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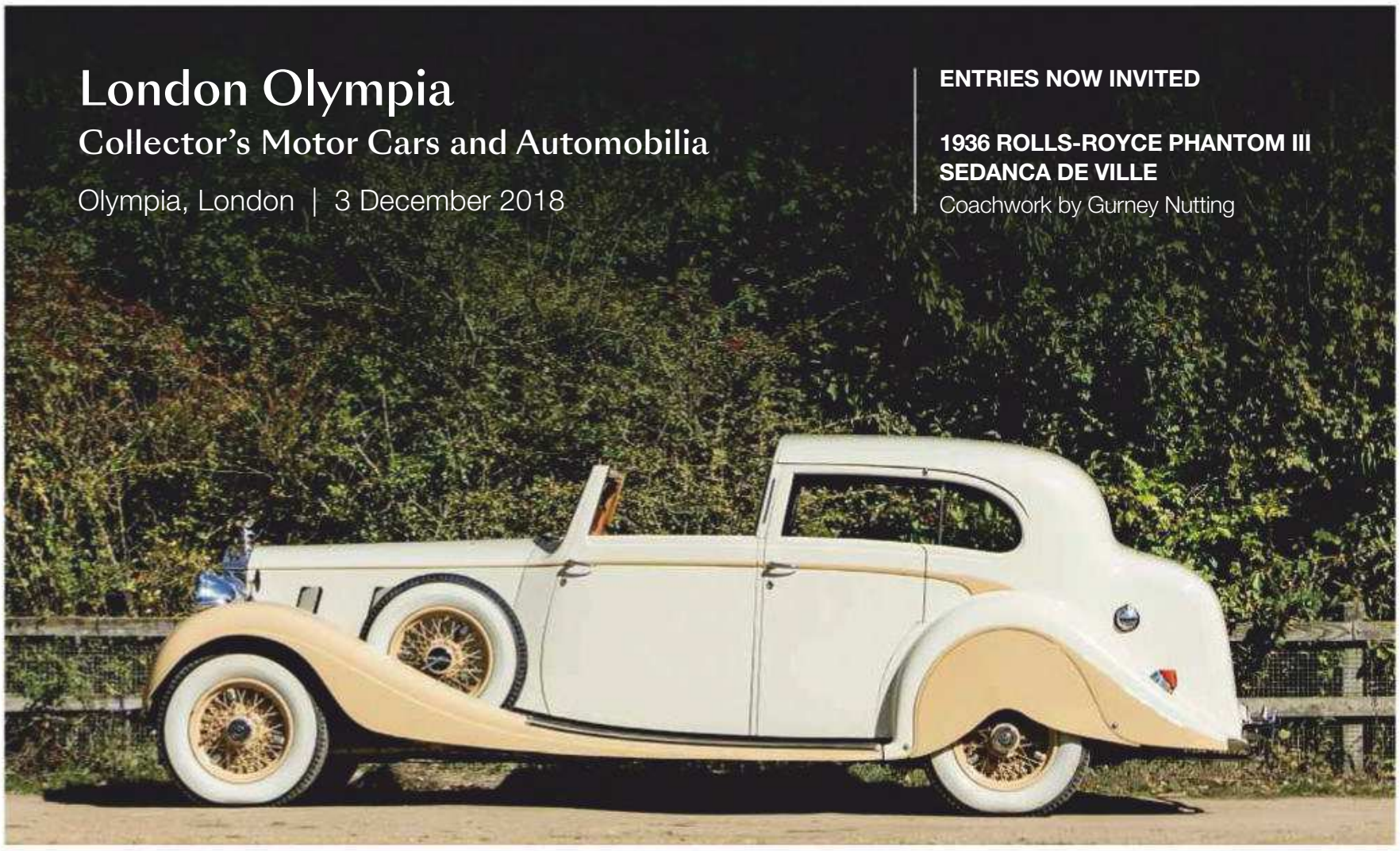
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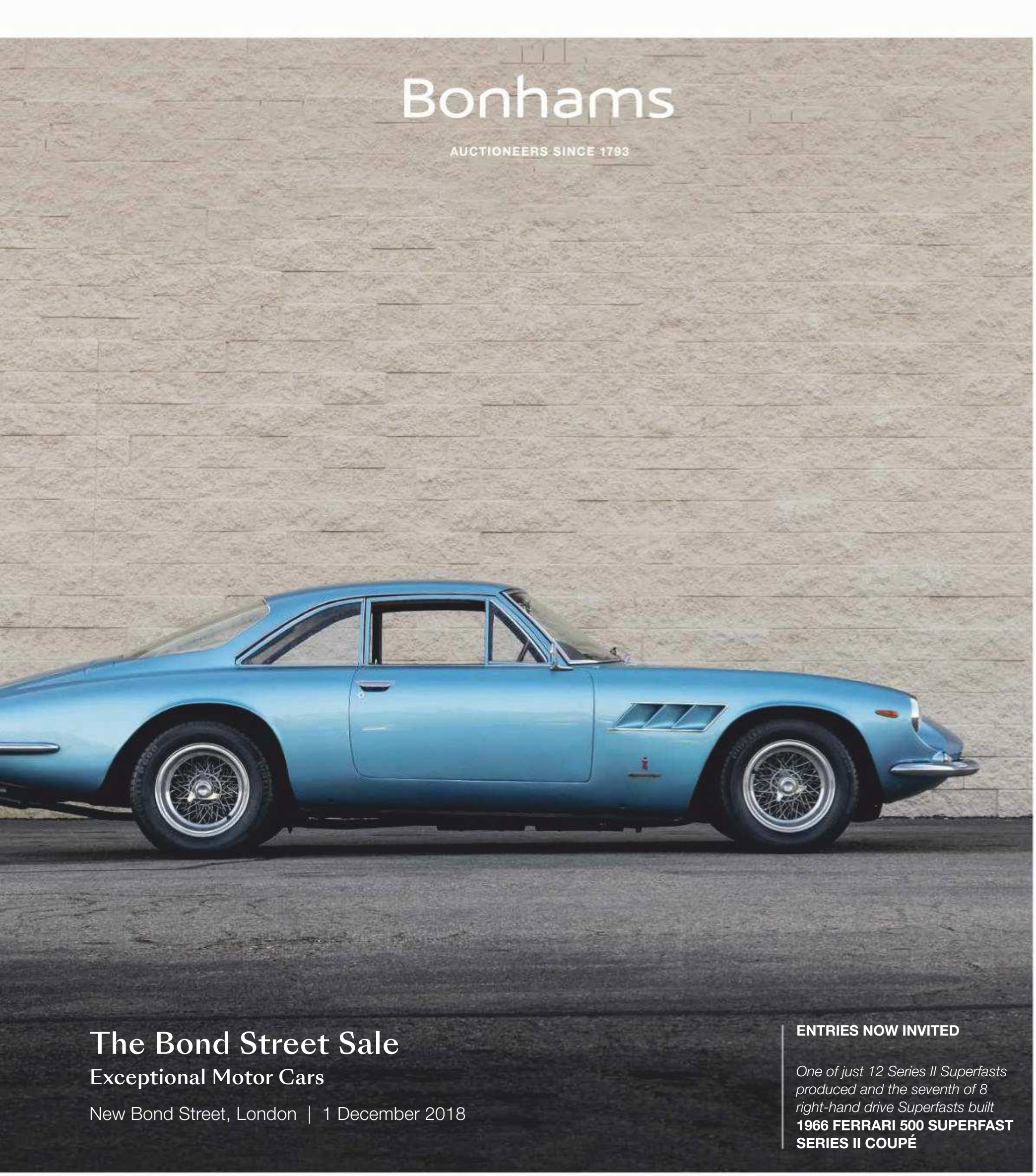
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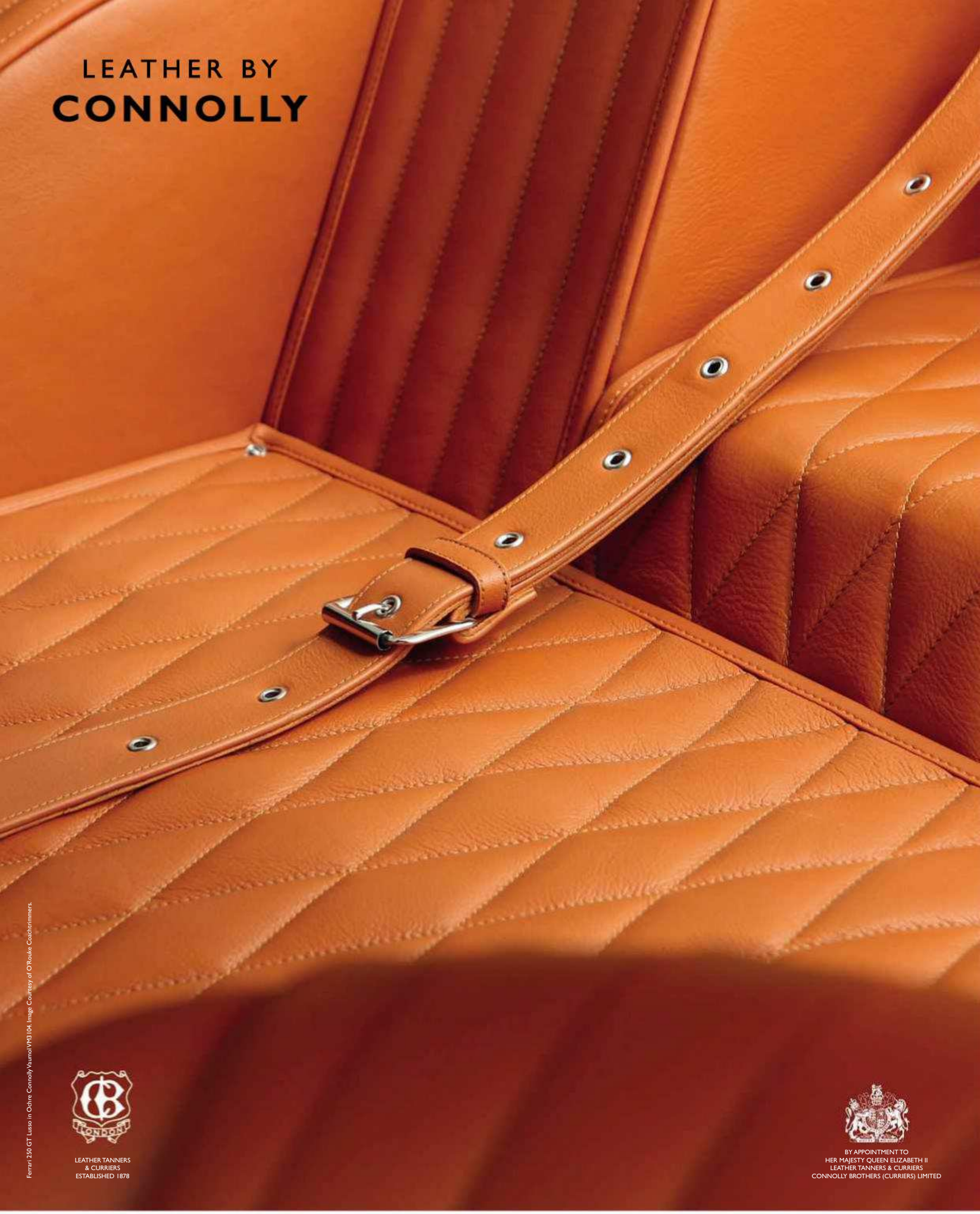
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Ferrari 250 GT Lusso in Ochre Connolly Vaumol VM3104. Image Courtesy of O'Rouke Coachtrimmers.

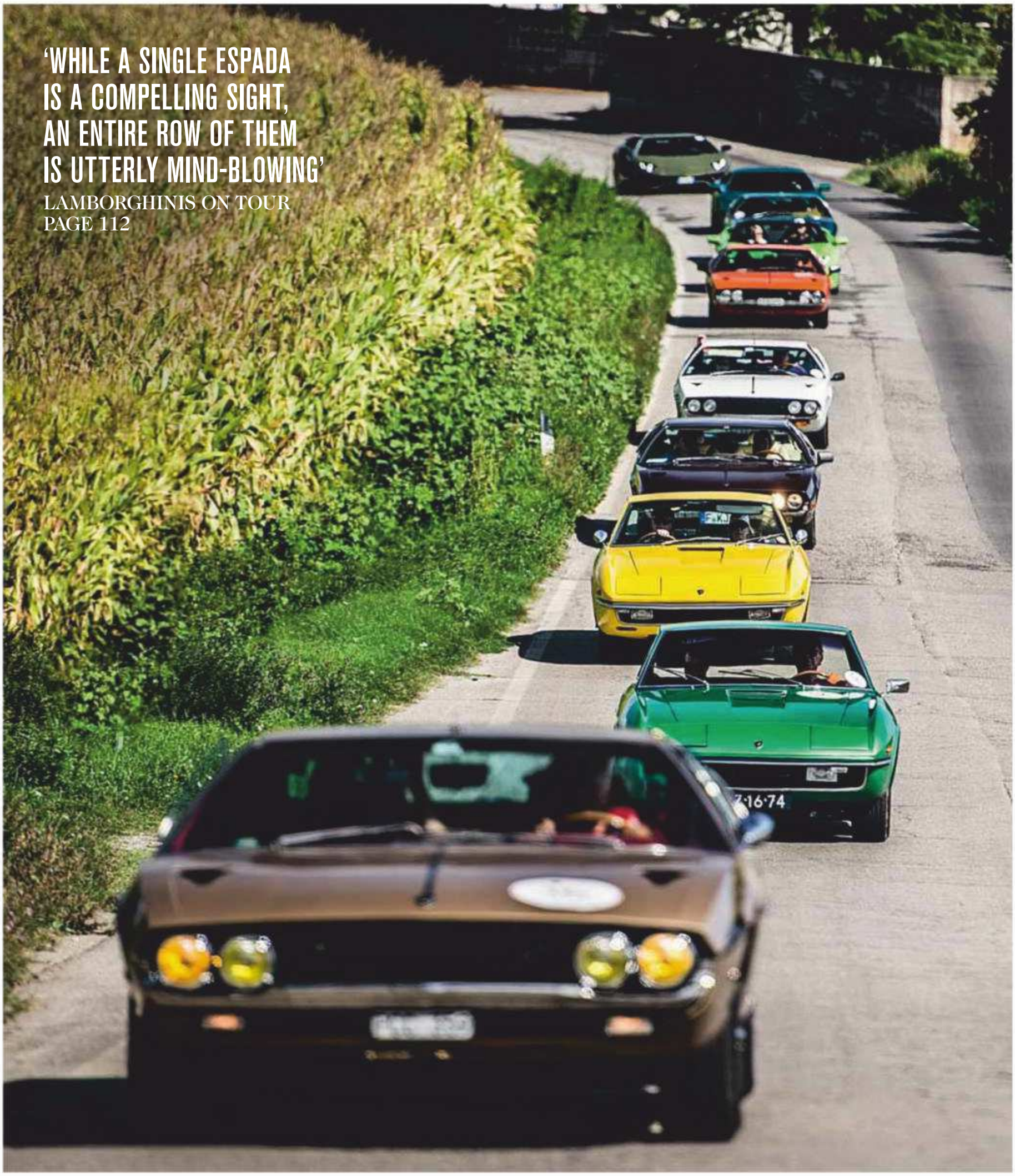
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RICHARD MILLE

A RACING MACHINE ON THE WRIST





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EDITOR'S WELCOME

Bargain is a relative term

WHAT IS IT about Aston Martin that renders otherwise razor-sharp businessmen incapable of making a rational decision? For most of its 100-year-plus history, Aston Martin has been a sickly child nursed by a series of tycoons who, in strictly financial terms, really should have known better.

The answer, of course, is emotion.

Obviously not just the levels of emotion that would make most of us part with a few quid for a good cause, but the amount that persuades steely-eyed industrialists to lay absolutely everything on the line in order to sell beautiful cars to the public at a loss. And, if you think about it, the fact that this didn't just happen once, but repeatedly, is really something unique. Let's face it, if these saviours had applied the same logic used in their custodianship of Aston to their other businesses, they would never have been wealthy in the first place.

Perhaps this is also part of the reason why there are no cheap Astons today. While DB7 rivals' prices bore ever further downwards, even the most rudimentary and commonplace of Astons has been heading the other way.

That trend is a reflection of the desirability of the marque, but we should never forget that price and value are two entirely different concepts. That is why, when rarity, exclusivity and performance are taken into account, we can say that in comparison to other Zagato-badged Astons, even at half-a-million quid, the 52-off Vantage Zagato is something of a bargain.

Not half as much of a bargain as a DB9 or a recent V8 Vantage, but that's another story…

Turn to **pages 64-76** and **78-80**. And start saving up.



James Elliott, editor in chief

FEATURING



ROBERT COUCHER

'Sadly, I never quite met the sartorially extravagant Victor Gauntlett but I do know his flamboyant son Mark, currently the VIP sales manager at Aston. He and I have a running joke about who's driven more (classic) Zagatos. I am ahead with a couple under my belt, so I'm the reigning Zag Slag…' Read more on **pages 64-76**.



DAN TRENT

'I was sad to hear of the death of Brabus founder Bodo Buschmann but the news coincided with rediscovery of a recreation of a special one-off Mercedes 190 built by the tuner. I can think of no better tribute to the man, his vision and his outrageous machines than this classily executed embodiment of '80s excess.' Turn to **pages 90-96**.



HUGH FRANCIS ANDERSON

'Having studied the Second World War at university, and with a love for motorcycles, the tale of the Royal Enfield Flying Flea offered me the opportunity simultaneously to explore two of my great interests. By doing so, I hope to help keep the memory and significance of the war alive.' We celebrate 100 years of the RAF on **pages 98-104**.

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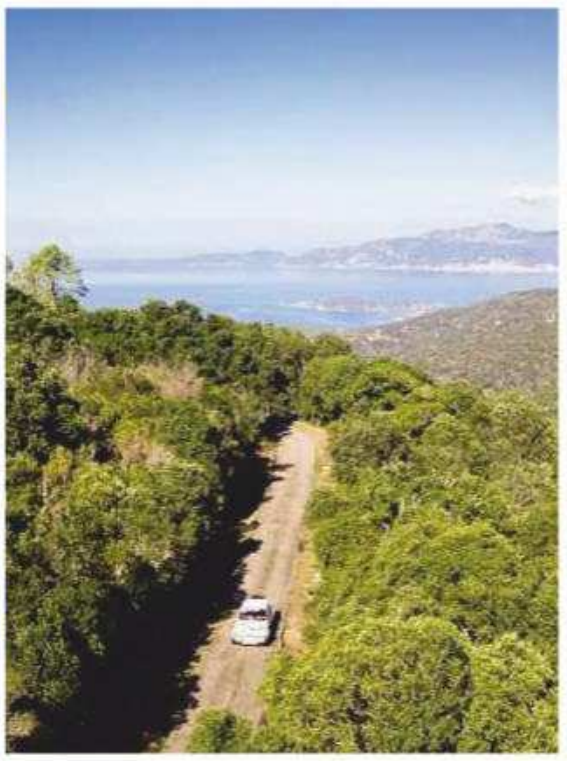
NEWS + EVENTS + OPINION

Tour de Corse Historique
8-13 October

The Mediterranean isle of Corsica first held an International rally in 1956 and is a favourite on the WRC calendar, where it is dubbed 'the rally of ten thousand turns'. The companion historic event was created by José Andreani in 2001 for cars from 1947 to 1990 and this year attracted 265 competitors, who tackled 17 special stages and covered 840km. Special guest was six-time Tour de Corse winner Didier Auriol in his Sierra Cosworth. The '94 World Rally Champion came second.













DPPI IMAGES / TOUR DE CORSE HISTORIQUE



INTERNATIONAL BUGATTI GRAND PRIX AND TOUR, 29 AUGUST – 10 SEPTEMBER
Based in Saratoga Falls, New York State, this priceless event toured New England after a long weekend of hard-fought racing at Lime Rock.



SPA SIX HOURS, 14-16 SEPTEMBER
Highlight of this busy festival is the 120-car endurance epic. Here the Nick Sleep and Joel Wykeham Shelby Mustang chases down Read Gomm and Stefan Ziegler's E-type.



ZOUTE GRAND PRIX, 4-7 OCTOBER
This event in the chic district of the Belgian seaside town of Knokke-Heist combines static show, auction, tour, rally and concours. And great cars like this Auto Union-Wanderer.



BERNINA GRAN TURISMO, 21-23 SEPTEMBER
This year 80 cars tackled the challenging 459m Swiss Alps climb via 50 bends, mostly hairpins.



LOTUS AT SEVENTY, 29 SEPTEMBER
The Hethel factory threw open its doors to enthusiasts for a huge birthday party with cars, track action and personalities.

CLOCKWISE FROM TOP: PETER SINGHOF; JAMES NICHOLLS; LOTUS; MASSIMO DELBÒ; JEFF BLOXHAM

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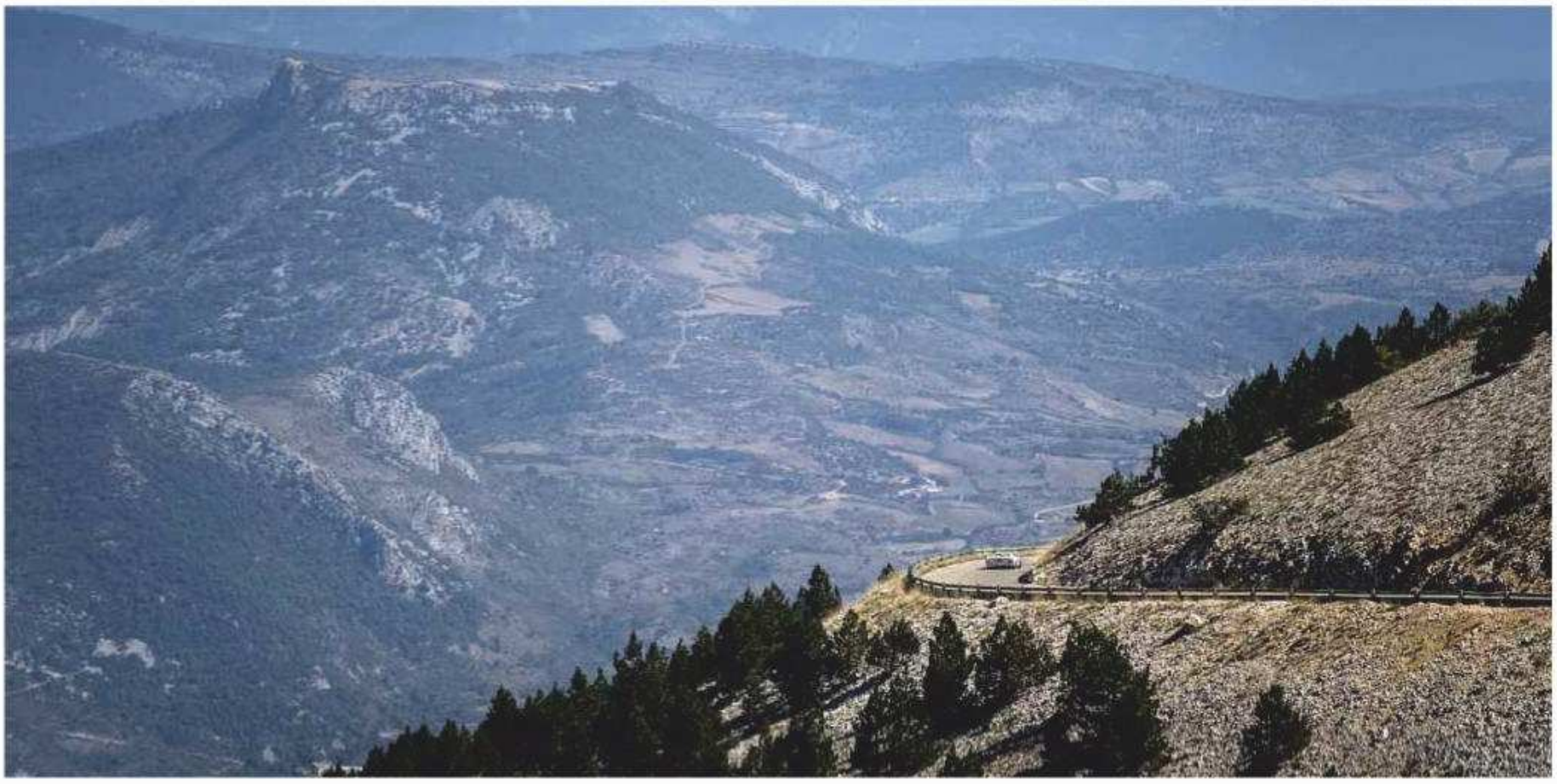
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ESTORIL CLASSICS WEEK, 2-7 OCTOBER
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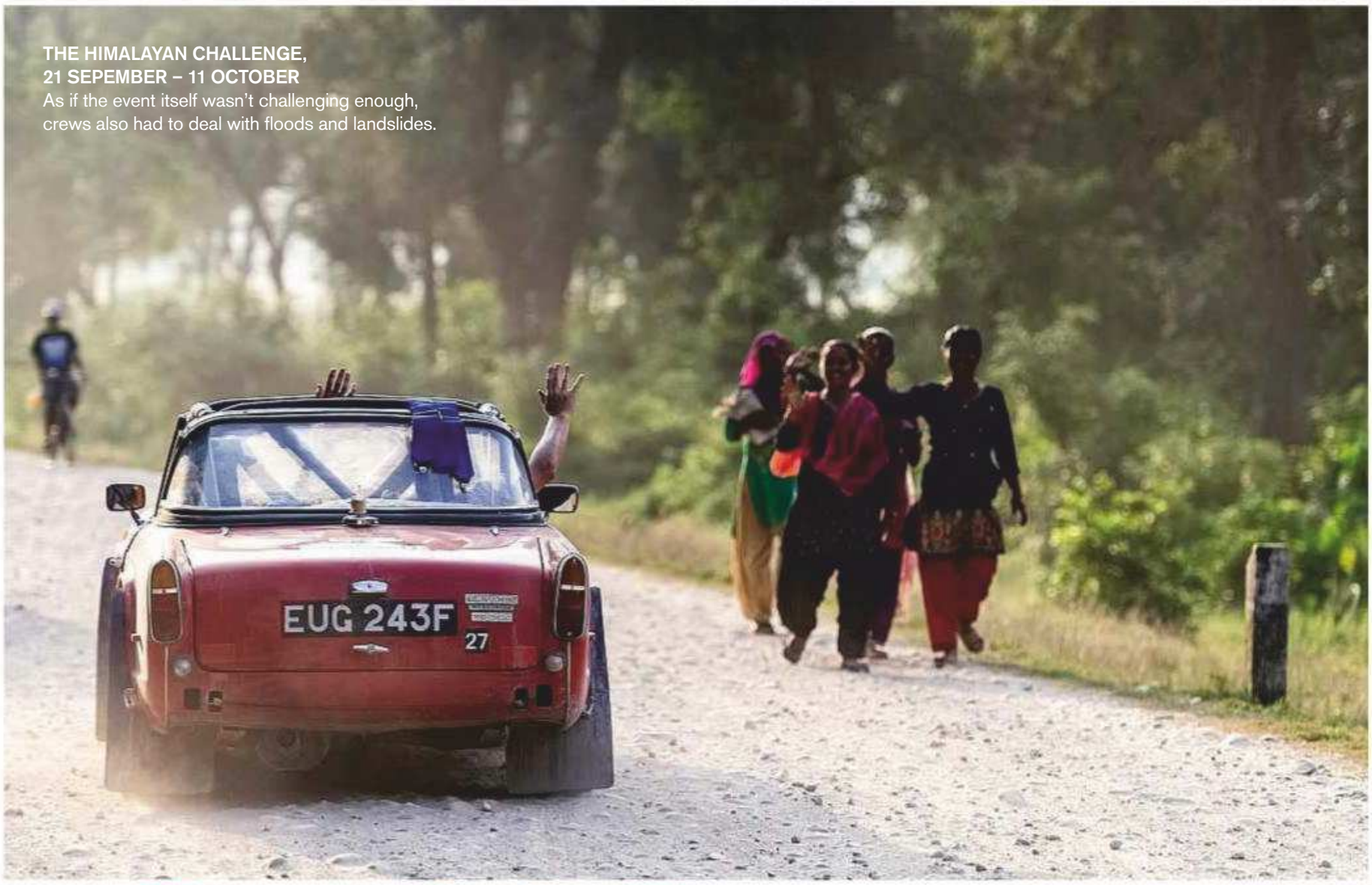




CLOCKWISE FROM TOP: BERNARDO LÚCIO: ESTORIL CLASSICS WEEK x2; JAMES ELLIOTT x2. OPPOSITE: RALLYE DES LÉGENDES







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1970 Lamborghini Miura P400 S ● 1975 Ferrari 365 GT4/BB
1976 Lamborghini Countach LP400 ● 2016 Alfa Romeo 8C Disco Volante Spider by Touring
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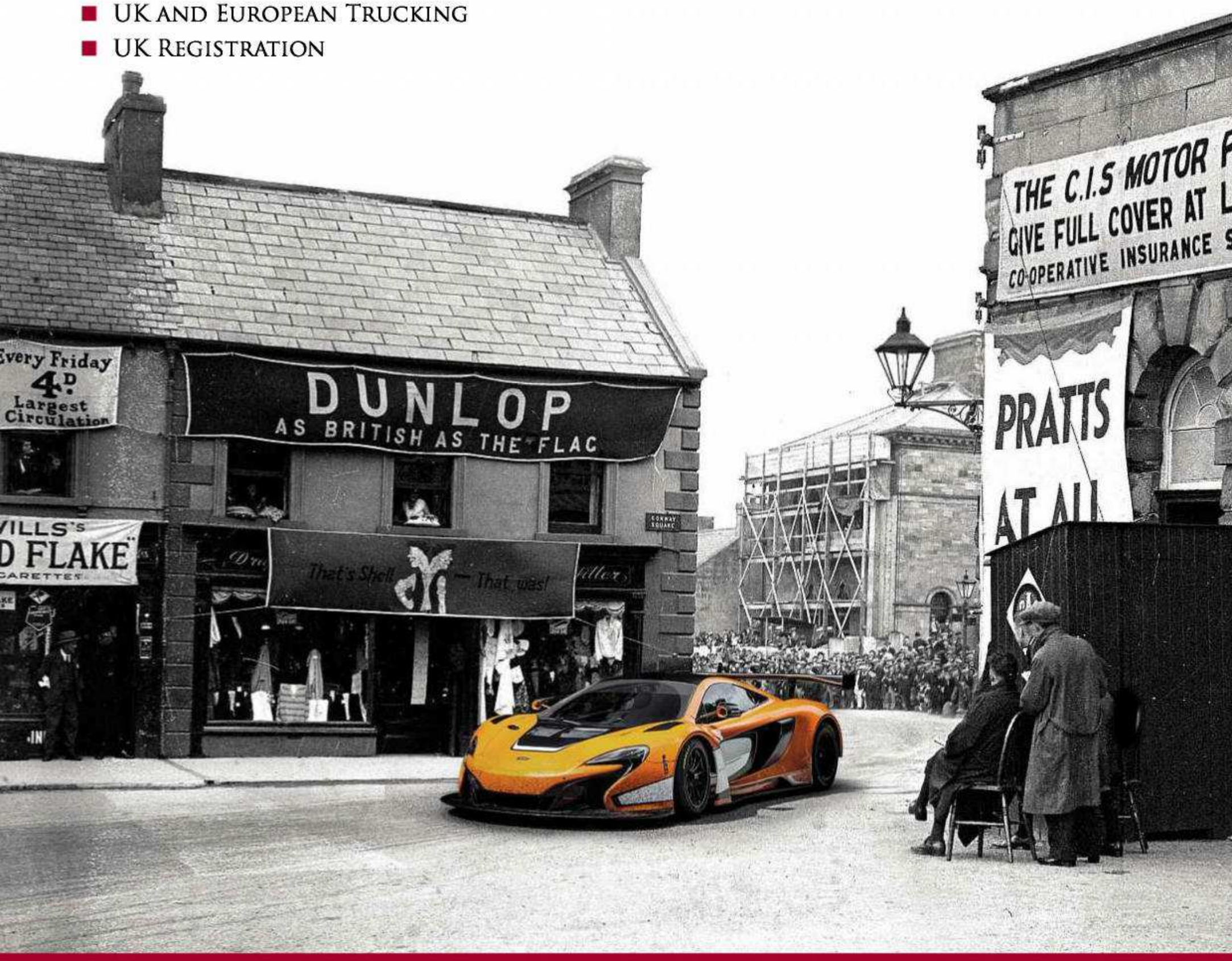
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Bitte sweet symphony

Porsche's 70th anniversary celebration finale reunites racing legends for a sound-off

Words Glen Waddington

IT KICKED OFF with a slightly ironic Germany-does-Eurovision performance in which drummers hammered a new Panamera to unique percussive effect, but the stars of Porsche Sound Nacht were the 12 landmark cars that ranged from 1948's 356-1 to the latest 919 Spider Le Mans car via 917, Moby Dick and more. Now in its eighth year, the evening was the climax of Porsche's 70-year celebration events, and had moved for that purpose from the Porsche Museum (which could house only 911 invited guests) to the Porsche Arena, for an audience of nearly 4000. For more than three hours, Porsche enthusiasts were entertained as each car was driven into the arena in turn while the drivers, engineers and competition managers most associated with it were interviewed.

Then the best bit. The eco-friendly Germans proved what petrolheads they really are when each of the racing Porsches was revved-up, spewing decibels, hydrocarbons and exhaust gases into the arena as the assembled throngs cheered. In atmosphere, it was somewhere between a rock concert, a sporting contest and an awards ceremony. Starring some of the world's greatest cars. And it was a huge amount of fun.

Octane was invited to the pre-show warm-up, and saw the spectacle of the cars being tinkered with and started in the car park outside, while the likes of Richard Attwood, Walter Röhrl, Hans-Joachim Stuck, Hans Herrmann, Gijs van Lennep, Herbert Linge, Norbert Singer and more prepared for their roles on stage in the arena. It was clearly an emotional reunion for many of them; Jacky Ickx hugged and greeted each of his former team-mates in turn.









Clockwise from top right Moby Dick looked great, sounded terrifying; Jacky Ickx greets Paris-Dakar support driver Roland Kussmaul; warming-up outside – ahead of the big night.

'The 917 will make the nicest noise. It's the most charismatic car here,' Attwood said. 'The more cylinders, the better the noise. Had they needed it, they would have run a flat-16. But turbos made it obsolete before it could even race.'

He recalled his first stint in a 917 at Le Mans in 1969 – the year it was introduced. 'It broke down with just three hours to go – but I was a happy man! After only two hours, I. Was. Finished! Deaf as a post, a blinding headache, my neck had gone. I'd never known power like it. Wanted to retire then and there, but it ran for 21 bloody hours!

'Had it been wet in '69, I wouldn't have got anywhere. Aerodynamically it was terrible. At 235mph it was about to take off. We were guinea pigs. Nobody had raced so fast before.'

First to enter the arena in the evening was 1948's 356-1, which revved with surprising depth. 'This is where the legend started,' said Röhrl. 'I'm as old as that car.' He stood alongside Herbert Linge, an employee since 1943, and one of Porsche's first apprentices.

The 1962 804 F1 car followed, its air-cooled flat-eight providing one of the most characterful voices; then the '71 917, which lived up to Attwood's claim; and the '74 911 RSR Turbo, with a guttural snarl overlaid by whistle and thrum, driven into the arena by Gijs van Lennep to thunderous applause.

A highlight for many was the 1978 935 known as Moby Dick, looking as threatening as it sounded (*burble-boom-bellow-whoosh*). 'This is the third generation,' said Hans Herrmann of the 750bhp, 3.0-litre bi-turbo beast. 'By 1978, this is what we were allowed to do. It's a real rocket.'

Then followed Jacky Ickx's 1988 Paris-Dakar 959 – unrestored and preserved exactly how it finished – and 1987's Derek Bell/Hans-Joachim Stuck 962. 'That car is my life,' chuckled Bell. 'It is the horniest race-car there is,' added Stuck.

'EACH OF THE RACING PORSCHES WAS REVVED UP, SPEWING OUT DECIBELS AND HYDROCARBONS'

Although by no means loud, the 1993 911 Carrera 2 Cup of Olaf Manthey had one of the most spine-tingling voices, roaring like a lion amid a herd of braying buffalo. Three further 911s culminated in this year's gruff and crackly mid-engined Le Mans RSR, before the final car of the night – 2017's Le Mans-winning 919 Hybrid – suffered the indignity of three-point-turning its way to centre-stage. Its 2.0-litre turbo V4 hybrid power-pack sounded suitably potent, mind.

NEWS FEED

Bloodhound grinds to a halt – and there's bad news from the Donington Collection; Porsche makes a 'Moby Dick' tribute; Lotus launches the hunt for Chapman's Mk1



Bloodhound axed, and other sad stories

Several blows in the past month have underlined the fragile nature of our industry, including the news that the *Bloodhound SSC* project had gone into administration. It requires a £25m injection to resume its mission to run a jet car at 1000mph in 2020. Masterminded by *Thrust* legend Richard Noble and due to be piloted by Andy Green of *Thrust SSC* fame, the project had already been tested at 200mph before funds dried up after a decade of work.

More bad news came from the Donington Collection Museum, which is set to close after 45 years. The number of Grand Prix cars gathered by founder Tom Wheatcroft had thinned drastically as the family sold them to raise funds to save the circuit, but loans of exhibits made it still a compelling attraction.

'Closing the museum after 45 years has been a really difficult decision, but family responsibilities simply make it the right thing to do,' said Tom's son, Kevin Wheatcroft. 'Its exhibits will go into storage until my family and I have considered their future.'

And the Morgan Motor Company is to can its EV3 three-wheeler after issues with powertrain supply. It was due on sale this year.



Moby Dick rides again

To mark its 70th anniversary, Porsche has announced a track-day special inspired by its 935 'Moby Dick' Le Mans car of 1978. Based on the 911 GT2 RS, it features carbonfibre panels and just 77 will be built, priced at a little over £600,000. How long will it take someone to make one road legal?

Morgan's colourful past

There was also good news from Malvern, which revealed '110 Anniversary' editions of Plus 4, Roadster and 3 Wheeler ahead of the company's 110th birthday next year. Along with various no-cost performance and styling options, they will come in a new colour range reflecting the most popular hues in Morgan history.





Italian concepts on show

Cars from the collection of Italian architect Corrado Lopresto are taking centre stage at Italo Design 1968-1978, a new exhibition at the Swiss Museum of Transport in Lucerne. It features ground-breaking rarities, concepts and prototypes including Bertone's prismic Lancia Sibilo (above).



Savannah project stalls

Jaguar Land Rover's plan to open a Classic Works in the USA – only announced this August – has been put on ice. Speaking about the Savannah, Georgia, project, JLR's Chas Hallett blamed the decision on tough global trading times for its parent company.

JD out, WM in

Woodham Mortimer is the new name for Essex classic car company JD Classics. Ex-Lotus boss Jean-Marc Gales, installed at JD after Derek Hood left, will run the venture (which is named after a nearby village).

JD Classics was one of Britain's highest-profile classic car companies until racked by private prosecutions. The new owners, New York-based HPS Investment Partners LLC, have promised to safeguard 60 jobs.

GP cars to South Africa

More than 20 Grand Prix cars are confirmed for the South African Historic Grand Prix (25 November-2 December), including several that raced there between 1934 and 1939.

Participants will retrace much of the original Prince George Race Track in East London. The road-going cars will then tour to the Western Cape before the event culminates in a two-day Grand Prix Garden Party at Val de Vie Estate.

Getting away again

The Petersen Museum has launched a crowdfunding campaign to raise $32,000 to restore its unique 1965 Corwin Getaway. Built in Los Angeles by Cliff Hall, the Corwin was named after financial backer Louis Corwin and endorsed by Mohammed Ali, Sidney Poitier and Marvin Gaye. The prototype remains the only example ever built. Petersen's campaign runs to 7 November.



Have you seen this 'Lotus'?

Lotus has launched a campaign to track down the very first car built by Colin Chapman. Lost for the past 60 years and dubbed the Mk1, the Austin Seven-based car (above) was built by Chapman in future wife Hazel's parents' garage. He used it in several events in 1948, but sold it for £135 a couple of years later. The trail then goes cold. Lotus has re-ignited the search for the Mk1 as part of its 70th anniversary celebrations.





1964 AC COBRA

One of only 42 Right Hand Drive Cobras constructed by AC Cars ■ Built in early 1964 & finished in Black/Black, COB 6007 was delivered new to London, UK ■ Sold to Germany in 1973, with one owner from 1975 to 2018 ■ Recently serviced by Historic Automobiles, UK, COB 6007 presents a rare opportunity to acquire a highly original & genuine AC Cobra

1961 JAGUAR E-TYPE - Road registered Pre-'63 Race Car

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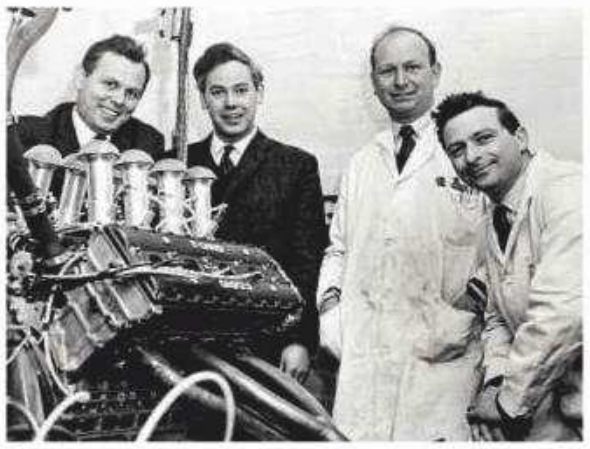


Cosworth driving on

Leading power-broker's 60th is marked in style

Words Matthew Hayward





COSWORTH

Clockwise from main
Geoff Lees in the DFV-powered Lotus 91 in 1982; Mike Costin at the celebrations; Cosworth's early crew, from left, of Bill Brown, Keith Duckworth, Costin and Ben Rood.

FEW NAMES CARRY as much weight in the world of motorsport as Cosworth, and on 28 September the company opened its Northampton factory doors for a special 60th anniversary celebration.

An excellent selection of cars from Cosworth's history littered the car park, with big names from the company's past and present in attendance. Co-founder Mike Costin spoke about the early days, MD of Powertrain Bruce Wood covered more recent successes, and CEO Hal Reisiger outlined the company's (big) plans.

After Costin and Keith Duckworth founded Cosworth in 1958, it moved to a 39-acre site in Northampton, where it remains to this day. Milestones include the four-valve Cosworth DFV F1 engine (1967), road-going BDA (1969), Indy 500-winning turbocharged DFX unit (1978) and the turbocharged YB engine, which powered the Group A Sierra and Escort Cosworths to many victories. Less publicised successes include the development of a lightweight drone engine for the US Navy in 2014.

Today Cosworth is rapidly pushing into new areas, and is dedicated to exploring battery and hybrid technology, as well as developing a ground-breaking compact Lidar system to be used in autonomous vehicles. It is also able to supply an off-the-shelf electronic system for almost any racing car. Above all, though, designing and building high-performance engines remains at its heart. A new US headquarters in Michigan is building components for GM, while the Northampton line is busy making cylinder heads and blocks for the Honda NSX.

During a factory tour, engineers teased the new Aston Martin Valkyrie engine – the next big project. An aural demonstration of the 6.5-litre naturally aspirated V12 on the dyno revealed a ferocious, high-revving engine that will meet all current emissions regulations.

And what does Mike Costin think of Cosworth, and how it has flourished into the 21st century? 'I'm surprised! I had no intention of going into motor racing when I started out, I just wanted to get into a car and drive it. Our greatest achievement in my time was that we employed about 400 people in and around Northampton.

'If you want to stay in business, you've got to go with the flow, as it were. It follows that the associated [electrical] technology working with the internal combustion engine is an area worth working in. Which is what they're trying to do, to integrate the whole lot with a view to getting the best combination.'



WHY WE LOVE...

The Alfin brake drum

In today's world of disc-braked efficiency, drum brakes are the poor relation, doomed to a supporting role on the lightly laden rear wheels of cheap hatchbacks. But cars from the pre-disc era flaunt their smooth-looking stoppers, uncluttered by calipers, with pride. The best ones aren't even smooth: they are finned. And if finned, they are probably of aluminium.

Not the actual braking surface, of course; that would be daft. Here, a ring of cast iron remains the material of choice, around which the aluminium outer part – weight-saving and heat-dissipating – is then cast. Circumferential fins are then machined to get rid of more heat. The process – Alfin – was invented by the US's Fairchild Aircraft Company for cylinder barrels of air-cooled engines, and adopted in the UK by Wellworthy, a piston and cylinder manufacturer, for a sideline in brake drums for fast cars.

Polished Alfins, still available new, look magnificent. You can have them with transverse 'turbo' fins, too, much like the similarly constructed Minifin brake drums popular for – yes – Minis. Art in aluminium, all of them.

John Simister

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NBCSN



Farnham Flyer honoured

Hawthorn parades are highlight of 60th celebration

Photography Captured Moment

A SURREY TOWN came to a standstill on Sunday 14 October as classic car and motor sport enthusiasts flooded Farnham to commemorate the 60th anniversary of the greatest achievement by its most famous adopted son.

Although Mike Hawthorn was born in Yorkshire, his father owned the Tourist Trophy garage in Farnham and the playboy-racer inherited it in 1954 when his father died. Four years later Hawthorn became the first ever British Formula 1 World Champion, after his Ferrari 246 was waved through by Phil Hill so he could take third spot at the Ain-Diab circuit at Casablanca in Morocco on 19 October 1958.

With the Championship secured, the dapper 1955 Le Mans winner and playboy, who had a life-threatening kidney condition, immediately quit motorsport. Barely six months later he died in a road accident on the Guildford bypass in his Mk1 Jaguar.



ALAMY

Farnham's celebration of his life and F1 Championship started with the meeting at his grave of The Friends of Mike Hawthorn society. Wreaths were laid by the BRDC, the Guild of Motoring Writers and others before attendees went on to a church service.

The highlight, however, was a series of closed-road parades through the centre of the town. Many of the cars present had history with Hawthorn, such as an ex-works Triumph TR3A that he used in a driving test in 1958 and his old Lancia Aurelia B20. Led by classic police cars, the parades boasted some real gems such as 1958 Fantuzzi Ferrari, Lotus Elevens, a wealth of Rileys and, of course, lots of Jaguars including more than a dozen road cars as well as C- and D-types.

Guy Loveridge, who organised the Elf-supported event with Michael Ballard, set up a similar tribute for the 50th anniversary. He said: 'Michael and I started working on this in November 2017 and it has been a lot more time-consuming, difficult and expensive to sort this time! The weather was atrocious, but it was still a great event and comforting to see so many people turn out to honour not just Farnham's most famous son, but one of the greatest ever Englishmen.'



HOW TO...

Become a classic car dealer

First question: why would you want to do this? To make money pleasurably? To experience different classic cars you otherwise might not encounter first-hand? As a way of justifying a rampant car-acquisition habit? To meet a lot of interesting new people?

Whatever the reason, you must be honest with yourself, practising a self-discipline that keeps you aware of the big picture of making a living. When you find a sound, original but down-at-heel car at a price tempting enough to make you realise you can do it up and sell it at a profit – from such projects do dreams of 'doing it for a living' often spring – you must know when you have done it up enough, and then get rid of it.

The temptation might be to spend many hours refurbishing every last item, but as a dealer time is money. You must do the minimum necessary to do a job good enough to please a customer and secure a sale. If that doer-upper needs too much profit-sapping work, then you shouldn't have bought it.

You'll need somewhere to keep the cars you're working on or are offering for sale. That adds costs, and only what's left over is yours to live on.

One way to get started is with a chunk of capital, perhaps borrowed, to fund premises, initial stock and advertising. The pressure of paying off a loan will concentrate the mind if you're in danger of eating too much into profit margins. Or start small, trading and 'flipping' in your spare time (making it clear you're a trader) and gradually building a financial head of steam.

You'll become expert at spotting good cars badly advertised, which you can buy, advertise more temptingly and sell for more. You could specialise in a particular car type, building up a reputation for knowledge and expertise. Selling good cars at fair prices will make you and your customers feel good. And remember, some of the most successful classic car dealerships started in one man's driveway. **John Simister**

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MAN AND MACHINE

Jewel in the brown

Luke Roberts and a homebrew Armstrong-Siddeley

Words and photography Paul Hardiman

THIS UNIQUE racing bar – that's not a typo – is more than it seems. As well as carrying casks of the excellent Wriggly Monkey brews and the coolers and pumps to supply them, it has the largest of Armstrong-Siddeley engines, the 4-litre. But it's a 346…

Current pilot, chief brewer and Formula 1 engineer Luke Roberts explains: 'My late father-in-law Michael Wylie built it in 1991 as the car he thought Armstrong-Siddeley should have made. He decided on the ultimate spec and bought two wrecks, a Star Sapphire chassis from a hearse conversion, and a Sapphire 346 Mk1 with the nicer-looking grille. Much fettling and adjustment of bracketry was needed to make it all fit together, plus limousine rear springs, but he made it right with all the best bits. It's effectively a Star Sapphire with a 346 body, and it's pumping out about 230bhp, so it's as fast as a Mk2 Jag.'

It was built for the Monte Carlo Challenge, but plans changed and Wylie used it in Northern Ireland for sprints, hillclimbs and occasional races. And for 1995's Manx Classic, resulting in a quote in *Car* from Phil Llewellin: 'One of the most surreal sights I have seen in a race was an ostensibly sedate '54 Armstrong-Siddeley flashing its lights and passing a '67 Maserati Mistral on the approach to the hairpin. It was like Carl Lewis being elbowed aside by the Queen Mum.' Its last event with its creator was the 2004 Goodwood Revival, when Wylie shared it with Stuart Graham.

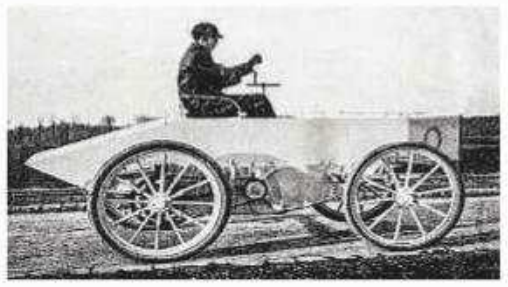
In 2010 son David raced it with the HRDC at Brands Hatch. He tackled the Pomeroy Trophy in 2014 and the BTCC celebration at Donington's Historic Festival, but the wheels fractured. Hence today's Dunlop alloys.

'It's a lovely, lazy thing,' says Roberts. 'It had a 4.9:1 diff when Michael hillclimbed it, but we've put it back to a 3.7 – from a DB7. You don't have to scream it, but if you do it goes like hell. With the preselector you just leave it in the next gear down, then stab on the left pedal for an instant downchange to surprise moderns. It's currently running without a clutch and runs on the brake bands like an ERA, but now we're driving it on the road more I've found a clutch to put in it.'

'Running on the road' means laden with Wriggly Monkey's brews, the venerable racer having now shifted from racing car to racing bar. It sells the beers at motoring events all over the UK, 'so we've modified the roll-cage to hold the barrels and there's a giant battery in the boot to run the coolers.'

Cargo includes Full Tilt, Super Sports (a lighter pale ale), and Luft Limited Edition developed for Luftgekuhlt (Air Cooled) 2018 at Bicester Heritage, where the brewery is based. And Wriggly Monkey? It's part of a Frazer Nash's chain-drive gear selection system, and can also refer to FN's aircraft turret machine-gun interruptor. Of course.





IN THIS MONTH: DECEMBER 1898

The world's first land speed record

With the world of automotive technology currently obsessed with building electric supercars, it seems appropriate to remind ourselves of the first land speed record, also achieved with electricity.

The driver, Frenchman Count Gaston de Chasseloup-Laubat, was brother of the Marquis de Chasseloup-Laubat, a founding member of the Automobile Club de France. The Marquis' first automobile was an electric Jeantaud built in Paris in 1893. It was created by coachbuilder Charles Jeantaud, who built his first electric carriage in 1881. This new Jeantaud sent power to the rear wheels via a chain, with propulsion coming from a 36hp battery-powered electric motor. The driver sat very high, almost on the body, and steered the Jeantaud via a system of bevel gears.

In December 1898 the Chasseloup-Laubat brothers decided to enter their Jeantaud in a competition, organised by the magazine *La France Automobile,* to set the first world land speed record. A quiet road outside Paris, near the hamlet of Achères, was chosen and on 18 December, a cold and wet day, the test began. Timekeepers assembled their primitive equipment, covering only one direction (unlike today's rules for such endeavours in which two opposite-direction runs are averaged) over 1km (0.62 miles).

Given the Jeantaud's 19th Century battery technology, the attempt was limited to the one run possible before recharging would be needed. The brothers' competitor on the day was Belgian electric car driver Camille Jenatzy, nicknamed *Le Diable Rouge* for the colour of his beard. They would meet again in successive trials.

Sitting atop the unusual machine, Gaston set off for his sole run. After their calculations the timekeepers proudly confirmed that he had achieved the kilometre in 57 seconds, which equated to 63.13km/h, or just over 39.24mph. In that moment the first world land speed record was established.

Neil Godwin-Stubbert

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HISTORICS



Le Jog, 8-11 December
Image: HERO

COMING UP

As winter sets in, the choice is yours – the freezer at home or the oven abroad

26-28 October
Imola Classic
Peter Auto returns to Imola for its season-ending meeting, bringing with it all manner of machinery: there are grids for classic GTs and prototypes, Touring Cars, F2 single-seaters and Group C behemoths.
peterauto.peter.fr



Imola Classic, 26-28 October
Image: Photo Classic Racing

28 October
National Restoration Show
Held at Stoneleigh Park in Warwickshire, this show offers DIYers the chance to pick up project vehicles and hard-to-find parts as well as helpful advice from marque clubs.
restoration-show.co.uk

4 November
Bonhams London to Brighton Veteran Car Run
A celebration of motoring more joyous than any other, featuring hundreds of pre-1905 cars puffing and popping their way from Hyde Park in central London to the South Coast. It is sponsored by Bonhams, which will offer a selection of eligible veterans on 2 November, and is preceded on 3 November by the Regent Street Motor Show.
veterancarrun.com

7-11 November
Classic Daytona
Motorsport monsters thundering around Florida's most famous circuit – the open paddock is the icing on the cake.
hsrrace.com

8-11 November
RAC Rally of the Tests
HERO's revival of the RAC Rally is a suitably challenging event, with regularities, tests and night stages keeping crews on their toes as they motor from Harrogate to Bristol.
heroevents.eu

9-11 November
Lancaster Insurance Classic Motor Show
The UK's biggest indoor show returns to fill Birmingham's cavernous NEC with cars of all kinds and many attractions besides. Club displays, trade stands, an autojumble, live demonstrations and special guests are all on the menu. Come and see the *Octane* stand – plus *Vantage*, *Enzo*, *Evo*, *Land Rover Monthly* …
necclassicmotorshow.com



Classic Motor Show, 9-11 November
Image: Classic Motor Show

16-18 November
InterClassics Brussels
Sixty years ago Brussels hosted the World Expo, and the cars of 1958 will be the focus of this year's Interclassics show.
interclassics.be

25 November
Andrew Whyte Memorial Lecture
The annual event held in memory of Jaguar historian Andrew Whyte will have a nautical flavour this year, as Captain Ian Groom comes to the Jaguar Visitor Centre in Castle Bromwich to talk about the challenges of building the UK's biggest warships.
bob.beecham@btinternet.com

28 November – 2 December
Classic Sebring
Hot on the heels of Classic Daytona comes this event at Sebring, where the racing cars will be joined by a large display of vintage aircraft.
hsrrace.com

7-9 December
Retro Classics Bavaria
The organisers of Retro Classics Stuttgart bring their brand of entertainment to the exhibition centre in Nuremberg. Expect themed displays, a large club presence, good grub, and many opportunities to lighten the wallet: cars, parts and automobilia will all be on offer.
retro-classics-bavaria.de

8-11 December
Le Jog
HERO's Land's End to John O'Groats Reliability Trial sees crews drive through the night on notoriously tricky regularity sections, usually in weather that is less than helpful. It's one of the toughest rallies Europe has to offer – but one of the most satisfying, too.
heroevents.eu

26 December
Romsey Boxing Day Classic Car & Bike Meet
More than 600 cars and 250 motorbikes fill Romsey's town

centre on Boxing Day to raise money for Prostate Cancer UK.
romsey-classiccarandbikemeet.co.uk

1 January
Brooklands New Year's Day Gathering
Classic car owners and enthusiasts wrap up warm and head to Brooklands to kick off 2019. Pre-'89 cars will assemble on the circuit's famous banking, and the museum will be open all day, too – so it's worth going along even if the weather is less than friendly.
brooklandsmuseum.com

6 January
Bicester Heritage Sunday Scramble
An opportunity 'to clear the head and the engine' after the Christmas period – and, of course, to explore the workshops and showrooms of the many specialists based at Bicester Heritage.
bicesterheritage.co.uk

10-13 January
Autosport International
There's something for fans of just about every motorsport discipline at Birmingham's NEC, and tyre-smoking action on the UK's largest indoor racetrack, too. The Autosport live stage has been a highlight in recent years, with A-list guests including Nigel Mansell and Billy Monger.
autosportinternational.com

10-13 January
InterClassics Maastricht
Some 35,000 visitors are expected to attend the 26th edition of this impressive Dutch show, which has chosen Lancia as the featured marque this time around.
interclassicsmaastricht.nl

23-27 January
Cavallino Classic
This exceptional Palm Beach, Florida event is chiefly known as a top-drawer gathering of concours-standard Ferraris, but it also features a concours open to other marques, plus a fine standard of historic racing at the nearby Palm Beach International Raceway.
cavallinoclassic.com

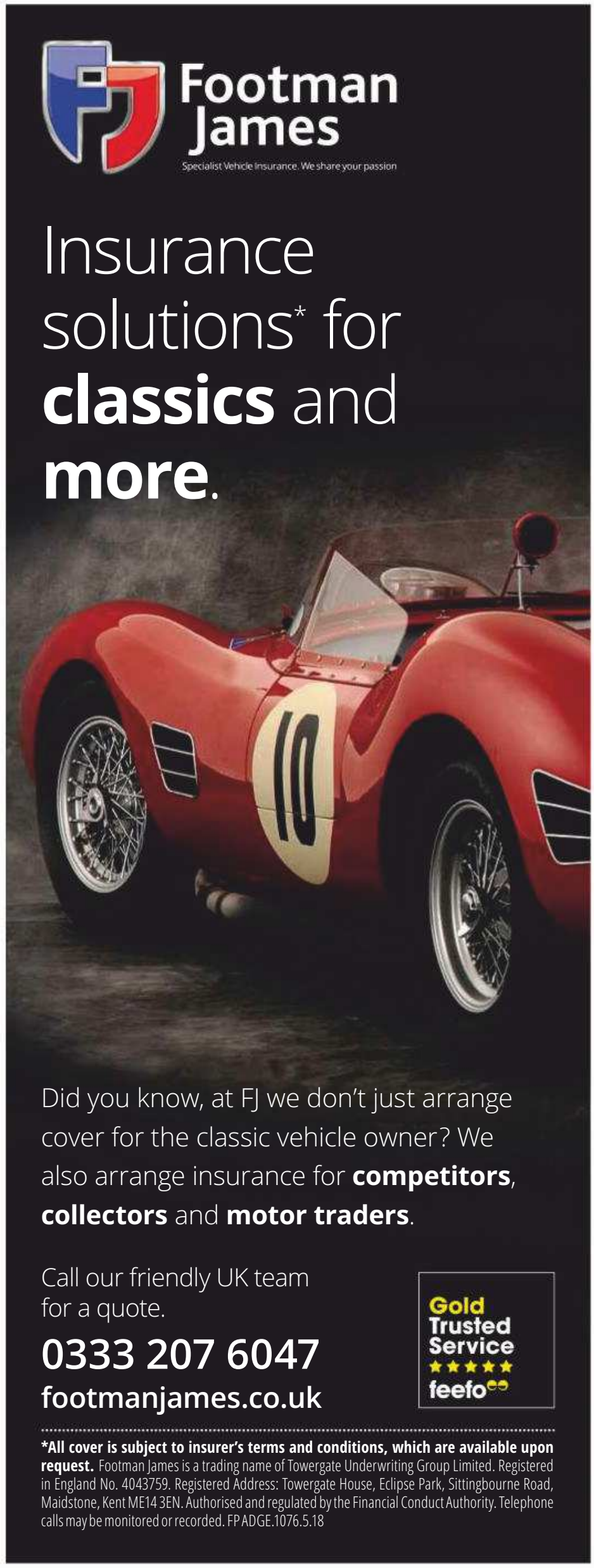


Cavallino Classic, 23-27 January
Image: Cavallino Classic

27 January – 1 February
The Winter Trial
The exact route for the Winter Trial is being kept secret until the off, but we know it will begin in Eastern Europe and that snow is expected from the off. Also in keeping with tradition is a pair of night drives to test those in the Trial class.
thewintertrial.nl



The Winter Trial, 27 January – 1 February
Image: The Winter Trial











Lambo fortissimo

This Aventador SVJ may be the last V12 before hybrids smother the mighty voice

Words Adam Towler

IT'S NO SECRET that the Aventador is nearing the end of its life. By modern motoring convention, at seven years old it's positively ancient. It flaunts its naturally aspirated engine with undeniable pride, its single-clutch automated gearbox less so. But if this SVJ – a 'Jota' update to 2016's SV – is the ultimate pure V12 before the onset of hybridisation, then it is quite some finale.

Not least that in snatching back the Nürburgring production-car lap record from the Porsche 911 GT2 RS the Italians proved that the big Aventador is about a lot more than just cruising past a famous London department store. Several factors make that stunning lap time possible but at centre stage, as ever, is the 6.5-litre motor.

It's had another work-over, with titanium valves and revised intake and exhaust systems among the highlights. The result is 760bhp (up 20bhp on the SV) and 531lb ft: very big numbers, even with 1525kg to push around. The ability to reach 62mph from rest in just 2.8 seconds is impressive, if oddly unremarkable by the current supercar norm, but the way the V12 pummels your eardrums at the 8700rpm limiter is unprecedented, especially in our downsized, turbocharged world. That alone makes it worth the admission price (£360,000, incidentally).

From top
Big splitter with active aero flaps; author Towler at work; 217mph given the chance; flaps at rear too.

The aero trickery is an evolution of the active system first seen on the Huracan Performante. With the front and rear flap intakes closed, the even larger front splitter and rear wing work as normal, providing plenty of downforce – 40% more than in the old SV. When they open, pressure is reduced on the front splitter, encouraging air under the nose for less drag. At the rear, air is ingested into the wing itself, then spat out of tiny holes on the lower edge that separate the airflow, effectively 'stalling' the rear wing.

All this is integrated with the other systems on the car: the introduction of rear-wheel steering, the dynamic steering set-up and the four-wheel drive system; and all is constantly managed via a central 'brain'. Yet, despite how that may sound, the SVJ is still a primeval beast.

Our drive at the Estoril circuit in Portugal shows the SVJ's ultimate performance to be severely hamstrung by a combination of the wrong tyres (the milder Pirelli Corsas instead of sticky Trofeo Rs) and a two-week old track surface that offers so little grip that the SVJ howls in protest with colossal understeer. Nevertheless, there's still a sense of the big Lambo's surprising agility and a balance that allows you to trim your line with a lift of the throttle. The SVJ's ceramic brakes are more than up to the task, too, but it's the way the motor revs out that is really, utterly intoxicating. We'll miss it when it's gone.

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Winner - 1994 JGTC Rd.5 MINE

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Overall winner - 1996 &1997 Spa 24h

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Very hot hatchback

If you can stomach a two-tonne family car, AMG has the four-wheel-drive, twin-turbo V8 answer

Words Antony Ingram



THIS CAR SHRINKS straights. Corners too. Circuit of the Americas clocks in at 3.4 miles and packs 20 sinuous turns, but chasing Mercedes works driver Bernd Schneider, behind the wheel of the new Mercedes-AMG GT 4-Door, it feels more like Cadwell Park.

By the end of the straight before turn 12 we crest 150-and-a-bit – as fast as I dare before leaning into the powerful brakes for the tight left-hand hairpin. The car had shrugged its way through the left-right-left complex earlier in the lap like it was carrying significantly less than the two metric tonnes the spec sheet suggests.

I'd wondered beforehand if AMG's latest coupé wasn't just a little superfluous in a line-up that also counts the CLS among its ranks. Not least because the 4-Door (actually a five-door) also sits on Mercedes' MRA platform, deemed less of a compromise than attempting to stretch the AMG GT coupé's all-aluminium, transaxle architecture.

But the CLS is denied the 4-Door's twin-turbo 4.0-litre V8 in this generation, instantly separating the pair, and in order to more closely link the new brute with its sports car sibling, it also gets four-wheel steering, a wider track and a stiffer bodyshell.

The V8 makes 630bhp in 63 S form, so this is the most powerful AMG on sale and the second-most powerful ever (after the loopy SL65 Black Series), while all four tyres share 664lb ft through a nine-speed auto. Although it's predominantly rear-wheel drive, power can be sent forwards when required, or locked out entirely in Drift Mode.

From the driving seat it's more E63 than AMG GT. The driving position is fairly conventional, without the low-slung view over a classically long bonnet, and while there's a GT-aping wide centre console replete with buttons for changing every aspect of the car's behaviour, saloon-style dash and dual-screen instruments dominate. Yet with space behind for a pair of rear seats and a larger luggage area than the coupé, the 'GT' moniker is more appropriate than ever.

Refinement is good too – generally on par with the E63, though it grumbles over rougher sections – and while the ride is firm it feels entirely appropriate for a car with this level of performance. In fact, it's controlled enough that you'll rarely feel the need to explore anything other than the Comfort suspension settings on the road.

Traction is massive in the dry, and equally so on-track. In its new more powerful form the V8 is more insistent and sustained than ever too, but it's the chassis that shines, with remarkable agility for a 2045kg car, ample grip and total precision from the steering.



Above and below
Four seats, a proper boot, 630bhp: the AMG GT 4-Door is perfect for the family in a *massive* hurry.

It's also friendly, so you don't shy from switching to Race and relaxing the stability control even on a track as dramatic as COTA.

With prices beginning at £121,350 for the AMG GT 63 and £135,550 for the 63 S, it's actually more expensive than the coupé and significantly more so than an E63. But it feels closer to the former than the latter to drive – quite some feat.





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JAY LENO

The Collector

I have been reading a terrific book by Dr Clare Hay and Giles Chapman called *Gentleman Heroes: YU 3250 – The First Blower Bentley And The Men Who Made It Happen*. As I finished it, I realised that almost all the motorsport I like to read about took place either before World War Two or right after it. Modern F1 racing doesn't interest me much, because the vehicles are so incredibly complex and bear almost no relation to something you could drive on the street.

In 2011, at the Circuit of the Americas racetrack near Austin, Texas, the McLaren team let me sit in its MP4-26 F1 car. Sure, it took some greased tyre irons and a transmission jack to get me in, but I finally got there. Right away I realised I didn't belong. It was so much better than anything I'm capable of, a bit like dating an aerobics instructor. You're lying on the bed panting for breath and she's looking over saying, 'Ready for another go?'

Yet seven years ago, when I was lucky enough to drive John Cobb's 24-litre Napier-Railton up the hill at Goodwood, I didn't find that intimidating at all. That's because it was just a bigger, more powerful version of cars I had driven before. It had a proper clutch and a proper gearbox, it all felt intuitive. But what was once mechanical is now electronic. The automobile almost seems to have changed more from 2000 to now than it did from 1900 to 2000.

'THE BENTLEY BOYS LOOKED MORE LIKE GUYS WATCHING THE RACE: BALDING, A BIT OF A GUT, MAYBE A LITTLE HUNGOVER'

When I was a boy, NASCAR fascinated me because the cars were modified versions of what you could actually buy. Ford, GM and Chrysler made fastback versions of their family sedans just so they could run at Talladega, the most outrageous being the Chrysler wing cars. But the 1969 Dodge Charger Daytona, and the 1970 Plymouth Superbird they gave Richard Petty to lure him from Ford back to Chrysler, had little to do with consumer interest. The ones they tried to sell to the public often sat in showrooms for years. Many were converted back to standard, with the rear wing and the aerodynamic front end removed, just to get them off the showroom floor.

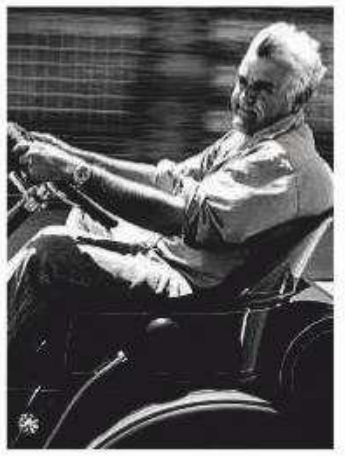
The Bentley book appealed partly because I've always been a sucker for that 'racing for king and country' thing. Even though many of the Bentley boys were wealthy, some had regular jobs: engineer, doctor, aviator, journalist, steeplechaser. The Bentley boys didn't look much like today's 3%-body-fat, incredibly fit racing drivers. They looked more like guys watching the race: balding, a bit of a gut, smoker, maybe even a little hungover. In other words, just like you and me. That's one reason I really enjoy the historic Laguna Seca event during Pebble Beach week. You see guys in the pits fixing cars using the same tools I have in my garage: spanners, pliers and duct tape.

I often wonder if modern F1 cars have the same effect on today's young car enthusiasts as Jimmy Clark's Indy 500-winning car had on me. It was the first time a rear-engine car had won Indianapolis, laying waste to the front-engine dinosaurs that had ruled for the previous 49 years. No front-engine car ever won again.

And I was amazed at how small it was, much like the go-kart my dad built for me. That was also rear-engined, but instead of a 265ci four-cam V8 putting out 490bhp it had a one-cylinder Briggs and Stratton lawnmower engine with 5bhp and a centrifugal clutch. But the engine was still in the back, just like Clark's Lotus 38. Another thing my kart had in common with that Lotus was a complete lack of safety gear, but at least I wasn't sitting surrounded by 60 gallons of fuel.

The first time I saw the car in the metal was at the Henry Ford Museum. Even then I was stunned at how small it was. It's why I bought my Gordon Murray Rocket, which is the closest I'll ever get to driving something similar. If you're not familiar with the Rocket, it looks a bit like a mid-'50s Vanwall racer, weighs 385kg and is powered by a 1000cc Yamaha motorcycle engine. It cost about the same as a Porsche 911, which at the time seemed way more practical but not nearly as much fun.

It's no coincidence that the two greatest drivers' cars of the 1990s, the McLaren F1 and the Rocket, were produced by the same man. So I'm very excited that Gordon Murray is talking about making road cars again, not 1200bhp hypercars needing all sorts of electronic gimmickry to keep them on the road, but proper sports cars with excellent power-to-weight ratios. Imagine a car with the ethos of Colin Chapman and the genius of Gordon Murray, an Elan for the new millennium. At least we can dream.



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 huge collection of cars and bikes (www.jaylenosgarage.com). Jay was speaking with Jeremy Hart.


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DEREK BELL

The Legend

Having won eight 24-hour races, you would think I would be impervious to sleep deprivation. I'm not. This was brought into sharp relief during the summer. After the Monterey Car Week, judging at Pebble Beach and also racing at the Nürburgring, I landed back in the UK in time for Salon Privé where I was involved with the tour, the concours and the Porsche 70th-anniversary celebration event.

In addition to the daytime activities, I also participated in three black-tie dinners inside Blenheim Palace. These were typically splendid affairs and the current keeper, the Duke of Marlborough, was on great form. It turns out that he's a bit of a driver himself.

So I was running on empty by the time I packed away the penguin suit and bade my farewells. I have always had reserves of energy, but, with Salon Privé done, I was too. I wasn't quite finished, though, as I then drove to Brands Hatch to demonstrate the 2.0-litre 911 I had raced in Germany a few weeks earlier. That led to being reunited with my old Rothmans 956, beautifully prepared by Chris Crawford. I love that old warhorse and ended up doing six laps, which got the blood pumping. The effect had subsided by the time I arrived home, though. I said to my wife Misti that I had never been so tired in my life before. I was beyond exhausted, which might explain why I slept for 12 hours. It wasn't enough.

So I made a resolution: I would start spreading out engagements. I would try to build in a 'recovery period'. That lasted all of a day, maybe a morning. You see, I have a low boredom threshold and an inability to say no. And besides, the Goodwood Revival meeting was just around the corner.

My love for the Duke of Richmond's events has been expressed more than once in previous columns so I won't labour the point, but the 20th-anniversary running of the Revival was to be particularly special. While on duty with my friends at Credit Suisse, I would also be racing in the Tourist Trophy Celebration mini-enduro in Stuart Morley's Corvette Stingray. What I was looking forward to more than anything, though, was getting my bum in The Revs Institute's Anglo-American Racers Eagle-Weslake.

'THE PROSPECT OF DRIVING THE EAGLE, ONE OF THE MOST BEAUTIFUL SINGLE-SEATERS EVER, KEPT ME AWAKE AT NIGHT'

As much as it pains me to say it, the constant travelling, lack of sleep and need to always appear upbeat and professional can leave you feeling jaded, if only in private. The thing is, I would hate to be thought of as being somehow blasé about 'The Life'. The prospect of driving Dan Gurney's old racing car, which I believe to be one of the most beautiful single-seaters ever made, was enough to keep me awake at night. I was unbelievably excited when offered the chance to demonstrate the car at the same venue where I witnessed 'Handsome Dan' testing it 51 years ago.

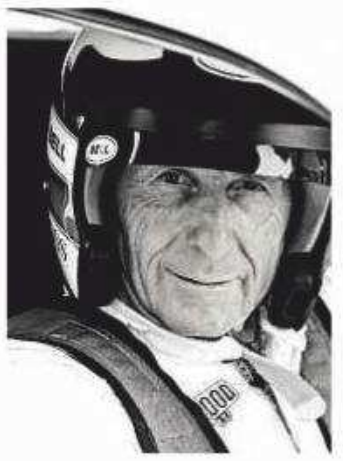
It didn't disappoint. I don't know how to begin describing the feelings of joy when lapping Goodwood in a car I dreamed of driving when I was still a young pup in Formula 3. I was to share driving duties with Sir Jackie Stewart over the weekend but, as I drove it out of the paddock for the first time, I was already dreaming up ways of keeping 'Wee Jackie' out of the Eagle.

There are not enough adjectives to express how good it was to steer on such a free-flowing circuit. The Eagle was designed and built around Dan's lanky six-foot-something frame, but a little tweak here and there afforded me the perfect driving position. Within a few laps I was driving the Eagle with gusto.

Sure, it was a demonstration run rather than a race, but I pressed on while regressing half a century. Over the past 20 years, I have mostly contested races in GT cars. Most of the 'moderns' I drive on track these days are supercars, so it's easy to forget just how wonderful it is to drive a single-seater rather than a road car, even one that has been adapted for motorsport.

I felt a part of the Eagle. I spent the first ten years of my career plying my trade in open-wheelers, and I would have done anything to have raced a car like this in period. It didn't happen, but after just my first sortie in the Eagle I felt like I imagine Lewis Hamilton did after his amazing Singapore Grand Prix pole lap: a little dazed and confused, residual adrenaline still coursing through my veins, but relishing a very special moment.

I wish I could bottle the feeling. It would come in useful right now as I wait for my plane to California. Rennsport Reunion VI at Laguna Seca beckons. No peace for the wicked, and all that.



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).

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STEPHEN BAYLEY

The Aesthete

Who was Giovanni Michelotti? The name is very familiar. So are the cars, which include the Triumphs Herald and Spitfire: unique shapes and likeable machines despite their technical shortcomings. In his short life, Michelotti – always known as 'Micho' – drew more than 1200 of them. He styled the two-stroke glassfibre Frisky of 1957 and the ohmygod Ferrari 340 Mexico of 1952. Yet he remains almost unknown as an individual.

I found a 1957 article from *The News Chronicle* boldly titled 'He gives cars a new look'. The journalist had visited Micho's Turin studio-home in an apartment at 35 Corso Francia, not far from the Modern Art Gallery. The 36-year-old Micho, described as reserved, even taciturn, was furiously at work, chain-smoking, shuffling French curves and pencils.

He described himself as a *creatore* and explained that he had drawn obsessively from childhood. His only diversions from 18-hour days were two children and landscape painting in oils. His sole declared vice, often indulged, was *gelato* doused in brandy. He drove a grey Fiat with a clandestinely tweaked engine. At that time, Micho had never been to Venice and had been to Rome just once.

Here is a prodigy of incredible creative energy. If his drawings sometimes seem a little unfinished, even crude, the handwriting is always idiosyncratic and energetic. His son Edgardo told Ian (Rolls-Royce Phantom) Cameron: 'He never had time to crap since in the same time he could knock off another sketch and get paid for it.' Cameron added, darkly: 'Which is what a lot of his work looked like!'

Micho soon left the *carrozzeria* system of Turin, with its feudal relationships, hierarchies, pride, vanities and jealousies, to become a lone operator and perhaps Europe's first independent stylist. And now that the *carrozzeria* tradition is dead, with Bertone bankrupt in 2014, and Pininfarina reduced to designing whisky bottles, Michelotti's legacy gives us a clearer idea of questions of authorship in the confused world of Italian design.

An uncle who made *bozzetti*, the full-size wooden maquettes that coachbuilders used as formers for bashing metal, got 14-year-old Micho a job with Stabilimenti Farina. In 1949, aged 28, he became independent but worked closely with Vignale, Ferrari's preferred *carrozzeria* post-Touring and pre-Pininfarina. But he was not too proud to design fridges as well.

He spurned every job offer, insisting on his independence. He styled an entire car and two facelifts every week. His facility became a legend: the Frisky was the work of 24 hours. So was the Herald. 'C'est facile!' he said to Triumph engineer Harry Webster, in the French they used as a common language. His work on the Herald cost Standard-Triumph £10,000.

More than 30 cars at the '57 Salone in Turin were by Micho, although none carried his autograph. Why? Even as an independent, he was still in the shadow of the *carrozzerie*. Franco Scaglione, Leonardo Fioravanti, Paolo Martin, Lorenzo Ramaciotti, Aldo Brovarone, Marco Savonuzzi and even Giugiaro were the designers, but Pininfarina, Ghia and Bertone took precedence as the brands.

'THE FRISKY WAS THE WORK OF 24 HOURS. SO WAS THE HERALD. "C'EST FACILE!" SAID MICHELOTTI TO TRIUMPH'S ENGINEER'

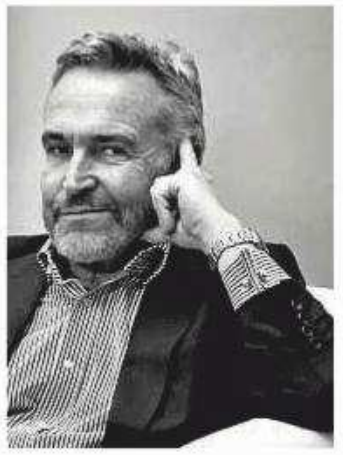
When BMW was directionless and encumbered by lardy and indifferent product, Micho drew the sweet little 700 in 1959. That aesthetic developed into the *Neue Klasse* of 1961 which, until Chris (Disruption) Bangle, defined BMW style. But Wilhelm Hofmeister took the credit.

Micho also introduced the Japanese to European style and expertise, the first designer to do so: the Prince Skyline Sport shown at Turin '59 went into production in 1962. In 1964, he reversed the Italo-Japanese trade and brought Tateo Uchida to work with him in Turin. Another first.

So, the answer to the enigma? I asked my car-connoisseur friend Stefano Pasini for his opinion.

'I have always admired the way Micho understood, and translated into metal and glass, the intrinsic character of the marques he was asked to co-operate with. So his BMWs were lithe and innovative and unmistakably German, while his Triumph TR4, though miles apart from the TR3, is still the epitome of British sports cars. How did he do that? Beats me.'

The clue is in the photograph of that figure crouched over his *tavolo di disegno*, restlessly drawing, ignoring reason and sense, helplessly creative, sometimes crass, sometimes wonderful. Micho died in 1980, aged 59.



STEPHEN BAYLEY
SB is the individual for whom the term 'design guru' could have been coined. He was the founding director of London's Design Museum and his best-selling books include *Sex, Drink and Fast Cars* and *Taste: the Secret Meaning of Things*.

ROBERT COUCHER

The Driver

The apocryphal Aston Martin tale goes something like this. Proprietor David Brown is rung up by a friend who says, 'I'd like to buy one of your Astons, old chap, and I'm sure you'll let me have it at cost.' Brown, it is reputed, replies, 'Of course, my dear fellow. For a good friend, that will be 500 guineas over the list price!'

Aston Martin has had a rollercoaster ride since it was founded as Bamford & Martin in 1913 by its eponymous owners. It has soldiered on through 105 years and seven bankruptcies, and on 3 October the company went public. The shares had tumbled by 8% as we went to press, reducing the company's value of £4.3bn to £3.6bn and losing its slot in the FTSE 100.

But for chief executive Andy Palmer to have achieved an Initial Public Offering at all is very impressive. No doubt he was incentivised by his slug of £25m in shares at current prices, and he says he's not too worried by the price slump because the same thing happened to Ferrari when it went public in October 2015.

We know that Aston Martin has always constructed exclusive, handmade cars for wealthy enthusiasts. In the pre-war years Astons did well in big-name events like Brooklands, Le Mans and the Mille Miglia, particularly with the 'Bertelli cars' such as the Ulster, Le Mans and Speed models. It received ample coverage and plaudits in the British press at a time when motor racing was widely popular. Financial stability, though, remained elusive.

Tractor, gear and machine tool manufacturer David Brown decided to try his hand at saving the serially bankrupt company, buying it and Lagonda in 1947. He used WO Bentley's 2.6-litre Lagonda engine in the DB2 of 1950, followed by a Tadek Marek-designed 'six' for the DB4 of 1958. From there sprang one of the most famous classic cars ever: the Aston Martin DB5.

With a little help from ex-naval officer and author Ian Fleming, and a certain Cubby Broccoli and his Eon Productions – Eon being the apt acronym for 'everything or nothing' – the James Bond film franchise has become one of the most profitable in the world. The films' hero, James Bond, was assigned various Aston Martins by quartermaster Q, providing AML with one of the most successful product placements imaginable, which continues strongly today. The Silver Birch DB5 with its ejector seat, revolving number plates and machine-guns in the bumpers is one of the most recognised classic cars of all time.

Personally, I find a Silver Birch DB5 a bit of a cliché. If you drove one, someone at a traffic light might shout, 'Oi, who do you think you are, Johnny English?' The last DB5 I drove had been beautifully enhanced by Richard Stewart Williams. Its lusty four-litre engine delivered immense power; unfortunately, the Aston was road-tested against an Eagle E-type, just as powerful but lighter by 200kg.

Most successful marques have been led by individuals. Bentley had WO, Bugatti had Ettore, Ferrari had Enzo. Aston Martin had Bertelli, David Brown… and Victor Gauntlett. The Pace Petroleum magnate bought 12.5% of Aston in 1980 and set about reviving it with financial help from Peter Livanos, then a young student in the US who flew back to the UK for board meetings.

'WITH HIS GOLD POCKET-WATCH AND "FAST" HAIR SWEPT BACK, RUMBUSTIOUS GAUNTLETT SOLD THE HELL OUT OF ASTON'

Gauntlett, the archetypal British car man, was an ideal ambassador for AML. Always immaculate in bespoke suits of very flamboyant stripe, with his gold pocket-watch attached to his waistcoat by a solid gold chain and his 'fast' hair swept back, rumbustious Gauntlett sold the hell out of Aston. In 1987 he was staying with fellow Bentley enthusiast Prince Michael of Kent at Countess Maggi's villa, along with Walter Hayes, Ford of Europe's vice-president. Gauntlett closed a deal over late-night brandies and sold a share of AML to one of the biggest car companies of all.

Ford funded the Ian Callum-styled DB7 and much else. Then another 'character', David Richards of Prodrive and F1 fame, led a consortium to buy Aston from Ford for £475m in 2007. Continuing to suffer losses, Aston recently did a deal with Mercedes-AMG to source engines for its new range. And now the company has floated on the stock exchange.

Aston Martin purists might be alarmed by the Mercedes deal, but new car buyers don't care about a pure pedigree any more. All that matters is the badge on the bonnet. We care, though… and so must whoever paid £10.1m for 2 VEV, the most famous DB4 GT Zagato of all. That's comforting, somehow.



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*.

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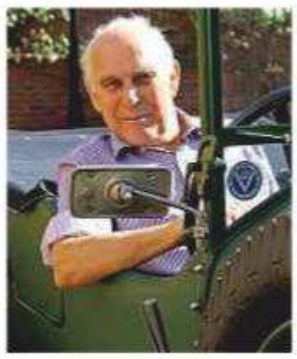


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JIMMY MEDCALF

President of the Bentley Drivers Club and former garage owner who 60 years ago paid £32 for his first Bentley

Interview and photography James Elliott

1



2



3



4



5



6



7



8



1. In 1992 I bought WO's 1926 Le Mans Bentley 3 Litre, which was raced by Duller and Clement but sadly didn't finish. It is my dearest possession. There are all sorts of details that aren't on other cars, such as a brake adjuster forward of the driver's seat so you don't have to do it in the pits. After the auction I got a shock when a file arrived packed with the most amazing history, including letters and photos from WO and every logbook the car has had.

2. I have been involved in the Bentley Drivers Club for longer than I care to remember, serving as chairman from 2002 to 2005 and president since 2012. I have two complete sets of the *Review* going back to 1946, and hold the trophy that shows I am only the sixth president the club has had since it started in 1936.

3. This 1926 vintage clockwork torch appeals to me as a simple solution to a problem and one which is just as effective as anything that has come since. The build quality is something to cherish.

4. When I was just a few years old I used to play with this toy cannon with my brother Bill, whom I was extremely close to. Sadly we lost him a few years ago, but we were best friends all our lives.

5. Most of the Bentleys I have bought I am lucky enough still to own, including my Grey Lady with unique folding hood that has appeared in *Downton Abbey* and *Peaky Blinders*. One that I did sell was an 8 Litre lightweight saloon, which appeared on a Shell commemorative biscuit tin. I had three of these tins, but gave two to the new owner of the car when I sold it.

6. I have always been fascinated by engineering and designed and made this device for timing a Bentley engine on a jig decades ago. Without it you could end up removing the magneto several times to get it right. I designed it so that it can be adapted to work on any vintage Bentley.

7. This used to be the main departure board at Liverpool Street Station, indicating the destination and stops. What looks like a clock actually isn't; they would move the hands to show the scheduled departure of the train. Everyday engineering is often overlooked.

8. My work has always been with cars. I started Enfield Auto Electrics during the Suez crisis and it took off immediately. I then joined Lavender Hill Garage in the late 1950s and helped to build it up to having a huge showroom and workshops as well as the petrol station. When I retired I handed the business over to the staff and it is still doing really well today. It has been a major constant in my life.

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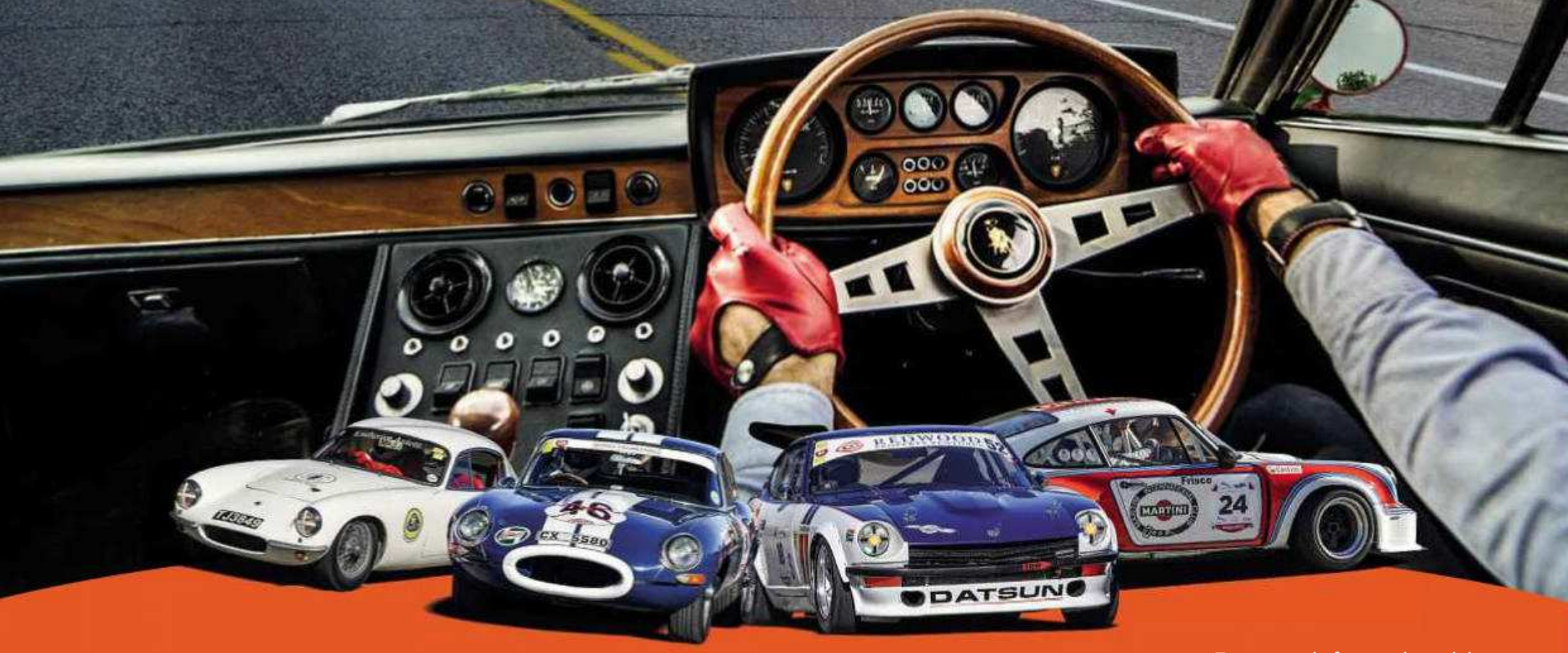
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Letter of the month



Make the most of your time together

OPENING THE garage door and seeing my father's name on the side of the D-type cockpit, I could feel the tears start to fall down my cheeks. I climbed into the car and sat in it, sobbing, for how long I don't know. Holding onto the wheel as if somehow it connected me to my father.

This was a week to the day after my father had passed away, peacefully but without much warning. The D-type replica had been bought not even two years earlier. We had first driven it together on a very wet Saturday and through my father's efforts we had reconditioned it and even raced it at hillclimbs such as Shelsley Walsh and Bo'ness with some success.

Motorsport had always been a part of my father's life. Some of my earliest memories are of watching Formula 1 on the TV with him. We even witnessed Mansell give Senna a lift at the British Grand Prix when I was a child, me wishing I could join the surging crowds as they mobbed Mansell after his win. Watching my father race karts and wanting desperately to race myself all led to my own lifetime of following and being involved in motor racing.

Later in my father's life, when his health was fading, owning classic cars and maintaining his interest in motorsport kept him energised when he could easily have lost motivation.

We often talk about passion and motor racing in the same sentence, but how many of us really know how strong that passion can be? Reminiscing about watching motor racing as a small child, I remember that buzz, that feeling in the stomach, but I never thought that I would feel the way I do now about the sport – that the passion would transcend anything I had felt previously.

I have so many wonderful memories of moments that I shared with my father. Even in the lowest of times I can conjure up a memory to make me smile. I have that connection with someone I can no longer talk to, which no one can take away. The D-type has a level of meaning to me that I didn't think possible, all thanks to a shared love of motorsport.

Recently my fiancée and I visited the Jaguar Land Rover proving ground near Kenilworth for their fantastic classic car experience [*see page 172 for more about this – Ed*]. It was a very memorable morning driving some extremely rare machines, including an ex-Mike Hailwood E-type and a Jaguar MkVII that raced in the Mille Miglia. One thing was missing, though: I wasn't able to phone my father and tell him all about it afterwards. Louisa said not to worry, as he was sitting next to me in the cars. One sure way to open the waterworks.

When was the last time you set your alarm clock for an early start, just to get the car out of the garage on your own or even to share a journey with a loved one? In a world where people need instant gratification and where the pace of life can be relentless, we should cherish these experiences involving a loved one and a special car.

Life passes quickly. We need to make the most of it and cherish those moments.

Sam Parker, *Lincolnshire*

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**



Rare Renault restoration

As a long-time Renault enthusiast, I was delighted to see the recognition of 120 years of the marque in *Octane* 181.

Some years ago I became aware that an 1899 Renault Type A [above], one of six in the world, was on display at the York motor museum in Western Australia. Bought by museum owner Peter Briggs as part of a job lot in the early '80s, the slightly tatty Renault was on show for around 30 years.

Three years ago, I broached the subject of getting the car running. It looked a reasonably straightforward project – but, of course, it wasn't. Without the technical information provided by the Renault club in France, it would have been impossible.



CHARLIE MAGEE

Following a two-year rebuild, we took the car to England in 2017 for the London to Brighton Run; however, we didn't successfully complete it. Twelve months on, I have been able to fix the various issues and finally drive the car to gain an appreciation of its workings. It has the world's first direct-drive gearbox and is a nightmare of mechanical mayhem – but it is also a truly amazing little device.
Lindsay Taylor, *Perth, Australia*

Long-term relationship

I'd like to compliment John Simister on his excellent cover feature on the Lotus Elise in *Octane* 185 [above].

My wife Alice and I have owned our Elise Series 1 since 9 September 1996, when chassis #94 arrived at Kelvedon Motors – delivery originally having been promised for May! Twenty-two years later we still have that same car and it still gives us an immense amount of pleasure.

The original idea was that the Elise would be used for high days and holidays, on the presumption that its lack of creature comforts would make it suitable only for short blasts. In fact, its better-than-expected civility prompted us to take it to Le Mans in 1997, and Alice reckoned the journey was more comfortable than it would have been in our other car, a stiff-riding BMW M3.

The success of this trip led to our Elise making many forays abroad, our decision to build a house in France, near Carcassonne, meaning she has done the long trek down to the south many times. As our packing technique has improved, we can even take enough luggage for two weeks, packed in four soft bags.

I did consider selling the Lotus after just three years but, when I looked at her intended replacement – another Elise! – I didn't like the new style of wheel, and some of the 'nice bits' that were on the early cars had gone, so I made the decision to remain faithful and have never regretted it.
Patrick Limming, *Lincolnshire*

Miami vice

Stephen Bayley's choice of a 1962 Ford Consul Capri for display at Art Basel Miami brought back memories of the car's launch at our local Ford dealer when I was a car-mad 13-year-old.

We all clustered excitedly around the Ford, which had a silk cover draped over it. When the reveal came, a stillness settled on the throng. This fusion of Dearborn design and European utility had created an automotive Labradoodle.

What no-one at the time appreciated, clearly, was that it was a work of art. Thanks to Stephen I can now reappraise my view of '60s cars and conclude that the Ferrari Dino was an overrated pastiche and not in the same class as the totally misunderstood and inspirational Ford.
Philip Rushforth, *Worcestershire*

West End wafter

In Matthew Hayward's otherwise excellent piece on the Jaguar Mk10 in *Octane* 185, Matthew refers to the 'triple-Weber-equipped 265bhp XK engine'. However, the Mk10 was fitted with triple 2in HS8 SUs, like the E-type.

And what a car it was! My wife and I have fond memories of driving my father-in-law's beautiful Midnight Blue 1961 3.8 automatic Mk10 around London in the mid-60s. In those days you could park outside any watering hole of choice in the West End, Mayfair or Chelsea.

Despite Matthew's comment that these big Jaguars weren't necessarily fast, traffic-light Grands Prix were nearly always won with ease while smoking a fine cigar and with one hand on the wheel.
Stephen Jones, *Hertfordshire*



AMY SHORE

The 'on side' rule

In 'How to stay friends with your restorer', *Octane* 183, I think John Simister missed a crucial point, which is to pay your restorer's bills promptly.

I spent 18 years having my Talbot 105 completely rebuilt by several different professional restorers. Some of them became good friends because I always took an active interest in progress and in most cases paid them on receipt of invoice.

The result is a stunning tourer, which won Best Pre-War Car at Shelsley Classic Nostalgia 2018.
Jim Parker, *Worcestershire*



CHARLIE MAGEE

Beady-eyed reader

While I agree wholeheartedly with Mr Symonds' sniffing at pre-tied bow ties [*Octane* 185], this faux pas of etiquette was significantly superseded a few months earlier.

In the Ferrari Dino V8 cover feature for *Octane* 180 there is a photograph of Robert Coucher gesticulating at something in the engine bay [above] – and he is clearly sporting a bracelet made from beads. Beads! I can only assume he is seeking an opportunity to trade them for something appropriate – such as Manhattan, perhaps.
Harry Tayler, *Cape Town, South Africa*

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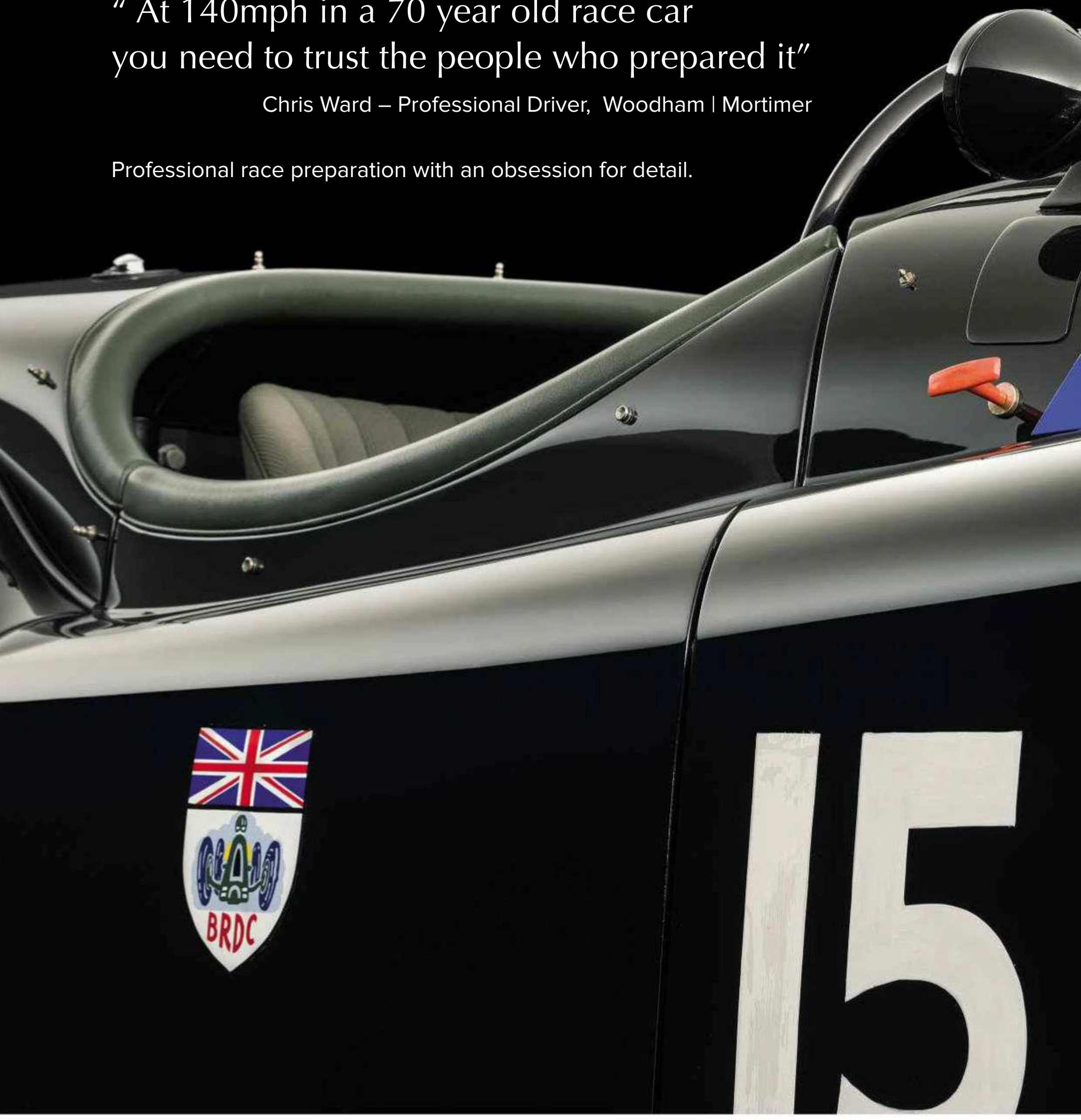
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ADVANTAGE ZAGATO

The Aston Martin V8 Vantage Zagato has matured from its slightly awkward beginnings. Does that make it a bargain compared with the standard car? Robert Coucher decides

Photography Paul Harmer



ASTON MARTIN HAS always made good-looking cars. Since its inception in 1913, when it was founded by Lionel Martin and Robert Bamford, as well as during the Augustus Bertelli years of the late 1920s and with David Brown in the 1950s, Astons not only looked rakish but were also successful in international motorsport, including Le Mans and the Mille Miglia. The ultimate victory was the DBR1 winning the fabled 24 Hours in 1959.

Under David Brown, the DB2 and DB MkIII were beautifully styled by Frank Feeley but, in 1958, Brown went for the full, bespoke Italian design and enlisted Touring of Milan to style the DB4, regarded by many as one of the most elegant cars ever made.

Aston also decided it needed a lighter and more compact version of the already shortened DB4 GT and turned to another Italian *carrozzeria*: Zagato. It was coachbuilt at the Zagato factory with dramatic styling from the pen of Ercole Spada, and launched at the London Motor Show in October 1960. Initially 25 were planned but only 20 were completed. Stirling Moss drove a Zagato to third place in its first race at Goodwood in 1961, finishing behind another Aston DB4 GT and the winning Ferrari 250 GT.

The famous Zagato '2 VEV' – which featured on the cover of *Octane* 181 – won its first victory at the British Grand Prix support race in July 1961. A further four factory-approved Sanction II cars were produced in 1989 and sold for more than a million dollars each; 2 VEV was sold earlier this year by Bonhams at the Goodwood Festival of Speed for £10.1 million. A good DB4 GT is worth around £2.5-3.5 million, so clearly the Zagato label carries a significant premium. →





‘IT EVOLVED INTO THE VANTAGE IN 1977 AND WAS HAILED AS BRITAIN’S FIRST SUPERCAR’

And this is also true of later Zagato Aston Martins that followed the DB4, all rare and truly desirable motor cars. A DB7 GT of 2003 is worth around £65,000 but the Zagato version (100 built) is £275,000-325,000. A V12 Vantage of 2011 will set you back £100,000, but the Zagato (150-off) commands £500,000. A 2018 Vanquish is £165,000 while the Zagato variant (99 constructed) is nearer to £800,000.

The Zagato protagonist we have here is one of only 52 Aston Martin V8 Vantage Zagatos produced (there were 37 convertible Volante Zagatos as well). It is derived from the standard Aston Martin V8 Vantage you see next to it, of which 429 were built between 1977 and 1989. So, what is the significant premium required for you to be able to park this particular Zagato in your garage? You might be surprised.

But first, let’s take a look at the Vantage upon which this Zagato is based. After the DB4, 5 and 6, the launch of the six-cylinder DBS in 1967 gave Aston Martin a contemporary new look, with curvaceous hips and sharp-edged styling by William Towns. It received the 5.3-litre V8 in 1969 and evolved into the Vantage in 1977, when it was hailed as ‘Britain’s first supercar’.

The quad-cam V8, fed by four Weber 48 IDF/3 carburettors (the previous Lucas fuel injection system had been dumped because Aston couldn’t get it to work reliably), pumps out 400bhp at 5800rpm and 380lb ft at 4000rpm. This is all fed though a five-speed ZF gearbox, with a dogleg shift pattern,

and on to the wheels via a limited-slip differential at the rear, which is at the centre of a de Dion layout with Watt's linkage. The chassis and superstructure are of steel, clothed in handbeaten aluminium panels, and it's a substantial beast, kept in check by power-assisted rack-and-pinion steering and vented disc brakes.

Aston Martin's boss of the time, Victor Gauntlett, referred to the Vantage as a 'two-ton brick'. A slight exaggeration because it weighs 1810kg, but it's still no lightweight. I remember the road test of the Vantage conducted by *Motor* in 1981. The test car was pale metallic blue and looked like a well-dressed hot rod with that massive front spoiler, huge bonnet bulge, blanked-off front grille, twin Cibie driving lights, kicked-up rear spoiler and chunky alloy wheels shod with fat 255/60x15 Pirelli tyres.

The test drivers exclaimed that the Vantage was 'Exclusive, exquisite and exhilarating', and it was '…the fastest standard production road car ever tested by *Motor*, as well as being one of our all-time favourites'. The test figures pinned the top speed at 170mph with a 0-60mph drag in 5.2 seconds. The big Aston outpaced the Lamborghini Countach and Porsche 911 Turbo 3.3 at every measure.

Today we collect the Vantage from specialist Nicholas Mee's beautiful new premises just north of London. Having worked at Aston Martin for years and establishing Nicholas Mee & Co some 25 years ago, Nick recently relocated from busy London to picturesque Essendonbury →

Above
Vantage evolved from the DBS, which proved that 'wedge' Lagonda man William Towns *did* own a French Curve.

Farm on the Hatfield Park Estate. The veritable 'works' consists of numerous listed buildings and immaculate dark-painted barns that house all the workshops and service operations. It's surrounded by some great driving roads and therefore a true destination for Aston lovers; call ahead for the helipad co-ordinates…

Ready for our enjoyment en route to the studio shoot are this 1984 V8 Vantage in Royal Cherry – and also the 1987 V8 Zagato in Masons Black. Nick actually has three Zagatos in stock (at the time of going to press) and it was he who'd raised the whole V8 Zagato thought for us to explore.

'All other Aston Zagato models attract a serious premium because they are rare and desirable. The V8 Vantage Zagato is the exception. They are valued at only slightly more than the standard V8 Vantage, which, to my mind, means they are undervalued and therefore worth a close look. I mean, only 52 were ever made at the actual Zagato factory in Italy and they are great cars to drive. In comparison to all other Aston Zagatos, the price differential is nowhere near as marked.'

To be clear, the V8 Vantage here is priced at £399,950 and the Zagato at £495,000. Also available at Mee's operation is actor and former *Octane* columnist Rowan Atkinson's race-prepared Gladiator Red Zagato at £495,000, which boasts 482bhp along with serious weight-saving – though that's an entirely different proposition!

BEST TO START with the V8 Vantage as the benchmark. One of 127 built in this spec, this immaculate example has been restored by Aston Martin Works, including an engine upgrade to later X-Pack specification. It's a big car – 6ft wide and 15ft long – that seemed vast when it was launched, but that was in pre-SUV days and it remains a classically elegant GT. In Vantage spec, the added spoilers, driving lights and large alloys add a look of menace. Within, the parchment hide trim is elegant and trad-Brit: Connolly leather, Wilton carpeting, walnut dash and very comfortable seats that allow good visibility over the bonnet hump.

Yet although it is beautifully clothed inside and out, the big Aston promises real muscle and a massive punch. Start-up technique is the same as with any Weber-fed engine: dab the throttle a few times and hold it part-open. The V8 fires easily and idles steadily and – →

'ALTHOUGH IT IS BEAUTIFULLY CLOTHED INSIDE AND OUT, THE BIG ASTON PROMISES REAL MUSCLE AND A MASSIVE PUNCH'

Facing page from top
An aristocratic 5.3-litre four-cam V8, signed by the artisan who built it; clubby interior is comfortable and airy.




ASTON MARTIN LAGONDA




E605 XMJ



Left from top
V8 Vantage is powerful and supple, but more GT than sports car; Zagato weighs 10% less and feels much sharper.

goodness! – it produces a rich cacophony of overlaid sounds: whirring cams and chains, low-speed Weber-carb gobble and a lovely, three-dimensional exhaust rasp.

This being a left-hand-drive example, the gear-shifter is worked with your right hand and first is towards you and back on the dogleg – actually much better and more intuitive this way. The clutch is firm, as you'd expect, and the gearshift action is long of throw, not particularly precise and somewhat agricultural. Importantly, it does the job better as speed increases.

Similarly the V8, which has loads of torque, but with all those camshafts, and the extremely large brass butterflies within the mighty Weber carbs, is happier with at least 2000rpm on the revcounter. Initially, driving the big Vantage through the narrow country lanes of Hertfordshire requires discretion as this valuable car is in such perfect condition. The ride is firm yet pliant, but you need to keep on the steering as the cambered lanes make the Vantage want to move about on its wide tyres. At normal pottering speeds the engine is obedient but the car does not feel entirely content – too big, hard and powerful for these back-roads.

And there's a fast section of B-road ahead: enter the roundabout, drop the lever down into second and ease some pressure onto the throttle linkages. The big V8 spins-up in a trice; this is not a lazy lugger, instead it's a serious revver and reacts with an instant snarl. Four thou' on the revcounter and the engine hits its sweet spot. The roundabout suddenly becomes a slalom as the tail slews outwards and the de Dion rear end and limited-slip diff fight to control the torque. Inevitably, they lose.

Oops, steady on and calm down. Lift off a bit, get the Aston's trajectory going straight ahead once out of the roundabout, then plant it again. The big bus squats down and veritably catapults itself down the dual-carriageway. Snatch third, fourth then fifth; these higher ratios are so nice and close, and this bruiser is now in its element, howling towards the horizon.

Big, heavy, powerful, blunt, muscular, thunderous, indefatigable, the Aston Martin V8 Vantage is certainly all of these. But the 5.3-litre quad-cam V8 is what makes it so →

‘WEIGHING 180KG LESS AND WITH 432BHP VERSUS THE VANTAGE’S 400BHP, THE ZAGATO SOUNDED LIKE A GOOD IDEA’

special. The handling, deportment, braking and so on are all just fine: meat and two veg. The Vantage is not the sharpest tool in the GT box but that engine, with the builder’s name proudly displayed on a plaque, is an automotive artform. It is, simply, one of the best engines going.

Sure, today’s modern high-performance powerplants produce bigger and more efficient specific outputs, but they are in essence just petrol-powered pumps to feed electronically controlled forced-induction blowers. The Aston’s brawny V8 is an ode to joy. You can tell it’s a big unit by the mighty slap it administers to the tarmac, but it is unexpectedly sweet as you lay on the juice – and gets smoother and more sonorous as the revs rise, just like the best engines from Maranello and Stuttgart.

You have two options: open a bottle of your favourite Claret, light a Montecristo No 4, dig out Beethoven’s Fifth from your Deutsche Grammophon box collection, ease the needle onto the vinyl, wind the volume full right, and sit back. Or you can take an Aston Martin V8 Vantage out for a blast. I concede that I’m now waxing lyrical, but this is the whole point of really good classic cars. The handcrafted quality can be felt through the seat of your pants and it remains special. It’s not simply down to outright speed and acceleration; it’s the quality of the delivery that’s to be savoured and here the big Aston aces it.

With the Vantage having impressed so much, it’s time to try the Zagato. How did the idea germinate? Back in the day, Aston Martin chairman Victor Gauntlett said:



‘I was at the Geneva Motor Show in 1984 with co-owner Peter Livanos and we saw everyone was like bees around a honeypot looking at the GTO on the Ferrari stand. We then walked past the Zagato stand and that triggered it off.’

Offering V8 Vantage underpinnings, Gauntlett and Livanos commissioned brothers Elio and Gianni Zagato to create a supercar that was to be capable of 300km/h and have a 0-60mph sprint time under five seconds. With added power – 432bhp thanks to 50mm chokes, big-bore exhaust and airbox versus the Vantage’s 400bhp – plus a loss of some 180kg in weight, a 10.6in chop behind the rear wheels, and a drag co-efficient of 0.31 compared with something so house-like it wasn’t quoted, it sounded like a good idea. The Zagato’s final drive was raised from 3.33:1 to 3.06:1. Wheels were changed to Speedline alloys shod with 255/55 VR16 Goodyears. The alloy coachwork was advanced, with flush-fitting glass and pop-out front and rear bumpers. Here, the apocryphal story goes that, when asked about damage to these supposed ‘pop out’ bumpers, Victor Gauntlett replied: ‘Yes, pop out to the works and we will replace them.’

A batch of 50 Zagatos was put into production and all were sold ‘off-plan’ before an alloy panel was so much as kissed by a hammer or a dolly. Priced at a whopping £87,000, when the standard Vantage was £59,000, the exciting Zagato was the new supercar on the block. It was launched at the 1986 Le Mans 24 Hours, the PR idea to do a full-blast demo run in front of the large crowd of enthusiasts, topping out at 186mph. →

Below
Zagato honed the Vantage’s shape in a wind-tunnel, and it benefited from more power and less weight.



‘THIS TIGHTLY COILED LIGHTWEIGHT HAS JUST RENDERED THE LOVELY CLASSIC VANTAGE AN ANACHRONISM’

But the car suffered fuel feed problems and rather embarrassingly fell way short. Pride was restored a week later when a French journalist managed 185.5mph and 0-60mph in 4.8 seconds on an (allegedly) closed section of the autoroute.

So the new Aston Martin Zagato had landed, son of the previous, magnificent-looking DB4GT Zagato – to an equal extent faster, lighter, more focused than the standard Vantage, but… a visual challenge. Oh dear.

Up against the sexy Ferrari 288 GTO and the curvaceous Porsche 959, the Aston looked more like a minicab than a supercar, short and dumpy, its lumpy bonnet bulge a carbuncle, with a truncated bobtail rear, and sitting on alloys that could have come from an accessory shop. Zagato has a history of wonderfully weird and attractively eccentric styling but this wasn’t it. Many buyers were disappointed and, once these cars had been through the ‘flipping’ frenzy before the 1990s crash, values tanked.

But styles and fashions change and, 32 years later, the Vantage Zagato has aged rather well. The flush-fitting glasshouse is cleverly resolved and the coachwork is as smooth as a sucked lozenge, as is the styling wont of today. This one looks tasteful and understated, which is a pleasant change from the looks of most brash supercars. As with a Bristol 404 or an Audi Sport Quattro SWB, only the informed few will notice the V8 Vantage Zagato.

Unlike the gentleman’s club interior of the Vantage, the Zagato’s cabin is 1980s sports-car perfunctory: more focused, more modern, yet still exquisitely trimmed. And it is airy, with thin pillars offering good sightlines, and it is capacious for two. Even though they are slender in the cushion, you sit quite high on the well-formed Zagato bucket seats.

Fire up the 5.3 and you’re met with a malevolent roar thanks to the expanded Webers and bigger exhausts. Clear the carbs and savour the big lump’s potent but creamy reaction to the throttle. Push the gearlever away and back for first and the difference between this Zagato and the Vantage is immediate within a few yards. The longer gearing, lighter weight and added power are instantly noticeable. Get it rolling, then give it the beans in first – it’s good for 60mph – and you realise that this is a different kettle of aluminium-tinned fish.

Across the gate into second – a bit slow in action – then hard on the throttle, the Zagato spins its LSD-controlled wheels and lunges forwards, feeling light, sharp and bloody fast. The heavy power-assisted steering lightens up and the tightly stacked gear ratios translate all the thrust to the road as the Zag assumes attack mode.

All I can write, once again, is, ‘Oh dear’: this tightly coiled lightweight has just rendered the lovely classic Vantage an anachronism. The Zagato’s responses are →

ZAGATO’S LATEST PAIRING

New DBS and DB4 continuation celebrate a centenary

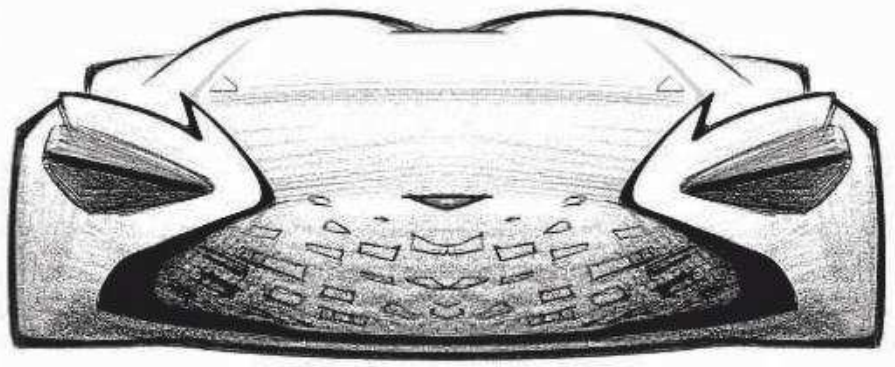
Zagato turns 100 in 2019, and has enjoyed a relationship with Aston Martin going back to the DB4 GT Zagato – 58 years ago. In celebration, Aston Martin is building a further 19 DB4 GT Zagato continuation cars – twinned with a matching new DBS GT Zagato.

For now, visuals of the all-new car are limited to the sketch on the right. What we can tell you is that the new Zagato takes the latest DBS Superleggera as its starting point and embodies the next evolution in Aston Martin Zagato design language, characterised by fresh proportions brought about by a reinterpretation of the iconic double-bubble roof and a dramatically truncated tail, as well as that striking front grille.

Paired with the build run of 19 DB4 GT Zagato Continuations, the DBS GT Zagato will also be the rarest of all the modern-era Aston Martin Zagatos. And yes, they come only as a pair, for which you’ll pay £6 million. Plus taxes.

Mind you, that’s less than an original DB4 GT Zagato. The ‘new’ car will be built at Newport Pagnell, where they’re recreating Bond DB5s. As before, it features thin-gauge aluminium body panels over a tubular frame, but build accuracy is improved via state-of-the-art digital scanning as well as time-honoured hand-finishing.

The twin-plug straight-six transmits 380bhp via a limited-slip differential, and the car is legal only on the track. Of course, your roadgoing DBS Zagato is thrown in for those trips to Waitrose.









Top and above
Similar engine but a bit more power at 432bhp; similar shapes inside, too, but so much more modern in the Zagato.

athletic, if not balletic, but it makes the Vantage seem like a lumbering heavyweight.

The engine response is harder, sharper, keener, with the redline moved up to 6250rpm, and the chassis is more than a match for it. The Zagato feels flat and balanced even though the weight distribution has shifted from 51:49 to 58:42 front-to-rear, yet with the de Dion rear axle geometry keeping the wheels upright and the bodyweight reduced by 10%, the car is more of a sharp-jab punch in operation than a roundhouse haymaker. It's more reactive, tighter and better to drive than the regular Vantage, with less dialled-in understeer: a full-on supercar in which that magnificent engine makes the most of a suitably enhanced package to deliver its full potential.

You know the old 'more than the sum of its parts' adage? The Zagato really is a case in point. To think that it is essentially the same car underneath as the rumbustious Vantage is hard to comprehend. It couldn't be *so* much better… and yet it is. The driving experience is so different; you really can chuck it about with one hand on the wheel.

Nicholas Mee is on to something here. Aston Martin Zagatos are very special indeed, it's just that the V8 Vantage Zagato has never been as much appreciated as the rest. Having driven a Ferrari 288 GTO (I found its flick-switch turbocharged nature tricky) and a Porsche 959 (it was a tour de force in its time, yet it is now much like any modern 911), I find that the Aston Martin V8 Vantage Zagato, in comparison, has bottle-matured into something beguiling.

Given the choice I'd take the Zagato and enjoy its astonishing yet manageable analogue performance in preference to the other two. And if a punter hailed me down as a minicab… well, they'd be in for the ride of their lives. End

***THANKS TO** Nicholas Mee & Company, +44 (0)20 8741 8822, www.nicholasmee.co.uk.*

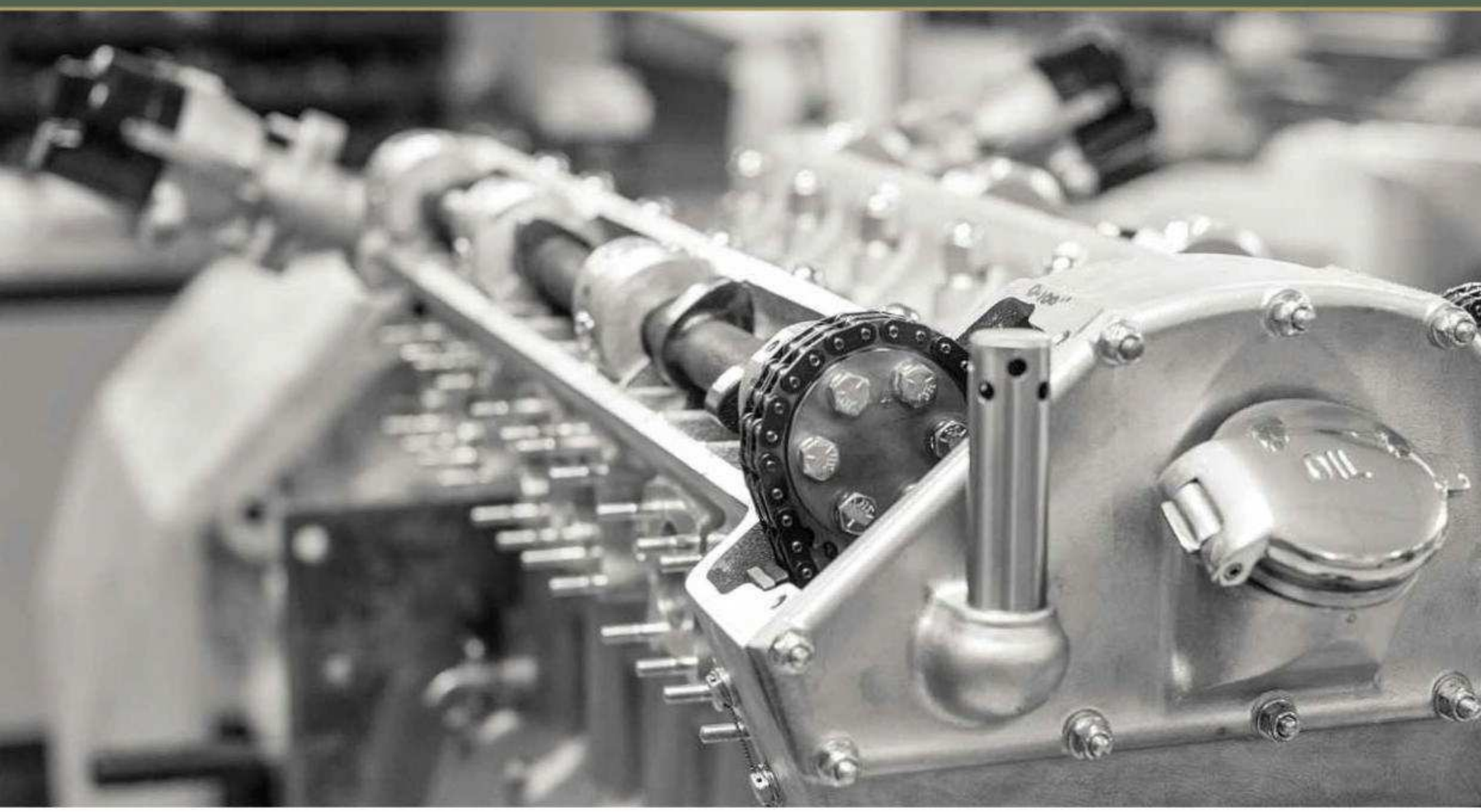


1987 Aston Martin V8 Vantage Zagato (and 1984 V8 Vantage)

Engine 5340cc alloy V8, DOHC per bank, four twin-choke Weber IDF3 carburettors **Power** 432bhp @ 6250rpm (400bhp @ 5800rpm) **Torque** 395lb ft @ 5100rpm (380lb ft @ 4000rpm) **Transmission** Five-speed ZF manual, rear-wheel drive, LSD **Steering** Rack and pinion, power-assisted **Suspension** Front: double wishbones, coil springs, telescopic dampers, anti-roll bar. Rear: de Dion axle, trailing arms, coil springs, telescopic dampers, Watt's linkage **Brakes** Vented discs **Weight** 1640kg (1820kg) **Top speed** 186mph (170mph) **0-60mph** 4.9sec (5.2sec)

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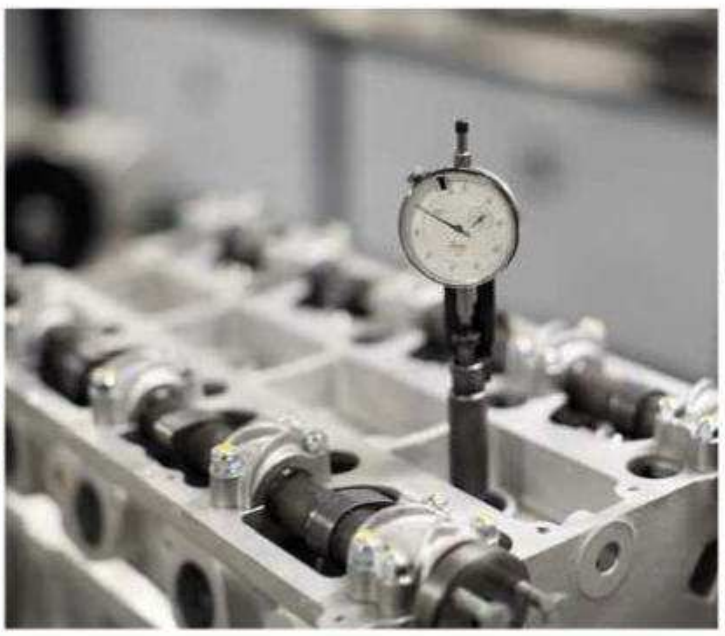
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ASTON BARGAINS

Glen Waddington champions the DB9 and V8 Vantage – yours from only £30,000

Photography Matthew Howell





ALTHOUGH IT IS objectively and quantifiably a better car in every respect than its predecessor, can I be alone in that the arrival of the Aston Martin DB11 made me ache a little more for the DB9? And similarly with respect to the new and old Vantages?

I remember the effect of the DB9 when it was launched back in 2004. Sure, it brought modernity to Aston Martin, and it waved goodbye to the handbuilding techniques of the Newport Pagnell era. And by the time production ceased, more than 20,000 had been built. So they're not rare, as such. But they are *beautiful*. Certainly a candidate for most beautiful car of that time. In my book, maybe even of all time – which is not something you can say of many cars with flush bumpers and composite panels. In comparison, the DB11 and the new Vantage each might best be described as 'a grower'.

The DB9 gained a junior sidekick a year after in the V8 Vantage, which was a bit more compact, a bit more sporting. A bit cheaper too, though still heading for £80,000 even all that time ago. These were both exclusive cars, purely by dint of pricing (the DB9 started out north of £100,000 and ended up a fair bit closer to £150,000) and the running costs inherent with their powerful engines: a 450bhp 5.9-litre V12 in the case of the DB9, a 380bhp 4.3-litre V8 in the Vantage. Yet they're not so exclusive now. Lots to choose from, and robust enough to last the distance with proper servicing: you can take your pick from £30,000 and up. That's quite a bargain.

So, what are you buying? Luxury, performance, style… or, as the Aston Martin 'emotion control unit' (er, that's the key) and in-dash welcome would have it: 'Power, Beauty, Soul'. It's a great way to be greeted.

'LOTS TO CHOOSE FROM, AND ROBUST ENOUGH TO LAST THE DISTANCE WITH PROPER SERVICING'

In the case of the DB9, that V12 erupts with a roar and settles to a multi-layered, fizzing idle. It's very much a GT rather than a sports car, feeling weighty and stable through corners rather than light and flighty. But performance is very strong, with a jet-like swell of acceleration in every gear (six of them, mostly self-stirring; manuals are much rarer and sought-after), and the ride, while firm, is rarely harsh.

Early cars suffered from a slight shimmy through the steering column, and it's fair to say the DB9 evolved hugely during its 13-year career. Even just two years in, a raft of improvements cured that steering column shake and brought with it new seats and the desirable option of a Sports Pack, which improved handling and ride thanks to revised and lowered suspension plus lighter wheels.

There was slightly more power (up to 470bhp) from 2008, plus a new centre console and Bilstein dampers, which together make these cars the pick of the crop if you can't stretch to the more extensive (if scarcely visible) facelift of late 2012, with 510bhp and standard carbon-ceramic brakes.

A thoroughbred Aston Martin GT for £30,000? Really? Well, there are plenty in the classifieds at exactly that price, mainly early-ish cars with 50,000-60,000 miles on the clock, and some newer ones with more like 100,000. Whatever you choose, key to successful ownership is locating a car with a full service history, either with Aston dealers or recognised specialists: this is not a prospect for your local backstreet garage and skipped maintenance will ultimately prove extremely costly.



Previous page; right and below Styling similarities are obvious but both are beautiful bargains. Clue: the DB9 is the blue one…

Servicing typically costs £1200, annually or every 10,000 miles. That V12 is extremely strong; few have succumbed to the necessity of a rebuild, but water ingress can fry coil packs, which is the most common problem and costs around £700 to sort. If you sense a misfire on test, that's probably the cause.

Although the bodywork is largely aluminium, bubbling can occur at the edges of panels. Of course, for the right price you might be able to live with that, but if it's extensive then the usual Aston Martin bodywork restoration costs apply, although the construction method (Lotus Elise-style bonded aluminium chassis with aluminium and composite panels over it) is very different from the Newport Pagnell era. Same goes for worn interiors: leather trim is never cheap.

Top money for one of the last DB9s is still around £100,000, though that's considerably less than the £145,000 a DB11 costs new. Where's the happiest hunting? From £40,000 and up. As Ed Barton-Hilton, sales manager at Aston Martin specialist Nicholas Mee & Co, says: '£45,000 gets you a really good 2008 car with, say, 40,000 miles on the clock. That means you're buying one that's benefited from all the early development work and it's averaged only 4000 miles per year. That's real value for money.'

If the DB9 roars on start-up, the Vantage barks. Loud. Otherwise, much of what you've read above applies. In essence, it's a smaller, lighter, two-seat DB9 with a V8 instead of a V12. And it feels much more like a sports car, with tight handling, feelsome and accurate steering, a rifle-bolt six-speed manual, and an engine that rips through the gears and then sheds revs like something racebred. Sounds it too, with an exhaust note more akin to a Ferrari-style flat-crank V8's.

Again, prices start at £30,000 (even a grand or two less) and go up to a scary £400,000-plus – though that's for a GT12 Racer! A V12 Vantage S tops out at £150,000 or so too, but we're talking standard V8 coupés here. The original 4.3 was launched in 2005, with Jaguar-based (but dry-sumped) 380bhp V8, and a desirable 20bhp factory Power Upgrade option followed in 2008. Shortly after that, the V8 was uprated to 4.7 litres and 420bhp, with suspension and transmission upgrades to match. The further-tweaked 430bhp V8 S arrived in 2011.

The best 4.3 costs £45,000; £40,000 opens the door to excellent 4.7s and the V8S (they top out at £75,000). Buy wisely now and you might find you can't actually lose. End



Torquing point



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GOD BLESS

AMERICA

In 1952, Enzo Ferrari had too many racing engines on the shelf, so he built road cars around them, and sent them across The Pond – including this 342 America

Words Massimo Delbò **Photography** Dirk de Jager

Today we are used to thinking of Ferrari as a rich company, with endless money to invest. The situation was very different in 1947, when Enzo Ferrari founded his firm with the idea of making cars for racing and the road. Money was scarce, not only for Enzo himself but for the whole country, which was struggling to recover from World War Two. And money wasn't the only problem: the process of industrialisation was hampered by the scarcity of both raw materials and undamaged factory buildings.

The first engine installed by Ferrari in a car bearing his name – the 125 – was a 1.5-litre V12. But what's really astonishing is that, just two years later, Ferrari was making a 4.5-litre V12, designed by Lampredi, to be installed in Formula 1 cars and capable of winning the 1951 World Championship. When the 4.5s were banned for 1952 in favour a 2-litre limit, Ferrari found himself with a warehouse full of big, powerful engines, but no way to use them. Whether Enzo himself or one of his men had the idea we don't know, but a radical solution presented itself: that racing engine, lightly detuned, would form the heart of a new *Gran Turismo*, named in celebration of the most important potential market for Enzo Ferrari's cars.

And so the 340 America arrived, 24 of which were built. Ironically, Ferrari was well aware of the racing potential of this vehicle in the sports car category, and he knew that success in racing would mean success in sales too. The 340 America and its subsequent siblings the 340 Mexico and 340 MM were seen as pure racing thoroughbred GTs, so they were built with even chassis numbers, the symbol of racing Ferraris. But while the 340 was as fast as a pure racing car, its finish lacked the luxury required in the GT market. Its road manners were distinctly sporting too, and Ferrari feared that Americans would not appreciate a car quite that wild.

Which is why, in early 1953, the 342 America was created: in effect a gentler, more refined 340, with dry-plate clutch, synchronised gearbox and a longer (2650mm) wheelbase suited to (fast) road use. Yet the 342 was manufactured with even serial numbers too, despite its more luxurious trim and finish, and only six were built, all but one bodied by Pinin Farina. The first (chassis 0232 AL) was a cabriolet by Vignale, then there were two cabrios (chassis 0248 AL and 0234 AL, the latter for King Leopold of Belgium) and three coupés (0240 AL, 0246 AL and 0242 AL), each of them different in detail.

The car you see here is the second of those Pinin Farina coupés, and the last to be built in 1952: chassis 0246 AL. 'AL' signifies it as an *America Lungo*, referring to its extended wheelbase, and it was formally completed on 30 December 1952, just weeks before 0242 AL, which was registered in the name of *Commendatore* Enzo Ferrari on 14 January 1953. Today it belongs to California collector Bruce G Vanyo.

In the factory build sheet, this car, with body number 10948 assigned to Genoese ship-owner and insurance entrepreneur Ernesto Fassio, was marked *Speciale*, with two-tone coachwork in green/grey-green. The Fassio family was an established Ferrari customer, and both Ernesto and his daughter Franca, born in 1926, had several Ferraris registered in their names, usually custom-finished. The 342 Pinin Farina Coupé had the additional honour of being displayed at the 1953 Geneva motor show.

An internal note reveals that the rolling chassis left the factory for Pinin Farina on 23 December 1952 – without being tested. The earliest build sheets are related to the engine and dated early December, when it was completed by technicians Storchi and Leopardi. During running-in it was noted that the engine lost oil from the flywheel side, resulting in low oil pressure, and that there was a coolant leak too, but everything was fixed for the second check, four days later.

Following the Swiss show in March, the car was delivered to its owner, but there is a surprise in the legal documents. The factory released the *certificato d'origine* on 14 April 1953, and the car was registered the day after with the plate MO 29677 – in the name of James Gerald Murray Jr, an American from Pittsburgh, formally residing at the Automobile Club of Modena address. It was he who, in February 1954, returned those plates to have the car exported.

Fassio had ordered the car, kept it at his home in Genoa and raced it in the Rallye du Soleil-Cannes in April 1953, but it is not clear if it was supposed to belong to the father or the daughter. A custom request →

'The easy power of the 4.1-litre V12 pulls the car along with disdain'

Above and top
Like many early Ferraris, this car was racebred and capable of competing – but the elegant coachwork was a departure.



included small, folding, leather-covered platforms behind the seats, where Franca Fassio's dogs could sit, and it's certain that she liked the car a lot because, soon after, she went on to order a 375 America, chassis 339 AL, with the same finish and split front bumpers.

Also clear is that Ferrari had built the car with some racing-spec equipment, including a 92-litre fuel tank (usually supplied to endurance and rally cars), a more powerful engine with 235bhp instead of the standard 200bhp, plus two sets of wheels (for road and racing use) and a rally timer, which is still in the car today.

It returned to Pinin Farina later that year to be transformed with black paint, a new single front bumper and a revised rear window (from wraparound to rectangular). Thus modified, it arrived in the USA and, in the spring of 1954, New York City dealer Max Hoffman sold it to Steve Briggs of Lake Forest, Illinois, who promptly showed it at the Wilmot Hills Concours and won the sports car class. In 1956 it was sold on to William R Peters of Minnesota, who kept it for the next 33 years. By 1989 the odometer read a mere 43,168km and, via several more owners in Europe and the USA, and some inaccurate restoration work, in 2012 the car entered its current ownership.

'I had other, less important cars,' says Bruce Vanyo, 'but the opportunity to buy such a rare Ferrari, in very original condition, with all the correct numbers, doesn't happen very often and I decided to go for it. I saw it at Brian Hoyt's shop and it was the first time I had heard of a 342 America. I did some research and discovered how special these cars are. I didn't have a plan, but I knew from day one that it wasn't going to be a short-term relationship.'

In 2013, the Ferrari went to Perfect Reflections in California, with the aim of returning it as close as possible to the condition and style in which it had left the factory 60 years before. Patrick Ottis and Bryan Hoyt disassembled all the mechanical components, to inspect, repair and replace only as the last resort, and they found it very original in every aspect. 'I still have the 232 handwritten pages of Patrick's description of the work performed,' says Hoyt.

The body was taken back to bare metal, repaired, and resprayed in the original dual-colour combination, →

Above and right
Interior is simple yet attractive; restoration involved matching the paint to fragments found within the structure.










MO·2
9677

remnants of which had been found hidden within the car. It was the same story for the interior, which retains the custom parts requested by the Fassio family, and has been retrimmed in materials as close to original as possible. After three years the car was ready, and first time out it won Best in Class and the Ferrari Elegance Cup at Cavallino 2017, plus awards at Mar-A-Lago and at the Swiss Concours in 2018. While it was in Europe, the car received Ferrari Classiche certification too.

It isn't driven often and, when we take it for a run along the 17 Mile Drive close to Pebble Beach in California, we almost feel guilty. But it takes only a few minutes for confidence to build, and the car, once warmed-up, starts to rev with authority and, suddenly, the surroundings reverberate to its powerful thunder.

You soon get used to working the broad steering wheel to counter the writhing movement of the tyres over the road surface, and the easy power of the 4.1-litre V12 pulls the car along with disdain. With three huge Weber 40 DCF/3 carburettors, you need to explore the further reaches of the throttle with discretion, pushing gently so they work at their best.

All too soon it's time to return the 342 America to the protective garage where it will wait for the truck home. But, if I ever dared to imagine the perfect car for an event such as the Colorado Grand, now I know what it would be. Cad

1953 Ferrari 340/342 America Pinin Farina
Engine 4102cc V12, OHC per bank, three Weber 40 DCF/3 carburettors
Power 335bhp @ 7000rpm
Transmission Four-speed manual, rear-wheel drive
Steering Worm and sector
Suspension Front: double wishbones, single transverse semi-elliptic leaf spring, Houdaille hydraulic dampers. Rear: live axle, longitudinal semi-elliptic leaf springs, Houdaille hydraulic dampers
Brakes Drums
Weight 1200kg (approx)
Top speed 120mph (est)





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EXCESS ALL AREAS

Brabus founder Bodo Buschmann made his name with cars like this tuned Mercedes-Benz 190E – and inspired an entire industry. Here's how

Words Dan Trent **Photography** Paul Harmer


RECARO
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The sight of a bodykitted 190 prowling South London streets might take some back to a less salubrious era of 'rude Mercs' and questionable 1980s excess. But this one is a bit different, not least thanks to its six-figure pricetag and recognition of what the Brabus badge on its bootlid stands for. It's certainly getting plenty of positive attention from those not even born when such cars were enjoying their heyday, evidence of how far tuning has come being reflected in the fact that few seem fazed at its value. For them it's just the peak of retro cool.

From grassroots beginnings, Brabus founder Bodo Buschmann helped spearhead the German tuning industry's transformation into respectability and introduced the mindset of huge horsepower and no-expense-spared individualisation into the mainstream. His creations might not have been to all tastes but there's no denying the influence his excess-all-areas approach wielded over competitors and even the car industry as a whole. As a co-founder and president of the German tuning industry trade association VDAT, he was also a driving force in helping tuners evolve from cottage-industry modifiers into fully fledged manufacturers – a status Brabus now enjoys along with established names such as Ruf, Alpina and others. He was a big man with a big presence, and his force of character is very much embodied in the cars he built.

Buschmann died earlier this year, not long after his company celebrated its 40th anniversary. Celebrating his legacy from the wheel of one of its more extreme creations seems appropriate, even if a stripped and 'caged Mercedes 190E isn't necessarily the most appropriate place in which to spend a hot day in congested London traffic.

I don't care. As a long-time Mercedes fan and child of the '80s I'm in my comfort zone, no matter the sweat that's seeping through my shirt into the Kevlar-backed Recaro race seats. Certainly the kerbside response would suggest I'm in a car with a certain appeal.

If people don't register the significance of the starless, colour-coded grille or Brabus badge, the gruff sound of a tuned straight-six offers some sense of what this car is about. A 190E 2.0 in mail-order GRP skirts this is not; the fit and finish befit a factory-built Brabus special. In stop/start traffic it coughs, splutters and grumbles, its gearing and fuelling calibrated for higher speeds than can be achieved here. It's a purposeful and sophisticated sound though, harking back to an era when big engines, big valves and lots of air and fuel into the combustion chambers were the route to big horsepower.

While a track-influenced saloon with manual gearbox might not be typical of Brabus's output, the attention-seeking ability very much is. As it did for Mercedes-Benz,







the 190 opened the door for Brabus to a new and younger audience. Stuttgart's own performance variant was built with motorsport homologation in mind, the 16-valve 2.3-16 and its later 2.5 and Evolution derivatives successful in their own right, built originally for rallying and then Touring Car racing, where they provided a perfect foil for the mighty E30 M3. Revvy four-cylinder engines worked in that arena but, on the road, failed to deliver on the more muscular driving manners many craved. And so the door was opened to the tuners.

Buschmann started Brabus from the forecourt of his parents' dealership in 1977 as a distraction from studying law and business. He was clearly onto something and the business quickly outgrew its original home and moved into its own premises. And the 190 was Brabus's path to creating a customer base all of its own. V8 conversions demonstrated an early taste for the monstrous engine upgrades that remain a Brabus trademark but Buschmann was smart enough to realise people needed a first step on the ladder. So he teamed up with Sixt rental and supplied them with 200 kitted-up 190s for an accessible, Hertz Mustang-style taste of tuning culture.

The inspiration for the one you see here was something a bit different. Built in the heat of the '80s tuning boom and based around the straight-six 3.6S conversion, despite its stripped, track-focused interior, race seats and rollcage it was beautifully finished and detailed, which put a new twist on the Brabus tuning philosophy.

Not surprisingly it went down a storm with the motoring press, and journalists delighted in getting it sideways in clouds of tyre smoke, celebrating the idea of a Mercedes 190 with Porsche-chasing performance. But Brabus customers wanted horsepower with all the luxury trimmings and, after it had served its time, it was upgraded with a 24-valve head and converted back into a fully trimmed road car.

The story doesn't end there though. Brabus PR man Sven Gramm joined the company long after the 190 had gone but stories of its existence and folders of press cuttings from *Sport Auto* and *Auto Zeitung* back in the day had him in the mood for an after-hours project. After a long search he found an elderly gent selling a suitable 190E 2.6 with a manual gearbox, and that gave him the basis for the press special's rebirth.

Gramm took his time over the build, doing much of the work himself. 'We have a saying in German: *Man wächst mit seinen Aufgaben*. It means you grow with your work and learn as you go,' he says.

Replicas and recreations might be a sticky subject in some quarters but, with the original car long gone, Gramm was able to draw on the knowledge and experience →







Clockwise from top right
Tail spoiler and twin tailpipes are subtle clues to this 190E's added power; interior is little changed up-front, bar race-style buckets – though rear bench has made way for a rollcage; 3.6-litre straight-six is good for an easy 268bhp and 168mph.



‘AMUSINGLY, GIVEN THE RACY SURROUNDINGS, IT STILL FEELS LIKE A 190 INSIDE’

of longstanding Brabus technicians who’d worked on the original. And when all’s said and done it’s a factory-built car, converted from a Mercedes and created to an individual spec. Which is exactly the same as any other Brabus, only based around an older car in this instance. Indeed, classic restorations remain an important – if less well-known – part of the business, and Pagodas and Gullwings are often displayed alongside six-wheeled G-Wagens and 900bhp S-Classes on Brabus motor show stands.

This in-house expertise and passion proved a great help when it came to some of the trickier aspects of creating this car. ‘The guy who did the engines is still at Brabus,’ says Gramm, ‘and we found an original crankshaft and pistons to help with the conversion. I took a 3.0-litre M103 from a W124 E-Class and it was bored out here. There was a lot of work and a lot of special parts like the spoiler with the oil cooler in the middle, which is handmade out of copper especially for this car. The manifold and the exhaust system we also had made and we modified the hydraulically controlled ASD locking differential to be more aggressive.’ Bored out from the standard 88.5mm to 92mm and with the stroke increased from 80.25mm to 90mm, the engine recorded an easy 268bhp on the Brabus dynomometer, even with deference to its freshly built state.

After some finishing touches one Friday night, Gramm returned the following morning to pick it up from the factory and bumped into the boss. ‘He said “The car is ready? You have to take me with you!”’ he recalls. This raised something of a problem though: Gramm had selected the smaller Recaro seats to fit within the cage. ‘Herr Buschmann was not the smallest guy, but he somehow got himself into the seat and as we drove a little way he was smiling and saying “I feel 20 years younger!”’

And today it’s not hard to see why this car made such a splash. Mercedes-Benz itself was no stranger to putting outrageously big V8s in luxury saloons – you need only look back at cars such as the 300SEL 6.3 or 450SEL 6.9 for evidence – but the idea of this track-ready 190 is amusingly incongruous, especially when you figure that it was bought in standard form from an elderly gentleman.

It’s a formula since imitated by in-house performance divisions BMW M and Mercedes-AMG, whose respective limited-edition M4 GTS and Black Series versions of the CLK63 and C63 Coupé adopted a similar approach of artfully contrived minimalism. →



1989 Brabus Mercedes-Benz 190E 3.6S

Engine 3590cc straight-six, OHC, Bosch fuel-injection **Power** 268bhp @ 6000rpm **Torque** 270lb ft @ 4800rpm **Transmission** Five-speed manual, rear-wheel drive **Steering** Recirculating ball, power-assisted **Suspension** Front: MacPherson struts, anti-roll bar. Rear: multi-link. Custom Bilstein telescopic dampers and Eibach coil springs front and rear **Brakes** Discs with ABS **Weight** 1340kg **Top speed** 168mph **0-62mph** 6.3sec

Even VW has jumped on the bandwagon with its Nürburgring record-setting Golf GTI Clubsport S. A two-seat version of a regular hatchback? Well, the publicity value of halo cars and their popularity among superfans and collectors make them worthwhile even for mainstream brands.

This is a beautifully finished car, with braided oil lines, anodised fastenings, even a quilted leather mat to line the (now empty) spare wheel well. Same applies under the bonnet, where the red cam cover with its Brabus 3.6 script dominates a beautifully presented engine bay, with hoses, cables and ancillaries all neatly tidied and showing the care lavished on the build.

And it's fabulous to drive. My route into London has taken in Surrey backroads and fast-moving dual carriageway. On the twistier roads the 190 feels small by modern standards, while the suspension – Eibach springs over Bilstein dampers, perhaps inevitably – ties it down like no regular 190 yet without being too harsh. The biggest revelation is the steering, which is still recirculating ball in the classic Mercedes style but which has been worked on to eliminate the usual slop and gives the baby Brabus an unexpected sense of agility. There's even something close to meaningful feedback over cambers and surface changes, not something you'd have got from any regular Mercedes of the era.

Amusingly, given the racy surroundings, it still feels like a 190. OK, you're not usually seated in race-spec Recaros and it still comes as a shock when you look over your shoulder to see a rollcage where the rear seats should be. But the dashboard is the regular, subtly sculpted black plastic moulding, and the vibe remains faithful to the source material, albeit corrupted in spectacular fashion.

With a little room to get into its stride the straight-six has a chance to show its character. Its torque is the biggest difference between this and the 16-valve 190s, not to mention that inspirational exhaust note. The manual gearbox – a standard pattern rather than the dogleg of the 2.3-16 and 2.5-16 – makes it a more interactive experience, and you can ride the higher gears or downshift a cog or two as the mood takes you. Whatever gear you're in, that sophisticated, Germanic six-cylinder tone is glorious.

Gramm took it on a couple of laps of the Nordschleife, which sounds like the dream ticket – far more enjoyable and appropriate than the M25. But it's fun on the motorway too, thanks to that torquey response and long gearing, which together suggest that it would have the legs on more modern machinery on roads not troubled by gantry cameras and variable speed limits.

You could have enjoyed all that character and performance with all the interior intact and a full complement of seats, of course. And while there's an amusing novelty factor about this car, I can appreciate the motivation for returning the original one to street spec in order to find a buyer.

That it existed at all is something of an anomaly, even in the world of extremes embodied by Brabus. But I'm glad it did and even more so that it was revived and can now stand as a tribute to Buschmann and the unapologetic approach to customisation he helped pioneer.

Modified cars aren't for everyone, I realise. But when they're done with such class and quality it's hard to feel too stuffy. As a hero car for a generation of tuner specials, this is a spectacular celebration of a vibrant automotive culture that resonates to this day. And a piece of modern history, too. End

THANKS TO *Fast Classics, fast-classics.com, and to Sven Gramm at Brabus.*

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A BIKE FIT FOR HEROES

As the RAF celebrates its centenary, Royal Enfield launches a motorcycle that pays homage to one that revolutionised World War Two parachute landings. ***Hugh Francis Anderson*** *takes a history lesson*

'I was excited up to a point, the only thing I knew was that I didn't want to get killed, nor did I want to get horribly wounded either,' says Fred Glover, 9th Parachute Battalion. 'I remember looking down at my right leg at the standard-issue fighting knife and thinking, "Is it really going to come to that?"' It was 6 June 1944. D-Day.

And so the scene is set for the inception of one of the most remarkable vehicles used by the Allied forces during the Second World War, the Royal Enfield Flying Flea. Its purpose was simple: to drop with members of the newly formed Parachute Regiment to facilitate rapid and efficient travel across enemy territory. In memory of the Flying Flea and all those who rode them, Royal Enfield, in collaboration with the Ministry of Defence, has released the limited-edition Classic 500 Pegasus. Which is why I'm at the Imperial War Museum, Duxford.

In every iteration, the Flying Flea is a fascinating motorcycle. What impresses most is its simplicity. Featuring a slight 125cc air-cooled two-stroke engine set within the RE/WD 125 frame that was adapted from a civilian bike, the Flea was light enough to be picked up by hand yet could travel at up to 50mph on open ground. It therefore made the perfect tool for the burgeoning Parachute Regiment when deployed in enemy territory.

'The formation of the Parachute Regiment and airborne forces has many parallels with the Flying Flea,' says Jon Baker, curator of the Airborne Assault Museum, Duxford. 'The key part of being an airborne solider was that you went in with the bare amount of equipment. The other factor was mobility. As they were only jumping in with what they had, their only way of travelling was on foot.'

Bicycles were originally employed, but were quickly found to be impractical. If they were strapped to the paratroopers themselves, bicycles could cause injury on landing, and they were ineffective over battle-torn terrain. It was quickly decided that a motorcycle should be conscripted.

'The lightweight Flea gave them the mobility they needed,' says Baker. 'It sped up communications between posts, and soldiers could reach targets much more quickly.'

The Flea had been conceived some years earlier. Arthur Bourne, then editor of *The Motor Cycle* magazine, was a vital element in the early days. His son, Richard, shed some light on how it came to be. 'The War Department was slow to be persuaded – my father tried to convince the director of mechanisation in 1935 and, after a road-test of a lightweight German motorcycle, he said they should adopt something similar.'

Indeed, the German DKW RT100 of 1934 weighed just 45kg and could travel at 40mph, powered by its air-cooled two-stroke single-cylinder 98cc engine. Arthur, who was close friends with Major Frank Smith, managing director of Royal Enfield, remembered this, and Royal Enfield created the RE/WD 125.

'The bike had originally been designed in 1939 for the Dutch and British civilian markets,' says Richard. 'In 1942, when Churchill said there should be an airborne force and parachute regiment, there was a need for a lightweight military machine. At a demonstration where other machines were on display, the Royal Enfield won out and it was adopted.'

Yet this was not the first time Royal Enfield had partnered with the military. Indeed, its longstanding association with the armed forces goes back to the birth of the brand. In 1892, the company received an order for precision components for the Royal Small Arms factory in Enfield, Middlesex. To mark this significant order, they took the 'Royal' from the Small Arms factory, and 'Enfield' from its location, and so named their new range of bicycles. Motorcycle production followed in 1901. →

'The Flea was light enough to be picked up by hand yet could travel at up to 50mph'



STEPHANIE O'CALLAGHAN



Clockwise from above
Royal Enfield's Flying Flea was designed to be dropped from aircraft; D-Day veteran Fred Glover shares his memories; Royal Enfield's tribute to the Flea, the Classic 500 Pegasus, joins the Parachute Regiment's display team aboard a Douglas Dakota.

STEPHANIE O'CALLAGHAN

'In the First World War, Royal Enfield manufactured robust motorcycles used by French, Belgian, Imperial Russian, US and British armies,' says Royal Enfield historian Gordon May. 'The machines were extremely tough. Royal Enfield has always shown adaptability, endurance and resourcefulness, and that has never been more evident than during the Second World War.'

Including the 8000 Flying Fleas that were ordered, Royal Enfield produced some 45,000 motorcycles for the war effort, alongside components for anti-aircraft weapons. 'The company produced 250cc and 350cc sidevalve machines, and then a 350cc overhead-valve bike,' says May, 'The 250s were used mainly as training bikes, and the 350s served as dispatch bikes for sending messages between posts. They were great machines – but they weren't thrown out of aircraft.' Unlike the Flying Flea.

The Flea made its debut on D-Day and was most notably used later that year in the Battle of Arnhem during Operation Market Garden. 'Though many saw it as a defeat, Arnhem represented a gallant last stand,' says Baker. 'Ten thousand men were dropped eight-to-ten miles from the bridge itself, and that motorcycle gave some of them the mobility to get there quickly.'

Though field notes from the battle indicate that some Fleas were destroyed by anti-aircraft weapons, and others were damaged on landing, the majority made it and became a vital tool for the troops. Many were even recovered back to Britain from Normandy, but in Arnhem, as the troops were cut off, they fell into German hands and were either destroyed or re-used. 'In fact, many of the parachute cradles were collected by the Germans, loaded onto trains and sent back to Germany to be melted down,' says May. 'The Flying Flea really was designed as a piece of disposable battlefield equipment.'

However, once the war ended, the Fleas that made it home were repurposed for civilian use. In post-war Britain, the need for a cheap, reliable form of transport was paramount, and Royal Enfield brought many of them back, rebuilt the engines, painted them black and sold them to the general public. The Flea and its derivatives continued in production until the early 1960s, when the operation was moved to India.

So it seems fitting that Royal Enfield should launch the Classic 500 Pegasus now. With 2018 marking the centenary of the RAF, the limited run of 1000 comes at a particularly poignant time – and 190 of them be available to buy in the UK, with an on-the-road price of £4999.

Mark Wells is the company's head of global product strategy. 'The Pegasus is the catalyst to tell the story of the Flea,' he says. 'It's given us the opportunity to learn more about our past and to speak to the last surviving veterans, which has been humbling. The collaboration between the Ministry of Defence and Royal Enfield has made our understanding of this story much richer.'

When Royal Enfield first approached the Parachute Regiment to discuss the project, the MoD opened its archives to enable the team to match the Pegasus as closely as possible to the original Flea. The emblem and name come from the Parachute Regiment insignia, alongside the markings of the Fleas used by the 250th Airborne Light Company.

'There was a yellow stripe on the crankcase to denote the centre of gravity for loading the

'With 2018 marking the RAF's centenary, the run of 1000 motorcycles comes at a particularly poignant time'













Clockwise from facing page
Cradles await a quartet of original Flying Fleas outside a Douglas Dakota; genuine WW2 bike shows the patina of age; soldiers from the Parachute Regiment check their cargo; Royal Enfield traded on its military associations for its bikes.

motorcycles onto the aircraft and gliders, which we've included on the crankcases of the new models,' says Wells. 'We've also precisely matched the colours, which are either Service Brown or Olive Drab Green, and we've tried hard to make sure that these new models are accurately and sensibly done, right down to their canvas pannier bags.'

Throughout the process, the MoD has checked and validated the motorcycles to ensure accuracy, and even allowed the use of one of the original planes used to deploy the Flea, the Dakota.

I take the opportunity to ask Jon Baker about the aircraft used by the RAF during the Flea's tenure. 'It was cleared for use on a variety of different aircraft, from the Albemarle to the Dakota, through to converted bombers such as the Halifax, but the Dakota was the aircraft of choice.'

The cradle itself was manufactured with two mounting points, enabling the Flea to be loaded into any of the cleared aircraft, and in some instances loaded onto gliders too, such was its versatility and light weight. With this in mind, I delve into de-classified Ministry of Aircraft Production drop-tests dated March-May 1944, where it is written that: 'It was required to drop a 125cc Royal Enfield motor cycle from the Halifax, Albemarle, Dakota, Stirling IV and Lancaster, and to evolve a technique for dropping it together with a stick of men and container load.'

While simple in principle, the final tests, just one month before the bike's first use in Normandy, outline the strict conditions →

upon which it should be deployed. Most notably: '…the motor cycle must on no account be dropped simultaneously with a man, since the path of the cycle then crosses the path of the man.' For those chosen to ride these motorcycles, even the departure sequence had its hazards.

The official Parachute Regiment display team take to the sky aboard the Dakota, which is now loaded with the Classic 500 Pegasus, and I take the opportunity to ask Siddhartha Lal, CEO of Royal Enfield, about the Flea and the brand. 'The story of the Flying Flea is both remarkable and inspiring, and it has a history like no other. Our machines have played an important role in both World Wars, earning a reputation for endurance in the toughest conditions, so it's certainly an association we want to keep. With events and motorcycles like this, it will only get stronger. And I think it's a positive association to have. The military possesses qualities that Royal Enfield has always stood for, in being rugged and timeless.'

Shedding light on the history and significance of the Flying Flea to the Airborne Divisions during the Second World War is important, but not as important as remembering those who rode the Fleas themselves, of which there are, unfortunately, no survivors left. Indeed, the very sacrifice that those millions of men and women made during the war eclipses all else, and I'm left in awe by the stories I've heard.

Fred Glover, now 92 years old, is one of the last surviving veterans of D-Day. He regales me with some of his tales from the war. Shot in both legs when the glider in which he was travelling flew over enemy battalions, Glover was left alone with two injured German soldiers while his regiment continued on to complete their operation. In a moment of humanity and grace, Glover shared his rations with these soldiers, even giving his morphine to one whom he deemed more severely injured than himself.

Though Glover became a prisoner of war and eventually escaped the hospital camp in which he was held, one comment struck me in particular. 'When the action is over, and the battle has died down, sanity returns. I remember being asked when I got home, "Why did you give that German soldier your morphine?" And my answer was simple: 'I'm a soldier, not a murderer."'

If the launch of Royal Enfield's Classic 500 Pegasus has one overriding impetus, it is the opportunity to retell the story of our veterans and, by doing so, keep their memory alive. End

'The MoD has checked and validated the motorcycles to ensure accuracy'



STEPHANIE O'CALLAGHAN



Car photography by Dani Larson. Other photography by Clare Garrard







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FULL SPEED PER HEAD

The Veloce trackday gives 70 lucky people a once-in-a-lifetime experience accompanying legendary drivers in iconic cars. ***James Elliott*** *rides along*

Photography Paul Harmer

THE 1996 FORMULA 1 World Champion seems to read my mind as I stare at the slender, three-inch-high Perspex wind deflector in front of me. 'That doesn't do anything; you are about to get an awful lot of air in your face,' he says. Damon Hill is relaxed, seemingly on-duty and off-duty at the same time, patiently absorbing and answering my impertinent questions, but not in a contractual-obligation kind of way. He is happy and chatty, too, equally unfazed by the barrage of mobile phones that follow his every move from just a few feet away.

We are in the pitlane at Goodwood Motor Circuit, strapped into an Aston Martin DB3S on a glorious day, an empty track ahead of us and awaiting a green light and an extravagant gesture from the pitlane marshal before rocketing towards Madgwick. Of course, this is not just any DB3S, but a works car that was driven in period by Moss, Salvadori, Collins and, of course, Graham Hill.

With a flurry of arm-waving reminiscent of Glen Dix at Adelaide in 1995 from the marshal, we are ushered onto the track and Hill eases the Aston unexpectedly cautiously towards Madgwick. A few hours earlier he had never driven this (or indeed any) Aston Martin DB3S and he is still clearly coming to terms with certain aspects of it, namely the car's weight and recalcitrant David Brown gearbox. And being so exposed in the airstream. As we pivot through the corner, he is busy multitasking, taking off and storing →





Clockwise from top left, and facing page
Peter Neumark's Bentley Speed Six competed at Le Mans in 1930; Pittaway and Collings offered their passengers maximum minimalist thrills; editor Elliott chats with Gary Bartlett; Karsten Le Blanc's rapid Healey; moderns included everything from F50 to Zonda. Hill guides DB3S through Goodwood's Chicane.

‘I AM IN AWE AT THE FLUIDITY OF HILL’S LAP AS CORNER AFTER CORNER IS LINKED IN ONE LONG, EFFORTLESSLY SMOOTH MANOEUVRE’

his baseball cap to prevent it being blown off at the same time as negotiating the bend.

This might be a good juncture at which to mention that I am not a good passenger. Hill’s first lap was so gentle, however, that I relaxed, without thinking of a racing driver’s mentality: it was just his outlap. Even as we exit the Chicane the first time he is starting to wind it up, and as we hit the double-apex Madgwick the next time I am desperately pressing my sunglasses onto my face with one hand while my left arm is tucked under the seat squab, bracing me in position and stopping me from sliding into the pilot.

By lap three I am in awe at the fluidity of Hill’s lap as corner after corner is linked in one long, effortlessly smooth manoeuvre like a piece of string. There are no corners, as such, to Hill, just the lap. It is like someone playing a round of golf as a single entity rather than taking it shot by shot or hole by hole as mere mortals do.

When our time is up, we come back to the paddock and, instead of scuttling off to the sanctuary of a motor home, Damon chats with me about life, career and everything, admitting he was probably driving at only 50% (that was plenty, believe me) and looking forward to his next stint.

You get some pretty privileged gigs in my job, but this whole experience is still surreally removed from anything that could be considered normal even in the most rarefied climes of the classic car world.

Welcome to the Veloce trackday.

The brainchild of enthusiast and collector Peter Neumark and organised by Chris Bucknall’s V Management, it is in only its second year proper, having morphed out of a prototype at Anglesey two years ago. With three sponsors – HFMC Wealth, Lockton and HR Owen – and supporting two charities, Hope for Tomorrow, which runs mobile cancer care units, and the Wings for Life Spinal Research Foundation, official charity partner of Red Bull, it is really still finding its feet, but Neumark has lofty ambitions for it.

‘What could be better than driving cars like these at Goodwood and raising £70,000 for charity in the process?’ he says. ‘It simply doesn’t get any better than that, especially on a day like today. We want to build this event up and raise even more money.’

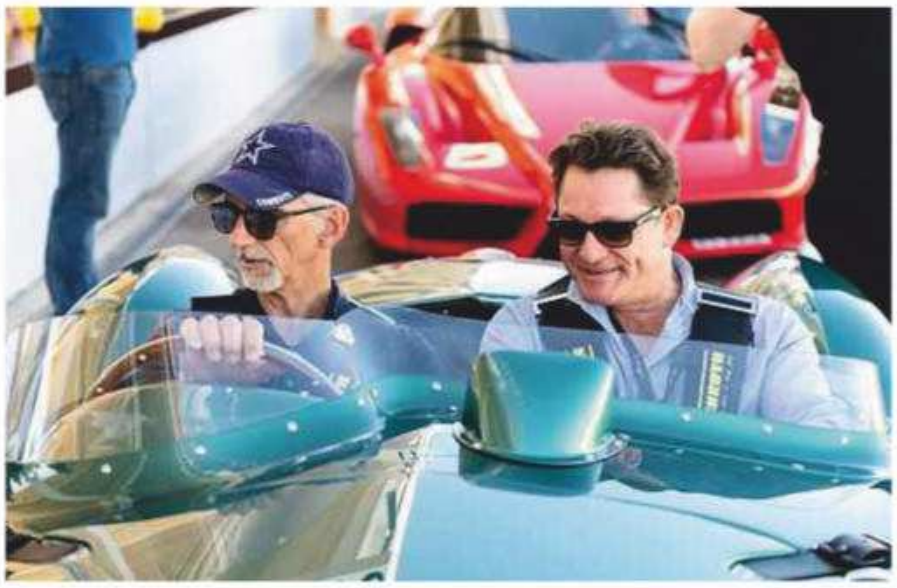
Billed as the world’s greatest charity trackday, it has a grid that I conservatively estimate to be worth £100 million, but that’s not the point; it is the importance of the cars rather than their values that resonates. It is →







Clockwise from near left, and facing page
F3 racer Jamie Chadwick was getting her first taste of classics; Short-Wheelbase in the pits; Hill and Elliott exit the pitlane; the calm before the storm; the event was dreamed up by Peter Neumark who drove his Alfa Monza. Plenty of priceless dream rides to satisfy even the most ardent enthusiasts.













Clockwise from top left
Jaguar design guru Ian Callum gives a few pointers to 1996 Formula 1 World Champion Damon Hill as Indy star Dario Franchitti looks on; Clive Beecham exits the Chicane in the ex-Moss Ferrari 250GT SWB that he has owned for the past 34 years; Gary Bartlett travelled from Indiana to give guests passenger rides.

like a dream garage of classics, each so desirable that they don't need a marque name – Le Mans Speed Six and D-type, a brace of Cs, each with impeccable history, a couple of 250GT SWBs, F50, E-types and many more, including a welter of the most desirable modern hypercars.

The driver roster is equally impressive. The great sports car racer Peter Sutcliffe – who drove everything from E-type to GTO in period – is busy being charmed by the famous Ecurie Ecosse C-type. 'Obviously a D-type is faster and more of a weapon,' says the veteran, 'but this is just so lovely to drive. It is so benign, you could use it every day. You could drive it to the pub.'

Sutcliffe takes turns in the Jaguar with Jamie Chadwick, the first woman to win a championship round in British Formula 3. She's used to paddles in a single-seater and an auto on the road, though you'd struggle to notice as she takes the C-type out. 'On days like today I pinch myself. I'm glad I decided to go into motor racing rather than any other sport. This is my first taste of classics so I feel like I am going in at the top with a C-type. It can't get much better than this.'

Both the Franchittis are there (Indy legend Dario in a borrowed Ferrari F50, Marino in the Lindner-Nöcker low-drag Lightweight E-type, which retires early with charging issues, leaving him to 'spend the rest of the day enjoying seeing so many smiling faces'), Darren Turner, Mike and Andrew Jordan, Nathalie McGloin, Willie Green, Martin Stretton. The list goes on and on.

There are rules: a 70mph limit (many speedos must have been broken) and no overtaking, though I am not sure anyone told Ben Collings and Duncan Pittaway that as they diced in the Mercedes 60hp and Beast of Turin, their passengers beaming.

Each of the 70 privileged guests gets three sets of three passenger laps in a range of cars. My next outing is with Gary Bartlett in his 1968 Mk3 Ford GT40, the last of the road cars built. Gary has flown over from Indiana just for the event, but the GT40 has been in the UK since the Goodwood Revival, where it was the course car. Having been bought new by the press baron Sir Max Aitken, it spent virtually all its life in the National Motor Museum until Bartlett secured its release in 2009: 'It had 500 miles on the clock and was still on the original tyres.'

'EACH OF THE 70 PRIVILEGED GUESTS GETS THREE SETS OF THREE PASSENGER LAPS IN A RANGE OF CARS'

After the laps in the DB3S, the Ford is unnervingly civilised, but Patrick Blakeney-Edwards soon makes up for that on my third outing. Clearly bearing a grudge from a disagreement in a Paris bar 15 years ago over whether Citizen Fish or The Mighty Mighty Bosstones was the greater ska-punk band, he is trying to scare the life out of me in a £6-million C-type, sliding it around Goodwood with the same abandon we are used to seeing when he pilots the Frazer Nash Owlet.

Of course, there is top-notch hospitality as well – that is where I choose to recover while my heart-rate settles slowly back to a healthy idle – but it is really about the unique experience and seeing heroes in action from such close quarters in such amazing cars.

As Damon Hill says: 'It's an absolutely brilliant day and we are having a heap of fun; credit to everyone for putting it together.'

Jeremy Hoyland, CEO of HFMC Wealth, adds: 'Behind-the-ropes experiences are all the rage and it doesn't get more behind-the-ropes than this. A gathering like this doesn't happen easily. Neither does the journey for the owners of the cars to get to where they are, but the fact that they are prepared to share their good fortune in this way for such good causes and to give something back is what makes it so special.'

He's right. It is difficult to express quite how mindblowing the Veloce trackday is; it is like a virtual-reality Revival Meeting with the gamers sucked into the very heart of the action. It is the most awesome money-can't-buy experience that money-can-buy. End

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TOUR OF THE TOROS

Fifty years since the Lamborghini Espada and Islero were launched, ***Mark Dixon*** *joined owners on a celebratory tour*

Photography Rémi Dargegen

'So,' says my friendly dentist, 'how exactly did you break the tooth?' 'Well, I was sitting at a pavement café in Italy, enjoying the sunshine with a cappuccino and a *stracciatella* ice cream, when I bit down on a lump of chocolate, and that was it.' 'Hmm,' my dentist muses, in a slightly less sympathetic tone, 'and what were you doing in Italy?' 'Umm… driving some classic Lamborghinis through Umbria and Tuscany…'

Cue dentist's demeanour beginning to resemble Laurence Olivier's in *Marathon Man*.

Alright, I'll confess, it wasn't the most demanding assignment. But, as the former co-owner of a Lamborghini Espada – bought by remortgaging my house and going 50:50 with mate and *Octane* contributor Richard Heseltine – I was generously invited to be *Octane*'s representative on Lamborghini's official Espada and Islero 50th Anniversary Tour. This was primarily a gig for owners of the cars, who had all paid handsomely to be there, and it's to their great credit that no-one questioned why a ligger like me was along for the ride.

But that's the thing about Espada/Islero owners: they aren't, to use the colloquial English expression, 'up themselves'. Even the chap who, when I ask how many Lamborghinis he owns, looks me in the eye and deadpans: 'About 80'. Bolstered by a couple of cars from Lamborghini Polo Storico, the company's classic division (see page 122), there were 21 vehicles on the tour – 17 Espadas and four Isleros – and their owners had brought them from far-flung corners of Europe that ranged from Cyprus to Norway. Surprisingly, there wasn't a single Italian entry: it seems that Italians don't *do* this kind of event in their home country.

Lined up in front of the five-star, 19th Century Hotel Brufani in Perugia, which commands stunning hilltop views across the Umbrian landscape, the Lamborghinis make a rainbow display such as you'd rarely find with any other marque. From rose-pink to bright yellow, vivid metallic green to orangey-red, it seems that Lamborghini owners could have any colour they wanted. And while a single Espada is a compelling sight, a whole row of them is mind-blowing. The last time this many were gathered in one place was probably when they were newly out-shopped from the factory and waiting to be despatched to dealers.

But that's the thing about the Espada: it's always been a 'Marmite' car. You might love it or hate it, but you can't be indifferent. For decades it languished at the bottom of the supercar food chain, regarded with suspicion by collectors as a car that offered Miura-like running costs without the curvaceous glamour. Thankfully, that attitude is changing as more and more people realise that the Espada is a proper grand tourer, with room for four and their luggage, that also happens to have the most outlandish looks this side of a Gerry Anderson TV creation. And, as this tour will prove, it's a tough one too. Don't forget, less than a decade before, Lamborghini's income had been entirely derived from making tractors.

'WHILE A SINGLE ESPADA IS A COMPELLING SIGHT, A WHOLE ROW OF THEM IS MIND-BLOWING'

But much as I'm looking forward to reacquainting myself with the Espada, it's the Islero that I really want to experience. This two-plus-two coupé is an even rarer beast than its larger contemporary, and, if it's remembered at all, it's for playing a supporting role in the Roger Moore movie *The Man Who Haunted Himself*, a 1970 piece of sci-fi hokum. Less outlandish-looking than the Espada, the Islero still ticks a lot of GT fantasy boxes: V12 engine, quad exhaust tail-pipes, styled alloys with knock-off spinners, pop-up headlamps, lots of chrome.

Which is why, as early as is decently feasible, I inveigle myself into Polo Storico's gorgeous 1968 Islero, finished in *Rosso Amaranto*, the aforementioned rose-pink, a colour I've only previously seen on classic Cadillacs. Thirty years a classic car journalist, and I've never driven an Islero; but then they made only 225 of them, 1968 to 1970, which is less than a fifth of total Espada production (1227 cars from 1968 to '78).

My companion for the drive, and indeed the rest of the tour, is Donald Osborne, a classic car appraiser, regular co-presenter on Jay Leno's Garage, and trained opera singer. Donald (never 'Don') is a very cool, shaven-headed, immaculately coutured American, raised in New York and now resident in California, who in every way is about as different from this slightly scruffy middle-class Englishman as you can imagine. And yet, within minutes, it becomes clear that we share exactly the same taste in cars and just about everything else.

This is never more apparent than during our stint in the Islero, when Donald remarks: 'You know, what this car reminds me of is…' and I immediately *know* that he is going to say '… a slightly larger Lancia Fulvia.' The large glasshouse, slim pillars and general proportions are very Fulvia-esque, except that it's a Fulvia with a 4.0-litre V12 under the bonnet.

Not surprisingly, then, it doesn't have the lightness of touch of a Fulvia. This was a car built for 'real men' →

Facing page
Espadas and Isleros of every hue on the 50th Anniversary Tour; raised bonnets notwithstanding, every car finished, and petrol station owners were left happy too.










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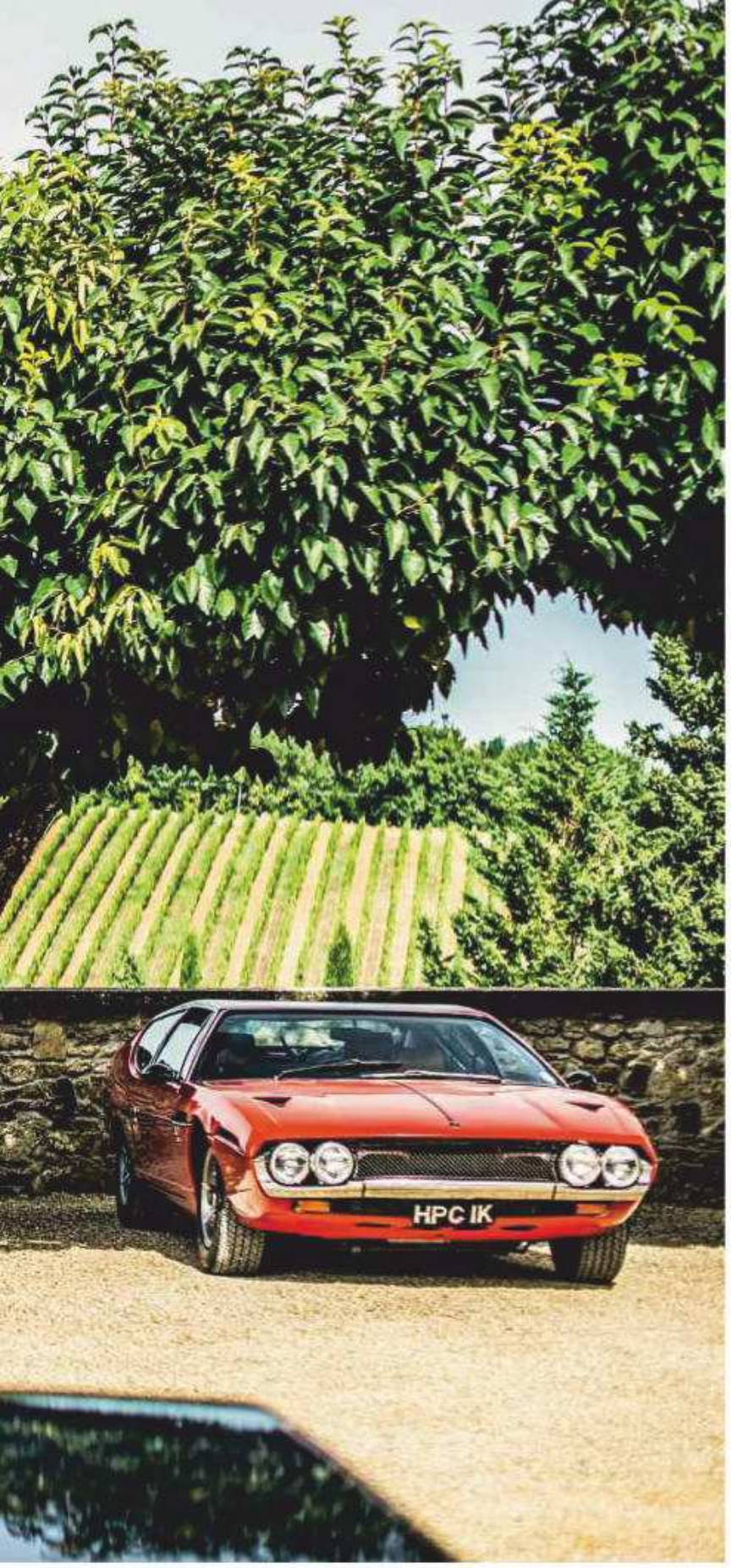
Clockwise from above UK-based yellow Islero S basks in the lunchtime sun amid an international pack of Espadas; orange S2 shows how striking an Espada is from any angle; rose-pink Islero and dark blue Espada S3 were on loan from Lamborghini Polo Storico.

like Roger Moore, who could grip it by the scruff of its metaphorical neck and muscle it into submission. The steering wheel isn't quite as bus-like as I remember in my old Espada, but it has a similar heaviness in corners and at lower speeds that requires proper effort to manipulate. The upside is that, as with the Espada, the car gets more rewarding to drive the harder you push it. You have to work with it, yet it seems to appreciate your involvement and encourage you to settle into a rhythm whereby corners are dispatched efficiently and precisely. A bolt-on electric power steering system, such as the one developed by EZ in The Netherlands, would make it so much easier to handle, and yet it would also emasculate the car to a degree.

The 4.0-litre V12 is also Espada-like in its character: gruff and mechanically complex at lower revs, a mass of valvetrain and induction noise that transmutes into a growl and then a blare as you open up the six Weber carburettors. More on this later, because it's quickly apparent that this engine isn't on top form, having a misfire on one bank that doesn't clear until you really give it some stick and get it into the upper half of the rev range. Plugs? Carburation? We'll never know, although the car will prove itself a dogged performer for the duration of the tour, just like every other one of the Lamborghinis.

The format is simple: a morning's drive to somewhere picturesque – picture-postcard medieval towns such as Orvieto, Assisi and Castelbuono – followed by a lavish lunch and then an afternoon's journey to the overnight halt. Repeat for three days, before finishing at Lamborghini's HQ in Sant'Agata.

The scenery is stunning, the company good, and the only niggle is that we're marshalled in a convoy and discouraged from going off-piste. It's great for organisation – and we're assisted by a brilliant pair of motorcycle outriders, who fearlessly block roundabouts with nothing more than a high-vis jacket







‘THE ESPADA’S LOLLOPING GAIT IS REMINISCENT OF A SPEEDBOAT RIDING A GENTLE SWELL’

and a raised palm to fend off marauding trucks as our convoy passes through – but it can get a bit processional, which is not what you want when you have a V12 begging for some exercise.

But the convoy system has its rewards, too. The sight of an unbroken line of Espadas stretching ahead of you, winding through the curves, sun sparkling on the glass and chrome, is mesmerising in its surreality. And then there’s the fun of watching how people react to this unique spectacle. Italians love their cars, of course, and no-one objects when they’re arbitrarily held up so a string of Lamborghinis can cut ahead of them; it’s just the natural order of things. As we pass through a set of roadworks, the bare-chested *ragazzi* stop digging and lift their arms to cheer us on our way. Only in Italy.

Fortunately, there are moments when a gap opens up in the convoy, and I get several such opportunities while at the wheel of Polo Storico’s dark blue 1976 Espada Series 3. A much more recent restoration than the Islero, this feels a properly sorted car and it instantly has me pining for my late-lamented silver Series 2. The driving position is classic Italian long-arms, short-legs, and at first the wheel feels curiously angled towards the horizontal, but after a few miles you’re in the groove and revelling in what is surely one of the best four-seater GT cars ever made.

The gearchange seems lighter than it did in my Series 2, but the biggest dynamic difference is that this car has the power steering that was standard-fit with the S3 – and the biggest surprise is that it suits the car much better than you’d imagine. While the assistance isn’t variable-rate, its weighting is nicely judged and not Yank-tank (or Jaguar V12, come to that) over-light. With the Islero, I’d be in two minds about the value of PAS; for the Espada, I’d reckon it a definite advantage, helping you massage this long, luxurious four-seater around sinuous Italian country roads while maintaining your ‘GT man’ cool.

‘1000-1200RPM IN ANY GEAR IS ALL YOU NEED, AND THE V12 WILL KEEP PULLING AS FAR AROUND THE REVCOUNTER AS YOU DARE’

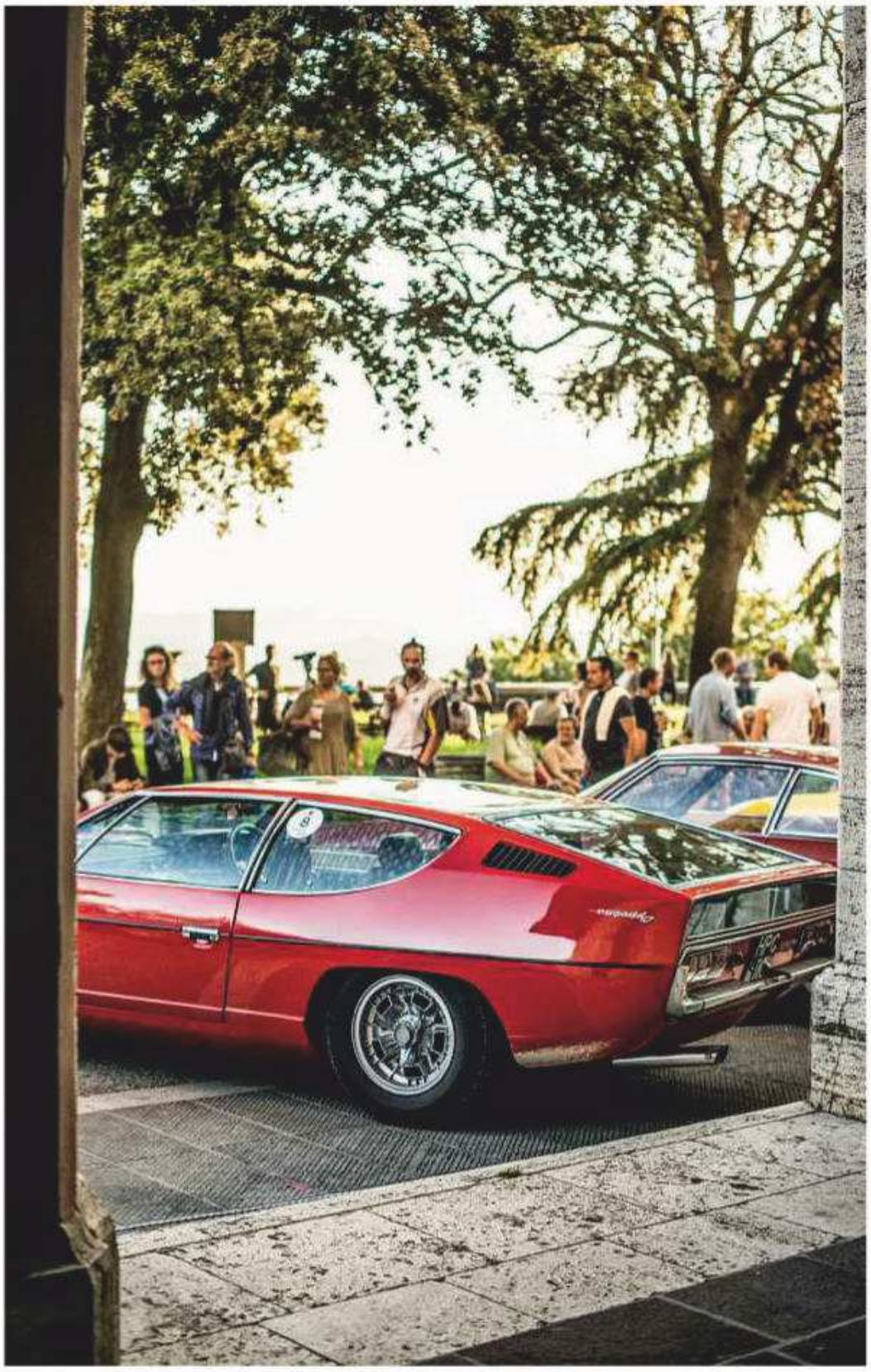
On these rolling routes, the Espada’s more laid-back character is accompanied by a lolloping gait that’s reminiscent of a speedboat riding a gentle swell. It feels a heavier car than the Islero, which is commensurately lighter on its feet and a touch more agile, although the Espada is still a fine-handling machine for a car of its size. It sounds fantastic when you wind up the V12, too, the engine snarling tirelessly and happy to rev as hard and for as long as you desire.

Any one of the Espada owners on this tour is testament to that. *Octane* contributor and *Harry’s Garage* YouTube star Harry Metcalfe is here with his orange-red Espada S2, the car we drove to Italy in *Octane* 122; he’s put nearly 10,000 miles on it in the last few years, and hard miles at that. Then there’s Lars-Erik Larsson, who’s driven his very early S1 – chassis 42 – down from Sweden. And UK owners Richard and Lynne Bull have owned their S3 since 1977, when it was barely three years old. ‘Apart from Richard’s work van, it was the only car we owned, so I used it every day – for taking the kids to school, going to work in the pub on a Friday night, everything,’ explains Lynne.

Another English couple, Roger and Rosie Wood, have brought their yellow Islero S on the tour and, to my amazement and immense gratitude, they invite me to drive the car for a morning while they hop into one of the modern Urus support vehicles. What a gesture!

And what a colour! The Woods’ Islero is finished in a yellow like the brightest limoncello, and that would be reason enough to covet it. But, being the rarer ‘S’ model, it also has a more powerful 350bhp V12, courtesy of Miura-spec camshafts and a higher compression ratio. This one has a great history, too, having been bought new by Sir William Garthwaite, who, as a naval pilot during World War Two, took part in the legendary attack by Fairey Swordfish biplanes against the German battleship *Bismarck*. ‘It’s not a concours car, but if we made it too nice we’d be afraid to use it,’ says Roger frankly.

Concours or not, this is simply one of the most charismatic cars I have ever driven. Period. Both inside →





Right and facing page
Roger and Rosie Wood’s yellow ‘S’ was one of four Isleros on the tour – but they were outnumbered by no fewer than 17 Espadas, an unprecedented sight.


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‘EVERY ONE OF THE 21 CARS ON THIS TOUR IS STILL RUNNING, AND RUNNING WELL, AT THE END OF THREE DAYS OF INTENSIVE DRIVING’







MARK DIXON

and out, it's surprisingly different from a standard Islero – the dashboard has been completely restyled – but what makes this example special is, quite simply, its engine. Recently rebuilt by a friend of the Woods, it has a unique character: noticeably punchier than a standard Islero or Espada's, it throbs to a beat that's more V8 than V12 low-down and then soars with the most amazing howl as you pile on the revs, flinging this plush GT down the road with assured ease; it encourages you to make the car dance along these switchback roads, the gearshift long but sharp and satisfying, the S-spec bigger brake discs effortlessly hauling you down again and again, corner after corner. And all the while there's that wailing V12 assailing your eardrums, goading you to work the car harder and harder. It's supremely addictive.

Just as in the Espada, the Islero's V12 will pull smoothly and consistently away from ridiculously low revs – 1000-1200rpm in any gear is all you need. It will keep on pulling for as far around the revcounter as you dare – and it will do that again and again, without the slightest sign of stress.

With its compact dimensions, knife-edge front wings and generous glasshouse, the Islero is easy to position on the road, and I can't help thinking just how usable it would be, even in today's traffic. In *The Man Who Haunted Himself*, Roger Moore's character, the Rover P5B-driving City executive Harold Pelham, is haunted by his alter ego, a caddish and immoral version of himself (also played by Moore) – who drives a silver Islero S. Now I can see why the movie makers chose the Islero for the rake to make his progress. It would be as unruffled in town as the patrician Rover, yet look outstandingly sexy at the same time.

Talking of everyday practicality, it always struck me how the S2 Espada I co-owned with Mr Heseltine never showed a trace of overheating, even during the worst excesses of a Rouen traffic jam on the way to Le Mans Classic in 2014. The cars on this tour prove that it wasn't the exception to a rule. Not a single one is troubled by Italian late-summer heat; and every one of them is still running, and running well, at the end of three days of intensive driving. Yes, several cars exhibit varying degrees of smokiness from one or more of their exhaust snaps but, as Swedish driver Lars-Erik remarks, they did that when they were new.

This 50th Anniversary Tour has been a great success. A few details could be improved – the iPads allocated to each car with route information could be ditched in favour of simple road books, which aren't reliant on battery power – but the organisation has been superb. Above all, dedicating this tour to two of the company's less fashionable models has served as a reminder of what great cars they are, and why the Espada was Lamborghini's biggest-selling car, back in the day. Look beyond the Miura and Countach, oh ye jaundiced collectors, and discover that the road less travelled can be just as rewarding as the well-trodden path. In fact, turn the page and you will discover that certain enlightened owners are already blazing the trail. →

Clockwise from facing page
Convoy nature of the tour could occasionally frustrate; Lars-Erik Larsson's Espada S1 kicks up dust; another queue, but the cars never lose their cool; surreal sight in the piazza of Orvieto could be from a 1970s sales brochure.

BACK TO WHERE THEY ALL BEGAN

Lamborghini Polo Storico is the company's classic car department. Mark Dixon talks with the man who's driving it



MARK DIXON

FIRST THINGS FIRST. What does the word 'Polo' mean, in Lamborghini Polo Storico?

'It means "hub",' explains the division's genial boss, Paolo Gabrielli (pictured right), 'because our aim is to offer a 360° service to customers.' A bold ambition, and one, it transpires, that Lamborghini is taking a very pragmatic approach to achieving.

When a certain other Italian supercar company launched its own classic department back in 2006, it was rightly criticised for riding roughshod over all the independent specialists who had supported its obsolete models for decades. Only we, claimed the company concerned, have the skills and knowledge to properly restore our past products. That was patently absurd.

Twelve years on, manufacturers take a more realistic approach. 'The specialists have kept our brand alive for many years,' Paolo openly admits. 'Indeed, many of them were former Lamborghini employees, part of the family. So our role is more one of the project manager. We work with the specialists and we can offer them access to our archives and, of course, the resources of Lamborghini for remanufacturing spare parts.'

Early fruits of that parts scheme include brand new cylinder heads for the 4.0-litre V12, period-correct right down to the grain of the castings. The mechanical side is the one that Polo Storico has the most involvement with, where restorations are concerned, since engines and drivetrains are rebuilt in-house, whereas most of the other work is sub-contracted out.

Certification is one of Polo Storico's main sources of revenue, drawing on its comprehensive build records. A Miura or Countach will cost about €10,000 to be inspected and documented; 'lesser' models are priced at €6100. For that, says Paolo, a car will be submitted to 800-1000 individual checks over a two-week period at the Sant'Agata HQ, after which the customer is presented with a detailed dossier that explains just how original – or not – is their Lamborghini.

Polo Storico will not, however, refuse to certify a car that is not totally correct. 'It's not fair on the owner to deny certification for a beautiful car that may not be absolutely "right" in terms of matching numbers,' explains Paolo. 'But any discrepancies are pointed out in the report, and we keep a copy in our archives.'

Since its launch in April 2016, Polo Storico has also overseen a remarkable 36 full restorations, with a further 22 in progress and about 60 on the waiting list. It's heartening to hear that, while Miuras and Countachs have inevitably led the charge, less valuable models are also now being booked in.

'This Espada Series 2 was brought to us by an American customer,' says Paolo, pointing to the silver bodyshell that currently graces Polo Storico's reception area. 'He has had the car for several years, but waited for Lamborghini to begin its own restoration programme so that he could bring the car back to us.' Many others will be doing the same, we're sure. End

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Number plates have proven to be great investments similar to classic cars, art and wine but without the maintenance, storage or insurance costs.







THE OCTANE INTERVIEW

Norman Dewis & The Jag Lags

*Now 98, Norman Dewis OBE is a Jaguar legend. **Octane** reunites him with some former colleagues*

Words James Page **Photography** Paul Harmer

OLD HABITS DIE hard. Three decades after retiring, Norman Dewis recently went into his local Jaguar dealership to ask why they were offering the XE with a certain brand of tyre when it created so much more road noise than the alternative. 'We haven't had any complaints,' came the reply. 'Not everyone's as particular as you, Mr Dewis.'

That much is true. Over the course of 33 years at Browns Lane, Dewis brought his exacting standards to everything from the C-type to the XJ40. His close bond with Jaguar continues to this day and, at the age of 98, he's probably better known in the wider motoring world than ever before.

His legacy goes beyond the many cars that passed through his hands. Meeting us for lunch at The White Lion, a pub near the old factory site, are Peter Taylor, who worked at Jaguar for 29 years before setting up his own test and development company; Ed Abbott, who joined in 1970 and is now a respected Jaguar specialist in his own right; and Russ Varney, who started three years after Abbott and, more recently, was chief product engineer on the electric I-Pace.

All three were apprentices working under Dewis, who moved to Jaguar from Lea-Francis in 1952 after Bill Heynes agreed to a salary that he'd suggested more out of optimism than anything else.

The first job he was given was to develop Jaguar's new disc brakes. 'It was Harold Hodgkinson from Dunlop, two of his fitters, and myself,' he recalls. 'They'd got it set up on an XK120, and I said "Why don't you put it on the C-type? If you can get it right on the fastest car we make, it'll cover all of them."

'One thing we didn't want to do was let any of the other manufacturers know about it, so we kept it very quiet. We didn't want to go to MIRA [the Motor Industry Research Association], so we got in touch with the Air Ministry and asked if there was a disused aerodrome we could use. Perton was quite near Coventry, so they gave us the keys and we went and had a look at it. There was a beautiful long runway; then, branching off that, we had all of the perimeter.

'I went up the road and saw the farmer and said "Could you drop off 300-odd straw bales?" He said "You're not putting cattle on there, are you?" We used them to make up a circuit and that's where most of the development of the disc brakes was done. We used to get there at 8am and work right through until it was dark.'

At that point, Dewis recalls that he was doing all of the testing and driving. After being introduced on the C-type, disc brakes made it onto the production cars when the XK150 was launched. In 1961 came the E-type – it was a great time to be working for Jaguar, and inevitably more hands came on board to help with development. 'Most of my department was apprentices,' says Dewis. →

'We'd take them in and show them how to do brake tests, how to test high-speed cornering, and build them up,' he adds. 'And we ended up with all ex-apprentices!'

As Abbott explains: 'The apprentice school took you around the factory, and they tried to get round pegs into round holes. You'd go into a department for three months, so notionally you knew that you were leaving on, say, 21 July. If you loved it, you did everything you could to stay there, but there might have been an apprentice behind you and they'd say "Sorry Abbott, you're out – there's someone who wants to come in." Norman needed to say "Actually, I like this bloke – give him another three months."'

Abbott jokes that one way of getting into Dewis's good books was to buy him 'loads of fags'. While that certainly didn't harm your prospects, the man himself knew exactly what he was looking for.

'You've got to be disciplined and dedicated,' he says. 'It's no good thinking "It's a driving job." You've got to have dedication and a feeling for the car. If you haven't got that, it's a waste of time doing the test. I always made sure they were dedicated.'

Many youngsters, perhaps inspired by Dewis's Le Mans and Mille Miglia appearances during the 1950s, clearly thought that being a test engineer broadly equated to being a racing driver. Dewis was quick to rid them of that notion.

'I used to take them out as observers – reading the gauges, recording the times, and teaching them how to do those tests. And, as soon as I could, give them the responsibility. It wasn't the case with these guys, but some of the apprentices used to come in and think, "Silverstone, Stirling Moss…"

'I'd weigh them up, you see, and take them on the brake tests. The final thing for that, before I signed it off, was 30 stops from 100mph at 45-second intervals. They'd get in and I'd say "Keep your eye on that gauge – you've got to watch the deceleration and record it." I'd get to about 12 stops and all of a sudden I'd have to pull up and they'd open the door and be sick! That's when they woke up: "This is harder than I thought."'

Taylor joined Dewis in 1966: 'The 4.2 E-type was in production. We were looking at things like five-speed gearboxes, so we did quite a lot of mileage and MIRA testing, but it didn't go into production. I can remember going around our Welsh route with the five-speed E-type, day after day, thinking "Bloody hell – I'm getting paid to do this."'

Taylor has kept his apprentice report book and flicks through its still-pristine pages:





Above from top, and facing page
Norman Dewis at head of the table (on left) with (clockwise) Ed Abbott, Russ Varney, JLR Classic's Tony O'Keeffe, Peter Taylor and *Octane*'s James Page; Taylor's apprentice report book; Dewis's distinctive walking cane; Taylor with images from testing the XJ4 (as it was then called) at MIRA.

'November 1966 – test of press 420G. I was with another apprentice. For a long period of time, he and I did mileage around the Welsh route, with me in an E-type and him in the only Daimler 420 Sovereign.

'One day it was a bit snowy up in the hills and he spun this bloody Daimler coming down into Newtown. I looked in the mirror after I'd been round every corner to check that he was still with me, and he came round backwards! He leant it up against a fence post, with a drop on the other side. We managed to recover it and went down into Newtown to have lunch and refuel.

'We went back up the same hill after lunch and I overtook a row of cars on this slushy road. He overtook them, too, but as he passed them he lost it. He went up a bank and it rolled down.' The next day, an unimpressed Dewis took away his all-important and much-coveted permit.

In 1968, Jaguar was consumed by British Leyland. Dewis states that the unwieldy behemoth 'nearly ruined' the marque, which had just launched the landmark XJ6 but later found itself in the unenviable position of trying to replace the E-type with the controversial XJ-S. It was a difficult period all round.

'Norman spent a lot of time in the 1970s going to meetings because Leyland tried to standardise testing throughout the group,' recalls Abbott. 'Jaguar had its own way of brake testing, for example – everyone did. Norman would go to lots of meetings with Austin, Morris, Triumph and Rover. He'd come back steaming about what they wanted us to do.'

Although the tide started to turn under Sir John Egan during the 1980s, Dewis recalls that, by then, the company had completely changed: 'They had more engineers coming in doing what we used to do. There was more headcount, so it started to lose that sense of being a compact unit.

'When we were doing the XJ40 – that was a disaster, really, because everything had to go through this section and have paperwork for that, before we could get the car. In the old days, we'd say "Get the car quick and let's get testing." But no – wait for this, wait for that…

'We had a guy from Rover. He was a paperwork man – he wasn't a proper engineer. I went in my office one night and there was this note from him saying "Dear Mr Dewis, I'm still awaiting the assessment of so and so. It's been overdue for five days. I need it within 24 hours."

'He sat from here to the pub door away. I thought "What are you sending me a memo for? Why can't you just walk across?" I went →

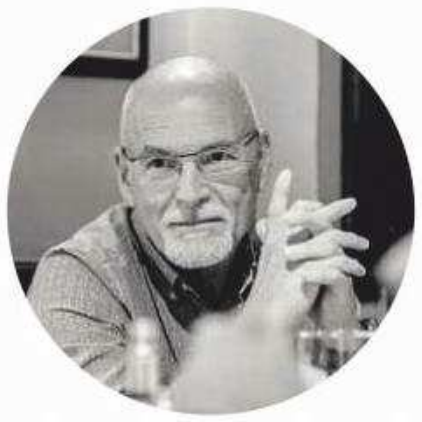
'YOU NEED DEDICATION AND A FEELING FOR THE CAR. IF YOU HAVEN'T GOT THAT, IT'S A WASTE OF TIME'



The Jag Lags



NORMAN DEWIS
Legendary Jaguar test engineer



RUSS VARNEY
Chief product engineer, I-Pace



ED ABBOTT
Jaguar specialist and former test engineer



PETER TAYLOR
Former Jaguar test engineer







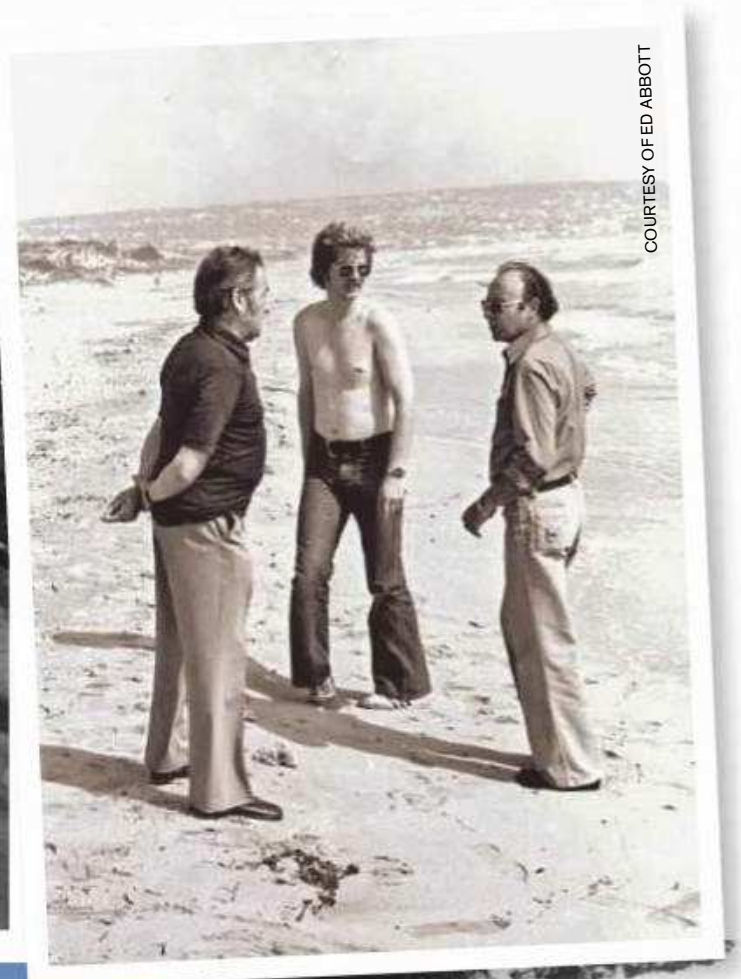






This page, from top
Dewis with prototype Jaguar MkVII in 1950 – the year before it was launched; test-driving Project XJ27 (which became the XJ-S) on the MIRA handling circuit; driving the unpainted D-type prototype with the Minister of Transport at the opening of MIRA, May 1954, as Sir William Lyons (second from left) looks on.




COURTESY OF ED ABBOTT



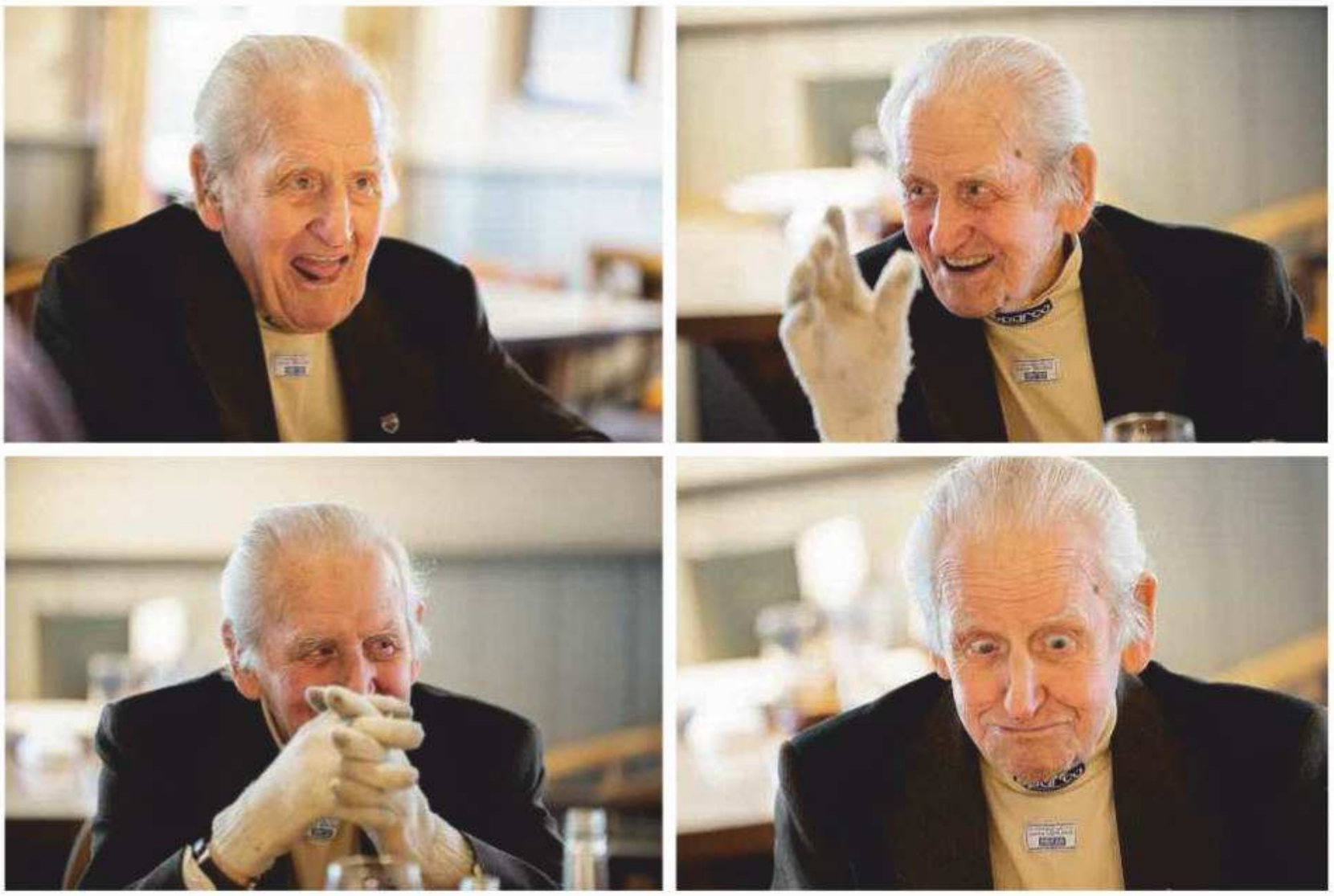

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Dewis (on left) with Ed Abbott at Nardo test circuit, Italy, in 1978; at Jabbeke with the C/D streamliner prototype XP/11 in 1953; testing an XJ saloon in 1977; in 1960 with Mk10 development car; at Nardò again, with XJs; Geneva, 1961, with 77 RW – the E-type he'd famously driven overnight to its launch there.



‘WHEN WE WERE DOING THE XJ40 – THAT WAS A DISASTER, REALLY’

over there and said “Whether I’ve done it or not, why have you spent time, paperwork, the girl typing it, when I’m only over the road?” He said “Oh, we’ve got to have a system.” I said “You’re all bloody systems.” That’s how it started to go…’

Dewis’s straight-talking nature – which is very much alive and well – is something that Taylor highlights in particular: ‘One critical thing that Norman imbued in us, and that he exemplified, was to be honest and say what the situation was. When we were very close to the launch of the XJ40, there was a senior management meeting chaired by John Egan and we had to commit to the date. Every department stood up and committed to it, but Norman said “Hang on – we can’t do that.” And he made himself very unpopular, but he was right. He was never afraid to say “Look – this is what the situation is.”’

‘You’ve got to be open and honest,’ adds Dewis. ‘A lot of them used to say “You’re over-engineering.” I’d say “No we’re not – we’re getting the best we can out of what we’ve got.”’

It’s an occupational hazard of a test engineer, and something that Dewis recalls going back to the 1950s and ’60s: ‘You’ve got your designers and they’re designing a new gearbox or different things, so you’re now setting up a test facility to prove whether it’s good enough to sign off. Most of the time, you’re not signing it off – there’s faults. So they get a bit annoyed. They just wanted to go to Bill Heynes and say “Norman won’t sign this off – can’t you tell him to be a bit lenient?” He’d say “No – until he’s satisfied, you don’t come to me.”’

‘Norman was seen as a key figure,’ confirms Taylor, ‘particularly when I joined. You knew him by reputation – you’d hear stories: “Norman’s been to MIRA again and done such and such a speed.” In those days it was like a private members’ club. If you didn’t know Norman, you couldn’t get in. Once you’d joined Norman and been to MIRA, you felt that you were one of the chosen few. So his reputation did precede him.’

‘You wanted to get into Experimental,’ agrees Abbott, ‘because that’s where the exciting stuff was, behind closed doors. The pinnacle of Experimental was Norman and his test department. Very few people drove the cars. The number of people who had a permit to drive a car outside the factory was literally on one hand, so if you wanted something tested, you gave it to Norman. Everyone at Jaguar knew Norman Dewis.’

The four men flick through old photographs, some triggering entertaining anecdotes that are sadly unfit for publication. Varney puts up an eloquent defence when Dewis wonders about the relevance of Jaguar’s current motorsport programme, while there’s good-natured ribbing from Taylor about breaking Dewis’s MIRA lap record in a McLaren F1 – ‘It still pisses him off even now’ – and from Abbott about how Dewis has lasted so long when he spent years inhaling pollutants from asbestos brake dust to nicotine. His longevity certainly doesn’t seem to be down to a healthy diet. ‘Just plain cheese or ham,’ he says when ordering his sandwich. ‘Lettuce is for the rabbits.’

Outside, there’s much comment on Varney’s I-Pace and Taylor’s beautiful Series 1 E-type, and then it’s time to go, everyone leaving via Browns Lane, where today there’s little sign of the factory at which they used to work. In its place are dozens of houses, with industrial units behind. There’s a Lyons Drive and a Sayers Drive, but nothing honouring Norman Dewis.

It seems about time there should be. End

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FIRING THE REIMAGINATION

The Ford GT40 and Shelby Cobra Daytona were legends of Le Mans. These two are as close to official copies as possible – so within reach of mortals

Words John Simister **Photography** Jayson Fong


SuperformanceUK.com
VIL289



When I was a child, the Ford GT40 was my favourite racing car. It probably still is. I close my eyes and I'm transported back to the 1960s, when the GT40 was in endurance racing's frontline and GT40-shaped slot racers from Cox and Monogram zoomed around my Scalextric track in the attic.

Sometimes the blue Cox model with white stripes raced against a model I'd concocted out of a Lindberg static kit and an Airfix-MRRC Clubman Special chassis. It was also blue with paired white stripes and it also miniaturised a Shelby-run racing car. It was a Cobra Daytona Coupé.

Now, unbelievably a half-century later, I am looking at full-size examples of each. But they are not half-a-century old. They are new. The GT40 is a faithful continuation of the original, with a legitimate bloodline. The Daytona is a little different: it has grown slightly, and it has a Chevrolet motor, but the architecture is pretty much as was.

These cars are built by Hi-Tech Pty in Port Elizabeth, South Africa, a company also known as Superformance, and come into the UK via Le Mans Coupés Ltd, formed in 2003 by ex-racer Nigel Hulme with son Oliver also now on board. The GT40s carry continuation chassis numbers starting at P/2000 (the originals mostly wore P/1000 numbers), and around 85% of their components are interchangeable with those of original 1960s GT40s. You could also speculate that some of the 'original' GT40s you see racing today are actually recreations based around these cars, with the originals staying safely tucked away. But that's another story.

The Shelby Daytona Cobra MkII, as the car you see here in red-and-gold Alan Mann team colours is called, gained the approval of Carroll Shelby himself when the design was completed, although achieving that wasn't without its tripwires. He took umbrage at Hi-Tech's first version, to the extent that he had it impounded when it arrived in the US, but eventually Shelby sanctioned the modified MkII design of this car and allowed the design to wear official CSX9000 chassis numbers. 'Come over here to the factory,' Hi-Tech's Jim Price had said to Shelby, 'and if you don't like what you see, we'll pack it up.' Just for the record, though, the Daytona Cobra didn't race in a red and gold livery in period; even those examples that were entered by Alan Mann's equipe retained Ford's and Shelby's distinctive white-striped blue colour scheme.

Each of these cars has a price tag of £145,000, which seems rather good value for fully IVA-approved retro-supercars, although that can soon climb if you spec them up a bit. And now I'm going to drive them, in deepest Sussex. This could be a boyhood dream come true.

WE'VE GATHERED AT Nigel Hulme's establishment in Crawley Down. The pale green GT40 draws me like a magnet. Ford used to have a press and sales demonstrator in the 1960s, also in green but a slightly darker shade, which I failed to drive in the 1990s after a chunk broke off its cylinder head at the old Boreham test track. The crankshaft pulley had broken up and a flying fragment caught the head, which then spewed water over the following Escort Cosworth, being driven by me.

That car was later repainted in Gulf colours, replicating the 1968 and '69 Le Mans winner (the same car, chassis 1075, both years), and subsequently became a visual replica of the 1966 Le Mans-winning



MkII, with black paintwork, silver stripes, more scoops and wider front and rear bodywork. That's how it is today, and I had the immense joy of driving it up Goodwood's hill even as the real thing was commemorating the 40th anniversary of its win over in France. That Goodwood weekend I also bought the three-car Scalextric set of those top three 1966 Mk2s.

Then there was Ford PR supremo Walter Hayes' roadgoing GT40 MkIII, in silver, reverting to the original 1964 prototypes' wire wheels and wearing the registration number DWC 8G. I *did* drive that one on the Boreham test day, my first GT40 drive experience, and was a touch disappointed after all the expectation. It had too little grip, a cantankerous centrally mounted gearchange, and it was not as quick as it should be, all pointing to too much sitting around on old tyres and not enough use.

A decade later it was red and healthier, and I did a leisurely demo lap at the Goodwood Revival (thank you Ford, again, most heartily). Shortly after that it became white and I drove it to Le Mans for a story for sister magazine *Evo*, followed by half-an-hour around the Bugatti circuit with the track all to myself. By then DWC 8G was much fitter, and the run cleared any residual cobwebs most efficiently. Clearly the chance to do all this was close to a transcendental experience, even though this was a long-tailed, softened, four-headlamp, 'road-optimised' version.

'A PRICE TAG OF £145,000 SEEMS RATHER GOOD VALUE FOR FULLY IVA-APPROVED RETRO-SUPERCARS'

→

And now, here's a brand new one like Ford's green demonstrator used to be, looking just like the race cars. It could well go like one, too, given that its 343ci (5621cc) engine makes 395bhp.

This engine was built by Roush, Ford's favoured V8 tuner, and features aluminium cylinder heads (like the Weslake heads on the later race cars) and what looks like a four-barrel carburettor but which actually contains eight injectors, for cleaner running and lower emissions. It was produced by FAST (Fuel Air Spark Technology), an industrial group that also includes Borla exhausts, an example of whose spectacularly sinuous work, crossover pipes and all, is also in this GT40. 'It has been a bit of a struggle to get it all to work,' says Nigel.

Before I descend into the driving seat with its rows of metal vent rings, I quickly take in the authentic BRM-design wheels, the smooth finish of the glassfibre doors and the clamshells front and rear, the unsettling lack of years of racetrack patina. This is what a fresh GT40 MkI would have looked like in 1965. Or maybe 1968; this one has the later tail design (two tail-lights instead of four, re-shaped air vents) and the MkII style of bonnet air outlet.

Now I'm inside, having climbed over the wide sill of this steel monocoque and threaded my ankles past the right-hand gearlever. The steering wheel and floor-hinged pedals look just right, as does the reproduction of the Zephyr MkIII/Corsair demister grille on top of the dashboard. I'm sitting low but the view out is better than I remember from DWC 8G, in which I sat even lower. Right. Press the red-bezelled starter button, prepare for eruption.

My, that sounds fierce. I could be in the Le Mans paddock, in a car that has hit 200mph on the 1960s-chicaneless Mulsanne straight. Now to get it into first gear. This involves a pull hard to the left, to get past the detent that guards against coming up against reverse gear's lock-out in a moment of racing stress, before pulling the lever back into its dogleg-first position.

Clutch re-engaged – it's very heavy but encouragingly progressive – and we're off, through the suburbs and on to the open country. The GT40 follows every camber, darting this way and that, tetchy, fidgety. The throttle is also heavy in action, and seems to be sticking a bit. Given the long-striding gearing, even in first, this is making the suburban crawl unintentionally exciting while also warming the brakes nicely. At the first available lay-by we stop to fix it, after which the GT40 induces less panic and things start to flow.

My mind rewinds to my time in DWC 8G, a car in gentler engine tune. It got hot in the cabin, but that's not happening here because there's another bit of helpful modernity: air-conditioning. It's commonplace in today's endurance racers – the Corvettes had it first – but in the 1960s you just sweated.

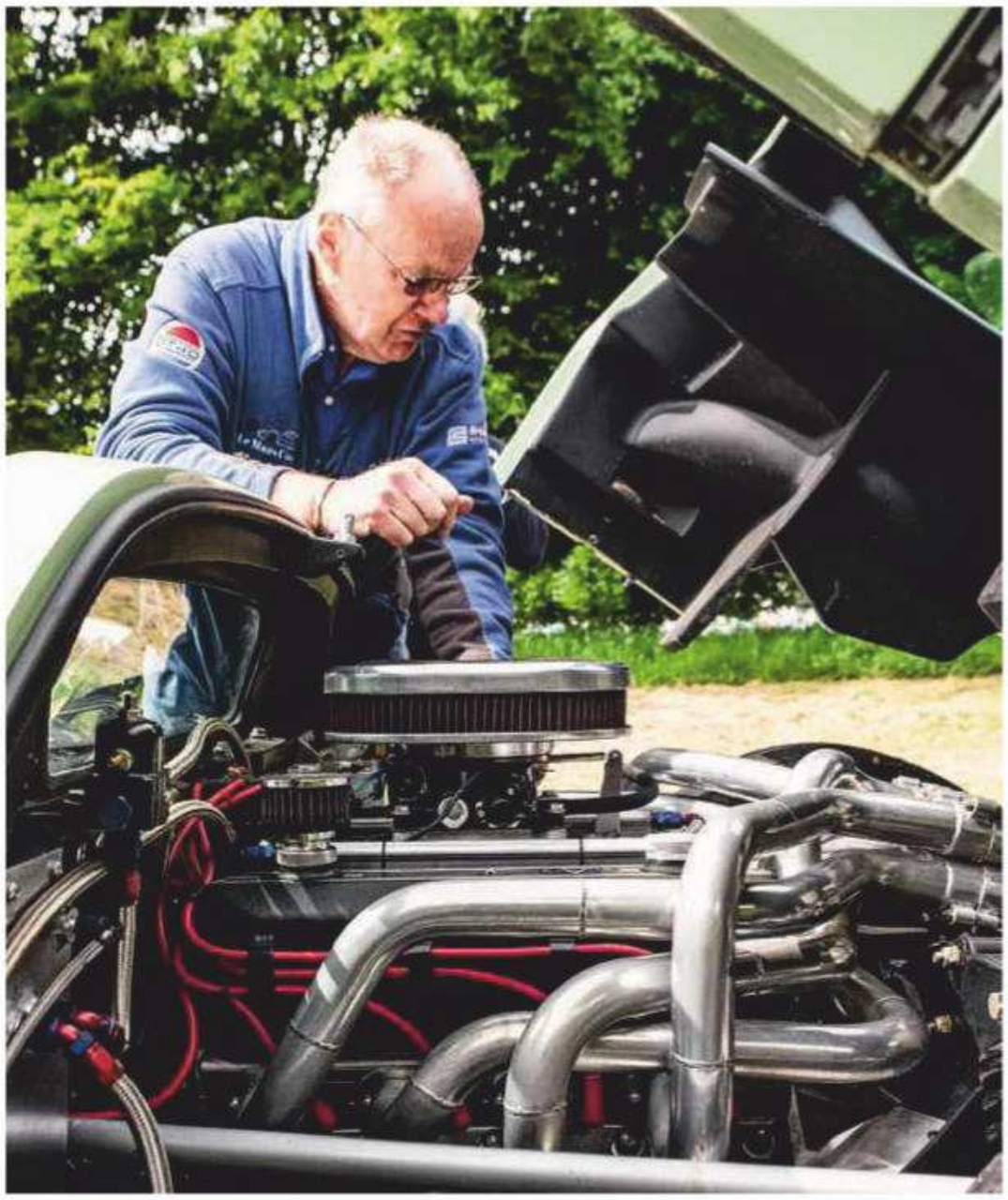
So, 2000rpm, throttles about to be opened wide. There's a blattering blast aft, the soundwaves re-shaping into a lovely beaty roar as the revs rocket beyond 5000rpm. At yet higher revs the racing GT40s, the small-block ones at least, have quite a high-pitched note with not much of a beat, almost as though they have flatplane crankshafts, thanks to the crossover exhaust system. I suspect this one would sound the same were it to rev to 7000rpm or so, but it's not tuned to do that, with maximum power at 5800. →



Right and below
Sit here and you'll be hard-pushed to tell it apart from an original GT40 – except the drama is matched by greater ease of use; 395bhp V8 – being tweaked by Nigel Hulme – is still explosive.







2018 GT40 by Superformance

Engine 5621cc V8, OHV, mid-mounted, iron block, aluminium heads, four-barrel throttle-body fuel injection
Power 395bhp @ 5800rpm
Torque 400lb ft @ 4900rpm
Transmission Five-speed manual transaxle, rear-wheel drive
Suspension Front and rear: double wishbones, coil springs, telescopic dampers, anti-roll bar
Steering Rack and pinion
Brakes Vented discs
Weight 1150kg
Top speed 200mph (claimed)
0-60mph 3.8sec

With the engine thus awoken, the GT40's tetchiness and low-speed clumsiness vanish. Now I can savour the super-quick turn-in, the feeling of a car tense, eager, micro-accurate and suddenly much narrower. The steering quickly gets heavy as the cornering forces build but there's less kickback than I expected from that earlier camber-following. Once there's energy working the wheels, the Ford – can we call it that? – comes together. I soon get the hang of driving it precisely, as it demands. Even that hefty gearchange is working with me, its definite movements actuating foolproof synchromesh.

This gearbox is made by RBT, which bought the rights to the original ZF design. Its casing looks like a ZF but it contains modern Quaife internals. Other 'evolutions' are an MGB steering rack (virtually the same dimensions and gearing as the original but readily available), aluminium petrol tanks instead of bag tanks, and aluminium suspension uprights instead of magnesium. Tyres are modern Avon radials.

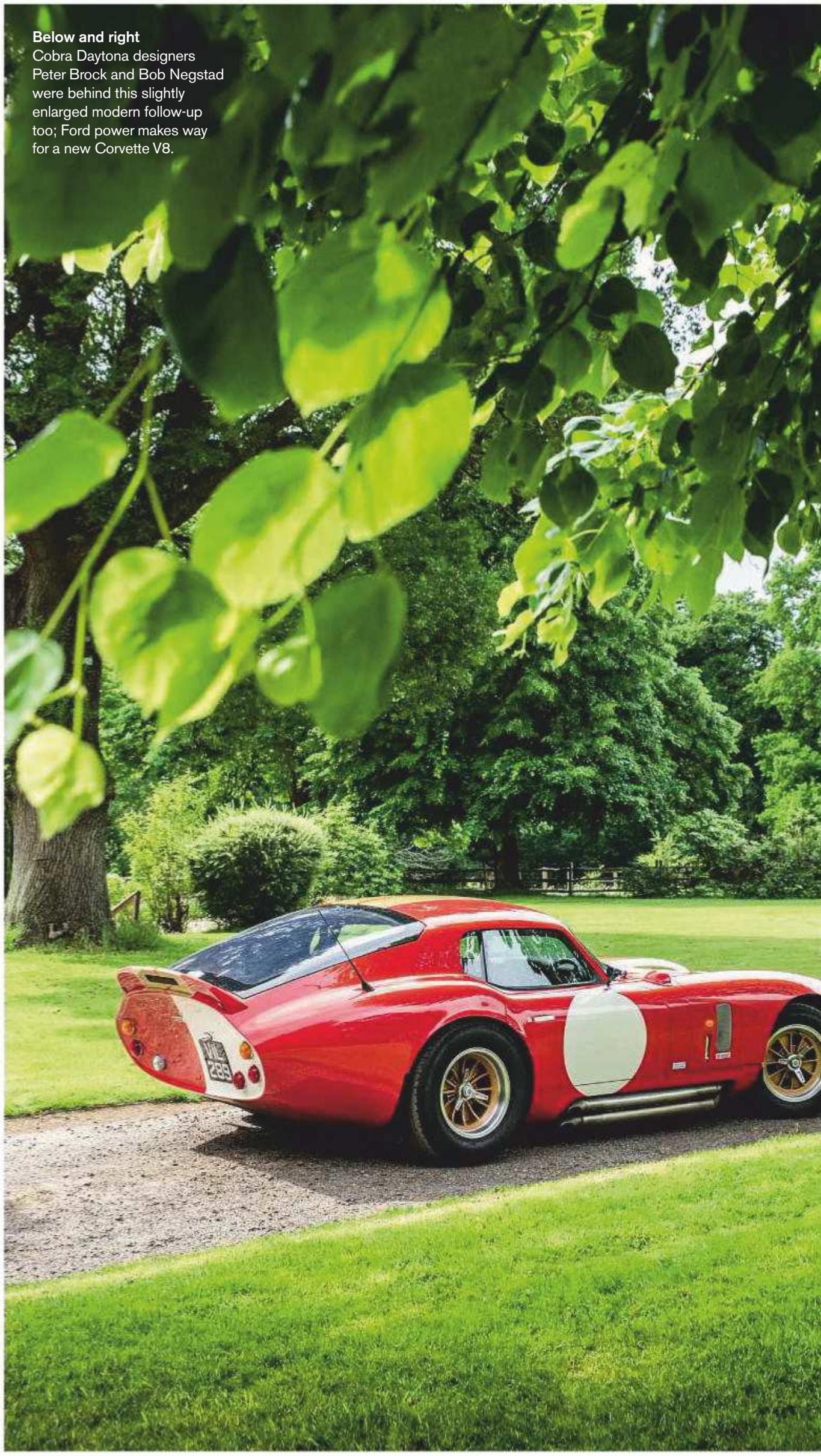
It all works beautifully, and it feels astonishingly modern for a 1960s design despite a visual vibe so deliciously redolent of its era. I'm in love, frankly; but now there's a Cobra Daytona to try.

THE SHAPE IS as curvaceously tail-biased as I remember, with that distinctive angled slice through the rump's oval cross-section and the way the rear wheelarches eat into the doors, but the Superformance Daytona MkII is Xeroxed-up by around 2% in every dimension relative to the 1960s original. 'The MkI was very tight inside,' Nigel explains, 'so the MkII has a waisted section in the chassis backbone.' That brings the seats closer together which, with the subtle upsizing, greatly improves shoulder room.

Peter Brock and Bob Negstad designed the original Daytona development of the AC/Shelby Cobra and were behind this re-imagining. Small quarter-windows replaced the air-scoops aft of the doors, the chassis was stiffened, the suspension geometry updated to allow for deeper-dish wheels and greater adjustment, and electric windows and air-con civilised the roomier cabin. →

2018 Shelby Cobra Daytona MkII by Superformance

Engine 6162cc V8, OHV, aluminium block and heads, electronic injection and engine management **Power** 515bhp @ 6750rpm **Torque** 515lb ft @ 5900rpm 0**Transmission** Six-speed manual transaxle, rear-wheel drive **Suspension** Front and rear: double wishbones, coil springs, telescopic dampers, anti-roll bar **Steering** Rack and pinion, power-assisted **Brakes** Vented discs **Weight** 1250kg **Top speed** 204mph (claimed) **0-60mph** 3.7sec



Below and right
Cobra Daytona designers Peter Brock and Bob Negstad were behind this slightly enlarged modern follow-up too; Ford power makes way for a new Corvette V8.




SHELBY





But the most significant mutation in the genetic evolution was the replacement of the Ford pushrod V8 by a GM one. In this car's case it's an LS3 of 6.2 litres and 515bhp, up from the factory 430bhp thanks to a clever camshaft designed by Paul Spinks of Wortec with, amazingly, no timing overlap. The gearbox has changed, too – it's now a Tremec Magnum, an uprated version of the T56 six-speed, in place of the original Borg-Warner.

You get to see this potent powertrain by hefting forward the impressively rigid bonnet, having first released a pair of latches from a Triumph Herald (complete with 'M' – for Michelotti – logos). The heat from the two giant catalytic converters now revealed may well be the trigger for the heady smell of hot glassfibre I will shortly be inhaling. With bonnet clasped shut again, I venture inside.

Despite the waisted-chassis mod there is still a huge, wide central tunnel. Ahead is a fine collection of chrome-rimmed dials and, below the central cluster, a bank of metal toggle switches. Shelby logos adorn the steering wheel's centre and the sill kick-plates, above pairs of giant side exhausts. The starter is triggered by another toggle switch, and a further control sets the exhaust sytem's valving to '1' or '2'.

You won't use '1' much, except perhaps on a track whose decibel meter has broken: there is no silencing at all, apart from the cats' small aural attenuation. You'll set off alarms, rattle windows, deafen cyclists, but in the interests of accurate reporting I have to try it, briefly. In the context of a previously tranquil road it's insane.

So '2' it is, still loud but bearable. And now, feeling the engine's rumbustious torque, shifting through a gearbox of surprising sweetness given its capacity for that torque (except when selecting reverse, a two-handed job) and sensing the incongruity of such light steering (powered, obviously), I quickly realise that this throbbing, bellowing beast is actually dead easy to drive. Its chassis balance is tail-squirtably benign, it steers with precision and it's easy to place accurately. The only jarring note, literally, is an excess of fidget at low speeds over imperfect roads, compounded by a choppy action from the rear suspension. Tweaking of the Ohlins dampers should fix that.

The Daytona feels much more old-school than the mid-engined GT40, though, despite both designs' roots in the first half of the 1960s, and the updates that make it a MkII can't disguise that fact. However, it does have a modicum of luggage space under that vast, and openable, rear window, so it's a better bet for a loud weekend away.

'THE DAYTONA FEELS MORE OLD-SCHOOL THAN THE MID-ENGINED GT40, DESPITE BOTH HAVING EARLY-1960s ROOTS'

WHICH WOULD I choose? The GT40, as you've probably guessed, for its accuracy, its air of authenticity, the sheer nostalgia-soaked drama of driving it. But the Daytona has its own hot-rod appeal, even if it's more evocation than continuation. Either way, my boyhood, slot-racer-fed imaginings have been made real enough to satisfy decades of curiosity. It was worth the wait. *End*

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THE HISTORIC MOTORING *Awards* 2018

The judges – and you – have spoken: here are the winners of this year's awards



ROBERT COUCHER

International Editor, Octane magazine

The Historic Motoring Awards, now in their eighth year, celebrate the classic car industry's continued rude health, a health achieved not least through the efforts of the nominees.

All have made a huge contribution to the old car scene, and the judges – including some new faces who have joined me in the task this year – have had an extraordinarily difficult time choosing between them. I'm sure you'll agree the winners' inspirational stories make them most deserving.

One category – Car of the Year – was decided by you, our readers, and the result both surprised and delighted us. Our Performance Car winner shows a pleasing groundedness, too, and proves what we've always thought: in the end, the driving matters the most.



ROBERT CROFTON

Director, EFG Private Bank Limited

EFG is a long-standing partner of the historic motoring community, sharing the enthusiasm for motoring of many of its clients, and supports a range of leading events worldwide.

We are delighted to be associated once more with the Historic Motoring Awards, a celebration of the best in the world of historic motoring. Our congratulations go to all those who were shortlisted, and whose efforts since last year have helped the historic motoring scene continue to thrive.

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THE HISTORIC MOTORING *Awards* 2018

JUDGING PANEL

The awards are judged by experts from across the motoring world

This year our expert panel considered entries in 18 categories, while *Octane* readers voted for Car of the Year. Inevitably, on a panel with such vast experience, certain judges were involved with certain nominees – so in the interest of fairness, they refrained from voting in the relevant category. Each judge worked in private, and ballots remained sealed until all votes were in.



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Five-times Le Mans winner and Octane columnist



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Editor-in-chief, Octane France



BERTHOLD DÖRRICH
Editor, Octane Germany



TONY DRON
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JAMES ELLIOTT
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GREGOR FISKEN
CEO Fisken Ltd, historic racing driver



McKEEL HAGERTY
CEO Hagerty Group, classic car insurance specialists



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TON ROKS
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PETER STEVENS
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DAVID WHALE
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THE HISTORIC MOTORING *Awards* 2018

CLUB OF THE YEAR

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WINNER
Talbot Owners' Club

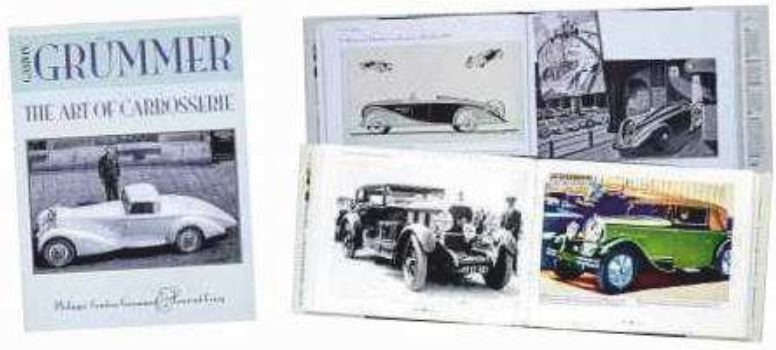
In the last year the TOC has increased membership by 22%, revamped the club magazine, put on an impressive display at the Regent Street Motor Show on the eve of the Brighton Run, run tours and events, improved communications with members – and launched a new website including a database of every Talbot built and a free 350-page Talbot Technical Manual.

RUNNERS UP

Aston Martin Owners Club, Vintage Sports-Car Club, Cardigan Classic Car Club, Ferrari Owners' Club GB

BOOK OR FILM OF THE YEAR

Sponsored by Horton Books



WINNER
Gaston Grümmer: The Art of Carrosserie

by Philippe Grümmer and Laurent Friry, Dalton Watson

Grümmer discovered a suitcase of magazines, pictures and records covering his father's work as a Paris coachbuilder between the wars. French car historian Laurent Friry pieced the story together, painting a vivid portrait of a couturier to over 50 manufacturers during a wonderful era of extravagance.

RUNNERS UP

Derek Bell: All My Porsche Races *(by Derek Bell and Richard Heseltine, Porter Publishing)*, Inside Track *(by Phil Hill with Doug Nye, The GP Library)*, Reid Railton, Man of Speed *(by Karl Ludvigsen, Evro Publishing)*, How to Build a Car *(by Adrian Newey, Harper Collins)*, History in the Braking (*Mintex, DVD)*, Jaguar XKSS: A Supercar Is Reborn *(Channel 4)*

CONCOURS OF THE YEAR

Sponsored by EFG



WINNER
Concours of Elegance, Hampton Court

The Royally endorsed Concours began in 2012 at Windsor Castle, moving to St James Palace and Holyroodhouse before settling at Hampton Court Palace last year. It's now the UK's highest-class concours and attacts the world's top collectors, who bring cars of rarity, curiosity and jaw-dropping value. Bruce McCaw's 1929 Mercedes-Benz Barker Tourer won this year.

MOTORING SHOW OF THE YEAR

Sponsored by EFG



WINNER
Retro Classics Stuttgart

The huge, neatly arranged halls of this German mega-show sit conveniently next to Stuttgart airport, and within them are almost anything classic, youngtimer and neo-classic. It has entire halls of cars for sale, a vast number of special displays such as wood-burning vehicles, plus high-end dealers and a well-stocked public display area. In all, it's the complete show.

RUNNERS UP

Hagerty Festival of the Unexceptional, InterClassics Maastricht, Classic Nostalgia at Shelsley Walsh

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THE HISTORIC MOTORING *Awards* 2018

BREAKTHROUGH EVENT OF THE YEAR



WINNER
Heveningham Hall Concours d'Elegance

In only its third year, this event attracts significant cars to a splendid Suffolk setting: a listed mansion in an estate designed by Capability Brown. This year's 50 cars ranged from a Ferrari 250 GTO and a Pegaso Z102 to an Aston Martin Vulcan and a display of McLaren F1s. All the money raised goes to charity.

RUNNERS UP

Veloce Track Day, Luft-GB,
The London Concours, 21 Gun Salute

MOTORSPORT EVENT OF THE YEAR



WINNER
Le Mans Classic

Peter Auto's biennial 24-hour event, 18 races split into six age ranges, was first run in 2002 but it's just as fresh today. Seeing classics barrelling down the pit straight at night, or sneaking out to Tertre Rouge to watch them come through at dawn, is spine-tingling. Driving there in a classic is vital, of course.

RUNNERS UP

Goodwood Festival of Speed, Les Grandes Heures Automobiles,
Lime Rock Historic Festival, Zoute Grand Prix,
120th Anniversary of the First British Motor Races

RACE SERIES OF THE YEAR



WINNER
The 2 Litre Cup

This is a one-make series for pre-1966 Porsche 911s, organised by the 2 Litre Racing Group and Peter Auto, with three rounds held this year. Forty-one 911s took part in the first, at Spa, and series entrants were also a big part of the Porsche-only race at Le Mans Classic. This is a Historic series with a bright future, with grids of at least 40 cars expected in 2019.

RUNNERS UP

Formula Vintage, HSCC Super Touring Car Challenge,
Group C Racing by Peter Auto, FJHRA/HSCC Historic Formula Junior

RALLY OF THE YEAR



WINNER
The Royal Automobile Club 1000 Mile Trial

For many, this rally for pre-war cars remains the top event in the ever-expanding calendar of the Historic Endurance Rally Organisation (HERO), which recently took over the Endurance Rally Association. This year's trial started at the RAC's Epsom clubhouse and headed via Wales to the Herts/Bucks border. Peter Lovett and Matt Fowle won, in a Frazer Nash BMW 328.

RUNNERS UP

Bernina Gran Turismo, Trans America Challenge,
Stella Alpina Rally, Friendship Rally


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THE ENZO AWARD



WINNER
GTO Engineering

Based in Berkshire in the UK, family-owned GTO Engineering also has a branch in California. Both offer top-notch servicing and restoration plus the finest Ferraris for sale. One of the world's most respected and longest-established Ferrari specialists, GTO Engineering has an especially fine reputation for its work on Gioacchino Colombo's jewel of a V12 engine.

RUNNERS UP

Barkaways, Superformance, MotoTechnique, DK Engineering, Happy Few Racing

THE VANTAGE AWARD

Sponsored by Immun'âge



WINNER
Dr Andy Palmer

After joining Aston Martin from Nissan in 2014, Palmer has taken Aston Martin to new heights and into uncharted waters. He has masterminded the revamping of its offering, reviving the brand's prestige and expanding it into new areas. After breaking turf on the new St Athan factory in Wales, he has now steered the company through flotation on the stock market.

RUNNERS UP

Aston Workshop, Aston Martin Works, Noble House, Nicholas Mee & Company

MUSEUM OR COLLECTION OF THE YEAR (PRIVATE)



WINNER
Museo Nicolis, Italy

This treasure-trove near Verona opened in 2000 and houses the eight collections of Luciano Nicolis. Highlights among 200 cars, 100 motorcycles, 110 bicycles, rare aircraft, 600 cameras and typewriters, 100 musical instruments and much else are a 1923 Alfa Romeo RL, a Bugatti Type 49 and a Cisitalia 850GT. Here, one man shares his engineering passion with the world.

RUNNERS UP

Torre Loizaga, Spain; Cité de l'Automobile, France; Petersen Automotive Museum, USA; Riga Motor Museum, Latvia

HERITAGE COLLECTION OF THE YEAR



WINNER
Porsche

Porsche has been especially busy in this, its 70th-anniversary year. Whether on events such as the Ennstal Classic, or making the world aware of the very first Porsche – the mid-engined car featured in *Octane* 184 – or contributing to Gerry Judah's sculpture at the Goodwood Festival of Speed, the marque has pulled out all the stops to help its history be celebrated.

RUNNERS UP

FCA Heritage (Highly Commended), Jaguar Land Rover, Volvo, BMW

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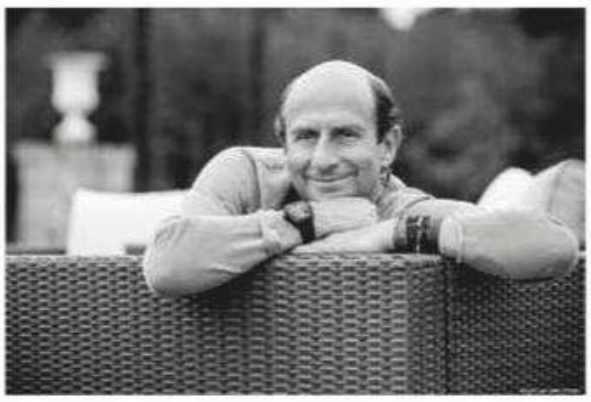
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THE HISTORIC MOTORING *Awards* 2018

INDUSTRY SUPPORTER OF THE YEAR



WINNER

Richard Mille

As well as making excellent watches, Richard Mille is a great industry supporter, enabling key events to launch and flourish. Its many collaborations include being a vital partner in F1, supporting the wonderful biennial Peter Auto concours at Chantilly – and partnership in these Historic Motoring Awards.

RUNNERS UP

EFG Private Banking, Osato Research, A Lange & Söhne, Mintex Classic

PERSONAL ACHIEVEMENT

Sponsored by HERO



WINNER

Madan Mohan (21 Gun Salute)

With incredible determination and perseverance, Mohan has developed India's first national classic car event: a concours and tour featuring the amazing cars that reside there. His 21 Gun Salute is a cultural exchange, bringing the West's best to India and sharing the subcontinent's delights with visitors.

RUNNERS UP

Lawrence Whittaker (Lister), James Brooks-Ward (Concours of Elegance/ London Concours), Nicholas Mee (Nicholas Mee & Company), Patrick & Sylvian Peter (Peter Auto)

SPECIALIST OF THE YEAR

Sponsored by Quickfit SBS



WINNER

The Classic Motor Hub
(Martin Chisholm)

This pioneering new venture, based in Bibury, Gloucestershire, has taken a fresh approach to the way dealerships operate and interact with their clients. The Classic Motor Hub provides a generous and affordable meeting place in the heart of the Costwolds for charities, car clubs and petrolheads alike, run by motoring enthusiasts for enthusiasts and open to all who have an interest in the motoring world.

RUNNERS UP

Classic Motor Cars of Bridgnorth (Highly Commended), William Medcalf Bentley, Jim Stokes Workshops, GTO Engineering

THE HISTORIC MOTORING *Awards* 2018

RESTORATION OF THE YEAR

Sponsored by Deneb & Pollux



WINNER

Lamborghini Miura
(Lamborghini Polo Storico)

Few tasks could be more daunting than restoring a car for one of the men who created it in the first place. Yet, 50 years after Gian Paolo Dallara helped to engineer the Lamborghini Miura, that's exactly what Lamborghini's new classic division did. It took 14 months and 3000 man-hours but the sensational result was truly worthy of the great man's 80th birthday present.

RUNNERS UP



The 'Jabbeke' Triumph TR2
(Glen Hewett/Protek)

The car in which Ken Richardson set a speed of nearly 125mph on a closed stretch of Belgian highway is probably the most famous and significant of all the cars to bear the Triumph badge. It was tracked down in 2015 by Glen Hewett, boss of Triumph restoration specialist Protek, then meticulously restored over a period of 18 months to be precisely how it was at Jabbeke in 1953. Naturally, the TR2 has since returned to the scene of its, er, triumph.



Aston Martin Project Vantage
(George Georgiou)

Ian Callum's Project Vantage was revealed at the Detroit Auto Show in January 1998, toured American dealerships and was featured at Pebble Beach and Amelia Island. It was later productionised as the Vanquish. This original was put into storage and disappeared until sold at auction in a sorry state in 2016. Buyer George Georgiou has since dedicated his time not just to restoring it to 1998 Detroit spec but to making it run and drive, too.



Lancia Flaminia Sport Zagato 3C
(Thornley Kelham)

Even though it missed out on a class award, this freshly restored Lancia Flaminia Sport Zagato 3C stole the show at the London Concours at the Honourable Artillery Company in London earlier this year. The 1963 example was acquired by a Thornley Kelham customer who used it for a while before realising that it needed a full restoration, a job Thornley Kelham carried out to a simply stunning standard.



McLaren F1 GTR Long Tail
(McLaren Special Operations)

Making its public debut in the Concours of Elegance at Hampton Court after an 18-month restoration was F1 number 25R. The work was as detailed as you would expect from McLaren: every single component was removed and cleaned, or replaced outright with original F1 GTR parts. This was the first-ever restoration of its kind undertaken by McLaren, and involved many of the same people who built this F1 GTR originally.

THE HISTORIC MOTORING *Awards* 2018

BESPOKE CAR OF THE YEAR



WINNER
Jaguar E-type Concept Zero

Following the prototype's starring role at the wedding of Prince Harry and Meghan Markle, Jaguar has announced production plans for its electric E-type. It combines obvious classic beauty with state-of-the-art technology and a zero-emission powertrain able to thrust the E-type to 60mph in under seven seconds, and it has been a media sensation. Buyers will be able to buy one ready-built or convert an existing E-type.

RUNNERS UP
Porsche 911 Reimagined by Singer – Dynamics and Lightweighting Study, Wiesmann, Paul Stephens AutoArt Le Mans Classic Clubsport, Aston Martin DB5 'James Bond' Continuation, Land Rover Defender Works V8 70th Edition

PERFORMANCE CAR OF THE YEAR

Sponsored by Lordes

WINNER
Alpine A110

Clearly, vast power and huge speed aren't everything. Few sports cars have excited as much interest as the compact, retro-revival Alpine has generated since its launch at the Geneva International Motor Show in 2017. The aluminium-shelled A110 has just 1.8 turbocharged litres at its disposal, but 250bhp is enough to fire it to 62mph in 4.5 seconds: that's supercar-quick. This mid-engined delight has had nothing but rave reviews, hailing it as a true sports car of the old school with sublime handing to boot. Driving it is the most immersive of treats, even if it does lack a clutch pedal and you change gear by paddles.

RUNNERS UP
Aston Martin DBS Superleggera, Ferrari 488 Pista, McLaren Senna, Porsche 911 GT3 RS



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WILLIAMS

THE HISTORIC MOTORING *Awards* 2018

CAR OF THE YEAR

Sponsored by Octane



WINNER
‘Jabbeke’ Triumph TR2

Our other winners were decided by our judging panel, but this category is down to you, the readers. And the greatest number of your votes went not to one of the cars we expected to win but to the remarkable, record-breaking Triumph TR2 taken to almost 125mph in 1953 and since restored to period perfection. We loved writing the story of this car, and we’re delighted that a car with humble roots, but a great tale to tell, struck such a chord with our readers.

RUNNERS UP



Aston Martin DB4 GT continuation

Re-starting a limited production run that ended over half a century ago is big business for a couple of high-end manufacturers today, and the hand-built perfection of Aston Martin’s brand new DB4 GTs, created at the company’s Works operation in Newport Pagnell, is a wonder to behold. Today’s technology makes them even better than the originals, but the 25 new cars are officially intended for track use only.



‘Bullitt’ Ford Mustang 390 GT Fastback

One of the best-known movie cars of all, starring in one of the best car chases, ‘vanished’ soon after filming finished in 1968. Occasional glimpses were reported in the media of one of two cars used in the film, apparently still intact. In 2016 Sean Kiernan, son of the late long-term owner, contacted Ford, which leapt at a promotional opportunity for its new Mustang.The ‘Bullitt’ car remains fully functional and wonderfully unrestored.



Lamborghini Marzal concept car

It’s all about the acreage of glass along the gullwinged flanks and across the roof. And hexagons, all through the cabin, all over the rear window. In 1967 the Marzal, styled by Marcello Gandini at Bertone and powered by a mid-mounted straight-six, was a utopian vision of a futuristic fantasy. In 2011 it was part of bankrupt Bertone’s fire sale. Now restored, the car that sired the front-engined V12 Espada lives again.



Land Rover R07 pre-production car

The very early Land Rover found decaying in a Birmingham garden in 2015 turned out to be one of the 48 pre-production cars. Even better, it was originally left-hand drive, was numbered L07 and was the driving demonstrator on the model’s world debut at the 1948 Amsterdam show. It was the first Land Rover the public ever saw. Now it’s being sensitively brought back to life at JLR Classic. A restoration? Absolutely not.



Porsche 911 RSR Turbo Le Mans racer

What a piece of history… the 911 RSR is not only Porsche’s first turbocharged race car, but it’s also the first turbo car ever to race at Le Mans. It proved quite a success, too: this actual car finished second on that 1974 debut, driven by Gijs van Lennep and Herbert Müller, and might have won had gearbox trouble not intervened. Patina apart, this primordial Porsche turbo remains just as it was in 1974. And just as explosive.



2016 high-spec MKI GT40 with 6-pot cross-drilled discs, canard fins, Gurney bubble and tab, helicopter vents and electronic master switch. ***POA***



2017 red MKI GT40. Roush 347R engine with 4-barrel throttle body, Quaife RFQ 5-speed transaxle and Alcantara interior. A mere 1,900 miles. ***POA***

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THE HISTORIC MOTORING *Awards* 2018

LIFETIME ACHIEVEMENT

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WINNER
Tony Dron

We all know Tony as an *Octane* contributor of many years' standing, of course. He is ideal for the role, being not only one of most perceptive, most knowledgable and most grammatically rigorous of automotive journalists, but also having been a top racing driver in some widely diverse categories. And while other scribes have also raced cars, and other racing drivers have committed their thoughts to the printed page, few have combined racing and writing for as long as Tony Dron has.

How long? Racing from 1968 to 2011. Writing from 1968 to… well, he's still at it, albeit less frantically now that he's reached 72 years of age. The two disciplines have dominated Tony's life since he was 22. That's a pretty good way to spend half-a-century.

Tony started in Formula Ford alongside his contemporary, and soon-to-be friend, James Hunt. Both were front-runners, but Hunt was better at raising the funds required to maintain the racing habit. Innes Ireland told Tony that he needed to get a job; with ex-racer Ireland manning the sports desk at *Autocar*, the nature of that job inevitably followed. Tony wrote a few stories for the magazine and entered the Guild of Motoring Writers' Sir William Lyons Award, designed to bring on aspiring young motoring journalists. He won, and joined the rival *Motor* magazine full-time in 1971.



'Innes Ireland told Tony to get a job. Ireland was at *Autocar*, so the nature of that job inevitably followed'

By then, Tony had realised that, at 6ft 5in, he was not best suited to single-seaters. He switched to saloons and by 1974, having left *Motor*, was racing full-time. Big success came in 1977 with Broadspeed's works-backed Triumph Dolomite Sprints, when he won five British Saloon Car Championship races. He won the Porsche 924 Challenge the next year.

By then working as a car salesman (Saabs, then Porsches), Tony got two Le Mans drives: a works 924 GTP in 1980, finishing 12th with Andy Rouse, and a 934 in 1982, finishing 13th. That year he joined *Throughbred & Classic Cars* magazine, quickly becoming its editor. Writing, editing and racing continued over the next decade, up to 50 events a year in a dozen different cars. This work-pace ever harder to maintain, in 1993 he turned freelance.

From then until 2011 Tony raced and won regularly in Historics, especially at Goodwood, and he has continued to entertain and inform *Octane* readers of his exploits ever since. Tony, we salute you.

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LORDES
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HERO
The Historic Endurance Rallying Association runs globally recognised events and has recently acquired the Endurance Rally Association.

CLASSIC MOTOR CARS
One of the world's most respected specialists, CMC this year celebrated its 25th anniversary with a huge public party at its Bridgnorth headquarters.

FOOTMAN JAMES
Founded in 1983 to meet demand from the booming classic car industry, Footman James now boasts a wide range of products and has 85,000 policyholders.

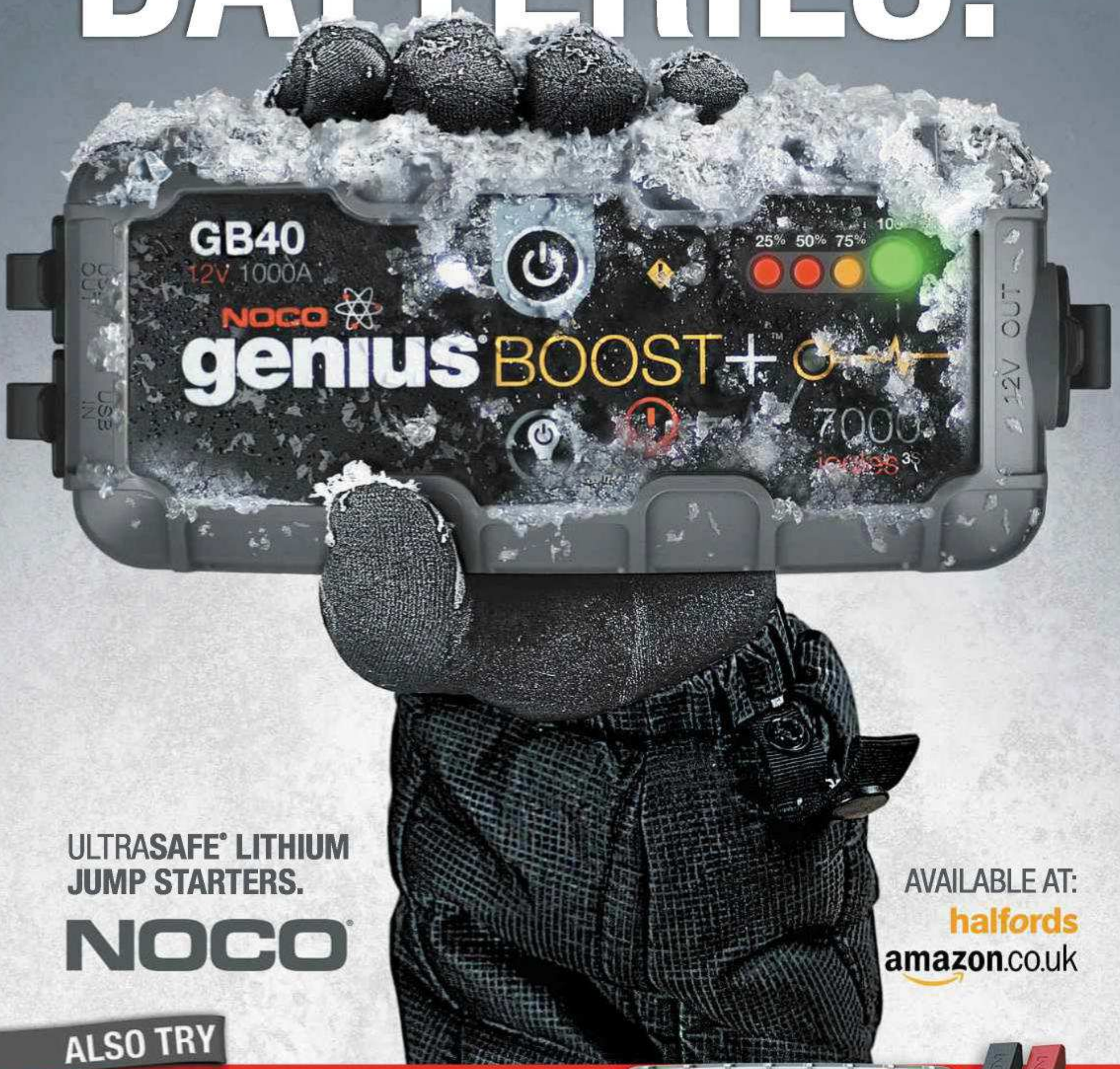
QUICKFIT SBS
This long-established London specialist has become the go-to company for classic seatbelt materials and solutions, especially for cars that didn't have them originally.

HORTONS BOOKS
A family-owned business established in 1997 by father-and-son team Mike and Ben Horton, it boasts unrivalled expertise in motoring literature of all ages.

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Jaguar LEGENDS

JAGUAR XJR-15

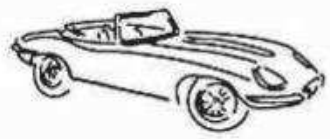
FORGET THE XJ220: the XJR-15, launched in 1990, is the true Jaguar supercar that most enthusiasts have forgotten about. As with the XJ220, the XJR-15 was produced by Tom Walkinshaw and Jaguar through the Jaguar Sport subsidiary. It is based on the Le Mans-winning XJR-9 designed by Tony Southgate, with body styled by Peter Stevens of McLaren F1 fame. Only 53 were made between 1990 and 1992 and they were sold for £500,000 apiece.

Jaguar's XKR-15 is in essence a roadgoing racer for wealthy enthusiasts who originally included Derek Warwick, Bob Wollek, Vern Schuppen, Matt Aitken and the Sultan of Brunei. The cars featured in a single-make racing series called the Jaguar Intercontinental Challenge, which supported three Formula 1 Grands Prix in 1991.

The mid-engined, rear-wheel-drive XJR-15 is powered by a 450bhp naturally aspirated 6.0-litre V12 and, being constructed of carbonfibre, weighs only 1050kg. Top speed is 191mph (depending on gearing) with 0-60mph taking 3.9 seconds. It originally had a reputation for massive oversteer but this was tyre-related and can now be (mostly) controlled with modern tyres and careful set-up.

Sixteen XJR-15s were entered in the 1991 Jaguar Sport Intercontinental Challenge at Monaco, Silverstone and Spa, racing for a tasty $1 million in prize money. Drivers included David Brabham, Tiff Needell and Juan Manuel Fangio II, but the winner was Armin Hahne. These limited-edition supercars are once again being appreciated by collectors – and they are much cheaper than a McLaren F1.

Robert Coucher



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by Octane staff and contributors

OCTANE CARS

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ALEX TAPLEY

Open season draws to a close



1983
PORSCHE 944
GLEN WADDINGTON

REGULAR READERS will know I've had a bit of a year with the 944. Well, six months of trouble anyway, after it fritzed its wiring loom and blew the ECU (and much else) as a result.

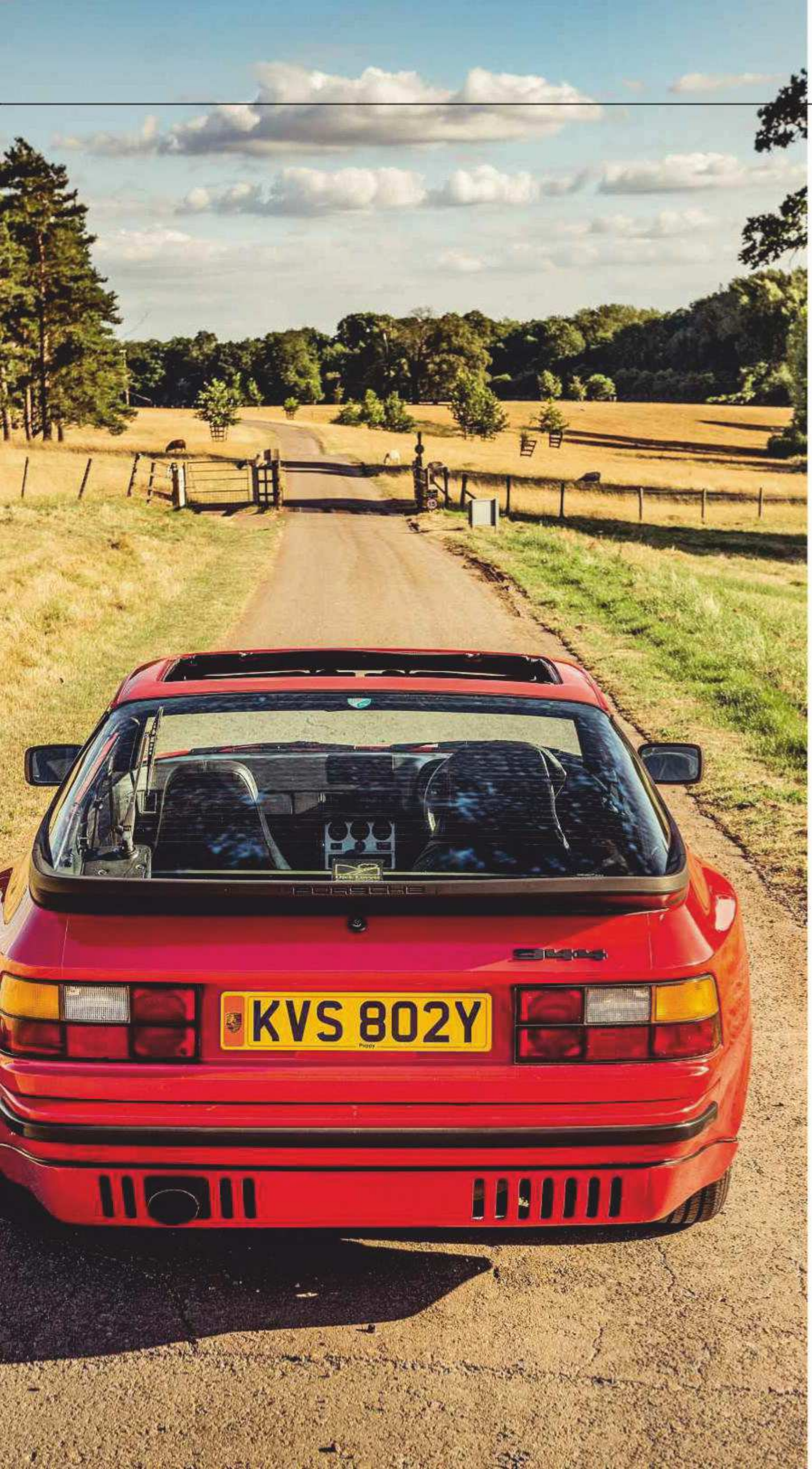
But happier times have followed! Yes, there was quite a substantial bill to pay – more than £800 in replacement parts alone – but my mate Stuart, proprietor of Northants-based Templeton's Garage, worked on the car between other jobs and did me a massive favour on labour rates. So I got the car home in celebratory mood and drove more than 1000 miles in the first week I had it back.

That week kicked off with the Octane Concours as part of the Shelsley Walsh Classic Nostalgia weekend. The organisers insisted that my car should be part of the line-up, though I was judging, so it never could have won, even if it had been worthy! There was also a trip to visit my folks in Lancashire, and a photo shoot in Warminster, down in the West Country. It was on the way back from there that snapper Alex Tapley took these beautiful pics.

Quite a few more miles have been covered since, though the summer heatwave has long gone. That period was a great excuse to remove the 944's roof panel: it unclips and stows inside a zip-up vinyl bag in the loadbay (next to my old, burnt-out wiring loom 'trophy'). Drop the windows too and the 944 becomes a fabulous wind-in-the-hair sports car.

Now, the heater's on again while I ponder jobs for the winter – and save up some more money. Anyone know a good place for restoring diamond-polished and painted alloys?

Above and right Waddington was keen to make the most of the late summer after six months without the 944.



OCTANE'S FLEET

These are the cars – and motorbikes – run by the magazine's staff and contributors

JAMES ELLIOTT
Editor-in-chief
- 1965 Triumph 2.5PI
- 1968 Jensen Interceptor

ROBERT COUCHER
International editor
- 1937 Bentley 4¼
- 1955 Jaguar XK140
- 1988 Mercedes-Benz 560 SEC

TONY DRON
Contributor
- 1932 Austin Seven

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
- 1966 Ford Mustang 289
- 1991 Land Rover Discovery
- 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

GLEN WADDINGTON
Associate editor
- 1983 Porsche 944
- 1989 BMW 320i Convertible

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
- 1966 Alfa Romeo Giulia Spider
- 1967 Alfa Romeo Giulia Super

MATTHEW HOWELL
Photographer
- 1970 VW Beetle 1300







Facing up to the real world



1969 ALFA ROMEO GIULIA SALOON
MARK SOMMER

I'D ALWAYS intended my Giulia to be a keeper, but recently I've been thinking of selling it. Yes, I know…

I bought the car with the help of *Octane* contributor Massimo Delbò about three years ago, who scoured Italy for a good one. Before it came to the UK, it received a bare-metal respray, the bodyshell was wax-injected and many new parts were sourced and fitted.

Our relationship couldn't have started out any better, especially with my first drive being a road trip bringing the car to my home in Berkshire from Italy across the French Alps, with deputy editor Mark Dixon (for a reminder, see *Octane* 170). Problem is, having a young family has meant that many of the adventures I hoped to have with the car just haven't happened, and it simply isn't being used as I'd originally hoped it would.

Thanks to the recent good weather I have tried to get the car out as much as possible, with drives to country pubs, the odd weekend away, plus local classic car meets and the occasional *Octane* photo shoot. Thanks to its useful boot I've even popped to the shops in it, yet it's not what I'd dreamed of.

Perhaps I was naive to think I would have the time to go for a 100-mile blast every week, or to plan another European adventure. What I *have* done is to invest yet more time and money into the car. As well as the bodywork, the mechanics have been improved, including a new clutch, new brakes, and 123 Ignition – which helps the car run more smoothly and improves the power delivery.

I've also replaced the thermostat and many other parts, so the car has perfect temperature and oil pressure readings, and the engine passed a recent compression test with





MARK DIXON

flying colours. All told, the Giulia drives better than ever – just as I have decided to sell it. Ain't that always the case?

Hopefully the good weather will continue, and allow me to enjoy this cracking little car for a bit longer. I'm in no rush to sell, but if there is an *Octane* reader who would like to own a really well-sorted Giulia 1300, then please email me on marks@octane-magazine.com.

Above and below
Mark's day job is as *Octane*'s art director, so he rarely leaves the office. And with good reason. Last time, he ended up buying an Alfa Giulia in Italy and driving it all the way home to the UK.





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Left and below
Flat battery meant a breakdown call-out for Coucher, before he headed out for a petrolheads' charity garden party; XK was parked next to one-owner-from-new E-type.

A battery for Battersea, please!



1955 JAGUAR XK140

ROBERT COUCHER

THE XK140 was parked ready to head down to Valentine Lindsay's Wings, Wheels and Steam Day at his Folly Farm near Hungerford. I hopped in, the Facet fuel pump did its thing for a few seconds, then I turned the key. The high-torque starter motor made a pathetic stab at cranking… then stopped. Blast.

I'd noticed the day before that the battery had seemed a little less than energetic but I'd hoped that was because the car had stood for a while. But as the XK was polite enough to fail to proceed right outside our house, I called the AA, made a cup of Nespresso and started reading the paper. The yellow recovery van arrived within half-an-hour and the man agreed that the battery was dead.

No great surprise – it's been in the car for six years and that's too long. So he removed it from under the driver's-side front wing and replaced it. The new battery – from a selection in his van – is guaranteed for five years.

The Jaguar then started on the button. The AA man checked that the alternator was charging and, £96 lighter, we headed West. Valentine holds his Wings, Wheels and Steam Day every couple of years in aid of SSAFA, the Armed Forces' Soldiers, Sailors, Airmen and Families Association charity, and it's always great fun.

He invites about 500 of his close friends, has the 500-yard grass field behind the house freshly mown and encourages guests to fly in. Indeed, this year the field was full of all sorts of vintage flying machines as well as numerous helicopters. Vintage and classic cars park in the front garden – well, Peter Blond's Rolls-Royces, the Finburghs' C-type and the Lindsays' D-type, James Wood's Frazer Nash (below centre) as well as Jools Holland's very red Merc SLS (below left). My old bus was directed to the overspill car park behind the hangar. Oh well, it was parked near Lord Bamford and son George's new Ferrari and between two E-types, one a roadster shod with Revolution alloys (below) that look really good. The E has had just one owner from new.

Apart from aeroplanes and cars there were many motorcycles on display, as well as traction engines and Vic Norman's wing-walkers, who went up and did their thing. Brave women. After I'd wandered around Folly Farm chatting to the great and the good, as well as admiring a collection of super-rare and desirable Alfa 8C Competiziones and a barn full of even rarer Jaguar XJR-15s, lunch was served in the big tent, with all proceeds going direct to this deserving charity.

Well done to Valentine for opening up his lovely home and for the help given by Richards Sutton and Gauntlett. As expected, the Jaguar fired first crack and cruised home with its driver feeling replete.







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Smooth operator



1952
PORSCHE 356
DELWYN MALLETT

I CONCLUDED my last update on the progress of my 356 'Streamliner' at the point where restorer Steve Kerti, of Classic Fabrications, was again about to demonstrate his skill at the English Wheel and roll out a new engine lid. My Judson supercharged 1300cc engine was too tall to allow the original lid to close. The easy option would have been to cut off the lid's internal drip tray. The other – more expensive! – solution was a new lid.

This would allow me to preserve the original panel intact, should I need to refit it in the future. This is a distinct possibility because I have no idea how reliable my supercharged project might be, and returning to a standard engine is still on the cards.

Another problem is that the hinges for the lid on the so-called pre-A cars are spaced differently from later models', resulting in one of them also fouling the supercharger. Again, not wanting to move the bracket mountings, we decided to fabricate new hinges based on the lightweight tubular versions fitted in one of my Abarths.

And talking of Abarths… Those that know about these things will have spotted in my previous report that in the photo of the engine, then on a stand, it sports a period Abarth exhaust with its four small-diameter tailpipes. It was always my intention to fit this into the streamliner but the pipes failed to clear this early car's far-lower rear bumper. Sanity has prevailed and, not wanting to carve up the bumper or the Abarth exhaust, Steve is modifying another exhaust, fitting new pipes shaped to clear the bodywork. Phew!

My intention has always been to produce an 'enhanced' 356 with modifications that could have been adopted in period, with echoes of the 1952 Le Mans cars – hence the spats. Most of this work is complete and the car is at West Country Trimmers, for proprietor Guy Broom to upholster the 'sling-back' seat frames that Steve has also fabricated.







Above, from top
Delwyn's streamliner certainly looks the part; supercharged engine was a fiddle to fit; seats patterned on this BMW 328's; bespoke engine cover.

I wanted to replace the heavy standard seats with lighter ones, though not the Speedster-style seats so popular on 'outlaws' that were not available in 1952. So I've opted for aircraft-style seating as fitted to the 1940 BMW 328 Mille Miglias, above. More on those next time.

Seatbelts for a 356?

'The 356 was built in Coupé, Cabriolet and Speedster variants over a 17-year run. Coupés can take a variety of belts – automatic, static lap or static lap/diagonal – front and rear; the same is true of Speedster front seats, but static lap or lap/diagonal belts have to be installed at the rear. That's also the case with the Cabriolet – but it requires a bespoke frame if you want automatic front belts. Later 356s had factory anchor points for static belts but at QuickFit Safety Belts we make our own, better-sited anchor points to increase safety.'

Monthly advice from Stuart Quick of Quickfit Safety Belts, one of the UK's foremost providers of classic and vintage seatbelts and racing safety harnesses.

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Aston Martin DB6 Vantage Volante RHD - 1969







Out of 140 DB6 Volantes, only 29 were delivered with the high-output Vantage engine. This DB6 Vantage Volante retains its original triple Weber 325bhp Vantage engine, as well as its deliciously patinated original black leather interior. Initially delivered in Olive Green, arguably the best-looking colour on a DB6 Volante, its current Oyster Shell grey paint is charmingly worn. Price: ASK



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Aston Martin DB2/4 MkIII RHD – 1959
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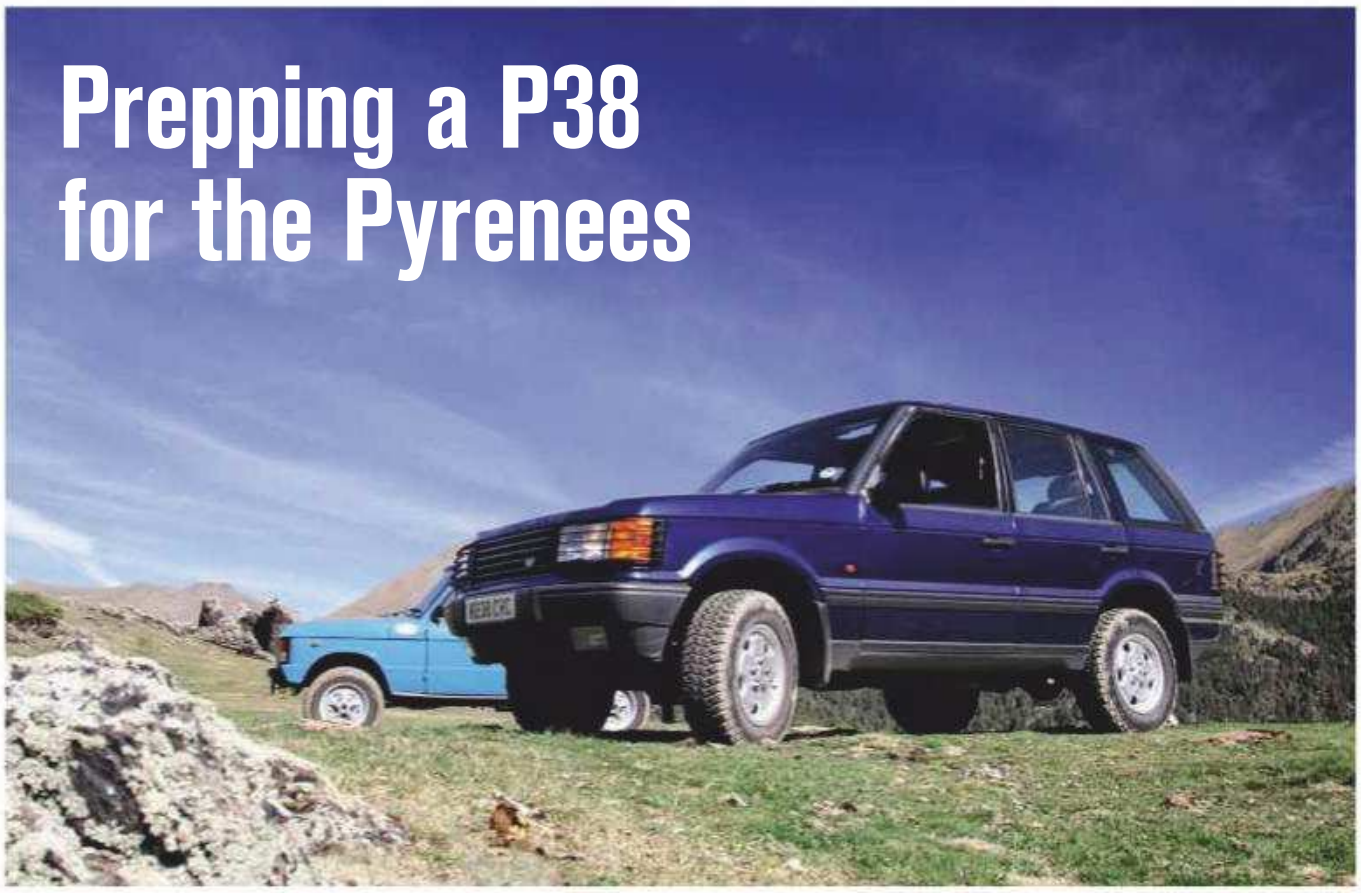
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Prepping a P38 for the Pyrenees





1994 RANGE ROVER 4.0

MARK DIXON

'OF COURSE, any P38 is a ticking bomb,' said my friend Philip Bashall; and as the curator of The Dunsfold Collection, the world's largest collection of rare and significant Land Rovers, he should know. We were discussing which vehicles we would be driving to the Land Rover 70th Anniversary Party in Les Comes, Spain, and for better or worse I had decided to use my blue P38 Range Rover.

Ticking bomb or not, M238 CVC seemed the right vehicle to choose, because the invitation to Les Comes had come from Jaguar Land Rover, and M238 was one of the company's press launch vehicles in 1994. It was almost fortunate, therefore, that my daily-driver Volvo XC70 decided to lunch its automatic gearbox a few weeks beforehand. M238 had to be pressed into service instead, which is how I found out that its radiator top seam was leaking and there was a split in the plastic expansion tank. I ordered a new radiator via eBay and started addressing some of the car's other issues.

A major irritation was that all the tyres had slow leaks and the rear pair were nearly bald. So, much as I hate 'blagging' stuff, I was very grateful indeed when Goodyear sent me a new set of Wrangler M/Ts to try. Initially I was worried that their Mud Terrain tread pattern was too off-roady, but I figured they would at least give the vehicle some 'Cotswolds cred' once we were back home from Spain.

Otherwise, I contented myself with treating the V8 to an oil-and-filter service, and tidying up some of the exterior trim. The black ABS moulded light guards and radiator grille had faded badly, and the black paint on a couple of the metal window surrounds had worn down to the primer. I spent a happy few hours treating the former with Halfords' flexible vinyl paint, which soaks into the surface rather than sitting on top of it, and the latter with Halfords' semi-matt aerosol.

And then I ran out of time to do anything more, including changing the radiator. On a bright autumn morning, we drove to Portsmouth and boarded Brittany Ferries' *Cap Finistère*, en route for Bilbao and, ultimately, Andorra.

Did the radiator hold out? Did the bomb explode? I'll tell you shortly.



Top and left
Wearing its new Goodyears, Mark's P38 poses with an older relation in Spain; Halfords' vinyl paint was used to freshen-up faded lamp guards.

OTHER NEWS

'The "workshop find" Giulia Spider will soon be drivable. I'm making a final push to get it ready for a huge French and Italian car show here in LA in November'

Evan Klein

'Frustrated that I don't have the cash to give it the remedial work it deserves, I put my Interceptor up for sale. Albeit briefly – I can't go through with it'

James Elliott

'I haven't quite extracted the Singer's broken engine yet, but a bout of displacement activity – in preparation for littering the floor with Singer parts – has made my garage unusually tidy'

John Simister

'The Mustang GT390 shell is painted and home, engine and gearbox built... suspension next, then final assembly starts!'

Jesse Crosse

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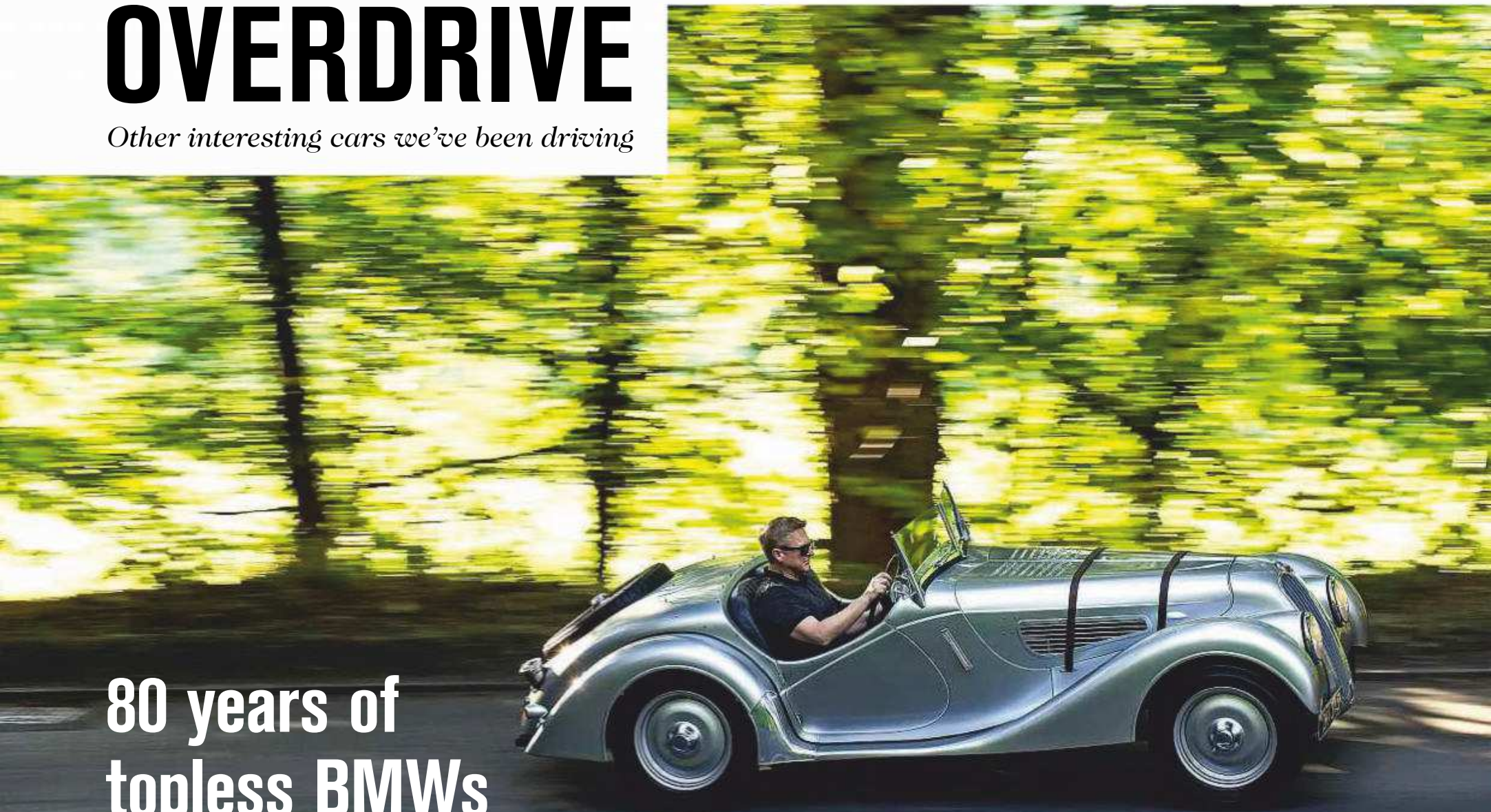
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by Octane staff and contributors

OVERDRIVE

Other interesting cars we've been driving



80 years of topless BMWs



1938 BMW 328 AND OTHER ROADSTERS

GLEN WADDINGTON

WE CERTAINLY GOT lucky with the weather. The invitation to BMW's Roadster Heritage Drive had arrived mid-summer, and as the late-September date came closer, so did the likelihood of inclement weather. The weekend before was a shocker, cold and wet in much of England, so it was with huge relief that I set off down towards Henley-on-Thames during one of those beautiful early-autumn afternoons that we occasionally enjoy, all golden sunlight and mild, still air.

And it was perfect for an evening driving a variety from BMW GB's own collection of roadsters, dating back to a 1938 Frazer Nash 328. Naturally it was a popular choice among the assembled journalists, all there for a private preview of the just-launched next-generation Z4. But I got there first and claimed the keys. Fair's fair.

What a captivating car it is! Its 2.0-litre straight-six (something of a defining engine configuration in classic BMWs, and not unlike that in my own 1989 320i convertible) might pack a punch only 80bhp strong, but it feels like much more, and sounds deeper-chested than its modest capacity would have you believe, revving with a most encouraging snarl.

Yes, there's the usual pre-war shimmy and shake over bumps, and you're really glad of the cutaway doors when it comes to negotiating bends via the 328's broad, sprung steering wheel,



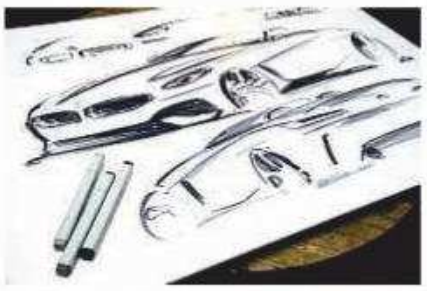
but it operates with real charm and alacrity, and the gearshift – barely a handspan from that wheelrim – moves easily and accurately. It's a proper old-money sports car.

The 507 is quite a contrast, all glamour and grunt with a NASCAR soundtrack, thanks to its 150bhp 3.2-litre V8. And it feels so much more modern, even though it's only 18 years newer. For several people here, it was a favourite.

Easy to see, in context, exactly how it inspired the Z8. You could be unkind and refer to it as an E39 M5 convertible







Clockwise from far left
Glen enjoys the 328 on open roads; new Z4's exterior designer Calvin Luk shows off his draughting skills; new Z4 fronts (from left) Z8, i8 roadster, 328, Z1, 327/28, 507 and (at rear) last Z4.



with a bit of retro tinsel, and, in all honesty, I expected that retro styling to cloy. But what a car! With 400bhp and the promise of 0-62mph in 4.7 seconds, this is no boulevardier. It makes the most of all that power, steering deftly through bends and cornering with very little roll. I loved it.

The Z1, by comparison, is hugely quirky. In concept it's a weight-shorn and truncated E30 325i with a plastic body, but in effect it's way more special, with the engine set further back in the wheelbase and BMW's first multi-link axle keeping the rear wheels in check.

Ever driven a modern convertible with doors that slide down into the sills? Well, if you had it'd be one of these, launched in 1989 as the brainchild of Dr Ulrich Bez, more recently known as the CEO of Aston Martin. And it caught on. Despite an original plan for only 5000 examples, 8000 were built over two years. It's such great fun, seeming far livelier than a 325i, although its innate balance feels very similar to that of my 320i.

After dinner, BMW stylist Calvin Luk showed us how he sketched the new Z4, taking inspiration from the front of the Z8 and going for a more dramatic wedge profile. 'There's a lot of heritage playing a role in the new car,' he said. 'I was at high school when the Z8 starred in James Bond.'

By the way, I thought I'd better drive there and back in my own BMW convertible. It made for one of those life-affirming evenings, the kind that owning a special old car is all about. I'll tell you more about that next month.



On tour in a camera magnet

2018 McLAREN 570S JAMES ELLIOTT

CONSCIOUS THAT NEITHER of my old snotters was in a fit state to represent the magazine on its enjoyable tour to the Concours of Elegance at Hampton Court on 2 September, I decided to borrow something a bit flash. McLaren came up with the goods for myself and co-driver Tomoko Hoshino from *Octane*'s Japanese edition. Obviously we couldn't really explore the performance limits of the car on a gentle Sunday morning run from Cliveden, but I did learn how much more practical the facility to raise the nose for speedbumps makes it. Many times. And I don't think I have ever been more photographed in a car.



Fit for a Royal concours

2018 BENTLEY NEW CONTINENTAL GT MARK DIXON

DON'T BE DECEIVED by the 2017 plate: this is the new model, fresh out of the box when the company kindly loaned it to me for the *Octane* Tour described by James, above. And I have to say that, having not previously been a particular fan of the Continental, I really warmed to this one. That's because the ride quality is *so* much better in the latest version – unbelievably good when you note the 21in rims (the standard-fit on my P38 Range Rover were 16in!). I still think that the switchgear ergonomics could be massively improved, for safety as well as style, but as a W12-powered, 626bhp package there's an awful lot to like here.



Cats, cream etc

JLR CLASSIC TOUR AND TRACK EXPERIENCE

MATTHEW HAYWARD

WE RECENTLY returned to Jaguar Land Rover Classic Works near Coventry, which has developed from an empty hangar to a fully operational classic hub in a little over a year. It has also launched a new Classic Tour and Track Experience, so we were invited to try it out for ourselves. 'Reborn' cars, highly original classics, an XJ220 and even a Group C racer: it was worth the trip for these alone, but we're only just getting started.

Entering the impeccably clean main workshop, we get a close look at the one of the continuation D-types, as well as a number of Defenders that are undergoing V8 conversions. The restoration process is explained in detail, and we can view the full collection of cars (not just JLR products) housed here.

Then comes the really fun part. We're shuttled over to Jaguar's Fen End test track, where we meet a small but impressive line-up of cars to drive. After a short briefing we head out on track. First up, a run around the damp course in a 1960 XK150 FHC, followed by a Coombs Mark 2 3.8.





From top
Author Hayward drove all except the D-type; Land Rovers await work while new D-type nears completion; the service bay.

Next comes a very early 'flat-floor' 1961 E-type. This is my first time behind an E-type's wheel, and I breathe a slight sigh of relief as I can just about squeeze my legs into the narrow footwell. The circuit has some fairly low speed limits in the bends, but the E-type easily gets to 100mph on the straights. The gulf between this and the XK150 is a real eye-opener.

The long back straight has been closed off to save the cars from sustained high-rpm running, but a slalom offers an opportunity to play a little. Only after returning to the holding area do I realise this car's significance. It's the 70th E-type off the line, first owned by Mike Hailwood. What an honour.

I also fall in love with the XJ12 Coupé, the most modern offering of the day and the last example built. It's everything I wanted it to be: smooth, quiet and beautifully refined.

The Track Experience costs £650 per person. It's not a cheap day out but, as a chance to drive this many legendary Jaguars in a controlled environment, not much can compete. Customers will also have the chance to drive Jaguar's toolroom D-type recreation. Wow.



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WORDS DELWYN MALLETT

LOU FAGEOL

The creator of the fabled Supersonic was equally committed to power boats

TO HIS RIVALS he was 'Leadfoot Louie' because he had only one way of racing – flat-out or out – but Lou Fageol (pronounced 'fadji') was one of those wealthy, larger-than-life US sportsmen who ploughed his own furrow in both motorsport and powerboat racing, and was totally fearless on lake or land.

Lou was born into a family steeped in cars, his father Frank and uncle Rollie having built their own as early as 1899. They'd moved from Iowa to Oakland, California, in 1916, where the four Fageol brothers founded the Fageol Motors Company and made trucks and tractors, plus for a while what they claimed was 'The World's Most Expensive Automobile'. In 1927 Frank and Rollie left the company, moved to Ohio, and started the Twin Coach Company, producing a radical new bus with two six-cylinder engines side-by-side in the chassis.

Lou's speed career started in 1928 with outboards, with which he won 74 first places. By the late '30s he was competing in bigger-engined craft and he graduated to winning the Pacific Motor Boat Trophy in four consecutive years from 1939 to '42.

Never a poor man, Lou's daily transport tended towards the exotic but, always seeking more power, he wasn't slow to hot-rod even the best. In 1933 he bought a Chrysler CL Imperial Custom Phaeton, one of the finest automobiles of its day, but finding the 135hp engine a little lacking, he promptly replaced the straight-eight with a Cadillac V16 and used it as a tow car for his powerboats.

An even more exotic confection that caught Lou's attention was a super-streamlined world speed record contender built in 1938 by Joel Thorne and Art Sparks in their Burbank, California, race shop. It never made it to the salt flats and Lou bought the doorless streamliner, replaced its twin Miller engines with a Twin Coach Co 404ci 275bhp bus engine, and fitted a windscreen, an electrically controlled sliding hardtop and pop-out side-steps for hopping into the cockpit. In 1949 the Fageol Supersonic made a crowd-pleasing appearance at the Indy 500, where Wilbur Shaw took it for demo laps around the Brickyard at 93mph.

FAGEOL.COM



'WHEN HE WAS PILOTING *SLO-MO-SHUN V*, IT BECAME AIRBORNE AT 165MPH, DID A PERFECT 360° BACKFLIP AND DUMPED HIM IN THE DRINK'

Lou's first venture to the Brickyard had occurred three years earlier when he entered a unique twin-engined roadster in the first post-war running of the 500. Built in the coach company's factory and dubbed the Twin Coach Special, it was a chubby device with a vertical tail-fin and powered by a supercharged four-cylinder Offenhauser at each end. Sceptics saw it as an ill-advised promotional gimmick, but were silenced when, in the hands of Paul Russo, it qualified on the front row. Sadly, while running near the front, Russo ran into a patch of oil on lap 16 and slid into the wall, leaving him with a broken leg and a very bent car. Repaired, and piloted by powerboat champ 'Wild' Bill Cantrell, the Special qualified seventh in 1948, but retired for the last time on lap 161.

Lou, however had not finished with twin-engined race cars. Having bought a Porsche dealership in 1952, he shoehorned a second 1500cc engine and transmission into the nose of a 356 and went racing. Without much success. Undeterred, his second attempt was more ambitious. A streamlined body, utilising a pair of aircraft drop-tanks for its wings, was draped over a purpose-built frame with a Porsche 1500S engine and transaxle at both ends. Cooling air for the front engine entered through a jet engine-like conical bullet nose. Results were promising but the arrival of larger-capacity racers in 1954 prompted Lou to apply some powerboat technology, fitting two superchargers, each driven at constant speed by high-powered chainsaw motors to avoid throttle lag when exiting bends. It outdragged Ferraris but outfoxed Lou, who found himself upside-down at Monterey.

Lou had not abandoned powerboat racing and in 1947, by then president of the Twin Coach Company, he co-founded a new hydroplane 7.0-litre class – the engine of choice being from a Fageol bus. In 1950, while competing in and winning the Harmsworth Trophy, Lou became the first man to set a closed-course 100mph lap.

Another first, and one he would have preferred not to have established, occurred in 1955 with the first 'blow-over' in an Unlimited Class event. When he was piloting the Merlin-powered hydroplane, *Slo-Mo-Shun V*, it became airborne at 165mph, did a perfect 360° backflip and dumped him in the drink. Lou suffered four broken ribs, four broken vertebrae and a punctured lung.

He died in January 1961 from heart problems – attributable, according to his son, to the injuries sustained in that crash.



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PORSCHE

WORDS DELWYN MALLETT

BRYLCREEM

It's been in and out of fashion in men's grooming for 90 years, and its shine has yet to wear off

THE FAMOUS 1950s advertising jingle ran 'A little dab'll do ya,' followed by the promise that 'You'll look so debonaire – the girls'll all pursue ya.' It's now in its 90th year and there are men still dabbing the Brylcreem.

One of my earliest memories is as a tired toddler being hoisted onto my dad's shoulders for the long walk home from the nearest cinema and holding onto his forehead and slowly sinking, half asleep, into his fragrant Brylcreemed hair. It was around 1950 and Brylcreem still had a decade of healthy sales ahead before hair fashion changed dramatically.

Men have been anointing their hair with pungent oily unguents for thousands of years to make it supple and keep it under control, but Macassar Oil, named after the port of Makassar in the Dutch East Indies from where the ingredients were shipped, could be considered as the first of the modern branded hair treatments. London barber Alexander Rowland had been oiling his customers with his home-brewed potion for many years before registering the name in 1888. Now nationally advertised, 'Rowland's Macassar Oil' became so popular and so much was deposited on the backs of the nation's armchairs that the 'anti-macassar' protective cloth became an essential parlour accessory.

Brilliantine, a French contribution to tonsorial lubrication, arrived in 1900 at the Exposition Universelle in Paris, formulated by the perfumer Edouard Pinaud to 'soften and add shine to hair, beards and moustaches'.

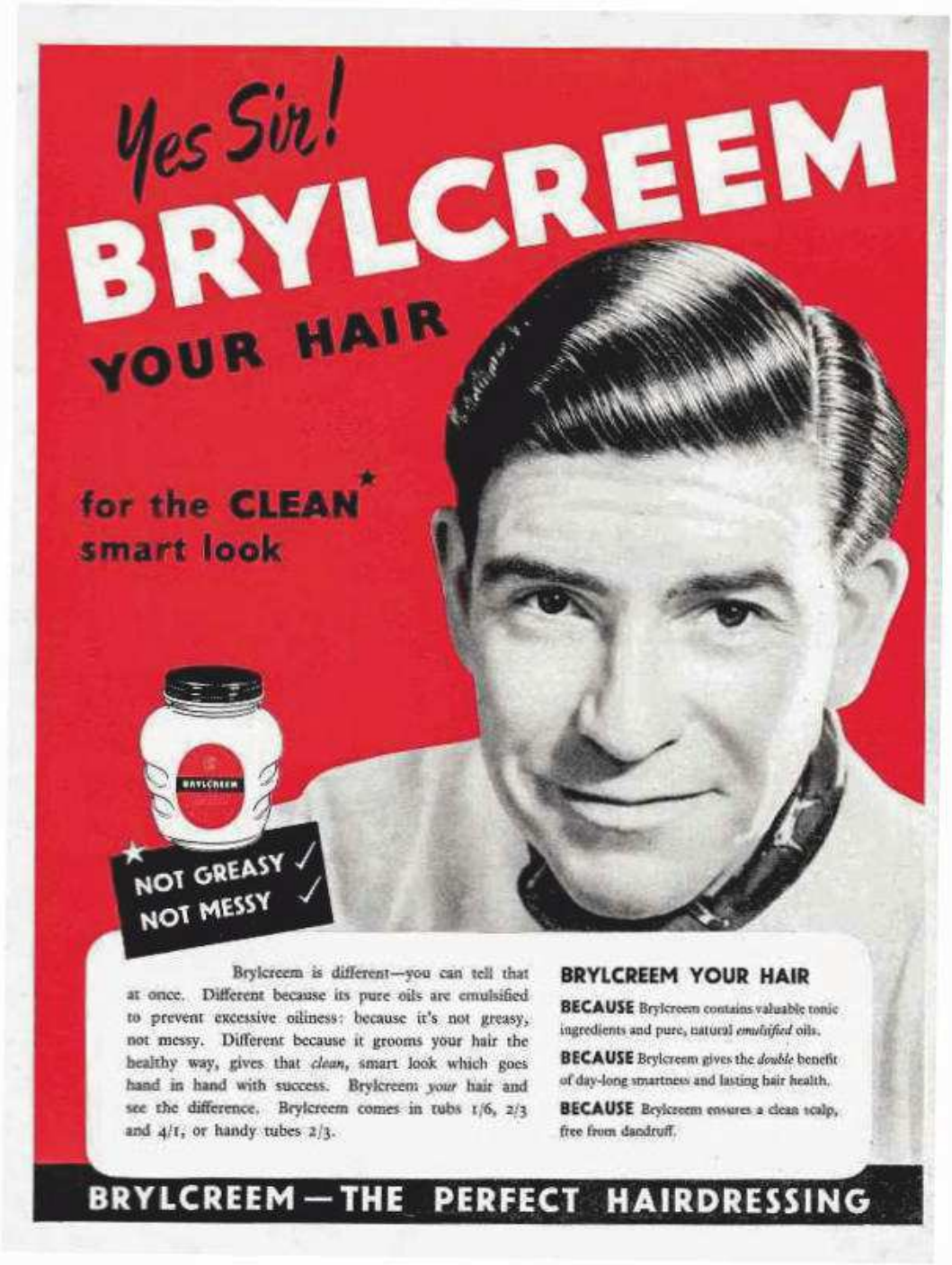
In the 1920s silent film heart-throb Rudolph Valentino popularised the use of pomades, a mixture of refined paraffin wax or Vaseline, mineral oil and perfume that gave slicked back hair a shiny wet look.

On the crest of this fashion wave, Brylcreem arrived in 1928. Not the concoction of barbers but created in Birmingham by County Chemicals as an emulsion of water, mineral oil and beeswax with added fragrance and the slightly sinister-sounding, almost unpronounceable phenoxyethanol and methylisothiazolinone among the ingredients. Brylcreem was originally a trade-only product for barbers but popular demand soon saw it on general sale and within a few years it became one of the most successful men's grooming products of the 20th Century. The dashing Battle of Britain fighter pilots with their smart uniforms, neat hair and moustaches (though often boisterous when off duty) were referred to as the Brylcreem Boys – a backhanded compliment.

Through the 1950s, Brylcreem bridged the age gap, used by both the regulation side-parted short-back-and-sides man and the exotically quiffed, drape-jacketed Teddy Boys and their near relatives, the leather-clad tearaway ton-up boys whose 'greasy' locks terminated in a DA ('duck's derrière', putting it politely). Marlon Brando, James Dean, Elvis Presley and other teen icons ensured that Brylcreem use remained strong. I recall as a callow youth spending my hard-earned pocket money acquiring a 'Tony Curtis' at my local barbers, only to find that by the time I had cycled home my expensive curls had reverted to my normal limp-fringed configuration. I was grateful when a new non-style arrived soon after. By 1961 Brylcreem was selling 100 million pots a year… and then the moptops stormed onto the world stage, hairstyles were transformed and sales plummeted.

The Beatles' fringes, and the *au naturel* long-haired fashion that youths adopted wholesale as the 1960s progressed, put the brakes on Brylcreem sales and the company found itself struggling to convince them that massaging oil into their hair was a good idea.

What goes around comes around, and by the end of the century there was a resurgence in the swept-back wave, such that in 1997 style icon David Beckham became the new face of Brylcreem. Then he shaved his head! What Brylcreem executives make of the current shaven-head fashion I do not know, but it must have them tearing their own hair out while they wait patiently for the return of the shine.



Above
Period advert seems from another age, but David Beckham was promoting Brylcreem only 20 years ago and it could come back again.

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WORDS AND PHOTOGRAPHY MICHAEL MILNE







Clockwise from left
Hershey museum's highlight is the awesome Tucker display bequeathed by David Cammack; a vehicular nod to its neighbour; huge vehicle variety at AACA; the bus that featured in *Forrest Gump*.



SWEET TIMES IN PENN STATE

There's Tuckers and much more at the AACA Museum

THE MUSEUM OF THE Antique Auto Club of America (AACA) is headquartered in Hershey, Pennsylvania, as is the noted manufacturer of chocolate. It is no surprise, therefore, that the first vehicle you see outside the museum is the Kissmobile, a 12-foot-tall, 26-foot-long cruiser that looks like three giant Hershey's Kisses.

The interior of the museum has a little more gravitas, starting with an 1895 Chicago Motor Benton Harbor. This one-of-a-kind lemon-yellow 'horseless carriage' is one of only 24 vehicles on the National Historic Vehicle Register, a directory of the most significant automobiles, motorcycles, trucks and commercial vehicles in the US.

The museum's showpiece exhibition, however, is the David Cammack Tucker Gallery, which houses three 1948 Tuckers, more than any other location worldwide, plus memorabilia, archives and parts. The Tucker family was involved in setting up the exhibit and according to Preston Tucker's grandson, John, 'My sons and I were, and continue to be, involved in many aspects of the Cammack display. It is now the most complete Tucker collection in the world.'

Visitors can get a sense of driving one of the cars by sitting at the steering wheel of a nifty glassfibre mock-up of a Tucker front end, built by Ron Ida. Gearheads will also rejoice at the multitude of Tucker engines on display, including several prototypes such as a 166bhp Tucker R-1-2 with an automatic gearbox salvaged from Tucker number 1042.

The museum also owns five Stearns-Knight cars. Cleveland-based Stearns was the first US automaker to license Charles Yale Knight's sleeve-valve engine technology, which was making a name for itself in the UK. Several marques had 'Knight' appended to their name as part of the trademark agreement, but in 1929 the Stearns-Knight Model J-8-90 seven-passenger touring sedan cost a sky-high $5600. At that pricing, the marque could not survive the Depression.

In the 'Cruise Through Time' exhibit, cars are artfully arranged from the 1890s through to the 1980s. They're parked in front of giant murals depicting a cross-country road trip from New York City's Battery Park to San Francisco's Golden Gate Bridge.

Miscellaneous sections of the museum include more than 300 radiator mascots, a huge, working O-gauge model train display, and the Flo-Inn Café, a 1940s-era roadside diner which was shipped to Pennsylvania from Wichita, Kansas. Every year – from May to October – there is a special exhibit related to motorcycles. Also included in the building is the Museum of Bus Transportation, which celebrates a golden age of motor-coach travel when uniformed hostesses cheerfully served refreshments. One of the more familiar buses is a 1959 GM coach that had a starring role in the movie *Forrest Gump*.

At any one time the museum showcases 80 to 100 vehicles from a collection of more than 150. Displays throughout the museum change frequently – they were even moving cars in and out during *Octane*'s visit – so if there is a particular vehicle you want to see, it's best to call ahead.

Side trip: after viewing the extensive collection at the AACA Museum, true Tucker fans should then drive two hours west to the Swigart Museum in Huntingdon, Pennsylvania (SwigartMuseum.com), where two more Tuckers are on display. One of them is the Tin Goose prototype that started Preston Tucker's adventure. This museum opens from late May to the end of October.

Antique Automobile Club of America Museum, 161 Museum Drive, Hershey, PA 17033, USA. Open daily 9am to 5pm. Admission $12.50 (around £10), more on www.aacamuseum.org.

Michael Milne wrote 'The Roadster Guide to America's Classic Car Museums & Attractions'.







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Books

REVIEWED BY OCTANE STAFF AND CONTRIBUTORS



Book of the month

The Bristol Aeroplane Company Car Division

BRISTOL OWNERS HERITAGE TRUST, Palawan Press, £500-750 (see text)



This impressively hefty book – large in format, its 400 pages half as many again as this magazine's, and made from deliciously lush paper – is the latest in Palawan's series of marque or model biographies. It chronicles, year by year, how the Bristol Aeroplane Company set up its car division after WW2, building a car (the 400) based on pre-war BMW components as used by Frazer Nash for its UK-assembled version of the 328, thereafter heading off in its own design direction. Conveniently, Bristol owned Frazer Nash, so relationships with BMW engineers already existed and survived the war.

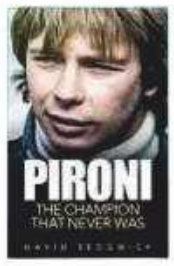
This much I knew. News to me was that the aircraft-centred company had, before the war, twice dabbled with the idea of building cars. Sir George White, Bristol's mastermind whose son, also Sir George, sets out his father's achievements in a fascinating introduction on matt cream paper, considered building Alfa Romeos in Britain in a contra-deal for Alfa's Italian production of Bristol aero-engines. It came to nothing; a plan to buy ailing Aston Martin, considered again post-war, had the same result.

The book covers the period up to 1955 and the development of the 406, a car of much more modern design than Bristols 400 through to 405 and whose bulk rather overwhelmed Bristol's final version of the BMW motor. Thereafter the car division was a separate company and Chrysler V8 power soon arrived. Bristol had a staff photographer, Ted Ashman, and the highly atmospheric black-and-white depictions of prototypes, press cars, competition cars, factory activity and, of course, aircraft including the mighty Brabazon airliner (its fuselage was fatter than a Jumbo's) are mostly his.

The photographs and their detailed captions are the meat of the book, although each section begins with a summary of the year it covers. They draw you into a wonderful 1950s world of innovation and optimism, including the 450 racing cars, the Cooper-Bristol GP cars, the Zagato-bodied models and the Arnolt-Bristol. The prints and negatives, many of them glass, were rescued from the garage of latter-day keeper of the Bristol spirit Tony Crook; intriguingly, the aircraft company's descendant, BAe Systems, still has the copyright.

Introduction apart, the stories are attributed only to the Bristol Owners' Heritage Trust and, you sense, done for love, not money. You, however, will need to find £500 for one of the 400 'standard' editions, or £750 for one of 50 bound in leather. **JS**





Pironi: the champion that never was

DAVID SEDGWICK, Pitch, £12.99, ISBN 978 1 78531 349 3

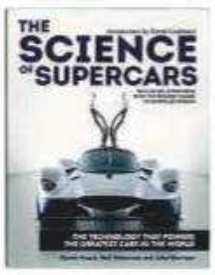
Motorsport is dangerous. Many are happy to take the risks for the glory and the potential rewards, but some seem simply to be drawn to the danger. Frenchman Didier Pironi was one of those, which probably explains why, after his meteoric rise and then F1disappointment – he would have been 1982 champion but for a career-ending crash in Germany – he met his fate powerboat racing off the Isle of Wight in 1987. This readable pot-boiler is a racy tribute to a rollercoaster life. **JE**



Jaguar XK/XKR

NIGEL THORLEY, Veloce, £35, ISBN 978 1 787113 92 3

If you'd forgotten how naffly curvetastic the 1990s were, then the XK8/original XKR section of this detailed history-cum-owners' guide will remind you. It's almost a relief to encounter the next, Callum-designed, XK generation, newly included in this guide's second edition. From model gestation to electrical gremlins, it's all here with every single tiny update and special edition. I never realised there were so many, nor that 38 wheel designs adorned the two generations. All are pictured, luckily. **JS**



The Science of Supercars

MARTIN ROACH, NEIL WATERMAN & JOHN MORRISON, Octopus, £20, ISBN 978 1 78472 363 7

It's noteworthy that this book refers to the Lamborghini Miura as the first *modern* supercar – not the first of all. No, Messrs Roach, Waterman and Morrison credit the 1901 Mercedes 35hp with that honour. How so?

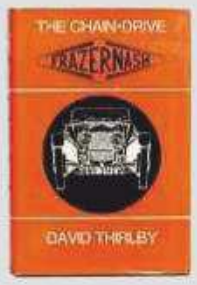
Well, consider the name of this book. It's the Mercedes' technology (or, as the book puts it, 'the science' behind it) that makes it a supercar: a low centre of gravity, a lightweight, high-performance engine, two carburettors, plus improved brakes and cooling.

And considering it was a versatile prospect – at home on the La Turbie hilclimb as much as on the Promenade des Anglais – then it's probably a well-earned epithet.

Other landmarks include the E-type and 300SL, the Countach, 911 Turbo, Audi Quattro, a comparison between 959 and F40, plus longer sections on the McLaren F1 and Bugatti Veyron – where you'll find the most science.

It's well-illustrated, and interesting facts proliferate in all its 220-plus pages. **GW**





Collector's book

The chain-drive Frazer Nash

DAVID THIRLBY, Macdonald & Co, 1965, value today £125

In its 1965 review of this small hardback, *Motor Sport* described it as 'nicely printed, with a solidity that the cars it described tended to lack'. That solidity has been proved true in more than one respect, for this pioneering marque history is as sought-after today by 'chain-gangsters' (*Motor Sport*, again) as it was over half-a-century ago.

David Thirlby was a 'Nash man to his core, who in 1953/54 became club registrar and newsletter editor. For the latter role, he interviewed all the pre-war key players, including Ron Godfrey and Archie Frazer-Nash. But besides these first-hand accounts, Thirlby's book was unusual for its time in including appendices listing all the known details of every chain-drive car built. The 1965 first edition is worth seeking out above the 1977 Foulis reprint. **Ben Horton**





Bugatti Type 35 Owners' Workshop Manual

CHAS PARKER, Haynes, £22.99, ISBN 978 1 78521 183 6

This Haynes series has settled nicely into its stride now, with the format used to cover everything from GT40 to GTO. If you are unfamiliar with them, 'workshop' is rather overstated and, while there is emphasis on engineering, you don't get instruction on how to refurb the 35's worm-and-wheel steering box. What *is* there is loads of history and pictures, great archive from the Bugatti Trust, plus useful info for (and from) owners and fans. Excellent value. **JE**

Driven

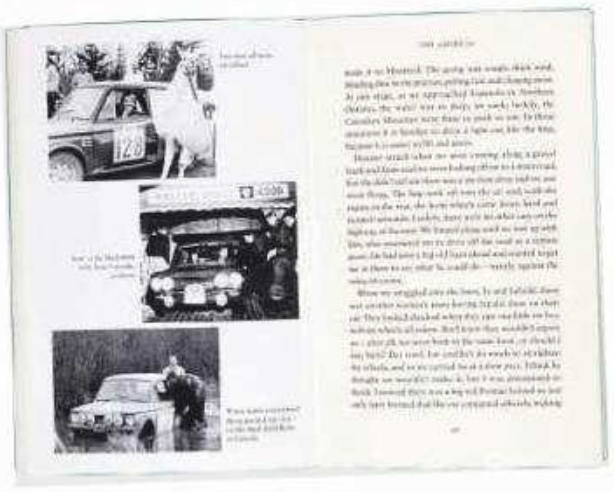
ROSEMARY SMITH, HarperCollins, £14.99, ISBN 978 0 00 830185 9



In the 1960s, when British car manufacturers saw female race and rally drivers and co-pilots as a way to gain added newspaper column inches, a handful of talented women rose to prominence: Pat Moss, Ann Wisdom, Christabel Carlisle… and most glamorous of them all, Rosemary Smith. Still a familiar and welcome sight at classic car events, often with her own Hillman Imp ex-works rally car, she's known (and loved) by everybody – but this is the first time her life has been described in anything longer than a magazine article.

By her own admission, Rosemary's memory of events is shockingly poor, so her co-author, Ann Ingle, has done a superb job of seasoning Rosemary's anecdotes with a sprinkling of facts and figures. Beginning with her most recent adventure – driving an 800bhp Renault F1 car when she was almost 80 – the book then skips back to her childhood in Ireland; her burgeoning career as a hugely successful dress designer; and then, of course, the motorsport. Eight Monte Carlo Rallies, the London to Sydney, the London to Mexico, Daytona 24 Hours, the Canadian Shell 4000, and many, many more, in everything from Imps (Rootes was keen to promote it as a 'woman's car', much to Rosemary's frustration) and Tigers to a 911 and an Elan.

Sadly, her personal life was not as successful as her career, and she talks candidly about the dark times as well as the highlights – the latter including her close friendship with actor Oliver Reed, not to mention encounters with the likes of Richard Burton and Elizabeth Taylor. Still actively involved in driver education for young people, she claims to have found peace and contentment in her later years. 'Life is good and I am having a ball,' she concludes. *Sláinte*, Rosemary. **MD**



Models

REVIEWS AND PHOTOGRAPHY MARK DIXON



1:18 scale

1968 Triumph TR5

By Cult Models **Price** £157.95 **Material** Resincast

Made in China for the Netherlands, Cult's 1:18 model cars are a winning combination of high quality at a reasonable price, and the subjects often pleasingly off-beat – who would have guessed a few years ago that you could buy a finescale 1:18 Rover SD1 or Cortina 1600E, for example? Both of those releases sold out quickly, so don't delay if you want this latest model of a Triumph TR5.

Depicting a UK-market car in Signal Red and with 'pie-dish' imitation Rostyle wheel trims, it captures the TR5's Michelotti-penned lines perfectly. Poseable front wheels are a nice touch (sadly, the steering wheel doesn't move with them) but we would have liked to see some 3D relief to the printed instrument panel in this large scale. That aside, it's hard to fault at this price.



1939 Mercedes-Benz 230 Cabrio
Autocult £92.95
Colourful model of a pretty Graber design, with some subtle details – note the lowered side-window frames.



1953 Cunningham C4R
Spark £53.95
Depicting the Fitch/Walters 1953 Sebring 12 Hours winner, this is a finely finished replica at a fair price.



1953 Gordini T20S
Renaissance £211.30
Handbuilt and therefore expensive, but check out the super-thin body sides on this Mille Miglia model.



2018 Bentley EXP 12 Speed 6e
Looksmart £138.75
Bentley's electric concept has been superbly modelled, right down to the figure '6' behind the radiator grille.



1975 Porsche 917-30
Bizarre £59.95
The Moon discs are a giveaway that this is Mark Donohue's speed-record 917: a different and appealing model.



2016 Ford FGX Falcon
Biante £51.95
Lots going on, livery-wise, for this model of an Aussie 'Supercars' racer, and all of it beautifully replicated.

Classic model

WORDS AND IMAGE: ANDREW RALSTON



Aston Martin DB4
by Corgi Toys

The 1965 James Bond Aston Martin DB5 is easily the most famous model car produced by Corgi Toys, but few collectors know that it was in essence a reworking of a model that was already five years old.

In March 1960, Corgi introduced a DB4 model that could be purchased either in red or yellow. It followed those with a 'competition model' in 1962, finished in green and white, with racing flags on the bonnet and numbers on the doors. In this respect Corgi was following a 1950s precedent set by rival Dinky, whose MG Midget, Triumph TR2 and other sports cars came in both 'touring' and 'competition' guises.

Between them, the two Corgis clocked up nearly 1.5 million sales before they were suddenly withdrawn in 1965. But there was a very good reason for this. As Corgi's chief designer Marcel van Cleemput explains in marque history *The Great Book of Corgi*, when it was decided in early 1965 to model the DB5 from the Bond film *Goldfinger*, 'much time had been lost, resulting in an all-panic situation. The existing 218 Aston Martin body was used to save time' – and so the tooling could no longer be used to produce the DB4.

It was certainly the right decision, as sales of the Bond car were phenomenal and later permutations of it are still big sellers for Corgi to this day.

Yet, in its way, the earlier DB4 was just as important a model, for it pioneered the feature of a bonnet that opened to reveal a detailed engine. From that point onwards, opening parts began to appear on most new models.

With 2018 marking the 60th anniversary of the real DB4, this might be a good time to treat yourself to an original Corgi. Expect to pay £100-150 for a mint and boxed example.

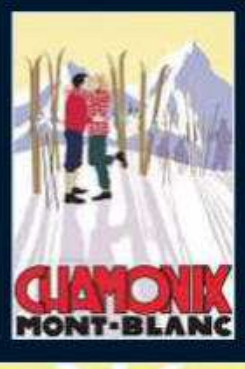
 Models above are to 1:43 scale unless stated otherwise, from Grand Prix Models, +44 (0)1295 278070, www.grandprixmodels.com

PULLMAN EDITIONS

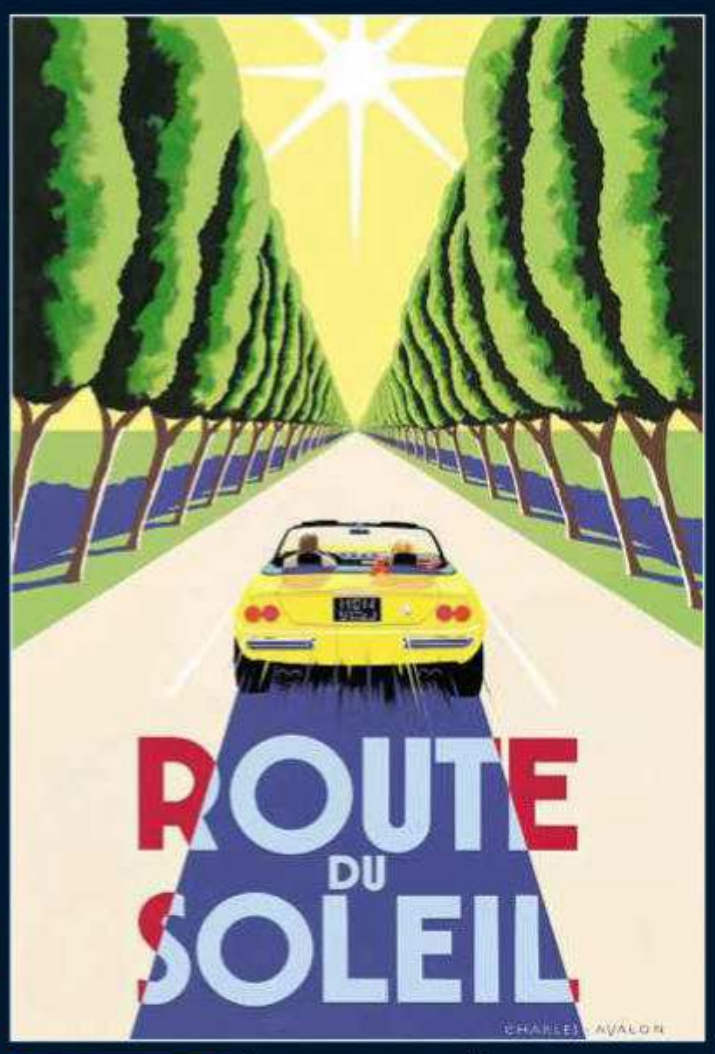
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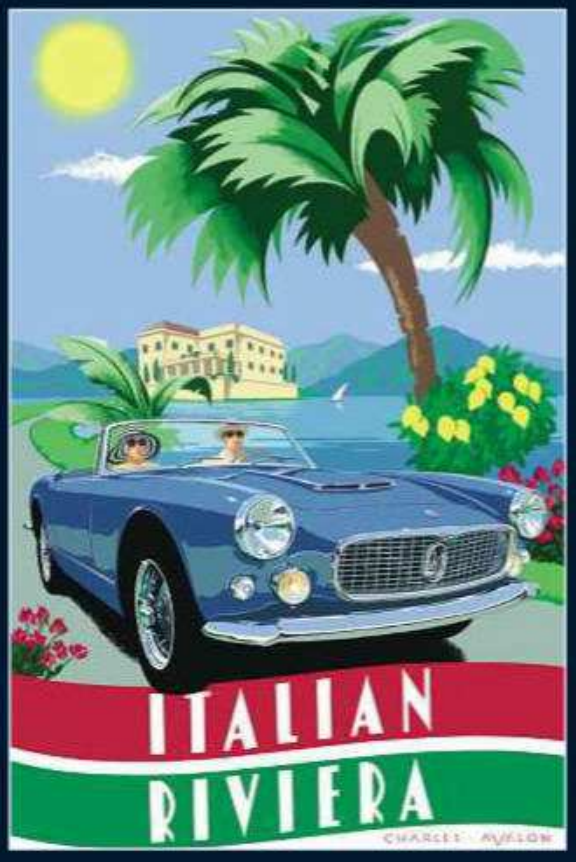


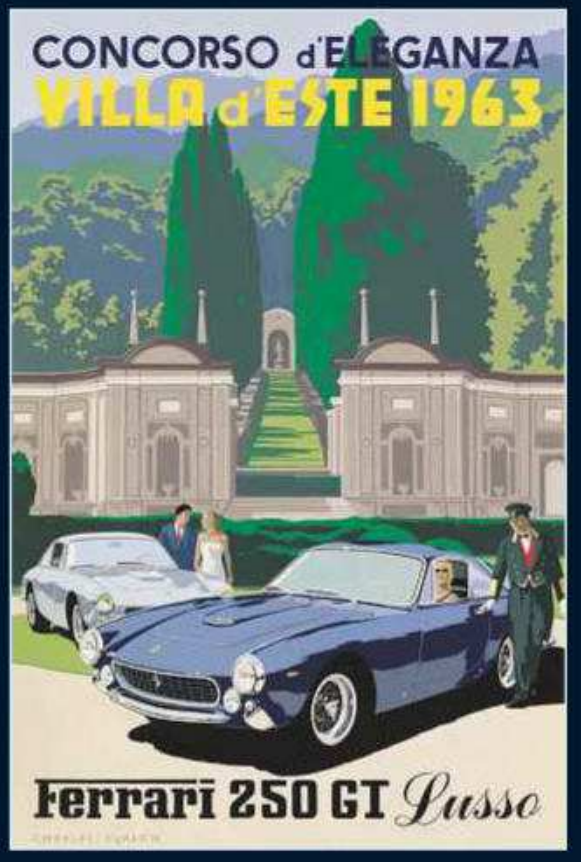


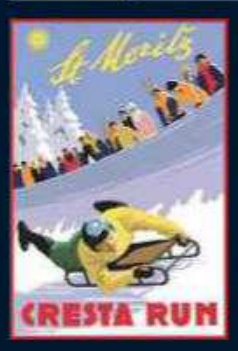
















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OCTANE GIFT GUIDE

Go on, treat yourself – 'tis the season, after all…

BUGATTI ATLANTIC SCULPTURE BY JONNY AMBROSE

Bugatti's Type 57SC is famous for its teardrop curves, dorsal seam and extreme rarity. Jonny Ambrose's sculpture elegantly captures the famous curved tail using hand-crafted, steam-compressed beech. Jonny, who created the *Octane* trophies presented at The Quail in 2017 and 2018, has also made brushed steel and chrome versions of the sculpture, limited to just nine editions. He exhibits at London's Royal Automobile Club (non-members by appointment only) until 3 November and at Rétromobile, Paris, in early 2019.

Original £1290, limited edition from £890. jonnyambrose.com





WIND IN THE HAIR PRINT BY BRIAN JAMES

Depending on the fullness of your glass, this image of a Riley MPH ticking along under a blue sky is either an ode to the sort of pleasantly breezy motoring that always feels a long way off at this time of year, or a reminder of good things still to come.

£70. brianjames.biz

Gear

COMPILED BY CHRIS BIETZK

1:18-SCALE PORSCHE 911R MODEL BY AMALGAM

The pick of Amalgam's new '911 Story' series is this replica of a proper old trouper. Chassis 118 99 001R set five speed endurance records at Monza in 1967 after being driven through the night from Stuttgart to the circuit.
£540. amalgamcollection.com





POLAROID ORIGINALS ONESTEP+

The Polaroid Originals people rescued what they could from the defunct Polaroid Corporation, and continue to breathe new life into instant photography with the OneStep+. The camera features a secondary lens for portraits, and connects via Bluetooth to an app that gives access to tools including remote trigger, full manual mode and double exposure.
£149.99. polaroidoriginals.com

AYRTON SENNA PAINTING BY DEXTER BROWN

Somehow we are already 25 years removed from Ayrton Senna's last Formula 1 win, the 1993 Australian Grand Prix. Nevertheless Senna's exploits continue to inspire Dexter Brown, the painter responsible for this fabulously kinetic canvas delivered in his very distinctive style.
£POA. speedsportgallery.co.uk



1961 BRAUN SERIES ATELIER 1-81 TURNTABLE

Nearly eligible for its bus pass and still the prettiest piece of audio equipment ever made, this example of the Dieter Rams-designed turntable is even more appealing than most, having been completely restored.

£1038. Raul Sousa via pamono.co.uk





ALTIMETER DESK CLOCK

This great-looking aluminium and brass clock is modelled on altimeters from WW2. Its dial houses the remnants of a subdial that marked altitude per thousand feet, while the hands marked altitude per ten and hundred feet.

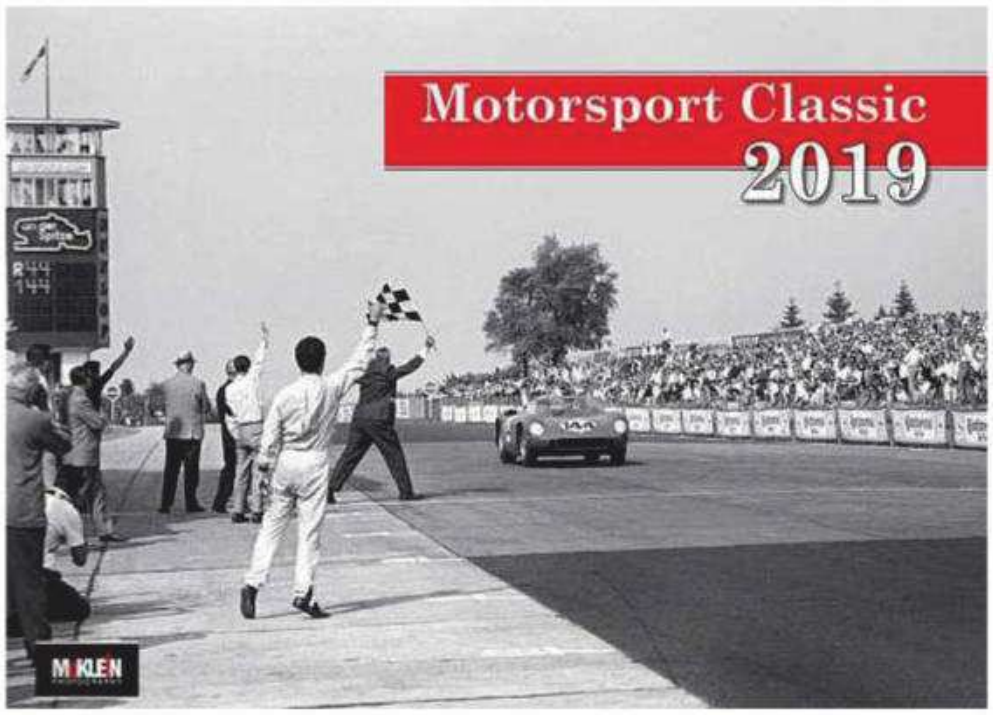
£80. meandmycar.co.uk



BMW CITY SCOOTER

With our cities increasingly crowded and unfriendly to motorists, perhaps this is the way forward for urbanites and commuters: an eco-friendly, teeny-tiny BMW that can be packed away at a moment's notice. You can probably get away with driving it on the pavement, too…

£160. bmw.co.uk



McKLEIN MOTORSPORT CLASSIC 2019 CALENDAR

More spectacular images from McKlein's archive to help you mark the relentless march of time – 25 including the cover, in fact, which means you have a choice of two per month.

€39.90. rallyandracing.com

Gear

COMPILED BY CHRIS BIETZK



SPITZLEY/ZAGARI ARCHIVE PRINTS

The Spitzley/Zagari Archive is an incomparable photographic record of early British and European motorsport, and for the first time its treasures are available to the general public in the form of limited-edition silver gelatin prints. The collection includes pit-lane shots from historic races and seldom-seen portraits of major motorsport figures – our favourite of which is this candid snap of Antonio Ascari and Giuseppe Campari enjoying a spot of lunch at the 1925 Parma-Poggio di Berceto hillclimb.
From £350. spitzleyzagari.com

PERMAPACK DEHUMIDIFIYING CYLINDER

An inexpensive last line of defence against the damp and mustiness that can develop so quickly when a classic is put to bed for the winter, these thirsty little cylinders will absorb up to a pint of water and can quickly be 'recharged' by baking in the oven.
From £55. autopyjama.de





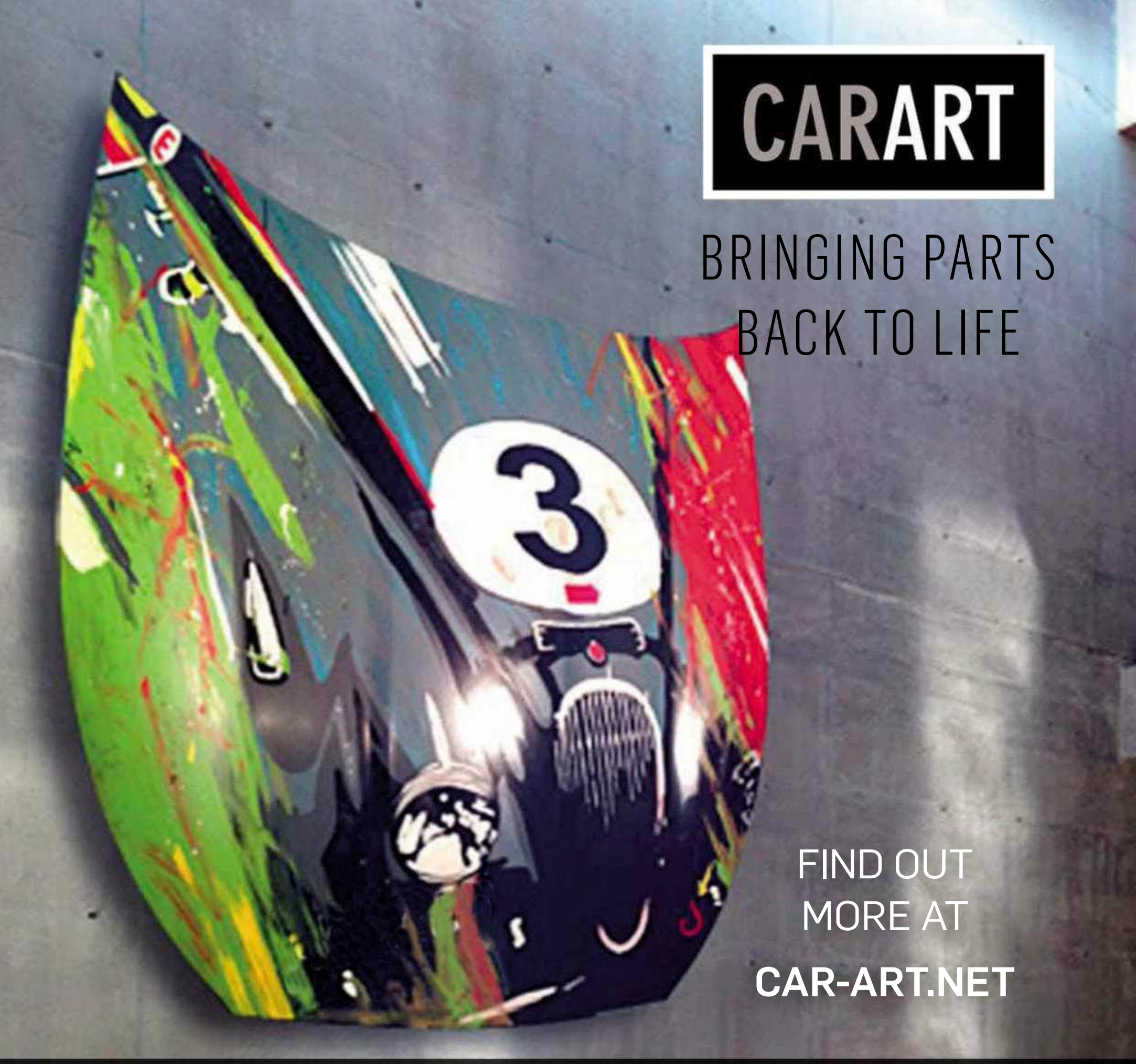
MOTO-LITA MGA WORKS WHEEL

The MGA is not a car general regarded as being in need of beautification, but this mahogany-rimmed, works-spec steering wheel is far more fetching than the standard-issue three-spoke and 'banjo' alternatives.
£510. moto-lita.co.uk



LAMBORGHINI ML87 BY MIZUNO

Mizuno looked to its own past when coming up with the 1980s-flavoured ML87, and then to Lamborghini's designers for two limited-edition colourways: 'Blue Le Mans' (pictured) and 'Baca Green'.
£130. lamborghinistore.com



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Gear

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FIAT STREAMLINER TOY

Toy buffs will see here the classic Streamliner designed by Ulf Hanses for Playsam, but the white letters on the red paint conjure up a very different creation: *Mefistofele*, the Land Speed Record-breaking, aero-engined special built by Ernest Eldridge in 1923.
£56.88. fiat-accessories.com

LAND ROVER FILEY JACKET BY BARBOUR

There are few places more inhospitable than the cab of a classic Land Rover in winter, but Barbour continues to do its best to keep owners from freezing at the wheel. This double-closure, quilted wool coat offers impressive warmth considering its lack of bulk.
£379. landrover.com





SCALEXTRIC STEVE SOPER BMW E30 M3

This year marks the 60th anniversary of the British Touring Car Championship. Some of the best-loved BTCC machines are now available in Scalextric form, including this, the BMW M3 driven to victory by 'Soperman' at Donington in 1991.
£40.99. scalextric.com

STIRLING MOSS HELMET DECAL BY CAR BONE

It may be only a 3in window decal, and it costs just $10, but no present we've given in the last 12 months has produced a bigger grin. Stirling's famous corker lid is one of 13 helmets so far made into stickers by Car Bone. Hopefully there are plenty more designs to come.
$10. car-bone.pl



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£12,000. davidlinley.com



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Gear

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BENTLEY BLOWER RIDE-ON

Hand-made to order from tulipwood and aluminium, this is the perfect present for your Bentley boy – assuming he's been very, very good this year… It's one seriously spendy kiddie-car.
£4950. bentleymotors.com

VOX MINI SUPERBEETLE GUITAR AMPLIFIER

The sounds of the British Invasion came blaring out of a giant Vox amp, and the company has now issued a fun-size approximation of the AC100 stack famously used by The Beatles. It's just 60cm tall but still packs 50 watts of power, which we're sure your neighbours will agree is plenty.
£349. voxamps.com





GROUP B POSTER BY REAR VIEW PRINTS

Delta S4, Quattro S1, 205 T16… The four-wheeled stars of Group B are still the most brilliantly cartoonish racing cars ever built, which makes them the perfect subject for the graphic designers at Rear View Prints.
From £17.99. rearviewprints.com

ROUE CAL ONE

Throw a rock these days and you'll hit somebody making 'car watches', but Roue does it better than most. The less-is-more CAL One is especially easy on the eye and, despite the well-finished stainless steel case and sapphire crystal, it's easy on the wallet, too.
$170. rouewatch.com






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New Art & Artists for Christmas 2018: Pink Pig by **John Ketchell** / **Simon Britnell** (BMW M1) / **Andrew Barber** (Jaguar) / Studio Bilbey (**Jim Clark** Screen Print) / **Lou Boileau** (Photographer)

www.historiccarart.net **sales@historiccarart.net** **+44(0) 333 987 5070**



Gear

COMPILED BY CHRIS BIETZK

TAMIYA R/C CITROËN 2CV CHARLESTON

This 1:10-scale Tin Snail is a delightfully unlikely addition to Tamiya's range of radio-control cars, and all the more amusing for the fact that it will move just as quickly as any supercar the toymaker has issued in recent years.
£199.99. wonderlandmodels.com





AUDI MESSENGER BAG

There are few presents that will be used – enjoyed is probably too strong a word – as much as a decent work bag, and this one ticks all the boxes: it's well constructed, laptop-friendly and Teutonically tidy in design.
£95. audi.co.uk



ROTHMANS SOCKS BY STRIIPE DESIGN

The rare pair of socks that will be opened with genuine glee on Christmas Day. They're available in Martini and Gulf colours, too, as well as a number of other motorsport-related designs.
$20. striipedesign.com

CUSTOM INDOOR CAR COVER BY CLASSIC ADDITIONS

Made from a thick but breathable cotton acrylic with a fleece inner, offered in a choice of 20 colours and cut to fit – perfectly. It's a tailored suit for your car.
From £286.61. classicadditions.com





PASHLEY MORGAN 8

On this showing, the first joint venture between two venerable British companies is unlikely to be the last. The 8 (for 'eight-speed') is recognisably Pashley but sprinkled with neat Morganesque touches such as leather handgrips and delicate wooden mudguards.
£1595. morgan-motor.co.uk

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Gear

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ASTELL & KERN A&NORMA SR15 MUSIC PLAYER

Not the best name Astell & Kern could have come up with, we'll grant you, but this is as good a portable high-res music player as you'll find for under £600. It's a device that builds on the fundamental strengths of its forebears while offering a slicker, more smartphone-like user interface set at a wacky angle.
£599. astellnkern.com





DUCKTAIL T-SHIRT BY PETROL EMOTION

Superlative 911 RS 2.7-related silliness from Todd W Cook, whose T-shirt reminds us that there were people inside Porsche in 1973 who thought the car's now-famous spoiler design ridiculous. We bet they've changed their tune since then.
$20. petrol-emotion.com

STOWA PRODIVER RHODIUM LIME

Inspired by past Seatime models, the Prodiver is now a German classic in its own right. This one has lime minute and second hands, plus a rhodium-coated dial with luminous indices for when you're testing the 1000m depth rating.
€1320. stowa.de



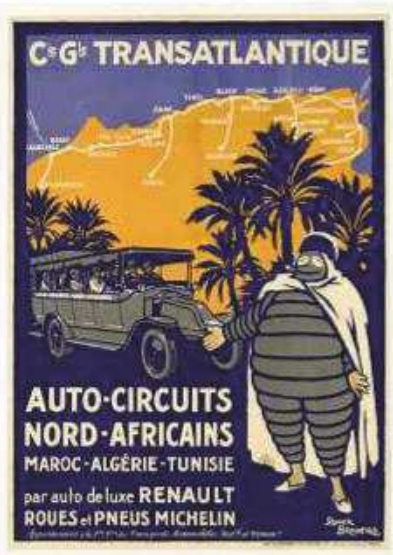
SPIRIT ALPINE HEADPHONES BY FOCAL

Focal's Spirit headphones have long been well regarded for their balanced, almost genteel sound, and this latest pair delivers more of the same, but dresses up all that sophistication in can't-miss-'em Alpine racing colours.
£183. renault.co.uk



1922 CGT/MICHELIN NORTH AFRICA TOUR POSTER

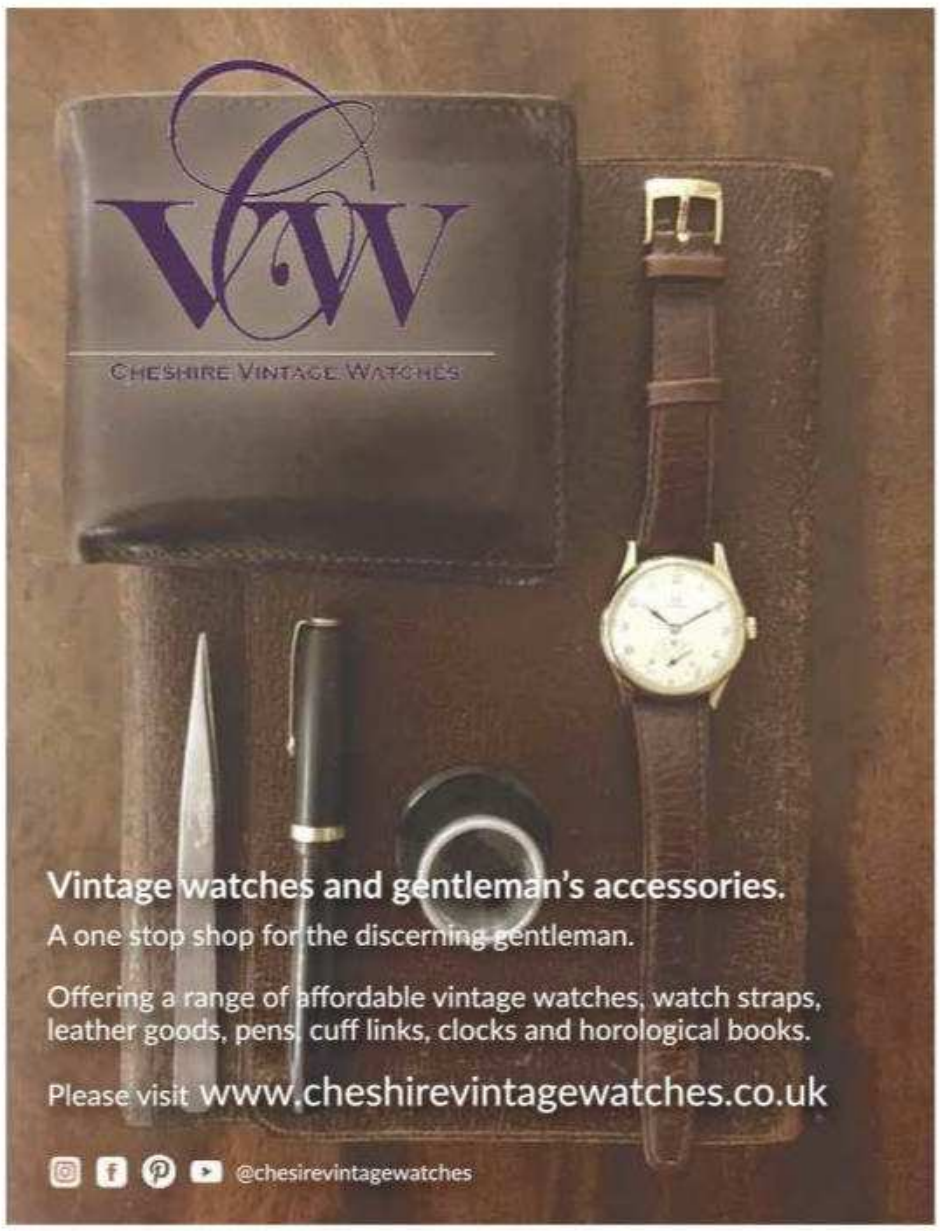
Even aboard a Michelin-shod Renault 'de luxe', a 3500-mile trip across North Africa in 1922 was surely more gruelling than this Compagnie Générale Transatlantique poster suggests. Perhaps that's why Bibendum looks so amused…
£POA. pullmangallery.com



TDS MOTORING CHESS SET



Each of these unique chess sets takes days to make, it comes with a custom board, and it will have you and your pals playing spot the engine part for years to come. Clue: they are all sourced from Brit vehicles, namely Aston Martin, Land Rover and Lotus.
$1250. thedriverssociety.com


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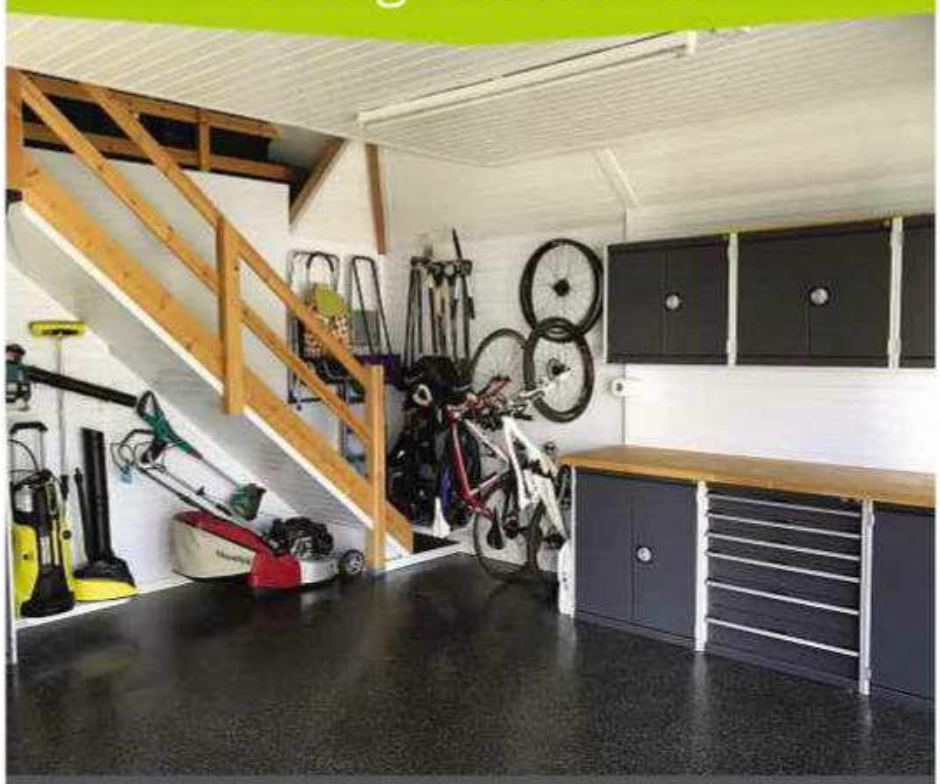
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Porsche 911 RSR turbo by Jean-Yves Tabourot

2018 marks the 70th anniversary of Porsche, a landmark immortalised by JYT when commissioned to exhibit this life-size painting at the RAC. Designed to coincide with Martini's 50th anniversary of involvement in motorsport, this unique work perfectly celebrates the twin accomplishments of two giants of the racing world.

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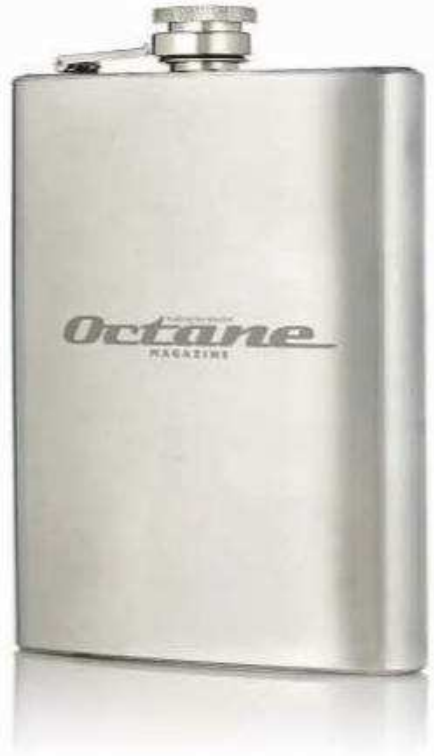
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2003 Aston Martin DB7 Vantage Volante in Ferrari Azzurro California with Navy blue hide interior with best quality Wilton carpet and veneered dash and door cappings. This superb example has had just 2 previous owners from new and has covered a total of 34,500 miles. This car which is in outstanding condition and includes most available options including satellite navigation, i phone connection, wind deflector, Navy blue leather hood cover, alloy pedals, sports exhaust, rear parking censors, air conditioning, electrically operated mohair soft top, a stainless steel mesh grille, electrically adjustable seats and a CD player. Recently serviced at Harwoods Aston Martin, the car is a real pleasure to drive and in excellent condition throughout. It comes with 2 sets of keys and alarm fobs, the original driver's manual and service voucher book and has obviously been cherished by its previous owners. Undoubtedly one of the best available and realistically priced at £44,950





1997 Ferrari 550 Maranello finished in Grigio Titanio with contrasting Burgundy hide interior. This is an exceptional example of a motor car that most Ferrari enthusiasts consider as "A Keeper". The coachwork is completely unblemished and the sumptuous Burgundy interior shows no signs of wear. It has covered only 31,000 miles from new and has been looked after without regard to cost. It has a fully stamped up service history by both Ferrari Main dealers and Ferrari specialists showing regular and correct maintenance with cam belt services done on time, the most recent of which has been carried out only 800 miles ago in 2016. Also there is a large history file with invoices detailing works previously carried out. These cars are a real Grand Tourer, ideally suited for long continental trips and providing an effortless motoring experience. Very sensibly priced for one in this exceptional condition at £125,000





2007 (57) Porsche 997 Carrera 4 S in Guards red with black hide interior. This perfect 2 owner example has covered just11,000 miles from new and comes with a complete service history together with all previous mot certificates which confirm the mileage. This car has always been garaged from new and is completely unmarked. The specification includes 997 Aero kit, Bose surround sound, extended navigation module, multi-functional steering wheel, 19" Classic alloy wheels painted gloss black, Porsche vehicle tracking system 6 speed manual transmission, rear park assist, auto dimming mirrors, sports exhaust and much more. Probably the lowest mileage 997 of this age currently on the market and very competitively priced at £45,000





We are delighted to have been instructed to offer to market this beautiful, low mileage Aston Martin Vanquish finished in Stronsay Silver coachwork with black leather interior with pale grey inserts, grey Wilton carpeting with light grey edging and a quilted Alcantara headlining. The car comes with a detailed service history and has been looked after by Aston Martin Works Service in Newport Pagnell and has covered only 39000 miles from new. It has become increasingly difficult to find an early Vanquish with such low mileage and in a condition commensurate with the mileage. This three owner car has been beautifully kept and we consider that it will not only be a delight to drive but is likely to increase in value. Very sensibly priced for one in this condition at £79,950

Please visit our website at www.runnymedemotorcompany.com

Edited by Matthew Hayward

MARKET NEWS

BUYING + SELLING + ANALYSIS



RM SOTHEBY'S

Zoute alors! Records tumble

Bonhams smashes four auction world bests in Belgium

BONHAMS ACHIEVED four world records at its 5 October auction in Zoute, Belgium, with sales of 82% totalling €7,930,343. Top seller was a fully restored 1962 Aston Martin DB4, a Series V Vantage originally sold in California, at €1,212,250, with the 1960 Ferrari 250 GT Series II Pinin Farina Coupé also selling for an above-estimate €989,000. A very late Chapron Citroën DS Décapotable, built in 1973, attracted a huge amount of attention. One of only four with the top-spec DS23 IE engine, it sold for €425,500. A 1954 Arnolt-Bristol Roadster also exceeded expectations at €391,000.

A strong $11-million result at RM Sotheby's in Hershey on 11-12 October illustrates again the resurgence in interest for pre-war classics, with 94% of lots sold. Top seller was a 1930 Cadillac V16 Fleetwood Roadster at an above-estimate $495,000, although one particularly interesting lot was the 1948 Playboy A48 Convertible – a slightly unusual and very rare post-war microcar – which sold for almost double its top estimate at $132,000.

Mecum's huge Dallas auction on 3-6 October achieved sales of $30 million for a 73% rate, representing a 34% increase on the same auction in 2017. Top lot was a $1.32m 2017 Ford GT, and other examples fared well too, with 2005 and 2006 examples commanding $258,500 and $280,500 respectively. Of the many muscle cars offered, a '63 Chevrolet Corvette Z06 took the top spot, with fierce bidding lifting the sale price to $440,000.

In the UK, Silverstone Auctions combined its inaugural September classic auction with its annual Porsche Sale, which is run in association with Porsche Club GB. Held on consecutive days at the same Warwickshire location, the combined figures for both were a £3.2m total and a 55% sale rate. Performance Fords brought in some strong results, including a 13,000-mile 1990 Sierra Sapphire Cosworth 4x4 that made £52,750, and a fully restored 1972 Ford Escort RS1600 that was bought for £70,875. Porsche highlights included one of the last 993s, a right-hand-drive Pastel Yellow Turbo S from 1998 that made £185,625, and a rally-prepared 1958 Porsche 356A selling for bang-on its estimate at £82,125.

Historics at Brooklands also recorded sales of £3.2m during its 22 September auction, along with a 70% sell-through rate.

TOP 10 PRICES SEPTEMBER 2018

£1,973,750
2003 Ferrari Enzo
RM Sotheby's, London, UK
5 September

£1,359,000
1964 Shelby Cobra 289
Bonhams, Goodwood, UK
8 September

£1,343,000 ($1,760,000)
2015 Porsche 918 Spyder
Barrett-Jackson, Las Vegas, USA. 27-29 September

£1,191,000
1990 Jaguar XJR-11 Group C
Bonhams, Goodwood, UK
8 September

£1,017,500
1953 Ferrari 212 Europa Coupé by Pinin Farina
RM Sotheby's, London, UK
5 September

£933,125
1993 Porsche 911 Carrera RS 3.8
RM Sotheby's, London, UK
5 September

£921,666
1964 Ferrari 250 GT Lusso
Bonhams, Goodwood, UK
8 September

£800,000
1955 Rolls-Royce Phantom IV Hooper state landaulette
Bonhams, Goodwood, UK
8 September

£754,200
1957 Mercedes-Benz 300SL Roadster
Bonhams, Goodwood, UK
8 September

£631,000
1937 Jaguar SS100 3½
Bonhams, Goodwood, UK
8 September



DAVE KINNEY'S CAR OF THE MONTH

MECUM

1995 Jaguar XJS 4.0 Convertible

Mecum, Dallas, Texas 4 October

COLLECTORS ARE finally taking notice of the XJS in all of its forms, but right now the six-cylinder convertibles are drawing the most interest on the auction block. We can expect such interest to continue, which means that the low prices – this one sold for just $6600 – might not. This particular example, from Texas, could easily have merited the 'bargain of the month' slot were it not for another Jaguar of even more spectacular value.

The information in the Mecum sale catalogue was sketchy at best. Telling us that the Jaguar has 'power four-wheel disc brakes' is not helpful when there's nothing about the mileage or the number of owners, but the fact that it came with all its books and manuals, had the original soft-top and hood cover, and had always been kept in a garage, pointed to something potentially very desirable.

The photographs confirm this, showing an obviously pampered car in excellent condition. The catalogue description probably undersold it, to the buyer's great advantage. What the buyer now has is a late, fully de-bugged example of a car that was launched (as the hyphenated XJ-S) 19 years earlier with a V12 engine and the impossible task of replacing the E-type. The Convertible didn't arrive until 1988 but, in the XJS's final, unhyphenated, facelifted form from 1993, it sold at more than double the rate of the coupé.

So, XJS advice? Buy early in this value-rising cycle, and buy only the very best examples. There are still a lot of tired and rusty ones out there.

Dave Kinney is an auction analyst, an expert on the US market scene and publishes the *Hagerty Price Guide*.

SURPRISE OF THE MONTH



RM SOTHEBY'S

1979 LADA NIVA 4X4

RM Sotheby's, London, UK

This ex-Paris-Dakar Niva is still in its race livery and covered with what appears to be the dust and dirt of its last journey, which ended in a retirement. With a pre-sale guide price of £50,000-75,000, this is the first, and possibly only, time you will see a car sold for less than a tenth of its lowest guide price. It made £4600. Ladas always have been good value…

BARGAIN OF THE MONTH



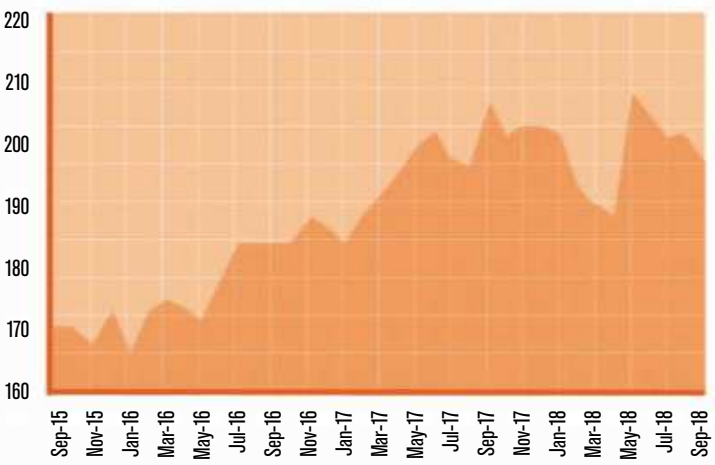
BONHAMS

1962 JAGUAR E-TYPE

Bonhams, Goodwood, UK

This was not meant to happen. Not just any early E-type, this one is a Semi-Lightweight Competition Coupé, race-prepared with a Lynx-rebuilt engine and with over 40 years of race history. The estimate was £100,000-130,000 but it sold for less than it would cost to prepare your own E-type to a similar spec: just £70,150. Amazing.

HAGI MBCI INDEX



HAGI MBC-INDEX

MONTH/YEAR
Vertical axis is based on a benchmark of 100 set at 31 December 2008.
The HAGI MBCI index charts the prices of key collectable Mercedes-Benzes.

IN 2017 the HAGI Mercedes-Benz Classic Benz Index posted annual market growth of 8.72%, outperforming all other sectors by a considerable margin. That's not going to happen in 2018.

At the end of the third quarter of 2018 the HAGI Mercedes-Benz Classic Index is 2.83% down, year-to-date. Year-on-year to the end of September the index has declined 4.92%. Elsewhere, some other sectors eclipsed by Mercedes last year are now outperforming Mercedes in relative terms. None of this is unconnected.

Overall, the investible classic car sector is trending sideways with a noticeable degree of month-on-month volatility. So while the comparables are fluctuating month-to-month, a bigger picture is nevertheless emerging.

Since the peak growth year of 2013 returns have declined annually across the board, but Mercedes-Benz – as with some other marques – had been posting annual returns far in excess of historic annual average growth up to the end of 2015.

That has now changed. In each year from 2015 Mercedes-Benz has fallen short of its historic annual average long-term growth figure of just over 9%, and now is performing below trend. Simply, as elsewhere, the MBCI is in a mean-reversal phase and reverting to the norm.

None of this is unusual, as checks and balances play out both within individual marques and segments and in relation to each other. Indeed, it's actually welcome. The carousel of car pricing has slowed down, and in the long term that can only make it easier and more inviting to step aboard. See www.historicautogroup.com for more.

Dave Selby

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The global collector car market has gone from strength to strength over the last decade. The UK is considered to be amongst the most important of locations with some amazing collections together with world-leading dealerships. "There is a limited number of specialist lenders offering short-term loans secured by collector cars, with many of them focusing on loans with minimum terms of two years or more. Often, significant fees are charged should borrowers wish to repay early.

Mainstream banks, including leading private banks, tend not to offer dedicated collector car lending solutions, whether short or longer term. As a result, there is a shortage of providers of flexible short-term loans to collectors and established collector car dealerships."

Karsten Le Blanc

(Managing Director of Twin Spark Finance)

Twin Spark Finance was created in partnership with RM Sotheby's, the pre-eminent name in auctions for collector cars worldwide, to address this shortfall in the UK market. Twin Spark Finance is a direct lender rather than a broker and has the ability to lend amounts from £100,000 upwards to qualifying high net worth individuals and dealerships.

Its product offering includes flexible short-term loans on an interest-only basis and without early repayment penalties after the first three months of the loan. "As well as the flexible short-term financing, we have the ability to offer term loans of up to 2 years, which can be offered on an interest-only basis or can embed scheduled amortisations to suit clients' needs."

Nicholas Barton

(Sales Director of Twin Spark Finance)

For information:

0203 930 9293 | info@twinsparkfinance.com



www.twinsparkfinance.com

The information above is not an offer of finance or a solicitation to borrow money. It is restricted and is not for publication in the United States of America, Canada or any other jurisdiction in which publication would be unlawful. If you reside in such a jurisdiction, the information is not directed at you.

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Clockwise from left
Facel II looks particularly elegant; painted 'wood' facia; Facel III carries a €25-40k estimate.



French fancies for Paris

Artcurial, Paris, France *4 November*

THERE ARE VERY few true enthusiasts of post-war cars who don't harbour an ambition to own a Facel Vega one day. With rock-star connections, matinee-idol looks, a shrunken version for the more parsimonious and even a Chrysler V8 for those who reel at the Facel engine's ruinous reputation, Jean Daninos' range truly comprises the most aristocratic of French classic cars.

So it was a case of *sacré bleu* when Artcurial announced that not one, but four, Facel Vegas from a private collection would be sold at its 14th Automobiles sur les Champs auction in Paris on 4 November.

Most desirable of the quartet is a 1962 Facel II which was delivered new to Italy, has had recent €30k expenditure at Vega Passion and is estimated at €180,000-220,000. One of fewer than 200, the manual car is considered by many to be the most beautiful of the Facels thanks to is less-bluff front end.



Mass-produced in comparison is the one-of-227 1961 HK500 (€90-100k), the model with which Jean Daninos cemented his credentials as a manufacturer in the late 1950s. As well as the desirable four-speed manual 'box, this car has disc brakes all round and is said to be in decent condition. That said, because of very limited recent use, a 'complete overhaul' is recommended.

If the full-size Facels look a bit big, intimidating and, well, expensive, you could opt for one of a pair of Facel IIIs. The spawn of the smaller Facellia, and looking like a scaled-down Facel II, the III arrived in 1963 after Volvo agreed to supply its B18B engine and 'box to replace Facel's fragile 'four'.

Just over 400 coupés were built and just under 200 convertibles; one of each is here. The coupé will need recommissioning but the convertible is said to be in good working order. Estimates are €25,000-40,000 and €35,000-50,000 respectively.

Birmingham show treats

Silverstone Auctions, NEC, UK *10-11 November*



THERE IS AN ECLECTIC catalogue for Silverstone Auctions' last sale of the year, its annual two-day bonanza at the Lancaster Insurance Classic Motor Show at Birmingham's NEC on 10-11 November.

Lots to catch *Octane*'s eye include a 1960 Maserati 3500 GT, especially notable because it is one of only 40 right-hand-drive examples. Painted in the now-usual grey, the 3.5-litre, straight-six-powered beauty has an impressive history file and is expected to fetch £165-185k.

Probably the best value for money, though, is likely to be a 1977 Porsche 911/930 3-litre Turbo. As well as a nice little historical note – being the last-but-one right-hooker and the final 3-litre supplied to Europe – it is in spectacular condition, having been fully restored by the Porsche Centre Glasgow in gleaming silver with Martini decals. It comes with bills of over £120k for the work, which makes the £135,000-155,000 asking price look a snip.

If a bit of British brute force is more your thing, there are two very different forms of it in this sale. For £95,000-110,000 you could buy a low-mileage (under 25,000) 1979 Aston Martin V8 Oscar India, or you could have one of 50 UK-supplied Bentley Brooklands. This 2008 car is even lower mileage, at 23,000, and is estimated at £90-110k.

QUICK GLANCE



VETERAN CHARMER

Bonhams, New Bond Street, London UK

2 November

For an estimated £40,000-60,000, you could buy this charming 1903 De Dion-Bouton 8hp two-seater. Then, rather than getting up in the middle of the night two days later to guide the ex-Quattroruote Collection car from London's Hyde Park to Madeira Drive in Brighton, take it easy and enter it for 2019.

bonhams.com



RARE MINI SPOTTED

Anglia Car Auctions, Norfolk, UK

3 November

This 1989 car started life as a Mini Rose and was bought by Mohamed Al-Fayed, but was customised by one of his daughters a decade later (the leopard theme is replicated on the inside). It will be sold with no reserve but, as a guide, it made £5750 when Bonhams sold it at the Festival of Speed in 2015.

angliacarauctions.co.uk



AUSSIE MUSCLE MAN

Shannons, Sydney, Australia

5 November

The undisputed winner of the Australian muscle car wars was the Phase III XY GT-HO from the Blue Oval. In its day the world's fastest production four-door, the Cleveland-powered cars have dropped back a bit from their peak, but this 1971 car is still estimated at AUS$700,000-800,000 (£385-440k).

shannons.com.au



SPECIAL DERBY SPECIAL

Silverstone Auctions, NEC, Birmingham, UK

10-11 November

A personal project by restorer Ian Pitney, this fine-looking Derby Bentley special, based on a 1934 3½ Litre, was conceived as an homage to the great coachbuilders of Bologna. The bespoke hood and weather gear alone are said to have cost £12,000. It goes under the hammer with a £140-160k estimate.

silverstoneauctions.com

ALSO LOOK OUT FOR...

In the 1940s the Caplin brothers, cartoonists of the time, attempted to persuade artist Norman Rockwell to work with them on a comic strip called *Broadway Bill*, for which King Features Syndicate was prepared to pay a generous $1000 a week. It was a fool's errand: as fellow illustrator Al Dorne noted, it took Rockwell 'a week to draw a finger nail'.

The folks at Ford, then, presumably knew not to expect a quick turnaround when they commissioned Rockwell to produce a series of paintings to mark the company's 50th anniversary. The best-known of these shows Henry Ford in 1896, building his first car while his wife, Clara, darns socks.

The Revolution that Started in a Shed at Night was composed with extreme attention to detail. Rockwell visited Dearborn to see Ford's famous shed, which had been reconstructed in 1933, and dressed it with period tools. He moved the pot-bellied stove to exactly the spot it had occupied in 1896. He searched high and low for the perfect Clara-alike until he found her waitressing at the Dearborn Inn. And he painted a number of studies, including this.

Rockwell didn't do slapdash and this iteration of *The Revolution*... is expected to raise up to $60,000 when it is sold by Heritage Auctions in Dallas on 8 November.



HA.COM

AUCTION DIARY

2 November
Bonhams, London, UK

3 November
Anglia Car Auctions, King's Lynn, UK

4 November
Artcurial, Paris, France; Charterhouse, Shepton Mallet, UK

5 November
Shannons, Sydney, Australia

9 November
H&H (motorcycles), Bickenhill, UK

10-11 November
Silverstone Auctions, Birmingham, UK

11 November
Osenat, Chassieu, France

15-17 November
Leake, Dallas, USA; Mecum, Las Vegas, USA

17 November
Classicbid, Cologne, Germany

24 November
Dan Kruse, Houston, USA; Historics at Brooklands, Weybridge, UK; Morris Leslie, Errol, UK; Osenat (motorcycles), Paris, France

26 November
Shannons, Melbourne, Australia

28 November
H&H, Buxton, UK; Brightwells, Leominster, UK

29 November
DVCA, Dorchester, UK

1 December
Bonhams, London, UK; Classic Car Auctions, Leamington Spa, UK

3 December
Bonhams, London, UK

4 December
Coys, London, UK

6-8 December
Mecum, Kansas City, USA

8 December
Classicbid, Nuremberg, Germany; RM Sotheby's, Los Angeles, USA

11 December
Barons, Sandown Park, UK

15 December
Matthewsons, Thornton-le-Dale, UK

In association with
GLENMARCH



1987 Lotus Esprit Turbo HC

£49,995. UK Sports Cars, Kent, UK

BOLTING A TURBOCHARGER onto the Lotus Esprit catapulted this characterful British sportscar into the big league, with a sub-six-second 0-60mph time and 150mph-plus top speed pushing the Giugiaro wedge into supercar territory. By the time it reached its final HC or 'high compression' form in 1986, the package had been refined into a potent, but usable and relatively well-built, machine.

For the final year of production Lotus made a run of 22 limited-edition Esprit Turbos, creatively named Limited Edition. These were painted in a two-tone colour scheme, fitted with virtually every optional extra and given a platinum silver numbered plaque. Although there's not a great amount of historical significance to the Limited Edition, it does represent the very last evolution of the Esprit before the Peter Stevens-penned redesign.

UK Sports Cars sourced this car – number ten – from Portugal. It was originally a UK car, with the first and only British owner selling it to an overseas collector in 2004. In Essex Blue, with a surprisingly subtle splash of Mediterranean Blue along the flanks, it still wears its original silver BBS alloys.

Showing little evidence of the Esprit's 54,000 miles, the two-tone suede and leather interior is original and looks fresh – including the period Clarion radio-cassette player with graphic equaliser. Of the original factory options, both the glass targa sunroof and working air-con are worthy of mention, but the most unusual feature is the fitted luggage complete with matching briefcase.

Once back in the UK, the Lotus had a full recommissioning service. It has also received verification from Lotus, which includes a certificate of provenance and a letter from the Lotus Archive confirming all the original build numbers, production dates and original specification. The original Norfolk registration was reinstated, too.

Seeing this car today is like stepping back in time. Lotus did the supercar its own way, sticking to the principles of low weight and supple suspension that gave it a character all its own. And it worked. It took the fight to the very greatest exotic supercars, and – in pure performance and handling terms, at least – it beat them at their own game.

uksportscars.com





SHOWROOM BRIEFS



1997 Venturi Atlantique
£49,995
Few facelift Atlantique 300s were built, and only a handful in right-hand drive. An interesting and capable alternative to a Lotus Esprit or Porsche 911.
horsepowerhangar.com (UK)



1965 Maserati Quattroporte
€95,000
Numerous factory options make this early Quattroporte a very tasteful proposition. Most interestingly, it has the 4.7-litre V8 engine and long-range, 100-litre fuel tanks.
vsoc.nl (NL)

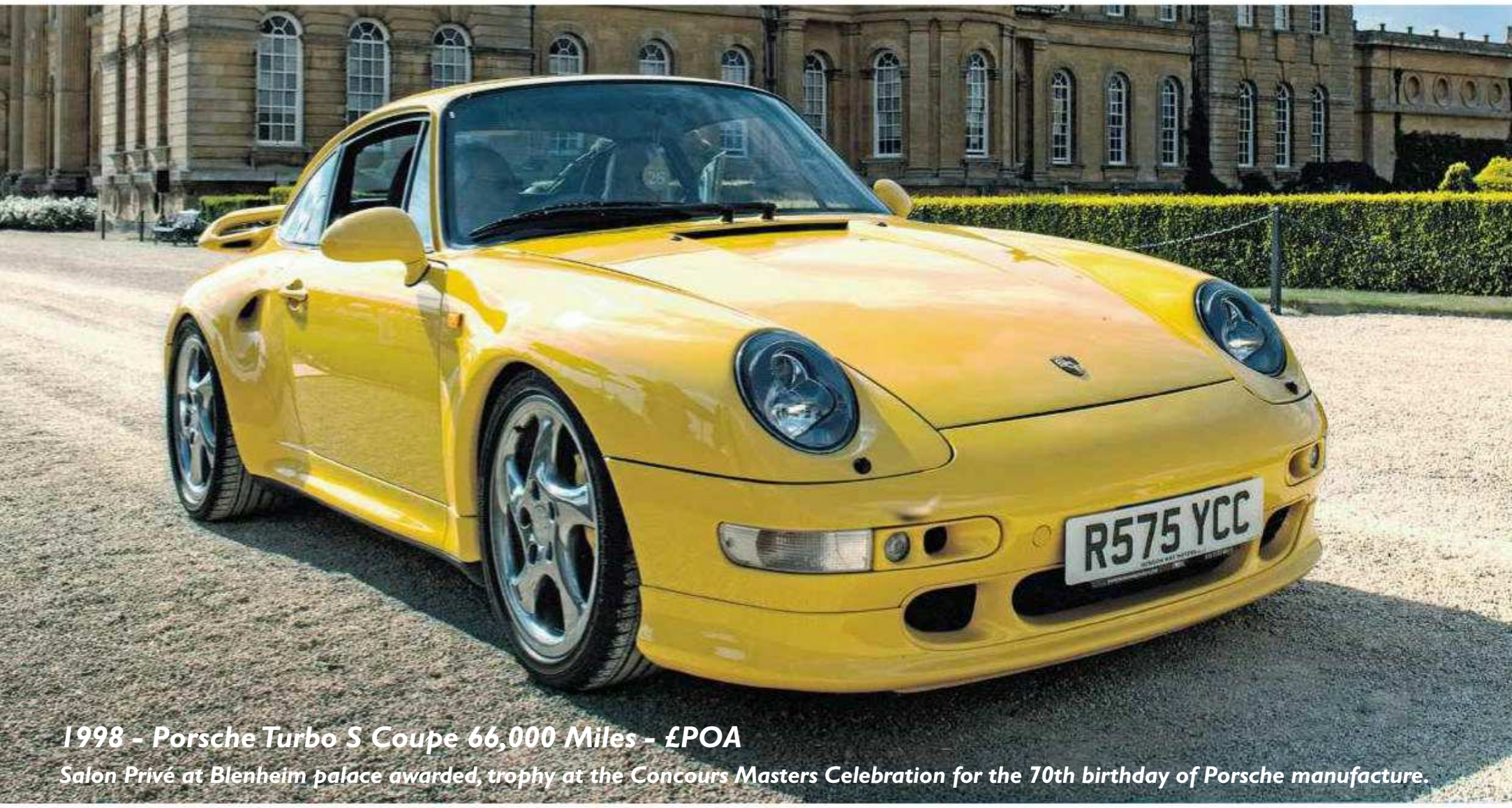


1928 Hispano-Suiza H6C
$495,000
Offered by RM Sotheby's new private sale division, this Hibbard & Darrin-bodied H6C has trapezoidal side windows and the 'ultimate' 7.9-litre straight-six engine. Whitewalls, too. What's not to like?
rmsothebys.com (US)



1976 Mercedes-Benz 450SEL
£42,950
A V8 hot rod in a sober Swabian suit, this fine saloon shows just 53,000 miles and has its original wallet and books. Enthusiast-owned, too.
theslshop.com (UK)

HENDON WAY MOTORS



1998 – Porsche Turbo S Coupe 66,000 Miles – £POA

Salon Privé at Blenheim palace awarded, trophy at the Concours Masters Celebration for the 70th birthday of Porsche manufacture.



1989 AC Cobra Shortnose V8 7,000 miles
£189,000



1984 AC Autokraft IV (LHD) 6,000 Miles
£105,000



1969 Jaguar E Type Series II 4.2 Roadster concours
£125,000



2010 Porsche 997 CS2 Cabriolet 40,000 miles
£42,500



1996 Ferrari 355 Spider 23,000 miles
£79,500

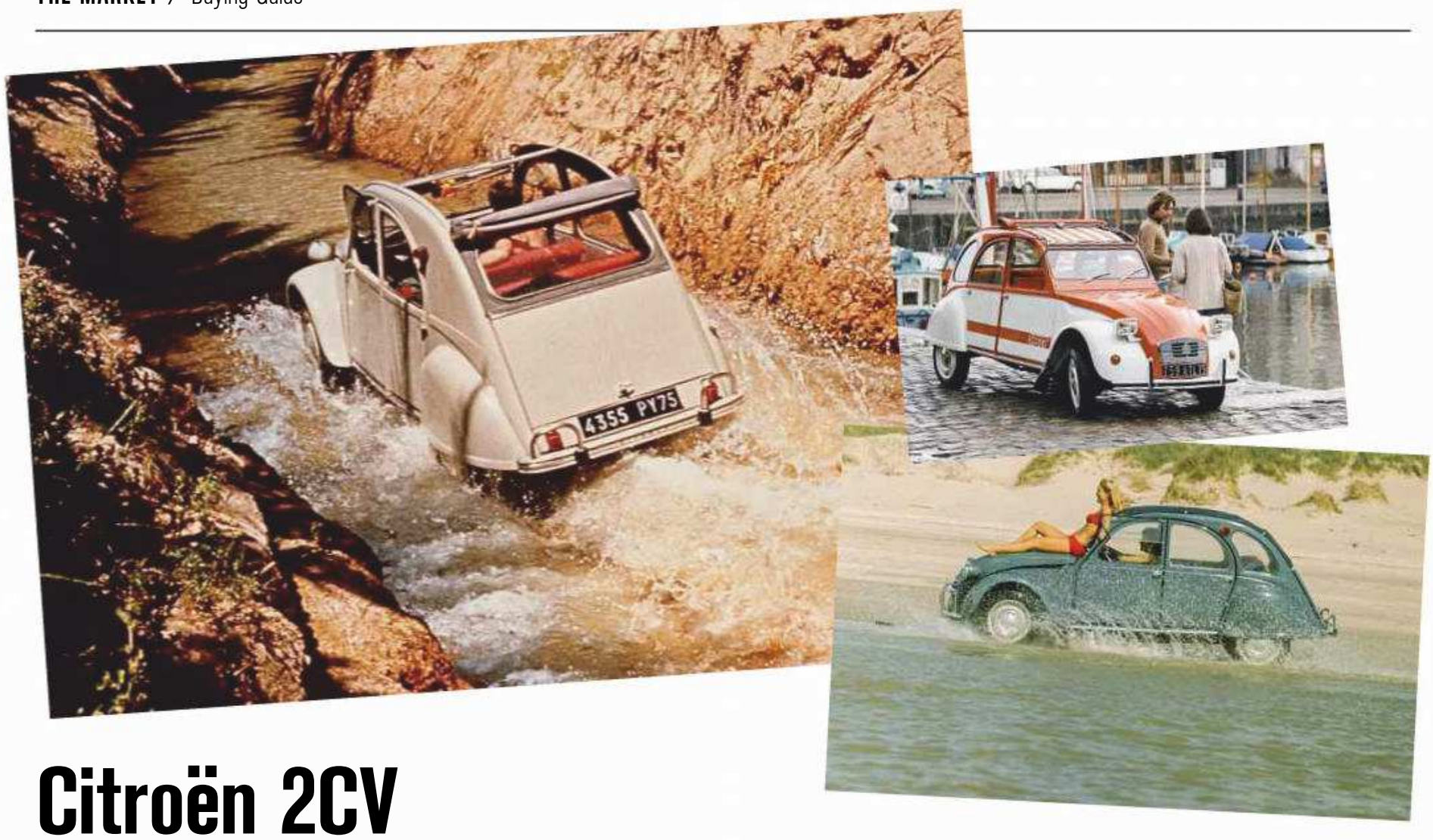


1989 Porsche 911 Cabriolet Carrera Super Sport 99,000 miles
£POA

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HWM established 1952



Citroën 2CV

At 70 years old, this French icon is still great fun

TERROR, JOY AND RELIEF. Three of the major emotions a squeamish passenger will likely experience during their first outing in an enthusiastically driven 2CV. Given that this landmark car has just reached its 70th birthday, the fact that so many are still out there scaring unsuspecting people is something to be celebrated.

The first prototypes were built in 1939, with full-scale production scuppered by the outbreak of WW2. Work continued after the war, but the public launch didn't happen until the 1948 Paris motor show, where its odd looks and pared-back specification resulted in mixed reactions. The UK media was particularly scathing of this austere machine. Ultimately it didn't matter, because the French public loved it – and, in the early days, Citroën couldn't build enough to satisfy demand.

Well suited for undulating post-war French roads, the extremely soft suspension was elegant in its simplicity. Fully independent front and rear suspension arms featured novel inertia dampers, and each side was connected to a centrally mounted spring unit via rods, adding a degree of interconnection. If piloted correctly, the funny little French car could carry alarming speeds through bends, with a hilarious degree of body roll. Famously, its design brief was to transport a basket of eggs safely across a ploughed field.

Weight was kept to a minimum thanks to very minimalist use of steel, zero creature comforts and a small, unburstable, aircooled twin-cylinder engine. Originally it produced 9bhp, sending it to the front wheels via a four-speed manual gearbox.

As the years went on the engine grew from 375cc to 425cc, ultimately ending up with either 435cc or the 602cc 32bhp unit found in most 2CVs today. The model went through a resurgence as an economy car after the 1973 oil crisis, at which point UK sales finally started to take off.

Special editions helped keep the 2CV fresh through the 1970s and '80s. The first was the white-and-orange Spot, progressing through the sought-after *For Your Eyes Only*-inspired 007 edition in yellow to the late-model Dolly and Charleston.

Adaptable underpinnings spawned many offshoots. If you want a little more 'luxury', there's the Dyane. The bare-bones, plastic-bodied Méhari is a fun beach car, while the Fourgonnette van can make a useful companion. Exotic options include the exceptionally rare Slough-built Bijou and the increasingly valuable twin-engined 4x4 Sahara.

A single prototype survived the ravages of WW2 unscathed, and this impressive survival instinct continued to keep the 2CV in production for 42 years. By the time the final example rolled off the Portuguese satellite production line in 1990, it had outlived the Dyane, Visa, LN and LNA. Around 3.8-million 2CV saloons were built; add up all derivatives and it's almost nine million worldwide.

The purity of the earliest 'ripple bonnet' might be very appealing, but engine improvements and ease of use make a later 2CV6 (the '6' for the 602cc engine) the most sensible choice. The community is thriving, parts supply is second to none and we challenge you to find another car that attracts so much positive attention on the road.

THE LOWDOWN

WHAT TO PAY

2CV6 models start from around £6000 in solid and very usable condition, although road-legal projects can be picked up for less than £3000. Fully rebuilt examples can cost upwards of £10,000.

Pre-'53 'ripple-bonnet' cars are very rare, and can command upwards of £30,000-40,000. Post-'53 cars span £8000 to £15,000, Slough-built cars slightly more.

The ultimate in collectable 2CVs is the 4x4 twin-engined Sahara. With just under 700 of these built, they range from around £60,000 to over £100,000.

LOOK OUT FOR...

As always, rust is your biggest enemy. UK cars have most likely had a replacement chassis by now but you should always check that it's solid.

Inspect the bodywork for corrosion because the thin steel suffers badly. Main areas to watch include the bulkhead, sills and floors.

Engines are strong but need an oil change every 3000 miles. Synchro on third gear can become weak. Suspension kingpins need greasing at 1000 miles.

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1952 XK120 3.8 LHD **£105,000**

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1965 Jaguar E-type 4.2 RHD **POA**

This E-type has been thoughtfully restored to preserve it's originality, and boasts a freshly rebuilt 4.2 engine. Finished in green with a beige leather interior.



Jaguar C-type Toolroom Reproduction **£175,000**

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1967 JAGUAR E-TYPE, 4.2L RHD

This Series 1.5 E-Type is finished in Opalescent Silver Grey with Dark Red leather and chrome wire wheels. The stunning colour combination is as per the day this E-Type left the factory. Fully restored in 2012 with just 31,000 miles covered from new.

£185,950



1993 JAGUAR XJ220, 3.5L RHD

A very rare example of only 70 right hand driving versions of this iconic supercar ever made, with just 3,600 miles recorded. Presented in Spa Silver with Grey leather, this car is in remarkable condition, and will undergo a full recommissioning service at Classic Works.

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1990 JAGUAR XJS CONVERTIBLE, 5.3L RHD

Finished in Glacier White with Isis Blue leather, this classic remains among the world's most beautiful convertible cars 28 years after its release. Benefiting from a Jaguar V12 engine, this model has just 21,000 miles on the clock from two previous owners.

£34,950



1994 JAGUAR XJS COUPÉ, 4.0L RHD

This exceptionally original and cherished example is presented in the much sought after combination of Kingfisher Blue with Doeskin leather interior. An original automatic UK car, with just 33,000 miles covered from new.

£27,750



2015 LAND ROVER DEFENDER ADVENTURE, 2.2L RHD

Boasting additional underbody protection and rugged Goodyear tyres, this limited edition Defender Adventure has just 11,500 miles. Finished in Phoenix Orange, it features unique decals and a leather-trimmed cabin.

£63,950



1951 LAND ROVER SERIES 1 FIRE ENGINE*

Originally sold by Land Rover to David Rosenfield Ltd., a Land Rover dealer in Manchester. They, in turn, supplied it to Cheshire County Fire Brigade as a L4P (light four-wheel driven pump) and stationed at Hazel Grove. This is a really interesting example with everything operating as it should, right down to the Winkworth bell.

£30,000

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1965 DB5 SALOON

Caribbean Pearl with Blue Connolly Hide. Fully restored in 2015 and upgraded to 4.2 litre specification. Supplied with an extensive history file including some race photography and memorabilia. 5-speed manual. Supplied with 1-year Aston Martin Warranty.

£950,000



1986 AMV8 VANTAGE ZAGATO

Having covered only 4,000 miles, this matching numbers V8 Vantage Zagato is presented in its original colour combination of Lightning Silver with a Burgundy interior. 1 of 27 right-hand drive manual examples. Supplied with 1-year Aston Martin Warranty.

£565,000



1989 AMV8 VANTAGE X PACK LHD

Balmoral Green with Fawn hide piped Dark Green. The very last AMV8 made. Rightfully for such a significant car, maintenance has been meticulous as evidenced in the comprehensive service record. 5-speed manual. Supplied with 1-year Aston Martin Warranty.

£550,000



1996 V8 VANTAGE V550

Aston Martin Green with a Fawn interior. One of 239 examples built. Fitted with a 5.4 litre V8 producing an enormous 550bhp, making this the fastest Aston Martin road car ever in its day. 6-speed manual. Supplied with 1-year Aston Martin Warranty.

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2009 DBS COUPE

Lightning Silver with Obsidian Black interior. Features include heated front seats, satellite navigation, alcantara seat inner, front parking sensors and optional 20" 20 spoke Graphite Wheels. 6-speed manual. 29,320 miles.

£110,000



2013 V12 VANTAGE COUPE

Morning Frost White with Obsidian Black interior. Features include heated sport seats, Carbon Fibre Body Pack, Track Mode, Platinum finish front grille, alarm upgrade and satellite navigation. 6-speed manual. 9,700 miles.

£89,950



2014 RAPIDE S

Onyx Black with Obsidian Black interior. Optional features include rear parking camera, rear seat entertainment system, clear rear lights, and 20" Gloss Black diamond-turned wheels. Touchtronic III 8-speed automatic. 34,600 miles.

£69,950



2017 DB11 V12 COUPE

Quantum Silver with Obsidian Black interior. Optional features include Satin Dark Chrome Jewellery Pack, Textured Black tail pipes, Black roof panel and side strakes and Interior Black Pack. Touchtronic III 8-speed automatic. 5,600 miles.

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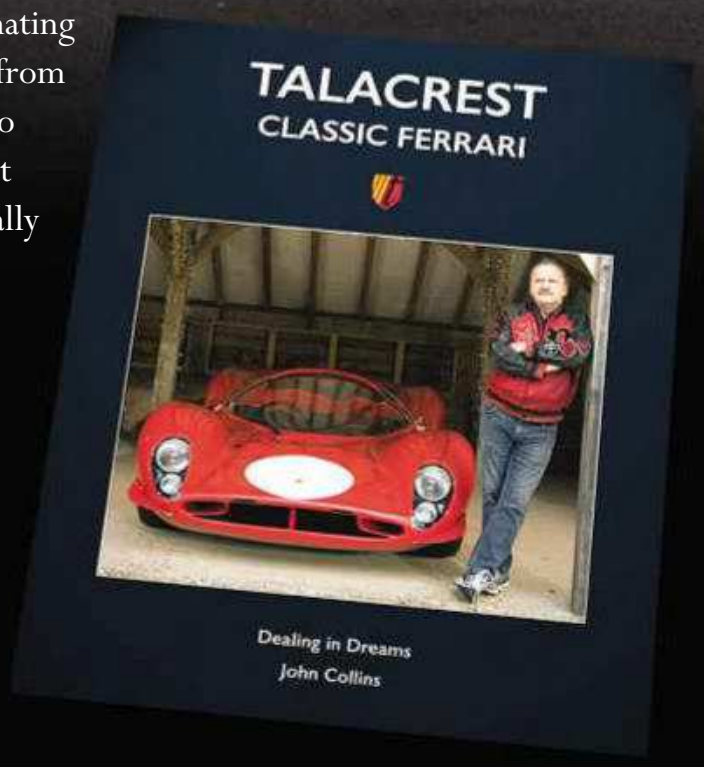
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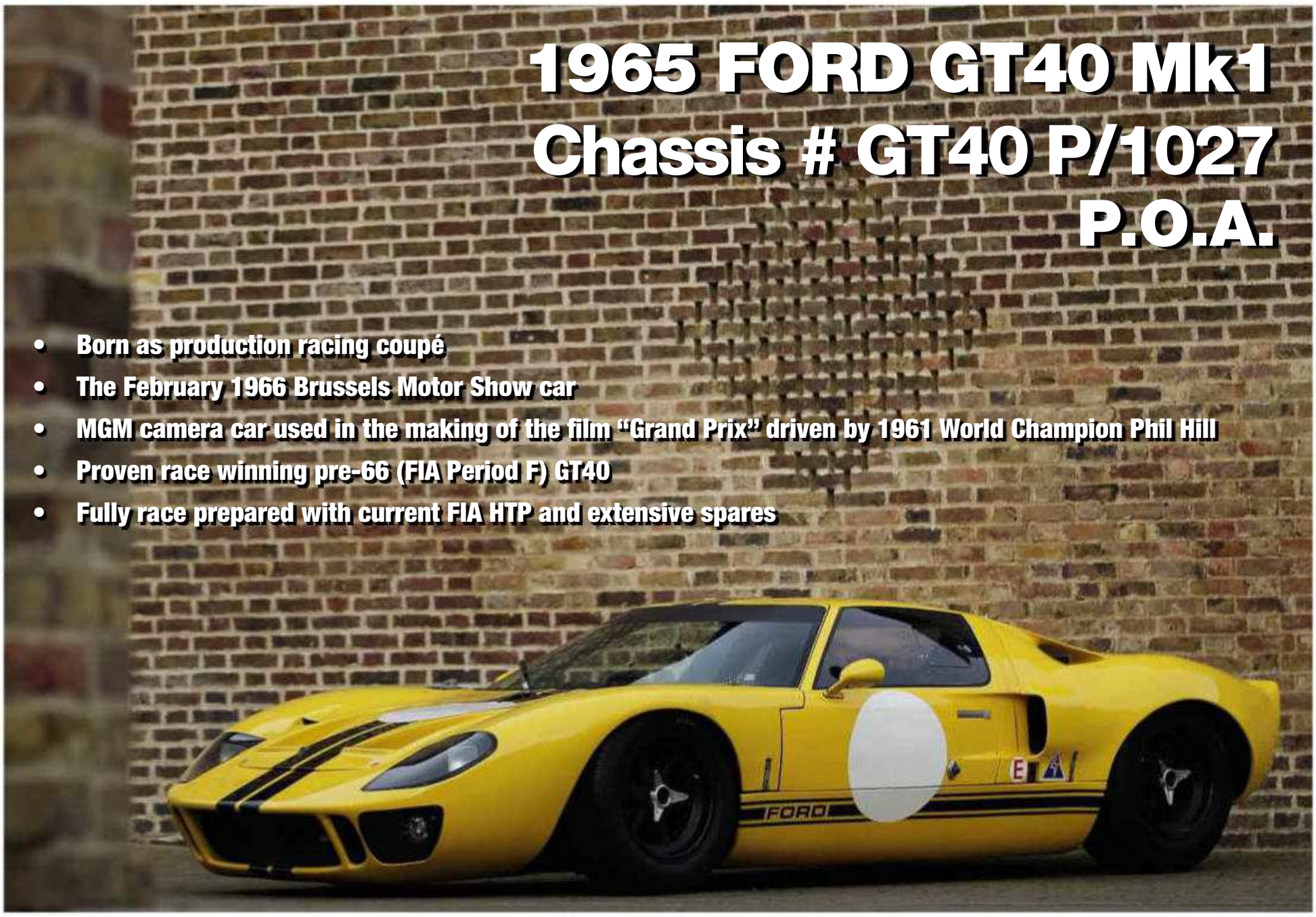
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Third Row: 1925 Bentley 3 Litre, 1939 Lagonda LG6 Rapide, 1934 Bentley 3 ½ Litre Vanden Plas Tourer, 1930 Bentley 4.5 Litre
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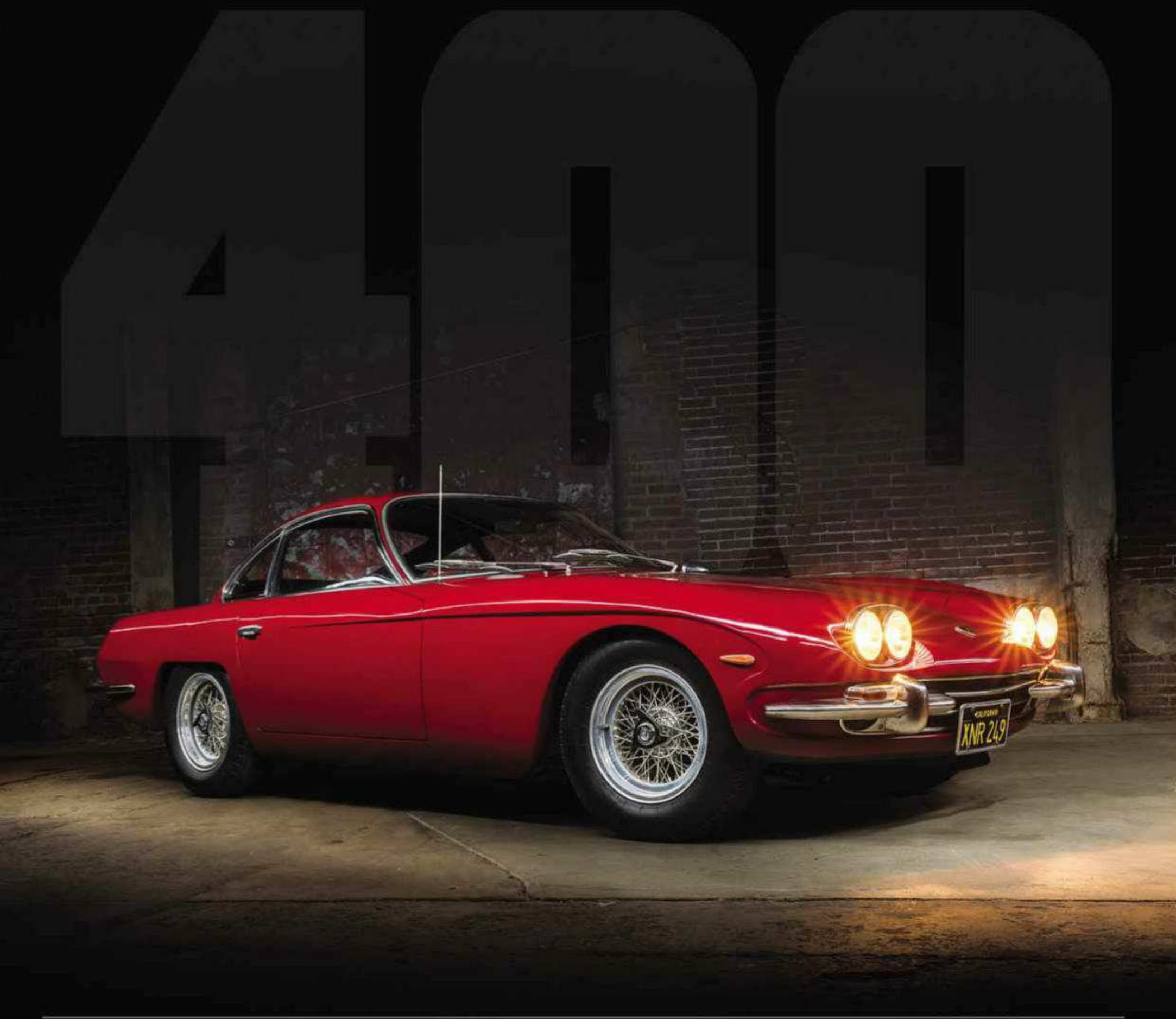
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A 1989 RHD 5 SPEED V8 VANTAGE VOLANTE. Cheltenham Beige. Magnolia piped Light Brown. 2,000 dry miles. Factory fitted Magnolia luggage.

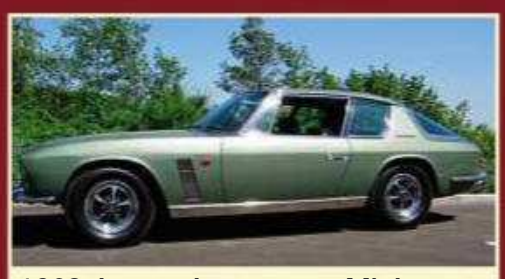
B 1986 RHD 5 SPEED V8 VANTAGE ZAGATO. Lightning Silver. Navy Blue. 266 delivery miles.

C 1990 RHD 5 SPEED V8 VANTAGE 580X. Balmoral Green. Tan piped Green. 242 delivery miles + 256 dry exercise miles (498 miles total).

D 1989 RHD 5 SPEED V8 VANTAGE VOLANTE. Chichester Blue. Parchment piped Navy. 352 delivery miles. Factory fitted Navy Blue luggage.

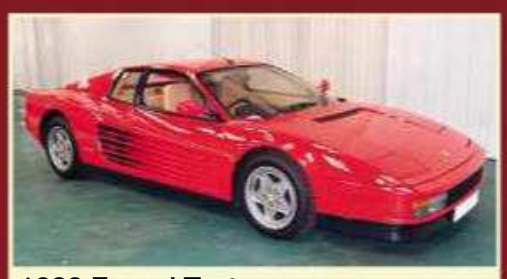
E 1988 LHD 5 SPEED V8 VANTAGE ZAGATO. Javelin Grey. Black. 15,500 Kms.

F 1990 RHD 5 SPEED V8 VANTAGE ZAGATO VOLANTE. Factory 6.3 Litre. Gladiator Red. Parchment piped Red. 1,335 dry miles.



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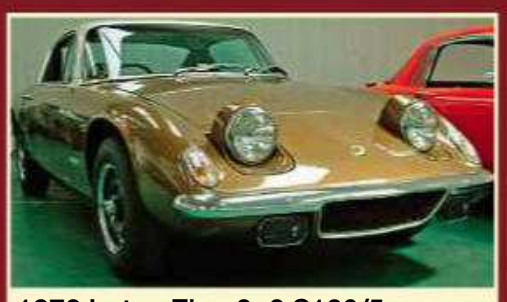
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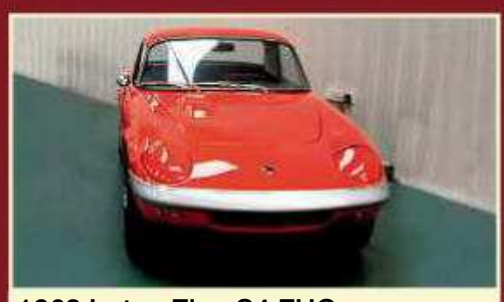
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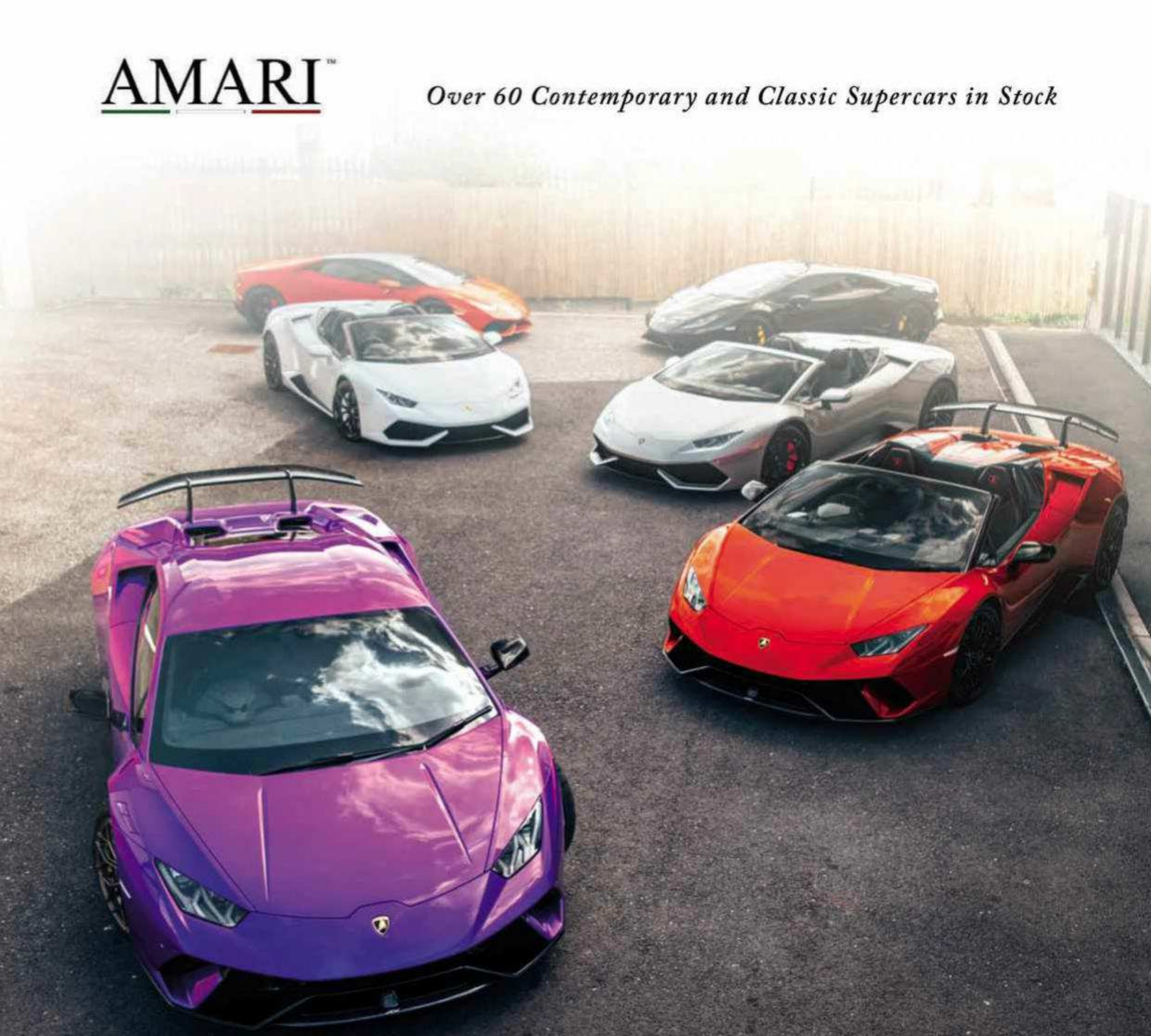


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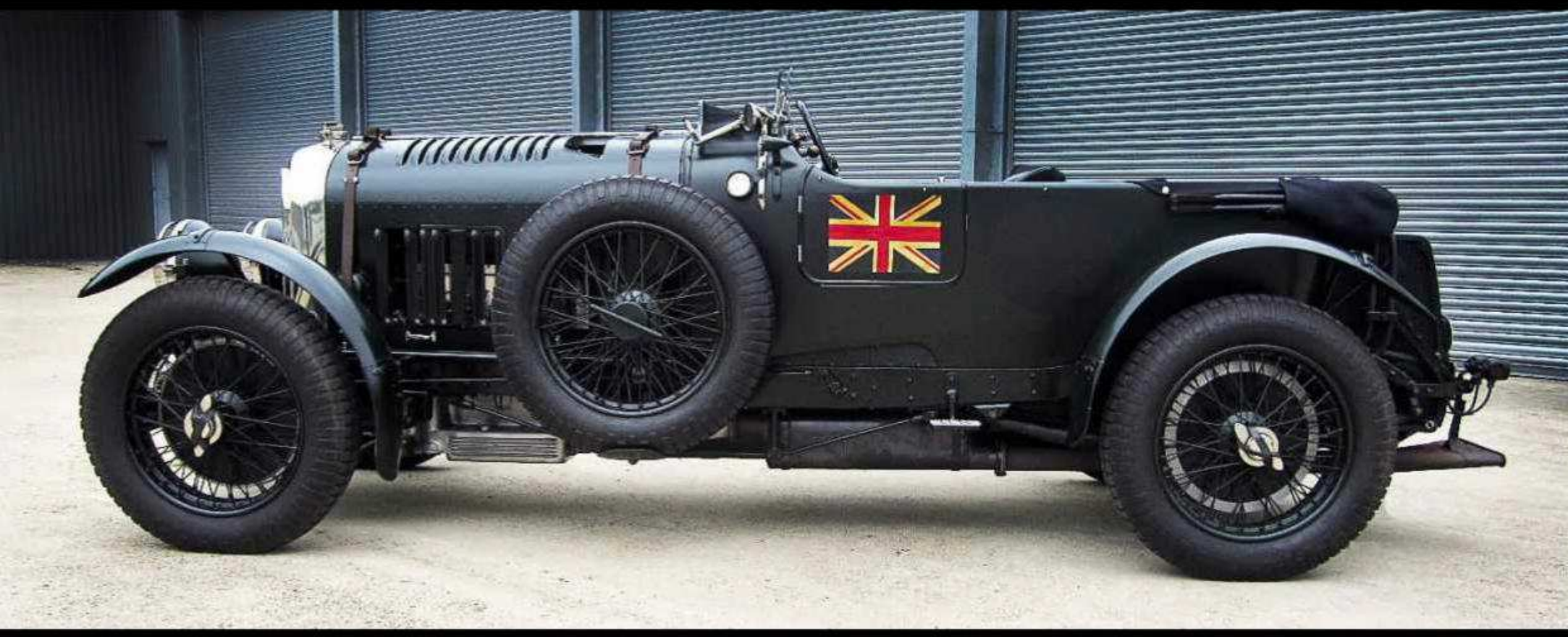


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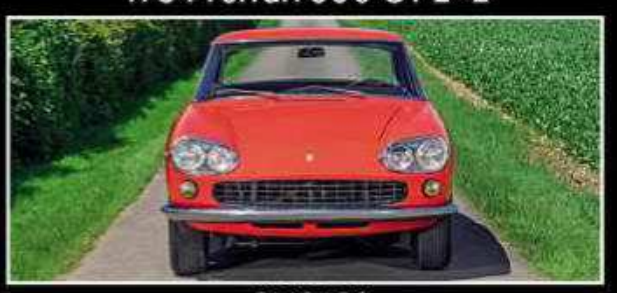
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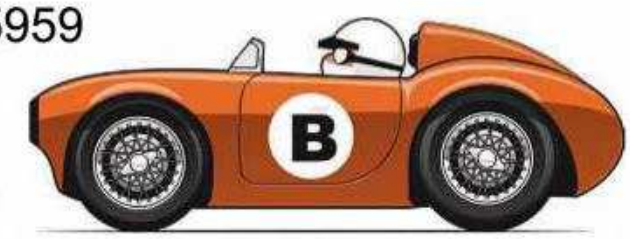
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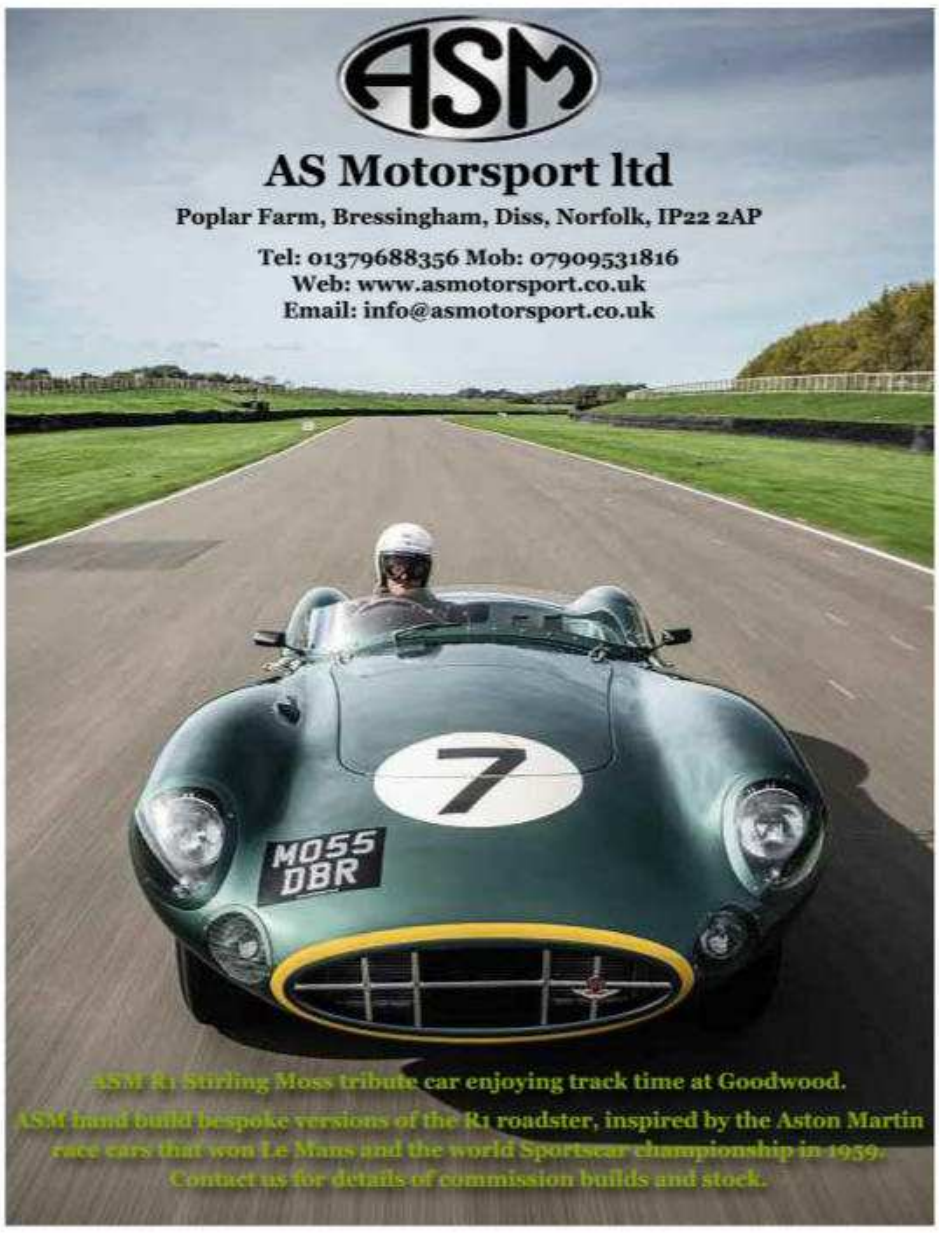
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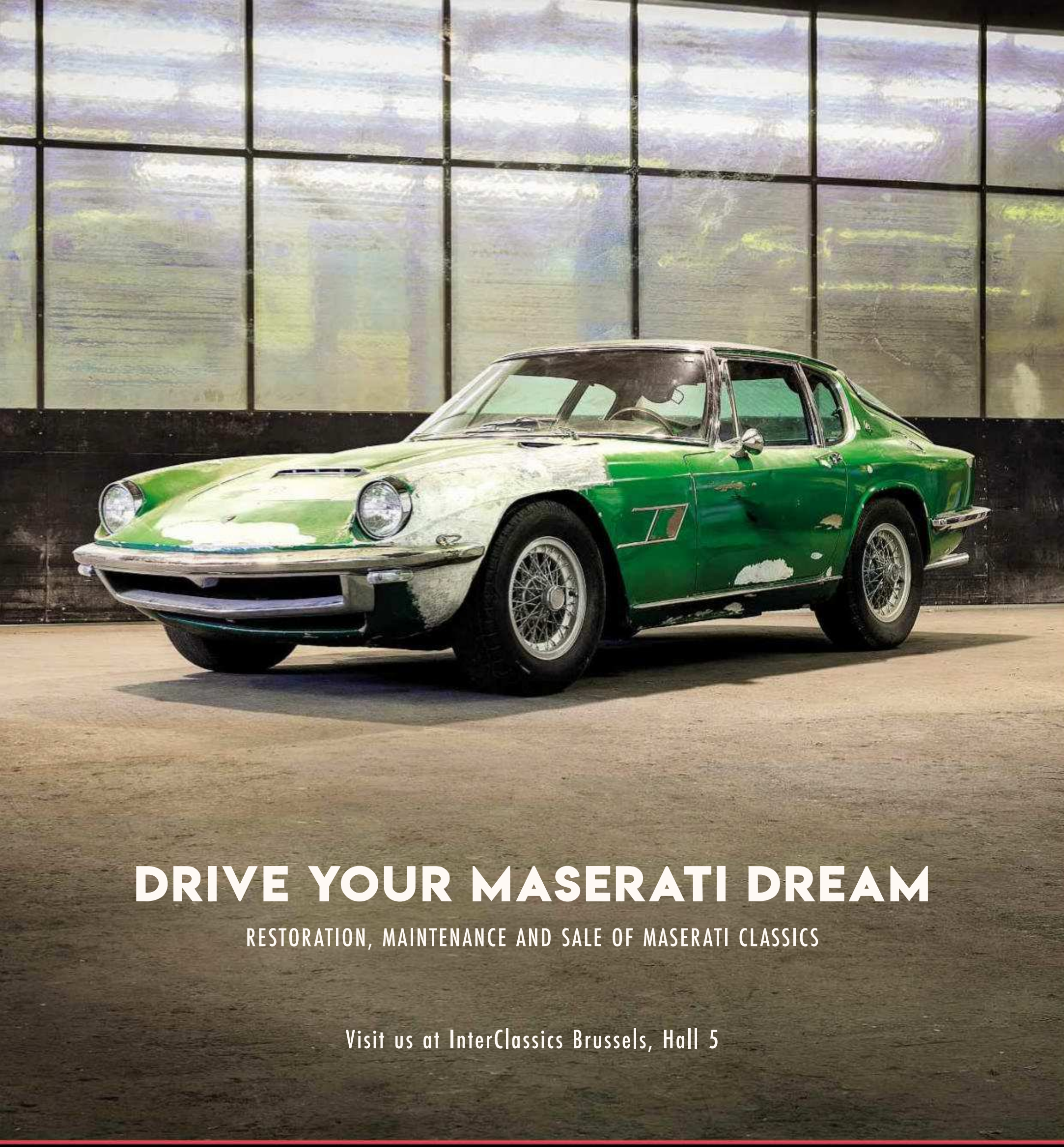

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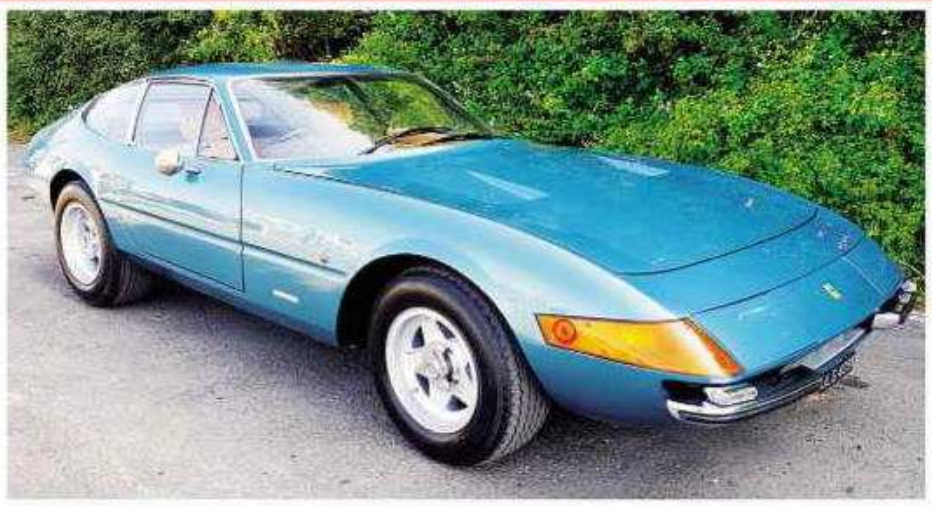
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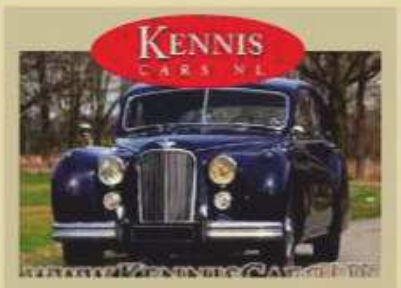
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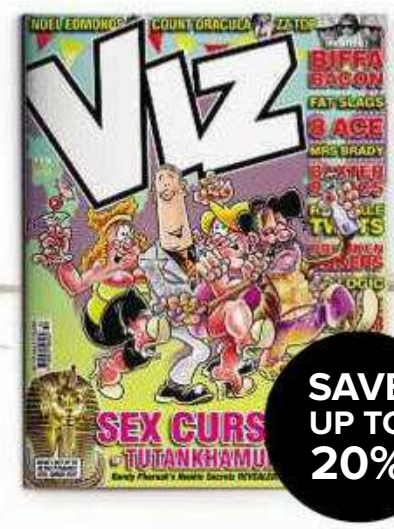
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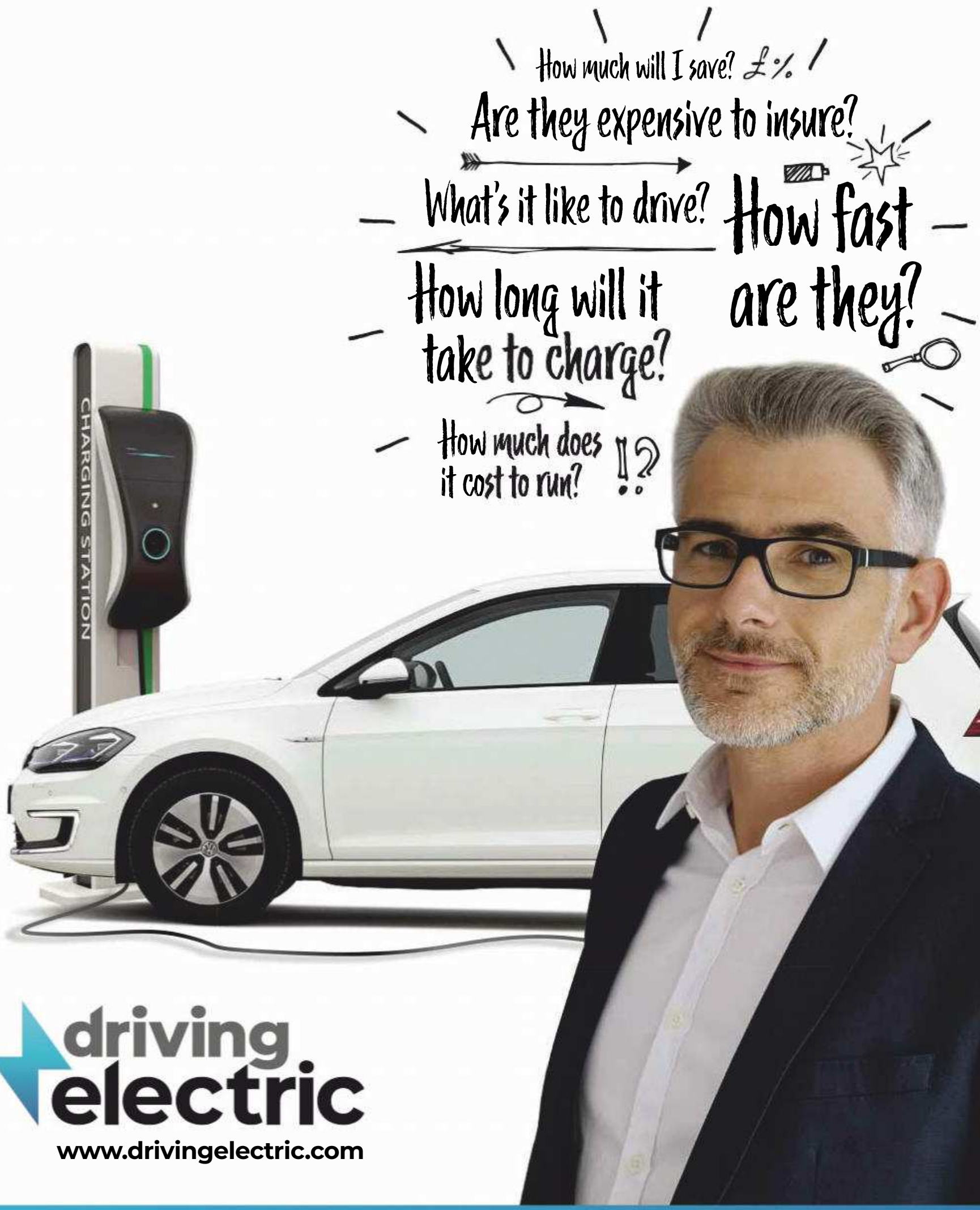
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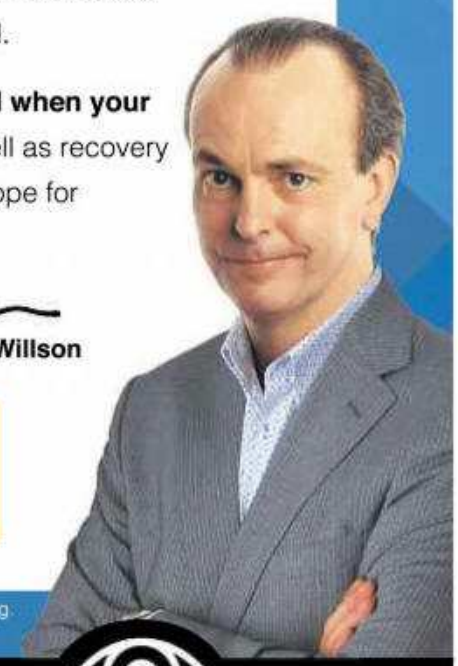
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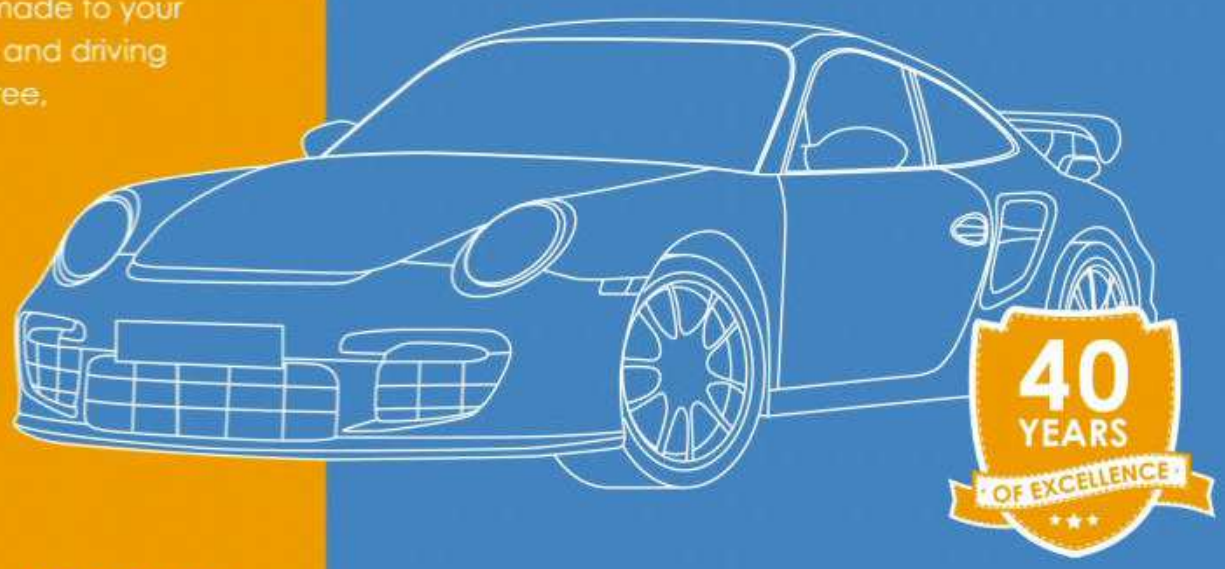
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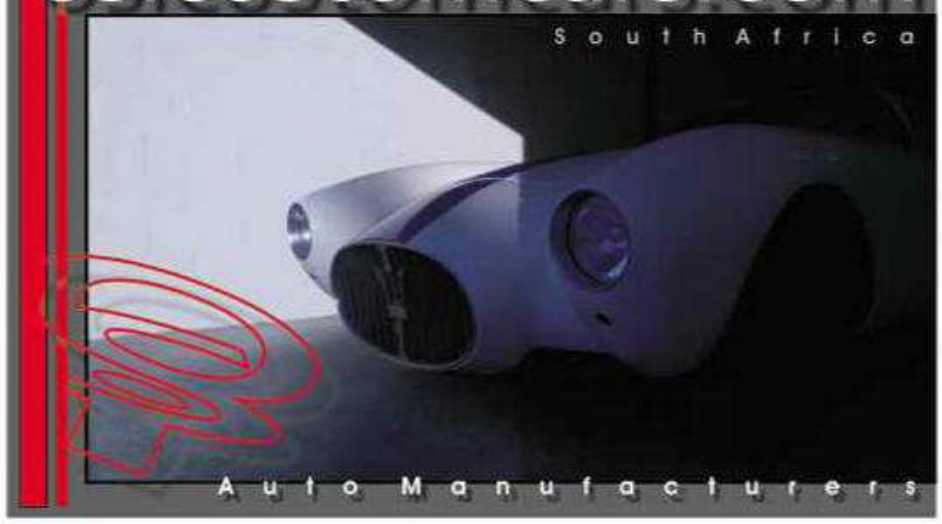
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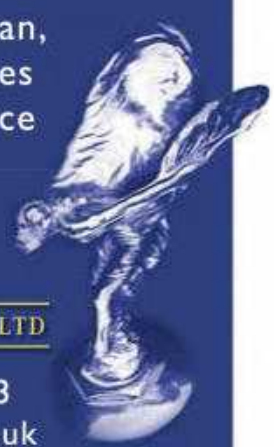
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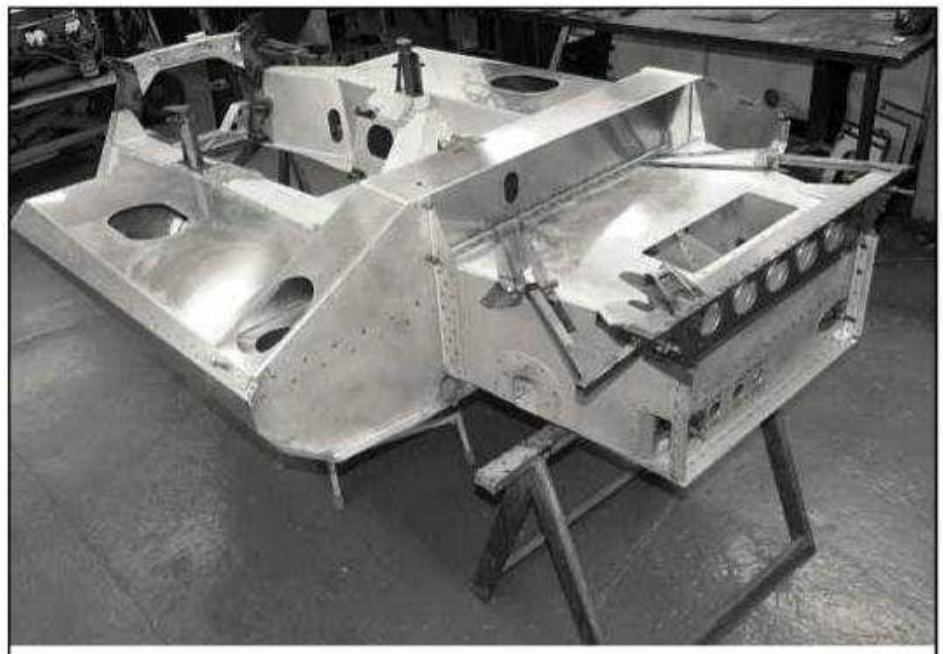


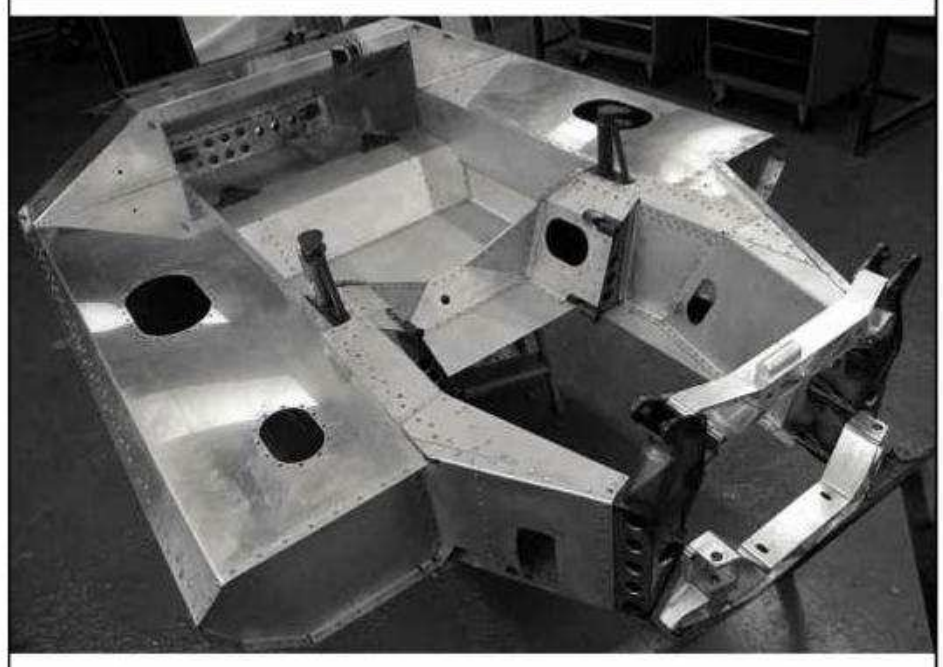
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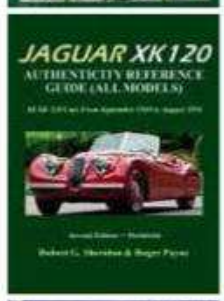
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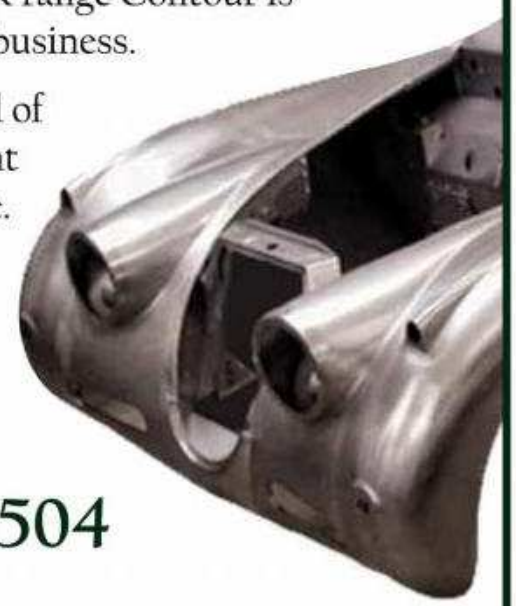
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The 308 GTB - 'B' for *Berlinetta* - was introduced in 1975 with wonderfully curvaceous styling by Pininfarina. The earliest *Vetroresina* models featured glassfibre bodywork, and are now highly sought-after. In 1977 Ferrari returned to steel, which made the car slightly heavier. The GTS version - 'S' for *Spider* - was introduced in 1978, with a removable roof panel. Both the GTB and Spider models were powered by a 3.0-litre V8 engine with four twin-choke Weber 40 DCNF carburettors, making for exhilarating performance with roadholding to match. 1981 saw the introduction of the 308 GTSi, with those Webers making way for Bosch fuel injection. Whether you go for Berlinetta or Spider, the 308 is a stunning high-performance two-seater sports car.

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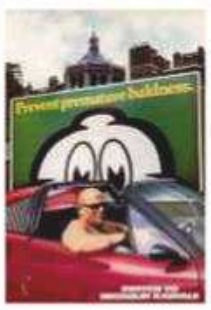
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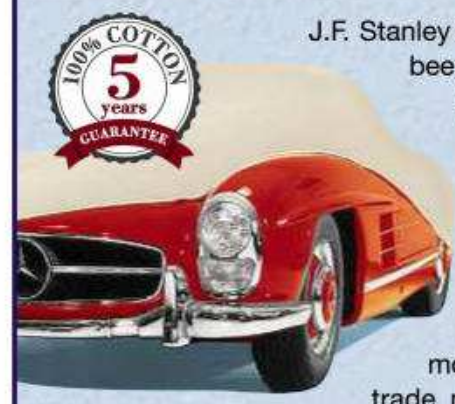
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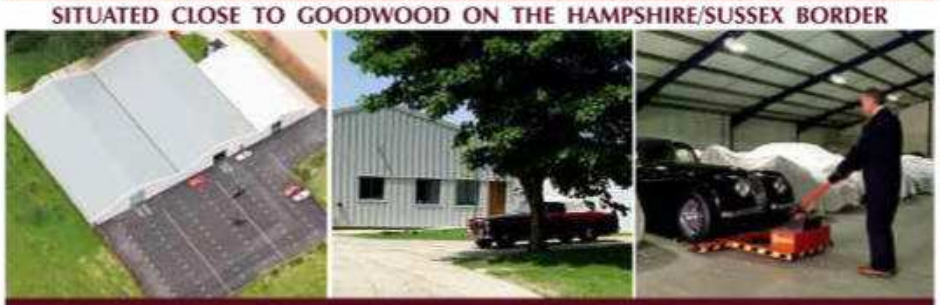
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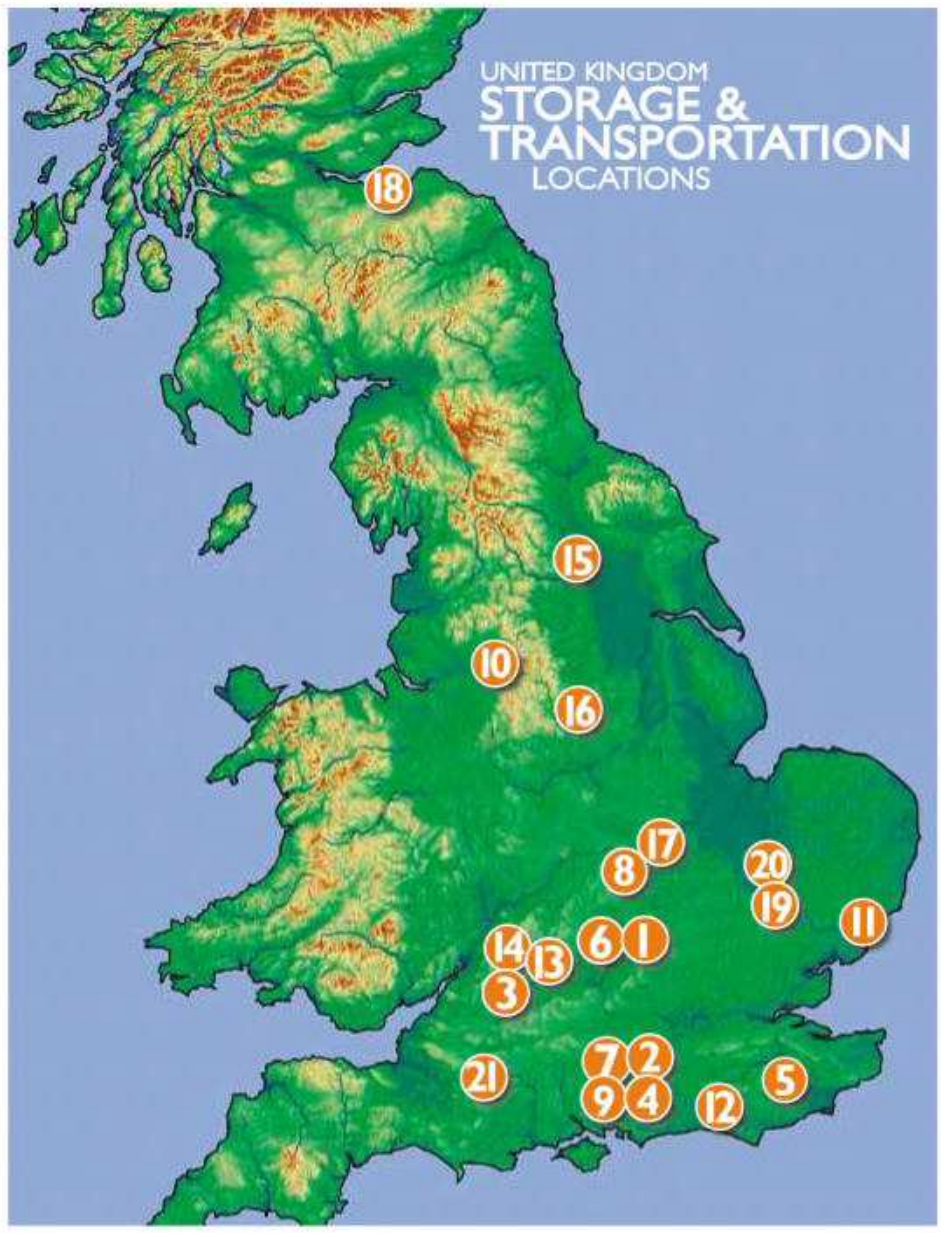
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INTERVIEW AND PORTRAIT JAMES ELLIOTT



DAVID WHALE

As chairman of the Federation of British Historic Vehicle Clubs, this volunteer champions UK owners' interests

I USUALLY GET up at 7am because we currently have seven animals at home, including ponies and a donkey, after my daughter Nicola moved to Devon. After that I'll go into my office and fire up the emails. On a good day that will take four hours, but it can take all day. I usually get so engrossed in them that it will be mid-morning before I notice I forgot to have breakfast. If there's time, in the afternoon I will attend to the family equestrian import business.

I am supposed to be retired, having worked a long time for Castrol and BP and then a global leadership development consultancy, and having been determined to give up full-time work by 60. I managed that in 2011, but since then I have never been busier!

My first recollection of cars was after I fell off a stool and went to hospital with a broken wrist, aged seven. My parents took me to a newsagent and offered to buy me a comic, but instead I picked *The Autocar*. That passion developed and I bought an MG 1100 and then a Mini. The first car I bought consciously to 'collect', rather than as a workhorse, was a Twin Cam Escort with a Webasto sunroof, which had saved it from becoming a rally car.

Since then I have just accumulated them, from a prototype Mini Moke (number six of ten) to a pre-war Carter electric invalid carriage that I saved from a skip at a clearance sale. That was the only time my wife, Barbara, got really angry with one of my purchases. I also have a Rosengart that's thought to be the only survivor of its type, and even a Rosengart electric engine. It was designed in 1939 to drop straight into the Austin Sevens that Lucien Rosengart was building under licence in France at the time.

I've been an active club man all my life, so helping out with the Federation, by becoming Director of Heritage when I was invited in 2010, seemed a natural progression. People don't realise that there are 30 of us and, apart from the amazing Emma Balaam who holds the whole thing together, we are all volunteers. I got heavily involved in FIVA and the heritage side of the FIA, too, but I really wanted to focus on the UK.

Because the latter part of my business life focused on strategy, one day I asked what the Federation's was. When no clear answer was forthcoming, I was given the job of devising one. It was actually very easy, just three meetings, but then I was also given the job of implementing it and that's why I have now served three terms as chairman. I think it will take one more to finish what I have started.

'I MEET CLUBS TO EXPLAIN WHAT WE DO. IF I SPEAK FOR 45 MINUTES, IT CAN BE FOLLOWED BY AN HOUR-AND-A-HALF OF QUESTIONS'

I am really proud of two things we have achieved. Thanks to getting John Downer involved, we have transformed our research so it helps us in our lobbying. We have also, finally, got a superb heritage engineering apprenticeship course running at Bicester Heritage thanks to Karl Carter and the Heritage Skills Academy. We have about 100 people going through the block release apprenticeship scheme.

As you can imagine, I can't remember when I last had a day that didn't involve Federation work. I do probably 15,000 miles a year travelling all over the country to an average of three meetings a week. I also need to visit events, and it's not unusual to have five different invitations for the same weekend. I am abroad on Federation business six or eight times a year, but I limit it to focus on our core relationships in the UK. Prime among those relationships, and therefore the one I am most conscious to maintain, is with the clubs themselves. They are our lifeblood.

I spend quite a lot of time meeting clubs and other bodies to explain who we are and what we do. If I talk for 45 minutes, I can expect that to be followed by an hour-and-a-half of questions! That's when you occasionally meet someone who tells you you're doing a lousy job, and that's when you're most likely to add up all the hours you are putting in for nothing and wonder if it's worth it.

Then again, in one of my last years of the cosultancy I calculated that I was abroad for 44 out of 52 weeks. So I guess that means I am taking it easy now, after all.



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As the leading specialist for the restoration of Mercedes-Benz vehicles we have been setting quality standards for partial and complete restorations, repairs and maintenance for over three decades now. In addition, we own one of the world's largest stock of original parts and high-quality re-manufactured parts, and prepare expert appraisals for Mercedes-Benz vehicles.

We are looking for classic Mercedes-Benz vehicles. Offer us your vintage car, we guarantee a professional brokerage service or buy directly.

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Please ask for a portrait of our company available as brochure or DVD for € 10,- each.
Hours of business: Weekdays 8 am - 6 pm and Saturdays 9 am - 2 pm

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Visit our large showroom with over 50 classic cars for sale!