at just 828kg. Less than a Lotus Elise. That's not simply Porsche's claim, either, that's the weight recorded at scrutineering for Le Mans. The long-distance fuel tank isn't under the bonnet because, although it would help weight distribution,

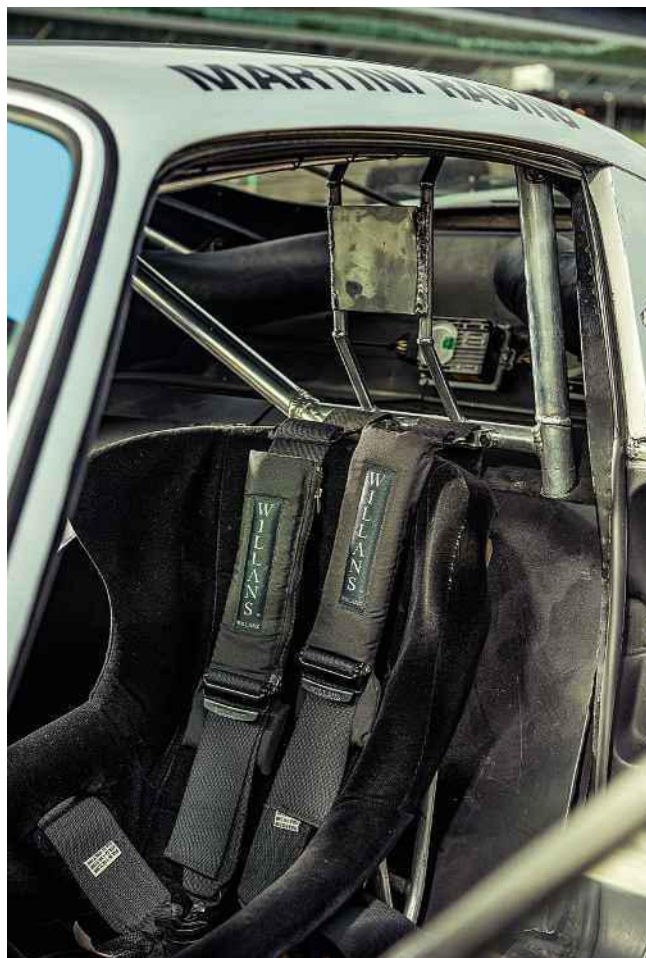
#### **Above left and above**

Professional driver Joe Twyman takes control of this awe-inspiring 911 at Rockingham Motor Speedway.

as the tank went from full to empty the front would unload to the tune of 90kg, changing the dynamic balance. Instead the tank sits in the middle of the car next to the driver, leaving a scant 266kg over the front wheels for a very tail-heavy 32:68 split.

Already I'm trying to imagine what that must feel like, and how the RSR will behave when that heavily turbocharged, small-capacity flat-six comes on boost. A colleague speculated that flooring the throttle would →





be like pulling the pin from a grenade... I'll find out soon enough, if only from the passenger seat.

'SEAT' IS A GENEROUS description. Really it's a small scoop of glassfibre covered with a swatch of velour, and supported by an aluminium tube at the front and pop-riveted to the bulkhead behind. It looks like it would struggle to cope with a heavy bag of shopping, let alone my weight, but a Group 5 car has to be a two-seater. Technically.

'Be careful, please,' says Simon. I do my best, lowering myself in gingerly, and – *ta-da!* – it holds. I am proof that this RSR is a two-seater. It's a bit cramped, mind; the central fuel tank pushes the rear bulkhead forward and the footwell is foreshortened too, so my knees are up round my ears. I feel like I'm squatting rather than sitting.

Joe fires-up the flat-six, snicks the lever into first and we trundle out onto the circuit, the gravelly-voiced boxer crooning away behind. A squeeze of throttle brings a whoosh of boost and a strengthening of the push.

Joe brakes early for the left that links to the

infield section and, as he swings the car in, there's a sharp crack! The fragile seat gives way and I'm sitting a couple of inches lower, eyes now level with the top of the dashboard.

It means I loll drunkenly into the next corner. To stop myself rolling around and impeding Joe's gear-shifting I have to shove my left arm down the side of the seat and my right hand high up into the corner of the rollcage.

As the lap progresses, Joe coaxes more from the engine, and I'm getting a flavour of the power. When the swell of torque takes hold of what little mass there is, it throws the RSR forward with delicious ease. Shame it is still stumbling with a misfire at around 5500rpm.

As period shots show, it's not a stiffly set-up car so there's some roll. Occasionally Joe throws in a stab of opposite lock for a reason that I, sitting on something about as stable as a beachball, cannot feel. I can guess, though – it's just above freezing and

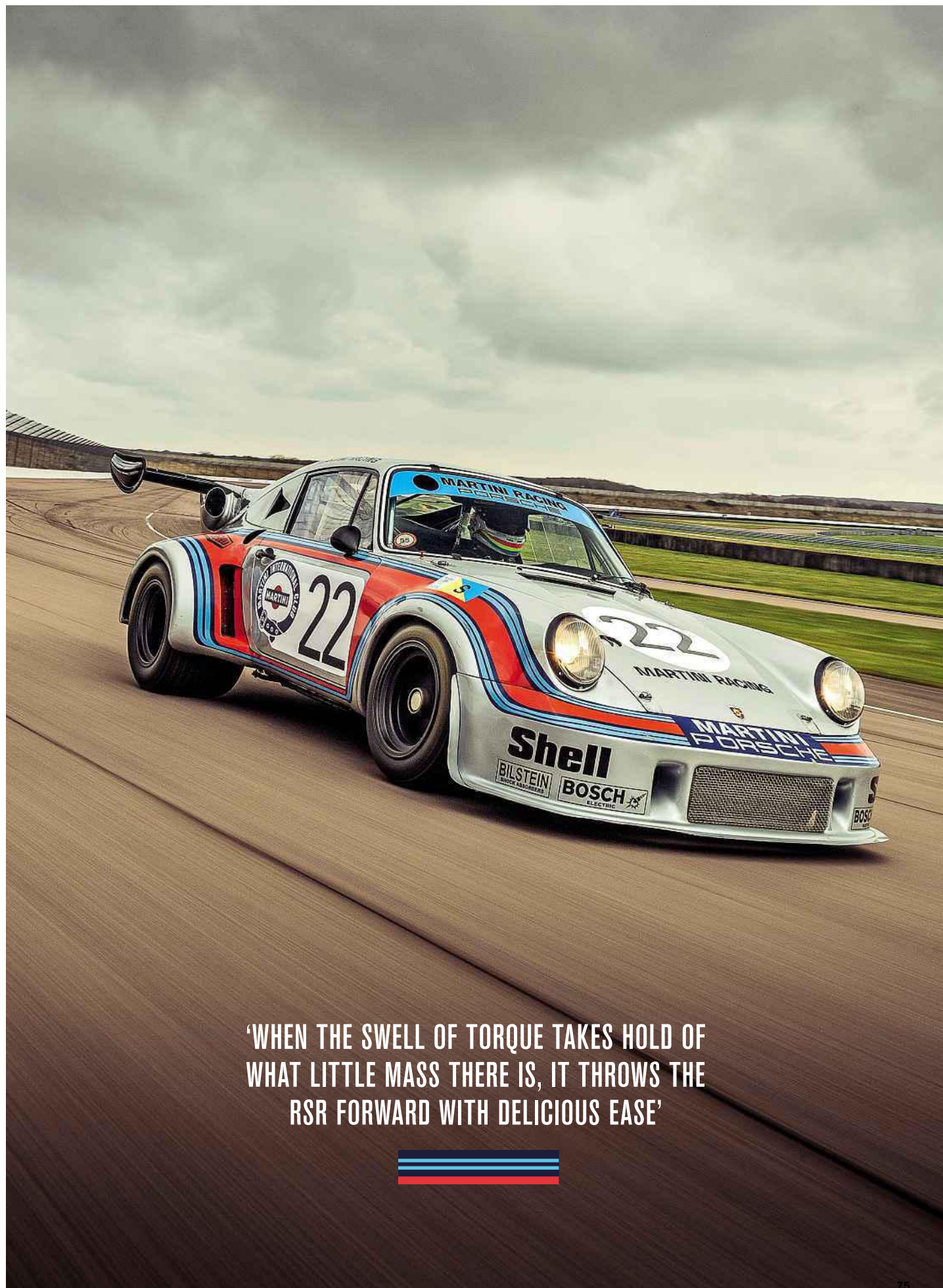
**Above**  
Fan faces upwards, like on racers' flat-12s; two seats, but only the driver's is usable.

when I'd stuck a thumbnail into the tread of those Avon wets the rubber felt like Bakelite. I'm seeing just a glimpse, then, of the RSR's potential. Oh for a warm track, hot slicks and a proper seat.

After three laps I can brace no longer. Back in the pits I apologise as I extricate myself. 'It's been repaired before,' says Simon, pointing to a discoloured patch on the underside of the seat, the base of which has delaminated like puff pastry. Like many other parts of this car, the seat wasn't expected to be in service into the next millennium. It's now been repaired again – good as new.

It's agreed that Joe will do two more laps so that we can get some shots of it cornering. Happily, the misfire clears and he stays out for a few more, getting his foot down to 6500rpm and treating us to a louder, more dynamic display. We're really getting a flavour of what the car sounds like, the wastegate chattering its musical *chu-chu-chu-chu* on the overrun, the engine note rising and then rising faster as the boost kicks in. And visually it makes more sense when it's slingshotting away from the apex. →





‘WHEN THE SWELL OF TORQUE TAKES HOLD OF  
WHAT LITTLE MASS THERE IS, IT THROWS THE  
RSR FORWARD WITH DELICIOUS EASE’













**'SECOND AT LE MANS  
WAS AN OUTSTANDING  
ACHIEVEMENT – BUT  
VAN LENNEP AND  
MÜLLER *COULD* HAVE  
BEEN STANDING  
ON THE TOP STEP'**



'It's clear that they built it to be incredibly driver-friendly,' says Joe when we catch up in the pits. He's been lucky enough to drive lots of great Porsche racers – 3.0 RSR, 935, 956, 962 – but, unsurprisingly, this is his first time in an RSR Turbo 2.1. 'It's not a lot of effort to drive, as you'd expect of a car that's designed to be driven for long stints. The clutch has a long travel so, although it's heavy, it's not easy to stall, and the gearbox is good.'

'It's easy to figure out the handling – there's nothing to catch you out. The steering is light despite not having assistance, and it's obvious there's not much weight at the front, but ultimately it seems easy to get into the apex.'

And that engine? 'Lag is much less than expected but there's enough to make you think about it. Boost comes in quite low down, so as long as you've got it spooled-up early it's OK. In delivery it's a lot like a 956. If you really leaned on it, it would wheelspin – it's a beast waiting to be unleashed – but with those fat slicks I imagine the advantage it had over the 3.0 RSRs was acceleration out of the corners and top speed.'

'I think it could get quite warm in there. I was cold when we were just trundling around but it heated up once it was going a bit and

the fluids really started to flow through the cockpit. Imagine what it would have been like in France in June.'

Second at Le Mans was outstanding, but drivers Gijs van Lennep and Herbert Müller *could* have been standing on the top step. While the sister car, R12, went out after eight hours with an 'engine-bay fire' – actually a massive blow-up at max speed caused by crank failure – R13 enjoyed a faultless run and climbed up the order as many of the sports prototypes hit trouble. With six hours to go, R13 was comfortably in second place behind the leading Matra Simca of Henri Pescarolo and Gerard Larrousse when the Matra hit gearbox trouble.

Ironically, it was using a Porsche 'box and the factory sent its two gearbox specialists down to the Matra garage to help out. Some 45 minutes later, the Matra was fixed and heading back out, by which time the Turbo was on the same lap. It was the honourable thing to do but some other companies, seeing an opportunity to win, might not have been so helpful. However, it was then the Porsche's turn to have gearbox troubles, though that wasn't enough to prevent it finishing second. →









R13 competed three more times that year, van Lennep and Müller scoring another second place in the Watkins Glen 6 Hours, again finishing behind a Matra, followed by seventh at the 1000km at Paul Ricard and fifth at the Brands Hatch 1000km. It was enough to help Porsche secure third overall in the World Sports Car Championship.

Regulation changes for '75 led Porsche to create a new racer, but in private hands R13 raced twice in 1977, at the Daytona 24 Hours (DNF – piston failure) and finally at the 3 Hours of Mid-Ohio (26th) – in plain silver. Thankfully that was a fablon wrap and the Martini livery was intact beneath! Of the other RSRs, R12 is still with the factory; R5 and R9 are in private collections.

Of course, with the Carrera RSR Turbo, Norbert Singer was just getting started. The crazy-looking, turbocharged 911 prototype paved the way for even more radical and even more successful prototype racers, notably the 935, which in turn laid the groundwork for the Group C cars with which Porsche dominated sports car racing and Le Mans in the '80s – the 956 and 962.

In fact, since the RSR Turbo, all of Porsche's sports car racers have been turbocharged, right up to the 919. That's quite some legacy. *Carat*

*THANKS TO Gooding & Company, which is offering the RSR Turbo for sale at Amelia Island, Florida, on 9 March. See [www.goodingco.com](http://www.goodingco.com).*

#### 1974 Porsche 911 Carrera RSR Turbo 2.1

**Engine** 2142cc air-cooled flat-six, OHC per bank, Bosch mechanical fuel injection, single KKK turbocharger  
**Power** 450-500bhp @ 8000rpm (est) **Torque** 405lb ft @ 5400rpm **Transmission** Five-speed Type 915 manual transaxle **Steering** Rack and pinion **Suspension** Front and rear: double box-section aluminium wishbones, progressive-rate coil springs, Bilstein dampers, anti-roll bars **Brakes** Vented discs  
**Weight** 828kg **Top speed** 185-190mph (est)







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# PORSCHE 911 TURBO

## THE ROAD CARS

*It might have taken 45 years, but the iconic Porsche Turbo has matured from a wild widow-maker into the most civilised of everyday supercars*

**Words** John Barker





Left

The original Porsche Turbo concept was launched at Frankfurt in 1973 and was production-ready after just over a year. The 930 was powered by a 260bhp 3-litre flat-six and quickly earned a reputation for wayward behaviour if the turbo spooled up mid-corner in the wet.

**PORSCHE TURBO.** The words may go together as naturally as apple and pie or Jekyll and Hyde, but the Stuttgart firm didn't get there first, second, or even third. Oldsmobile had launched the Cutlass F-85 Jetfire in 1962. Why the GM brand went to the trouble of fitting a turbo and water/methanol injection to a small V8 when it had the pick of much bigger ones is a mystery. The Chevy Corvair was next to get the turbo treatment for the Corsa and Monza Spyder and even BMW beat Porsche to it by a year with the handsome little 2002 Turbo, though that lag-prone limited edition was gone almost as soon as it had arrived.

So, Porsche may not have been the first, but it was the first to make it work well and, as is the way of the engineers at Stuttgart, then evolve and improve it. The first 911 Turbo concept was presented at the 1973

Frankfurt show and was essentially a 2.7 RS with a single turbo, a massive rear wing and Turbo decals. Despite the oil price quadrupling in late '73, the near-production Turbo was shown at Paris in '74. There were now widened, square-faced arches, wider, deep-dish Fuchs alloys with new Pirelli P7s, and the motor in the back was a 3-litre flat-six churning out 260bhp.

Internally, Porsche had harboured doubts that it would sell, but it was an instant hit in America, partly perhaps because it was related to another turbocharged Porsche, the awesome 1100bhp 917/30 that had dominated the 1973 CanAm series in the hands of Mark Donohue.

Today there are more powerful hot hatches but back then 260bhp was a decent chunk of power (a Ferrari 308 had 255bhp and much less torque). There were some complimentary

reports in the press, but the Turbo also rapidly acquired a bit of a reputation as a 'widow-maker'. It's not hard to see why: adding more power and weight to the tail of a car that already had a reputation for spinning out when the rear grip was exceeded didn't look like the best of ideas. Especially as the power came in with a bit of a rush.

Was it a scary car? It certainly had its challenges, the main one being getting the power you wanted when you wanted it. Or, more pertinently, getting it when you didn't want it, that is in the middle of a wet corner. Despite the uplift to 3.0 litres there was still a lot of throttle lag, not helped by the early cars having space for just four gears inside their beefed-up gearboxes. I only drove one in the dry, and treated it with respect, gunning it mostly in a straight line, but even then I could see how it could bite.





**Clockwise from above left**

From 1991 to '94 the 964 ruled with a 3.3- and then 3.6-litre engine; next up was the 993, which introduced twin turbos; the 997 (Gen I) variant arrived in 2006 with a 'stock' 473bhp; Gen IIs had more power.

0.8bar but that 408bhp was not only very accessible, it was also very exploitable. It got the 1500kg Turbo to 60mph in under 4.5sec and pushed it on to 180mph, which I unofficially verified on a two-lane straight that stretched to the shimmering horizon.

In the last year of 993 Turbo production, Porsche made a limited-run, 450bhp Turbo S. It was the last hurrah of the air-cooled Turbo and answered the question: 'How much more power can the 993 Turbo handle?' It was dizzyingly fast in a straight line, pinning you firmly to your tombstone-shaped seat, and on full boost out of a second-gear corner it would be three-wheel drive, the inside front wheel hanging free like that of an early 911 racer.

It's taken enthusiasts a long time to warm to the stepchange that was the 996. Gone was Butzi's original, narrow 911 body and the air-cooled flat-six. The 996 Turbo moved the game on in many respects, exploiting the new rear 'Lightweight Stable Axle' with even wider tracks, and adding an active whale tail plus, of course, a new, water-cooled twin-turbo flat-six.

Power had risen modestly to 420bhp and was easier to exploit; the new bi-turbo flat-six drove more like a big-capacity, naturally aspirated engine. Arguably, it fitted the Turbo's GT brief better than ever before but it lacked some of the excitement, some of the tactility and thrills of earlier models. What some saw as impressive competence and accessibility was for others aloofness and lack of engagement.

There was always something of the grand tourer about the Turbo, not in comparison with rival sports cars – compared with them the Turbo was still a remarkably compact →

I could also appreciate how, at launch, it must have offered a thrillingly different experience to the delicate, finely honed interplay of power and handling that cars such as the 2.7 RS had delivered. The rush of turbocharged power was exciting 20 years later so must have been mindblowing at the time. The 964 generation Turbo evolved the theme, ultimately mating a five-speed 'box with 376bhp in the Turbo S, but a revolution and a revelation was coming.

In 1995 Porsche launched the 993 Turbo with twin turbos, 408bhp and four-wheel drive. A not dissimilar specification to the 959, the 911 that had been fashioned around mid-'80s Group B regs. Yet while the 993 wasn't nearly as sophisticated in its drivetrain or suspension, that didn't matter because it was a phenomenally effective road car.

The launch was in the South of France and I can still recall coming across an inviting corner that I reckoned would be ideal for the action shots. The road was warm, the low-profile Michelins were up to temperature and I dropped a gear and attacked the corner. It was as if the car was magnetised to the road. The lateral g-force built to such a level that mid-turn the photographer's Billingham camera bag, which he'd wedged into one of the rear buckets, levered itself upright against the transmission tunnel and then rolled over it, hitting the other side of the car with a crash of filters and film canisters that sounded like a dropped tea service.

Like previous Turbos, the 993 had wider bodywork and a 'whale tail' spoiler, here packed with intercoolers. In my view it was the best-looking 993. Boost was still set at



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(yet accommodating) and very sporty coupé – but it wasn't as sharp as other 911s. Sure, turbo lag was barely an issue now, but response was soft when judged against naturally aspirated 911s such as the GT3 and RS, which were also lighter and blessed with crisper steering response, too. The Turbo was playing out its role in the range as the less visceral, less demanding but still astonishingly fast model, and, despite being fully equipped, it was still capable of 0-60mph in the mid-3s and over 200mph.

With each generation, the 911 Turbo got closer to the technical sophistication of its granddaddy, the 959. The 997 Turbo bested the 959's 450bhp, boasting 472bhp with variable vane turbochargers for a more even spread of torque, plus active dampers and an active four-wheel drive system. Initially it felt almost too relaxed, too much the cruiser, but when you sharpened your inputs, the 997 pushed back, snapping to attention in remarkable fashion. The limits of the 993 Turbo had felt astonishing but the 997's were even higher.

During the launch in Portugal, Andrew Davies, boss of Porsche GB PR, rang and said: 'If you can make the scheduled afternoon rendezvous, I promise you won't regret it.' So we did and discovered that Walter Röhrl was giving rides on a bit of closed, single-track road. Basically, it was a special stage and Walter, despite the lack of overalls and helmet, was on it. It was an incredible demonstration of the new Turbo's abilities and his skill. From the start-line, he got to fourth before the first corner and, just as I went for the imaginary brake pedal, he shifted into fifth. It was a master class; the lines he'd left from previous runs, right at the edge of the track, were clustered together within three, maybe four inches. Incredible. The car took it in its stride.

Then, in 2008, the Nissan GT-R came along and trashed the 911 Turbo's Nordschleife lap time. Porsche wouldn't let it lie. It conducted its own tests with a GT-R and showed it wasn't nearly as fast as Nissan claimed, but their engineering response was the 997.2 Turbo, a mid-cycle refresh that

resulted in a much harder-edged Turbo. It retained all the usual equipment and refinements but had dynamics that felt appropriate for the more focused GT2 (which is what you get if you cross a Turbo and an RS). Power was up to 493bhp from a 3.8-litre flat-six and the six-speed manual I tested hit 60mph in just 3.2sec and 100mph in 7.3sec... in the wet! But it didn't offer the stand-easy comfort of the previous model.

And then came the 991. Another watershed, the 991 of 2014 was dynamically so well developed that it didn't feel like the engine was rear-mounted. You could say that this was what Porsche had always been working towards – all the advantages of the layout without the compromises – but the 991 lost some of the magic in the process.

The loss of character and engagement is a complaint levelled at every new 911, of course, but the new model really did lack steering feel because of its new electric power steering (EPAS). It has taken a few years of development to get that back but the Turbo and other very-high-performance 911s were a chunk better right away because they had rear-steer. Right from launch you could have a Turbo S, with power raised from the regular Turbo's 513bhp to a lung-squeezing 552bhp, and it was good for 0-62mph (100kph) in a claimed 3.1sec. Some tests nailed 60mph in just 2.6sec, which is virtually Veyron fast. There was no manual option, however; it was almost as if having a gear lever and clutch would have introduced an unwanted variable, hampering the car from optimising itself.

Under the skin, the 991 Turbo made the 959 look simple: besides the 552bhp, 3.8-litre flat-six there was an evolution of the four-wheel drive with torque vectoring, active anti-roll bars and engine mounts, adaptive aero, a seven-speed dual-clutch gearbox and launch control. Plus, as ever, despite the incredibly dense packaging at the rear (slice off a rear corner diagonally and the section revealed would look like a five-bird roast), the robustness of the new Turbo wasn't in doubt. There's a water-cooled front differential that must have helped when *Road & Track* made 50 consecutive launch-control starts to 100mph, all of them sub-3sec to 60mph runs, with no issue.

The Turbo evolved from a scary car into an all-weather supercar, with huge, exploitable performance. It's never been the sharpest or most engaging 911 because turbocharging dampens intake noise and throttle response. The irony is that today every new 911 bar the GT3 and GT3 RS is turbocharged; light pressure turbos are the modern way of having big performance with small emissions. But these are turbos with a small 't'. There is only one Porsche Turbo. **End**

## Right and below

For the 991 generation Turbo, four-wheel drive was compulsory and paddleshift standard; latest incarnation was given a power boost to 513bhp for the regular Turbo or 552bhp for the Turbo S derivative.





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# America's racing son

*Ace racing driver, race-car constructor, team owner, engineer and innovator, the late Dan Gurney was a legend of motor sport – remembered here by his friend Doug Nye*

**SOME RACING DRIVERS** just don't need to have won a World Championship title, nor an Indy '500', to reserve in perpetuity a place at motor sport's top table.

Make no mistake, the late, great Dan Gurney is absolutely one of that incredibly select club. Tall, handsome, elegant Dan was the real deal. Not only did he have the Central Casting looks, he proved repeatedly his immense driving talent and capability. He was an amazingly influential and innovative lateral thinker. Intensely patriotic, he came to represent the ideal 'quiet American' – and through the 1960s he was absolutely amongst the world's top two or three racing drivers.

The many obituaries published since his death on 14 January have listed his cars and his *many* successes. But be in no doubt, for any motor racing fan raised through the early 1960s there were only two real racing artistes: one dark-blue helmeted, the other jet-black – Jimmy Clark and Dan Gurney. These men were gods. True, they weren't alone. They also had to fight off the totally committed, hard-working artisan drivers like Graham Hill, Jack Brabham and John Surtees – but that trio just seemed more mortal.

And what an admirable example these guys set as ferociously competitive sportsmen. Unlike today's karting-raised racing *wunderkinder*, Jimmy and Dan could battle each other, no holds barred, in one weekend's Formula 1 Grand Prix, then be driving as mutually supportive Indycar teammates the next. These were properly rounded, full-grown Sports Men.

Dan was driving for Ferrari when I first appreciated his huge potential in 1959; then for Porsche '61-62 when he began to realise it. I got to know him during his Brabham career, 1963-65, through my photographer colleague Geoff Goddard. Geoff worked with *Road & Track* writer Henry Manney, who was a great Gurney fan, and friend. I was far too shy to speak to the great man, but I stood by and listened, yet – even with Henry

– Dan was very sparing in what he said. The Brabham team in those days was almost Trappist in its silence. Years later, Jack and Dan told me this became a habit '...in case you might give something away'.

Jack had tremendous admiration for Dan. 'He was one hell of a driver, but his problem was that he couldn't believe that. He was

*'He was so much more than "just" a world-class driver with a God-given talent'*

always fiddling with his cars... and too often something he'd changed last minute would let him down.' He was nicknamed 'Fiddly Dan.' At Donington Park in the '70s, I asked him about that and he protested it was unfair: 'Look – we were toe to toe, we dare leave no stone unturned, because if you didn't think of it, and try it, the opposition might. I wasn't the only one who fiddled last minute. If you thought of something but didn't try it, and got beat, you'd never forgive yourself.'

I got to know Dan better through the later 1960s, at his curiously humble AAR-Eagle HQ beside Harry Weslake Research at Rye in Sussex. Once the funding dried up, he drove F1 and CanAm for McLaren, only for his Castrol sponsors to object to him campaigning Gulf-backed cars. Despite his drive to race on, he told me how he was increasingly beset by safety concerns. In 1968 he'd been the first world-class driver to wear a full-faced Bell Star crash helmet. After Jo Schlesser's fatal fire in the 1968 French GP, Dan abandoned the ultra-light magnesium-monocoque Formula 1 Eagle

which he had just begun building for '69.

Through later years it was always a joy to see Dan and his lovely wife Evi (ex-Porsche) at numerous vintage events. I organised a series of *Road & Track* nostalgic test-drives for him at Donington in a BRM Type 25, the flat-eight Porsche 804 and his first prototype Eagle-Climax F1 car. Boy, that was fun – the new relaxed, talkative Dan made it so, the depth and detail of his intellect coupled with a lingering college-boy sense of mischief.

Times spent with him and Phil Hill together were a particular joy: great mates, but even into old-age still great competitors. In 1979 at Laguna Seca for the Monterey Historics, Phil won a great race in his ex-Amherst Villiers 'Blower' Bentley. He and Dan then set off together in it for the long drive back to LA. En route they thundered-up behind a De Tomaso Pantera club convoy. The two veteran superstars in their James Bond pre-war Bentley just blitzed past the lot at 110-115mph, and left them for dead...

Dan and Phil later pulled into a roadside diner for lunch, and had almost finished when the Panteras arrived – really ticked-off, because in reacting to the Bentley overtake they had nearly all been nicked for speeding! Those incorrigible old racers, meanwhile, got away with it Scot-free. They figured the cop possibly saw them rip by first – but then rubbed his eyes, and didn't believe it.

In more recent years, Dan and Evi loved our Goodwood Festival of Speed and Revival events. I taught him the rudiments of cricket at Revival one year, and – ever the competitor – he repaid me by running me out with a baseball-style tracer-bullet flat throw from 30 yards, shattering the wicket. I'll never forgive him for that.

Another year, he had absolute hysterics when he and Evi found me sporting an enormous black-eye after being hit by the rock-hard ball in the previous day's match. 'Hey Doug,' Dan guffawed. 'You look like the guy who said no to Lord March!'

He was, in truth, so much more than 'just' a world-class racing driver with a God-given talent. He was a great man, and a lovely bloke. In offering a friend a job at AAR, he told him 'I'd like you to work with me' – not 'for me'. That was his typically gracious style. He was a product of a wondrous golden age of motor racing in which enormous advances were made, but at tremendous cost. Thoughtful, emotional Dan was the first to appreciate that, and signed one photo sent to me 'The Last of the Mohicans'.

Above all, Daniel Sexton Gurney was a gentleman, a true giant of our sport and the embodiment of all that's best about America. He was, indeed, the Real Deal. It was a privilege to have known him.







**Left**

After moving from Long Island to Riverside, California, Dan slotted easily into the emergent hot rod movement. Here he is, waving at a stop en route to an early Bonneville speed meet.

**Below left**

Early in Dan's career, he was mentored by Phil Hill, who was also a skilled photographer and took this photo of Dan in the Lucky Casner Camoradi Maserati 'Birdcage' that he co-drove with Stirling Moss in the 1960 Sebring 12-Hours. The pair later won the Nürburgring 1000km, with Dan matching Moss's times. See [philhillbook.com](http://philhillbook.com) for more of Phil's own archive.

**Right**

Dan began to carve a name for himself in 1956 with his Porsche 356, though he soon found it cornered faster when all four wheels remained in contact with the planet. He finished in second place, first time out at Pomona, and sixth there in the main event, and ran well at Santa Maria and Santa Barbara. By the end of the season the lanky kid from Riverside was regarded as a rising talent – but would he be able to handle a heavyweight car with real power... like a Ferrari?

**Left**

It turns out that he could! After starting 1957 with drives in a friend's Denzel – well, nobody's perfect – then a Lancia Aurelia, Dan won at Riverside in a Chevrolet Corvette, and that November the Arciero brothers trusted him with their mighty Ferrari 375-Plus. He was second at Riverside, then won (twice) at Paramount Ranch. Into 1958 he won again for Arciero at Palm Springs and Santa Barbara before Luigi Chinetti paired him with Bruce Kessler in this NART Ferrari 250 Testa Rossa V12 at Le Mans. Their race ended badly as Kessler collided with French driver Jean-Marie Brussin's Jaguar D-type in the rainswept night. Both drivers were injured, 'Mary' fatally.

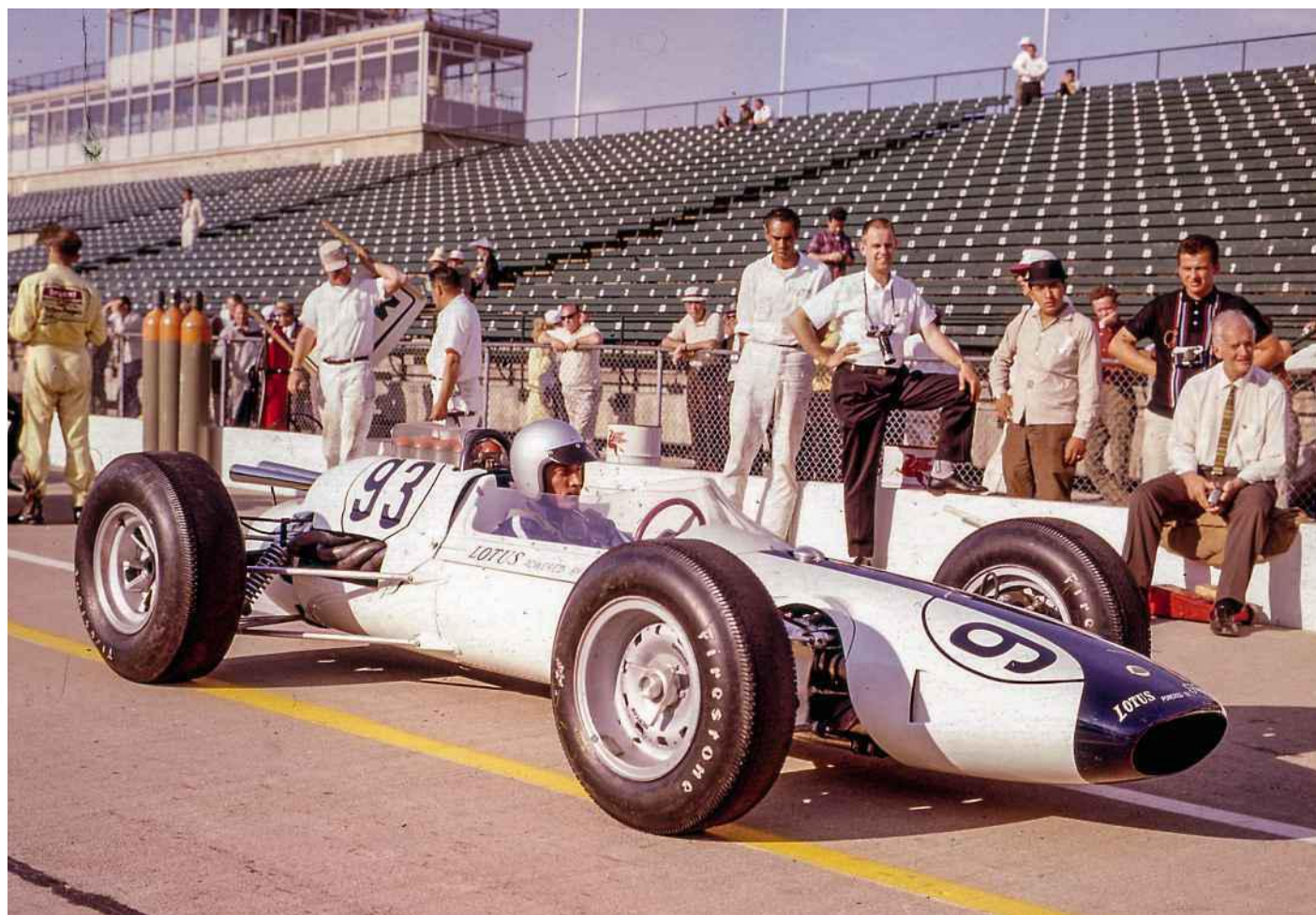
**'Could he handle  
a heavyweight car  
with real power...  
like a Ferrari?'**

**Right**

Later years: Gurney the fully established driver/constructor (on left) with Hollywood superstar and profoundly committed racing enthusiast/driver/team owner Paul Newman – two like-minded quiet Americans who just got on with their projects and did a wonderful job.





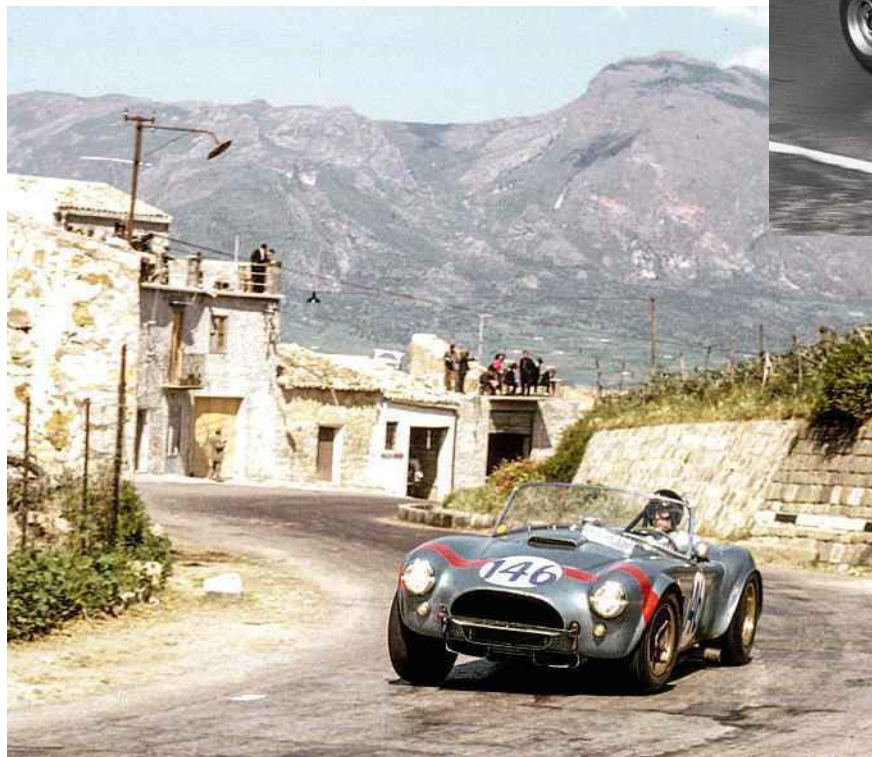


**Top:** Perhaps Dan's most profound achievement – prior to creating his AAR-Eagle enterprise – was to father the Lotus-powered-by-Ford campaign and topple the front-engined USAC establishment at Indianapolis, to win the richest prize in worldwide auto racing: the Indy 500. Here he is in the prototype Lotus-Ford Type 29 on the Indy pitlane, 1963, when team-mate Jim Clark placed second, and Dan seventh. He returned in 1964 and '65, with Clark winning for Lotus-Ford that latter year. **Above:** Having your cake – or sandwich – and eating it ... Dan did his best in the 1961 Tasman races for BRM, winning at Ballarat in Australia. **Facing page, middle:** In 1964, Dan had jockeyed this bouncing, sliding Shelby Cobra around the Sicilian Targa Florio course, claiming it nearly threw him out several times. **Far right:** He scored the Brabham marque's maiden Grand Prix win at Rouen-les-Essarts in 1964. **Right:** Dan shared the Le Mans 24 Hours race-winning Ford GT Mark IV with AJ Foyt in 1967 – still better was to come in next Sunday's Belgian GP.



**Right**  
 Dan in the works air-cooled flat-eight Porsche 804 en route to winning the French GP at Rouen-les-Essarts in 1962. Once Jim Clark's Lotus 25 and Graham Hill's BRM P578 had struck trouble, Dan inherited pure gold, and brought it home. Soon afterwards, he won again for Porsche in the non-Championship Solitude GP in Germany.

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'Dan jockeyed this Shelby Cobra around the Targa Florio course, claiming it nearly threw him out'



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## DAN GURNEY - A TRIBUTE

**Below:** Dan won the *Motor Trend* 500 stock car race at Riverside five times, most notably in a Galaxie run by the wily Wood Brothers. His sheer pace as a driver shone, of course, but as a consummate road racer he knew better than the NASCAR regulars how to conserve brakes, tyres and transmission while cornering not only left, but right as well. **Right:** In his Eagle Indy cars, Dan twice finished second in the 500 Miles, in 1968 and '69, and then third in 1970. **Bottom:** Dan in the most graceful and elegant of all 3-litre Formula 1 cars, his definitive Eagle-Weslake V12 at Monaco 1967, the year he won the Belgian GP in this magnificent car of his own construction. Speed with grace, the Gurney way... 





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# IN THE NAME OF THE FATHER

*Shortly before he died, Douglas Wilson-Spratt consented to his Spridget-based WSMs being reproduced. His son Tony did not disappoint*

Words John Simister Photography Alex Tapley



**S**prites and Midgets with coupé bodies, usually fastback. You probably have a vague mental image of such machines, popularly raced in the 1960s, lumped together under the umbrella title of Sebring Sprites. For most people with a smattering of Spridget knowledge, that's as far as it gets. But the story is a lot more involved than that, with multiple variations on the theme and tortuous links between them.

There are Sebring, Speedwell and Sprinzel body creations, all alliterating nicely with Sprite. There are the works Le Mans cars. And there are the WSMs, about which I'd heard a little and knew less. Those in the know call them Wuzzums, a bit like the way 'Ms' is pronounced 'Mizz' but older in its usage. To delve into the history of Wuzzums and their co-conversions is to risk tangling in a jungle of arcane information as trees obliterate one's view of the wood, but I'll try.

I'll try because I've been driving a pair of WSMs, newly minted and old in equal measure. They are two of, so far, five 'Sanction Two' WSMs, cars that have resulted from a plan hatched in 2008 to add to the tally of nine cars created by 'Healey dealers Douglas

Wilson-Spratt and Jim McManus – the 'WS' and the 'M' – between 1962 and 1965. (Another was assembled in 2009 from original bits and belongs to Douglas's son Tony.) One of the new ones is actually based on an MG Midget, not that it matters given that the tiny cosmetic differences between a Sprite and a Midget vanish during the surgery that creates a WSM.

So, what exactly *is* a WSM and how did it come to exist? Our guide here is Paul Woolmer, whose Bedfordshire-based Woolmer Classic Engineering company builds the new WSMs in a venture with Tony Wilson-Spratt. Douglas died in 2011 at the age of 90, three years after giving the go-ahead to the WSM's rebirth on the condition that they were to be sold as complete cars, as the originals were, and as kits.

'Douglas was 6ft 4in tall and quite broad,' Paul explains. 'He'd had one of the first Frogeye Sprites and we think he was the first to compete in one.' The [sebringsprite.com](http://sebringsprite.com) website confirms this, recording that Douglas took delivery of his Sprite on 16 May 1958, just before the official launch, ran it in at night and on 24 May entered it in a Sporting Owner-Drivers' Club rally.

'Douglas found the Sprite rather small inside, so he wanted to make it bigger. He'd only intended to make one WSM, but the first time he took it to Silverstone, people asked: "Would you build me one?"'

That first Sprite, VBM 7, didn't lead straight to the WSM but – re-registered as DWS 97 to start a '97' theme of WSM registration numbers – it did gain an aluminium coupé body made by Peel Coachworks. This was similar to the Sebring bodies created for John Sprinzel's Speedwell company by coachbuilder Williams & Pritchard. It was such a Sebring, owned by Peter Jackson and registered 46 BXN, that caught fire on a rally, upon which Douglas designed a new fastback body for it. This was also made by Peel Coachworks and used a Speedwell Monza bonnet.

Still with me? The re-bodied 46 BXN gave the Wilson-Spratt and McManus duo the idea to create their own version, the WSM, whose body would again be built by Peel (based in Kingston-upon-Thames, Surrey, and nothing to do with the Isle of Man manufacturer of a 1960s microcar that, incidentally, was re-launched in 2011). The style was a refined version of 46 BXN's, and the first car, WSM 201, made its debut at Silverstone in October 1962.

Six of the original WSMs had aluminium bodies, all slightly different; the rest had identically shaped glassfibre bodies made by Fibrepair of Lancaster Mews in London. The new WSMs are also bodied in glassfibre, but Paul has taken a new mould from WSM 202 (aluminium, registered 793 XPP, based



**Left and above**

Wilson-Spratt (far left) and team with the first WSM Sprites, including Geoff Hill's old lightweight (near right); new glassfibre shells being made by Woolmer.











#### Left and below

Silver WSM replicates an original car, complete with a stretched and tuned A-series engine; 'Douglas' signature on dashboard refers to company founder Douglas Wilson-Spratt.

on a Midget and in Paul's workshop today along with NMN 97, the first glassfibre WSM) because the original Fibrepaire moulds – thought to have been taken from WSM 203 – were damaged beyond use.

So, what was, and is, the process that creates a WSM from a Spridget? 'First, all the external panels are removed,' says Paul. 'The WSM body envelops the original chassis, including the sills, so it's 3in wider than standard. The scuttle is cut away, the dashboard is repositioned further forward, and the steering column is shortened to match so the steering wheel is further away. The body is longer, the whole idea being to give more space.'

The bulkhead is unchanged but the A-pillars are expanded forwards and outwards. The bonnet hinges and B-posts are removed and the boot floor is extended rearwards. And when the understructure is ready, the lightweight glassfibre bodyshell is attached to it by both bonding and riveting. Originally it was rivets-only.

For the new WSMs, Paul can either use an existing Sprite or Midget, of any age provided it's rust-free (remedying rot obviously adds to the cost), or he can build the car on a new Heritage Midget bodyshell. The specification and equipment are to the customer's choice; back in the day the cars could be had in pared-back Sprint specification or, starting with WSM 204, as a more luxurious GT. Our two new WSMs tilt towards the latter: race it on Sunday, drive it to work on Monday.

The first, in silver, reprises the look of the original WSMs and belongs to Lorraine Noble-Thompson. She runs it in hillclimbs and sprints, continuing the WSM history of club-level motor sport participation. WSMs

were 1960s regulars at circuits in the UK, Europe and the US, and WSMs 201 and 205 even took part in a 1964 German Grand Prix support race at the Nürburgring.

A WSM is quite a rare-groove car, it must be said. So why did Lorraine want one? 'I've had Midgets for quite a while,' she says, 'and I wanted something different. I was at a Goodwood event in 2008, taking pictures of the fronts of cars including Lenhams and WSMs, and I bumped first into Paul [Woolmer] and then Tony [Wilson-Spratt].

'I already had a picture of Clive Cocks' original car, WSM 210, pinned to the wall in my office with its smiley face, and that's what sold it to me. Paul and Tony said they were to produce another ten cars, and mine was to be the first road GT in the new series. I already had a 1972 Midget but I didn't want to cut it up, so Paul found another chassis.'

Lorraine then had to decide on the specification. 'I had a 1380cc Oselli engine in my current Midget so we transferred that to the WSM. I was playing with colours on the computer and tried silver. "I've never seen a silver one," Douglas said, so he sold me on that idea. It mimics a soft Jaguar silver from 1962 but is actually a Hyundai colour. Then I had to decide between wire wheels and Minilites. I imagined cleaning them... Minilites it was.'

The seats are from a Mk2 Mazda MX-5 retrimmed in leather to suit, and there's a classic-looking wood-rim steering wheel plus Lucas toggle switches and an engine-turned aluminium panel for the Smiths instruments. The look is one of period appropriateness. 'Douglas wanted that too,' says Lorraine, 'and his name is on the dashboard and on the back of the car as a tribute.'

Lorraine's WSM is an MG at its core, not that it matters by the time it has been WSM'd, and is the second car – WSM 402 – in the new series. Its build began in 2008 and was completed three years later. The first 'new' WSM, 401, has been built as a racing car, 403 is in the US and work is starting on 404. A new Heritage shell is being prepared, and it will use one of the pair of new bodies waiting behind Paul's workshop. WSM 405, however, already exists. We'll meet it shortly.

We have assembled at Bruntingthorpe test track for our initial WSM encounter, and Lorraine's car is being warmed ready for my run. Is it a beautiful car? No, but the nose has that cheerful smile, the headlights are racily recessed under clear plastic covers, and the tapering tail suggests streamlining. Door and boot hinges are external, because it's simpler that way, and the bonnet catches bear the 'm' that reveals their origin on a Michelotti-styled Triumph Herald.

When I walk round to the back, it all hangs together rather better. The steep rearward tilt of the sliding Perspex side-windows ties in with the angle of the fastback tail, the curved

*'WSMs were 1960s regulars at circuits, and two even took part in a 1964 German Grand Prix support race at the Nürburgring'*





**Below and right**

Blue example is more of a development on the theme, with a lightweight body and a tuned Rover K-series engine that's set further back in the chassis.

haunches of the rear wings meeting that angle above neat pairs of round tail-lights flanking a square numberplate. It looks low, squat, ready for a sprint.

I thread my legs into the cockpit, a task no easier than it is in a regular Spridget, but once installed I definitely have more space around me – especially aft, where there's an open, sloping-floored luggage area rather than a vertical bulkhead. So, sitting quite low and peering past a gentle bonnet bulge, I set off along Bruntingthorpe's long straights and open bends.

The engine feels pure souped Spridget, with the rorty granularity that comes from a long-centre-branch manifold and a gutsy crispness to which the Swiftune SW7 camshaft, designed with knowledge absent in the 1960s, doubtless contributes. But there's a sonic ingredient missing: the tuneful BMC gearbox whine in the indirect ratios, especially first. That's because WSM 402 has a five-speed Ford gearbox, a popular and sensible modification, if one that costs a bit of BMC character.

Standard Spridgets can roll a surprising amount in corners, as cars often did back then, and it's by no means a bad thing. This one has uprated dampers (still old-fashioned

lever-arms), stiffer springs and a lowered ride height, but it still leans as it points with remarkable eagerness into a bend. The more it leans, the more it points in usual Spridget roll-oversteer fashion. At first it feels precarious, especially as this process is preceded by no initial understeer, but soon you just aim, squirt, hold tight and pay off a little lock as the WSM settles.

On this track it does feel a little loose, and stiff steering (fixable) makes it hard to judge exactly how much grip is left in long, steady-state corners, but later I take it out onto real roads with their bumps and cambers and increased opportunities for transient responses. And now the WSM is in its element, darting into the cambers but thoroughly good, nippy fun as the throaty exhaust sings at just the right volume.

Original WSMs must have been much like this, if slightly less rapid and lacking a gear. It's a Spridget with more pace, more space and a roof. Geoff Hill's car, however, is something else entirely.

Meet WSM 405. 'I was allowed to have that car number even before 404 was built,' says Geoff, 'because I used to own WSM 205, which was one of two lightweight WSMs and now can't be found.' Like

Lorraine, Geoff met Paul Woolmer and Tony Wilson-Spratt in 2008 when Douglas had given the go-ahead to make more WSMs. And in 2011, just before he died, Douglas agreed to Geoff's idea of building a WSM with a K-series engine.

This is a Spridget path well-trodden by tuning companies such as Frontline Engineering with very entertaining results, and Frontline duly provided an engine plucked from a 24,000-mile MGF. According to a rolling-road session this 1.8-litre engine, using Jenvey throttle bodies and Emerald K6 engine management, produces 187bhp at 7073rpm and 143.2lb ft of torque at 5850rpm. But it's not particularly peaky; there's 132lb ft on tap at just 3200rpm.

So this WSM, finished in 2013, is like no other. 'The engine is set further back in the chassis,' Geoff reveals, 'and the bulkhead and heater are moved back to suit. The body is moulded as a semi-lightweight, and the roll hoops around the windscreen and ahead of the rear window are made from aluminium bonded to the body. The whole car weighs just 630kg.'

It should be quite speedy, then. Getting all this energy onto the road in a disciplined fashion has taken a fair bit of development.





*'This is an attention-seeking, garrulous WSM, great fun on a track and able to make every road-drive an event'*







### 2011 WSM 402 (silver)

**Engine** 1380cc BMC A-series four-cylinder, OHV, two SU HS4 carburettors

**Power** c110bhp @ 5200rpm

**Transmission** Five-speed manual

Ford T9 gearbox, rear-wheel drive

**Suspension** Front: lower wishbones, coil springs, lever-arm dampers doubling as upper transverse arms, anti-roll bar. Rear: live axle, semi-elliptic springs, lever-arm dampers

**Steering** Rack and pinion **Brakes** Discs front, drums rear **Weight** c690kg

### 2013 WSM 405 (blue)

**Engine** 1796cc Rover K-series four-cylinder, DOHC, Jenvey throttle bodies and Emerald K6 engine management

**Power** 187bhp @ 7073rpm

**Torque** 143lb ft @ 5850rpm

**Transmission** Five-speed manual

Ford T9 gearbox, rear-wheel drive

**Suspension** Front: double wishbones, coil springs with co-axial telescopic dampers, anti-roll bar. Rear: live axle located by semi-elliptic springs and lateral pivoting links, telescopic dampers

**Steering** Rack and pinion **Brakes** Discs **Weight** 630kg

'We had issues over getting the rear springs right,' reports Geoff. 'The first attempt was so stiff that the car was undriveable.' The final spec includes Owens rear springs with fewer leaves than standard but two of them stiffer, AVO telescopic dampers all-round – coilovers in the case of the front ones – and 1.8° of front-wheel negative camber.


There's a Tran-X limited-slip differential to help with traction, and double bearings on the outer end of the rear axle, which has extra lateral location by Frontline's cleverly pivoting 'traction control link'. Plus, as you might expect, that Ford T9 five-speed gearbox whose narrow gate demands accuracy from its driver.

The 'donor' car for WSM 405 was a 1969 Sprite that had been built into a new shell in 1975. So 405 is an Austin-Healey WSM, as most of the originals were. It's a modern re-interpretation in the cabin, though, with much tan leather, Alpine-Renault seats (the metallic blue paintwork is an Alpine colour, too), modern air-vents and modern high numbers at the far end of the Smiths speedo and tacho scales.

This WSM has a smaller steering wheel – a leather-rimmed Moto-Lita – than that of Lorraine's 402, and it obscures the speedo. It also heightens the sense of instantaneous,

inertia-free flickability that comes from the almost total lack of roll and the ample grip from the fat Yokohama A0-012R tyres that clothe the wire wheels. The ride can be choppy on the road but the darty directional instability of 402 is much less evident here, helped by less friction in the steering. And the all-disc brakes are stupendous.

As is that very torquey engine, whose intake trumpets blat fruitily from 2500rpm, and which revs with joyful zing well past 7000rpm as you hurtle from crest to crest on a backroad that suddenly seems very three-dimensional. This is an attention-seeking, garrulous WSM, great fun on a track and able to make every road-drive an event.

It has been fascinating to enter the niche world of WSMs and to drive two newly created examples, one casting an eye over its shoulder, the other embracing the modern world of Midget mods with amusing gusto. More can be made if people ask for them, at around £35,000 plus your unrusted donor car, or – for the hands-on project-seeker – around £18,000 for a finished but unpainted body attached to your chassis and awaiting your own bits. Tempting, isn't it? 

**THANKS TO** Geoff Hill, and to Woolmer Classic Engineering, [woolmerclassic.co.uk](http://woolmerclassic.co.uk).





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## MAN ON A MARANELLO

# VISION

*Ronald Stern has devoted his life not just to creating the world's largest Ferrari collection, but also to reuniting many of the factory's lost treasures*

Words James Elliott Photography Paul Harmer

**Clockwise from main**  
Stern cradles one of his many volumes; box for rare C1J model; from Nuvolari to Our Nige, a small selection of lids.

A **SMALL DARK BLUE** jewellery box sits on the table looking relatively unassuming but aged, thanks to its frayed edges. Ronald Stern opens it as carefully as if he were trying to do origami without cracking an ancient papyrus. The lid clicks back to reveal a small pair of gold cufflinks with the Alfa Romeo crest enamelled onto them. Without an explanation, this might seem a little anticlimactic, but Ronald's commentary puts them in their context: 'In 1930 at the end of the first year of Scuderia Ferrari, when it was running Alfa Romeos, there was a celebration dinner for the team, with seven pairs of cufflinks given out to the directors. This is the only pair known to exist.'

With that he gently closes the box and delicately places it in a small plastic container brimful of similar treasures. Then, as you zoom out for some sense of scale, that container is put in a larger box full of similar containers, which then sits on a stack of identical items. Only then do you notice the rest of the room packed high with such crates, and lined with endless books and volumes, and fed by a narrow corridor overflowing with more boxes.

Those who have visited the Ferrari: Under The Skin exhibition at The Design Museum in London (which runs until 15 April) will have seen a room packed with items from this collection, but they are just the tip of the iceberg. Going into Ronald Stern's archive is a Howard Carter moment – welcome to the world's most significant Ferrari collection. Not that it is solely about Ferrari: it spins off into the lives of its drivers way beyond their time with Il Commendatore, and traces its roots back into the world of Nicola Romeo.

Nor is it finished. But already it is so vast – with 5000 photos and more than 1000 books – that we can barely scratch the surface, can only hope that highlighting just a few items will give a sense of the whole. →



*'I NEEDED A  
SENSIBLE CAR, SO  
I SWAPPED MY  
COUNTACH FOR A  
DAYTONA SPIDER  
AND A PAIR OF JBL  
LOUDSPEAKERS'*

Stern himself came late to Ferrari, and, of course, it all started with cars. He was on holiday in France in 1975 when he decided to go and see where Ferraris were made. He says: 'The old man walked across the street and I was actually thunderstruck seeing him. I turned up there in an AC Cobra 289 [his second... at the age of 26] and some of the engineers and mechanics came out and said: "Ah! MG Inglese." Because I was so proud of my Cobra I was devastated. There's nothing wrong with an MG, but that's when the 12-cylinder madness started.

'Ferrari weren't overly friendly so I went off to Lamborghini and bought a lime-green Miura SV with 7000 miles on the clock for £7000. A Countach followed. Then, after a few months I thought I had better get something sensible, so I swapped it for a Daytona Spider and a pair of JBL loudspeakers. It was my first Ferrari and one of the seven right-hand-drive examples.

'After that I thought I would like a racing Ferrari and the best one to get would be a GTO. I heard about a '62 car that had been sold and I spoke to the new owner and he seemed to be prepared to sell it, so I bought it with Malcolm Clarke, who I later bought

out. He was a great chum who sadly died. I had it for three years and sold it to Nick Mason to raise funds to start my business. He has been a wonderful custodian of the car.'

Like all enthusiasts, Stern started picking up items that went with his cars, plus occasionally something grander – starting with a set of Ferrari yearbooks. It gathered momentum at the turn of the millennium and in the past decade it has accelerated exponentially. There are three reasons for this.

Number one: romance. As Stern explains: 'It wasn't responsible, but chums and I would tear across Europe in our Daytonas at 150-160-170mph flat-stick across Belgium into France. You can't do that now. Every week was an adventure, but the romance of driving has gone. I have replaced it with the romance of history and the people that made it – much more emotionally satisfying.'

Number two: the realisation that a great company's history was at risk. 'When I first saw that Enzo's passport and driving licence and his marriage certificate and communion card were out there and available, I just thought "This is all wrong – it's horrendous, and if I don't save this it's going to be really sad." When I realised how much of Ferrari's →







**Clockwise from top**

Signed Senna photo to Stern's daughter; the only pair of 1930 Scuderia cufflinks; there are hundreds of photos signed by drivers; one of Ascari's Mille Miglia mementoes; Stern orders handbuilt 1:4 sculptures of significant racing cars; with Beehl.







**Clockwise from above**

Nathan Beehl started by organising just one small corner of the collection and has now been working on it for eight years, with no end in sight; acquiring the Amadessi collection, with its details of everyday team life, changed the way Stern thought about his mission; grateful drivers showed their appreciation to team members; 'The Transmission Man' also had behind-the-scenes shots; the helmet Ascari was wearing when he went into the drink in Monaco.

history had seeped out over the years and had become scattered to the winds, I resolved to bring as much of it as I could back together.'

Number three: the epiphany that collecting is not about things, but about people and their lives, as told through artefacts. In 2008 a former Ferrari mechanic, known as The Transmission Man, died aged 94. Carlo Amadessi might have not been a 'name' and, despite being so tall that he stands out like a giraffe in photos, he remains resolutely uncaptioned in most books. But after his death a shoebox full of his cherished memorabilia was set to be split and sold. Stern stepped in and bought it en masse.

As he delved through it he was nearly moved to tears: alongside signed photos from the great drivers Amadessi had worked with, such as Hawthorn, Ascari, Fangio, Phil Hill, von Trips, Bandini, Ickx and Andretti, he had saved every memento from his entire working life with Ferrari. There were factory passes, his contract, a factory phone directory for Maranello, track passes for Sebring and

Daytona in 1970, the air ticket for getting to Sebring from Milan in 1964 (four flights costing a total of \$733), and his own photos of the team going sightseeing or visiting the zoo in Watkins Glen on days off.

'You hear about Enzo and the designers and the drivers, but there must have been thousands of people like Amadessi who dedicated their working lives to the company,' says Stern. 'This is a story of a man's life and it is important that we remember all the people who made Ferrari what it is.'

Having determined to keep everything together, he called on an old contact to organise it, lifelong Ferrari aficionado and author Nathan Beehl. Beehl's sympathetic research and presentation of the Amadessi effects led to a call a few months later offering him employment. 'I said to my wife it might only last six months, but that was eight years ago. Ronald just hasn't stopped collecting.'

After spending any time with Stern and Beehl, you get wrapped up in the romance, too, and soon even the most mundane memo





becomes a highly charged emotion. The jewel in the crown is a series of albums packed with tens of thousands of factory documents. No-one quite knows how so much history escaped Maranello – there is speculation that boxes of old files were kept in Dino's flat and were disposed of when a distraught Enzo ordered his son's apartment to be cleared after his death. Or that some of the old paperwork was left behind when the factory moved to Maranello from Trento Trieste. They contain everything from a spy report on BRM to a job offer to Bandini.

You can witness the very moment the agreement between Ferrari and Ford foundered. On the contract Ford specifies that permission must be sought for a certain spend. In the margin in purple ink it says, in Italian, 'you must be joking'... or words to that effect. Stern says: 'Where Enzo was a genius was in branding himself through his purple ink, just as Steve Jobs would through his clothes years later.' That ink is everywhere, in margins at the top and bottom of

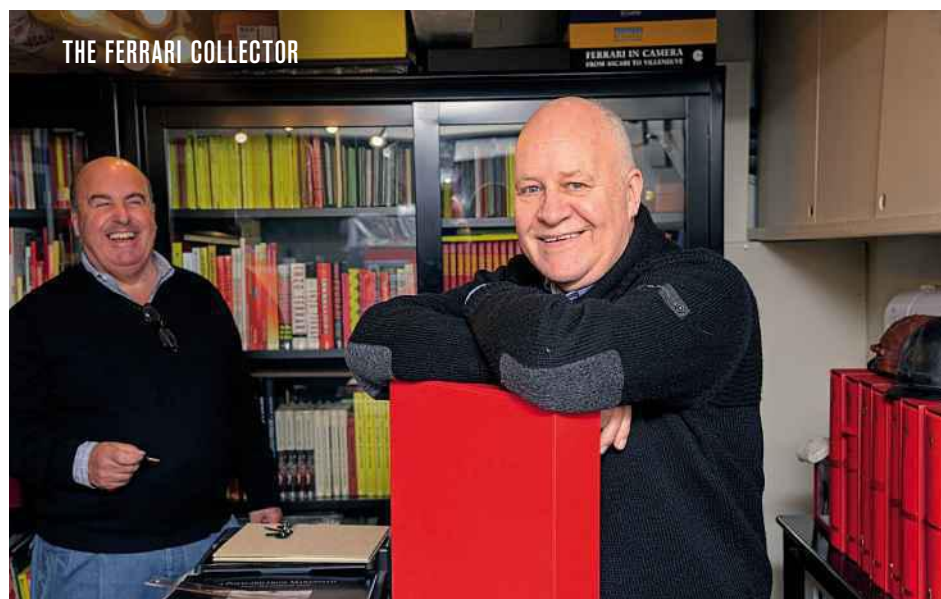
documents, in a handwritten five-page response to some engineers grumbling about the V12. These precious documents allow you to see into the heart of the workings of Maranello and the minds of its masters.

And that is what counts, and surprises. Yes, Stern has the only 100% complete set of Ferrari brochures on the planet; he has the helmets of just about every notable driver from Tazio Nuvolari and Mansell (his first ones for the Scuderia) to the lid that Michael Schumacher wore in his final GP for the team; he has Scheckter's racesuit and pretty much everything else from 1979 including the trophy he won at Monza; he even has the only three-prancing-horse diamond brooch with ruby eyes that is not in the family.

And while he might have a complete set of the high-quality weekly newspapers that aspiring journalist Enzo Ferrari put out in the 1930s, plus Dino's pith-style straw hat and 15 of the watches that were gifts from Enzo to friends, supporters and staff, the fact that Stern's collection of postcards →

***'STERN HAS THE ONLY COMPLETE SET OF FERRARI BROCHURES ON THE PLANET, AND THE LIDS OF JUST ABOUT EVERY NOTABLE DRIVER'***





#### Clockwise from top left

Every time Beehl thinks he might be getting somewhere, Stern turns up with more boxes; the ring given to Alberto Ascari after he won his third consecutive German Grand Prix at the Nürburgring for Ferrari (1950, '51 and '52, the first three post-WW2 races); how Hergé depicted the Italian's Lancia D50 plunging into Monaco harbour in 1955;

Enzo Ferrari's was just one of the touching telegrams to Mietta Ascari after Alberto's death.

is incomplete eats away at him. Ferrari started issuing postcards of races, cars and drivers in 1947 and thereafter put out up to eight a year. No-one is certain how many there were in total, but Stern reckons he is '30 or 40 short'. The other Holy Grail is the drawings for the 125S. He has the Auto Avio 815 set, but hasn't persuaded former Microsoft boss Jon Shirley to part with the 125's. Yet.

There are many interesting 'branches' of the collection, such as chauffeur Peppino Videlli's star-studded diaries, but the most evocative is Alberto Ascari. Buying the driver's personal automobilia added a mass of trophies to Stern's collection, and so much more, including the grazed wallet that was in his pocket during his fatal crash at Monza testing the 750 Monza at Castellotti's behest and in a helmet borrowed from him.

Stern has both the helmets that the superstitious Ascari used throughout his career other than that fateful day, including the one he was wearing when he went into Monaco harbour in the Lancia D50 in 1955. There are many pairs of goggles, lenses painstakingly packaged and annotated in envelopes to say when they were used.

Some still with flies on. Then there are the telegrams of condolence to his wife Mietta from the likes of Fangio, and the driver's last two packets of cigarettes.

It might sound ghoulish, but it is actually quite reverential, with such items as the model of the 1952 F1 championship winner personally presented to Ascari by the Toschi wine company. Likewise, though the pristine leather jacket hangs casually on the wall, you know it is special. It is the one that Ascari wore to victory on the 1954 Mille Miglia.

On and on it goes, without you even asking about the 'reserve' stored elsewhere. It is so impressive that Piero Ferrari came to spend a day with Stern. When we are done, you notice that we have talked for hours about rarity, even extinct items, about the thrill of the chase (such as taking a flight to Italy to pick up a single photo and come straight home), but never once in all that time has Stern mentioned prices or values. And that kind of sums it up, really. **End**

*Only 125 red copies of Stern, Beehl and Doug Nye's Ferrari, La Nascita - 'The Birth' will be published, costing £1250 from Hortons Books.*



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DOUGLAS DC-3

# UP, UP AND AWAY

*Glen Waddington takes an evocative  
flight over California's Monterey  
Peninsula in a glorious Douglas DC-3*

Photography Michael Prophet and Roger Cain







**THE SUN GLINTS** on the polished fuselage as the breeze blows across and ruffles hair and flaps clothes. The Douglas DC-3, callsign '341 Alpha', is at rest on the Navy Flying Club's apron, towards the eastern end of the runway at California's Monterey Regional Airport; it's quiet this evening, but this is where the wealthy jet-in. Just a few hundred yards west, at the other end of the runway, lies the Monterey Jet Center, itself the location for Gordon McCall's Motorworks Revival party which kicks off Monterey Car Week, book-ended by the Pebble Beach Concours.

But tonight is not about cars, it's about this rather beautiful aeroplane. And while the air is balmy and the sky golden, the trademark Monterey Peninsula fog is due to roll across in a couple of hours. So we're quick to board and make the most of the time. And the location.

'I've worked long and hard, I've had some success in business, I own several classic cars, and I wanted to do something a little different,' says Richard Martin. 'So I bought the DC-3,' he adds with a glint in his eye. Richard is an ex-pat Brit, resident in northern California, the other side of the Golden Gate bridge. Regular readers might remember his name from the 2014 issue of *Great Escapes*, in which deputy editor Mark Dixon wrote of his California Wine Region tour in Richard's Jaguar XK150S.

'What's unusual about this one is its lack of flying hours,' says Richard, 'so the airframe is in extremely good condition. It's clocked up around 9000 hours in the air; most have done at least 40,000 and many as much as 90,000. It means that there was no need for any really invasive restoration work, though it underwent a full stem-to-stern inspection, overhaul, and upgrade programme with the emphasis on safety and operational reliability, making it probably the highest-specification DC-3 in the skies.

'The cabin was in very good shape; we retrimmed the couches in leather and fitted new carpets and curtains. Outside, we repolished the aluminium panels. And there are newly rebuilt Pratt & Whitney engines. Overall, I'm in it for the kind of money that might buy a nice 1960s Ferrari – though it's a lot more expensive to run.'

Clearly he's talking about a 250, though perhaps closer to Pininfarina coupé than GTO. The work was carried out by DC-3 expert Paul Bazeley, another ex-pat Brit, and his crew at Aerometal International in Aurora, Oregon.





**'THE NOISE SWELLS,  
SEEMING TO PERMEATE  
EVERY MOLECULE OF AIR  
AS WE MAKE HASTE  
ALONG THE RUNWAY'**

We make our way up the steps and enter the fuselage at the tail end. Within, the cabin is set up for lounging rather than cramming passengers in rows. The two couches are positioned longitudinally for sociability, while eight armchairs sit at right-angles to the cabin wall, opposing one-another across beautifully patinated teak tables. The fittings are stylish and elegantly engineered, instantly taking you back a half-century and more. My chinos and short-sleeve shirt feel inappropriate this evening; this is linen suit territory, perhaps with a Panama hat. More Rat Pack than Jet Set – Clark Gable owned one from 1956 to 1963. Think Goodwood Revival for similar theatrics.

We'd been greeted on the tarmac by Captain Bob Berwick, a lifelong pilot who has flown Boeings from the 707 on and corporate Gulfstream jets, and now operates

his own biplane flying experience operation. Second-in-command is Robin Tatman, usually more accustomed to flying Jumbo Jets into and out of Atlanta for Delta Air Lines. She's at the controls today.

We snuggle into the cloth armchairs, belt-up and the cabin fills with the throb of the big radial engines as the propellers spin-up. The DC-3 is a 'taildragger', so there's a distinct nose-up stance as we bob along to the runway and taxi to its eastern extremity, right alongside the Salinas Highway. Then we swing round, power-up and the noise swells, seeming to permeate every molecule of air as we make haste along the ground, the tail lifting, then the nose pulls up and we're into the warm blue yonder.

Yes, it's loud, but in an exciting way: you don't clamber aboard a 1930s limousine and expect hermetically sealed silence, do you? You can smell the history in the cabin trim, taste aviation fuel in the air. This is an experience for all the senses.

We have a ceiling of 8000ft this evening, though we'll be flying low and slow for sightseeing, and there's Monterey spreading out below us as Robin deftly pulls the throttles back to cruise power and we level off at 1200ft. The powerful radial engines smooth out to provide an evocative and reassuring soundtrack as we fly over Pacific Grove and then the 17 Mile Drive, snaking its way through the Del Monte Forest.

We can see the lush greens of Pebble Beach, the film-set quaintness of Carmel-by-the-Sea, and then we leave the urban area behind, heading south towards Big Sur with Highway 1 down on our port side, a highlight of the view being the magnificent Bixby Creek Bridge.

It's one of the world's tallest single-span concrete bridges – also one of the most photographed man-made features in California. Completed in 1932, 714ft long and 260ft high, the bridge is the gateway to what was officially designated a Scenic Highway in 1965, and is often referred to as the most spectacular meeting of ocean and land in the United States. To see it from here is a rare privilege indeed.

I'm invited into the cockpit, where the view out is no less spectacular and the array of controls seems just as comprehensive as it would in a modern airliner. It looks period though, like the kind of gauges a Bell & Ross timepiece mimics. There's a control column each for Cap'n Bob and Robin, at which Robin makes constant yet smooth →



**Clockwise from far left**

Waddington takes in the view from a comfy perch; sleek shape still looks contemporary; the Bixby Creek Bridge from the air.



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## DOUGLAS DC-3

### 1939 Douglas DC-3 (C-41A spec)

**Engine** Two 1830ci Pratt & Whitney R-1830-94  
 14-cylinder radials **Propellers** Hamilton Standard  
 23E50- 505/6565A-18 **Max power** 1350hp x2  
**Wingspan** 95ft 6in **Length** 64ft 5in  
**Fuel consumption** 100 gallons/hour  
**Rate of climb** 1500ft/min **Gross weight** 12,200kg  
**Range** 1350 nautical miles **Top speed** 183 knots



adjustments, and amid the original read-outs are the latest Garmin comms and nav gear – the airframe may be old, but it is certified to fly in all weathers. So it's a surprise that a window is open. No air-con in this cockpit; you simply crack a vent!

Richard's 'plane began life in 1939, a year in which more than 90% of all commercial passengers worldwide were carried on DC-2s and DC-3s. They had revolutionised commercial air transport, right from the introduction of the DC-2 in 1934. The larger DC-3 – DC for 'Douglas Commercial' – arrived a year later as a 14-bed sleeper version. By the time civilian production ceased in 1942, more than 600 had been built (though there were subsequently a further 10,000 military derivatives, not to mention 5000 licence-built Russian versions).

With a cruising speed around 200mph, relatively quiet and with the ability to take-off from short runways, Douglas' new aircraft had an immediate and lasting effect on the airline industry. Flights were no longer short hops, so continents could be crossed with fewer stops. The all-metal, twin-engined DC-3 is simply one of the most significant transport aircraft ever made.

This example is rather special, being one of only two C-41 military derivatives, ordered for the US Army Air Corps by aviation pioneer General Henry 'Hap' Arnold with a partial-sleeper cabin. Serving as VIP transports with the 1st Staff Squadron in Washington DC, they were, in fact, the first military applications of the DC-3 design, and their cabin configuration became a popular conversion for corporate travel in the 1950s and 1960s. Richard's plane, C-41A, left military service in 1945 and was rebuilt in 1951, sold on to an oil company and fitted with new engines. The current interior dates



**Clockwise from far left**  
 Laguna Seca Raceway, seen during the descent back into Monterey; cockpit combines traditional dials with modern nav screens.

back to 1953, and received new fabrics and a new wooden buffet in 1988.

As for its future, there are big plans. A world tour is one, during which Richard and his artist wife, Christine MacDonald, plan to visit as many countries as possible, starting in Europe, then to Africa and on to the Far East, culminating in South and Central America as they work their way back to California: 'Try to do that in a classic car,' he smiles.

You can take passenger trips in 341 Alpha too, should you find yourself in San Francisco in 2018. Richard's operation is called Golden Age Tours, offering scenic flights from Bay Area locations. Custom private tours are also offered for those with the right budget.

And there are major anniversaries to be celebrated, both of which happen in June 2019. First of those is the 75th anniversary of the D-Day Landings, for which no fewer than 35 period-correct DC-3 and military-equivalent Dakota aircraft will assemble at the UK's Duxford Airfield before making their way in mass formation to Caen for the Daks over Normandy celebration.

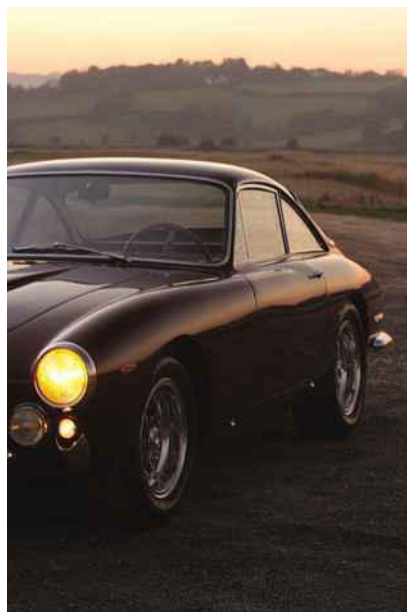
The second follows immediately, and is the 70th anniversary of the 1949 Berlin Airlift, during which DC-3s – known as the 'Candy Bombers' – kept the city of Berlin supplied while it was blockaded from the rest of Europe by the Soviets. No fewer than 17 DC-3s and C-47s are signed up with the American D-Day Squadron, and will follow 'The North Atlantic Route' to Duxford via Goose Bay, Greenland, Iceland and Scotland.

With our ears filled by the throb of the twin Pratt & Whitneys, and in the knowledge that the incoming mist will soon obscure these spectacular views, it's time to get back down to Earth – if the Monterey Peninsula can ever be described as such.

But then, it wouldn't really matter where you flew over or where you landed. Any trip in a DC-3 is a special experience, evocative of an era when passenger flights truly were a journey out of the ordinary. **Cnd**

**FOR FURTHER DETAILS**, please visit [www.goldenageairtours.com](http://www.goldenageairtours.com), [www.ddaysquadron.org](http://www.ddaysquadron.org), and [www.daksovernornormandy.com](http://www.daksovernornormandy.com).





## Ferrari 250 Lusso Berlinetta

*PRODUCTION 1962-64*

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

Styled by Pininfarina. Introduced at the Paris Salon in 1962, named "Lusso", Italian for luxury. Built on a short wheel chassis similar to the 250 short wheel base and GTO models, powered by a V12 3.0 litre engine with a three-Weber twin-choke carburettor set-up, giving a maximum top speed of 150 mph.

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

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We have a unique and extensive knowledge of working with Ferrari and process more than 1,000 consignments each month. Our unrivalled knowledge, along with the full support of Ferrari S.p.A, means we are totally committed in providing the best help and advice to our customers.



Images courtesy of John Mayston-Taylor collection



ITALY'S OLDEST CAR





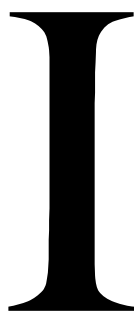


# LA MACCHINA PIÙ VECCHIA

*This 1892 Peugeot Type 3 was the first car imported into Italy – when it was brand new. Now Octane drives it*

Words Massimo Delbò Photography Marco Cossu





It was New Year's Eve, 1892. Back then, Italy was an agricultural country that relied on horses and oxen. The beasts of burden slept, unaware that a new machine – one that would soon render the animals redundant – was crossing the Swiss border at Chiasso, just above Como. It was a Peugeot Type 3, only the 25th car made by the French company, being transported on a train from Zurich and about to make history as the very first car on Italy's roads, where it would be driven for the first time on 2 January 1893.

In the late 1800s, the automobile was an exciting new prospect. Karl Benz had patented the three-wheel Motorwagen on 29 January 1886, his invention being a carriage paired with an internal combustion engine. Gottlieb Daimler and Wilhelm Maybach gradually improved the concept, building the first twin-cylinder engine in 1888, which became a huge commercial success. A year later, at the Paris World Fair – the event at which the Eiffel Tower was commissioned – Daimler met Émile Levassor and René Panhard, who wanted to market his engine in France for industrial applications. Their 100-strong order would shape history.

Armand Peugeot, already the leading bicycle manufacturer in France and in charge of an empire of five plants and 2000 workers, was a supplier to Panhard et Levassor. He was convinced that the automobile was the future of transportation. And so in 1886 he signed an agreement with Léon Serpollet to manufacture a trio of three-wheeled steam cars, the Peugeot Type 1, to be launched at that same 1889 Paris World Fair. A few months later, Daimler met Peugeot in Alsace, inviting Panhard and Levassor too. The result was that Panhard et Levassor would build Daimler engines under licence in Paris, and supply them to Peugeot.

In April 1891, Peugeot launched the Type 2, its first petrol-engined car, and the improved Type 3 followed in September. A total of 64 were built, with a *vis-à-vis* body on a tubular steel chassis and the 1160cc Panhard-Daimler 17° V-twin engine – 2bhp at 1000rpm! – driving the rear wheels via a three-speed dual-shaft gearbox and chain transmission.

Italian businessman Gaetano Rossi was the third-generation owner of his family's textile firm, then the biggest company in Italy. He was 37 and worked at the factory in Piovene Rocchette, about 20 minutes by horse from Schio, the company HQ. He'd studied in London and Paris and, like many forward-thinking gentlemen of the period, felt drawn to the automobile. Rossi posted an enquiry to Daimler but faced a long delivery time, so his partner in Alsace suggested

Peugeot and, on 30 August 1892, Rossi ordered a Peugeot Type 3, with four seats and a 2hp engine, complete with soft-top and *tablier*, a leather skirt to protect driver and passenger in wet or cold weather. He paid FF5567.25.

But by buying directly, Rossi likely created the automotive world's first commercial dispute! Armand Peugeot wrote to Émile Levassor, questioning his commercial competence. Today the letter bears witness to the early era of motoring, naming Peugeot's early customers and the most important players in the car world of the time, in which Italy lagged behind. Michele Lanza's six-seater wagon, built in Turin in 1896, is considered the first car manufactured in Italy, but by then there were several cars on Italian roads, thanks to the Daimler and Benz importer Ricordi of Milano. The Florence newspaper *La Nazione* reported on Count Ginori driving through the city in a Panhard et Levassor; there were similar stories in other regional chronicles of the time.

Meanwhile, Sr Rossi drove his car – chassis 25, engine number 124 – on an almost daily basis. Reports from the period saw this strange vehicle named 'a fire carriage', noting the public's curiosity and how the Peugeot's passage scared horses and other animals, resulting in wagons and carriages rolling into ditches.

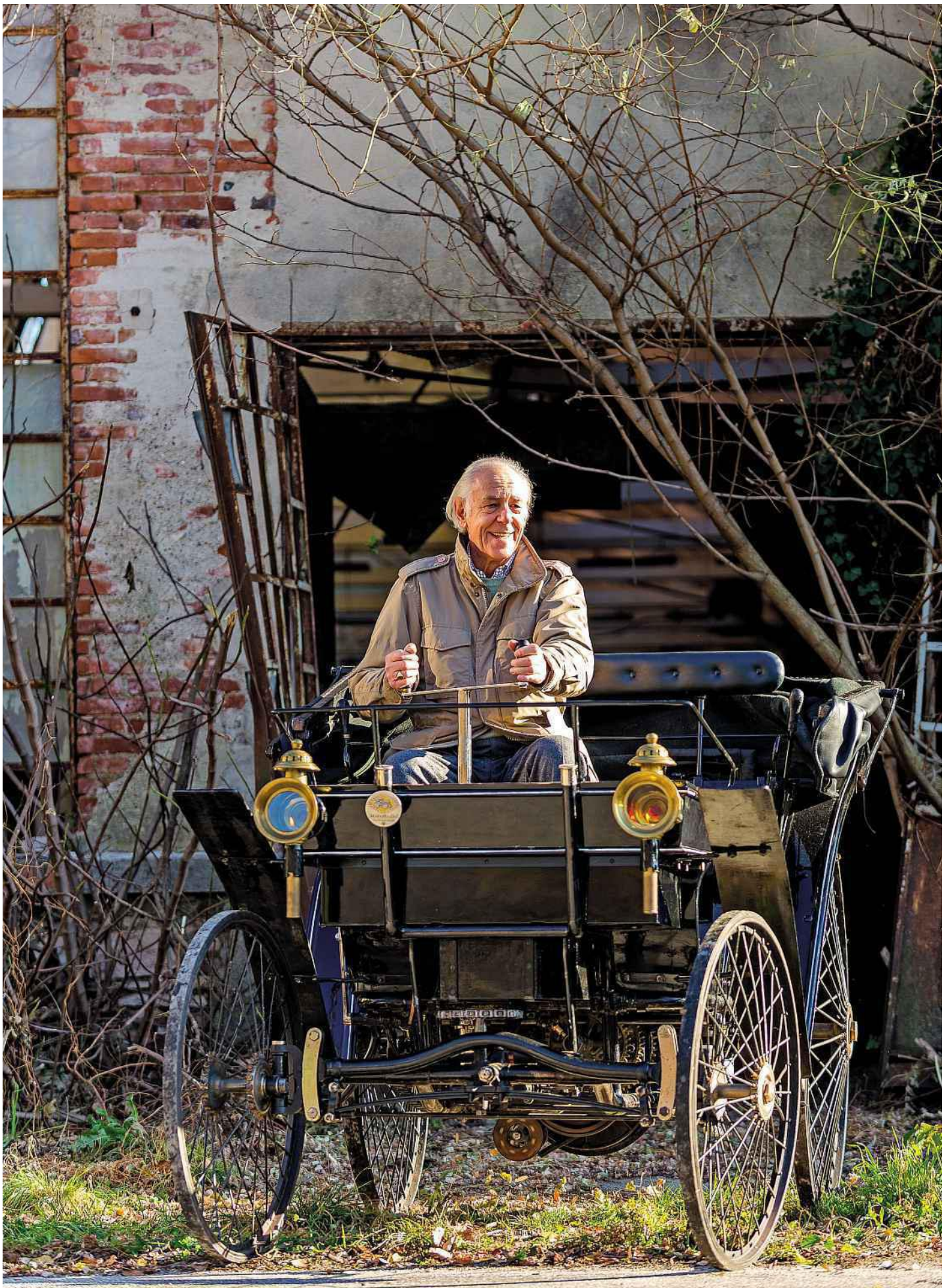
Rossi sold his Type 3 in 1896 to Guido Lazzari, a family friend, and became the owner of the second Peugeot imported into Italy, chassis 206, a Type 9 of 3.75hp. In 1899 there were reports of the Type 3 being used in Ajello, where it remained, in running order, until the First World War, when General Cadorna of the Italian Air Force asked for some spare parts. From that point – for more than a century! – the car was a non-runner, missing its ignition system and other components that were removed over time.

It was kept by the Lazzari family at its Villa in Cervignano, and Ivo Lazzari remembers spending time playing with the car while visiting his relatives as a child. In March 1953, Guido Lazzari died and the estate was offered for sale. In the January of that year, the Fiat subsidiary in Padua, likely alerted by Lazzari, →

**Right**  
Italy's oldest car, in action with Alessandro Rossi, descendant of its original owner – and the location is that original owner's factory.

*'The Peugeot's passage scared horses, resulting in wagons and carriages rolling into ditches'*







## ITALY'S OLDEST CAR

**Right and below right**  
Daimler V-twin revs to 1000rpm and drives the rear wheels via a chain; pram-style hood is unlikely to offer much protection from the weather.

had sent a letter to the Fiat press department in Turin, which was forwarded to Carlo Biscaretti, listing the car in full detail, offering its whereabouts, and indicating that it had been test-driven by Fiat founder Gianni Agnelli in 1894, while he was in the army and happened to be in the area. It was being offered for sale for 500,000 Lire (about €250).

Carlo Biscaretti di Ruffia, the son of the Fiat co-founder, a successful designer himself and a great lover of old cars, had been trying to establish a car museum in Turin since the 1930s, known now as the Museo Nazionale dell'Automobile. The letter, however, was not answered and, when the furniture from the Lazzari estate was sold to the Marchettis, antiques traders from Udine, the car went with it.

The old Peugeot was offered for sale in the Marchettis' shop, though the only interest it generated came from the local technical school, which wanted it for training purposes but didn't want to pay. The local newspaper reported that the old car was – ironically – pulled by horses in the local carnival parade. In October 1954 the Marchettis, unaware of the letter of the year before, sent another to Fiat's press department via a friend working in the Trieste agency and, following a reply, sent a second in the November.

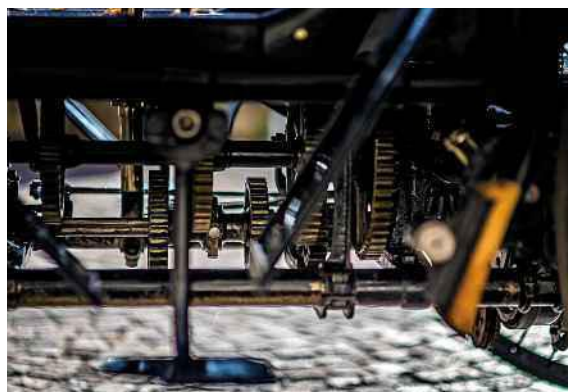
In this second letter the car was incorrectly named as an 1895-1900 Daimler, in average condition and with Peugeot badges on the wheels. The Marchettis – who are still alive, father and son – recall requesting a price of one million Lire, or a modern car in exchange, and that in the winter of 1954 a gentleman came from Turin, visited their shop, saw the car and left without expressing any further interest. And yet, a few months later, a call came from the director of Fiat's Trieste agency, telling the Marchettis that there was a brand new Fiat 1100 Giardinetta waiting for them.

The car was stored for several years while Biscaretti finished his museum, and then 'refreshed' in the newly opened museum's workshop, with dark brown paint and white rims, pale leatherette trim and more recent square lights. A plaque attached to the body bears the information 'Costruzioni Meccaniche di Saronno, number 438, Brevetto Daimler'. That's the Italian subsidiary of the railway specialist Esslingen Maschinenfabrik of Bad Canstatt, Germany, and is probably the workshop at which the car was maintained between 1902 and 1918. Despite the letters in the archive, the car is still registered in the museum catalogue as an 1894 Peugeot, manufactured in Italy by Saronno, and has been presented as such for 46 years.

It was in 2006 that Fabrizio Taiana, classic car enthusiast and secretary of the Club Storico Peugeot Italia, discovered the real history of the car. 'In 2000, I visited the Peugeot archive in Sochaux and, looking at the first sales register of the company, I noticed that →









*'Except for the two of us, no other living human being had heard the engine for almost 100 years'*

one of the very early cars had been sold in Italy, and I took note of the chassis number and the Daimler engine number. In 2007, when editing the second edition of the book *Peugeot: an Italian history*, I read a caption that I must have read a hundred times before, under the picture of the car at the museum in Turin. I jumped in my chair when I saw the engine number!

Taiana returned to the museum the following morning. 'Knowing what to look for, I found the number 25 engraved on many panels and, reading the 1953/54 letters that had lain unseen for decades in their archive, I knew I had made an important discovery. However, nobody had any clue about the history of the car. I spent some time in Piovone Rocchette, researching documents without success.'

But that was to change. 'During a rainy afternoon, after a visit to the local cemetery looking for some evidence, I bumped into an elderly guy who remembered his mother talking about Mr Rossi and his car. He gave me some names, and some places to start looking. And so I found the Lazzaris' villa, and the antique shop owners, with both son and father still alive after all these years. I also had a contact for the Lazzari family, of which a descendant lives in Germany. He happens to be the family historian, and was able to supply some amazing information. That way I could uncover a story that's more than a century old.'

Following this, in 2007, Peugeot Italy funded the restoration of the body and chassis. A Venetian wood specialist was enlisted, who employed period techniques to paint the bodywork and managed to save most of the original paint on the wings.

'During this work,' says Taiana, 'we dismantled the whole car and discovered, as further confirmation, that the "Costruzioni Meccaniche di Saronno" plate was attached to a totally different type of wood that had never been touched by the original black paint. We remade seat cushions and the soft-top too, using period-correct materials, and we remade the *tablier* following the original positions of the clips that located it. It's probably the only car still to have it.'

When the restoration was complete, the car returned to Piovone Rocchette to be reunited with Count Alvise Rossi di Schio and Christian Peugeot, the great-grandchildren of the first owner and of the man whose company built it. A monument celebrating the first car in Italy was also unveiled, before the car was returned to the museum in Turin.

Fast-forward by nearly a decade to the retirement of Alessandro Rossi, great-grandson of the brother of Gaetano Rossi, an engineer by profession, and a classic car enthusiast. 'Together with my dear friend Giannotto Cattaneo, another retired engineer, we were working on some of our 1920s cars,' he says. 'We were talking about the dream of taking part in the London to Brighton run, but we had no eligible car. His idea was that I should ask the museum if I could use the Peugeot, in return for restoring the mechanical components. To our surprise they accepted, and in the autumn of 2016 we started working on the car.'

The task was more difficult than they'd expected, because many parts were missing or broken. 'We spent a lot of time at the Peugeot archive and asking the few specialists for information. We went looking for parts and found almost nothing except for – luckily – the correct water pump, not working but complete, one of the most important parts on a car without a radiator, which uses the chassis tubes as pipes and cooling space.'

'We had to re-manufacture pistons and valves, including the complex system that operates the exhaust valves, plus the valve springs. The most difficult part was undoubtedly the missing ignition system; that we had to create from scratch. Originally it was an incandescent platinum thread, but even before the end of the 1800s it had been replaced by a trembler, more efficient and less sensitive to air temperature and humidity. They're impossible to find today and we had to manufacture it, starting with an original component from a Ford Model T. We paired it with a newly made distributor, driven by a gear rotating at half the engine speed.'

'The original *léchage* [surface] carburettor seems to be extinct; at least, nobody we asked seems ever to have seen one, so we went for a more recent version used in the late 1800s and early 1900s and we built a new intake manifold and exhaust system, too. We checked or rebuilt everything else and, on 22 July last year, we started the engine for the first time. To hear its voice after more than a century was truly an emotional experience and we realized that, except for the two of us, no other living human being had heard it for almost 100 years.'



**Facing page**

*Octane's* Massimo Delbò tries motoring, 1893 style; for a vehicle propelled by only 2hp, the Peugeot is a sizable four-seater.









## 1892 Peugeot Type 3

**Engine** 1160cc 17° V-twin, single carburettor **Power** 2bhp @ 1000rpm

**Transmission** Three-speed manual, rear-wheel drive **Steering** Tiller and rods **Suspension** Transverse inverted leaf springs

**Brake** Lever-actuated wooden pad, acting on rear right wheel **Weight** 400kg


In London, the Peugeot won the trophy for the most historically important car of the 2017 Run and was reported as the oldest car ever entered. Unfortunately, because of a problem with the differential, it broke down. 'On the Saturday afternoon, driving back from the Regent Street Motor Show, we had to open it up, but we couldn't repair it,' says Rossi. 'That meant it couldn't make the start on the Sunday morning.' It was a tragic end to their dreams.

A few weeks later, however, 'Italy's Car Number One' is in perfect working order again – and I get to drive it, outside the now-derelict factory of its original owner. It starts easily, with a half-turn of the crank. The clutch is light, if rather 'on/off' in action, and even when the clutch is fully disengaged, first gear selects with a grinding noise that makes me feel guilty.

Steering is via a U-shaped tiller, and works more accurately than you might expect. The engine pulls smoothly though takes time in building speed: you might dream of more power but, as soon as I realise

how high above the tarmac I'm seated, and how ineffective is the wooden brake acting on the right rear tyre, the top speed of 12mph seems more than enough.

I'm impressed by the suspension, which is quite soft and comfortable, and the Peugeot is easy to drive. The main task is to stay focused on the positioning of all the controls, which were designed before any consensus in such matters had even been dreamed of. The tyres are new, perfect copies of the one remaining original, yet even so I'm glad to be driving on a smooth surface, rather than the bumpy gravel of 126 years ago.

As per the agreement made by Alessandro Rossi, the car is soon on its way back to the Turin museum, where its president, Benedetto Camerana, has already allocated a budget for a new attempt on the London to Brighton in November 2018. After more than 100 years of silence, it seems that the first car registered in Italy can't wait to make its voice heard again. 

THANKS TO Fabrizio Taiana for his assistance.



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THE OCTANE  
INTERVIEW

# Steve Nichols

*The Formula 1 engineer was confidant to Senna and Prost, and helped to orchestrate their career highs. What next?*

Words James Page Portraits Tim Andrew



**NOT ONLY DID** Steve Nichols play a key role in introducing carbonfibre to Formula 1, he was also chief designer of a car that won 15 of its 16 races, race engineer to Ayrton Senna, and moved from McLaren to Ferrari at the request of Alain Prost. And yet he arrives for our interview laden with our photographer's gear, having volunteered to carry it across the wet car park.

The affable American could have carved out a career for himself on home soil but, while his friends were into Indycar or NASCAR, early outings at the local kart track gave him an appreciation of road-racing. After seeing a 1962 article in *Road & Track* about 'Chapman's tubeless wonder' – the Lotus 25 – his mind was made up: he wanted to become a Formula 1 designer.

Nichols gained a mechanical engineering degree from the University of Utah, then got a job with Hercules and worked on rocket motors for Trident missiles. His time there gave him invaluable experience of composite materials, but weapons weren't motor sport. After four years he joined shock-absorber company Gabriel, which was looking for an engineer to design dampers for Indycars.

'It was quite specialist but it was a way into motor racing,' he remembers. 'It was dominated by Monroe at the time and they provided a very basic damper. We came along with a different approach, where we designed a bespoke racing damper.'

It wasn't immediately accepted – 'Nobody in Indycar thought the dampers did anything' – but the breakthrough came during testing at Indianapolis with Al Unser, who was struggling with his car's handling until he tried Nichols' dampers. After that, they turned up on more and more cars, including John Barnard's Chaparral.

By 1980, Barnard had moved to Ron Dennis's Project 4 team and Nichols called him that summer, ostensibly to see if there were any jobs going. Barnard mentioned that he was looking at alternative materials in order to create a skinny but stiff monocoque – Nichols immediately guessed that he meant carbonfibre, and Barnard admitted that they couldn't find anyone who could make it for them. Nichols put him in touch

with his former employers at Hercules, and the rest is history.

Later that year, Nichols came on board full-time when Project 4 merged with McLaren. John Barnard's revolutionary carbonfibre monocoque became the basis for the 1981 MP4/1, and any doubts about its suitability were soon dispelled.

'Andrea [de Cesaris] crashed 73 times or something,' says Nichols with a smile. 'The original monocoque was brutally stiff, so much so that, on the second car, we cut the basic lay-up in half. Andrea was always in the original brick shit-house and did his best to destroy it, and we kept repairing it. He'd be asking for a new monocoque and we'd be saying, "No, we think you're alright with that one..."'

Niki Lauda came on board for 1982, and over the course of the next two seasons he and John Watson won five races. Everything really clicked into place for 1984, when Alain Prost replaced Watson, and Porsche's TAG-funded turbo engine superseded the venerable Cosworth. The team won 12 races, Lauda pipping Prost to the title.

'Prost was perfect,' says Nichols. 'Blindingly fast and just a regular guy. At Spa in 1985, I walked down to Eau Rouge, showed my pass and got right down there. Mansell comes through, hands a blur, shower of sparks – wow! Prost comes out, whistles through slowly on his out lap, then comes through slowly again. I thought he must have

**'ANDREA DE CESARIS  
CRASHED 73 TIMES OR  
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a problem. He comes through slow again, then doesn't reappear. I wandered back up to the pits to see what was going on, and he was on pole! You couldn't tell the difference – out lap, fast lap, in lap. No drama.'

Prost went on to win his first title that year. In 1986, and with Lauda having retired, Keke Rosberg joined the team, but the Finn initially struggled with the inherently understeering McLaren. As his race engineer, Nichols took a different approach from Barnard, who expected the driver to adapt to the car rather than vice versa.

'Keke wanted a car that had a lot of oversteer and he complained to John all the time about understeer. He'd say to me, "Honestly, Steve – I'm not a wanker!" I really like Keke, I've got a lot of time for him, but mid-season John just washed his hands of it and said "Do what you like".'

The radical solution for the German Grand Prix involved relocating the Gurney flap from the top edge of the rear wing to the



**Right**  
Nichols with Alain Prost and Keke Rosberg  
at Paul Ricard in 1986. The Frenchman  
finished second to Mansell, the Finn fourth.

McLAREN RACING LTD





**Below**  
At the secret workshop where Elva's new track car is being developed, Nichols tells *Octane's* man about working with some of F1's greats.

bottom. Then they made the front end as mechanically soft as possible, to the extent that the anti-roll bar broke because of all the movement. Instead of replacing it, they left it – and Rosberg put the car on pole.

That summer, Nichols became chief designer when Barnard left for Ferrari. 'Ron said "Who'll do the aerodynamics?" Well, Bob Bell will – he's been doing it for three years. "Who'll do stress analysis?" I do that now. "Who'll do suspension?" We've already got a guy who does suspension – we've got it covered.'

They had indeed. The MP4/3 won three races in 1987 and, as Nichols puts it, '...was good enough to attract Honda and it was good enough to attract Senna.' With those two on board, McLaren's 1988 season was achingly close to perfection – only once in 16 races was the MP4/4 beaten. Senna won his first World Championship and Nichols got to appreciate the Brazilian's talent from a front-row seat.

'There was a higher level of intensity with him. All this stuff about the physical ability to drive the car, the intelligence and the feedback – on top of it all, there's what I call the willingness factor. Are you willing to go out there and let it all hang out? He had a

little bit of an edge in that respect.'

However, Nichols maintains that Prost was every bit as good, and both drivers had extraordinary sensitivity to their car's set-up – the Frenchman once picked up a 1.5% difference in spring rates.

'Senna would detect 5lb of downforce on the front – that's like a bag of sugar. We had wings with a series of holes, which gave quite a fine adjustment. He once wanted less front wing. I said I'd take a hole off. "No, that's too much." OK – I'll take a hole on one side. "Too much." OK – I'll get a mechanic to get a file in there and we'll go half a hole on one side. He thought about it and went "Yeah, OK."

'In testing, you'd send him out on a long run and he'd get bored and start changing settings. Then he'd come in and regurgitate it all – "At this boost and these revs, I'd do this lap time and get that fuel economy." They were both really good at that.'

The following year, however, the relationship between the two drivers fell apart in spectacular style. 'I was Senna's race engineer and I was loyal to him, but amid all that war I also had a very good relationship with Prost. It was difficult for Ron, but it wasn't difficult for me, the other technical

'PROST AND SENNA  
HAD RESPECT FOR EACH  
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SAY "WE DON'T HAVE TO  
WORRY ABOUT ANYONE  
ELSE – JUST ALAIN"'

staff or the mechanics. I always maintain that it went down to the grassroots level with the two race engineers. If we'd split, probably the whole team would have unzipped and you'd have had the Rossi-Lorenzo thing with the divider down the garage.

'Senna and Prost would debrief together but they wouldn't talk. Prost would ask his engineer a question – he wouldn't ask Senna. His engineer would ask me, I'd ask Senna, he'd tell me, I'd tell Prost's engineer and he'd tell Prost. But it worked and it was no problem. They had ultimate respect for each other. Senna would say to me "We don't have to worry about anyone else – just Alain."

When Prost signed for Ferrari ahead of the →





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- 1995 Aston Martin 550
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- 1988 Porsche 930 Turbo Carrera
- 1972 Fiat 500L
- 1989 Porsche 930 Turbo S
- 1973 Porsche 911 S
- 1987 Ferrari 328 GTS
- 1969 Ferrari Dino 206 GT
- 1988 Ferrari Turbo GTB
- 1975 Porsche 911 2.7 MFI



Right

Nichols was race engineer for the mercurial Brazilian Ayrton Senna – who won three championships in his time at McLaren – before following Prost to Ferrari. The feud between the two drivers tested his loyalty.

1990 season, he wanted Nichols to go with him. At McLaren, Ron Dennis had been suggesting that Steve design the even-numbered cars – 1988, '90 and so on – and Neil Oatley did the odd-numbered years. For a number of reasons, Nichols didn't see that working and left for Maranello.

Ferrari had won three races in 1989 but suffered because of poor reliability, and in those pre-Jean Todt days, Nichols had an almost impossible job in front of him.

'I was ready for a change, but it was a paradigm shift. I remember Harvey Postlethwaite saying, "You know, they're not going to let you do what you want to do." He was right! I'd come from a team that wins and does almost everything almost perfectly. You're not getting the results you want, you're not winning, so we have to change. Change the culture, change the way we do things, we have to have a winning mentality. And they said "No – we don't want to change anything. You have to adapt to us."

Prost's team-mate during that first year was Nigel Mansell, who'd been full of praise for the Frenchman ahead of his arrival. The bonhomie didn't last: 'Mansell was strong, brave and fast, but he wouldn't work with me because he thought I was Prost's man and I was there to screw him.'

During the season, the team came up with a basic launch-control system. It was a manual set-up that the driver had to engage and then turn off; Mansell wasn't convinced.

'We go along to the next race, and Prost has tested it and knows it works. I explain it to Nigel: "It's a launch control button just for the start, then you turn it off. It's to help our starts." What registers with Nigel is "This isn't launch control, this is a screw-Nigel button." So he doesn't use it, he gets way too much wheelspin, swerves in front of Prost and we're both screwed within the first five seconds.'

Prost challenged for the Championship in 1990, but in '91 he was fired ahead of the closing round after unfavourably comparing that year's car to a truck. Nichols also left and subsequently had stints at Sauber and Jordan. In '95, he went back to McLaren as a consultant. The team was struggling with the recalcitrant MP4/10 and Nichols recognised that there was much to do.



PAUL-HENRI CAHIER/GETTY IMAGES

'IF YOU'RE NOT WINNING, YOU CHANGE THE WAY YOU DO THINGS, BUT FERRARI SAID "NO – WE DON'T WANT TO CHANGE ANYTHING. YOU HAVE TO ADAPT TO US"'

'That car was so bad that I thought they had a Trojan horse in there from another team, sabotaging them! I'd hammered the fundamentals into people during my first stint there. People would say, "It's 80% aerodynamics." I'd say, "Well, yeah – but the other 20% has got to be good, too." With the MP4/4, people would ask what its secret was. There was no secret – it was just good everywhere. If a car has got ten fundamentals and nine of them are at 99% but one is at 10%, that's no good.'

McLaren eventually returned to winning ways in 1997, the year in which Nichols first came up with the famous 'fiddle brake', which operated on the inside-rear wheel to alleviate understeer. The system used little more than an extra master cylinder, a length of brake line and an extra pedal. It was simple, cheap and hugely effective, and an improved version was retained on the following year's Adrian Newey-designed MP4/13.

'It was made in heaven for David Coulthard's understeer problem but he wouldn't try it, so we bolted it onto Hakkinen's car. He'd try anything. Very first time we tried it – on one side only because it was just a test – he was half-a-second a lap faster. [On the '98 car] the driver had to switch between left-rear corner and right-rear corner. At the time, we thought, can they cope with that? Now, they're changing brake balance between corners and they've got 18 switches with ten positions each...'

It didn't go unnoticed by rival teams that the McLarens' inside-rear brake discs would glow red at unexpected times. Photographer Darren Heath then stuck his camera into the footwell of Coulthard's car and the secret was out. Ferrari eventually got the system banned by arguing that it was four-wheel steering. Then, presumably with a straight face and no hint of irony, the Italian team went to the FIA and proposed exactly the same set-up. Charlie Whiting pointed out that they couldn't use it because they'd just got it banned...

Nichols left McLaren at the end of 2000 and became technical director at Jaguar before stepping away from Formula 1 altogether. His latest venture is a project to relaunch the Elva name.

'I remember seeing Elva Couriers when I was a kid. We're building up a prototype in the spirit of the McLaren-Elva M1A. It's got a modern Chevrolet LS3 engine and the bodywork has been modified to give it more of an aggressive stance. It's a trackday car that can be road-legal. It's probably a little over the top for the latter, but it'll be good for people who want a little adrenaline rush.'

As we walk around his latest project, Nichols plays down his achievements by describing them as 'making cars go nowhere fast', but nonetheless that kid who dreamt about road-racing while driving around his local kart track can look back on a formidable career. **End**



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# AN AMERICAN

*When designer Brooks Stevens wanted to make a name for himself at the European car shows, this Cadillac-based Die Valkyrie was born. Five decades on, it still divides opinion*

Words Mike Renault Photography Gabor Mayer





# IN PARIS





**G**eneral Motors always was hot on dream cars and styling concepts. Since the early 1930s, the company had been putting on Motorama shows, exhibiting concept cars in cities across the USA. Some were outlandish, others predicted styling that was merely months away from production. So it's plausible that when designer Brooks Stevens approached GM for a 1955 Cadillac chassis in order to build a show car, he found a willing ear. The result was Die Valkyrie.

Stevens was one of America's greatest designers, fathering products, machines and logos in virtually every industry. His diverse portfolio covered industrial and graphic design, even architecture. Between the Miller Beer logo and the Evinrude Lark outboard motor – plus the crazy Evinrude Lakester car-cum-speedboat – he penned lawnmowers, chairs, tricycles and the Oscar Meyer Weinermobile. The lines of his 1949 Harley-Davidson Hydra Glide are visible in today's Heritage models.

The versatile Stevens had intermittently designed custom cars and one-offs, usually as commissions for friends, and as far back as 1938 he'd undertaken a restyling of his own 1929 Cord L-29 – said to be the first car with a tailfin. By the early 1950s

the Milwaukee-based Stevens was yearning for his car design talents to be better recognised abroad. His stint as a consultant for Alfa Romeo's 6C 2500 whetted his appetite to crack Europe.

The idea of creating a luxury show-car to wow foreign audiences came from Guy Storr, a French public relations specialist Stevens had hired. Around 1952, Storr had recommended producing a 'centrepiece car' that Stevens could unveil at the Paris Salon, then display across the European show circuit. Stevens evidently relished the opportunity and secured funding from a Cleveland, Ohio-based real estate developer with political ambitions named Irwin Metzenbaum. He'd hoped to build 100 examples, although only two of the car they christened Die Valkyrie were ever produced.

In return for his money Metzenbaum asked for 'a vehicle that had luxury, performance and appeal that was both modern, and in the spirit of the 1940s'. He wanted 'the luxury of the Lincoln Continental and the power of Cadillac's overhead-valve V8'. Stevens thus started with a brand new 1955 Cadillac Sixty Special chassis, no 556078063. Evidently, the four-door model's 133-inch wheelbase was in preference to that of the arguably stronger 129-inch two-door Cadillac convertible. Officially, Cadillac is also known to have sold seven bare





62-series that year, but those are accounted for as officially sanctioned Hess & Eisenhardt station wagons.

Following the form of many American show cars of the time, Die Valkyrie was no mere styling exercise, and employed Cadillac's 542Sc overhead-valve V8 with dual carburettors and four-speed Hydra-Matic transmission. Having raced cars in Europe and America, Stevens was proud of his country's powerful V8 engines, so the huge, dramatic grille and front bumper of Die Valkyrie formed the shape of a giant V, with a smaller V8 emblem above. At shows it invariably drew mocking comparisons with the cowcatcher of a train, or a snowplough, but it was unusual and memorable.

A single vein of the chromed grille flowed outwards on each side to bisect the headlights – apparently in a curious bid to avoid dazzling oncoming cars at night – then travelled down the body sides in a single line. The recessed headlamps

and that flat, Studebaker-like bonnet almost level with the front wings were styling trends that Cadillac would later adopt on its production models.

Die Valkyrie also demonstrated Stevens' so-called 'Washington coach' door line, with its upward sweep to help disguise the long door openings and provide a natural two-tone colour break. The colour scheme replicated the one used on Stevens' customised Cord L-29, while its steel coupe roof was removable to make Die Valkyrie a four-seat convertible, leaving underneath a thin convertible top – something Stevens later recalled as useful only for 'getting you home if it started to rain'.

The rear is more conservative, with an undeniable air of Stevens' later Studebaker designs to the edge of the bootlid, fashionable exhausts with exits through the bumper, and taillights that seemingly influenced those of the 1964 Cadillac. With the possible exception of that strident grille, the car →

**'FOLLOWING THE FORM OF MANY AMERICAN SHOW CARS OF THE TIME, DIE VALKYRIE WAS NO MERE STYLING EXERCISE'**







looked fresh and several years ahead of its time. Stevens was sufficiently delighted to take out a design patent for it.

The blueprints, sketches and Cadillac chassis were shipped to Hermann Spohn of Ravensburg, Germany, where the gigantic bodywork was constructed entirely from steel. Spohn Karosserie – a former wheelwright best known as the constructor of car bodies for the Maybach Zeppelin DS7 and DS8 – was certainly versed in building low-volume coachwork. His efforts had graced Hispano-Suiza and Mercedes-Benz chassis, so there would have been little doubt about the quality of the finished car. Some even consider Die Valkyrie to be Spohn's finest work. Unusually, Hermann Spohn himself did not include any of his personal styling cues, instead strictly following Brooks Stevens' design.

The steering wheel and dashboard of Die Valkyrie are standard-issue Cadillac, as are the remainder of the chassis and drivetrain including, of course, power steering and power brakes. The car rides on its original steel wheels, adorned with slightly newer Cadillac Eldorado wheelcovers and now-rare US Royal Master tyres. The sister car rode on Cadillac Eldorado wire wheels and had a louvred bonnet – the quickest way to tell them apart.

The interior is trimmed in black leather, the large 40/60 split bench-style seat apparently based around frames and mechanical pieces from a Mercedes-Benz 300 Adenauer, adapted to suit. Doorhandles and other fittings also appear to be of Mercedes origin, which seems logical given Spohn's connections in Germany. The door panels are styled with a sunburst pattern,

#### Above

All-American in design and mechanicals, yet German in execution, Die Valkyrie predicted several 1960s styling trends.

accented with a white flash that continues through the dashboard and topped with polished trim. It manages to feel opulent without being vulgar.

Other notable features include rear quarter-vent windows, built into the door-glass frames, which disappear into the door for a completely pillarless effect. Externally, the trim is minimal, with Die Valkyrie badges on the doors and a crest on each tail-light surround, and the slab-sides seem like those of a car ten years newer, rather than a product of the tail-finned rocket-car age. Constructed entirely from thick steel, everything on the car feels solid – and heavy, although that hardtop roof can be removed by two people.

Spohn's body sits low over the chassis, and the bulkheads, interior floor and boot floor are unique to the car and flat, with no rigidity stampings. Even by American standards of the time





it still looks and feels huge. With the top removed, rear-seat passengers step straight into the back, since the doors are so long.

This Die Valkyrie was owned most recently by Joe Bortz, a collector of GM Motorama cars and 1950s show cars, and the only owner outside the Stevens family. He bought it direct from the Brooks Stevens Automobile Museum in 1997 and the car has survived in remarkably original condition, thanks to Bortz's efforts. Die Valkyrie sold at auction in September 2017 and is currently offered for sale by Hyman Ltd Classic Cars of St Louis.

'The two known Valkyrie cars were shown throughout Europe, then returned to the USA,' explains Geoff Isabelle from Hyman. 'Here the history gets a little blurry. Some say that Mr Stevens purchased the car because he liked it so much, but according to information I learned from Leonard McGrady – who owns the example that's equipped with the wire wheels – this car was given →

**'THE SLAB-SIDES SEEM LIKE THOSE OF A CAR TEN YEARS NEWER, RATHER THAN A PRODUCT OF THE TAIL-FINNED ROCKET-CAR AGE'**





to Stevens by Metzenbaum as payment for his design work. Stevens later tried to claim he wasn't paid and apparently some legal action ensued. I can't say which is the absolute truth, but the latter makes for a juicier story!

What is known is that the car was used and enjoyed by Stevens' wife Alice for several years. The majority of the indicated 37,000 miles were accumulated by her, since Die Valkyrie was her choice as personal transportation around Milwaukee before it was retired to become one of 70 cars exhibited within the Stevens Museum in Mequon, Wisconsin.

Rumours circulated that Cadillac itself had expressed an interest in the project, perhaps as a possible means of further establishing its cars on the European market, especially since Stevens made little effort to conceal the American origins of his donor vehicle. But of course, by not directly adding any Cadillac badge (beyond those on the wheel-covers,) the

**Above and below left**

Interior is standard Cadillac, and demure in comparison with the bodywork; V8 engine also comes from the Sixty Special donor car.

luxury carmaker could also choose to quietly dissociate itself if the concept publicly failed.

That didn't happen. American cars were generally well-received in Europe at the time, French enthusiasts no doubt fondly remembering the Cadillac 'Le Monstre' entered in the 1950 Le Mans, which received a standing ovation when it crossed the finish line. So Die Valkyrie certainly garnered interest when it made its debut at Paris in the first week of October 1955. Over the months that followed, the car continued to attract attention at various other motor shows across Europe, before being shipped to America to be displayed at events such as the Madison Square Gardens Auto Show.

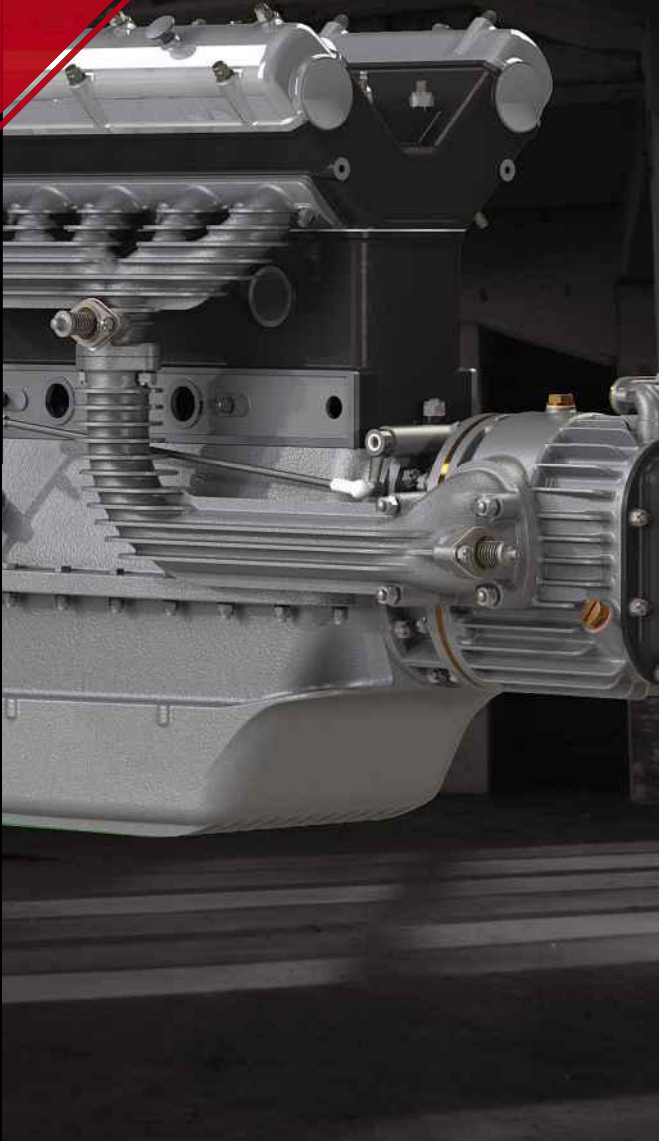
At that same initial 1955 Paris unveiling, Brooks Stevens Associates were making another attempt at the European market with the custom-bodied 1955 Gaylord Gladiator, whose story seems to mirror that of Die Valkyrie. Built for brothers Jim and Ed Gaylord, heirs to the bobbypin hairclip empire, their car was also two-tone black-and-white, and Cadillac supplied its engine. In fact, Chevrolet's chief engineer Ed Cole had talked them out of using the rival Chrysler Hemi.

Stevens had Spohn build the Gaylord bodywork he had designed under a somewhat contradictory brief of 'a modern car with classic overtones'. Despite the \$17,500 price, a number of orders were placed, including one from King Farouk of Egypt, yet only three Gaylords were produced following various issues over bodywork fit and finish.





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Adding credence to the suggestion that Cadillac might have seen Die Valkyrie as a way into Europe, we know General Motors closely observed such styling exercises. The Gaylord featured a retractable hardtop that dropped into the boot – in the style of earlier Peugeots and the later Ford Skyliner. Producing a working version had thus far eluded General Motors, leading GM's chairman Harlow H Curtice, upon seeing the car at Paris, to remark to his assembled engineers: 'You bastards told me this couldn't be done, so how did these idiots do it?' History hasn't recorded what Curtice said when he saw Die Valkyrie, but alongside other European designs making their debut, such as the BMW 507, VW Karmann Ghia and Citroën DS, Stevens' cars certainly would have stood out.

Rumours of a total production of six examples with three remaining in Europe appear unsubstantiated. At present only two Valkyries are known to exist. 'From what I understand,' continues Geoff Isabelle, 'the car didn't go into production for a number of reasons. Stevens styled Die Valkyrie to be an American take on a European car. Given that it is based on a Cadillac chassis and shares that car's dimensions, it is easy to see why it didn't appeal to Europeans – it would hardly fit on their roads. Also, it was a very expensive undertaking, involving acquiring each brand-new complete chassis from General

Motors, then shipping it overseas for the coachwork. I'm sure that securing numbers of bare, rolling chassis from General Motors was a bit of a task, other than the Series 75 Professional limousine and hearse frames, and that was never an option for the casual buyer. This leads people to believe someone at GM or Cadillac had an interest in the project and pulled some strings to make it happen.'

Stevens went on to greater success, notably with Studebaker where, on a tiny budget, he redesigned the dated 1961 Hawk coupe into the beautiful 1962 Gran Turismo Hawk. He revised the 1963 Studebaker line, including the innovative sliding-roof Wagonaire station wagon, and penned several concept vehicles that, sadly, came to nought when the company closed in 1966. He designed such hits as the Excalibur and the Jeep Wagoneer, in all contributing to the designs of 41 marques before his death in 1995. In fact, Die Valkyrie might be considered one of his rare misses. It might not have set Europe alight, but the fact that both examples have survived in excellent condition speaks volumes both for the quality of their construction and the affection they have engendered. *End*

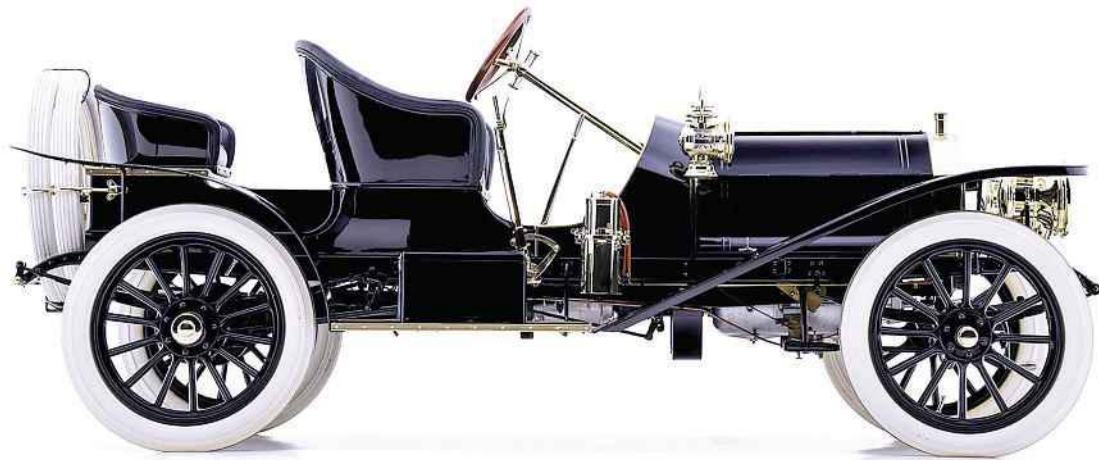
*THANKS TO Hyman Ltd Classic Cars, hymanltd.com, where Die Valkyrie is for sale.*

## 1955 Cadillac Die Valkyrie

**Engine** 5425cc V8, OHV, dual Carter WCFB carburettors **Power** 250bhp @ 4600rpm  
**Torque** 345lb ft @ 2800rpm **Transmission** Four-speed automatic, rear-wheel drive **Steering** Worm and roller  
**Suspension** Front: double wishbones, coil springs, telescopic dampers. Rear: live axle, semi-elliptic leaf springs, telescopic dampers **Brakes** Drums **Weight** 2000kg (est) **Top speed** 115mph **0-60mph** 12.5sec



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# WHO DARES, GRINS

*What vehicle offers the most fun for £45,000? Mark Dixon reckons this ex-SAS 'dune buggy' would be very hard to beat – and you could even use it to do the weekly shop, too*

Photography Matthew Howell









**Right from top**  
 LSV combines good  
 ground clearance with  
 a low overall profile;  
 dash is functional but  
 has all you need.

**P**hotographer Matthew Howell and I can't stop grinning. We've done dozens of magazine features together and I honestly cannot recall a vehicle that has caught our imagination so much. Neither of us can believe that this *Mad Max*-style dune buggy – still for sale at the time of writing – hasn't been snapped up by a collector who appreciates its fascinating history and its massive fun factor.

I say 'fun', but this machine was built with a very serious purpose. Developed in the 1980s by British company Longline, a company later subsumed into engineering colossus Ricardo (the people who build engines for McLaren), the Light Strike Vehicle was intended as a fast and agile military reconnaissance vehicle. It was rushed into production ahead of the 1991 Gulf War and trialled by the SAS, but never saw much action and was quietly dropped from the British Army soon afterwards.

To help understand why, I've enlisted former Special Forces Captain David Blakeley. I met David when we were both part of the Jaguar 'works' team during the 2014 Mille Miglia and I know he's a keen car guy. More relevantly for this story, he was a Commander in the British Special Forces 'Pathfinder' squadron, an elite unit that specialised in raids behind enemy lines for covert operations. He's written a couple of books about his experiences, *Pathfinder* and *Maverick One*, both of them engrossing reads without being overly sensationalist.

David has just had his first drive in the LSV and his smile is as wide as mine or Matt's. 'It's super-cool! Just brilliant fun. If you had the cash, why would you not have one of these in your collection? But already I think I can tell why it wasn't taken up long-term by Special Forces...'

We'll come on to that in a moment. Not surprisingly, there isn't a lot of information in the public domain about the LSV, but fortunately this example comes with a workshop manual – yes, really – and some MoD paperwork that probably shouldn't have got beyond a Quartermaster's desk. It reveals that this is a Cobra Mk3 (the Cobra name seems to have been adopted late in the programme), powered by a rear-mounted 1.6-litre Volkswagen Golf turbodiesel.

The engine is mated to a VW Syncro four-wheel drive system, which uses a central viscous coupling that locks-up when there's too great a discrepancy between front and rear wheel speeds, and there are vacuum-operated diff locks for front and rear axles, too.

The gearbox is a five-speeder, with a 'crawler' bottom gear and four conventional ratios above that.

The LSV was a rush job, contracted out to Sussex-based Longline by the MoD in the build-up to the first Gulf War. It rapidly evolved through three versions, and it's reputed that just five examples were built of each. All were sent to the Gulf for testing by the SAS, but none is known to have seen any serious action other than, as the owner of this one puts it, 'being ragged around the desert'.

The late-80s origins of the LSV are given away by a specification sheet that shows it was designed to take a 1.9-litre VW flat-four petrol engine, as used in the Type 25 van. That produced a measly 68bhp, which might sound adequate for such a light vehicle, until you remember how much kit Special Forces soldiers have to carry. Not just fuel and water, but ammunition – and lots of it. 'A machine gun needs thousands of rounds of ammunition,' points out David Blakeley, 'and each round weighs about as much as an iPhone.' This Mk3 therefore has a 1.6-litre turbodiesel;

not only torquier, but also running on the same fuel that's used by the vast majority of military vehicles.

'In terms of acceleration and response, this feels a lot quicker than a Land Rover Defender,' reckons David; 'especially one that's loaded with all the kit needed for desert warfare. But

realistically it's a two-person vehicle. You might get three people on board but that would be a squeeze, especially when they're equipped with at least three levels of weaponry – pistols, grenades and a light machine gun.'

Talking of which, the original Longline spec sheet lists a variety of weapons options sufficient to moisten the crotch of any gun fanatic – GPMG (General Purpose Machine Gun), Mk19 40mm, Asp 30mm, Browning 0.50, Milan anti-tank missile, Gecal 50 and Giat 20mm, any of which could be mounted above the passenger space. There are large stowage bays either side, covered with welded mesh on their outer faces, which today would be ideal for holding your shopping bags on the weekly supermarket run – because this is a genuinely usable vehicle.

Don't believe me? Let's prove it. Access couldn't be easier: you step over the steel-panelled, tubular frame sides and drop into the driver's seat. Special Forces guys tend to be small and wiry (David is an exception) so it's a relief to discover that the bucket seat is adjustable on its runners. The LSV has decent ground clearance →

**'YOU MIGHT GET THREE PEOPLE ON BOARD BUT THAT WOULD BE A SQUEEZE WHEN THEY'RE EQUIPPED WITH PISTOLS, GRENADES AND A LIGHT MACHINE GUN'**









beneath its flat composite floorpan but you still feel incredibly low-slung and exposed to the elements. 'Although there's zero protection, the all-round visibility is some compensation,' David comments as I buckle up. 'It's one reason why I'm not keen on Humvees; you can't see out of them that much.' If you want to be *really* hardcore and just manage with goggles, the flat windscreen panel simply unbolts and lifts out. I'm not sure the chrome-rimmed gauges for coolant temperature and oil pressure are the originals but otherwise it all looks pretty much as it must have when delivered to 22 SAS Regiment on the cusp of the 1990-91 Gulf War.

Strictly speaking, with a diesel engine of this vintage, you should wait for the glow-plug light to extinguish before turning the starter, but what adrenaline-hyped trooper is going to do that, when rounds are incoming and things are starting to get a bit hairy? A sticker on the dash simply says 'Switch ignition on. Press starter button until engine starts (max 15 secs)', and in practice the Golf turbodiesel fires up straight away. It's pretty much hanging out in the open air behind you and its diesel throb isn't exactly melodious, but its no-nonsense beat suits the macho character of the vehicle well.

Slot the gearlever into first – the 'change has a race-car metal-on-metal feel, pulling a long selector rod linked to the rear transaxle – and press the throttle. At first, the LSV feels disappointingly sluggish... until you realise that there's a lot of lost pedal motion to start with (deliberately built-in, so as not to make throttle response too sensitive for leaden-footed troopers in combat boots?) and you simply have to press harder. Then... woo-hoo!

## Above left and right

Former Pathfinder Commander David Blakeley liked the LSV – for fun, if not for work; best to wrap up warm.

The LSV leaps forward like a scalded cat, bouncing over the broken concrete of our test track on its 30x9.5 R15 sand tyres; almost immediately you need to snatch second, then third, and, given more room than we have to play with here, it feels as though it would easily top 80mph. The steering is quick and as direct as those balloon tyres will allow, so a mere flick of the wrist is all that's needed to change direction; because the bulk of the engine and transaxle is positioned aft of the rear wheels, it's naturally tail-happy and lurid slides are there for the asking. It is, as the troopers of 22 SAS Regiment doubtless found out in Kuwait, a huge amount of fun.

Fun, but not exactly what the SAS needed for operations that might take them days behind enemy lines. The LSV proved too lightweight, too limited in its load-lugging ability for the rigours of desert warfare. 'Deserts are not beautifully flat expanses of sand,' explains David Blakeley. 'They're full of rocks and large drop-offs.' And he knows that better than anyone. At the start of the second Gulf War in 2003, David's unit was sent beyond the frontline to find and destroy Iraqi artillery that was pinning down the American forces. Driving at night, his heavily laden Land Rover rolled off the edge of a ravine and trapped David underneath it. Badly injured and under fire, he was lucky to escape with his life, but it marked the end of his Army career.

For missions like these the Pathfinders used WMIK (Weapons Mount Installation Kit) Land Rovers, and the dependable old Landies were what the SAS reverted to after trying and rejecting the LSV. Of the 15 LSVs made, about six were returned to the UK from the Gulf and five are now known to survive. They had brief further careers with the Army – this











**1990 Longline/Ricardo Light Strike Vehicle**

**Engine** 1588cc VW four-cylinder turbodiesel **Power** 81bhp @ 4500rpm **Torque** 114lb ft @ 2300rpm  
**Transmission** VW Syncro four-wheel drive, rear transaxle, central viscous coupling, front and rear diff locks  
**Steering** Rack and pinion **Suspension** Front: double wishbones, coil springs, telescopic dampers. Rear: trailing arms, double coil springs, twin telescopic dampers **Brakes** Discs **Weight** c1280kg **Top speed** 85mph

one is believed to have served with 5 Rifles and 1 Royal Anglian Regiment in Norfolk – but had all been disposed of at auction by 1997. This example was bought by a paintballing company (!) and later rescued and restored by a former REME engineer.

While similar vehicles are still popular with other countries' armies, notably the US, David Blakeley reckons that the LSV's total lack of armour makes it less relevant for today's operations.

'We are probably moving away from a military that's equipped for full-on war fighting, like the Gulf Wars, and towards one that has more flexible kit suitable for peacekeeping and counter-insurgency; kit that requires protection. The LSV doesn't have a significantly smaller signature than something slightly larger and much better armoured such as the Menacity or Jackal, either of which can also carry a three-man payload.

'But as a hobby vehicle to use in the summer... How cool would it be to drive down the King's Road in this? It looks just right and it's way different to a World War Two Jeep or a Land Rover, of which there must be millions in circulation. There's less than half-a-dozen of these left, it's a proper, authentic Special Forces vehicle, and for 45 grand you could be one of just a handful of people in the world who own one.'

Yep, just that small matter of £45,000. Believe me, if I could scrape that together, the LSV would already have a new owner. It doesn't seem much for something so rare and enjoyable. **End**

*THANKS TO David Blakeley, [www.militaryspeakers.co.uk/speakers/david-blakeley](http://www.militaryspeakers.co.uk/speakers/david-blakeley); the owner of the LSV; and Cotswold Collectors Cars, [www.cotswoldcars.com](http://www.cotswoldcars.com), where the LSV is for sale.*

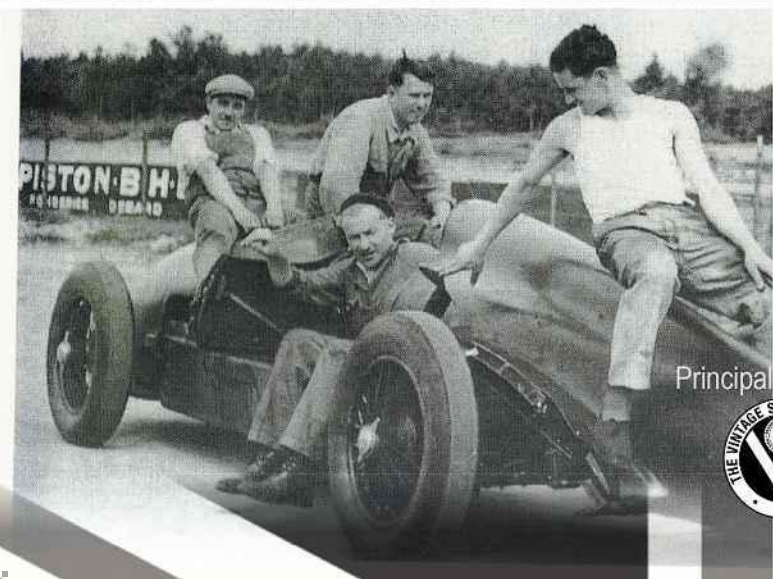




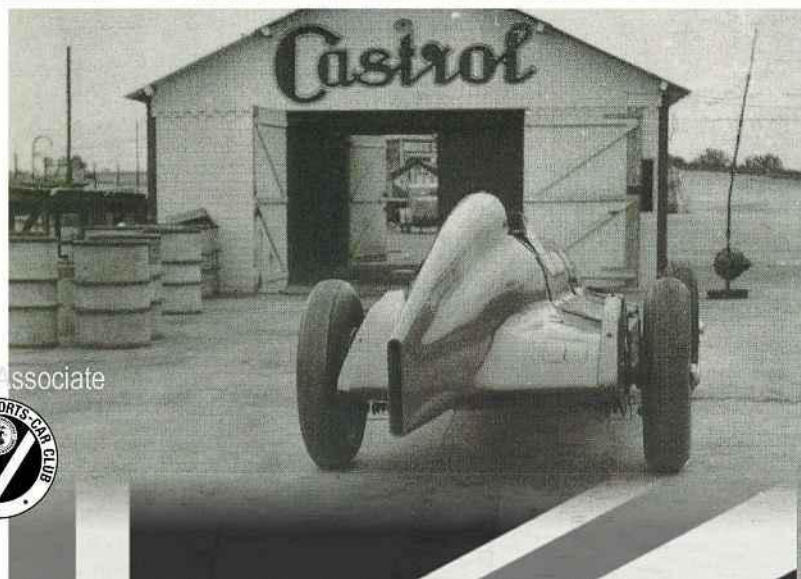
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Principal Associate





# Jaguar MILESTONES

## JAGUAR XF

JAGUAR rediscovered its sports saloon mojo with the launch at the 2007 Frankfurt Motor Show of the sharp-looking XF. The new model certainly gave the Germans a fright because it was a significant design upgrade – Jaguar's previous attempt had been the woefully old-hat S-Type. Carrying over the S-Type platform, the fresh XF was designed by Ian Callum so the sports saloon looked bang up to date, with a very contemporary interior packed with smart touches such as air conditioning vents that opened when the engine was started, plus a rotating gearshift called the JaguarDrive Selector that rose out of the central console. Blue cabin lighting added to the futuristic ambience and, while real wood interior trim options were available, aluminium or carbonfibre finishes seemed more appropriate.

For the sporting driver, Jaguar offered V8 engine options as well as top-of-the-range supercharged versions. A 5-litre supercharged V8 was offered and produced a stonking 464bhp, harnessed by Active Dynamics and electronically controlled rear diff. All initially came with a six-speed auto 'box, then eight-speed from 2012. The XFR arrived in 2009 with 503bhp. It broke the previous Jaguar top speed record set by the XJ220 (217.1mph) with a speed of 225.675mph. A modern 3.8 Mark 2?

The second-generation XF was launched in 2015 and, because of extensive use of aluminium, it weighs 190kg less. But the first-gen XF is the one to go for if you are looking for a bargain. Like all saloons they depreciate like a stone, so a good 503bhp XFR can be had for just £15,000. Smokin'! **Robert Coucher**



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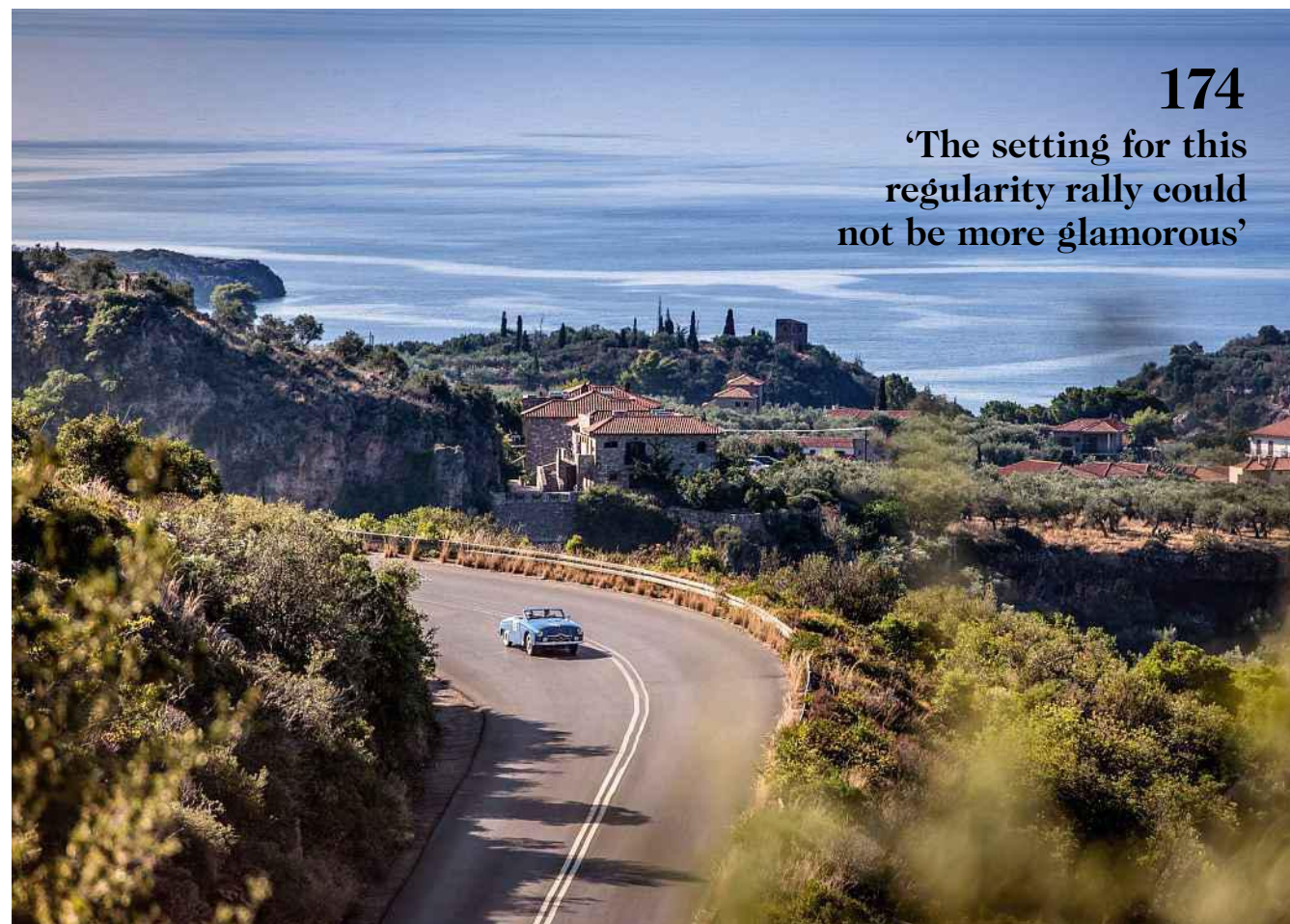
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Emil Frey  
CLASSICS

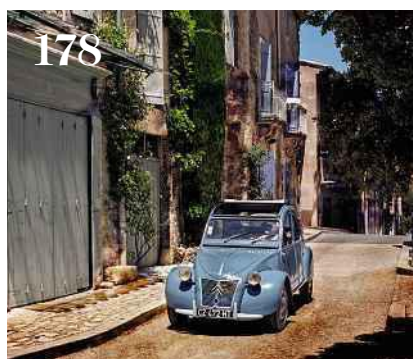






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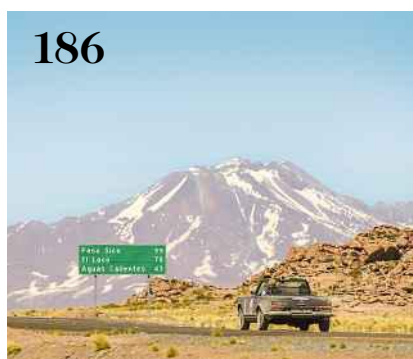
'The setting for this regularity rally could not be more glamorous'



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# 2018 EVENT DATES



## AMELIA ISLAND CONCOURS D'ELEGANCE

9-11 March. Amelia Island, USA  
[ameliaconcours.org](http://ameliaconcours.org)

## BRITISH CARS & LIFESTYLE

10-11 March. Rosmalen, Netherlands  
[britishbest.nl](http://britishbest.nl)

## GOODWOOD MEMBERS' MEETING

17-18 March. Goodwood, UK  
[goodwood.com](http://goodwood.com)

## GREAT OCEAN ROAD TOUR

26 March – 1 April. Melbourne, Australia  
[classiccartour.com.au](http://classiccartour.com.au)

## COPPERSTATE 1000

7-11 April. Scottsdale, USA  
[mensartscouncil.com](http://mensartscouncil.com)

## OLDTIMER SHOW BUDAPEST

13-15 April. Budapest, Hungary  
[austroclassic.at](http://austroclassic.at)

## CALIFORNIA MILLE

15-19 April. San Francisco to Sausalito, USA  
[californiamille.com](http://californiamille.com)

## SCOTTISH MALTS

16-20 April. Auchterarder, UK  
[heroevents.eu](http://heroevents.eu)

## GRAN PREMIO TERRE DI CANOSSA

19-22 April. Salsomaggiore Terme to Forte di Marmi, Italy  
[granpremioterredecanossa.it](http://granpremioterredecanossa.it)

## TECHNO CLASSICA ESSEN

21-25 April. Essen, Germany  
[siha.de](http://siha.de)

## TOUR AUTO OPTIC 2000

23-28 April. Paris to Nice, France  
[peterauto.peter.fr](http://peterauto.peter.fr)

## TULIPFEST TOUR

23-29 April. Zeebrugge, Belgium, to Rotterdam, Netherlands. [cctmk.co.uk](http://cctmk.co.uk)

## PARIS-AMSTERDAM 2018

25-28 April. Paris, France, to Amsterdam, Netherlands. [thetrial.nl](http://thetrial.nl)

## THE FLYING SCOTSMAN

26-29 April. Brooklands to Edinburgh, UK  
[endurorally.com](http://endurorally.com)

## CLASSIC DAYS MAGNY-COURS

28-29 April. Magny-Cours, France  
[classic-days.fr](http://classic-days.fr)

## DONINGTON HISTORIC FESTIVAL

4-6 May. Donington, UK  
[doningtonhistoric.com](http://doningtonhistoric.com)

## LA COPPA DELLA PERUGINA

4-6 May. Perugia, Italy  
[coppadellaperugina.com](http://coppadellaperugina.com)

## MONACO HISTORIC DRIVING TOUR

4-13 May. Monaco  
[classicgt.co.uk](http://classicgt.co.uk)

## ST MAWES CLASSIC CAR FESTIVAL

7-11 May. St Mawes, UK  
[nearwaterevents.co.uk](http://nearwaterevents.co.uk)

## GRAND PRIX DE MONACO HISTORIQUE

11-13 May. Monte Carlo, Monaco  
[acm.mc](http://acm.mc)

## ROUTE 66

11-20 May. Albuquerque to Santa Monica, USA  
[fantasticroads.com](http://fantasticroads.com)

## MILLE MIGLIA

16-19 May. Brescia, Italy  
[1000miglia.eu](http://1000miglia.eu)

## SUPERDEPORTIVOS CANTABRIA

16-22 May. Santander, Spain  
[driveespana.com](http://driveespana.com)

## SPA CLASSIC

18-20 May. Spa-Francorchamps, Belgium  
[peterauto.peter.fr](http://peterauto.peter.fr)



### GRAND PRIX HISTORIQUE DE PAU

19-21 May. Pau, France  
grandprixdepau.fr

### VALLETTA CONCOURS D'ELEGANCE

20 May. Valletta, Malta  
vallettaconcoursdelegance.com

### CONCORSO D'ELEGANZA VILLA D'ESTE

25-27 May. Cernobbio, Italy  
concorsodeleganzavilladeste.com

### TRANS AMERICA CHALLENGE

27 May – 17 June. Charleston to Seattle, USA  
endurorally.com

### RALLYE DES PRINCESSES RICHARD MILLE

2-7 June. Paris to Biarritz, France  
zaniroli.com

### LONDON TO BRIGHTON CLASSIC CAR RUN

3 June. London to Brighton, UK  
classicmotorevents.co.uk

### MODENA CENTO ORE CLASSIC

5-9 June. Monza to Modena, Italy  
modenacentooreclassic.it

### CLASSIC MARATHON

10-16 June. Athens to Kalamata, Greece  
heroevents.eu

### NORWEGIAN FJORDS TOUR

11-25 June. Oslo, Norway  
classictravelling.com

### SOUTHERN IRELAND TOUR

12-22 June. Rosslare, Ireland  
merlinevents.com

### BROOKLANDS DOUBLE TWELVE

16-17 June. Brooklands, UK  
brooklandsmuseum.com

### PARIS-AMSTERDAM RALLY

17-23 June. Paris, France, to Amsterdam, Netherlands. rallyround.co.uk

### PASSIONE CARACCIOLA

20-24 June. Geneva to St Moritz, Switzerland  
passione-caracciola.com

### LA LEGGENDA DI BASSANO

21-24 June. Bassano del Grappa, Italy  
laleggendadibassano.com

### MUGELLO CLASSICO

22-24 June. Scarperia to Firenzuola, Italy  
scuderiabiondetti.it



London to Brighton Veteran Car Run  
4 November

### FLYWHEEL FESTIVAL

23-24 June. Bicester, UK  
flywheelfestival.com

### THE GREAT RACE

23 June – 1 July. Buffalo to Halifax, USA  
greatrace.com

### VERNASCA SILVER FLAG

29-30 June. Vernasca, Italy  
vernascasilverflag.it

### CIRCUITO DI AVEZZANO

29 June – 1 July. Avezzano, Italy  
circuitodiavezzano.it

### LE MANS CLASSIC

6-8 July. Le Mans, France  
peterauto.peter.fr

### CHATEAU IMPNEY HILLCLIMB

7-8 July. Droitwich Spa, UK  
chateauimpneyhillclimb.com

### RAC 1000 MILE TRIAL

8-13 July. Epsom to Chandler's Cross, UK  
heroevents.eu

### GOODWOOD FESTIVAL OF SPEED

12-15 July. Goodwood, UK  
goodwood.com

### OLDTIMER MEETING BADEN-BADEN

13-15 July. Baden-Baden, Germany  
oldtimer-meeting.de

### ENNSTAL-CLASSIC

18-21 July. Gröbming, Austria  
ennstal-classic.at

### THE SILVERSTONE CLASSIC

20-22 July. Silverstone, UK  
silverstoneclassic.com

### CLASSIC NOSTALGIA

28-29 July. Shelsley Walsh, UK  
shelsley-walsh.co.uk

### CLASSIC DAYS SCHLOSS DYCK

3-5 August. Jüchen, Germany  
classic-days.de

### VINTAGE PRESCOTT

4-5 August. Gotherington, UK  
vscc.co.uk

### COPENHAGEN HISTORIC GRAND PRIX

4-5 August. Copenhagen, Denmark  
chgp.dk

### MONTEREY CAR WEEK

18-26 August. Monterey, USA  
monterey.com





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Salon Privé, 30 August – 1 September

**ROLEX MONTEREY  
MOTORSPORTS REUNION**  
23-26 August. Monterey, USA  
mazdaraceway.com

**SALON PRIVÉ**  
30 August – 1 September. Woodstock, UK  
salonpriveconcours.com

**THE CONCOURS OF ELEGANCE  
AT HAMPTON COURT PALACE**  
31 August – 2 September. Molesey, UK  
concourseofelegance.co.uk

**LIME ROCK HISTORIC FESTIVAL**  
31 August – 3 September. Lakeville, USA  
limerockhistorics.com

**ALPINE TRIAL**  
2-5 September. Divonne-les-Bains,  
Switzerland to Annency, France  
endurorally.com

**GOODWOOD REVIVAL**  
7-9 September. Goodwood, UK  
goodwood.com

**TROPHÉE DES ALPES**  
9-13 September. Cavalaire-sur-Mer, France  
zaniroli.com

**CIRCUIT DES REMPARTS TOUR**  
12-17 September. Angoulême, France  
ccti.co.uk

**RALLYE PÈRE-FILS**  
14-16 September. Megève, France  
happyfewracing.com

**CIRCUIT DES REMPARTS**  
15-17 September. Angoulême, France  
circuitdesremparts.com

**RALLYE DES ALPES**  
17-21 September. Lucerne to Vevey,  
Switzerland  
rallyedesalpes.com

**HIMALAYAN CHALLENGE**  
21 September – 11 October. New Delhi  
to Agra, India. endurorally.com

**RENNSPORT REUNION**  
27-30 September. Monterey, USA  
porscherennsportreunion.com

**THE MILLE MIGLIA ROUTE**  
29 September – 14 October. Brescia, Italy  
sceniccartours.com

**TOUR DU PÉLOPONNÈSE**  
30 September – 7 October. Olympia to  
Athens, Greece  
tourdupeloponnese.com

**LA CARRERA 2018**  
1-16 October. Aigues-Mortes, France, to  
Marrakech, Morocco  
thetrial.nl

**RALLY ROUND AFRICA**  
1-27 October. Dar es Salaam, Tanzania,  
to Cape Town, South Africa  
rallyround.co.uk

**SHUTTLEWORTH RACE DAY**  
7 October. Shuttleworth, UK  
shuttleworth.org

**MALTA CLASSIC**  
10-14 October. Mdina, Malta  
maltaclassic.com

**MOTORCLASSICA**  
12-14 October. Melbourne, Australia  
motorclassica.com.au

**AUTO MOTO D'EPOCA**  
25-28 October. Padova, Italy  
autoemotodepoca.com

**INDOCHINA ROAD CLASSIC**  
30 October – 21 November. Nha Trang  
to Hanoi, Vietnam  
destination-rally.com

**LONDON TO BRIGHTON  
VETERAN CAR RUN**  
4 November. London to Brighton, UK  
veterancarrun.com

**RAC RALLY OF THE TESTS**  
8-11 November. Harrogate to Bristol, UK  
heroevents.eu

**INTERCLASSICS BRUSSELS**  
16-18 November. Brussels Expo  
interclassics.be

**LE JOG**  
8-11 December. Land's End to  
John o'Groats, UK. heroevents.eu

**RALLYE MONTE CARLO HISTORIQUE**  
January 2019. Monaco. acm.mc

**RÉTROMOBILE**  
February 2019. Paris, France  
retromobile.com







# Tour du Péloponnèse 2018

30 September - 7 October

The Tour du Péloponnèse (TdP) is an annual full week event that combines prestige, elegance & exclusivity for classic car owners who want to explore the Peloponnese.

We invite you of course to raise your adrenaline! Hence, we combine each destination with competitive (regularity) challenges throughout the whole sporting venture!

If you love classic cars and life, you have just found what you were looking for!

Sunday 30th		Patras > Kyllini
Monday 1st		Olympia > Vassai > Dimitsana
Tuesday 2nd		Dimitsana > Mystras > Diros Caves > Limeni
Wednesday 3rd		Limeni > Elaia > Monemvasia
Thursday 4th		Monemvasia > Ieraka > Kyparisi > Nafplio
Friday 5th		Nafplio > Methana > Epidauros > Nafplio
Saturday 6th		Nafplio > Argos > Mykines > Corinthos > Athens
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# DISTANCE RUNNERS

*Last October, intrepid crews completed a 5000-mile journey  
around southern Africa on the Classic Safari Challenge*

Words and photography Gerard Brown





**FOR THE BEST PART** of a month, last October, machines as old as a 1927 Bentley 4½ Litre pounded through South Africa, Namibia, Botswana and Zimbabwe, reminding onlookers (and probably a few apprehensive neophyte crews, too) that a well-prepared classic car is capable of extraordinary things.

The sixth Endurance Rally Association Classic Safari Challenge was planned by John and Gill Cotton, and the pair plotted a route that included vast expanses of desert, wetlands teeming with wildlife, and the world's largest waterfall, Victoria Falls in Zimbabwe. The cars were left behind briefly in

Botswana as the crews were buzzed into the stunning and remote Okavango Delta by light aircraft to see elephants, giraffes, hippos and more.

By that stage of the event the cars had already covered some 2000 miles on gravel, dirt and the occasional welcome stretch of smooth tarmac, but the finish was still another 3000 miles away. From Victoria Falls the rally headed south, back into South Africa, and then east towards the Indian Ocean and the coastal town of Umhlanga.

The run back to Cape Town via the Karoo, the Garden Route and the Winelands was relatively kind to the cars,

allowing drivers and navigators to really savour the last 1000-odd miles of a wonderful event.

First place in the Vintageant category was claimed by Manuel and Irene Dubs, while the Datsun 240Z of Stephen and Samantha Hardwick topped the standings of the Classic class – but there is no doubt that for all who took part the experience of the Classic Safari will live longer in the memory than the results.

**endurorally.com**

*Our condolences to the friends and family of Jan Hradecký, who sadly died during the Classic Safari Challenge.*

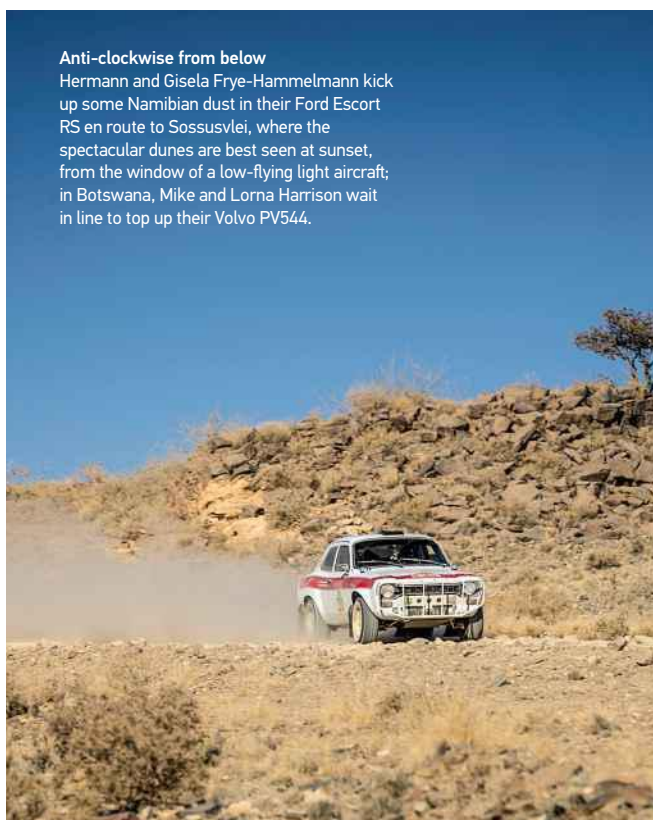




**Previous spread and top**  
Vic and Anne Norman's Porsche 356 is forced to retire in Namibia, between Clanwilliam and Canyon Lodge, but the crew continued in a rental; John and Nicole Whitelock make a little engine adjustment to their 1938 Ford Coupe in the Etosha National Park, Namibia.



**Anti-clockwise from below**  
Hermann and Gisela Frye-Hammelmann kick up some Namibian dust in their Ford Escort RS en route to Sossusvlei, where the spectacular dunes are best seen at sunset, from the window of a low-flying light aircraft; in Botswana, Mike and Lorna Harrison wait in line to top up their Volvo PV544.







**Clockwise from top left**  
A zebra crossing in Etosha;  
a re-engineered Nissan X-Trail  
– a popular SUV in these parts;  
David and Jo Roberts approach  
South Africa's Cathedral Peak  
in their Triumph TR250; Roy  
and Rachel Stephenson's Ford  
Mustang enjoys the dirt roads  
of the Karoo, the semi-desert  
region that stretches from west  
of Lesotho across South Africa  
and all the way to the western  
coast of Namibia.







**Clockwise from above**  
The team of Herman Wielfaert, Katrien Tremmerie and their Bentley Speed 8 get into the swing of things on their first long-distance rally; energetic folk dancing in the Western Cape town of Clanwilliam; the camera captures an image of a rare animal – an Alfa Romeo Matta AR51, steered by Marco Rollinger and Marianne Hengesch; Manuel and Irene Dubs with their trusty Ford Coupe, celebrating first place in the Vintageant class.







Life is racing...



June 5<sup>th</sup> - 10<sup>th</sup> 2018 - [www.modenacentooreclassic.it](http://www.modenacentooreclassic.it)



# ACROPOLIS NOW! A HEAVENLY GREEK TOUR

*Classic cars, ancient history and some competition against the clock come together in Greece's southern tip*

**A REGULARITY RALLY** couldn't have a more glamorous setting than this. The Tour du Péloponnèse, despite the Francification of its name, takes place in the sunniest, most southerly part of Greece – the Peloponnese peninsula. It covers 1250km and 20 regularity stages, including one at night, over eight days from 30 September to 7 October.

But it's not just about competitive timing strategies. During those days the drivers and navigators of the 35 cars will visit ancient sites of archaeological intrigue, stay in grand hotels and enjoy much fine food and wine.

A new development for this year's event is to give a competitive advantage to older cars, with the newest category (1982 to 1988) handicapped by two points in each leg of the event. What's more, cars with engines under a litre will be able to disregard their worst score of the event. Fiat 500s, Panhards, Imps and early Minis, this is your chance...

It starts in Olympia, at the ancient stadium where the games began, ending the first day at Mystras, near ancient Sparta. Such history sets the stage for several days of temples, submerged caves, fortified villages, picturesque ports hidden in bays and even, on the fifth day, the volcanic island of Methana (and its distinctive smell), followed by the ancient Epidaurus theatre with its remarkable acoustics.

This is the last competitive day, celebrated with a gala dinner and prizegiving in the evening. The following day, the tour crosses to the Greek mainland to visit Athens and the Hellenic Motor Museum. A final dinner will be held on a spectacular roof garden opposite the Acropolis, the ancient site being visited the next day before the participants depart for Patras port.

Sounds marvellous to us – and there's still plenty of time to find yourself a nice Fiat-Abarth 850 Coupé.

**[tourdupeloponnese.com](http://tourdupeloponnese.com)**  
**[triskelion.gr](http://triskelion.gr)**

**From top**

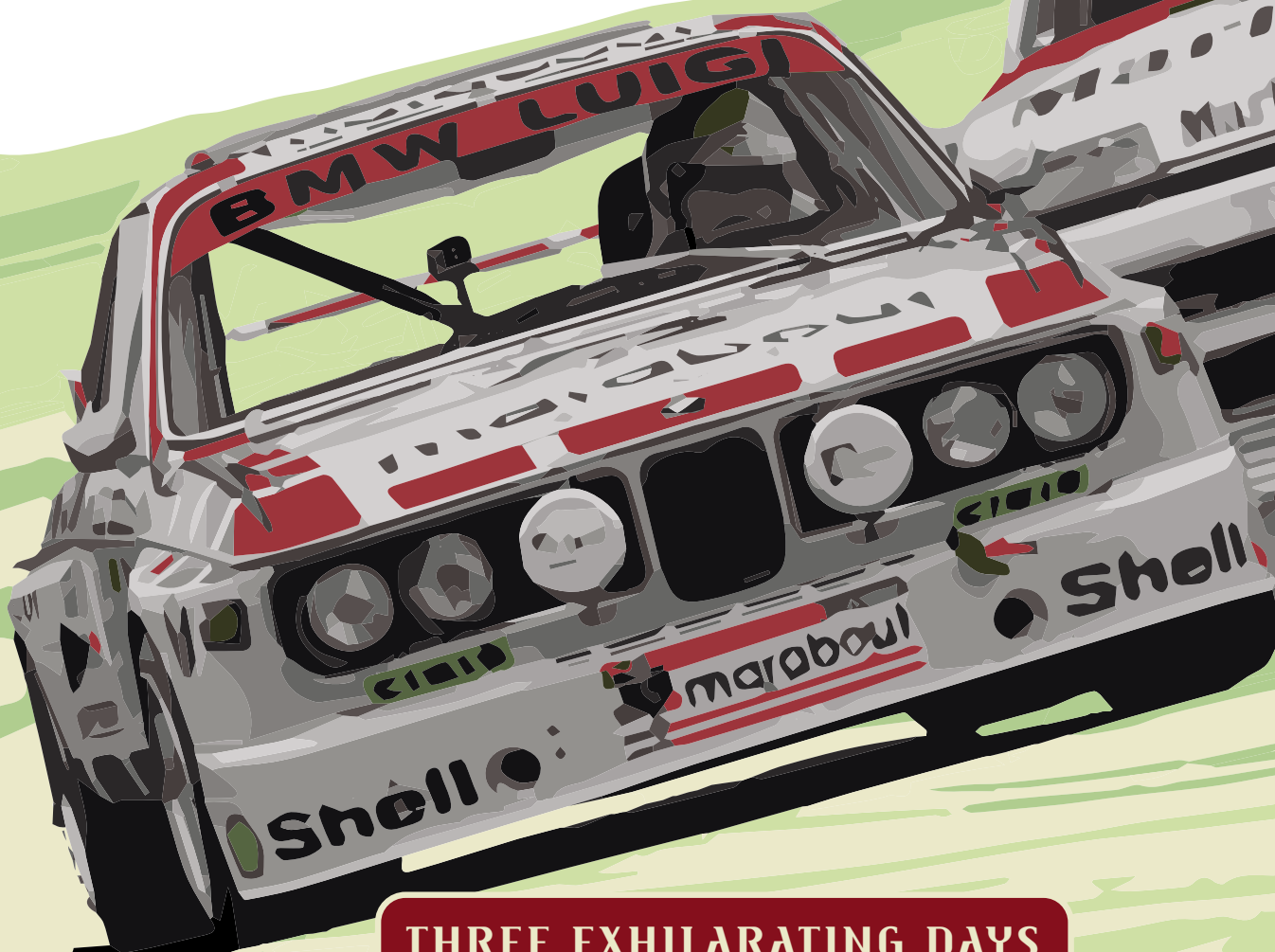
Blue Panhard by blue Med; regularities are part of the fun; event features a fine variety of affordable classics such as this Lancia Fulvia.





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# AT A SNAIL'S PACE

*There is no prettier part of France  
than Provence, and there's no better  
way to explore the region than by 2CV*

Words and photography Martyn Goddard

'NO PART OF FRANCE,' according to my tatty 1968 guidebook, 'is more compelling than Provence, or richer in scenery, art and a sense of history.' Only proper, then, that we explore the place in an historic automobile.

My 1965 Austin-Healey 3000 whisked us all the way from London to south-eastern France without complaint, but would soon be allowed to rest its legs...

Lourmarin, a commune at the foot of the Luberon Massif, was our first post-autoroute stop, and could scarcely have looked more like the Provence of my mind's eye. A short excursion after lunch took us through a twisting gorge, the Aigue Brun river running below the road, then on to the summit of the Col du Pointu. Turning towards Saignon we found ourselves surrounded by lavender, planted in row after row with military precision. Painterly purple fields, blue sky, and, right on cue, a splash of red courtesy of a Citroën 2CV.





Our route took us almost but not quite back to the centre of Lourmarin, the 'Healey coming to a stop instead at the Mas de Guilles hotel, where we cooled off with a rosé from the nearby Château Fontvert.

The next day we took the D56 through vineyards and medieval villages, passing close to the haunts of the late Peter Mayle, author of the best-seller *A Year In Provence*. Our plan was to collect our very own Deux Chevaux, a 1960 example in blue, and experience this most French of cars on the roads around Ansouis, thought by many to be one of France's most beautiful villages.

Martin Smith, owner of the 2CV and former design director for Ford of Europe, was away, so I had to rely on my not-exactly-infallible memory to start the engine and find the gears: turn the key, full choke, pull knob D, *chugga-chugga-chugga* and the 425cc flat-twin rattled into action.

Rural life is what the 'Tin Snail' was

designed for, so it laughed off Martin's rough driveway and bounced happily over drainage ridges as we putted down to the road.

After a few kilometres of country road I was back in my 2CV-owning youth, lurching around sweeping bends at full revs, roof rolled back. We photographed the car in the centre of Ansouis during the lunch hour. The streets were deserted but for a few locals drinking outside the Bar des Sports; they grinned and gave the Citroën an enthusiastic thumbs-up.

The 2CV is a wonderful machine and even those with a preference for more exotic cars cannot fail to be impressed by its brilliant simplicity. The deckchair-like tubular-frame seats are comfortable, and the only dials to distract your eyes from the road are an ammeter and the speedo. The latter, fixed high on the left of the metal steering wheel, stops at 100km/h, but we never got past 65. Kids on mopeds passed us regularly.

**'The speedo stops at 100km/h, but we never got past 65. Kids on mopeds passed us regularly'**

#### From left to right

The smell of lavender is inescapable in Provence, especially with the 2CV's roof rolled back; sleepy Ansouis has in some ways changed little since the heyday of Citroën's Tin Snail.





## This page

You don't have to look terribly hard in Provence to find picture-postcard scenes such as these, at the 12th-Century Sénanque Abbey and in Lourmarin.



On day three we headed north onto what turned out to be stage 12 of the Tour de France. Warnings of coming road closures gave the game away, as did fresh blacktop on the Col de Gordes and Col des Trois Termes on the way to the top of Mont Ventoux. The red hue of the rocks in this region give it the nickname *Le Colorado Provençal*.

Despite the fact that we had so far seen very few fellow tourists on the road, we somehow managed to find the crowds at our next stop: we arrived at Sénanque Abbey along with several busloads of tourists, all brandishing camera phones and posing for holiday snaps. A faint whir overhead revealed

the presence of a drone taking photographs of the 12th-Century building from the sky.

We escaped back to the race route, which brought us to the Hôtel des Pins in Bédoin, once the starting point of the Mont Ventoux hillclimb, held for the first time in 1902 and for the last in 1976. In that very first year, a Panhard et Levassor 70hp was quickest to the observatory at the top of the mountain, covering the 21.6km course in 27min 17sec. In 1976 the winner was Jimmy Mieusset's March, which needed just 6min 11sec.

Our time up the mountain was much closer to the former than the latter, but I have rarely had more fun in a car, and would

recommend the 2CV experience (the cars are readily available to hire) to anybody. In a Tin Snail you're welcome wherever you go in France and, while you have to accept that you won't get anywhere in a hurry, the journey could end up being just as memorable as your destination. **End**

For more information, visit:

- Hôtel Mas de Guilles, [guilles.com](http://guilles.com)
- Hôtel des Pins, [hotel-des-pins.fr](http://hotel-des-pins.fr)
- 2CV hire, [2cv-provence-location.fr](http://2cv-provence-location.fr)

Recommended reading:

*An Omelette and Three Glasses of Wine: En Route with Citroëns* by Andrew Brodie.





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# WIDER PERSPECTIVE

*Hamburg's stylish Automuseum Prototyp seeks to improve the car museum experience*

**LOCATED IN A SMARTLY** converted factory building in the trendy HafenCity district of Hamburg, Automuseum Prototyp's name might suggest that its remit is to display rare prototypes: in fact, the word *prototyp* refers just as much to the museum itself, which experiments with a more vibrant, hands-on experience than you'll find in some other car museums.

There's a small cinema in which to enjoy historic motoring and racing footage, an audio booth where you can listen to a variety of inspiring engine sounds, a miniature wind-tunnel that allows you to examine the aerodynamic efficiency of different car body styles, and also a Porsche 356 driving simulator that even children, especially children, are encouraged to play in.

Making best use of the old factory's internal architecture to display its exhibits, Automuseum Prototyp's collection has a strong motor racing flavour, and its timeline stretches from a 1928 Bentley 4½ Litre through to a mock-up of a 2017 Porsche 919

**'There's a Porsche 356 driving simulator that even kids are encouraged to play in'**



**Clockwise from top** Volkhart V2 Sagitta lines up with several 356 Porsches; collection houses many unfinished race prototypes; halls are well-lit and smart.

Hybrid LMP1. Porsche is well represented in both the racing and road car collections and, while many of the other exhibits are also of German origin, there's sufficient diversity that you won't mind too much. For instance, there is the Petermax Müller world record car that broke 30 speed and endurance records in 1959.

As well as some fine sports and racing cars, there are curios such as delivery vans and race trucks, a bobsled, and a Porsche 924 upholstered externally in buttoned corduroy. Additionally there are two major exhibits celebrating the lives of German racer and engineer Otto Mathé, and the legendary motor sport champion, Wolfgang von Trips.

[prototyp-hamburg.de](http://prototyp-hamburg.de)





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# INTO THIN AIR

*Four thousand metres above sea level,  
the crews of the Chile-Argentina Road Classic  
enjoyed a driving experience like no other*

Words and photography Bruno Leunen



Paso Sico	99
El Lago	70
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**FIFTEEN CREWS CAME** to northern Chile from across Europe and the USA. Besides ourselves from Belgium in a 1973 Mustang convertible, there were two other Mustangs, a pair of 'Pagoda' Mercedes, a 280SL, a 1937 Lagonda, 1957 Bentley S1, two Porsches, a brace of Peugeot 504 convertibles, a Big 'Healey and a Sunbeam Tiger – quite an eclectic mix. We had each travelled thousands of miles to reach the start-line of the 2017 Chile-Argentina Road Classic, and we would all need to travel another 2324 miles to reach the finish.

Our itinerary would take us from the coastal city of Antofagasta high into the mountains of Argentina and then back across Chile to the port of Valparaíso. The first driving day served as a wake-up call to anybody who had expected it to be easy: we headed past Chuquibambilla, the biggest copper mine in the world, and on to San Pedro de Atacama, the door to the Atacama Desert – 2500m above sea level. We would go higher still, and every car was equipped with emergency oxygen... just in case.

Upon arrival at the Cumbres hotel, our halt for the night, the cars were refuelled at the only petrol station for miles around, queuing with all the village vehicles. Already the 1937 Lagonda was suffering in the thin

air and had to be re-tuned by the mechanics who would accompany us for the next 15 days, all the way to Valparaíso.

We struck out again in the morning and soon crossed the Tropic of Capricorn, leaving behind the smooth asphalt of the main road, the cars hustling along dirt tracks and climbing to 4200m to be greeted with a stunning view of the lakes Miscanti and Miñiques, passing llama-like guanacos on the way. That evening we were treated to a visit to ALMA (or the Atacama Large Millimetre Array), the largest telescope in the world, which afforded everybody the opportunity to see the Moon in detail, as well as Mars, Saturn and the Milky Way.

Back on Earth, the next day was a tough one: starting at 5am we left San Pedro for El Tatio, a geyser field at 4500m reached by a dirt road with corrugated sections that were hard on the cars. Breakfast there was followed by a scenic drive back to San Pedro, where some of us took a quick dip at Puritama Hot Springs to soak the bumpy journey out of our bones.

On day four we crossed into Argentina and passed the Salinas Grandes salt flat and the cactus canyons before heading down through hairpin bends to quaint Purmamarca and its beautiful colonial hotel. Day five was

**'On to San Pedro de Atacama, the door to the Atacama Desert – 2500m above sea level. We would go higher still, and every car was equipped with oxygen... just in case'**

**Clockwise from top left**

The authorities can have encountered few cars less likely to be carrying drugs than this 1937 Lagonda. Still, out came the sniffer dog; free to go and on the road under brilliant blue skies; Peugeot 504 crew checks out a possible source of spare parts; a flurry of chilly precipitation painted some of the cars white as they crossed from Argentina back into Chile.







**‘The first cars drove over the border under a blue sky; the last cars to make the crossing were covered with snow – and the pass had been closed behind them’**



**Clockwise from top left**

The Porsche 911 Targa was the ideal car in which to enjoy all those switchbacks, even if the event's sweepers were sometimes required; the route included many dirt tracks, but the roads look no worse than the UK's potholed highways; a welcome in Argentina; good meat and wine abound in this part of the world.





## SOUTH AFRICA SET TO THRILL TO THE SIGHTS AND SOUNDS OF 1930s GRAND PRIX CARS

**IN NOVEMBER 2018** the exhaust notes of Grand Prix cars from the 1930s will tear through the South African air for the first time in nearly 80 years. They'll be the stars of the South African Historic Grand Prix Festival, a live celebration of the very cars that raced in the South African Grands Prix of the 1930s.

Between 1934 and 1939, the South African GP was run at the Prince George Race track in East London. With the Grosvenor GP in Cape Town and the Rand GP in Johannesburg it formed part of a three-event 'Winter Series' for European racing drivers of the day.

Speedstream Events, the Festival's UK-based organiser, has undertaken much research to identify and trace as many as possible of the cars that participated in the

original South African events. The response has been extremely positive, with several thrilling cars confirmed for the Festival – including the Maserati 8CM in which Whitney Straight won the inaugural 1934 Grand Prix, and from the 1937 Grand Prix the winning ERA and the second-placed Riley Ulster Imp.

Other marques already entered include Bugatti, Talbot, Frazer Nash, Aston Martin, MG, Railton and Plymouth.

Billed as a 'once in a lifetime' experience, the South African Historic Grand Prix Festival will run from 25 November to 2 December in three parts. It starts with a commemorative race at the East London Grand Prix Circuit on 25 November, along with a parade around the original 11-mile Prince George race circuit.

Next comes a private tour, from 26 to 30 November, for the roadgoing Grand Prix cars, taking in some of South Africa's most scenic and exhilarating roads between East London and the Western Cape.

The event culminates in a two-day Grand Prix Garden Party in the heart of the Franschhoek wine region. As well as being demonstrated, the Grand Prix cars will be on display, allowing the public to get close to the cars and owners as they celebrate South Africa's proud Grand Prix history.

Preference will be given to entries with a South African Grand Prix history, but this by-invitation-only event is also open to owners of other age-related Grand Prix cars. Entries are limited to 25 cars, with just a few places left.

**OWNERS OF SUITABLE CARS WHO WISH TO PARTICIPATE SHOULD EMAIL**  
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**MORE INFORMATION CAN BE FOUND AT**  
[www.sahistoricgp.com](http://www.sahistoricgp.com)  
 Facebook: SA Historic Grand Prix Festival





supposed to be an easy drive of 183km to Salta, but it proved far trickier than anticipated for the 1957 Bentley S1, which suffered cooling problems.

Fortunately, a local garage owner – a classic car owner himself – quickly found the fault and fixed it for free, and a great barbeque in Salta that evening ensured everybody ended the day in high spirits.

On day six we rolled onto one of the most scenic roads of the whole rally: Ruta National 40, the longest road in Argentina at 5194km. It's a dirt track for 47km between the villages of Cachi and Molinos, lost between the cacti and the mountains. Molinos resembles a Hollywood film set, with a little church and the hacienda where we stayed overnight.

The next few days took us through canyons and miles and miles of open space, wild horses running free, and all the way to the Estancia Las Carreras, a cattle farm where we were fed fondue and delicious meat.

It was not all smooth running, predictably, and several ailing cars had to be transported onwards by tow-truck; the Lagonda eventually gave up with brake and engine problems, and the crew was forced to hire a car for the drive to the finish.

After Talampaya canyon, with its huge walls of red rock, we headed on to the Valley de la Luna, colourful but very dusty. Our Mustang caught fire there thanks to an electrical short, but the flames were quickly extinguished and the damage was minimal.

The next day's route took us to the beautiful vineyards that made the Mendoza name famous and plenty of their product was enjoyed over the next two days at the nearby hotel, The Vines.

A good rest later, we were back on Ruta 40 making for the crossing back into Chile. The first cars drove over the border under a blue sky; the last cars to make the crossing were covered with snow – and the pass had

#### Clockwise from left

The Lagonda enjoys some splendid isolation before conking out; as the end of the rally neared, dusty desert was replaced by views of the shimmering sea.



been closed behind them. Via 28 hairpins we descended to the city of Los Andes and arrived at the Hotel del Valle.

Day 15 was our last driving day, back towards the Pacific coast we had left behind two weeks earlier. There, in the village of Zapallar, we sat in the sun eating freshly caught seafood while dolphins frolicked in the bay as if for our entertainment.

The owner of a local car museum came in his classic police car to escort us to his place on the road to Valparaíso, and after our visit we drove the last miles to Vina del Mar on the Chilean Riviera for our final night at the Sheraton.

The trip had been challenging at times but never less than spectacular, and at the gala dinner that evening it was hard not to wish that we were back at the start line in Antofagasta; 2324 miles, it turns out, just aren't enough. **Read**  
[destination-rally.com](http://destination-rally.com)





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# TWO WHEELS GOOD

*The Barber Vintage Festival for classic motorbikes in Alabama is a huge event with a wealth of things to see and do*

**FOR ANYONE WITH THE** slightest interest in motorcycles, the 14th annual Barber Vintage Festival, to be held on 5-7 October in Birmingham, Alabama, should be considered a must-attend event. Possibly the largest classic bike gathering in the world, it's staged in the landscaped estate of the Barber Vintage Motorsports Museum, which is definitely the world's largest motorcycle museum, as confirmed by Guinness World Records in 2014.

A sometimes raucous, high-energy affair, the Barber Vintage Festival splits its entertainments between the on-site 2.38-mile race track – which hosts a series of American Historic Racing Motorcycle Association (AHRMA) races – and the estate's car parks and parkland. A key draw for visitors is the vast swapmeet (another candidate for 'world's largest' status), boasting around 500 stalls and noted for its ability to unearth the rare and obscure, while a motorcycle stunt riding show and a Wall of Death are also popular crowd-pleasers.

Of course, many of the visitors will be

attending Barber for the racing, and the AHRMA traditionally puts on a full programme featuring classic bikes that date as far back as the 1920s. And the action isn't confined to the tarmac – vintage trials bikes will be blatting about off-road, too, around specially designed skills courses and on tracks through the woods.

Barber's is a large venue so the organisers have laid on a fleet of shuttles to spare your legs. If you haven't been before – and even if

you have – then an excursion to the museum is essential. The bike collection is now 1400-strong, spans 100 years of production, and features exhibits from 200 different manufacturers spanning some 20 countries. There's also a car hall that includes 'the world's most extensive Lotus collection' as well as several F1 cars, including the Ferrari F-158 in which John Surtees won the 1964 Drivers' World Championship.

**barberracingevents.com**



**From top**  
Bikes, entertainment and stalls fill the grounds; packed programme of classic bike racing; Barber museum is fabulously vast; stunt riding is among the festival's many attractions.



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# A LONG WAY DOWN

*A new rally takes bikers from northern Scotland to Cornwall on the UK's most spectacular roads. Octane saddles up and joins The Great Mile*

Words Harley Sprocker Photography Fabio Affuso

**ANYONE WHO** has kept an eye on the motorcycle world these past few years will agree that things have changed a bit. Biking is now less about haring around on plastic-clad race-replicas and more about throwing a leg over a cool custom and heading off in search of slow-speed adventure on the road less travelled.

Plenty of people have cottoned on to the business potential of the café-racer/bobber/street-scrambler scene, and not just bike builders; see, for example, the thriving Bike Shed club, restaurant and coffee shop in London's trendy Shoreditch. Then there's the annual Distinguished Gentleman's Ride, which brings together thousands of riders in cities across the globe to raise money for men's health charities.

Few have done more for the scene in recent years, though, than cousins Jonathan Cazzola and Robert Nightingale. In 2015 the pair organised the 'Malle Mile', named after their high-end leather goods business. Held in the grounds of Cazzola's family home, Kefington Hall in Kent, the Mile started as a fun, no-red-tape hillclimb and sprint for a few friends, but it was received so enthusiastically that it has since become a major annual event.

Spurred on by the success of the Mile, which attracts a large and notably eclectic field of machines, Cazzola and Nightingale last year launched an even more ambitious undertaking: the Great Mile, a 1200-mile motorcycle rally for up to 100 participants.

Said to be the longest motorcycle rally in the UK, the event began on the afternoon of 30 August with the arrival of bikes and riders at the Castle of Mey, the country house of the Queen Mother and very nearly the most northerly point of mainland Britain. The riders left at intervals the following morning to begin four days of hard riding to the finish on Cornwall's Lizard Peninsula.

The majority very sensibly took advantage of the organisers' offer to transport their machines to Scotland, and travelled up by aeroplane. I, however, unfathomably elected to ride my 40-year-old Honda 400 Four all the way from Devon in order to get to the start-line.

On arrival, I was greeted by a remarkable array of mostly ancient machinery and around 80 participants from all walks of life and many parts of the world. Photographer Carl Proffit and his new bride Sonya Cameron, for example, had travelled from New Zealand – on their honeymoon!







**From top left**  
The start, at the Castle of Mey; the carefully planned route was uniformly stunning; 'the open road' still exists in parts of the UK; peace and quiet at an overnight halt.







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**‘Yes, it was often a bit damp, but travelling by motorcycle makes it so much easier to *really* appreciate the landscape’**

After a night of not-quite-glamping in canvas bell tents, we emerged into a good Scottish mizzle, ate a hotel breakfast and then lined up outside the Castle of Mey to be flagged off for the first day’s riding. Ahead of us were over 250 miles that would ultimately, and circuitously, take us to Glencoe via the northern coastline to Tongue Bridge, down to Ullapool and through Inverness.

Predictably, the weather ensured that motorcycling conditions were far from ideal, but Cazzola and Nightingale had researched and plotted the route painstakingly. Their efforts paid off because we were travelling on tiny, interesting roads punctuated by some of the most breathtaking views imaginable.

‘Why am I doing this?’ I had asked myself on the long ride north. Now, as the trusty Honda climbed serpentine B-roads and

purred past glassy lochs, I was thinking, ‘Why haven’t I done this before?’

Yes, I’ll concede that I would have been drier in a car, but travelling by motorcycle makes it so much easier to *really* appreciate the landscape and absorb (literally, in this case) one’s surroundings.

As night fell we gathered around smoky fires at Glencoe’s Red Squirrel camp to share tales of on-road adventures, bellies full after a hearty dinner at the Clachaig Inn. Each day followed a similar pattern – ride, gawp, eat, reflect – as we traversed the east of Scotland down to Carlisle, ‘scratched’ through the Lake District via some of its passes, and pitched camp beside the beautiful Forest of Bowland.

Our third day took us through some of the finest valleys in Wales, ending with a night

on the Glanusk Estate in Powys. And so to the final day, riding into Somerset, through the famous Cheddar Gorge, around the edge of Exmoor and on to the very top of a rain-lashed, fog-bound Dartmoor to get our route cards stamped at Princetown before the final run to the finish at Lizard Point.

Not everyone made it – but even those who didn’t had already pledged to sign up for 2018’s Great Mile. If you own a suitably ‘inappropriate motorcycle’ and want to put it through its paces while reminding yourself of just how beautiful Britain really is, you should join them. **End**

*The 2018 Great Mile will take place on 24-28 July. For information on the route, schedule and pricing, visit the Malle London website. **mallelondon.com***





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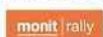
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31 March/2 April	British GT and BRDC British F3 Championships	Oulton Park
1/2 April –	British Truck Racing Championship	Brands Hatch
7/8 April –	British Touring Car Championship	Brands Hatch
13-15 April	British Superbike Championship	Brands Hatch
28/29 April	British Touring Car Championship	Donington Park
4-6 May	British Superbike Championship	Oulton Park
4-6 May	Donington Historic Festival	Donington Park
5/6 May	Blancpain GT Series Sprint Cup	Brands Hatch (GP)
19 May	Vintage Festival	Oulton Park
19/20 May	Historic Wolds Trophy	Cadwell Park
25-27 May	Motul FIM Superbike World Championship	Donington Park
26/27 May	Masters Historic Festival with Historic F1	Brands Hatch (GP)
26/27 May	British GT and BRDC British F3 Championships	Snetterton
27 May	Family Funday	Oulton Park
9/10 June	American SpeedFest VI	Brands Hatch
9/10 June	British Touring Car Championship	Oulton Park
15-17 June	British Superbike Championship	Snetterton
24 June	Vintage Festival	Donington Park
30 June - 1 July	Legends of Brands Hatch Superprix	Brands Hatch (GP)
20-22 July	British Superbike Championship	Brands Hatch (GP)

21/22 July	British Truck Racing Championship	Donington Park
22 July	Vintage Festival	Cadwell Park
28/29 July	British Touring Car Championship	Snetterton
4/5 August	British GT and BRDC British F3 Championships	Brands Hatch (GP)
4/5 August	Classic Racing Motorcycle Festival	Donington Park
11/12 August	DTM (German Touring Cars)	Brands Hatch (GP)
17-19 August	British Superbike Championship	Cadwell Park
19 August	Festival Italia	Brands Hatch
25-27 August	The Oulton Park Gold Cup	Oulton Park
2 September	Festival of Porsche	Brands Hatch
8/9 September	British Truck Racing Championship	Snetterton
14-16 September	British Superbike Championship	Oulton Park
22/23 August	British GT and BRDC British F3 Championships	Donington Park
23 September	Vintage Festival	Snetterton
29/30 September	British Touring Car Championship	Brands Hatch (GP)
12-14 October	British Superbike Championship	Brands Hatch (GP)
3 November	Neil Howard Stage Rally and Fireworks	Oulton Park
3/4 November	British Truck Racing and Fireworks	Brands Hatch
18 November	North Humberstage Stage Rally and Fireworks	Cadwell Park

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Clockwise from left  
The weather in September can be nippy;  
views are breathtaking; enthusiastic  
Swiss spectators; conditions have been  
harsh in years gone by; fantastic roads.



# A MOUNTAIN TO CLIMB

*In fact, the excellent if chilly Rallye des Alpes visits several mountains in three European countries*

**THE RALLYE INTERNATIONAL** des Alpes has existed in several forms, starting in 1929 and reaching its peak (so to speak) as the French-based Coupe des Alpes in the 1950s and 1960s. Winning it became a major feather in the cap for works competition departments and, for snow per kilometre, the 'Alpine' was hard to beat.

The event faded away in the 1970s but since 1989 it has been run as a regularity rally for Historic cars taking in, as in its heyday, sections in France, Italy – and Switzerland, where the Rallye des Alpes is now centred. And when we say Historic, we really mean it: pre-1964 cars are encouraged, although cars built after that but before the end of 1971 can also be entered by invitation. All the cars must be in original factory specification, and entry will be refused to cars 'showing visible traces of rust'. You have been warned...

A 1950s Sunbeam Alpine, so named for its

success in past Alpines, would clearly be an optimum steed, but whatever you drive you'll have over 1500km of mountainous stages over five days, mostly run on roads used for the original Coupes des Alpes.

The rally starts on 17 September by Lake Lucerne, ending that day at Davos where the World Economic Forum recently debated how rich we were all going to be. The route then nips into Italy by Lake Como and back out to Italian-speaking Lugano.

The local language then changes to German and finishes in French, the final day featuring a drive through the Jura mountains to the Vallée de Joux, where Swiss watchmakers ply their craft, and a long loop through France's Haute-Savoie. After driving along Lake Geneva the Rallye des Alpes finishes at Vevey, where prizes will be awarded during the evening's dinner.

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**'Entry will be refused to cars "showing visible traces of rust". You have been warned...'**





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## A Galaxie now far, far away



### 1963 FORD GALAXIE COUNTRY SEDAN

MARK DIXON

**IF YOU'VE BEEN** wondering why you've not seen anything of the Galaxie in these pages for a while, it's because, in a moment of weakness, I sold it last summer. But I held off from 'fessing up in the hope that the new owner would let me have a drive, once he'd got it UK-registered and properly sorted. And early in 2018, the call finally came through.

I was very pleased that the Galaxie's new owner, Robert Haynes Brown, totally 'got' my idea of a rat-rod approach and proceeded to do just what I had

been planning. That is, to leave the body untouched other than preserving it with Owatrol Oil, have the wheels refinished in gloss black and secured with stainless nuts, and cover the tatty seats in Mexican blankets. Otherwise, all the car needed was a good mechanical going-through. How easily those words trip off the tongue.

Very wisely, Robert decided to hand the car to professionals for this work to be done. Ashridge Automobiles, based near Aylesbury in Bucks, is probably best-known for the restoration of pre-war Rileys, but they have a flair for hot rods, too, and they relished the challenge of the Galaxie. 'We could have sold that car ten times over,' enthuses Ashridge's Phil D'Archambaud. 'Everyone

who saw it just went "Wow!"

'There was nothing majorly wrong with it,' he continues. 'We ended up doing a fair bit to the engine because the rocker oil feeds were clogged up, and one cam lobe had been damaged. The carb was also flooding because an O-ring on a float chamber valve had dried out and contracted; and the rear crank main seal was leaking. But it was nothing too serious and the engine is now silky smooth.'

Meanwhile, Eddie Fisher worked on the electrics, swapping out incorrect bulbs and fitting some nifty LED conversions for the Galaxie's distinctive 'rocket' tail-lights. Available from Bright Light Customs, [www.brightlight-customs.co.uk](http://www.brightlight-customs.co.uk), they suit the car, well, brilliantly.

Seeing the car again outside the Ashridge workshop was a bittersweet moment. Robert met me there ahead of driving it home to Kent, and very kindly suggested I take the wheel first.

The Galaxie is a mobile cliché of how you'd expect a '60s American car to drive. Light and feel-less power steering, punchy V8, marshmallow suspension and lazy slushbox – it has it all. But what a piece of rolling sculpture! Robert emailed me later to say that his three-hour journey around the M25 was brightened by some approving horn-toots and thumbs-up from fellow sufferers.

For me, the withdrawal pangs have been severe. So much so, that I'm already hatching a plan to alleviate them. More on that next month.





MARK DIXON



## OCTANE'S FLEET

*These are the cars – and motorbikes – run by the magazine's staff and contributors*

### ROBERT COUCHER

*International editor*

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

### TONY DRON

*Test driver*

- 1932 Austin Seven

### GLEN WADDINGTON

*Associate editor*

- 1983 Porsche 944
- 1989 BMW 320i Convertible

### ANDREW ENGLISH

*Contributor*

- 1960 Triumph TR3A
- 1965 Aston Martin DB5

### SANJAY SEETANAH

*Advertising director*

- 1981 BMW 323i Top Cabrio
- 1998 Aston Martin DB7 Volante

### MARK DIXON

*Deputy editor*

- 1955 Land Rover Series I 107in
- 1963 Ford Galaxie Country Sedan
- 1989 and '91 Land Rover Discoverys
- 1994 Range Rover 4.0

### SAMANTHA SNOW

*Advertising account manager*

- 1969 Triumph Herald 13/60 Convertible
- 1989 Mercedes-Benz 300SL

### MARK SOMMER

*Art Director*

- 1969 Alfa Romeo Giulia 1300 Saloon

### JOHN SIMISTER

*Contributor*

- 1934 Singer Nine Le Mans
- 1961 Saab 96
- 1968 Sunbeam Stiletto

### JAMES ELLIOTT

*Editor-in-chief*

- 1965 Triumph 2.5PI
- 1968 Jensen Interceptor



## OCTANE'S FLEET

*These are the cars – and motorbikes – run by the magazine's staff and contributors*

### JESSE CROSSE

*Contributor*

- 1968 Ford Mustang GT 390
- 1986 Ford Sierra RS Cosworth

### 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

### DAVE KINNEY

*Markets expert*

- 2005 Ferrari 612 Scaglietti

### 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*

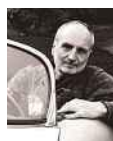
- 1967 Alfa Romeo Giulia Super

### JAMES LIPMAN

*Photographer*

- 1968 Porsche 912
- 1995 Buick Roadmaster

## Blow it!



**1952  
PORSCHE 356**  
DELWYN MALLETT

### IT'S BEEN SOME TIME

since I mentioned my 1952 split-window Porsche 'Streamliner' in *Octane Cars*. When I bought it 40 years ago as a bit of a basketcase it came with a period-correct 1300cc engine, dismantled and in assorted boxes. At the time this was the least desirable of the Porsche engines and when I finally got the car on the road I did what most owners of early cars did in those days: upgraded to a 1600 engine that I'd liberated from a breaker.

How times have changed. Early cars have now become highly prized, so I decided to dig out my 1300 bits. Much to my amazement, all the parts were there and, courtesy of early Porsche specialist Steve Kerti of Classic Fabrications, have come together and the engine is running. What's more, not long after acquiring the car I also picked up a Judson supercharger and that is now sitting on the engine and also running.

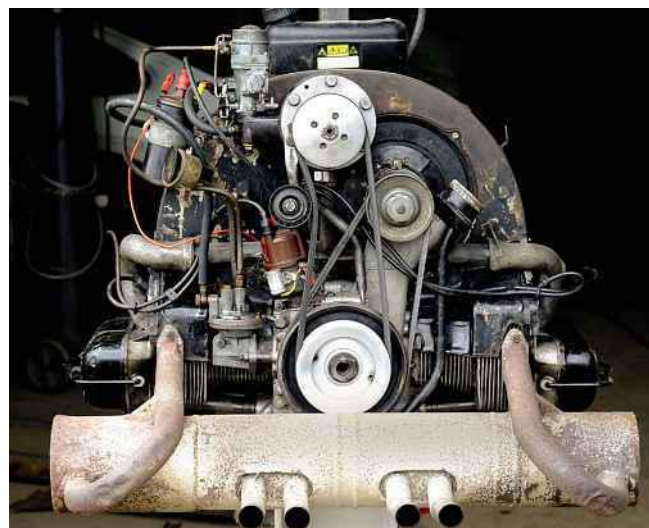
The Judson was introduced in 1955 and was designed to boost the anaemic VW Beetle, while the Porsche engine, which in 1952 still used the VW crankcase, gained its extra horsepower by much improved breathing, twin-port heads, twin carbs, bigger valves and so on.

The Judson sucks through a single carb, which means that the Porsche motor loses the advantage of its dual set-up, so whether it will actually produce more horsepower than Porsche achieved remains to be seen. To be honest, as long as it runs reliably I could actually live with the same amount of horsepower (less would be disappointing but not the end of the world),

as the objective is to say that I'm 'Powered By Judson'. For years I've owned the T-shirt and I'd like to wear it legitimately before we both wear out.

Until now the combo had only run on a test rig but it is now sitting in the tail of the Porsche, where it has created an unforeseen problem: it's too tall and the engine lid won't shut! Undaunted, we are pressing on and Steve is about to wheel a new alloy lid with a bump to clear the carb. It's that or a propped lid à la racing Abarths.

If all can be made to function properly we'll then pull the engine and improve the aesthetics with some fresh enamel. More soon.







MARK DIXON

## Fast work



**1983  
PORSCHE 944**

GLEN WADDINGTON

**THE FIRST CAR** I ever spun was a Porsche 944. That was more than 25 years ago, and it nearly happened again yesterday. I've always been more enthusiastic than I am talented, but I'd like to put this one down to 'exploring the limits'.

Fact is, after a thorough service, a bit of MoT work and a new set of tyres, the 944 has come back feeling invigorated. And there's been a similar effect on the driver, too. I think it's a confidence thing. There were words of encouragement from Stuart at Templeton's Garage – 'It's a really solid example, well worth keeping' – and there's the psychological boost (as well as what's certainly greater grip) provided by the now-nicely-scrubbed Dunlop Classic Sport tyres, which I'd sourced from Vintage Tyres of Beaulieu.

All of which meant that on this particular afternoon I was pushing the Porsche harder than I have done in ages.

I'd fiddled with the driving position first. The (unassisted) wheel is rather close to the

thighs on early 944s, and it's non-adjustable. And there's coarse adjustment for the seat, so legs are either bent or a bit stretched. I've gone for stretched, to add wheel clearance, but then altered the rake of the backrest, so it's more upright than I'm used to. And I think that's the key. Thus set-up, suddenly I was commanding the car rather than clinging on to it. And I discovered an adjustability in the handling that I hadn't previously given it credit for.

Given the right kind of broad, sweeping bends, the 944 has always been great fun. It's just been a bit of a handful on tighter, bumpier sections, where it's hampered by the low-geared steering and perhaps too much looseness in the dampers. But steering the thing is now so much easier that there's less inclination to drive lazily on the torque and I found myself working harder with the brakes, tipping the Porsche onto its nose before turning-in and powering through.

Which is when I had my 'moment'. Gathered it up fine, of course, and got straight back on the horse, doing several passes on the same stretch, enjoying the car's new-found alacrity and being a little more subtle with my inputs. I've owned the Porsche for nearly six years, so it's great to find new depths to its talents. Shame the same can't be said for its driver.

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# Octane Cars

BY OCTANE STAFF AND CONTRIBUTORS



MARTYN GODDARD

## Reducing the revolutions



### 1965 AUSTIN-HEALEY 3000

MARTYN GODDARD

**ON THE HEALEY'S** 50th anniversary road trip in 2015 to the Hotel de France, described in *Octane* 146, I mentioned the joy of 'cruising on the autoroute in overdrive at 75mph at 4500rpm'. I was subsequently informed by a letter from Kirk Rylands in issue 149 that those revolutions were impossible if my car had the standard gearing and back axle ratio.

Taking note of Mr Rylands' comments, it was clear that the electric tachometer was faulty, which became another task on my never-ending list to keep

171 YNO in a well-maintained condition. I asked JME Healeys to recalibrate it when they next had the car in for a service and according to proprietor Chris Everard it's a very common problem with these gauges. To service and recalibrate one, it's a simple job to remove the dial – if you don't mind working upside-down under the dashboard, that is.

One important issue is that Austin-Healey 3000 MkIIIs like mine were supplied new as positive-earth cars. The revcounter is polarity-sensitive and if the car has been changed to a negative-earth system the repairers will need to know, as the wiring has to be modified.

My repaired tachometer was reinstalled in the wood-veneer dashboard by technician Carl,

and the BJ8's black-and-white dials looked great. After a quick road test I headed south on the M40, cruising at 70mph with 2800rpm and hoping that Mr Rylands would approve of the figures being displayed.

Talking of which, one of the problems with driving a classic car today is that we have become used to pin-point accurate information from modern digital dashboards, rather than the flickering needles of the old Smiths dials that I can just about read in the 'Healey's cockpit. I always carry a four-litre emergency can of fuel in the boot, as the fuel gauge is hopelessly inaccurate below a reading of a quarter-full.

Pleased to have been able to make the journey before the motorways were doused with

### Top and above

Martyn was glad to get the Healey's revcounter fixed before the car went into its winter quarters.

salt to combat the properly cold winter we're experiencing this year, I reversed the car into my garage, a 1960s unit integral with the house. The Healey fits it snugly but I can't squeeze my modern Fiat 500 into the same space without climbing out of the sunroof, an indication of how cars have grown.

To aid the Austin-Healey's preservation, I fit a battery conditioner, cover the car with a breathable dust cover and leave a small electric heater running on a timer during the cold damp nights. The car will stay here until it comes out of hibernation in April for the next set of adventures. Roll on Spring!



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**1994  
RANGE ROVER**

MARK DIXON

### DRIVING THROUGH

Solihull in my 1994 press launch P38 Range Rover always gives me a slight frisson of excitement. It's curiously thrilling to know that many of the passers-by will have some connection with the Land Rover factory, which has been the town's major employer since the end of World War Two, and that some of them will be clocking the vehicle's 'CVC' registration and recognising it as one of their own.

The occasion for this particular visit was a get-together for members of the CVC Register, a club for anyone who owns or is interested in Land Rovers with a company history. Like a lot of car clubs, we mainly communicate through Facebook, but former Land Rover employee Ron Brown – who worked on several interesting projects during the 1990s – had the bright idea of an evening get-together at Land

Rover's social club, preceded by a visit to the new Range Rover Experience exhibition within the factory itself.

Ron also pulled a few strings and got permission for club vehicles to be photographed in front of Number One Block, the original Land Rover headquarters that have been swallowed up by the vast modern factory complex. About a dozen Land Rovers and Range Rovers turned up, including Paul Bohan's very patinated Series II and Richard Hopkins' ex-Police P38, complete with working LED 'Follow Me' lightbox on the tailgate – just as it looked in 1997, when it escorted Princess Diana's hearse from Westminster Abbey to Althorp House in Northants.

In the days leading up to the CVC event, I took M231 CVC over to Bishops 4x4 near Peterborough ([www.bishops4x4.co.uk](http://www.bishops4x4.co.uk)), as recommended to me by former editor David Lillywhite, to see if they could cure an irritating idle problem. The car had a habit of not dropping below 1500rpm at rest, or even shooting up towards 3000rpm. Chris Bishop and technician Rob agreed that



it sounded as though the idle control valve – also known as a stepper motor, because it's an electric solenoid that works in 'steps' – was at fault; removing and cleaning it has improved things but the revs are still lazy to drop from 1500rpm, although most of the time it will now idle normally. I suspect I'll end up buying a new unit.

This minor irritation didn't spoil a great day out at Solihull, of which my personal highlight was a long chat with former Land Rover head of design

### From top

Mark's P38 next to Paul Bohan's patinated Series II in front of Block No 1, Solihull; obeying instructions from Richard Hopkins' ex-Police P38; typical Bob Freeman illustration in handbook.



MARK DIXON

George Thomson, who was responsible for the P38. One of the delights of an early P38 is its handbook, which makes imaginative use of coloured illustrations by *Supercar Classics* contributor, the late, lamented Bob Freeman, rather than stark line drawings.

George is an innately modest man and, while not openly taking credit for this genius idea, he admits that he was a subscriber to *Supercar Classics* back in the day – and is a keen subscriber to *Octane* today.



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### 1968 Aston Martin DB6 2dr

53,566 Miles, Sierra Blue, Manual, Petrol

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Notably, the car was inspected by RSW in 2015/16 and ALL points were addressed - this type of attention is what makes the difference and is unusual.

The car has since been detailed and looks stunning.

**£325,000**



### 2017 Aston Martin DB11 V12 5.2L Launch Edition Coupé 2dr

372 Miles, Metallic Black, Automatic, Petrol

**£141,990**



### 2016 Aston Martin V8 Vantage Convertible 2dr

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**£72,990**



### 2018 McLaren 570S Spider Launch Edition Convertible 2dr

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ROBERT HEFFERON

## OTHER NEWS

**'Five years after the engine expired, the Singer LM is back on the road, body straight and looking good'**

*John Simister*

**'Winter frustration! I hate driving my XK140 on salty roads and need to find a specialist who can apply protection to its Forth Bridge chassis'**

*Robert Coucher*

**'Currently in storage, my Herald is about to be prepped by the guys at Moto-Build in Egham, ready for the summer'**

*Samantha Snow*

**'It'd take a supplement to explain why my Jensen's been away for 18 months to replace a propshaft UJ. Its return is apparently imminent'**

*James Elliott*

**'With hindsight, the smell of petrol was perhaps a clue that the Ferrari 612's pumps needed replacing'**

*Dave Kinney*

## Farewell to the future



**2017 BMW i3**  
*GLEN WADDINGTON*

**WELL, WE'VE RUN** it for six months and covered just over 6000 miles. And we've spent just under £57 on petrol. I'm sure we've spent a bit more on electricity, but estimates suggest that would work out at around 3.5p per mile, so we're talking less than £200 there too.

Compare that to a diesel hatchback that manages 50mpg. You'd be up to more like £500 in fuel. And you'd be lucky to get 50mpg if you commuted with anything like the enthusiasm the i3 has, er, generated.

Of course, there are compromises. One reason why petrol consumption is so low is that the prospect of having to fill up so frequently on longer runs (it'll only hold a few litres) actually put us off – although

the prospect of being able to carry on when the charge has run out is utterly invaluable. But we're out in the sticks, those of us who live close to the *Octane* office. Editor James ran the i3 over the Christmas break and loved it. He lives in London. It makes so much sense there.

As we head into an electric-powered future, there will have to be improvements in infrastructure: there are few places apart from home and the office where I can charge the i3. Not everybody in urban areas gets to park outside their own house. And what happens when you visit friends? Seems a bit cheeky to rock up, accept a cuppa, then ask if you can hook-up your car to their mains.

Change will come, and it will need to. Four years into production, the i3 has been facelifted. Ours has a battery with greater capacity than the original version, so it goes further on a charge. Even so,

without a fast-charge facility you're looking at 15 hours to juice it fully, and the 100-odd miles you get in warmer weather diminishes in winter.

No, this is still an experiment, a stepping stone into a new world. And the i3 isn't BMW's only foray. It's basically an electric car, of which ours is the Range Extender version, with a tiny petrol twin to keep the battery charged. There's also the i8, BMW's 911-rivalling hybrid sports car. You can run that for short journeys on electric power alone, or employ the battery to boost its 1.5-litre turbo triple's performance. Clever stuff, and proof that BMW is exploring more than one option.

We're going to miss this car. It feels different from the norm, rather like driving a classic car does. Yet it's an antidote to classic motoring too, thanks to its heated seats and connectivity. And it's proof that change is not necessarily to be feared.





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- Assured Provenance Programme



## 1970 DB6 MK2 VANTAGE SALOON

Pearl White with a Tan interior. This, the 11th production car, has been fully restored by Aston Martin Works using a combination of time-honoured artisan skills and modern techniques. Supplied with 1-year Aston Martin Warranty.

£POA



## 1987 AMV8 VANTAGE X PACK

Suffolk Red with Magnolia hide. A stunning example presented in its original colour combination, this rare AMV8 comes with an impressive history and a desirable 5-speed ZF manual gearbox. Supplied with 1-year Aston Martin Warranty.

£495,000



## 1990 VIRAGE COUPE

Green with Parchment and Green Piping interior. This three-keeper example comes with an extensive Aston Martin Works history, evidenced within the original service book. 5-speed manual. Supplied with 1-year Aston Martin Warranty.

£99,950



## 2006 V12 VANQUISH S

Meteorite Silver with Obsidian Black interior. Features include satellite navigation, Bluetooth telephone preparation, heated front screen, full-grain leather interior and silver brake callipers. 19,500 miles. Supplied with 1-year Aston Martin Warranty.

£169,950



## 2009 DBS COUPE

Onyx Black with Obsidian Black Semi-Alanine leather interior. Sought after 6-speed manual example. Features include optional 20" Graphite alloy wheels, carbon-fibre door trims and pulls and ventilated carbon-ceramic brake discs. 21,500 miles.

£134,950



## 2012 V12 VANTAGE COUPE

Storm Black with Obsidian Black and Red stitching interior. Features include bespoke Aston Martin Works coloured carbon-fibre detailing and bespoke Aston Martin Works Satin Black wheels. 6-speed manual. 13,730 miles.

£84,950



## 2017 DB11 COUPE

Quantum with Obsidian Black interior. Features include cruise control, heated seats, infotainment system with 8.0" LCD screen, Dark Chrome interior Jewellery Pack and Bang & Olufsen BeoSound audio. Touchtronic II 8-speed automatic. 1,445 miles.

£159,950



## 2017 VANTAGE GT8

Volcano Red with Pure Black Alcantara interior. 500 miles. Features include optional lightweight carbon-fibre seats, carbon fibre front splitter and diffuser, Track Mode, alarm upgrade and exposed carbon-fibre valances. Sportshift II 7-speed transmission.

£225,000

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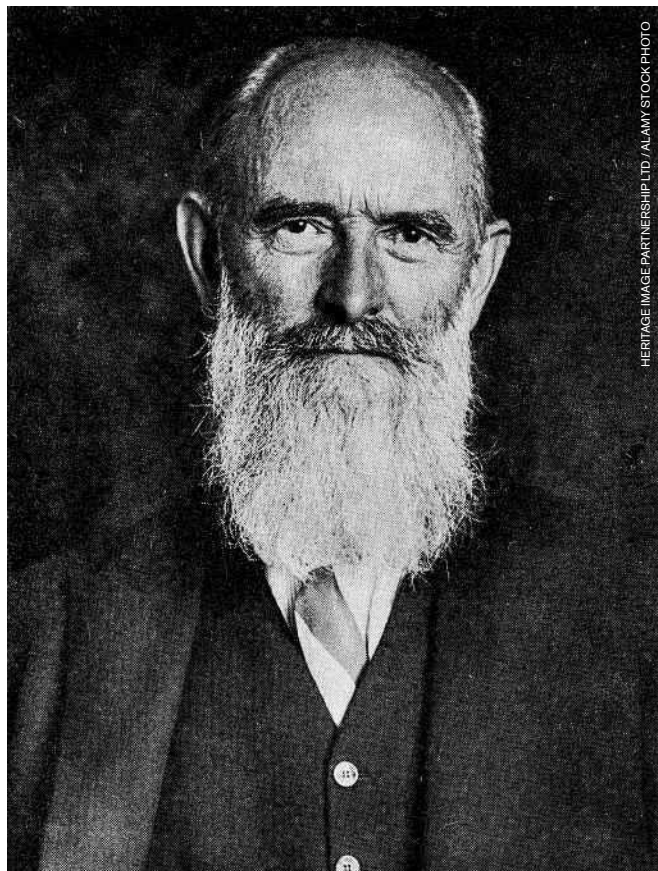


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# Gone but not forgotten

WORDS DALE DRINNON



## ROBERT BOSCH

*His role in realising the practical motorcar is universally acknowledged; his efforts on behalf of simple human decency perhaps rather less so*

**AMONG THE WORTHIES** presiding at the birth of the auto industry – the Daimlers, the de Dions, the Henry Fords, those who brought the automobile from experiment to market reality – Robert August Bosch was perhaps unique in possessing no burning passion for the horseless carriage. In fact, he would doubtless be equally happy with his legacy of coffeemakers and dishwashers as with his automotive achievements; to him it was quality products that mattered. As for the current status of other ideas he held dear, he might be less pleased.

From his 1861 birth on a prosperous family farm in Swabia, southwestern Germany, Bosch possessed an inquisitive mind and a drive to make things better. All sorts of things, in all sorts of circumstances, and while young Robert was bored by theoretical parts of his formal schooling (culminating in electrical studies at Stuttgart Technical University), he always had a good farmer's knack for problem-solving.

His father, respectful of education in every form, therefore suggested Robert continue his own in practical work situations, leading to time spent in America with a Thomas Edison factory (although not, as sometimes reported, assisting Edison), plus the London workshops of Siemens AG. In 1886, having returned to Swabian Stuttgart, he

## 'IN 1944, MEMBERS OF THE SO-CALLED BOSCH CIRCLE JOINED IN THE FAILED ASSASSINATION ATTEMPT ON ADOLF HITLER'

opened a tiny electrical firm, advertising himself as fully conversant in the booming fields of home telephones, telegraphs, and 'professional testing and installation of lightning rods...'

Less than a year later he spotted a magneto ignition system for internal combustion engines, surprisingly unpatented, decided he could make it better, and slowly, patiently did just that. Over the ensuing decade, the Bosch magneto became the gold standard and, when combined in 1902 with the truly efficient sparkplug of Bosch engineer Gottlob Honold, provided the final ingredient for viable motorcar transportation. By the outbreak of World War One, Bosch's tiny firm had grown into a thriving multi-national and, well, you know how well the corporate story ultimately turned out.

The human story, though, is far more interesting. Robert Bosch's lifelong desire to make things better extended to society at large. In actions and principles, he is forever labelled a progressive liberal, but Bosch himself would likely prefer 'pragmatist'. Long before Ford's legendary five-dollar day, Bosch pay rates vastly exceeded prevailing norms. 'I don't pay well because I have lots of money,' he once explained; 'I have lots of money because I pay well.'

Likewise, Bosch had no employees, he had associates; people respond better to respect, he reckoned, and benefits ran from healthcare to pensions to associate libraries (including Marxist classics – Bosch believed in hearing arguments from every side). After The Great War, he also instituted survivor benefits for bereaved families, and job training for disabled veterans. Military contract profits went into charities and civic reconstruction, and, as a dedicated pan-European, he helped fund Germany's League of Nations participation.

His philanthropy nevertheless reflected his pragmatic values, favouring hospitals, social programmes and education. 'Education liberates,' he said, enabling the public 'to recognise false [political] theories for what they are.' And to him, the politics of authoritarianism, bigotry and nationalism made nothing better. So when approached for money in 1927 by the National Socialists, Bosch published their blatantly anti-Semitic letter in the company newspaper under the title 'A Letter That Went Unanswered'. Asked his impressions upon meeting new Chancellor Hitler in 1933, Bosch commented: 'This individual wants to be a statesman and doesn't know what justice is.'

Bosch thereafter turned to Resistance. Although belonging to no party or religion, he already donated to opposition and Jewish relief groups, and aided many of those at-risk with company employment. Some were transferred to safe overseas postings; some, like other trusted staffers, smuggled news in and out of Germany during 'business trips', or forged links with European anti-fascist leaders. Eventually, even as Nazi diktats imposed slave labour on his factories, Bosch and associates assembled a company underground movement. In 1944, members of the so-called Bosch Circle joined in the failed but monumental assassination attempt on Adolf Hitler.

But Robert Bosch was already two years gone, succumbing at age 80 to complications from an ear infection. The media-savvy Nazis threw a swastika-laden state funeral; by their very nature, of course, they could never understand the pragmatic benefits of simply, quietly making things better, for everyone.



# Great Selection. Great Cars. Great Choice.



Top Row (left to right): 1972 Lamborghini Jarama, 1959 AC Aceca, 1930 Packard 734 Speedster, 1955 Cadillac "Die Valkyrie"  
Second Row (left to right): 1937 Rolls-Royce Phantom III, 1953 Ferrari 166MM, 1971 Mercedes 280SE "low grille", 1936 Bentley 4 1/4 Airflow  
Third Row (left to right): 1931 Cadillac, 1959 Alfa Romeo 2000, 1911 Mercer Raceabout, 1948 Daimler DE36 "Green Goddess"  
Bottom Row (left to right): 1965 Sunbeam Tiger, 1915 Simplex, 1949 Bentley MKVI by Pininfarina, 1963 Maserati 3500 Vignale Spider

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**'IN EFFECT A SPACEFRAME, IT WAS TRULY A MASERATI BIRDCAGE FOR THE BICYCLE WORLD'**

gentle on the soft parts and, despite its ungainly looks, surprisingly stable. In the low-handlebarred version, however, the pointed apex of the front fork was in terrifying proximity to the rider's jugular!

A British patent was granted in 1894 and two years later the Pedersen Cycle Frame Company was formed. Unfortunately for Mikael, his first financial backer was Ernest Terah Hooley, a colourful entrepreneur, financial fraudster, serial bankrupt and sometime jailbird, dubbed by the press as 'The Splendid Bankrupt'.

This first venture coincided with one of Hooley's splendid bankruptcies and funding collapsed. The Listers then stepped in and a new company, the Dursley-Pedersen Cycle Co, was formed in 1899.

Pedersen's machine coincided with the arrival of the diamond-frame bicycle, which almost overnight would become the dominant style, and it is thought that as few as 8000 machines left Dursley before production ceased in 1917.

Pedersen had become a wealthy man but by all accounts was a hopeless businessman. By the end of WW1 his business and personal life had fallen apart, his wife had left him and he vanished from view, only by chance to be spotted wandering destitute in London by a friend in 1920.

The friend arranged for him to return to Denmark, where his circumstances did not improve and he ended his days in a nursing home. He died in obscurity in 1929 and was buried in a pauper's grave.

A final twist in the Pedersen saga came in 1995 when a group of British cycling enthusiasts persuaded the Danish authorities to allow his remains to be disinterred and reburied in Dursley. Nearly 200 Dursley-Pedersen owners, accompanied by the Danish Ambassador, gathered at the ceremony to celebrate his life and achievements. Curiously, his remains were returned, and buried, in a port wine box.

## DURSLEY-PEDERSEN BICYCLE

*Inspired by a bridge, a Danish inventor set out to build the world's best bicycle – in his adopted Gloucestershire*

**OF THE HUNDREDS** of weirdly framed bicycles that preceded the adoption of the diamond frame, none was more peculiar than that which rolled out from the Gloucestershire market town of Dursley at the dawn of the 20th Century.

The bicycle was designed by a Dane, Mikael Pedersen, who was born in 1855 in the small village of Fløng, close to Copenhagen. A talented inventor, Pedersen made his name by perfecting a centrifugal device for separating cream, and it was the success of this machine that lured him to Dursley in 1893.

A local manufacturer of agricultural equipment, RA Lister & Co, had acquired the UK distribution rights and Pedersen moved to Dursley with his family to work for Listers and share in the considerable profits from his invention, becoming a well-respected member of the local community.

In the 1890s the bicycle craze was sweeping Britain and much of Europe, and well-to-do athletic young men and women in their thousands were pedalling for fun, Mikael Pedersen among them. As he later related, he was cycling 'up to 5000 miles a season', and the combination of poor roads

and hard leather was presumably giving his bum a beating, which set his inventor's mind to designing a more comfortable saddle.

His idea was to create a hammock for the buttocks. His solution comprised a fine fan-shaped mesh woven from string, spreading from a pointed nose to a curved metal bar at its rear. Small springs attached to the bar provided the rear suspension and an adjustable leather strap attached to the nose stretched forwards to a distant anchor point. And that was Pedersen's next problem: having designed the perfect seat, he didn't have a bicycle frame that provided the appropriate anchor points. So he rethought the frame, too.

Inspired by the scientifically triangulated and stressed Whipple-Murphy lightweight bridge, Pedersen devised a wilfully complex arrangement of small-diameter tubes that, with its chest-high multi-tube forks and wire-tensioned cantilevered seat pillar, was unlike any other frame of the day. In effect a spaceframe, it was truly a Maserati Birdcage for the bicycle world.

Pedersen suspended his 'hammock' between the frame's twin-towers and the result was, as promised, road-shock free,



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Photo: Stirling Moss Collection

“Jenks and I did a recce of the whole 1000 mile Mille Miglia course in 1955 and committed it to the “bog roll.” From this, Jenks gave me hand signals enabling me to take blind bends and steep hills often without lifting. A mere 7 minutes and 48 seconds quicker and we would have averaged 100mph for the entire journey!”

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# SANTA ROSA ROUTE 66 AUTO MUSEUM

*Remote museum celebrates an important chapter of the American dream*

**ROUTE 66.** What is it about a narrow, cracked, 2000-odd miles of worn-out tarmac that captures the imagination? A road that comes to dead ends every so often because of collapsed bridges. A road that so many red-blooded Americans dream of travelling when they retire. Possibly because this road tells the story of America. Built as a means of moving armed forces right across the country, like America itself it prospered. Whole towns grew alongside it; most died when the new highways bypassed them.

Santa Rosa is one of those towns. Halfway between Albuquerque and Tucumcari, Santa Rosa is a sprawling little place, almost a ghost town, with derelict buildings and freshly restored restaurants scattered along the roadside. Then, out of the blue, is a 16ft-tall pole with a yellow 1931 Ford stuck on top!

This is the Route 66 Auto Museum, where there are over 30 lovingly restored classic cars, along with motorcycles and masses of automobilia. It is owned by James 'Bozo' Cordova and his wife Anna. Bozo began by building model cars before moving on to the real thing. He opened his garage, near the museum, in 1980 and began restoring cars. He opened the museum in 2000 and he and

his crew have restored more than 150 cars. Those that weren't brought back to life for customers make up the exhibits in the museum and are for sale.

There are plenty of nice cars in the car park alone and there are generally interesting cars parked all around the town centre, most probably visitors to Bozo's place.

The \$5 admission charge admits you to a typical American-style collection, with the usual gleaming black-and-white chequered tile floor and brilliant lighting to show off the enamel signs, pedal cars, fuel pumps and merchandise. If fins 'n' chrome is your thing, you'll be in paradise with this wildly varied collection. The main hall has that charismatic odour of oil, vinyl and rubber, too. What more could you want?

If Bozo or any of his family are present, they love talking to visitors. Why not buy them a cup of coffee and sit awhile in the tradition of the American West?

West of Santa Rosa (115 easy miles) is the terrific old town of Albuquerque, with Route 66 running right through it. The Old Town is like a film set. It has a 1793 adobe church with five-foot-thick walls, and the American International Rattlesnake Museum. There are old cars everywhere and a great Route 66 Diner on the main street.

One of those who care for the Mother Road is Johnny Meier, who has a little roadside museum between Taos and Santa Fe. He and his group have worked hard to restore derelict neon signs on the Route. Something else to look out for are the huge murals on many roadside buildings.

New Mexico is truly, as it proclaims proudly on the state's vehicle licence plates, 'The Land of Enchantment'.

*Route 66 Auto Museum is at 2766 Route 66, Santa Rosa, New Mexico 88435, and is open 7.30am-6pm daily (8am-6pm Sundays).*

**Clockwise from near right**

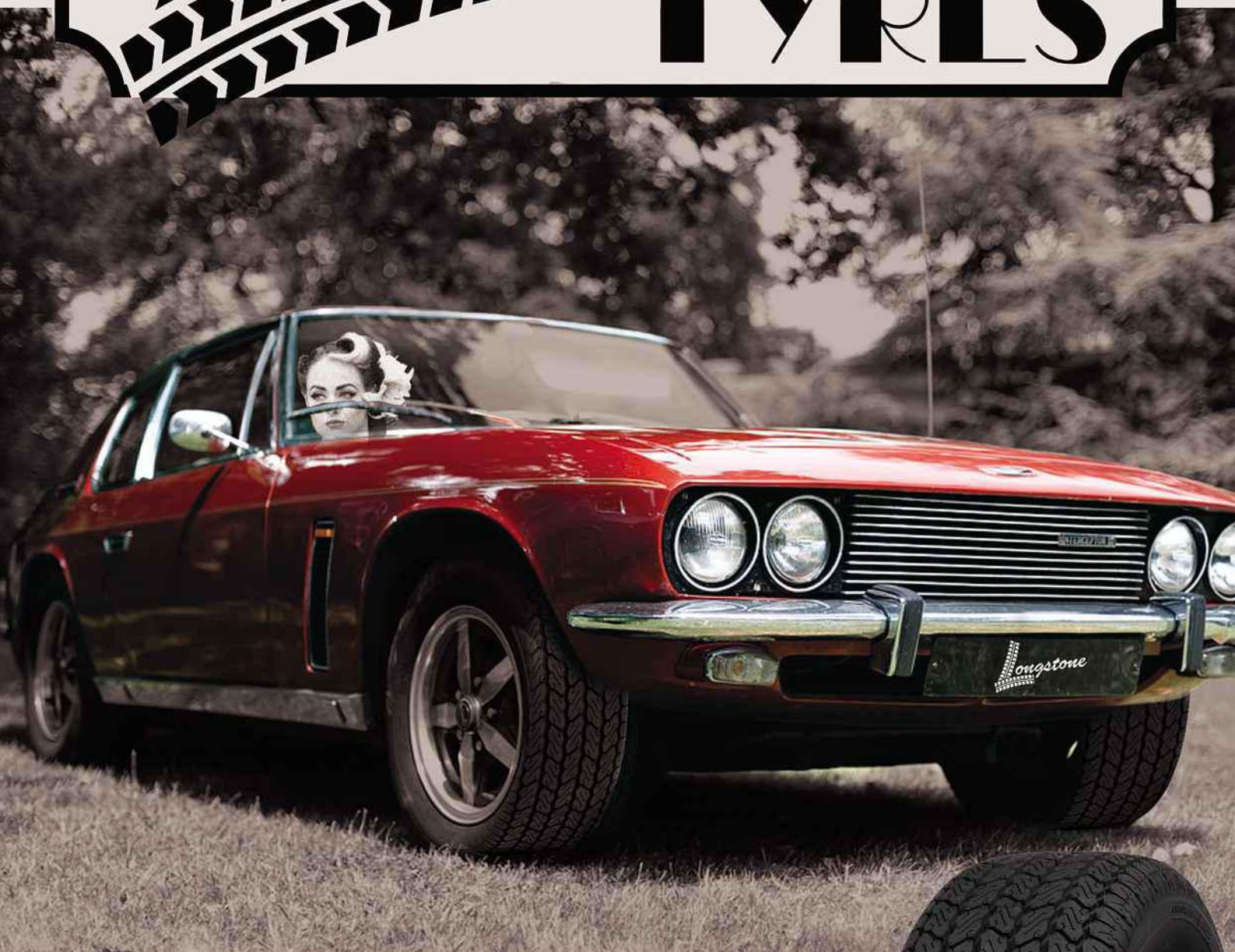
Chevrolet Bel Air gleams under the museum's lights; roadside sign can't fail to catch your eye; car park often resembles a museum itself; many of the Route 66 museum's exhibits are for sale.





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TIMEPIECE OF THE MONTH

## TAG HEUER LINK CHRONOGRAPH VERSION

*After 30 years, TAG is still successfully adding to its sporty Link range*

**TAG HEUER FIRST** launched its best-selling Link collection in 1987; the series was then known as S/el (short for sports elegance). In 1999 the Swiss marque changed the range's name to Link, to reflect the ergonomic design of its bracelet, which is made up of interconnecting double S-shaped links, each finished with a rounded top, bottom and sides.

Over the past 30 years, the watchmaker has added design tweaks such as a flat fixed bezel to the 2004-model Link Calibre 16. In 2016 it premiered a new female iteration, the Lady Link, with highlights including a mother-of-pearl dial that's available in light blue or pink, and this year's addition to the

collection is the dynamic TAG Heuer Link chronograph, fitted with the brand's calibre 17 movement from its La Chaux-de-Fonds factory, where it has been making chronographs for over 150 years.

The chronograph's small second counter sits at 3 o'clock, the minute counter at 9 o'clock and the hour counter at 6 o'clock, contrasting visually with the 41mm dial, which is available with a black or blue sun-ray finish. The polished steel bracelet is fully integrated into the steel case, proving that ergonomic design has lost none of its élan since 1987.

**TAG Heuer Link Calibre 17 Automatic,** available from April 2018, £3950



### NEW RELEASES



#### HUBLOT BIG BANG ALPS

The latest addition to Hublot's Big Bang collection captures the natural beauty of the Matterhorn. The Swiss Alps are visible from Hublot's factory on the shores of Lake Geneva, where the brand has developed a range of new case materials, including frosted carbon for a mottled granite effect. Limited to 100 pieces, this men's 45mm version features Hublot's Unico HUB1242 chronograph movement, visible through a transparent sapphire case back. An unusual accessory that can be added to the watch's One Click blue leather strap is a shearing wool 'Cuddly Cuff'.

£20,800



#### BLANCPAIN TRADITIONAL CHINESE CALENDAR YEAR OF THE DOG

Crafted at Blancpain's factory in Le Brassus, the 45mm platinum case of this Year of the Dog timepiece includes an oscillating weight delicately engraved with a black dog; the hours, minutes and date sit next to markers of the Chinese calendar, including traditional double-hour indication, the five elements, the 10 celestial stems and the 12 signs of the zodiac. The impressive, visually intricate timepiece is powered by the self-winding calibre 3638 which consists of 464 parts and has a seven-day power reserve.

Available from March 2018, £64,010



#### CARL F. BUCHERER MANERO FLYBACK

Swiss-based heritage brand Carl F. Bucherer has added three new models to its Manero collection. The Manero Flyback is now available in a stainless-steel case coupled with a blueish-grey face. The 18k red gold version of the softly rounded case finds its match in a black or champagne dial. All three combine elegance with technical prowess and are powered by the CFB 1970 calibre automatic movement. The flyback function measures several time intervals consecutively by the easy push of the reset button while the stopwatch is still running.

£4700





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Mercedes-Benz SS Abbey body  
OSCA MT4 Porsche 930 Turbo



## CHRONO ICON

# Jaeger-LeCoultre Polaris Memovox

*Pioneering diving watches that are getting an anniversary revival*

**JUST 1714 EXAMPLES** of the Jaeger-LeCoultre 1968 Memovox Polaris diver's watch were made, including prototypes. Noted for its sleek, black unfussy dial (you could argue it has dress watch appeal) and Memovox alarm (a term derived from the Latin words *memor* for mindful and *vox* for voice), which is set by a discreet arrow on the inner disc, the vintage JLC timepiece is not only good-looking but is also highly appealing from a technical perspective.

In 1959 JLC's Memovox Deep Sea was the first dive watch equipped with an alarm, and in 1968 it was still pioneering for a watch alarm to alert a diver in the depths of the ocean. The Memovox Polaris even amplified the pitch of the alarm via 16 holes on its case back. Furthermore, the timepiece's super compressor case acts as an intuitive sealing system, becoming more watertight the deeper the watch goes, thanks to an in-built spring that allows the back to be pressed further against the case when water pressure increases.

JLC is celebrating the Memovox Polaris' half century with a new Polaris collection, which also raises the profile of this stealthy collectible – a 1968 model sold at auction for just over \$21,000 last spring. The new range includes a three-hand automatic, a chronograph and a chronograph world time, but it will be the models with a '60s feel – the Polaris Date and the Polaris Memovox (below, limited to 1000) – that will excite vintage watch fans.

Faithful to the original with its three-crown design, the new Polaris Memovox is water resistant to 200m and is fitted with the in-house 956 calibre with 45-hour power reserve. There are no sound-enhancing perforations because JLC has developed more advanced ways of achieving this, but the reverse does bear the engraving of a stylised diving helmet, the same as the one stamped on the original 1968 model which was hidden inside the case. **Alexandra Zagalsky**

**Jaeger-LeCoultre Polaris Memovox, limited series of 1000, £11,300**



## Market watch

### PATEK'S ACE

This 18k gold 1947 Patek Philip chronograph belonged to baseball hero Joe DiMaggio, who kept it until his death in 1999. A rare piece from an aesthetic perspective – with gold Breguet numerals on a silvered dial – the watch is the marque's first chrono to carry a reference number (Ref 130). It fetched \$281,250 at auction in December, dressed in DiMaggio's original strap.



CHRISTIES

### ELECTRIC DREAMS

The Rolex Oyster Perpetual Milgauss ('1000 gauss', the magnetic flux density the watch was designed to withstand) set a new record for Fellows when it made £110,000 in November. Movements that can withstand electromagnetic fields are now standard for prestige watches, but in 1958 this 'anti-magnetic' Rolex was a breakthrough. If you look closely you can see its lightning bolt seconds hand.



FELLOWS

### HIGH FLYER

Sold at Christies in December for \$75,000, this silver Tiffany travel watch links two legends from the world of aviation. The Art Deco timepiece was a gift from British pilot Amy Johnson to American flyer Amelia Earhart around 1932, the year she became the first aviatrix to fly solo across the Atlantic Ocean. The inscription reads simply 'To Amelia, In Sincere Admiration, Amy'.



CHRISTIES

### SHAPE SHIFTER

This Vacheron Constantin evokes the spirit of the Roaring Twenties: creative, fun and rule-breaking. Just 12 American 21s were designed from 1921 and 1931 and, unusually, its crown sits to the right of the lugs and its subdial is at the 8 o'clock position. Looks odd at first, but makes sense when it is on the wrist! This one, c1921, sold at auction in January for just under £36,000.



FELLOWS



## MHD CR1



### MHD CR1 CHRONOGRAPH

Designed in the UK by British Car Designer Matthew Humphries, the MHD CR1 is a 60's inspired, automotive themed, Chrono quartz timepiece, and limited to an edition of 500. The MHD CR1 captures the style of 60's / 70's motoring watches, with it's bold industrial stainless steel case, screw down knurled edge crown and paired with the infamous leather rally strap.

In stock Now at £250.00 ex vat:

[www.MHDWatches.com](http://www.MHDWatches.com)

## Lotus 49B



With its Cosworth DFV engine, the Lotus 49 changed the face of F1 when it first appeared in 1967 and enjoyed several seasons at the forefront of the sport.

In 1968, as teams began experimenting with wings, the 49B was born and thanks to leading plastic kit maker Ebbro, you too can now build your own fine-scale 1:20 replica of this fantastic machine in winged form from early 1969.

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Rolex Milgauss 2011  
**£4950**



Audemars piguet Royal Oak  
**£12,750**



Rolex GMT Master II 1997  
**£7500**



Rolex Day-Date 2002  
**£15,000**



Rolex Datejust Ladies 2010  
**£5,000**



Rolex Daytona 2017  
**£15,650**

# M

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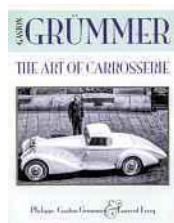
## Books

REVIEWED BY OCTANE STAFF AND CONTRIBUTORS



# Gaston Grümmer The Art Of Carrosserie

PHILIPPE GRÜMMER & LAURENT FRIRY, Dalton Watson, £230, ISBN 978 185443 290 2



We were somewhat surprised when this mammoth two-volume work arrived at the office; we'll admit to having previously been less than familiar with Gaston Grümmer's cars, of which just nine are known to survive. Surely there couldn't

be all that much to write about?

After reading all 736 pages, we are no longer merely surprised by the existence of *The Art of Carrosserie*, but astonished by it. That Gaston Grümmer lived long enough to establish one of the most successful Parisian coachbuilders of the 1920s was nothing short of a miracle.

In 1914, while Gaston was at cavalry school, he and his out-of-control horse were hit by a train. Unlike the horse, he recovered from his injuries just in time for World War One and went straight to the Front, where he was caught in an ambush and left for dead. He lay stock-still as a German soldier – dispatched to check the battlefield for prisoners – peered at him, and he did not make a sound as he felt a bayonet being shoved into his knee. One convoluted rescue, one poisoning and two plane crashes later, Gaston was finally demobbed, and he returned home to run the family coachbuilding business in the absence of his late father.

Volume One does a fine job of explaining how

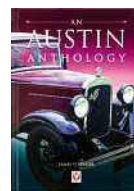
Gaston's experiences during the Great War shaped him, and reveals the creative streak that eventually led him to strike out on his own as a maker of concours-conquering bespoke cars.

The copy is sometimes awkwardly broken up by (interesting) archive material and sometimes covers the same ground more than once, but these are minor quibbles. The Grümmer story is a good one, and this telling is rich with detail thanks to the involvement of Gaston's youngest son, Philippe Grümmer, and noted historian Laurent Friry.

Our hero's cars were not generally as showy as those by contemporaries such as Figoni et Falaschi although, if you wanted an interior made from the skins of 800 lizards, you could apparently have it. They were always innovative, however. The authors explore Gaston's use of a low-slung bodywork design and his obsession, as a former French Air Force pilot, with aerodynamics.

It was this obsession that did for the company, Gaston's polarising and pricy *Aéropofil* designs finding few buyers during the Great Depression. Volume Two of *The Art of Carrosserie* is dedicated to them, and to the Grümmer-bodied cars that remain, among them four Bugattis. Should we ever encounter one of the survivors we'll now recognise it as something special, or at least as something especially improbable. There are many merely rare cars about, but far fewer that by rights should never have existed in the first place. **CB**

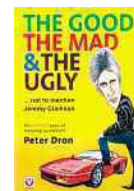
Book  
of the  
month



## An Austin Anthology

JAMES STRINGER,  
*Veloce*, £14.99,  
ISBN 978 1 787111 91 2

Ever heard of the Austin Whippet? It was a biplane produced by Austin just after WW1, and its story is one of many fascinating diversions recounted here: others range from the late-20s variety act that involved an Austin Seven being stunt-driven on stage, to the 1942 murder that took place in the Austin workers' village near Longbridge, to the adoption by students and adventurers of old Austin 12/4 taxis in the 1950s. It's an entertaining counterpoint to conventional histories. **MD**

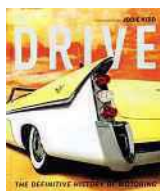


## The Good, The Mad & The Ugly

PETER DRON, *Veloce*, £14.99,  
ISBN 978 1 787111 84 4

It has the worst cover ever, but, if you were an avid reader of car magazines during the 1980s and '90s, this collection of anecdotes by the former *Motor* road tester and *Fast Lane* editor offers a revealing insight into what generally didn't make it into print. It's worth buying just to read his acerbic chapters about the late *Car* columnist George Bishop and, in particular, how Bishop stole a colleague's car and sold it. 'A really nasty drunkard' is Dron's considered verdict. **MD**





## Drive

Edited by GILES CHAPMAN,  
Dorling Kindersley,  
£25, ISBN 978 0 2413 1766 2

Pity our contributor Giles Chapman: he does all the donkey-work in putting together this weighty tome, yet it is glamorous supermodel Jodie Kidd who garners all the attention on the cover and in the press release for writing a brief foreword. We wonder why that should be...

That aside, it would be easy to note the bargain £25 price and the anodyne subhead – *The Definitive History of Motoring* – and dismiss this as coffee-table fodder, but that would be a big mistake. The great strength of these Dorling Kindersley hardbacks is their inspired choice and presentation of fantastic

period photos and ephemera, and the off-the-wall eclecticism of the subjects covered. So you'll find a spread about the evolution of 1950s UK road signs rubbing shoulders with another on the Japanese Kei micro cars, or on Citroën's 1920s trans-Sahara expeditions.

Like a far superior version of those old-fashioned children's annuals, this is a surprisingly engrossing read. MD



## Lotus, The First Ten Years

IAN SMITH, Motor Racing Publications,  
1958, value today £165-225

With the exception of another MRP-published book – *The Story of ERA*, released in 1949 – this is probably the first-ever independently produced one-marque history. It was published in 1958 and my father recalled copies being handed out at Lotus's annual prize-giving.

Ian Smith was not a professional journalist but, as the founder of Club Lotus and a friend of Colin Chapman, he was ideally placed to document the still-young company. His book is a neat, compact hardback that's packed with

rare pictures and interviews with key figures. It was re-released with a different cover in 1961 as *Lotus, the Story of the Marque* and then again as *Lotus, Birth of a Legend* in 1970.

First editions had a flimsy paper dustjacket and its condition is vital – a torn or missing jacket can cut the book's value in half.

Ben Horton



## Formula 1 Car By Car 1970-79

PETER HIGHAM, *Evro*, £50,  
ISBN 978 1 910505 22 9

Encapsulating an entire decade's worth of F1 racing into pictures and tales of individual cars and teams makes for an interesting read, and allows you to get a feeling for the evolution of the politics and technologies of the era. And what an era the 1970s was. Awesome cars, iconic drivers, epic battles, and the dawn of ground effects, turbos and major league sponsorship. Higham covers the many minnows, too, most largely forgotten. BF

## Alfa Romeo Monza

MICK WALSH, Porter Press International, £60, ISBN 978 1 907085 44 4



It comes as something of a surprise that, despite approaching 40 years in classic car media, this is Mick Walsh's first book. For his debut, he has contributed the 12th title to Porter Press's *Great Cars* series, books that

go into incredible depth to relay the history not of a marque or model, but of a single car. In this case it is Alfa Romeo Monza, chassis number 2211130. For the uninitiated, that is FYE 7, the example owned and raced by the Hon Patrick Lindsay for decades and one of the stars of nascent Historic motor sport, as well as a regular sight on the road.

This book traces FYE's entire history from its arrival in the UK in 1933 via its most celebrated owner to a decade in Hubert Fabri's impressive collection and finally on to its latest custodian Roderick Jack, who has owned it since 2015.

It is packed with superb archive material, but, like all the books in the series to date, there are some quite tangential chapters. That's inevitable when you dedicate an entire 300-page book to a single chassis and, besides, the background gen on all the drivers, designers and others adds a huge

dollop of colour and helps you to really understand the DNA of the car.

Walsh writes with great passion for the subject, and probably unrivalled knowledge of Monzas because there is unlikely to be anyone on the planet who has driven more pre-war Alfes. The result is an enthralling tale in which it is clear that no stone has been left unturned. With the archive photos complemented by modern photoshoots at Brooklands and in the studio, Bob Freeman's artwork, and plenty of period artworks and drawings, we would be extremely surprised if there is a notable fact, quote or photo from this car's 85-year history that is not included here. JE





## Gear

COMPILED BY BRETT FRASER



### LEGO VOLKSWAGEN T1 CAMPER VAN

So Lego's just for kids? This 1962 VW camper says not. It takes many hours to make and requires concentration and sobriety, but the end result will have you flush with pride. Just look: it's got curtains and a folding table, opening doors and windscreen and a pop-up top, and a little plastic engine behind a hinged engine cover... and, best of all, it's far less likely to rust than the real thing.

£84.99. [lego.com](http://lego.com)



### BAMFORD MAYFAIR WATCH

Just like a car maker, Bamford offers an online configurator for its Mayfair watch range. And to make that process more interesting, there are five new dial colours, including yellow.

£425. [bamfordwatchdepartment.com](http://bamfordwatchdepartment.com)



### QUAD ARTERA SOLUS

Quad's new Artera Solus is packed with hi-fi wonders, yet its technical complication is easily distilled – when connected to a couple of speakers it's a chic, minimalist box that plays CDs and streams digital music with exceptional sound quality.

£1499.95. [quad-hifi.co.uk](http://quad-hifi.co.uk)



### 1:2-SCALE JACKIE STEWART HELMET

This half-sized replica of the helmet worn by Sir Jackie Stewart when he won the 1969 Monaco Grand Prix serves a serious purpose – to help raise £50,000 for the Race Against Dementia charity. It's signed by the three-time F1 World Champion.

£249. [thesignaturestore.co.uk](http://thesignaturestore.co.uk)





## JAGUAR HERITAGE BACKPACK

Not everyone wants a backpack that looks as though it's for a six-month expedition to the rainforest. This 25-litre Jaguar Heritage item is in canvas and leather and boasts a racing stripe. **£150. [shop.jaguar.com](http://shop.jaguar.com)**



## MONTBLANC 'THE BEATLES' FOUNTAIN PEN

Look around this special-edition fountain pen and you'll find several Beatles references – its multi-coloured décor is a tribute to the coats worn by the band on the cover of *Sgt Pepper's Lonely Hearts Club Band*, the clip has four 'Beatles' moustaches engraved on it, and the cone resembles a mixing desk control. **£756. [montblanc.com](http://montblanc.com)**



## SUZUKA SHIRT BY T-LAB

Some of you may recognise the meandering doodle screenprinted onto this 100% cotton T-shirt as the layout of Japan's Suzuka race circuit. It's available in natural white (short sleeve only) or black (short or long sleeve). **£27-32. [t-lab.eu](http://t-lab.eu)**

## BMW CSL PRINT BY FREDERIC DAMS

Ah, the irony – a BMW 'Art Car' from the mid 1970s turned into contemporary art. The CSL racer kickstarted the whole Art Car movement and was painted in 1975 by Alexander Calder before racing at Le Mans. This dynamic modern print is by Frederic Dams. **From £35. [historiccarart.net](http://historiccarart.net)**





# Models

REVIEWS AND PHOTOGRAPHY MARK DIXON



**1:18 scale**

## 1968 Jaguar E-type S2

By Cult Price £155.50  
Material Resin cast

For our money, the best model cars are the ones that can stand as pieces of sculpture in their own right – and few cars are more sculptural than the E-type.

The latest from Chinese maker Cult is a Series 2, arguably not quite so pure as the original 'E' –

no faired-in lights, for example – but still gorgeous, with lines enhanced by wire-spoked wheels that are finished in body colour rather than chromed, while a dark red interior contrasts nicely with the deep blue paint. A handsome addition to even the least car-focused living room.



**1:43 scale**

**1. 1979 Lotus 80**

By Tameo Price £177.95

**Material** Metal handbuilt

A beautiful – and weighty – model of the ground-effect Lotus driven by Andretti in the 1979 Spanish GP.

**2. 1960 Aston Martin DBR1**

By Jade Miniatures Price £192.75

**Material** Resin handbuilt

In Border Reivers blue, this is a good if pricey replica of Salvadori/Clark's third-placed 1960 Le Mans finisher.

**3. 2017 Mercedes AMG GT3** By Ixo

Price £34.95 **Material** Diecast

Love or hate the garish livery, for £35 it's hard to fault this model of the Sun Energy entry in 2017's Daytona 24hrs.

**4. 1948 Tucker Torpedo Convertible**

By Esval Price £92.45

**Material** Resin cast

The history of the unique Tucker soft-top is controversial – but there's no denying it makes a stunning model.

**5. 1971 Porsche 917K** By Spark

Price £53.95 **Material** Resin cast

Great car, great model: Elf and Larrousse's 1971 Sebring winner.

**6. 1933 Delage D8S**

By Evrat Price £239.95

**Material** Resin handbuilt

Offered in two liveries – and both UK-registered – these are superb models of Fernandez & Darrin coachbuilt D8s.

**7. 1928 Stutz Black Hawk**

By Esval Price £92.45

**Material** Resin cast

Another exquisite pre-war car model, with superfine wire-spoked wheels.

**8. 1976 Chevrolet Monza IMSA**

By Spark Price £53.95

**Material** Resin cast

Eye-catching and well-detailed version of Al Holbert's Championship winner.

**9. 2017 Aston Martin Vulcan**

By TrueScale Price £89.95

**Material** Resin cast

Hot on the heels of the full-size Aston's debut comes TrueScale's fine replica.

Models shown are available from Grand Prix Models, +44 (0)1295 278070, [www.grandprixmodels.com](http://www.grandprixmodels.com)

## Classic models

### Lone Star Tuf-Tots Mercedes 280SL



The name says it all: Tuf-Tots were practically indestructible diecast toy vehicles, designed for very young children to play with.

Made by Lone Star, a name synonymous with toy guns, cowboy figures and other 'Wild West' items, Tuf-Tots were by no means the company's first venture into the toy car field. Lone Star had already produced Roadmasters, comparable in size to Dinky and Corgi Toys; and Impy Super Cars, which fitted in somewhere between these and the smaller Matchbox Series.

By 1969 all these ranges were becoming increasingly sophisticated but Lone Star still felt there was a market for something more basic that could undercut the competition. The Tuf-Tots, sold via Woolworth's stores, retailed at just 1s 3d each (just over 6p today). Almost half of the 27 variations made consisted of different bodies on a US Ford N600 truck chassis – perhaps with an eye to potential sales across the Pond.

More interesting were the four 1:86-scale open cars – a Corvette Stingray, Dodge Dart, Mercedes

280SL and Citroën DS, initially with plastic drivers and racing numbers, and later with plastic hoods in the closed position. Harder to find now are the various Playsets, which combined vehicles with a building or accessory such as a windmill, bridge, frontier post or garage ramp.

Tuf-Tots were still listed in 1980 but, after the closure of Lone Star's Hatfield factory, some of the tooling was reused in the '90s to produce the short-lived 'Mokes' series of garishly coloured vehicles, supplied with stickers, mini-comic and a card game.

WORDS AND PHOTO: ANDREW RALSTON



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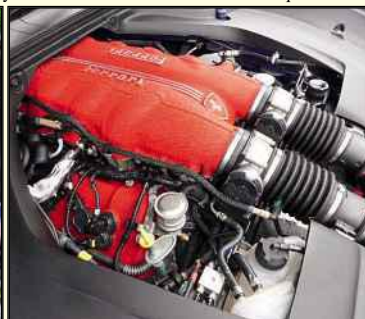
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1962 Jaguar E type 3.8 Semi-lightweight with current HTP papers until 2027. The body was built to this specification by Jaguar Racing Panels in the Spring of 2015 with all new panels and the car has since raced with the HSCC Jaguar Challenge and with the Aston Martin Owners Club and achieved a win in the wet in the Innes Ireland Trophy at Silverstone in 2016. It was the subject of a complete engine rebuild in 2017 together with complete refurbishment of the rear suspension and a new close ratio gearbox from Dennis Welch Motorsport. Now completely prepared for the 2018 Season and supplied with a spare set of wheels. A class winning car in the right hands and for sale for considerably less than the build cost. Please enquire £POA



2009 Ferrari California Spider finished in Tour de France Blue with biscuit hide interior. This is a beautiful example that has covered just over 37,000 miles and comes with Ferrari service history. The 4300cc engine produces 435 BHP and 358 lbs of torque and has a top speed of 193 mph. This cleverly designed coupe convertible is both versatile and practical for use in all weathers and the cockpit remains cosy with the roof open even at very high speeds. The specification includes Carbon ceramic brakes with yellow callipers, DVD navigation system with 6.5" screen, Bi-Xenon headlamps, front and rear parking sensors, Wing badges, alloy pedals, full Ferrari tool kit, climate control and a fully retractable electric roof. The car has had just 2 previous owners and has been well kept throughout and is competitively priced at £74,950



The Aston Martin AM Vantage was the first model produced by The new Aston Martin team after their purchase of the company from David Brown. Numerous improvements were made to the DBS6 on which the car was based, the most significant of these being the change in the frontal styling to incorporate single headlamps rather than the twin headlight set up used in the DBS. The car was produced during 1972/3 and only 70 of this model were made, thus making it a comparatively rare motor car. This matching numbers car is finished in Stronsay Silver with sumptuous deep burgundy hide interior and fitted with best quality matching Wilton carpet throughout. Prior to its sale to the last owner, the car was sourced by us in 2010 and was purchased as a car requiring complete restoration but having the benefit of having covered only 44,000 miles from new, backed up by the considerable number of mot certificates contained in the file. We then embarked on a full restoration programme and dismantled the car back to a shell prior to commencing the restoration of the chassis. During the restoration, nothing was left to chance and the body was stripped to bare metal and repainted to the highest quality. The engine was rebuilt and upgraded to 4.2 litres, taking the brake horsepower to beyond Vantage specification. The sluggish automatic transmission was replaced with a manual 5 speed T5 Tremac box with uprated clutch which has transformed the manner in which the car performs. In addition, this car was fitted with a Harvey Bailey Handling kit which included stiffer springs and shock absorbers and a thicker front anti roll bar, all of which improves the handling of the car. The car has a new electrical wiring loom, additional sound-proofing and was re-trimmed to the highest standard using best quality Connelly hides in Deep Burgundy. The restoration was completed over the winter of 2012/13 and was sold to a private collection in 2013. Since then the car has been beautifully kept and regularly serviced by a well respected Aston Specialist. In our view, this car will undoubtedly continue to appreciate and is currently competitively priced at £129,500



1998 Ferrari 355 GTS F1 finished in Rosso Corsa with Nero Hide with red stitching. This is a very pretty example of the marque that has covered a relatively high mileage of 89,000 but has always been well maintained and comes with a full maintenance record which includes all cam belt changes, the next of which is not due until 2019. Fitted with the GTS removable roof panel which stows behind the seats, air conditioning 5 spoke alloy wheels, paddleshift transmission and Ferrari wing badges. A new set of Pirelli P Zeros have only just been fitted and a new mot certificate was issued on the 12th of July 2017. The car will be supplied with the benefit of a 12 month warranty which is annually renewable. Sensibly priced at £65,000

**Also in stock: 1961 Aston Martin DB4 to full GT specification, 1961 Aston Martin DB4 in Wedgewood blue, 1962 Aston Martin Project 214 (Perfect tool room copy), 1964 Aston Martin DB5 currently being restored, 1987 Aston Martin V8 series V (very low mileage), 1997 Aston Martin V8 Coupe in Buckingham green.**

**All can be found by visiting our website at [www.runnymedemotorcompany.com](http://www.runnymedemotorcompany.com) or please call Martin Brewer for more details on any of our cars.**



# MARKET NEWS

BUYING + SELLING + ANALYSIS

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## 'Moderns' set the auction pace

*...but Battista Pininfarina's personal Ferrari outshines them all*

**LET'S JUST GET THIS SAID** at the outset: 2018 is not shaping up to replicate the glory days of long ago. Like, say, 2015. Great cars from the 1960s and 1970s are generally not the ones currently setting records. There's no shortage of great cars selling for great numbers, but the big sellers tend to be from the 1990s, 2000s and even last year, along with cars from the 1920s and 1930s.

Bonhams' sale, held at Le Grand Palais in Paris, lasted just over seven hours and made a total of €14,930,317. Of note was the 19-vehicle collection of the late Jacques Vander Stappen, all of which found new homes. Top-seller of the collection was a 1907 Minerva Type K limousine/torpedo convertible that sold for €603,750. Also noteworthy was the €701,500 paid for a 1926 Bentley 3 Litre Red Label Speed Model Tourer that Bonhams claims as a new world record for the model.

A day earlier, RM Sotheby's held its Paris sale at Place Vauban. Successful despite snowy weather, one lot that failed to sell was the catalogue cover car, a 1965 Iso Grifo A3/C formally owned by Jean-Philippe Smet, aka Johnny Hallyday. The top two sellers, which highlight the shift towards newer

cars, were a virtually new 2017 Bugatti Chiron that sold for €3,323,750, and a 2005 Maserati MC12 that made €2,001,875.

Artcurial's annual Rétromobile Salon two-day auction brought reported sales of €31,815,566, to which the 47-car Broual Collection contributed handsomely – it yielded three world record auction prices. The first was a handsome 1938 Bugatti Type 57C Atalante that sold for €2,903,200. A 97km (!) 2006 Ferrari FXX made €2,674,400, while a 1954 Maserati A6 GCS/53 Spider by Fiantri & Malagoli traded hands for €2,445,600.

Scottsdale, Arizona, and Kissimmee, Florida, are the two centres of attention for North American collector cars in January, and this year it looked good for the 'everyman' classics, and possibly not so much for the cars that sell for over, say, \$250,000. As usual, however, exceptions abounded.

In Kissimmee, Mecum's sale totalled way north of \$90 million, with over 3000 cars on offer. Top-seller was another modern, a 2015 Ferrari LaFerrari, from the Michael Fux collection, which brought \$3,410,000. Fux's 150-mile Ferrari F12tdf made \$1,320,000 with commissions.

## TOP 10 PRICES JANUARY 2018

**£5,836,000 (\$8,085,000)**

**1965 Ferrari 275 GTB Speciale**

Gooding & Co, Scottsdale, USA. 19-20 January

**£3,722,500 (\$5,170,000)**

**1958 Porsche 550A Spyder**

Bonhams, Scottsdale, USA

18 January

**£3,216,000 (\$4,455,000)**

**1954 Ferrari Mondial Spider Series 1**

Gooding & Co, Scottsdale, USA. 19-20 January

**£2,938,000 (\$4,070,000)**

**1931 Bugatti Type 55 Roadster**

Gooding & Co, Scottsdale, USA. 19-20 January

**£2,514,500 (\$3,410,000)**

**2015 Ferrari LaFerrari**

Mecum, Kissimmee, USA

5-14 January

**£2,122,000 (\$2,947,000)**

**1966 Shelby Cobra 427**

**Semi-Competition**

RM Sotheby's, Phoenix, USA

18-19 January

**£1,901,000 (\$2,640,000)**

**1972 Ferrari Daytona Spider**

Bonhams, Scottsdale, USA

18 January

**£1,826,500 (\$2,530,000)**

**1967 Ferrari 330 GTS**

Gooding & Co, Scottsdale, USA. 19-20 January

**£1,821,500 (\$2,500,000)**

**2017 Ford GT**

Barrett-Jackson, Scottsdale, USA. 13-21 January

**£1,508,500 (\$2,090,000)**

**2014 Pagani Huayra Coupé**

Gooding & Co, Scottsdale, USA. 19-20 January



As expected, the top-selling auction house was Scottsdale-based Barrett-Jackson. Its nearly all no-reserve, star-studded sale totalled just over \$113,850,000, its second highest total ever.

Barrett's top three sellers were moderns. A 2017 Ford GT Coupe made \$2,500,000 for charity, a low-mileage 2015 Porsche 918 Spyder sold for \$1,430,000, while another charity lot, a 2018 Corvette Carbon 65 Edition, sold for \$1,400,000.

Gooding & Company finished this year's Scottsdale auction at \$49,200,000, compared with last year's total sales of \$33,300,000. The company's top-seller was also the best lot of the entire week: lot 134, a 1965 Ferrari 275 GTB Speciale, the personal car of Battista Pininfarina, which sold for \$8,085,000, in the low range of the pre-auction estimate. This Ferrari with its documented history and provenance was said to be sold at auction for the first time. This is significant because this prized Ferrari was held in private hands for the past 25 years and its owner was said to have resisted all attempts to acquire it over that time by many collectors. The number two top-seller was also a Ferrari, a 1954 Ferrari 500 Mondial Series 1, one of only 14 Pinin Farina-bodied Mondial Spiders built, that sold for \$4,455,000.

RM Sotheby's showing this year in Arizona netted \$36,000,000 versus last year's sales of \$53,700,000, the decline possibly the result of the docket lacking some of the high-dollar big-ticket vehicles from years past. RM Sotheby's top-seller was an expertly restored 1966 Shelby Cobra 427 S/C Roadster that changed garages for \$2,947,500, comfortably clearing its pre-sale high estimate. A 1948 Tucker 48 Torpedo offered from a private collection, and the former personal car of Preston Tucker, brought \$1,792,000.

Bonhams' sales in Arizona were also considerably down on last year's – \$25,200,000 compared with \$36,300,000 in 2017. At least Bonhams did have a racing-pedigree Porsche as its top-seller. Lot 44, a

## 'FOR 25 YEARS THE OWNER OF THE FERRARI 275 GTB SPECIALE HAD RESISTED ALL ATTEMPTS TO BUY IT'

1958 Porsche 550A Spyder, documented in the catalogue as retaining its original engine, sold for \$5,170,000. The Spyder massively eclipsed Bonhams' second-placed sale, a 1972 Ferrari 365 GTS/4 Daytona Spider, that sold at \$2,640,000.

If things were tough for some of the big players, spare a thought for those lower down the pecking order at Scottsdale. Russo and Steele had 646 lots on offer and sold 415 of them, for a total just shy of \$16 million. The average sale price of \$38,197 is indicative of the hard work involved.

Worldwide Auctions was in Arizona for only its second ever Scottsdale sale. Its total was a modest \$6,100,00. Of particular interest was the car that didn't sell, a 1939 Mercedes-Benz 770K Grosser built for, and used by, German tyrant Adolf Hitler. Rumour was that a \$7 million bid was refused by the private owner.

Silver can take some solace from the fact that its Scottsdale auction results were similar to last year's – total sales of \$3,200,000. But as that represents only a 50% sell-through rate, we don't predict the celebrations will be too wild.

The first two months of the year have been busy on the auction front. There is no longer a feast or famine cycle to collector car auctions, as the action in these latter teen years of the 21st century tends to be non-stop.

**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 PICKS



### Gooding and Company, Scottsdale, USA

This 1963 VW Karmann Ghia was billed as a 'starter classic' but \$37,400 seemed strong money for what was only a driver. We hope its Californian roots have kept the rust at bay.



### Russo and Steele, Scottsdale, USA

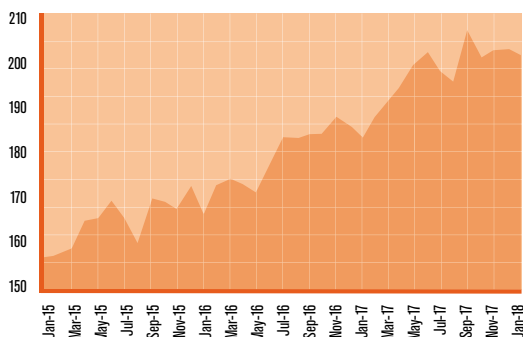
A great entry-level classic at \$6600, this 1987 Toyota MR2 is a clean but by no means perfect example. Very low miles – just 35,000 – and a good colour help its case.



### RM Sotheby's, Paris, France

One of only 37 Maserati Mistral Spiders built with a 4-litre in-line six. Rare to see even when new, this 1967 example was freshly repainted in Oro (gold) with white leather and deserved to make €736,250.

## HAGI MERCEDES-BENZ CLASSIC INDEX



MONTH/YEAR  
Vertical axis is based on a benchmark of 100 set at 31 December 2011.  
The HAGI MBI charts the prices of key collectable Mercedes-Benzes.

**SINCE PEAKING AT 206.55** at the end of September, the MBI has dropped to 200.8, positioning the index at the end of January 2018 back where it was at the close of June 2017.

Most other HAGI indices also peaked around the third quarter of 2017 before dropping off. The difference here is that while all other sectors are ahead of their position back in June, the MBI is not. That may be seen as a reaction to strong relative growth within the MBI against a backdrop of overall reduced growth rates throughout the rest of the market going back several years.

There are two interlinked factors at play. The composition of the MBI is broader than that of any other HAGI marque index, including lower-value and younger cars produced in higher volumes; this in part is as a result of the fact that Mercedes has a

broader product portfolio than any other marque, with prestige sports cars, saloons and even limousines. Among its cars are a host of so-called 'emerging classics' and 'youngtimers' that have come on stream in the collectibles sphere.

These have made a significant contribution to the MBI's year-on-year growth of 9.63%, which compares with year-on-year growth of no more than 2.01% elsewhere – and indeed Porsche is down 3.07% over that period.

In simple terms: from a lower baseline price many of Mercedes' younger, higher-production models have delivered impressive percentage growth that may be regarded as a little pacey, and it's no surprise there's been a check on that.

Visit [historicautogroup.com](http://historicautogroup.com) for further market analysis.

**Dave Selby**



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## 1960 Aston Martin DB4 GT Zagato Spec.

FAS 302 is a correct and original right-hand drive DB4 restored to GT Zagato specification by some of the best names in the business. In addition the owner enlisted the help of Stephen Archer, author of the Palawan Zagato book to get the details right. Offered for sale as a capable road registered sports car and with current race provenance and FIA papers



PHOTO: MARK LACEY

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ERIK FULLER



# And then there was one

*RM Sotheby's, Amelia Island, USA 10 March*

**WHO COULD POSSIBLY** know how many important cars were lost back in the days when no one seemed to care? The fact that this Maserati was very nearly among them suggests that the number of similar rarities consigned to the scrapyard must have been too large to contemplate.

At first glance, it's easy to imagine you've seen a car like this before. But it's highly unlikely, because it's thought to be the sole survivor of just two Maserati 3500GT Speciales bodied by Pietro Frua, the Italian coachbuilder most readily linked with the Trident marque as designer of the Quattroporte and Mistral.

The car was originally delivered to Lugano Maserati dealer Martinelli and Sonvico before being sold to its first owner almost

200 miles away in Bern, the Swiss capital. There it likely served as a prestigious 'gentleman's express' before somehow ending up in Chicago during the following 15 years – minus both its engine and its delicately-curved rear window.

The saviour of the car was probably Concorso Italiano founder Frank Mandarano who owned it through most of the 1980s, but it was Maserati collector John Bookout who properly researched the Speciale's history after acquiring it in 1996. Having established its significance, he embarked on a full rebuild that was completed a decade or so ago by the next owner, the marque enthusiast and restorer Keith Duly.

Returning the car to its former glory involved fitting a period-correct, fully rebuilt

3500GT engine and ensuring that every one of the small signatures that mark it out as a Frua creation were present and correct. Note, for example, the special headlamp bezels, the beautifully slim bumpers and the tiny Trident badges positioned discreetly above the rear quarterlights.

Superbly applied Azzurro Metallizzato paintwork, complemented by rich upholstery in tan leather and carpeting in grey, completed a car of a standard sufficiently high to win concours awards for the present owner at both Amelia Island and Greenwich.

The fate of its only sibling is unknown, but it's assumed to have turned to dust long ago. Unless, of course, any *Octane* reader knows better. Please tell us if you do.

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

## ALSO LOOK OUT FOR...



These days rural folk are accustomed to seeing huge, sophisticated tractors roaring along country roads, but in 1938 in backwater USA, even the notion of a windscreen suggested that you were somehow less of a man.

That didn't deter Minneapolis-Moline from launching the UDLX Comfortractor, the farm machine you could hose down and cruise into town on the weekend. Not only could the Comfortractor shield its

occupant from seasonal nastiness with a fully enclosed cab, its bonnet, car-like grille, headlights, front and rear wings, and chromed front bumper were intended to disguise its weekday function when you were parked up outside the milk bar on a Saturday night.

And such luxury inside! A heater, radio, cigarette lighter, gauges, and even a clock in the rear-view mirror. Truly, a farmer's fantasy.

Only it wasn't. Though quick for

a tractor, it was fearsomely noisy. And hot, even with the three-piece windscreen opened. It had no suspension. Or much in the way of brakes. It was way too flash for hardy sons of the soil, and at \$1900 laughably expensive: a contemporary sedan was little more than 700 bucks.

Mecum is selling this fully restored example at its Davenport, USA, sale during 5-7 April, where its novelty may win it a new owner.





### TT FOR TWO

**Historics at Brooklands, Ascot, UK. 3 March**

Few would argue that the once radical-looking Audi TT deserves a place in the modern classics hall of fame. But finding a really good, low-mileage, first-generation example is increasingly difficult, so this 2002 car with 30,500 miles on the clock, the desirable 3.2-litre engine, four-wheel drive and Audi's first DSG gearbox deserves to make its £7000-11,000 estimate. [historics.co.uk](http://historics.co.uk)



### DRIVE LIKE CLIVE

**H&H, Bickenhill, UK. 4 March**

Over 30 years ago *Octane's* man drove one of the first Sinclair C5s around several towns in England's north-east for 'promotional' purposes, and he's still shaking from the fear. Those who share Clive Sinclair's '80s vision for the future of personalised transport might like this unused example, 'complete with original cardboard box' at an estimate of £1000-1200. [handh.co.uk](http://handh.co.uk)



### AMAZON GRACE

**DVCA, Dorchester, UK. 8 March**

Bert Unicombe bought this Volvo 121 new in 1964 for £841 18s 6d, sold it to his son Barry nine years later for £300 – and it has remained in the family ever since, winning the Volvo National Concours award no fewer than eight times. The cork from its first bottle of champagne is still in the ashtray. Could there be a better Amazon, even at £16,000-18,000? [dvca.co.uk](http://dvca.co.uk)

## Connaughty but nice

*Bonhams, Goodwood, UK. 18 March*

**THE ORIGINAL CONNAUGHT** marque survived for barely a decade, but it made an indelible impression on motor sport thanks to its 1950s Formula 1 and 2 machines and the roadgoing sports cars that went before – such as this L2.

The 1949 example was originally owned by Ken Downing, a wealthy 'gentleman driver' who achieved no fewer than 15 victories in this car during 1951 with a 1.5-litre engine, leading to the development of the cycle-wing Connaught racers.

Owned by Kathleen Gibson from 1955, the L2 ended up at celebrated racer Archie Scott Brown's Cambridge garage, from where it was bought by the vendor's uncle who shipped it to Canada in '71.

On return to the UK a decade ago the L2 was thoroughly restored and the cracked block of its non-original, 2.5-litre Lea-Francis engine repaired after the effects of freezing Canadian winters.

The Connaught retains its patina around the dashboard and engine bay, and a bit of spirited use should give the new paintwork and upholstery a similarly mellowed look. That's what this car cries out for: it's robust and versatile enough to be both a fun road car and competitive in Historic events.

You could hardly go wrong at the £50,000-60,000 pre-sale estimate; in 2016, H&H sold a similarly storied example for £84,375.

**[bonhams.com](http://bonhams.com)**



## AUCTION DATES

### 3 March

Historics at Brooklands  
Ascot, UK

### 4 March

Essex Classic Car Auctions  
Tolleshunt Knight, UK

### 4 March

H&H, Bickenhill, UK

### 7 March

Brightwells, Leominster, UK

### 8 March

DVCA, Dorchester, UK

### 8 March

Bonhams, Amelia Island, USA

### 9 March

Gooding & Co  
Amelia Island, USA

### 9-10 March

Hollywood Wheels  
Amelia Island, USA

### 10 March

RM Sotheby's  
Amelia Island, USA

### 10 March

Motostalgia, Amelia Island, USA

### 12 March

Shannons, Sydney, Australia

### 16-17 March

Mecum, Kansas City, USA

### 17 March

Mathewsons  
Thornton-le-Dale, UK

### 18 March

Bonhams, Goodwood, UK

### 21 March

H&H, Duxford, UK

### 24 March

Coys, Essen, Germany

### 24 March

Osenat, Fontainebleau, France

### 24-25 March

Classic Car Auctions  
Birmingham, UK

### 25 March

Leclere, Avignon, France

### 5-7 April

Mecum, Houston, USA

### 6-7 April

RM Sotheby's  
Fort Lauderdale, USA

### 7 April

Dan Kruse Classics  
San Antonio, USA

### 8 April

Artcurial, Paris, France

### 8 April

Stanislas Machoir, Monastrol-  
la-Conseillère, France

### 11 April

Brightwells, Bicester, UK

### 11 April

Charterhouse  
Shepton Mallett, UK



# 1970 Ford Torino King Cobra

*\$459,900. RK Motors, Charlotte, USA*

**LOOKING FOR SOMETHING** that stands out from the crowd? If so, this remarkable Ford Torino 'King Cobra' should do the trick – all 17ft 6in of it. It's one of two aerodynamic prototypes penned by legendary designer Larry Shinoda to contest the so-called 'aero wars' then being played out between Ford and Chrysler on the NASCAR circuits.

Before the Torino King Cobra ever slithered onto the track, however, Lee Iacocca took over from Bunkie Knudsen as president of Ford and promptly slashed the racing budget, rendering the two prototypes redundant and condemning them to an ignominious life as runabouts around the vast Dearborn plant.

In 1971, however, NASCAR team owner and race-car builder Bud Moore spotted the pair while visiting the facility to collect a fleet of Mustangs for use in forthcoming Sports Car Club of America events. Recognising their significance, he agreed to buy them both for a mere \$1200. One, originally painted yellow, was sold by Moore to a police officer and is now on show at a muscle car museum in Tennessee. The car on offer at RK Motors was found some years later in a South Carolina field.

In decidedly poor condition, it was resurrected by Ford fanatics Steve Danielle and Dennis Roy. They researched its history and painstakingly restored it to near-original condition, discovering its vibrant vermillion paintwork beneath a coat of non-factory blue along the way.

Now looking as good as new, this stillborn racer represents a significant piece of Ford competition history, albeit one that isn't, perhaps, quite as 'trick' as it looks. It might be fitted with a high-performance, 429ci hemi-head engine, but the car is virtually stock Torino under the skin and has been rebuilt to be a usable and comfortable roadgoing muscle car, complete with front and rear bench seats, black carpets, wood-grained door panel inserts and a radio.

However, to remind the new owner of the King Cobra's competition roots, the inside of the boot lid is signed by Ford racing historian and Bud Moore biographer John Craft, as well as by two former NASCAR drivers.

One question remains. Would anyone dare to take it on at the traffic lights?

**rkmotors.com**



**1960 Abarth 850 Record Monza Bialbero. €155,000**

Raced by Fiat Canada and two later owners, this tiny Zagato-bodied jewel was stored from 1964 to the late '80s, then repainted and engine rebuilt. Original spares included.

**vsoc.nl**



**1940 Lancia Aprilia. €46,900**

The curvy Aprilia was one of the first cars to have been shaped in a wind tunnel. This one, restored in 2012, won the gruelling Winter Marathon in 2015, without harm to the silver paint and red leather cabin.

**auto-class.net (IT)**



**1955 Bristol 405 Drophead Coupé. AUS \$299,990**

This 405 drophead is one of only 47 built by Bristol and the only one in Australia today. With a body-off restoration six years ago, it is now nicely 'settled' and ready for use.

**johnconroy.com.au**



**1960 BMW 700 Coupé €15,000**

Sold new in Portugal 58 years ago, this BMW has survived in an amazingly unrestored state, with just a few touch-ups to its factory paint and just over 40,000 recorded miles.

**trocasautomoveis.com (PT)**



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£POA



2011 PORSCHE 997 GT3 RS 4.0 LTR  
11,000 MILES - £325,000



1973 FERRARI 365 GTB/4 DAYTONA  
38,000 MILES - £699,950



1997 AC COBRA MK IV SHORT  
NOSE 11,000 MILES - £134,950



1969 JAGUAR E-TYPE SII ROADSTER  
4.2LHD CONCOURS - £124,950



2005/55 FERRARI F430 SPIDER  
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ASTON PARROTT

# Audi RS2 Avant

*With Porsche's help, the maddest, baddest estate was born*

**WE'RE SPOILED** for choice when it comes to fast estates these days. We could spend hours discussing the latest AMG, Alpina or even the excellent Volkswagen Golf R estate. Eventually, the conversation will circle back to Audis. It's a niche that the company has made its own, and it's all thanks to the ballistic RS2 Avant of 1994/95.

Based on the 80-derived S2, the first RS Audi was actually the result of a partnership with Porsche. Shells were shipped from Ingolstadt to the Rossle-Bau plant in Zuffenhausen, where Porsche engineers worked their magic. First, the regular 2.2-litre, 20-valve five-cylinder engine received a bigger KKK turbo – running at higher boost – along with high-lift camshafts, a new intercooler, bigger exhaust and high-flow fuel injectors. The result? A staggering 315bhp and 302lb ft.

The engine remains flexible at low rpm but the boost comes in with a kick, accompanied by the off-beat five-cylinder thrum reminiscent of those rally cars. Combined with the quattro four-wheel drive system, it could out-accelerate a McLaren F1 to 30mph and being built by Porsche meant that it wasn't subject to the normal 155mph 'gentlemen's agreement', topping out at 163mph.

A wide-mouthed front bumper, dished Porsche wheels and bright red brake calipers from the 968 Club Sport make it abundantly clear that this Audi means serious business. The full-length red tail lamp strip, colour-coded side strips and Porsche

door mirrors differentiate further from the regular S2. The blue Alcantara trim on some cars is an acquired taste, but more subtle options were available. Five exterior paint colours were offered in the UK, but RS Blue is the signature.

Bespoke 245/40 Dunlop tyres, thicker anti-roll bars and slightly firmed-up springs and dampers completed the package. Just like the original Quattro rally cars, the RS2 is slightly hampered by the nose-heavy weight distribution inherent to all Audis of the time, but Porsche did a good job of getting the balance just right. The dead-feeling steering came in for criticism but, thanks to the mighty traction and unflappable high-speed stability, a well-driven RS2 could still cover ground quicker than most sports cars. And it could do it all day, every day, in all weathers. It was popular with robbers looking to make quick getaways, too.

Thanks to the £45,705 base price in the UK, only 180-odd right-hand-drive examples were sold between 1994 and 1995, with production totalling 2891. It's no bargain today either. There are more exciting and driver-focused machines out there for the money, but there's something alluring about this legendary wagon. Being the first car to wear Audi's RennSport badge makes it an increasingly important piece of history. Above all else, though, the RS2 managed to recapture some of the original Quattro's magic, something very few Audis since have managed.

**Matthew Hayward**

## THE LOWDOWN

### WHAT TO PAY

Values briefly dipped below £10,000 in the mid-2000s, but demand for the RS2 has always outstripped supply. At the moment, £25,000 is the entry point and that will only get you a high-mileage, left-hand-drive example.

Anything sub-100k miles is considered super-low mileage these days, and you can expect to pay upwards of £40,000 for one of those. Right-hand-drive cars, of which only 180 came to the UK, carry a fair premium.

### LOOK OUT FOR...

Make sure you are looking at a genuine RS2 with an 'ARGE' chassis plate. Many of the mechanicals are shared with the regular S2, but parts for these are also scarce and expensive. Anything unique to the RS2 will be even more so.

Engines are extremely tough, and will happily take more power. Transmissions can wear out though – especially if the car has been abused.

Most cars have covered more than 100,000 miles – it comes with the territory – so the quality and regularity of maintenance is key.



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## **1972 FERRARI 246 GT DINO 'E SERIES'**

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Ferrari Classiche certificate, Massini Report  
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One of 120 examples ever built  
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**1962 OSCA 1600GT Zagato** - One of 27 surviving, delivered new in Japan. 5,857 original kilometres. Asking \$750k.  
**1973 Porsche 911RS 2.7 Touring** - Grand Prix white, restored by Jack Molinier, Porsche Certificate of Authenticity. Asking \$650k.  
**1996 Ferrari F512M** - 657 original kilometres from new, only F512M to be delivered in Azzurro Hyperion. Classiche. Asking \$500k.  
**1981 Ferrari 512BB** - Delivered new in the Netherlands. Matching colours and numbers, fully restored. Asking \$400k.  
**2006 Ferrari 575 Superamerica** - One of 559 produced, stunning black on red, 8,000 kilometres from new. Asking \$400k.  
**2010 Lamborghini Murcielago SV** - One of 350 built, last of the Bizzarrini V12's. Just under 9,000km. Fresh service. Asking \$400k.  
**1967 Ferrari 330 P4 by Norwood** - Aluminium body, billet engine with Testarossa heads, cast Campagnolo wheels. Asking \$350k.  
**1971 Maserati Ghibli 4.9 SS** - Azzurro Celeste, fully restored in the USA. Sold new in France. Maserati Classiche. Asking \$350k.



## *tomini classics*

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### 1963 Jaguar E-Type Low Drag

POA

A beautiful E-type Low Drag completely recommissioned for the 2017 race season. Ready to go!



### 1983 Lynx Eventer

POA

Remarkably low mileage example in time-warp condition. Just 5,027 Miles from New. 1 previous owner. Number plate 'XJ V12' included.



### 1956 Jaguar XK140 FHC

£120,000

Finished in Jaguar British Racing Green, this XK140 is fitted with a full roll cage, competition bucket seats and comprehensive race preparation.



### 1949 - Early alloy XK120

POA

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### 1965 Jaguar E-type 4.2 RHD

£160,000

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### 1981 C-Type Tool-Room Copy

POA

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JAGUAR XK120 OTS 3.4 ALLOY BODY, 1951  
Sage Green metallic with Dark Green hide  
150 miles since full restoration



BENTLEY R-TYPE DROP HEAD COUPE, BY PARK WARD,  
1955. Royal Blue with Grey hide  
Massive history file



JAGUAR E-TYPE 4.2 E-TYPE FHC, 1965  
Opalescent Silver Blue with Beige hide, 10,513 miles from new  
Possibly the lowest mileage E-Type in existence?



FERRARI 575 SUPERAMERICA, FI, LHD, 2005  
Grigio Silverstone metallic with Nero leather  
1,500 miles only, 1 of just 559 cars



ASTON MARTIN VANTAGE VOLANTE X-PACK, MANUAL,  
1989. Balmoral Green metallic with Parchment hide, green piped  
15,245 miles, 1 of just 79 cars



PORSCHE 997 GT3 CLUBSPORT, 2010  
Guards Red with Black Clubsport interior  
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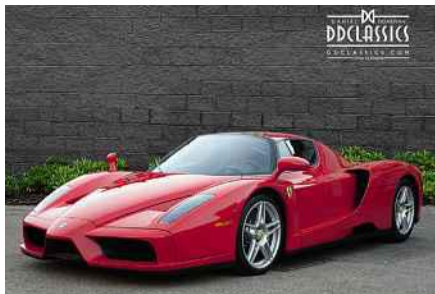
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**2011 PORSCHE 911 (997) GT2 RS**

We believe this to be 1 of 50 RHD cars, ASK Sound package, lightweight battery, PCM with satellite navigation and phone modules, carbon front wing, full harness for driver and passenger, full service history, 14,569 miles **£P0A**



**2005 FERRARI 575 SUPERAMERICA (LHD)**

**£P0A**

Rosso Corsa with Nero leather interior, HTC handling package, daytona style seats, Scuderia shields, satellite navigation, 19" alloy wheels, yellow rev counter, 7,644km



**2016 FERRARI 488 GTB**

**£239,950**

Rosso Corsa with Nero leather interior, 1 owner from new, carbon fibre driving zone and LED's, large goldrake racing seats, suspension lifter, carbon fibre front spoiler, del miles



**2011 ROLLS ROYCE PHANTOM COUPE**

**£179,950**

Carbon Black with Cornsilk leather interior. Starlight headlining, dark Wenge wood veneer, Ipod integration, camera system, battery conditioner, 21" polished alloys, 7,463 miles



**2008 MERCEDES SL63 AMG**

**£44,950**

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MATCHING NUMBERS



**ASTON MARTIN DB4 S4**  
TOTAL PROFESSIONAL RESTORATION BY  
MARQUE SPECIALIST  
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SPECIFICATION



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SS VANTAGE**  
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OF WHICH 14 WERE CONSTRUCTED TO  
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SS VANTAGE**  
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SUBJECT TO A TOTAL PROFESSIONAL  
BODY-OFF RESTORATION



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LHD**  
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FULL HISTORY



**ASTON MARTIN DB6 MKI  
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GRIGIO/BLACK INTERIOR



**FERRARI 275 GTS**  
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Stunning colours, 11,600m from new, recently serviced & tyres replaced. Complete with its original owners manual/ service booklet, spare key, speed key, PDA & battery conditioner..... **£POA**



### 1963 FERRARI 250 GT LUSSO

Original colours, matching-numbers, fresh from a complete nut-&-bolt restoration by leading marque specialists Bob Houghton Ltd, an exceptional example ..... **£POA**



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..... **£495,000**



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### 2016 PORSCHE 991 GT3 RS

Bucket seats, leather & alcantara interior, silver stitching, PCM, sport chrono, phone, ceramic brakes, front axle lift, total spec, delivery miles from new..... **£209,950**



### 2015 PORSCHE 991 GT3 RS

Bucket seats, leather & alcantara interior, lava orange stitching, PCM, sport chrono, phone, ceramic brakes, front axle lift, painted cage, total spec, 3,100m with 1 owner from new..... **£192,950**



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Nero Daytona with Nero Alcantara and Rosso Tessuto 3D Fabric and Contrast Stitching. 4,000 miles..... **£334,950**



**PORSCHE 911 (991.2) GT3 4.0 MANUAL**  
Guards Red with Full Black Leather and Alcantara. **Available Today!**

Year	2017(67)
Mileage	300 miles
Transmission	Manual

**£179,950**



**MERCEDES-BENZ SLS AMG 6.2**  
Designo Mystic White 2 with Single Tone Designo Exclusive Classic Red Leather.

Year	2011(61)
Mileage	7000 miles
Transmission	Auto

**£179,950**



**MERCEDES-BENZ AMG GT R**  
AMG Green Hell Magno with Black Nappa Leather and Alcantara with Grey Stitching.

Year	2017(67)
Mileage	1,300 miles
Transmission	Auto

**£176,950**



**BENTLEY CONTINENTAL GT 4.0 V8 'S' MULLINER**  
Extreme Silver Pearlescent with Linen and Beluga Hide.

Year	2015(65)
Mileage	15,000 miles
Transmission	Auto

**£99,950**

**13/62 ASTON MARTIN VANQUISH** Lightning Silver with Obsidian Black Quilted Hide and Galena Silver Stitching. 7,800 miles..... **£117,950**

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## A SELECTION OF OUR CURRENT STOCK:



### 1965 ASTON MARTIN DB5 (EX ROBERT PLANT)

**£POA**

Chassis '1744/R' was built in 1965 and found its way to Led Zeppelin singer Robert Plant's ownership in the early 1970s. Plant, owned the car until summer 1986 when it was sold to father-and-son collectors also based in the West Midlands. Shortly afterwards the DB5 was entrusted to Aston Martin agents Chapman Spooner for a restoration that resulted in its current, exemplary condition. Entered in a number of AMOC and local concours during the 1980s, the car remained in the same ownership until 2008 when it was purchased by the current owner from ourselves. Used very sparingly and kept in a controlled environment since 2008, '1744/R' has been regularly maintained by local and respected Aston Martin specialists. Mechanically excellent, with only the lightest signs of use, this iconic car can most accurately be described as having received, a Whole Lotta Love...



1990 Aston Martin Virage

£95,000



1960 Aston Martin DB4 Series II

£535,000



1996 Aston Martin V8 Coupe

£120,000



1984 Aston Martin V8 Vantage (LHD)

£399,950



1988 Aston Martin V8 Efi

£165,000



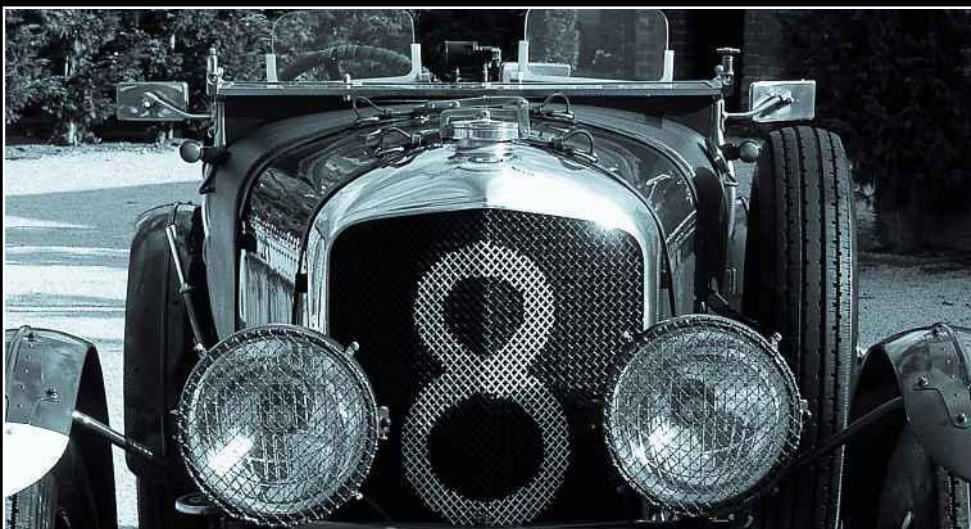
1987 Aston Martin V8 Vantage Zagato

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**£POA**

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**£695,000**

Blue over Blue, 1 of 140 Volantes, Series 1 in Preserved Condition, Manual, RHD

**1968 Aston Martin DB6**



**£247,500**

Silver over Red, Rebuilt Engine and Light Reconditioning, 2 Owners for the last 45 years, Manual, RHD

**1965 Aston Martin DB5**



**£POA**

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**1976 Ferrari 308 GTB**



**£159,950**

Rosso over Nero, Rare Vetroresina Dry Sump, Immaculate with a Comprehensive History, 45k m, RHD

**1964 Ferrari 330 GT 2+2**



**£195,000**

Rosso over Nero, Preserved and Original, European, Last Owner for over 30 years, 109 k km, LHD

**1973 Ferrari 246GT Dino**



**£274,950**

Rosso Chiaro over Nero, E Series, Light Restoration, Full History and Complete, 33,000 Miles, RHD

**1976 Ferrari 512 BB**



**£272,500**

Rosso Corsa over Crema, LM Engine Spec, London Motorshow Car, Last Owner 27 years, 37,500 Miles, RHD

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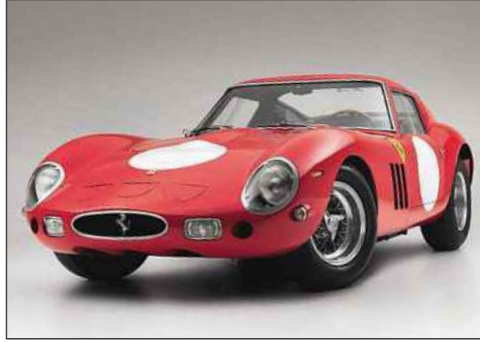
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**Ferrari F40** : 40,000km, excellent condition, full history

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**Jaguar E-Type 3.8** : Concourse restoration, black on red interior, full report available

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**Porsche 964 RS** : 21,000km, silver, excellent condition, fully serviced

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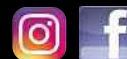
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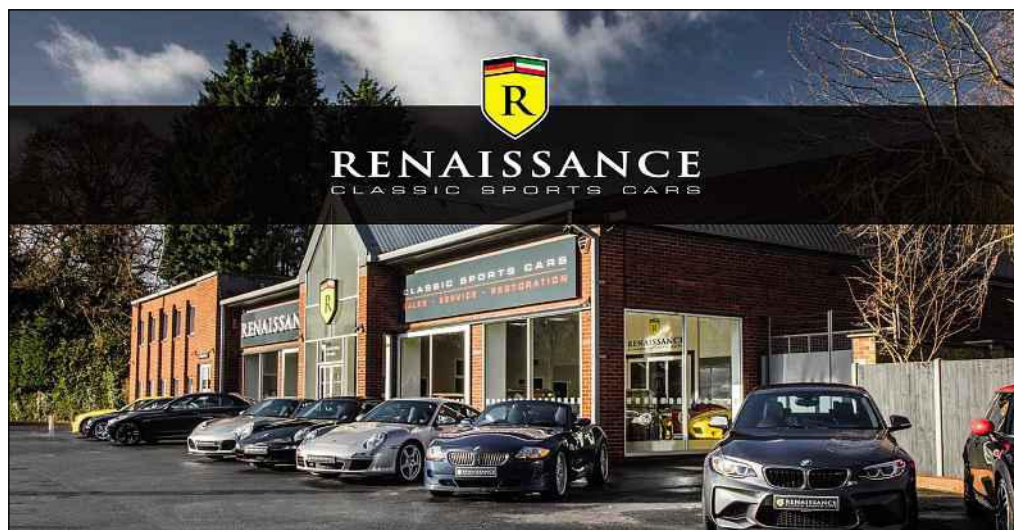
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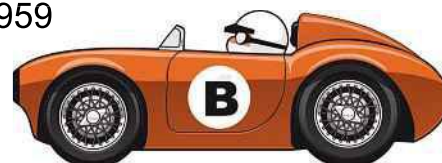


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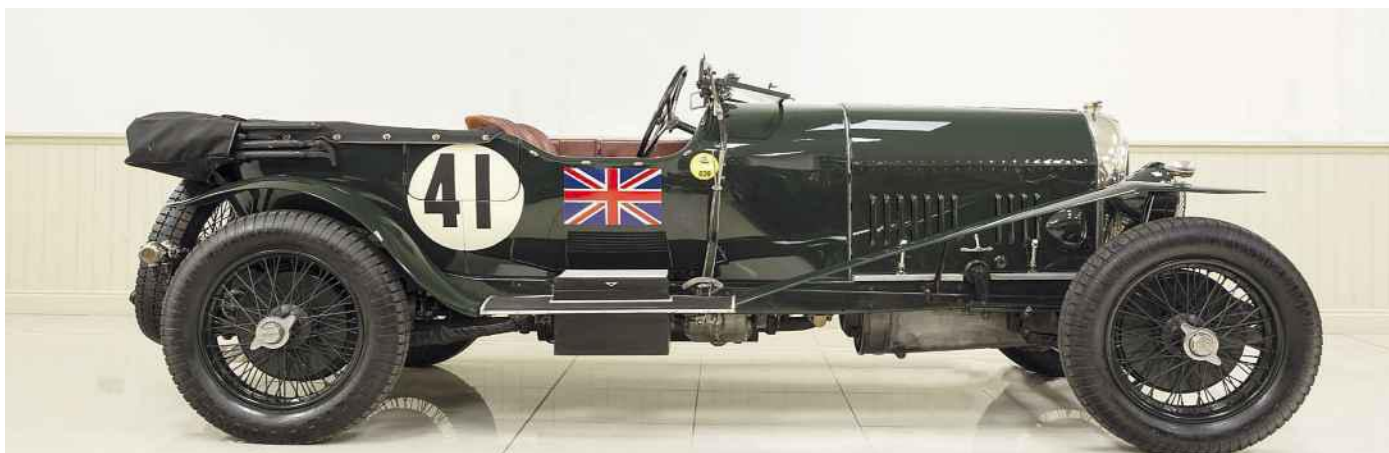


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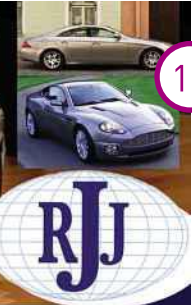


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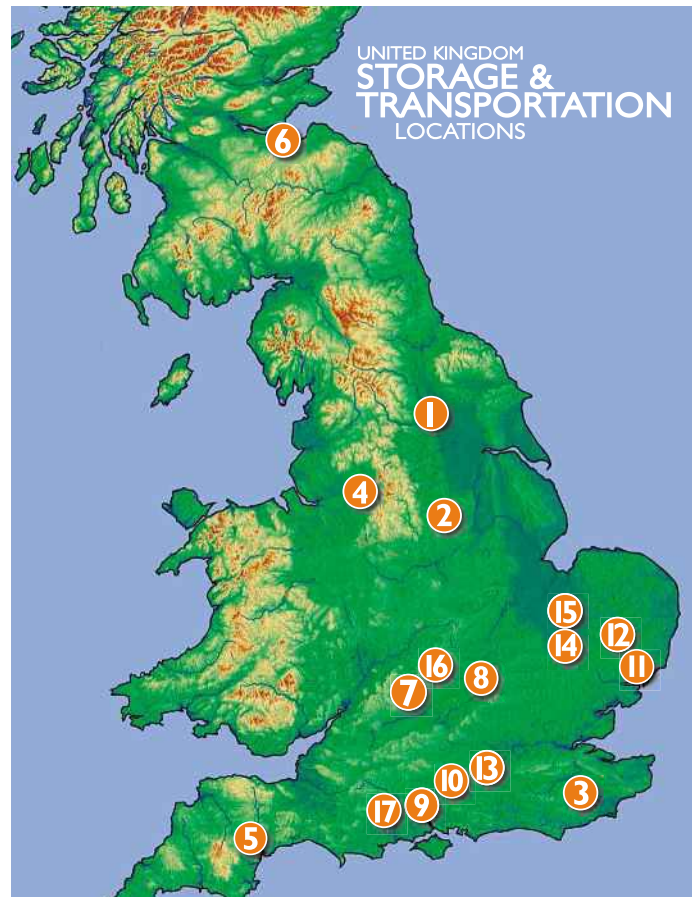
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## DANIEL GEOGHEGAN

*The MD of Bicester Heritage explains how he is literally living the dream*

**I GREW UP** in an old-car kind of family – Dad was an Alvis specialist, and owned a quaint country garage in Wales with an orchard full of classics he'd taken in part-exchange – but most of my professional career has been spent in London's West End, helping new businesses. I've always loved starting a business from scratch. When I was about 13 or 14, I bought the exclusive rights to sell Alvis mascots that were made by the original company, Louis Lejeune.

That led to bartering in other old car parts and eventually to trading in classic cars, the income from which put me through university. I remember selling a Lagonda V12 drophead and I would regularly deliver cars to Continental customers from UK restorers. One of my earliest contacts was a Dutchman called Bob Meijer, who now sits on the Board of Bicester Heritage, and with whom I share a number of cars, including the Riley MPH pictured here.

Bicester Heritage came about as the result of a conversation I had with a chartered surveyor friend and fellow Alvis owner called Robert

## 'BICESTER HERITAGE OCCUPIES MAYBE FIVE PERCENT OF THE AIRFIELD SITE, SO THERE'S PLENTY OF ROOM'

Britcher. He sent me the particulars about this ex-RAF bomber station that was for sale, and by Easter 2013 I had given up my job and collected a box of keys for the site – 300 sets of them! *Octane* helped by running a major feature about us in the early days [issue 134] and then the Benedict Cumberbatch movie *The Imitation Game* was filmed here and gave us a further boost. We've come a long way in almost five years but there's a lot more to do. At about 15 acres, Bicester Heritage occupies maybe five percent of the total airfield, so there's plenty of room, even with the airfield kept operational – there's lots of brownfield land outside the two-mile perimeter track.

By Easter this year we'll have 40 classic car specialists on site, and there's a waiting list for further occupancy, so the heritage side is already well in hand. But Bicester Heritage's mission statement is to provide an automotive destination for past, present and future – so we have plans for a hotel, exhibition space in the hangars, and an OEM-backed brand centre with 'motor lodges', the idea being that collectors can keep their cars here and live above the shop, so to speak, when they're visiting.

I myself live across the road in the former RAF married quarters with my wife Victoria and six-month-old daughter. I get up at 7am to sort out breakfast and I'm in the office by 8-8.30am. I'm almost always to be found somewhere on site: we have a six-person team in the office, but as a growing company we're always playing catch-up in terms of resources, so it's a constant challenge. First job is to check what's happened overnight on social media, after which about a third of my time will be spent liaising with our on-site team, with the remainder split between dealing with planning issues, talking with contractors, maintaining relationships with investors and so on. As you can imagine, I have a lot of meetings.

We have an office dog called Biggles, and it's been interesting to watch the progression as Bicester has developed: at first the specialists brought their 'toys' here – the cars – and then they started bringing their dogs, and since 2013 we've had four babies born to tenants! Biggles is always keen for exercise, and I have a walk around the site every day to check that people are happy and find out if there's anything we can do to help. Lunch is usually a sandwich at the recently opened café that's adjacent to Auto Wax Works' vehicle detailing workshop. There's a window through which you can watch cars being prepped while you tuck into a 'Supercharger' meal deal...

I like to be back home by 7pm for our daughter's bedtime; family time is very important. At weekends there is often something happening on-site but we may go off in one of the old cars. I'm lucky to have my father's old Alvis Speed 20, a few Rileys that I share with Bob Meijer, and Earl Howe's 1954 Fiat Topolino 500C, which is still in his racing colours. One of my favourites, however, is the 1972 Land Rover, a very late Series IIA, that you can see behind me in the photo. It was owned from new by a Mrs Lloyd who brought it to my father's garage every year for an MoT and I've known it almost all my life. When she decided she was getting too old to drive, she offered it to me. It's still only done a little over 30,000 miles from new.

In my time in the West End, I spent Monday to Friday working so that I could enjoy myself at the weekend by doing a vintage hillclimb or similar. Now I'm immersed in the old car world all week. Being surrounded by so much social history is just fantastic.



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