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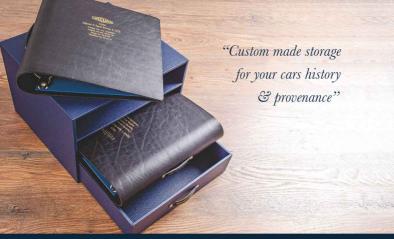
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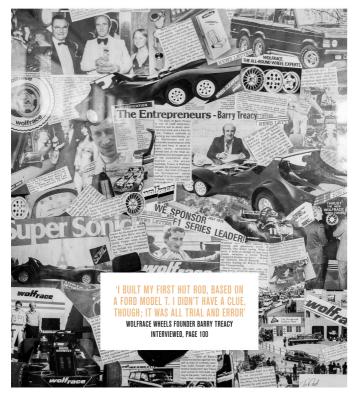
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CONTENTS



7



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E V O L U T I O N CHRONOGRAPH

CONTENTS













FEATURES

Page 56

Page 70 Aston Volante and Rolls Corniche compared

ALFA ROMEO 12C PROTOTIPO

Return of the long lost V12-powered Alfa LUXURY SOFT-TOPS

THE SAINT MARCOS 1600GT Page 82 Roger Moore's lesser-known sidekick

THE TWO COUNT ZBOROWSKIS Two lifetimes of derring-do and tragedy

THE OCTANE INTERVIEW

Page 100 Barry Treacy, the man behind Wolfrace wheels

WW2 UNIVERSAL CARRIER

Braving a legendary tracked military vehicle

ALPINA B10 AND BMW M5

Brilliant V8-powered takes on a hot 5-series

GREAT ESCAPES

Page 129

Top classic car events and destinations







CONTENTS



REGULARS

EVENTS & NEWS

Page 18

The month in pictures; a place to visit; new major car museum for Gulf state

GEARBOX

Page 40

US classic car expert, Donald Osborne

COLUMNS

Page 45

The motoring months of Jay Leno, Derek Bell, Stephen Bayley and Robert Coucher

LETTERS Page 53 Why can't youngsters get classic insurance?

Page 168

OCTANE CARS

Mustang makes a gournet visit to France

OVERDRIVE

Page 178

RML Short Wheelbase: all new, looks familiar

GONE BUT NOT FORGOTTEN

Page 186

Inventor, engineer and journalist Bill Stout

Page 188

The staggering Beechcraft Staggerwing

CHRONO

Page 190

Girard-Perregaux revives the LED digital watch

BOOKS, GEAR, MODELS

Worth staying in for, though we're allowed out

THE MARKET

Page 203

Sales news and previews; buy a Mercedes E55

DAY IN THE LIFE

Karun Chandhok, F1 driver turned commentator







190



40

198











25 FERRARI OWNERS TOGETHER FOR A WEEK



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EDITOR'S WELCOME

A world of surprises

I'VE BEEN IN this game - it's too much fun to read it an industry - over 25 years now and still list of the call it an industry - over 25 years now and still will be, continues to atonish me. The classic car world has been an ever-growing entity for well its mysteries, out of the classic car world has been an ever-growing entity for well over 50 years, and you would have thought that have every discovery had been made, every bit of this toy mixed and noted, but no, not a bit of it. And we have two fantastic examples this month to demonstrate that point.

The first is the Marcos 1600GT. If I am a fan of anything as much as 1960s cars, it's late-1960s music and cheesy 1960s British Invasion TV. I love everything about The Avengers, not least its French title of Chapeau Melon et Bottes de Cuir ['howler hat and leather hoots']. and not just for the ethereal beauty of the late Diana Rigg and her Lotus Elan or the caddish Steed and his Bentley, I am a similarly big fan of the Roger Moore vehicle The Saint, yet inexplicably until recently was completely unaware of his final episode, The World Beater. It is inconceivable that I haven't seen it so it simply mustn't have registered, which seems equally incredible because it features not only this Marcos 1600GT but also a TVR Vixen.

How about that for esoteric? I guess the producers wanted cars they could portray as fictional, so went for those that were unlikely to be recognised, which is a bit of a slap in the face at the same time as being a massive compliment. I remember how crestfallen I was when I had tracked down the ad agency that

had put a Triumph 2000 in a Levi's advert, only to be told that it wasn't picked for its good looks, or killer stance, but because no-one would know what it was. Now I know that this Marcos exists, however, I love it. Excitement over it in the Marcos community is palpable.

The same could be said of our cover star Alfa. Romeo '12C Prottipo'. To quite Winston Churchill, it is a riddle, wrapped in a mystery, inside an enigna. We love a good mystery, so asked historian Karl Ludvigen to unravel it and in essence it is an 3C chassis with unique period body of unconfirmed origin (but which it has worn since at least the 1940s) and a fogotten prototype V12, plus no-one is quite sure when the marriage of engine and chassis took place.

Those who visit the much-anticipated inaugural Salon Privé London (21-23 April) will be the first to see this remarkable machine in public for a very long time and they will be able to attest to its stunning, swoopy lines and swathes of seductive patina.



James Elliott,

FEATURING



KARL LUDVIGSEN

Alfa Romeo conceived this car in the murkiest years of its history, during World War Two. I enjoyed the chance to lift the vell from the work of engineers such as Wifredo Ricart and Giuseppe Busso in that tough period!
Read the full story of the recently realiscovered Alfa Romeo J 2C Prototipo on pages 56-66.



SAM CHICK

"I have no military experience and can only imagine the vulnerability and bravery of those who drove and fought in these cramped, uncomfortable, nimble but ultimately fragile metal boxes. The trade-off between agility and protective armour quickly became apparent! Universal Carrier; pages 106-114.



ROBERT COUCHER

'Growing up with nimble sports cars such as Alfas, Lancias and Porsches, I now find my tastes changing towards larger cars that are entertaining but also refined and luxurious. It used to be all about the journey, but now arriving at the destination in comfort is equally satisfying! Aslis and Astor dropheads: pages 70-80.

COVER PHOTOGRAPHY SPALLUTO PRESS





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NEXT MONTH

THE WORLD'S MOST ORIGINAL DB6?

An extraordinary survivor that took expert Stephen Archer's breath away

Issue 229
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PLUS

How to make a Citroën SM even more individual? Heuliez had the answer At the factory and on the road with the Bentley Blower Continuation On track in a Volvo P1800 racer Jaguar XJ220 linchpin Nick Hull

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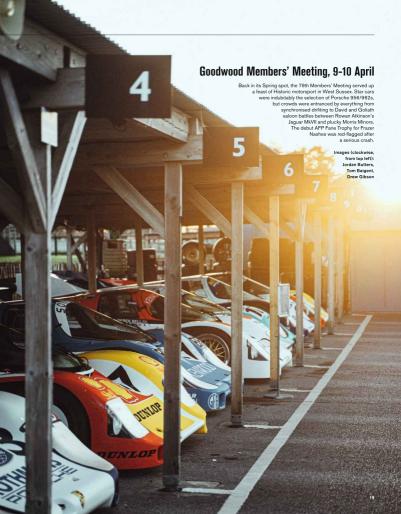
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There will be meticulously planned driving routes to Devon and across Dartmoor, with lunch stops each day. In the evenings there will be great food, wine and live music all in a relaxed and informal setting with views that stretch out across the tranquil Dorset countryside.















RATIC SILVERSTORE, 6x-7 MARCH Although Call great and instructed this Classic Touring Car Ration Globin meeting, including John Classid, Anthropy Red and Cloin Turkington, Circle surged from Classic Annual Call great Card States up pre-150, pre-353 and pre-153 fouring Cars.







One of the most vell preserved 1955: In sistence with complete original competition coachwork ill Believed to be the only 1955; St tream is corpiral electron gentze. Ill Chassis 1934; 1956, was delivered new to occubied the competition in the competition in the competition in the 1956 and 1937. Frend's CP assess hot sports care in 1958 and 1937. Frend's CP assess hot sports care in 1958 and 1937. Frend's CP assess hot sports care the 1956 with left plant and Movinco Grant Prix. Where it this online of sports car race, the now have the thing the competition of the 1956 with 1957 and 1957. The 1957 and 1957 an

1961 BENTLEY S2 CONTINENTAL

Odered new by Emert Soning & Sons whose Managing Director was Phil Soning the famed Britanging Director was Phil Soning the famed Britanging Director was Phil Soning the famed Britanging Director Relying and Hardward Shade by legendary Misserial collection Relying and Shade by Soning Philips and Shade Continuty & The uncounted, time was exempted, still wearing her original paint finished in the unique and staking continuation of Whitehall Ging user Rices and Shade Shade



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COMING UP...

A selection of highlights from a calendar that suddenly seems to be more full than ever

28 April – 1 May Rallve de Durbuy

Based in the pretty Belgian village of Durbuy, and with a Touring class for those who would prefer to enjoy the roads and the scenery without having to keep one eye on the stopwatch. zoutegrandprix.be

28-30 April

Manx Classic

On the Isle of Man, roads are closed to allow competition on the three traditional hillclimb courses, including the Sloc, which has recently been regraded and resurfaced. manxmotorracing.com

30 April – 1 May Donington Historic Festival

Highlights of the Festival this time around will include the return of the Amon Cup for Ford GT40s, and a 30-car grid for the monstrous machines of Group C. doningtonhistoric.com

30 April - 1 May Keels & Wheels

Beautiful old cars and boats share a stage at Lakewood Yacht Club in Texas. You'll come away coveting all sorts of wooden things and a waterfront property. keels-wheels.com

6-8 May The Greenbrier

Concours d'Elegance

In the five years since its debut, the Greenbrier has established a winning formula: a concours field of more than 100 wonderful cars, a club day, and a driving tour on the quiet backroads of West Virginia.

6-8 May

Hockenheim Historic

Staged, as ever, in honour of Jim Clark, and featuring grids for everything from Historic Formula 2 cars to Youngtimers. hockenheim-historic.de

7-8 Mav

Vintage Revival Montlhéry More than S00 cars and bikes, among them some exceptionally rare and weird contraptions, blast around the Autodrome de Linas-Montlhéry just outside Paris. vintage-revival.fr

10-15 May

Monaco Historic GP Tour After a four-day tour through

Arter a rour-day tour through rural Provence, entrants will head to Monaco for the Historic GP, and will stay at the Fairmont hotel, which boasts a terrace directly above the hairpin of the principality's street circuit. *vevents.co.uk

13-15 May Grand Prix de Monaco Historique

A wonderful spectacle featuring all sorts of pre-1986 GP cars and sports-racers, many of which can actually overtake at Monaco...

13-15 May Padre-Figlio

A couple of barriers to entry here, because the event is for father-and-son crews in Ferraris only – but if you have a suitable car and a suitable child, you'll enjoy a lighthearted regularity rally on super roads around 5t Tropez. happyfewracing.com

14-15 Ma

Pendine Sands Hot Rod Races Members of the Vintage Hot Rod Association head to Pendine Sands to race on the vast stretch of beach for as long as the tide will allow. whra.co.uk

14-15 May

Beaulieu Spring Autojumble Vendors roll into Beaulieu laden with spare parts, books, models and automobilia to tempt you. beaulieu.co.uk

14-19 May

Rallye des Princesses Richard Mille

The ladies-only rally sets off from Paris and heads north to Le Touquet, before the crews go west towards the finish at La Baule in southern Brittany. peterauto.fr

17 May Brooklands Centenary

of Speed

A century to the day after KL Guinness broke the Land Speed Record at Brooklands, his 350hp Sunbeam returns to the venue, joined by other rapid vintage machines, including the 'Beast of Turin'.

brooklandsmuseum.com

20-22 May

Concorso d'Eleganza Villa d'Este

At Lake Como, classics compete in classes including 'Speed Shapes Form', featuring the beautiful streamlined cars of the 1930s. concorsodeleganzavilladeste.com

20-22 May

A Novice Trial

Based in Bicester, this event is the perfect introduction to regularity rallying, offering a mix of expert tuition and enjoyable driving.



20-22 May Spa Classic

A fantastic meeting whatever the weather, featuring night-time action and an array of machinery including the endurance-racing prototypes of the 1990s. peterauto.fr

20-22 May Nürburgring Classic

More than 800 cars will tackle Germany's most famous circuit over three days, but there will be plenty going on away from the track, too, including a gathering of classic race transporters. nuerburgringclassic.de

28 May

Prescott Historique Cars and motorbikes spanning

nine decades of motoring history charge up Prescott's hillclimb course prescotthillclimb.co.uk

29 May

Valletta Concours d'Elegance Classics assemble in Malta's

capital, under the sunniest sky in Europe and against a backdrop of stunning baroque buildings. vallettaconcoursdelegance.com

29-31 May

Cavallino Classic Modena

To mark the 75th anniversary of Ferrari, the organisers of the long-running Palm Beach Cavallino Classic have arranged this additional event in Enzo's hometown. There will be a parade in the town centre on Sunday 29 May, followed by a concours on the Monday and a scenic drive on the Tuesday. cavallino.com

3-5 June

Nostalgia Nationals

The hottest of hot rods put on a show at Santa Pod, where the drag strip will also be open to all pre-1973 cars for a bit of 'run what ya brung' fun. santapod.co.uk

3-5 June

Cincinnati Concours d'Elegance

Ferrari and Shelby will both be honoured this year, but we were more excited by the news that there will be a display of classic SUVs at the Concours, which is hosted as usual by Ault Park. ohioconcours.com

VSCC Donington Park Race Meeting

The racers of the VSCC return to Donington after two years away, bringing some friends with them: a number of guest grids are set to be announced in the coming days. vscc.co.uk

11-12 June

Thruxton Historic

Pre-'63 GTs, Historic Touring Cars and more are let loose on the fastest circuit in the UK. The meeting has again been scheduled to coincide with Land Rover Legends, and a ticket for either event grants you access to both. thruxtonracing.co.uk

15-18 June Mille Miglia

Brescia to Rome and back in a hurry, and in the company of some of the world's finest classic cars. A bucket-list event. 1000miglia.it









The Caister Castle Car Collection

Hidden away in Norfolk is a museum with a suprisingly eclectic selection of exhibits

Words and pictures Paul Bussey

THIS COLLECTION could be described as a hidden gem among car museums. Hidden because many people won't have heard of Caister-on-Sea, a tiny but charming village on the north Norfolk coast; a gem because there are many rare, unusual and interesting exhibits, as well as lots of more recognisable classics.

It all began back in the mid-1960s, when Dr Peter Rowland Hill, founder of the Oakham Packing Company, bought Caister Castle. His interest in veteran and vintage cars was sparked by a display during an open days at Belvior Castle in Nottinghamshire, and his first acquisition was a 1902 Napier, found in pieces under a boat in Brighton and subsequently restored.

His collection was founded in 1966 and steadily grew, always housed at Caister Castle, with purpose-built buildings erected from the beginning, recently increased to 35,000sq ft. Dr Peter Hill died in 2000 but the collection lives on, still privately owned.

The museum is a veritable Aladdin's cave of eelectic mixes, ranging from an 1893 Panhard-Levassor and veteran steam cars, via vinitage and classic cars, right up to a 2006 Honda \$2000, not forgetting the ex-Jenson Button 1966 Honda \$600/800. Formula 1 racing car

embusiasts will delight in a Lotus 33 R14 as raced by Jim Calick during the 1966 season (its 16-cylinder engine used at Watkins Glen in '66 is also on display) as well as a 1966 BRM H16 complete contrast is the very first production Ford Flesta Chia to roll off the Dagenham assembly line both in 1977, registered by the Ford Motor Company as [081 and with a mere 196 miles on the clock!

Electric vehicles are nothing new. On display here is an English-built City & Suburban electric car from 1903, as well as a Belgian-built Socowel electric motorcycle, powered by a 2.6hp motor. Other early cars include a 1905 Rover two-seat tourer, powered by a 780cc single-cylinder sidevalve engine rated at 6hp, though this example was never registered.

Perhaps one of the rarest exhibits is the 1936 Singer Airstream saloon, with aerodynamic pillularess bodywork, tubular seats, fluid flywheel and Wilson gearbox. There's reputed to be only one other survivor. Slightly smaller, though just as stylish, is the 1968 Glas 1300 GT, sold new to Belgium and imported into the UK in 1976.

And there's so much more, with motorcycles, mopeds, pedal cars, prams, buses and curios,

Clockwise from top left

1927 Voisin C12, 1936 Singer Airstream saloon, early Mini, the first Ford Fiests Ghia to leave the Dagenham production line, 1968 Glas 1300 GT, and the ex-Graham Hill/Jackie Stewart 1966 BRM H16 demonstrate the breadth of what's on display at this 'hidden gem' of a museum.

such as PJH Molloy's 1977 Tribicle, a glassfibrebodied tricycle Hugely imposing is the 4-S-liter 1927 Voisin C12, one of only three known to survive from 60 built. The quirky three-wheel Scott Sociable dates back to the 1920s, and we shouldn't forget one of the earliest known Minis, registered on 1 August 1959.

This is a fabulous collection, not to be missed.

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Qatar's car culture celebration

New exhibition is just a preview of the Gulf state's spectacular plans THERE HAVE ALWAYS been less-explored comes of the classic car world, where long-lost cars turn up after decades or hangars full of exotics are tantalisingly spotted and occasionally anapped. South America, Cuba and others have all had their moments, but mowhere has this happened more consistently than in the Middle East, where oil-irch collectors hoovered-up ratrities and one-offs.

However, while there is an unquantifiable amount still to discover, the Middle Eastern classic world is opening up. In recent years there have been major concours in Kuwait, UAE and Saudi Arabia, while museums have opened in Sharjah (UAE), Abu Dhabi and Jordan. There's also Iran's Historical Car Museum and its display of cars owned by the Museum and its display of cars owned by the

former royal family before its ousting in 1979. Now a major new exhibition in Qatar is heralding the opening of an official motoring museum in the peninsula state.

An exhibition to preview the opening, titled A fonck Peck at Quiter attat Musseum Project, has titself opened at the National Museum of Quate in the capital, Doha. The impressive selection of cars ranges from a 1963 Ferrari 250 GTO to a 2014 Chevrolet Corvette Outlaw 10.5 customised by Jerry Bickell. There are only a few pre-war cars – a 1949 Delahaye 175 S Roadster, a 1939 Pontiar Plexiglab Deluxe Six Ghost Car' and a 1939 Jeep – but half the 28 cultibits are American. Others include a 1955 Gullwing, a 1951 Bedford pick-up and a BMU SC2. Three of the cars are from Quater Museum's







'THERE IS MUCH STILL TO DISCOVER, BUT THE MIDDLE EAST'S CLASSIC WORLD IS OPENING UP'

collection, while the others are on loan from members of the Qatar Auto Museum advisory board and local enthusiasts.

It is expected that most of the cars in the exhibition – which runs until January 2023 – will make up the core of the new Qatar Auto Museum, which has been designed by Pritzker prize-winning architect Rem Koolhaas.

It will be located in the former exhibition centre that hosted the first Qtart Motor Show in 2011, and works will start once the FIRA World Cup, to take place in Qtart in November and December, is over. The 30,000m² museum will include permanent galleries tracking the evolution of the car and, in particular, how it whas influenced culture in Qtart. There will also be temporary exhibition spaces for additional special whickey, an "deutainment" centre, a kids' zone with driving simulators, 'mini' car mechanics and driving areas, plus workshops.

Her Excellency Sheikha Al Mayassa Bint Hamad bin Khalifa Al Thani, chairperson of Oatar Museums, said: 'From sporting events like Formula 1 races to classic car shows, car culture has an expansive presence in Qatar. We are thrilled to present this exhibition, which reflects our passions as auto enthusiasts, during a year when so many visitors will come to Doha to celebrate the World Cup. The exhibition showcases our culture while introducing an exciting new institution dedicated to providing an inspiring educational and technological experience for all. Oatar Auto Museum will serve as an innovative community hub for auto enthusiasts, students, collectors, engineers and all who appreciate the impact on our world of the emergence and evolution of the automobile."

Her Excellency Dr Hessa Al Jaber, Quata Auto Museum President, added: 'In modern history, very few inventions have impacted everyday life and the broader culture as powerfully and pervasively as the automobile. The Qatar Auto Museum will be a showplace for our unsurpassed collection and, like all Qatar Museums institutions, will spark innovation, creativity, dialogue and community'



Clockwise, from top Virtual image of part of the proposed museum shows its considerable spaciousness; preview exhibition includes 250 GTO, Chevrolet truck, '59 Cadillac, Delahaye and transparent Pontiac.



New Healey is built for the modern age

Envisage and JME Healeys re-imagine it as a... Caton

A new Austin-Healey-inspired sports can be been launched by an 'all-new luxury British brand' called Caton. Developed by the Envisage Group and Healey specialist JME Healeys, just 25 examples will be handbuilt in Coventry with the promise of OEM-grade engineering combined with traditional craftermarship. It's promised to be the continued with traditional craftermarship. It's promised to be the exclusively on the sympathetic enhancement and evolution of cherished products for the modern age.

Starting with a 3D scan, the original Healey's aesthetics were tweaked most notably in the grille, bonnet line, rear dock and side vents. Also striking is the lack of bumpers, seams, beading, handles and hinges. The aluminium panels are rolled on a wheeling machine, but CNC techniques ensure perfect panel gaps. The 72-spoke, alloy-rimmed borrain wheels and spinners are black.

A redesigned transmission tunnel allows more space, and there's a racing-style pedal box. The roof, tonneau and heater are gone but there are two USB ports, albeit with no infotainment.

Mechanical updates include a live-speed gearbox and tumed suspension plus upstred drive-shafts and four-pot alloy calipers actuating discs all round, all fitted to JME's strengthened chassis. JME also developed the 3-litre, four-cylinder engine which gives 18based on Austin-Healey block and has a steel crank, a race camshaft, twin SU HB carbutertors and as diepipe enhaust.

Envisage Group CEO Tim Strafford said: 'The Healey by Caton is a car for those who appreciate beautiful objects and exquisite works of art. It is also for those who love the sound of a high-performance engine running on carbs.

'With all mechanical components new, the Healey by Caton frees owners from any reservations over purchasing a classic car. It delivers peace of mind, alluring beauty and breathtaking pace.' See www.caton.uk for more.

NEWS FEED

Russell Brookes' rally cars take to the stage; Lightning GT on show; Ferrari tech drawings six decades late; a concours for ladies, another in Coventry: Reims restrictions; Bugatti bequest



Brookes rally cars to fly at Firle

A collection of original Russell Brookes cars, all in the famous yellowand-blue livery of his long-standing sponsor Andrews Heat For Hire, will be the centrepiece of Firle Beacon, a new rally, sprint and supercar motorsport event to be held in East Sussex on 30-31 July. Two-time British Rally Champion Brookes started his association with Andrews in 1974 and the two became inseparable over the next 17 years. To this day, it remains the longest-running private sponsorship in rallying.

The cars include three Mk2 Escorts, two Opel Mantas, a Sierra Cosworth, a Chevette HSR and a Group A Astra. All will be exercised multiple times on a 2.4-mile rally stage over the weekend.

Robert Brookes, son of Russell Brookes who passed away in October 2019. said: 'Dad leaves behind a legacy that as a family we are immensely proud of. We look forward to seeing his cars back in action at Firle Beacon in July,' Mike Broad, Russell's long-serving co-driver, added: 'It's always a pleasure for me to see, and more importantly, hear these cars back out and in action.' Find out more at firlebeacon.com



Hilton goes up in the world The Hilton Group, which includes

specialist restoration business Hilton & Moss, has opened a new 75,000sq ft facility in Bishop's Stortford. The three-storey facility features showrooms with a turntable, a roof terrace and a multi-storey workshop, and it allows the group to add car storage to its portfolio of services.



Lightning strikes Gaydon

One of just two Lightning GTs made will be displayed at the British Motor Museum at Gavdon until 2024. The electric vehicle, launched 2008, was built in nine months by Peterborough-based Ronart. Only the batteries came from overseas. The carbonfibrebodied car, geared for 185mph. hits 60mph in under four seconds.



Ferrari schematics, at last

GTO Engineering has launched the first full set of technical schematic drawings, both digital and printed, for the 1959-64 250 series. Never produced by Maranello in period, they were created from scratch by GTO's tech and parts teams using CAD.



Bugatti funds the future

The Bugatti Trust has received a substantial bequest from Bill Turnbull, who died in 2019. The former ICB chief engineer retired in 1995 to dedicate himself to the restoration of a Bugatti Type 57 S. After his death the car was sold and a share of the funds ordered to be given to the Trust, to encourage the next generation of engineers and designers.

Levitt Concours launched

A special feature of the forthcoming 10th anniversary Concours of Elegance at Hampton Court on 2-4 September is a new, ladies-only concours. Called the Levitt Concours, and named after pioneer racing driver Dorothy Levitt, it will be co-organised and curated by Georgia Peck and her company Aubrey Peck Automotive, Promised cars range from Mevers Manx to Miura.

No more pitstops at Reims

Large groups of visiting classic cars can no longer park beside the remains of the Reims Gueux circuit in France. A new local byelaw aims to stop the disruption and danger caused when tourist groups posed for photos. Solo cars will probably escape the ban.

Concours in Coventry

The 2022 Coventry Concours, open to vehicles from 1950 to today, will be held on 10-11 September during the MotoFest Coventry weekend. The free event in the historic cathedral ruins will mark the Queen's 70-year reign.



XK co-founder dies

Neil Smith, the former Jaguar apprentice who set up XK Engineering with Phillip Docker in 1981, has died after suffering from a rare form of cancer. His life was celebrated by friends, family and colleagues at a special ceremony in Nuneaton.



All the DBs in print

This new publication, celebrating the David Brown years, includes stories from Octane and Vantage in its 220 pages. Aston Martin in the David Brown Era, published on 27 April, costs £9,99 from newsagents and magsdirect.co.uk.



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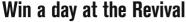
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Enter our prize draw to win two tickets for the Sunday at Goodwood's world-famous September race meeting

ONE LUCKY OCTANE subscriber is going to win a dream trip to the Goodwood Revival Meeting for themselves and a guest, including a money-can't-buy experience of laps of the circuit in the Course Card uring the festival. And don't worry if you are not currently a subscriber: all those in the UK that are signed up before the competition closing date will be included in the

draw. The winner will be responsible for their own travel and accommodation.

The Goodwood Revival is the most celebrated historic race meeting in the world, taking place at the Duke of Richmond's super-quick West Sussex circuit and attracting 150,000 people from across the globe. With participating cars limited to those that could have competed at



Goodwood in its first life from 1948 to 1966, it is a magnet for the finest machines and drivers in the world. To cennent the atmosphere, the vast majority of visitors wear period attire and the car parks are packed to the gumwhales with classics, from Austin A35s to Ferrari Short-Wheelbases. The massive event also includes a vintage aircraft flyrin and concours, a spectacular Bonhams auction, masses of classic for sels, and an entire tented village of art, automobilia, books and much more

For 2022, the event takes place on 16-18 September. Our winner will receive not only two tickets to the Revival for the 18th, but also grandstand passes. The icing on the cake is the opportunity to have a passenger ride in the Course Car during Sunday's action. The exact race for this will be confirmed with the winner.

To enter, just stand easy if you are an existing subscriber and we'll be in touch. Otherwise sign up at https://subscribe.octane-magazine.com (full details of the latest offer on page 200-201) and you'll be invited to enter during the process. The closing date for subscribing and receiving a competition entry is 10 June.

For more on the Revival Meeting, visit goodwood.com/motorsport/goodwoodrevival; to read more about the Goodwood Festival of Speed on 23-26 June, turn to page 159.



Silverstone on your doorstep

A RADICAL HOUSING development at Silverstone has been proposed to introduce an estate of trackside two- and four-bedroom 'motor homes' costing from £750,000 at the home of the British Grand Prix.

Planned to open in 2023, Escapade Silverstone is expected to comprise 60 individual residences, a clubhouse and car storage. Some will be off oil midwidual residences, a clubhouse and car storage. Some will be will be order to present the development and clubhouse will border Copse, Maggotts and Becketis comers, with far-reaching wover Chapel, Wellington Straight and more. The properties will also come with the right to use the track on occasions.

Will Tindall, CEO of Escapade Living, said: 'Escapade Silverstone is completely integrated with the circuit – an authentic experience borne out of the world's foremost racetrack. The result is a unique expression of Silverstone's purpose.'

For more details see escapadeliving.com.

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Vic Elford b.1935

DESPITE A GLITTERING CAREER, 'Quick Vic' Elford was still widely thought of as one of the most underrated racers. He competed in all disciplines in a lengthy career but his time in F1 was short-lived, never resulting in a podium in 13 outings over three seasons with Cooper. McLaren and BRM.

seakous wint Cooper, acchaert ann neXn. He fared rather better in saloons, taking a British championship class win in an AFN Porsche 911 in 1967, and in rathying with victorpen in 1967, and in 1967, and in 1967 in 1967, and in 196

As well as his big wins, Elford will be most remembered for his versatility. His ability to be a top-rank driver in any discipline and rapid anywhere – he even raced in Can-Am – while clocking up lap records across the globe, really earned him his nickname. He wrote two books on motor racing and performance driving and, even after he retired to Florida, Elford remained a regular Porsche factory face on rallies and events until quite recently.





Willy Cave b.1927

THE FORMER RAF pilot, BBC producer and sportsman is most famous for his lifelong and sportsman is most famous for his lifelong dedication to rally navigation and in particular to the Rallyw Monte-Carlo – which he famously never won in period despite wins in many other events, including at rio of Apline Cups, Having had his passion for the sport reignited by the 1991 Pirelli Classic Marathon, he became a stalwart in Historic rallying and didn't pack his maps away until 2002. Do seed out the privately published biography by Pablo Raybould, titled Patting Willy Care on the Map.

Roger Bell b.1936

One of the great motoring journalists joined the staff of *The Motor* in 1959 and rose through the ranks to edit it for five years from 1973. He was later the editor of *Thoroughbred and Classic Cars*, and he contributed his peerless car assessments to a wide range of publications until his official retirement in 2004. He was also an author and a successful racer, notably in BMW saloons.

Kunimitsu Takahashi

b.1940

Initially a motorcycle racer, he was the first Japanese to win at world level. He competed in one F1 Grand Prix (the 1977 Japanese GP), but also raced in F3000 and in endurance events, Le Mans included. With his own Team Kunimitsu he continued racing almost to his 60th birthday.

Reine Wisell b.1941

The Swedish former F1 driver competed in more than 20 Grands Prix, scoring one podium. His first result, when he was a last-minute stand-in for John Miles, who retired in 1970 after Jochen Rindf s death, runed out to be his best. After that initial third place at the USGP in a Lotus 72, Wisell scored nine points for Lotus the following season. His career, though, was already in decline.





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MAN & MACHINE

Writ' on the side

Signwriter Terry Smith rescued a forlorn Fordson 5cwt van, restored it and has used it for his business ever since Interview and portrail Paul Hardman

I STARTED MY business with this van more than 35 years ago. Signamith is a pun on my surraume. It's a 1949 E494C, for Commercial, Sox41 restored in the mid-80s and paraged it myself. It was midnight blue and it had been bodged. I did a proper four-year restoration, and made a lot of it myself including the wheel this, rear valance and quite a lot of the front wings. I rather like tin-bashing—it's the artistic side of working on cars.

I tend to leave the wonder of the internal combustion engine to others, and I was lucky with this one. At a jumble there was a 10hp 1172cc engine on the grass, all shined up and looking lovely, but it was seized. It was £25. It asked my dad, who was a mechanic, and he said it was probably just the main bearings mixed up. So I bought it, and he used it as an apprentice rebuild project for my brother.

He must have done a great job because that engine's been in the van for 35 years now, and it's on the button – or the handle, as I run it with a flat battery. It always goes on the third pull. It doesn't have an oil filter or water pump, but I think the oil-bath air filter must have saved it from bore wear.

These vans originally came with only one seat uncomfortable seat imaginable! Having suffered it for years, I've just put a bucket seat in it and it is so comfortable that I kept reaching for the non-existent fourth gear for the first time ever as I roared up to a pub meet flat-out at 45mph.

Now the white paint's cracking and there are rust spots coming through, but I love the patination. It's quite unusual for a van of this age to be doing what it always did. Still doing what it — literally — says on the tin!

Pre-war, these all came from the factory in green shellap primer, and were finished by the dealer to the customer's specification - or not, if the owner was right. My purents bonded over Fordsons - they were on fire watch together. My dads first car was a 7Y and 1 remember breaking up a van with him for spare, and thinking One day'll plur that right' - and here we are 40 years late. Even the trafficators work - I don't want indicators on it - though sometimes you have to give them a helping hand. The slightly taller Avon Tourist rear tyres give it a bit of stance, though they were secondhand when I put them

I was aware that I wanted to work in the vintage arena when vinyl was kicking off in the '80s. As well as signs and signwriting on boats, vintage vans and trucks, I mostly do coachlines and numberplates on older cars and motorcycles. It's amazing how it keeps ticking along, as it's not seen in the street any more. My mission is to keep the trade alive, and I'm now running signwriting courses here in Emsworth.

The Fordson is my representative, really, it works as a rolling advertisement for my signwriting and vintage automobilia business. But it's more than just work; it's play, too. It'v been making a towbar for the van, so I can pull my dinghy down to the water. There's even a Corgi model of it – there are 5000 copies of my van out there!

WHY WE LOVE ...

The first drive home

I have a good handle on what you should and shouldn't do when buying cars, but I'm not I great at heeding my own advice. That's why I get a kick out of the first drive home in a new car. It's a voyage of discovery: that nervousness as you turn the key after money has changed hands, the butterfiles in the stomach when you properly open the car up for the first time.

What's that strange noise? Why can I smell burning oil? Should that red light be on the dashboard? So many questions; drama, too, as when the head gasket blew on my Citroën AX

GT in traffic on the M25. Or the sense of adventure on collecting a 205 GTI from rural Wales and its random cutting-out at junctions late at night. With no phone signal and only a few judgmental sheep for company, I was more than relieved when it fired back into life.

Sometimes, though, everything just feels ingith. The first dive home in my hierpa Type R was special, not because it was a thrilling threats from Reading but because I'd dreamed of owning one. It didn't feel real until I was on the road, finding the perfect seeling position and reprogramming the radio. Best was rolling into familiar road close to home, then parking it in my garage for the first time. A new friend welcomed into the family. Matthew Hayward welcomed into the family.



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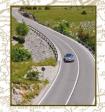
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GEARBOX

Donald Osborne

TV presenter, classic car appraiser, CEO of the Audrain Newport Concours and Automobile Museum. Italophile – and trained opera singer



- 1 Senza acqua means 'Without water' and on the back of this sign is written 'SF NoS Los Angeles': it was hung on a Testa Rossa being shipped by Scuderia Ferrari to Phil Hill. Hove the casual artistry of this beautifully lettered piece of wood.
- 2 Well-designed utility cars have always held a special appeal for me, and I bought this proverbial one-little-old-lady-from-new Fiat Panda when I lived in Bergamo, Italy. It's now at my home in Newport, Rhode Island, and is one of maybe 12 in the US.
- 3 I always wanted to be a car designer and this balsa-wood model, c1949-50, belonged to the great GM designer Dave Holls. I don't think he necessarily made it, but I love the connection to such an influential designer of
- 4 Bow-ties have become my signature. I'd always liked a nice 'long' tie but I tended to spill things on them and they don't clean well... However, I wore bow-ties for my singing performances and I realised that you have to be trying very hard to spill something on a bow-tiel I've not worn any other kind of tie in the last four decades.
- 5 Growing up in New York City, I started going to the opera as a child because a friend could get me in for free, I began working at the Metropolitan Opera as a stage extra aged 13 and had my solo singing debut at 29. This pin was given to all the artists who sang in the year of the Met's centenary, 1983/84.
- 6 A Fiat 8V is on my list of 'cars to own before I die' and I found this original artwork for the owner's manual in an Italian fleamarket. The speed lines show that this is a car that's meant to be driven.
- 7 The 1964 New York Auto Show is where, aged eight, I was really initiated into cars, and in particular European cars. This programme is a rare survivor of my mother's purge of childhood treasures!
- 8 This super-rare Abarth twin-carb manifold was source from the legendary Sarkady Barker by UK 'Lancista' Nick Benwell for my 1953 Lancia Ardea. When Nick handed it to me in a plastic carrier bag at Pebble Beach, I was speechless, which doesn't happen often! I no longer have the car but I've kept the manifold.
- 9 In 2019 I was lucky enough to drive the Vernasca Silver Flag hillclimb in FCA Heritage's glassfibre-bodied Otto Vu: it's a superb event and I can't wait to go back.
- 10 I used to see ocean liners coming into the harbour in New York. The Italia line had spectacular ships and these 1950s nut dishes epitomise the Italian philosophy that a functional object can also be beautifully designed.



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JAY LENO

The Collector

hen I get my driver's licence, back in the 1960s, I always wondered what it'd be like to one day drive a car that was 100 years old. In the early 1990s I acquired a 1906 Stanley Steamer Vanderbilt Cup Racer. It didn't stop or go round corners, but it was fast. In fact, it was the oldest car ever stopped for speeding on the 405 Freeway in Los Angeles. The police officer clocked me at 76mph, which normally would not gamer much attention. It caught his attention because I was on fire at the time, and my car was made of wood.

With the Stanley, the gas vapours are forced into

'FINALLY. AT

AROUND 76MPH.

THE FIRE BLEW OUT.

I CLOSED THE

THROTTLE AND

PULLED OVER

the boiler with a ram-air effect. The faster you go, the more fire you get. Just as blowing on an ember increases the flame. Occasionally the fire can get away from you, and that's what happened that day. The trick is putting out the fire to shut off the fuel, and increasing the speed until the fire blows out. Allow me to explain.

Unlike in the internal combustion engine, where you make the power as you need it, in the Stanley you pre-heat 15 gallons

of water to 600lb of steam pressure. And you hold that power until you're ready to use it. That means even though you shut off the fuel you still have about five miles of power until you run out of steam altogether.

As I was cruising at around 55mph, I saw the flames licking over the bonnet, which is metal. I quickly shut off the valve to cut the fuel and increased my speed to blow out the flames. Unfortunately, all this happened as I was passing a Highway Patrol officer. He motioned for met to pull over. I tried to explain, at 65mph, what I was doing but I could see it was falling on deef ears.

He stayed next to me and finally, at around 76mph, the fire blew out, I closed the throttle and pulled over. Unbeknown to me, during our chase he had called the fire department.

While I was talking to the officer, I saw the fire engine pull up and two men, one with an axe in his hand, running towards my car. Believe me, no good can come from hitting a boiler with over 600lb of pressure in it with an axe. I explained that the fire had gone out and that seemed to calm everybody down.

The officer was pretty understanding, considering the circumstances. He seemed to be genuinely fascinated by how the whole thing worked. He was even more freaked out when he saw my registration. 'Is this car really 88 years old?' he asked.

'In 12 years, it'll be a hundred,' I replied. You won't live that long!' the cop said to me, as he left me with a warning. Hard to believe that was 20 years ago and I'm still driving the same Stanley, in exactly the same condition.

Since that time, I've acquired a number of vehicles that are now more than 100 years old, and it's amazing how fast technology progressed in that time period. My 1913 Mercer Raceabout is only seven years newer than the Stanley, but it seems light-years more modern. It

starts with a pull of a handle and it's capable of 100mph. According to my 1913 copy of Automobile Topics magazine: 'It's hard to believe automobiles will get any more advanced than this.'

Those first two decades of the 20th Century are a lot like our last two decades, as they were switching from steam and early electrics to internal combustion. And now we're switching from internal combustion back to electric. But I still wouldn't rule out hydrogen.

Is it possible for steam to make a comeback? Yes, but not in the traditional way. Its efficiency rate is too low, plus you need water to provide the steam, oil to lubricate (because water is not a lubricant), plus something to heat the water, such as gasoline, propane or electricity.

I remember reading back in the day about a clever idea the BMW had called steam assist drive based on waste heat recovery. They called it the turbosteamen. It's the same principle as a steam engine: heated fluid forms steam, which is then used to power the vehicle. As I remember it would use the exhaust gases from the internal combustion engine to heat the fluid. BMW claimed at the time that 80% of the heat in exhaust gases could be recycled while providing 14 more horsepower as well as 15% better gas mileage when this expansion unit was directly connected to the crankshaft.

I think it's fair to say anyone reading this magazine five years ago would find it hard to believe that the internal combustion engine would be gone by 2030 – because that seems to be what's happening.

One thing is likely to remain constant: that next time I get stopped by the Highway Patrol in my Stanley Steamer, even if they're in some sort of hydrogen electric vehicle, I'll still be on fire.



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
(jaylenosgarage.com).
Jay was speaking with
Jeremy Hart.



TWO TOURS - ONE PARTY

There is nowhere quite like Provence and the French Riviera Ryle, glamour and timeless scenery, and we have created two tours that come together in Saint-Tropez for a specacular end of summer weekend. You can take part in one of the tours or you can simply join the fun in Saint-Tropez.

RENDEZ-VOUS RIVIERA AT THE SAINT-TROPEZ POLO CLUB

SATURDAY 1 OCTOBER 2022

Launched in 2021, Rendez-Vous Riviera is a relaxed, intimate concours-style event in the unique surroundings of The Saint-Tiopez Polo Club. This year there will be live music with rock and roll legend John Oates, a DJ, gourmer food, rosé and cocktail bars, fashion shows and 50 of the most beautiful cars ever built. All-inclusive tickets are £275 each and limited to just 500.

THE DEREK BELL TOUR MONACO - SAINT-TROPEZ

TUESDAY 27 SEPTEMBER - SUNDAY 2 OCTOBER

Join Derek and 20 cars on a relaxed tour through Provence, taking in some of the finest driving roads in France and stopping off at the best hotels in the region before arriving a Saint-Tropez in time for a party at The Kube on the Friday, Rendez-Vous Riviera on Saturday and a closed-road parade of Saint-Tropez on Sunday.



THE JODIE KIDD TOUR SAINT-TROPEZ – MONACO FRIDAY 30 SEPTEMBER – WEDNESDAY 5 OCTORE

Jodie's cour will start with 2 nights in Saint-Topes including the party at The Kube on the Friday and Rendez-Vous Riviera on Saturday before heading off from the old port after the parade on Sunday morning. Her tour will head back through Provence before arriving on Tuesday for a night at the Hord led Parts in Monor, followed the next day by a farewell lunch on the beach in Can d'Antiëse.

















If you are interested in taking part in either The Derek Bell Tour or The Jodie Kidd Tour, or would like tickets for Rendez-Vous Riviera, please get in touch. We have weekend accommodation and ticket packages available.

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DEREK BELL

The Legend

the first round of the Formula 1 season was a good 'un. The new breed of cars threw up a few surprises, and I was delighted that Charles Leclerc came out not po, Speaking as a Scuderia Ferrari old boy, I have always thought of The Reds' as being my team, and the manner in which they won was more impressive than anything else. They won on merit rather than backing into it. I was also very impressed with the way Charles took the fight to Red Bull's Max Verstappen. They don't like each other much, but the racing was close without being too close.

As for the rest of the year, who knows? I suspect Mercedes will come back with gusto, and I am intrigued to see how the dynamic between Lewis Hamilton and George Russell plays out. Red Bull is also bound to be strong, but Lefer for MC Jean.

The Woking team made such great strides last year after many seasons without a win, but they appear to be all at sea at the moment. I don't know if there will be a quick fix for their lack

of pace. Who knows? I just hope that the season as a whole will be full of thrills, and that we don't have another two-horse race once the campaign gets into its stride.

I generally try to make my column upbeat, but obviously Lannot let this one pass without mentioning the passing of a couple of drivers I knew well. I had been aware for some time that Vic Elford was not in the best of health, but naturally I was said to hear the news that he had died. My relationship with Vic was a bit of a strange one in that I didn't really know him that well when we were competing against one another. We were rivals in Formula 2, and then again in sports cars. The one thing I will say is that he was known as Quick Vic for a reason.

I cannot pinpoint any one great battle that we had, but I do know that he was one of the hardest drivers I ever came up against. He wasn't one to nurse a car home. He would drive something as fast as it would go sometimes even faster — and he was the guy you always feared. He had an aura about him, and you can know that he wouldn't give an inch voluntarily. Of course, he famously won the Monte Carlo Rally in January 1968, and then a month later was on the driving

strength that claimed honours in the Daytona 24 Hours. That remains an incredible achievement, and one that is likely never to be repeated.

He kept his own counsel back then, and it was only much later that we got to know each other well. He retired from driving at quite an early age, too, but I won't theorise as to why that was. He moved into team management with Inaltera, which became Rondeau, and I was sounded out about a drive with the French squad back in the J970s. It wasn't Vic who asked me, and I cannot recall how who made the approach, but the team did eventually come good, just not with Vic.

'VIC ELFORD WOULD

DRIVE SOMETHING AS

FAST AS IT WOULD

GO - SOMETIMES

FASTER, HE WAS THE

GUY YOU FEARED'

He had joined the ATS F1 team by then, and theirs wasn't a happy relationship. I don't think anyone enjoyed their time with ATS.

enjoyed their time with A1S.

After that, Vic just sort of
disappeared, but I worked with him
in the late 1980s when I was
running the Porsche Precision
Driving School. He then dropped
off the radar again, but decades
later we got to spend time together
at Historic events. It was only then
that we really discussed the old
days. I know that he made sporadic

comebacks when comfortably into middle age, but it wasn't anything serious. Now that he has passed, I do think it's a shame that he retired when he was still such a force. I reckon he had another good ten or 15 years left in him as a sports car driver. That said, I suppose I should be grateful that he stopped when he did!

March also saw us lose Reine Wisell. He and his countryman Romine Peterson came through the ranks together, but Reine never quite made the cut in Formula I. I remember us racing against each other in the 1970 US Grand Prix at Watkins Glen. I had just got past list Lotus 72C in my Sutrees when the DFV went off-song, I coaxed the car home to finish sixth, for what turned out to be my sole World Championship point. He finished third, which was a great result given that this was his madden start.

Reine never troubled the podium in F1 again. I always thought he had the talent to have gone further, but the stars didn't align. 'Rainy Whistle' was an uncomplicated and friendly bloke, and one who seemed to enjoy life away from motor racing.

There is a lot to be said for that. The older I get, the more I take time to appreciate what I have. That, and to be thankful for the life I've led.



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, 197 and 198), and
Le Mans five times (in 1975,
181, 182, 198 and 197).

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STEPHEN BAYLEY

THAT THE

EXISTENTIALIST

ALBERT CAMUS DIFT

IN A FACEL VEGA

ADDS PISTONNAGE

The Aesthete

n one of my other lives, I am chairman of a body that has created Britain's most cash-valuable architectural award for a 'beautiful' new building. Beauty is a big deal, but sometimes people feel squeamish about discussing it. Of course, good building design must acknowledge sustainability and functionality, But we've briefed the judges to ignore practical criteria and rely, instead, on a visceral, non-intellicual response.

Beauty, of course, is notoriously difficult to define, but really quite easy to detect. You know it when you see it. And this is what we've asked the Building Beauty Awards judges to do: trust their senses.

Does a building make you smile? Do you want to explore it? Does it suggest freshness while acknowledging the long tail of our culture? Does it alter your mood?

And I thought it would be instructive to make a shortlist of cars that, over the years, have had this effect on me. Cars whose appearance, for a moment, startled me into a better state of mind.

Lotus XI; seen on a trailer en

Lotus XI: seen on a trailer en route to Aintee, a dark blue example startled because of its stripped-back voluptuousness. I had never realised a machine could be so beautiful. Now I understand it was an aerodynamic masteripiece of Prank Costin.

Mercedes-Benz 300SL: the Liverpool of my childhood still had visible Luttwaffe bomb damage, but a prosperous shopkeeper parked better evidence of manic German attention-to-detail outside his Bold Street premises. Its coruscating silver paint was a rebuke to Merseyside grime, its perfect relation of details-tothe-whole an on-street lesson in design for passers-to-

Facel Vega HK500: one of the most handsome cars ever made, exceptional work from anyone, but especially a fridge manufacturer. I adored the bargain, successfully resolved, between French de luxe and American kitsch. That Albert Camus, goalkeeper and Existentialist, died in one adds subsequent pistonnage to the mystique.

Ford Cortina: when my father was still driving dark cars that smelt of wood and leather, I was infatuated by the bright new Cortina bought by one of his friends. Inside smelt like a polymer factory while chromedetailed trim was vulgar: the effect, transformative.

Renault 5: as a backpacking student, I found myself at an advertising shoot for the R5 in Athens. It may have been blasphemous to prop the R5 with a background of the Acropolis, but the vitality of the little Renault astonished. Of course, there were ghosts of the R4, the quatrelle: beauty should be old and new.

Ferrari 330 P3: surely the most beautiful racing car ever? The Italian sensibility required the maintenance of bella figura even in on-track competition. Curves get no more confident, lascivious orifices no better judged: a manifesto for sculpture as much as sports car racing.

Fifty-nine Chevrolet Impala: unforgettable two-tone yellow-and-cream with Gordon's Gin green-tinted glass and a rear light treatment that makes dancers at the Folies Bergère look as prim as nuns. In the Impala's

world, anything was possible; beauty should be suggestive.

Alpine A110: sports cars must be small, lean and agile, a thought now lost. Tour de force does not mean gross and aggressive: 1963's Alpine is shockingly petite. Plus a shape that had no predecessors and whose modern successor accepted all the original assumptions. Beauty cannot be perfected.

Iso Grifo: a unique combination of low-slung elegance with nice

signifiers of brutal performance. Engineer Giotto Bizzarrini outdid himself with the Grifo; a better resolved concept than his Ferrari 250 GTO, inspiring Giugiaro to draw a body that established a personal design language that will never be bettered.

Range Rover: I can remember the very edition of Motor magazine in 1970 that put he new Range hove on the cover. It was, and remains, one of the greatest car designs, something acknowledged by the Louenthing accepted one for its permanent collection. They which accepted one for its permanent collection. They which accepted one for its permanent collection and part of the may not often discuss philosophy in Solibinil, but No. Sol These are the cars that taught me aesthetic between the cars that taught me aesthetic bar.

I could spellit. I can defend any one of them as 'beautiful'.
For The Building Beauty Awards we've canvassed most architectural practices for entries. A surprising number admit to having no new work that qualifies as 'beautiful'. Here is common ground between the architectural profession and the motor industry. I have

not heard a CEO discussing automobile beauty of late.

Cars and buildings are expressions of the same creative impulse... and victims of the same circumstances: beauty must be rare. Because if everything were beautiful, nothing would be.

I wonder if we'll get to keep the cash award.



STEPHEN BAYLEY
The individual for whom
the term 'design guru' could
have been coined, Bayley
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 Thines.

ROBERT COUCHER

'NO-ONE HAS YET

COME UP WITH A

IMPROVEMENT OVER

COMBUSTION-

The Driver

he Anthropocene's battering ram' and 'the new cigarettes or, rather, fur coats' is how writer Bryan Appleyard describes the cair in his new book The Car: The Ruse and Fall of the Machine That Made the Modern World. Oh dear. Appleyard actually lowes cars (he's been spotted driving a Bentley) but, like many of us, is sware that economic progress and the rise of the motor car have exacted damage on the environment that has to be weighed against the freedom and movement the car has extended to humanity for more than a century, enabling our societies to grow at speed, He quotes Henry Ford, vastly successful with the Model T: The horse is O'NOE!

That's how our great leaders are currently thinking, although none has yet come up with a fully functioning improvement over the combustion-engined vehicles we depend upon for effective travel over long distances. There's merely hope that technology will find a way by the time the sale of purely fossil full-engined cars is banned in the UK in eight year' time, and that we'll be carbon-neutral by 2005. Pinners crossed!

Our prime minister, Boris Johnson, used to be a bit of a car enthusiast. He was motoring corresponded to for GQ, the smart magazine for the sattorially aware, where he racked up more parking tickets than any motoring hack ever because he'd just dump a new Lambo presse carclessly on the street and let someone else bother with the double-yellow-line hassles. Now that he's in No.10, he's had a Damascene conversion and wants to change Britain to being anti-car and the greenest country on the planet. Some suggest that his wife, previously an environmental campaigner, has turned his head against affordable and effective personal transportation.

As a city-dweller I want to reverse climate change as much as everyone else. We can't continue to fill streets with more cars, although that will continue globally in the developing world. But to force us all into elsevice cars, by way of virtue signalling to make our posturing politicains look good, is nonsensical. Britain is actually very clean, producing an infinitesimal 196 of world emissions. We have three coal-fired power stations whereas China, producing around 30% of the world's emissions, bas 1110, with 150 more in build. The USA has 244. But is Britain really so green? We don't mine our trillions of tons of UX coal but we do import what we need. And we ship in filthy super-tankers full of biomass wood pellets to fire our Drax power station in Yorkshire. Much of that came from Russia, but no longer. Fracking? No, we import our gas, too. Britain's supposed green policies are the exact opposite.

Even before the tragic and barbaric bombardment of Ukraine, ministers and spads were realising that their policies would make Britons colder and poorer and that the rush to 'go green' is not achievable in the intended time frame. Little will be solved by spurious legislation that dictates most motor vehicles must be powered by dectrictive, because our national grid won't cope, the

vehicles are too expensive and their batteries are not up to the task.

For urbanities with their own power points, going electric might be viable (in London, gas-fred boilers produce more CO, than petrol cars) but if you want to drive across country you'll struggle to find charging points en route that will connect to your car or that actually work. With a £35billion black hole in the finances looming, as motorists suppossedly leave ICE propulsion behind, the politicos are

ENGINED VEHICLES' black hole in the finances looming, as motorists supposedly leave ICE propulsion behind, the politicos are respondent for This all sounds rather negative, but it's important to

the way we live. The reality is that we should not be forced into a blanket shift to sub-optimal electric vehicles to satisfy political dogma. As we go to press, Boris Johnson is about to announce amendments to green policies and will surely return to some reality as voters are hammered by the cost-of-living crisis. It's unclear, stupid! Meanwhile many now question how green the toxin-filled electric vehicles actually are, At the non-existent taplipe, maybe. Dust to dust; no way.

A friend proudly announced he'd purchased an expensive electric art. Good for him. He's keeping his V8 Range Rower and Mercedes as the electric will only be used for local 'running about.' The green option would have been not to buy another vehicle, whose manufacture produces nearly as much pollution as its lifetime use, but electric cars are great toys for the wealthy. And ineffective for the tradespeople who make our exconney work.

Meanwhile I'll drive my green 67-year-old Jaguar, made of simple steel, wood, leather and wool (its oldtech battery can be recycled), while promising to stub out the cigar and eschew the fur gilet. The horse might be done but the personal ICE car has yet to be bested.



ROBERT COUCHER
Robert grew up with classic
cars, and has owned a
Lancia Aurelia B20 GT,
an Alfa Romeo Giulietta
and a Porsche 356C. He
currently uses his properly
sorted 1985 Jaguar XK140
as his daily driver, and is
a founding editor of Octane.





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Mini insurance? Maxi premium

AS A LONG-STANDING

classic car owner. I read a lot of magazines, and a recurring theme is the desire to attract a younger audience. I encouraged my son James to purchase a 1960 Morris Mini 850 at the age of 16, and he has taught himself how to service the car and loves driving it.

However, he has come up against the problem of trying to insure it on a classic car policy. For his first year of driving, he couldn't find any classic car insurer who would insure him but he did manage to add the Mini onto the policy for his regular car, a BMW 116, Total

cost for both was £1362.67. Now armed with one year's no-claims bonus, we spent an afternoon ringing round all the specialist insurers commonly found in the classic car and owners' club magazines.

In total, we contacted six insurers, which included the market leaders. The quotes received ranged from a high of £1100 for a limited mileage of 1000 miles - meaning the premium would be more expensive than for his BMW 116. which he could be driving 365 days a year in all weathers - down to a low of £580.

Some insurers advised that he would need to be 25 years old for the premium to be significantly reduced, or even for him to be offered cover at all

While this is hardly a MORI poll in terms of rigour, it does beg the question of why you would

choose a classic car insurance policy when mainstream insurers are able to offer multi-car policies that include a classic. James was able to insure both his BMW 116 and classic Mini on such a policy for £560 and £190, respectively. with the Mini insured for an agreed value of £12,000.

Come on, underwriters, let's start supporting the future of the classic car market. These young people are equally protective of their vehicles and I know my son wouldn't dream of taking his Mini out in poor weather or risk driving it recklessly.

Without the classic car insurers' support, we may lose a whole new generation of classic car enthusiasts. Iohn Ienkins, Norfolk

Going at full boar

Mention of the Audi RS4 in Glen Waddington's celebration of the various Audi Quattro generations, Octane 227, reminded me of my first visit to the island of Rügen, off Germany's Baltic coast.

As I was driving back to my hotel late one evening, an entire family of wild boar leapt across the road, five pairs of yellow eyes bright in my headlights. Despite jumping on the brake pedal immediately. I felt the dull thud of boar striking car. I fully expected to find the

mortally wounded beast lying in front of my Audi but, to my complete astonishment, it was nowhere to be seen. While I was happy it had survived the impact, there was a trickle of coolant from the leaking radiator so I climbed back into the car and drove it the last few miles to my hotel, from where it could be recovered. After my return from Rügen, I recreated the scene in miniature [below]: the wild boar is carved from Bernstein (amber) which can be found on Rügen's beaches, particularly after stormy weather.



Wild boar are hunted in many parts of Germany and can often be found on the menu in restaurants here, Business colleagues sometimes ask whether I hunt, like them, and I imagine they see me dressed up in a scarlet coat and galloping about the English countryside on horseback, the 'unspeakable in full pursuit of the uneatable'.

I reply: 'Yes, I hunt wild boar.' When they ask what I use, I tell thom- 'Andi RS4' Andrew D Graham, Ravaria

Eventful E-type

I was very interested in Peter Taylor's letter in Octane 221 about buying and racing the first Jaguar E-type V12 Series 3 prototype. In 1989 I was lucky enough to

LETTER OF THE MONTH WINS BOOKS TO THE VALUE OF £125

The writer of Octane's Letter of the books up to the value of £125 from the extensive range at Chater's



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acquire a V12 E-type that was also built in 1969 as one of eight prototypes. Number 6 was used for crash testing, leaving seven V12 prototypes, identified by hody numbers EX 101 onwards.

My vehicle, EX104, was Ascot Fawn with red trim. It escaped from the factory somehow, was painted black (perhaps to disguise it?) and had three owners in England. Last registered in 1979, it was stolen from the then-owner.

The next recorded owner was in Sydney, Australia, in 1981. It was again stolen, but recovered, and was then auctioned and had three more owners in NSW before me, the last being an old school friend, Neil. We agreed that I would have right of first refusal if he were ever to sell it.

Neil had had polio as a child, affecting his left leg. He rang in 1989 to say he was having trouble using the clutch, which we both thought was due to post-polio syndrome, and he sold me the car and bought an automatic E-type. I soon discovered the problem with using the clutch was due to the hydraulics and had it fixed—it was then good as new. Neil and I still laugh about that.

In my early 40s I became interested in competing in motorsport and did the first Targa Tasmania in 1992, a five-day event with special stages on closed roads with no speed limit. I discovered that having to pump the brake pedal three times to get pressure was not normal but a sign of front stub ade flex and pad knock-off.

The next year my co-driver Iohn got pace notes; I found out that I was not a very competent race driver and that John was slightly dyslexic, occasionally calling left when he meant right.

But in 1994, on our third attempt, we were leading our class until the engine suddenly died about 2km from the end of the very last stage. Even with some onlookers helping, we were unable to push it uphill and then coast downhill to the finish in time. I later found that a wire had broken inside a terminal block.

Since then the car has gradually been modified from its fairly standard state into a 'racing car'. The engine [above] is now at 6.0 litres; several suspension and brake mods have been carried out. bit by bit. I still have the original bonnet and parts that have been removed so that it could be returned to standard in the future. Since the Targa days I have been luckier in competition, now doing circuit racing and not road rallies. In my most recent event I was fastest and finished first. Let's hope it's not the last win and that I can keep it up until I turn 80. Iac Cousin, Canberra, Australia

Grown-up Bentley boy

Robert Coucher talked about the charms of the big, fast saloon in his column in Octane 222, and in particular the Bentley R-Type.

Our first Bentley was an R-Type, which was saved from the breaker on 4 July 1974. It had been driven hard and the engine failed a year later, but thanks to Rolls and Bentley specialist Frank Cooke we found a brand-new R-Type Continental engine!

Fitted with a 3.08 rear axle and 15in Silver Shadow wheels, it was a joy to drive. Crossing the USA in 1975, we did the 355 miles of Wyoming in less than four hours, equivalent to about 100mph.

In 2006, when Gordon Self was building his next vintage Bentley 442 Litte, hes old me a genuine 3 Litre crankcase; and when Mike Warner was upgrading his '3' to a 44' he sold me his 'leftovers', which included a radator. With the addition of builkhead and cam cover from Mike Sayers, I was able to build my own 3 Litre Bentley [below], for which I am abundantly grateful.

My only wish was that my age was lower so that I could enjoy vintage Bentley events for longer. Spencer Silverbach, California, USA



Southern priorities

Your 'Why We Love ... 'segment on American diners in Octane 225 reminded me of how, in the late '60s, a friend of mine was driving my Ferrari SWB - Known as the 'SEFAC hot rod' - from New Orleans to my then home in Nashville, Tennessee, About noon, he entered a diner in northern Louisiana. The conversation with the waitress went as follows.

'Can I get breakfast? No.

The straight is over. You want coffee?

Yes, Is the griddle still hot?

It's hot all day! Then can I get a
couple fried egges Sure, hon. 'How
about ham – you got any ham?'

Oh, we always ham ham.' Olay,
I'll have some. Could I get some
toast? Sure. And since I'm getting
ham and eggs and toast, how
come I can't have breakfast?'

No griss!

Such wonderfully local American culture is still hanging on here and there but homogeneity is unfortunately creeping across our kudzu-draped landscape. Y'all be well, y'hear? Toly Arutunoff, Oklahoma, USA



Bulgin never bettered

In Octane 225, Mark Dixon begins his feature on driving a Ford GT for 1400 miles [above] with a quote attributed to Russell Bulgin: 'Cars are boring; it's what you do with them that makes them interesting.'

This prompted me to dig out my copy of the book Bulgin, the Very Best of Russell Bulgin 1959-2002, the compilation produced as a limited edition after his death in 2002 to raise funds for the hospital that treated him. Re-reading the book brought back to me just what a wonderfully gifted writer he was. As Gavin Green wrote in the

introduction: 'His gift - and it was a gift, for no-one could acquire this ability through graft - was his pithiness and his powers of observation. Like all great artists, he could paint a grand picture using surprisingly few strokes. His ability to distil, to filter out the unnecessary, was phenomenal. He truly observed, while most of us just looked.'

Octane contributor Richard Heseltine wrote in 2015: 'He was one of the few motoring writers who cared as much about words as he did about aras... [If you] read Russell's story about Ayrton Senna driving a rally car for the first time, it's pure poetry. He set the bar far too high for the rest of us. damm!

Bulgin is a book every motoring enthusiast who cares about words should have in their library. But copies are now very hard to find. Mike Dodman, Worcestershire

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





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MILAN'S MYSTERY MACHINE

From the ashes of war arose a unique Alfa Romeo V12 engine. Its survival in an equally mysterious body is a saga unknown until now, as Karl Ludvigsen reveals

Photography Spalluto Pre-



he recent revelation of a begulling Alfa Romeo sports roadster with a radical V12 engine and an enignatic history has custed quite a commotion in the classic car realm. Officially reveled at Alfa control of the contr

In 1938 Alfa Romeo's major-domo Ugo Gobbato commissioned his R&D chief Wifredo Ricart to build sports-racing and Grand Prix designs. Sadly, the Spanish engineer's creations would turn out to be too elaborate ever to reach the starting line. This was all too obvious to Enzo Ferrari, who was still involved in the Alfa Crost team operations at that time.

Gobbato also needed someone to attend to his Milan company's production cars. This had been all but ignored in the 1930s in favour of aero engines and racing cans. Veteran engineer Vittorio Jano had decamped to Lancia, so a crucial position was open. For this task he chose Brunn Tervisan, a reserve major in Italy's Air Force. In the words of Enzo Ferrari: Trevisan was the son of Gobbato's professor when he was studying in Vicenza at the institute for industrial experts, before graduating in engineering.

Having served as an engine expert at Flat, Trevisan moved to Alfa Romen in October 1934. His first task was to design a new V12 racing engine to install in the new chassis left by Jano. He did a commendable job with a supercharged 12 that ultimately reached 4½ litres and 430 horsepower, winning races for Alfa. Next he turned to the freshening of Alfa's staple six-cylinder 6C 2300 B. He gave it a synchronised transmission and in 1939 further updated the model as the 6C 2500.

In 1938 Bruno Trevisan's team was engaged in designing the cars that would represent the future of Alfa. In their files were the departed Jano's gift of the Tipo 1, a new 1½-litre four planned in two versions: one a single overhead camshaft and the other a twin-cam, both with inclined valves and aluminium cylinder heads. These, however, remained prototypes when Gobbato decided that an ambitious Italy needed luxury models from Alfa, while Flat would supply the needs of the lesser folk.

Two categories were covered. One, the Tipo S10, was the 3½-litre premium entry with a 12-cylinder engine and 128-inch wheelbase. The other, the Tipo S11, suited the more-mainstream 2½-litre category with a V8 engine on a 112-inch wheelbase. Both would have fashionable integral body/frame construction and all-independent suspension. Sports versions would also be produced.







Above and facing page
It's not only the V12 engine that makes this car special:
it's believed four of those were built, but the 12C Prototipo's
body is unique, and its re-emerage only recence only recent

At the very same time, an important rival was making plans for a new engine range. Under the direction of Hans-Gustav Rohr, the Mercedes team was actively at work on two energines, a Ya and Y12, which shared a number of components. Their capacities respectively were 4.0 and 6.0 litres, sixed to suit successors to such cars as the Type 540K of 5.4 litres. They failed to get them installed in cars, but more than 3000 of the larger V12 were produced to power searchlights.

Bruno Trevisan overated the details of Alfa's all-new engines based on 1935 studies left by Jano, using his valvegear with tappets acreved onto the valve stems. Although differing in their vee angles, 90° for the V8 and 60° for the V12, they shared a 68mn cylinder bore. This permitted identical west elseves and pistons for both. Valve inclination from the vertical, opened by chain-driven single overhead camshafts, was 30° from the cylinder centilier. Along their inboard inlet faces, the cylinder heads leaned towards the engine's centre at 15°. Hence the same set of machine tools could be used to carry out the main operations on the cylinder heads of both. For the V8, Trevisan also designed twin-cam heads, using a lano influenced wide vee enagle for its valves.

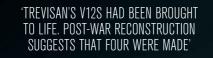
Illustrations show soher standard coachwork for each model in accord with mainsteam Alfa tradition. Mocked up for a sports version of the V12 version – the S10 SS – was a coupé with leaf-sprung live rear axle. The tuned engine exploited a higher compression ratio for racing fuel and triple carburettors to deliver 1656bb at 4700pm, up from the standard 140 at the same speed. Alfa hoped to have three such sports-racers for the 1941 Mille Miglia but none was completed and the race was never run.

In May 1941 came 'an event of considerable importance in Alfa', as engineer Giuseppe Busso wrote. Something from Jano's period had survived: the prototypes of two large cars. They were at an advanced estage of design and construction. One wast he 510 with a 12-cylinder were engine. Instead of the original design with 68 x 82mm dimensions that the original design with 68 x 82mm dimensions it into the 3.0-litre class. No power ratings for this smaller engine are available. The other wast he \$11 V 8, with eight cylinders, of 2260cc.

Busso continued: 'At a certain point Ugo Gobbato, the sworn enemy not only of indefinite situations but also of long periods without results, must have deemed a radical intervention necessary for a clearer, betterdefined approach. It was 31 May 1941 when he sent his personal communication to the various internal bodies. It was certainly historic not only for its instructions but also, in my opinion, for the almost brutal attitude with which Gobbato expressed himself."

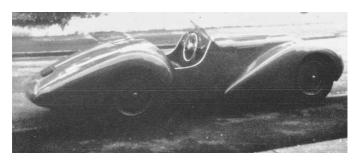
The end of the road for the Bruno Trevisan creations was indeed emphatically defined by the terse missive from Gobbato requiring that 'arrangements that all work relating to these cars be suspended.' The V8 had progressed well, with two prototype automobiles completed and tested with good success', according to engineer and historian Luigi Fusi.

Trevisan's V12s had also been brought to life. Post-war reconstruction suggests that four engines were built, two of the 'rouring' 510 and two of the 'racy' S10 SS. The 'touring' twelves were installed in two prototype saloons, at least one of them by late 1943, when it was requisitioned for a German Colonel. Alfa engineer Gian Paolo Garcea recalled that, when









Facing page and above
Chassis 412013's unique Duralumin bodywork is especially
distinctive from the front, thanks to its cloverleaf-style grills,
the one-off Alfa captured on camera in the 1940s.

he returned to the works in peacetime, he and Luigi Bazzi were proudly driven in 'the most imposing vehicle in the division: the \$10 saloon with a 12-cylinder engine. A prototype still in perfect condition, and all polished up. This was likely the example Gobbato used personally.

During wartime, Alfa's engineers had uppeed stakes from Milan on 10 December 1942, nowing to Ameno on the shore of Lake Orta, north, west of Milan and its aerial attacks. Ricart started work on a hyper-elaborate 28e-cylinder aero engine and an all-new passenger car, the Gazzella. This had a 2.0-litre twin-cam six under its bonnet and a rear transacle. The Spaniard would pursue these projects until the expiration of his Mila contract on 31 March 1945, but the condition of the Milan works after the bombing was not conductive to the launch of an all-new car.

A bothole for Alfa's mechanical assets for the duration was east of Milan at Melzo, where the company had a spacious branch operation. Some of the treasured Tipo 158 racing cars were there, as were SC 2900 cars and chassis. A model that first appeared in 1935, the 8C 2900 was the great sports car of its era, sustained until the war. Available in two wheelbasses – 'sports' and 'touring' – the car was powered by a 29-litre straight-eight that had twin cambafts and dual Roots blowers. An engine-mounted clutch drove via a rear-mounted transaxle that suited its Porsch-desired all-independent suspension.

Disposing of some 180bhp at \$200rpm from its 2.9 litres, the 8C 2900 ruled the sports-car-racing roost. It won the Mille Miglia from 1936 through 1939 and then the first post-war race in 1947. In 1948 Heinz-Ulrich 'Uli' Wieselmann drove an 8C 2900B.

"What is masterful, enthralling and electrifying, he said in Das Auto, is the harmony of looks, handling and ride quality, which is unique and unparallelled. When motoring means not just locomotion and a streetcar substitute, the verdict of anyone who has a sense for the beauty of technical forms and elegant design of noble lineage can only

THE PROTOTYPE S10 AND S11 CARS DIDN'T LAST LONG, BUT SOME OF THE ENGINES SURVIVED -INCLUDING AT LEAST THREE V12S'

be: a masterpiece.' Unsurprisingly, these great cars were sought after. Hans Matti's access to Swiss customs records disclosed that a dozen 8C 2900s were imported into that nation before and after the war.

However, the record is less clear for the prototype \$10 and \$11 models. Although we recall that at least one complete \$10 prototype saloon emerged from Alfa's warriume hiding places, these cars didn't last long—emerged from Alfa's warriume hiding places, these cars didn't last long—circulating in the classic-car world. One was fitted to a 6C 2500 chassis with a body simulating the egic 1938 sports-racing sple of Carrozearia Touring. This was the handlwork of resourceful Emilian coachbuilder and craftsman Gianni Torelli.

Passing through the hands of Mario Righini and Dieter Dambacher, another V12 reached Milanese collector Corrado Lopresto. He commissioned the aforementioned Torelli to restore the V12 to life. This he did with vigour, fitting three-carburettor manifolding and claiming 2006hp at 5000rpm for the result. As in the other project, Torelli equipped it with a gearbox so it could be installed in a 1939 6C 2500



'YEARS FOLLOWED IN WHICH THE V12 WAS RACED IN SWITZERLAND AND THEN LODGED WITH GERMAN AND SWISS INTERESTS'



coupé by Castagna, a fortunate choice as this was a favoured Alfa coachbuilder with links to volume-producer Budd.

Another V12's travels were more peripatetic, remaining at Melzo with other Alfa artefacts including 150 truck chassis. On an early post-war visit Jean Studer, a garage owner in Bern, saw these and the potential for a deal. Working through the Alfa Romeo branch in Bern he found a buyer for the chassis in the Swiss Postal Service, which needed them for vans. Studer also took of Touring-bodded 8C 2900 and an 310 SSV12 engine.

Having raced that Alfa SC 2900 with some success, in 1948 Studer sold it to his friend Paul Clauser and bought himself another SC, serial 412013. Wearing unique shapely roadster coachwork of 0.9mm Duralumin alloy, its distinctive style suggested that it may have been created by the wartime Alfa team at Ameno, but we do know that at least one such chassis was bodied by Bern's Walter Martin and he may be the author of this design. Either way, this marks the arrival of our subject car, at that stage still housing an SC engine. Studer certainly considered powering 412013 with his prototype S10 SS engine but decided that it needed too much attention.

After a brief racing career in its 8C 2900 format, Jean Studer sold Affa 412013 to First Kimzi, a friend of prominent Swiss race Willian Peter Willy Daetwyler. Studer also parted with the V12 engine. Years followed in which serial 412013 was raced in Switzerland and then lodged with first German and then Swiss interests, the latter being the classic-car collection of Swiss polymath Pierre Strinati. A photo of its grille graced the cover of his 1968 catalogue of the collection, Volutrobyles.

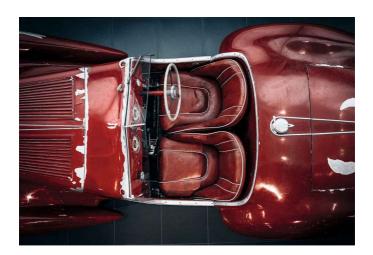
A confused period followed, still in Switzerland, between collector Albert Obrist and Berne dealer in classics Albrecht Guggisherp, so horse trading between German interests and Alfa Romeo led to the splitting up of the car's entities. A German enthusiast brought the car components together again and passed them to an American collector, who had then stored in Munich.

Exactly when car and experimental V12 engine were first mated remains a mystery, but the unique sports car came to light again recently in the ownership of Swiss enthusiast Stefano Martinoli and his Progetto 33 AG. Martinoli entrusted its mechanical renaissance to Austrian restoration specialist Egon Zweimieller and the preservation of its body to Dino Cognolato's workshop in Vigonza, near Padua, while Franco Rodishiero reviet the Veglai-Bortetti instruments.

Switzerland-based Progetto 33 named the car '12C Prototipo' in recognition of its survival as evidence of the engineering and racing ambitions of Alfa's Ugo Gobbato, Bruno Trevisan, Wifredo Ricart and Gioachino Colombo. Their efforts and those of the restorers are described



Clockwise, from facing page 12C wears its scars with pride; chassis 412013 driven in 8C form by former owner Jean Studer in the 1949 Rheineck-Walzenhausen hillclimb; V12 engine has few commonalities with Gloschine Colombo's Ferrai engine.



and illustrated in a new book about the 12C Prototipo [inset, right].

As mentioned at the start, because the great Gioachino Colombo was one of the engineers who worked on the S10 and S11 engines, much has been made of the possible link between this Alfa S10 V12 and Enzo Ferrari's seminal V12 of 1948. There are certainly similarities: the 60° vee angle (an obvious choice for a V12 engine), the diagonal split of the connecting-rod big ends (in some versions) and the use of a single tripleroller chain to drive the single overhead camshafts. Otherwise, however, the engines appear to have little in common. Obviously the Alfa as first formatted was more than twice the first Ferrari's size, but there are also numerous technical differences. For example, piston designs are quite dissimilar, with a much heavier crown on the 125 than on the S10, while the valve-gear and the combustion chamber design of the two engines are completely different. There are many more disparities, sadly.

What we can say is that Alfa Romeo's S10/S11 project was an ambitious effort for its era. Had the war not intervened, these cars could have vaulted into the upper reaches of the road-car pantheon. Both compact and designed for economical production, Bruno Trevisan's 3.6-litre S10 V12 was a canny conception that could have been of great value to Alfa.

The reality, however, was that Alfa Romeo never afterwards thought of producing a car with more than eight cylinders. To be sure, eight had proved more than adequate when Vittorio Jano was in charge.



BUY THE BOOK! If your issue of Octane has arrived in sufficient time that you can get along to Salon Privé London on 21-24 April, you can buy a signed copy of The Missing Link by Giuseppe 'Pino'

Dal Monte, Karl Ludvigsen and Bernd Ostmann - and find out even more about the Alfa 12C Prototipo. It costs €400 and is limited to 250 deluxe copies. If you can't make it to Salon Privé. order your copy from progetto33.ch. ISBN: 978 3 033 09088 0.





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THE ALVIS THAT APED AN ALFA

Ever wondered why the Alvis TB14 looked so radically Continental? **Karl Ludvigsen** has a plausible theory

I CAN'T SHAKE the notion that there might be a connection between Walter Martin's design for Jean Studer's Alfa and the TBl4 that Alvis introduced to a startled world at the 1948 Earls Court Motor Show. The Martin-bodied Alfa had a trefoil grille shape that mimicked the Grand Prix Tipo 158 and Wifted Ricart's Tipo 162 GP prototype. What was described in one report as a somewhat incongrouss pear-shaped radiator grille was also a prominent feature of this newest Alvis.

All Alvises had coachbult bodies on the company's underpinnings, this one on the 12/70 chassis that dated from 1940. It was made by a company established in 1940 when former Riley men Austin and Petss set up to coachbuild in the Coventry premises of departing Cross & Ellis. At first they were AP Aircraft, to suit wartime customers, becoming AP Metalcraft after the conflict to attract general clients. Its bodies were largely of steel with bonner, doors, conneau and boot-lid of aluminium.

But AP Metaleraft didn't design the body. Alvis was accustomed to shipping chassis to the Continent, where coachbuilders could flaunt their talents. Some went to Brussels, where they reached FJ Bidée. In business since the 1920s, Bidée specialised in sports two-seaters. Guided by an un-named Italian designer, it had built sports two-seaters of distinctly Alfa derivation on SS Jaguar and Talbot Lago chassis.

Cause and effect are hard to separate here, but under the auspices of Alvist he Brussels coachbulled reas commissioned to body one of the \$4\$ TA14 four-seater chassis that reached Belgium. When Alvis management saw what Bidde had wrought, they engaged Surrey-based consultants King and Talyot to prepare it for production. The result was a two-seat TB14 prototype that made its debut at the first post-war London motor show, with pin-up fil Norma Raffles highlighting its features.

The roadset on display (and featured in the Airis brochure) featured the Italian designer's hallmark mini-bumpers and headlamps hidden behind the 'pear-shaped' grille. Its sweeping wings and shapely rear deck were reminiscent of Martin's work. The same car appeared again at Earls Court in 1949, this time with its breadlamps exposed, set into the nose. Although definitive 'IB14s first reached customers in March of 1950, the entire batch of 100 bodied by AP Metalcraft was sold by December.

The timing would have been tight, the geographical logistics peculiar, but in the small world of bespoke sports cars a connection between Switzerland (Martin), an anonymous Italian designer, and Belgium (Bidée) in 1947 would not have been out of the question. I have no better proposal for the way Alvis suddenly went Alfa.





From top

The FJ Biddle body on an SS Jaguar chassis captured many Alfa-eage characteristics but had a awanty presence of Its own — the gille was distinctively pear-shaped. Similar attributes were visible on the Biddle body commissioned in Belgium on a 1938 Alfa Romeo GC 2500 chassis, its teardrop wings were strongly accentuated. The 1948 Alva brochure portrayed the car shown at Olympia that year with hidden portrayed the car shown at Olympia that year with hidden to this. The fixal Flat product forbiotro, Jederverl in 1950, had the pear-shaped grille that provided Ludrigean to weekstaget how the stadied Alfa Visib and come to be created.



4½ LITRE

BLOWER











Clockwise, from far left

Full-size luxury car, but big seats make it cosy for four; that '634' V8; elegant bumpers pre-date later plastic ones; not a rev-counter by the clock but an external temp gauge.

inter's chill is receding, daylight creeps ever longer into the evenings. With Spring in the air, it's time to imagine the delights of setting off on a drive in a decent classic car – hood down, at the destination, what better than the country residence of the Koyal Automobile (Clabb' With such a grand port of call in mind, suitable conveyances are required. Roll forward, with leather-lined grace, this pairing of a 1976 Rolls-Royce Corriche Drophead Coupé and 1980 Aston Martin VS Volante, both marques being holders of the Royal Warrant.

Fortunately the repeal of the Red Flag Act. 126 years ago, under which your man had to proceed ahead of your 'horseless carriage' waving a red flag, allowed the Great British motorists the freedom of the public highways. And one organisation that's been influential in protecting the interests of British motorists ever since is the Royal Automobile Club, based in Pall Mall, the heart of London's clubland.

A few brave pioneers of the 1890s attempted to encourage the growth of 'automobilism' at a to the concurage the growth of 'automobilism' at a twith suspicion and seeptiesm. Harryl Lawson organised the first Emancipation Run in 1896 (the precusor to the London to Brighton Oxfort of the Condon to B

All this helped nudge and lobby the authorities to pass The Motor Car Act into law in 1903, which increased speed limits and removed other restrictions. And in 1905 the Club organised the first Tourist Trophy race, today the oldest motor race to run regularly. Then, in 1907, it became the Royal' Automobile Club after King Edward VIII (at the time the Prince of Wales) was taken for a blast around Kensington by club founder Simms in a Daimler HRH was so enthusiastic he allowed his profile to be used on the RAC badee. The first pertolhead you might quis.

The RAC went on to organise the first British Grands Prix at Brooklands in 1926 and at Silverstone in 1948. Yes, it's a lot more than just roadside assistance, which it actually demerged in 1999. The club has been

Right Big V8, soft-top, leather-and-walnut interior, British handbuilt pedigree: these two have much in common yet differ greatly in character.

instrumental in allowing us to enjoy motoring for over a century.

The two convertibles you see here are all about motoring enjoyment: rare, expensive and refined. There can be few more sumptious motor cars representing the best of British luxury. And their open-air charm suits Woodcote Park, the 350-acre estate adjacent to Epsom Racecounts, purchased by the Royal Automobile Club in 1913 as a country club for members. It offered them the opportunity to drive their cars out to the countryside, where they could enjoy sport and outdoor pursuits.

'Corniche' and 'Volante' conjure images beyond the merely urban, one suggesting a rugged coastline, the other a flight of fancy. With that in mind we fire them up and head out of London. 'Fire up' certainly describes the aural onslaught when starting the Aston's mighty 5.3-litre V8 - double-overhead-cam per bank, with its quartet of Weber carburettors and twin drainpipe-sized exhausts - but the Rolls-Royce has an entirely different demeanour. Finished in striking Iris Blue, the 'Royce is hardly a shrinking violet. It was one of the most expensive cars in the world at the time - half as much again as an already pricey Silver Shadow - and its cost and rarity guaranteed ownership only among the very rich and the very famous.

Bull to special order, each was handmade by Mulliner Park Ward in London, And this example is extra-special because it's a rare mid-series car, referred to as a Series IA, which has most of the Series II modifications but retains the more attractive earlier coachwork and slim chrome bumpers. Digradus include bi-level air-conditioning, a redesigned fascia, seats, suspension and twin exhausts.

So, those exhausts. Turn the diminutive key in the very traditional Rolls-Royce nacelle located to the right-hand side of the steering wheel and the big Corniche whooshes into action. There is a lot of fan noise and the enormous 'six-and-three-quarter' V8 can be heard as you rouse it before it settles to a steady idle, whereupon it becomes decorously smooth and quiet. Not as quiet as a standard Shadow because, of course, the Corniche is a 'sporty' model. Really? Rolls-Royce tweaked the engine with a higher compression ratio, bigger SU carburettors and that sports exhaust. Power outputs were only ever quoted as 'adequate' when new but the Corniche produces about 220bhp and 330lb ft of torque

To proceed, you select Drive via the dainty steering column-mounted wand, keeping your foot firmly on the brake pedal because the big









'IN COMPARISON TO THE REGAL ROLLS-ROYCE, THE ASTON MARTIN HAS THE MORE SPORTING LOOK'

engine's torque is ready and on parade. Then of you glide. The overstiffed armchairs perch the driver up high so the view is commanding. The tops of the front wings are visible and the Corniche is actually quite narrow by today's standards, so it can be punted along with accuracy. The twin-spoke steering wheel is also supprisingly sporty, being a nice size and well-located. The GM400 auto 'box (the best available in the 1970s) slurs up into third, which is top gear, and the now-warm Royce, the last paradical size and well-located. But the constraints of the size o

Of course, there's nothing so vulgar as a revcounter set into the magnificent bur veneered dashboard (that's below-stairs stuff) and those lovely, heavily chromed air-con vents pump out gallons of cooling air to the face, while your feet are kept as toasty as you like. With powerful vented disc brakes all round, the big 'Royce stops with total authority, which again imparts more confidence than you'd imagine.

The Corniche weighs in at a notinconsiderable 2000g but, as a Series I.A, it is shoot with 255/70 x15 radial tyres (the Aston makes do with 225-52 centon tyres), the big V8 has a massive amount of push from idle, the hydralic self-levelling supersion does its best to keep things on an even keel, and with these superb brakes it all adds up to the Noyce being on-side when you want to get down to the Grande Corniche on the French Rison to the

Yet this luxurious convertible will never be confused with a sports car because it is such a luxurious carriage for passengers who want to empty the extravagences of life. At this it excels. The suspension flattens any impediments and the V8 provides the strength to hit flowing homor rest in around nine seconds and on to a top speed of about 11 Smph, which is a ridiculous notion — imagine the bills from all the most expensive hardressessing salons that evening!

But why hurry? This is a full four-seater with the most opulent Connolly leather interior and thick Wilton carpeting underfoot. The seats are soft and incredibly comfortable and, with that hood stowed under the rear tonneau, the idea is to waft along in mechanical silence with just two fingertips on the steering wheel rim, all the while trying hard not to look too smug.

Clockwise, from right Tadek Marek-designed quad-cam V8; elegant yet close-coupled interior; detailing is less bespoke than the Rolls-Royce's; characteristic GKN alloy wheels.

With its power hood erected the Corniche is almost as refined as a coupt, thanks to the heavily interlined soft-top, and only a little wind noise seems to intrude on motorways at around 80mph. The recirculating-ball steering as a bit stague at indecent speed but, with the hood up or down, the coachwork feels impressively regid, with little scuttle-shake and no creaks or rattles. Quiet refinement is the order of the day.

These cars are complex – no less than three hydraulic systems –and cost considerable sums to rebuild or restore, so it's sensible only to consider examples in really perfect condition. This Corniche (as with the smart Aston Martin Volante, brought along today by classic dealership Graeme Hunt Ltd) has spent most off its pampered existence in piresy, having been purchased new from St Helier Garage. It was originally finished in Nutmeg brown, and the first owner kept it until 2011. Thereafter it was owned by car collector and celebrity DJ Chris Evans. The odometer reads only 18,300 miles, which is why if feebs to tight.

In comparison to the regal Rolls-Royce, the Town to the regal Rolls-Royce, the more obvious sporting look. With its square-shouldered lines, this Oscar India model features a large cod-piece worked into the alaminium bonnet to clear the gobbling Weber carbs, wood trim in the cabin, a spoiler integrated into the tall, aggressive sportlamps and auxiliary driving lights, and it's shod with oggresous period-correct GNN alloy wheels.

It looks fast and fearsome, and it is, with a top speed of more than 140mph and a 0-60mph time of 7.0sec. The very British colour combination of Tournaline Blue paintwork and Magnolia hide suits the car beautifully, and this immaculate example – one of only 157 in right-hand drive – has covered only 66,500 miles from new.

Aston replaced the ageing DB6 with the DBS in 1967. The promised V8 engine was not quite ready by then so the Vantage straight-six was used until 1969, when Tacket Marcks V8 was first introduced. With its massive (for the time) displacement of 3-400cc and various carburettor and fuel-injection fuelling systems, the Aston Martin V8 Vartage was one of the fastest British cars of the period. The convertible Volante you see here is set up for more relaxing grant fouring so its engine is tuned to around 300bhp, and it's coupled to a Chrysler Torquefite three-speed automatic transmission. Being a soft-top with a powered Everlet knode, it weighs about 70% grower than the contraction of the contr







the regular saloon; its coachwork is all aluminium and entirely handbuilt, which required 1200 hours to complete.

Unlike the Royce, you climb down into the low-slung Aston Volante. There's quite a sill to clamber over and the two front seats - like the Corniche's, they're trimmed in Connolly's finest - are fully stuffed, though they hug the body rather more firmly. The interior is attractive though not as high in quality, with Smiths instruments and plastic switches obviously bought-in. The top of the dash is quite high but the steering wheel is neat and the gars selector is located in the traditional spot.

With the Comiche, it's all about everything except the engine. The Volantie is the exact opposite. Its engine is the heart of the beast. Once fired, it is loud and proud and the whole car throbs with soulful evere. If the 'Royce is discreet haute cuisine, the Aston is raw meat. The big engine is eager to rev - indeed, peak power comes in at 5000 pm - so depress the throttle pedal to the stop: it's a bird of a bruiser, and encourages a more assertive approach. The quad-cam VW akes up and bellows, the Aston squats on its rear de Dion axle and takes off. The steering is accurate but, whose, the Parkes

need a very firm shove to bring this fast-moving 1800kg brute back down again.

Obviously the Volante is analogue but it's also wonderfully mechanical. You are more in touch with its dynamics and can feel the engine powering the chassis and the suspension working as it moves. Describing it as a sports care would be a step too far but it's certainly a grand tourer. While the front seats are very comfortable, the rears are tight but functional as plus twos. So the "Royce is best at waffing, and the Volante wants to be driven firmly."

These are both luxury convertibles but driving them back-to-back demonstrates that they are actually very different. The Aston Martin V8 Volante is the drivers' car here, but the Rolls-Royce is the special motor car. Its quality and deportment are on a different level. You'd expect it to be a wonderfully impractical toy but it's not. Yes, the 'Royce is utterly grand and beautifully crieffed, right down to the last heavily chromed switch. Complex but robust and as tight as a drum, while this extrawagant piece of automotive includence is entirely suited to easing you and your friends down to the splendid Woodcote Park in Surrey, it is just assefficient was allow commuter. That Seemis. 282

'THESE ARE BOTH LUXURY CONVERTIBLES BUT DRIVING BACK-TO-BACK PROVES HOW DIFFERENT THEY ARE'

THANKS TO the Royal Automobile Club Woodcote Park Country Club, royalautomobileclub.co.uk, and Graeme Hunt I.Id. oraemehunt.com.



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THE OTHER HALO CAR

As The Saint, Roger Moore made a certain Volvo famous. But this Marcos screamed into shot in 1969, and now it's back in the limelight

Words James Elliott
Photography Jonathan Fleetwood







t's so well-known that it barely counts as trivia. What car did *The Saint* drive? Roger Moore had a Volvo P1800, of course. Or, if you want to go next-level, then Ian Ogilvy had a Jaguar XJ-5 in *Return of the Saint*. Or, you could say Marcos 1600GT. Hey?

First screened in October 1962 and based on the books by Leslie Charteris, the gloriously lestine programme starring super-suave Roger Moore and his gleaming Volvo and slick halo gimmitted as a massive hit, despite its rickety filming and preposterous plots. It was the 60s and such the 60s and such that a simply didn't matter as much as style and oozing cool confidence, both of which The Zusht fad in spades. Afthat din spades. Afthat din spades. Afthat din spades After of the first locaration arted in February 1969.

By then, thanks to success in the US boosting its budgets, it was in colour and that last episode was called The World Beater, referring to a brilliant new sports car from father-and-son garagistes Mr (yes, that 'sl) and George Hapgood. Simon Templar, aka The Saint – who just happens to be the world's finest driver in his spare time — is to pilot the car in a 24-hour rally to secure backing from local engineering beging Mr Laker, played by the wonderful George A Cooper.

The episode opens with an extreme close-up of the Marcos's headlamp as Moore opines in a voicever that driving a rally car (surely not the best motorsport discipline for such a low-slung beast?) is more than just a test of skill; it's an experience of high sensuality, a partnership between car and driver of power, speed and satisfaction. Remember 6'05s, when it was OK to sexualise gymslip automobiles?

Our hero then dons helmet and goes for a lengthy opening-sequence test drive, giving his feedback over the radio intercom until, high drama, the uninsured wonder car's steering has been sabotaged by rivals and, with background amateurishly switching between road and dirtrack, drives into a tree. Laker and the Hapgoods pile into the former's Jensen FF (with factory NEA plate) and go to

rescue The Saint, Laker announcing with maximum gravitas that 'for a moment it certainly looked like curtains for the impetuous Simon Templar'. Cue smouldering gaze, halo above Moore's head and de-da-der. de-da-da.

The Marcos – which is never given a marque or model ame in the episode – is later seen briefly, with camera angles amusingly trying to hide the lack of damage and revealing just a slightly bashed bonnet that almost certainly isn't the one on the car pre-crash. From there the plot descends into the usual enjoyable tools, of course, but it readily available should you wish to suffer it in full. All I will say on the rest of the programme is that the producers of the programme is that the producers of the programme is present that they can be the proper of the programme in the proper of the programme is present that they call The Sentinel, the creation of George's cousin justin Pritchard and the motoring villain of the piece.

In terms of exposure, that role – driven by Roger Moore In a British show that at the time was second only to the Auregres for global popularity and income – makes that Marcos 1600GT one of the most exciting finds that there is. Even more surprising, then, that it is only now re-emerging. It was never '10st' in the conventional way and there were the more than the convention of the conventional way and there was no Indiana Jones type of operation to retrieve it, but it did fall off the radar, completely.

Central to this story (as he is central to all things Marcos) is Rory McMath, McMath started with Jem March at Marcos in 1968 and has been involved in one capacity or another ever since. He was the last employee to leave when it went into liquidation the first time (1971, when it was picked up by the Rob Walker Group) and again, 30 years later, when Jem Marsh closed the doors for his final time as a full independent. After that, McMath took on all the assets and set up Marcos Heritage to miniatina and restore the cars. And to build them, don't forget – a handful of brand new Mini Marcoss era still sold every vear.

He says: 'The story goes that the studio approached Jem for a Marcos for Roger Moore to drive throughout the series Clockwise, from left The car may be low, but the cockpit is very roomy, built to accommodate giant Jem Marsh; twin Webers on Ford unit bored out to 1700cc; Roger Moore at the

helm in The Saint's

last episode in 1969.





could restore it precisely as it appeared in The Saint. Precisely, that is, except for the cost-cutting formica dashboards Marcos used in the mid-1960s - McMath hated them in period and he hates them now, replacing them with a gorgeous light elm whenever he can to prevent that 'desktop' look 'cheapening' the cars.

Rory's son James McMath has been working on Marcoses for 15 years and did much of the work on The Saint car over 18 months, James says: 'Most of the woodwork was done, but we had to do everything else. The trickiest bits are always the interior and the sunroof." There were other challenges, of course. For the interior, the original 407 Ambla had to be dved the precise hue, while the basket-weave in the middle of the seats is now available only in black, so that needed to be coloured, too. The non-standard wing mirrors are pricey brand new period Les Leston items sourced on eBay, while the black racing stripes were painstakingly recreated to

'We know so much more now than we did in 1969 and we incorporate that knowledge. The dampers are made to the original specification, but the valving is better so we can fine-tune the suspension. We also fit slightly stiffer rear springs and we've uprated the engine [fed by twin Weber 40s] to 1700cc and put vented brakes on the front.

Other than that it is standard, except for the exhaust, which blares like a Can-Am car's. Enter Marcos aficionado Michael Poole, who co-owns the 1600 with Ian Gorham and previously had a Mantula Spyder and 1800GT and is currently hillclimbing another 1600 that was nut-and-bolt restored at Marcos Heritage. 'We decided that if we were going to do it then we had to do it properly,' he says. 'In the



TV programme it was supposed to be a high-performance road-rally cars or it should sound like one! That was our starting point. Sadly, even when he bought it, Poole knew that he would not be able to keep his Macros: Thave three other classic cars so there was no way I was going to be allowed to keep his one. I got involved because I am a big fan of Macros and British engineering – knocking out wooden-chassised cars mastermined by Frank Costin, the man behind the de Havilland Mosquito, I love all that. I was aware that this car needed to be put back on the road done properly so I was very happy to play my part and fand it. Now someone see can appreciate it as it should be.

As a result, the Marcos will be sold at the Bonhauss Goodwood Festival of Speed sale on 2.4 June, but Goodwood Festival of Speed sale on 2.4 June, but Goodwood Festival of Speed sale with unesasonably fine weather, it is great to drink in that voluptious swooping shape with its baroque-looking rear end, and those wonderfully slender quarter-bumpers that act like accents at the rear and eveline at the front. He huge faired-in lights and widening front make the Marcos look like it is leaping even when stationary and (1 speak as a former Lotus Elan owner) it is always nice to see another application of the rear lights from the Vanshall FP Victor estate.

The finish is spectacular, the stripes actually helping define the lines of the Polar White bodywork, and the bigger wire wheels (14in instead of 13in) shod with 185/65 tyres fill those 'arches nicely.

Drop into the deep, cossetting seats and, inside, the trimming is superby far better than new, you suspect. The driving position is pure divine sports car, resting an elbow on the high tunnel to operate the stubby geadever, arms fully stretched to the timy kart-like dished and drilled Astralistering wheel. Once you are strapped in and need to operate anything, the reason for the extensions on the toggle switches becomes clear. Similarly, the small wheel that sprouts intrusively from the dash behind the steering wheel is to adjust the pedal box (the seast are fixed), but even set to maximum short-are they remain a stretch for me. It is a truism that the similarly sized Colin 'Chunly' Choil on 'Chunly' Channam ande cars to fit the likes of me, while Jem Marsh made them for drivers who approached his for if in height.

Both made cars for enthusiastic drivers, however. Having started building cars with Marsh at the death of the 1950s, Costin used his aeronautical experience to create a layered marine plywood chassis clothed in glassifier. After some competition-focused cars – throughout, and even after, its existence Maross had one eye on motorsport – and the Adams brothers stepping in on the design front, Marcos hit its sweetspot with 1964's Wolvo Bls, Poowered 1800CT with de Dion rear. That template continued, eventually with a steel chassis (from 1969) and with myriad engine variations

Above and right Driving position is sublime, with seat fixed to rear bulkhead and pedal-box adjustment via a wheel on the dash; groundhugging Marcos corners beautifully,





- from 2.5-litre Triumph to Essex V6 - though the mainstays were Ford four-pots ranging from 1500 to 1650cc, mated with a coil-sprung live rear axle. Just like this car.

It always amazes me what works of wonder engineers of the 1950s and 60s conjured up from such basic ingression of a 1.5-is-biltre lump and a four-speed all-synchro box, but then we largely have Ford to thank for making that possible by engineering such user-friendly excellence into even its most basic products. The box is as slick and fun to use as any exotic item, the embodiment of the benefits of keeping things simple. The engine is incredibly liexible, while you can really feel the extra performance of the uprated brakes going into corners and the extra comph from the now-1700cc engine when powering out of them.

Ah, corners — it is almost as if the Marcos doesn't acknowledge them as a road feature, so wonderful is the chassis as you chuck it in and it just strikes to the road, no doubt aided by such a low centre of gravity. And all the time the light pedals are a joy they might otherwise feel everyday, but this car so engages and involves the driver that everything lest dynamic and ray and it is incredibly easy to feel at one with it, just guiding it via the super-direct steering while changing gear more than is strictly increasing 10 to 10 t

The steering drowns you with feedback yet only the most serious road imperfections kickback or unsettle the car, while you lie so prone that you start to wonder whether this really is a sports car or a superlight GTO. Or, areast of motification, both equally in one car. It is scintillating on the croad, or, to put it another way; Holds the road like and one the control of the co

1967 Marcos 1600GT (this uprated car)

(this uprated car)
Engine 1700cc OH1 four
Engine 1700cc OH1 four
cylinder, twin Weber carburators
Power 135th pl 8 5500rpm
Torque 133th H № 4500rpm
Transmission Four-speed manue
rear-wheel drive Steering Rack
and pinion Suspension Front:
double wishbones, coll springs,
telescopic dampers. Rear: live
axle, radius arms, transverse
Panhard rod, coll springs,
telescopic dampers
Brakes Discs front, drums rear

Brakes Discs front, drums rear Weight 750kg Top speed 125mph 0-60mph 7.0sec



MARCOS HERITAGE -A NEW CHAPTER

New owner ready to launch restored and unrated GTs

Marcos's troubled financial history under Jem Marsh, as well as Tony Stelliga's post-millennium incarnation that soldiered on until 2008, is well-known, but Marcos Heritage has had a more stable existence. It rose from the ashes of the 2000 collapse, when Rory McMath (on right, above) bought the assets from Marsh, and has been run by McMath and family until last year. Then it was taken over by the Page Automotive Group, which runs seven bodyshops and a hire leasing company. Page has also acquired nearby engineering company Formhalls Vintage & Racing as well as Sandydown Bodyworks in Stockbridge, and the three will combine to be the Marcos Motor Company, with McMath at the helm, naturally

Page CEO Howard Nash (on left) says: 'Used to build race cars, including a seriously quick Hillman Imp, but one day a Mini Marcos turned up at Brands Hatch and annihilated us and everything else. Later, I was looking after a 911 Turbo and an LM500 turned up and left us for dead, again, so I have adways had an interest in Marcos and leapt on it when I head't it might be for sale.

'Marcos is a legendary British sports car manufacturer and my goal is to look after it. We can still make new cars from scratch, but the wooden-chassis cars are very popular at the moment and our most likely next step will be to offer rebuilt wooden-chassis cars with modern engineering, power steering, air conditioning, all that nice stuff.'

McMath confirms that the company has been buying up plenty of 'basket cases' to work on; the Marcos equivalent of an Eagle E-type is not far off, it seems.







Two generations of aristocratic yet reckless racing drivers – without whom we'd have no James Bond, and no Aston Martin

THE BIG



ZBOROWSKIS

Morde Dietr D Frankowski



ather and son, two aristocrats with the name Zborowski: both made their mark in motorsport, but are almost forgotten today. Yet their biographies make compulsive reading.

William Eliot Morris Zhorowski was born in the USA in 1858. He was heir to a fortune that dated back to Albert Zborowski, born in 1633 in Żółkiew, Poland, who was sent by his family to Holland to complete his education as a priest but sailed to New Amsterdam (now New York) and made his money trading with North America's indigenous people.

Albert's great-great-great-great-grandson, Martin, left his family a fortune so great that one newspaper stated 'No estimation can at present be made of the wealth of the deceased." For several generations the family name had been used in its anglicised Zabriskie form, but it was returned to its original spelling of Zborowski by Martin, who styled himself as the Count of Mountsaulvain.

As Martin's son, William Eliot Morris (known as Eliot) inherited a third of that estate in 1878, styled himself Count Zborowski and led a playboy's life as part of New York's high society. He played polo at a high level and was often mentioned in the pages of New York newspapers, but also traded ruthlessly on Wall Street. He tired of the criticism he received in America after his marriage with Margaret Astor, the former Baroness de Stuers, and moved to England to become a British subject. He bought houses in Melton Mowbray and London, and maintained a château in Nice and a suite at the Elysée Palace Hotel in Paris. His first son died soon after birth, and in 1895 his second son was born. Named Louis Vorow, he was to inherit his father's craving for adventure.

In 1898 Eliot Zborowski bought a De Dion Bouton three-wheeler. He drove it with gusto. but his wife thought his trike ridiculous and persuaded him to buy a four-wheeled horseless carriage. So he headed to the Daimler factory in Cannstatt, Germany, and ordered a Phoenix. Eliot picked up his new car from the docks in London and promptly began the drive back to Melton Mowbray (his main residence) with the five-year-old Louis in the passenger seat.

He drove a lot and his skills improved rapidly, to the extent that he wanted to race in 1901, but the Napier he had ordered was not finished in time. The year after, in June, driving a Mercedes, Eliot took part in the gruelling Paris-Vienna race and finished fourth, not so far behind the winning Louis Renault. A month later, he contested the Circuit des Ardennes and again came fourth out of 65 entrants. Zborowski was officially one of Europe's leading racing drivers.

In the same year, Englishman Selwyn Francis Edge won the Gordon Bennett Cup race. It was customary for the victorious nation to organise the subsequent race, but England was still subject to the Locomotive Acts that, among other things, made competitive driving illegal. Zborowski, as one of the top members of the Automobile Club of Great Britain and Ireland, suggested that a suitable road course be found in Ireland, and Lord Montagu of Beaulieu prepared a draft Act of Parliament to that effect. The Count took his Mercedes, by then rebodied, across the Irish Sea and mapped out the race route. Then he suggested that the Irish hospitality be repaid by painting the English cars green, the colour of the shamrock: thus British Racing Green was born.

The seven-year old Louis Zborowski invited a friend over to the family mansion to show him dad's new race car, the pale blue 60hp Mercedes that Eliot Zborowski was sending over to the Cote d'Azur for the annual Nice Week automotive event, initiated by Emil Jellinek. The Zborowski family normally spent at least two months every year on the French Mediterranean coast, but this time the Count was going to compete in the La Turbie hillclimb as a member of the Mercedes team.

Come the day, he kissed his wife goodbye and told her that they would have lunch with friends right after the race. Only it was not to be. Teamed up with his usual riding mechanic, the French Marquis de Pallange, Count Eliot Zborowski tried to beat the time of his Mercedes team-mate, the German driver Otto Hieronymus. He realised too late that he was approaching a corner too fast (at 60mph instead of 45) and, with only rudimentary metal band brakes providing







'IN 1895 LOUIS ZBOROWSKI WAS BORN. HE WAS TO INHERIT HIS FATHER'S CRAVING FOR ADVENTURE'

Facing page, then anti-clockwise Eliot Zborowski during the Paris-Vienn race in 1902; Nice Speed Week, organised by Emil Jellinek, Eliot on the start line; at the Circuit des Ardennes race; La Turbie, at the point of impact where Eliot Zborowski was killed – a plaque commemorates the spot to this day; the remains of Zborowski's Mercedes at the sociotent site on the rount of the la Turbie billiciline. 1903.



no meaningful deceleration, hit the rock face. He died on the spot, but his riding mechanic survived. Just before the race he had had his fortune told: people were saying he died because of a curse.

The Count's only son was to be brought up by his widow. After her husband's death, she suffered from houts of depression, moved house often and dreamed that her son would study at Oxford. Louis's father had been a hero to him, and the boy dreamed not of books but of racing. He was sent to Eton, but was restless there and his academic performance was far from exemplary. In 1910 his mother bought Higham Park, a huge property near Canterbury, Kert, and it seemed she had found a place where she could finally settle down with her son, but she died the following year. Suddenly Count Louis Zborowski was one of the richest 16-vear olds on Earth.

The young Zborowski inherited a lot of property in America, including a sizeable property in America, including a sizeable chunk of Manhattan, property in England and telast \$11 million in cash (worth \$300m today). When his aunt died in Paris in 1913, Louis inherited her assets, too, because she her cloud is inherited her assets, too, because she will be considered and foll-8-royee, and soon one up with the idea of powering race cars with moster aviation entities.

So he hired Clive Gallop – war here, engineer and driver – away from WO Bentley, and they found a suitable engine at the Disposal Board, a six-clyinder, 23-litre Maybach, built for Gotha bombers, obtained by Britain from Germany as part of war reparations. It was placed into a pre-war, chain-drive Mercedes cheasis. The engine was so heavy that the car required 350kg of sand ballast over the rear wheels, on which ruilmentary brakes also acted. The finished vehicle was named Chitry wheels, on which ruilmentary parks are some some sources of the property of the property

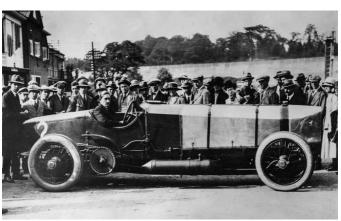
For its Brooklands debut, Zhorowski fitted a chimney from a small tion stove to the end of the tailpipe and the car was ridiculed and heavily handicapped as a result – yet it proved not to be slow, lapping the circuit at an average of over 100mph. He competed with the monster car in other events, including the Southeas Trials, and in 1922 survived a fairly serious accident at Brooklands. Chiffy spun and left the circuit backwards through the wooden timing hut, taking with it two fingers of the unfortunate timekeeper. It was later sold to the sons of Sir Arthur Conan Dovle

Louis Vorow Zborowski did not stop there. He built his next monster, Chitty II, with a smaller Benz aviation engine 'only' 19 litres in capacity, By this time he was married to Violet Leciester, a West End chorus girl. Together with her, his later mistress Pixi Marix (the wife of a heroit: World War One aviator) and Clive Gallop, Zborowski went to the Sahara Desert in two cars, Chitty II and Chitty III (the later) with its minuscule 7.0-litre motor). He put Maybach aviation engines in powerboats and for a while shared his shortlived nautical passion with Joseph Conrad, the great writer whose last name was really Korenviowski and whose Polish nationality fascinated Louis. For a while he also owned and flew aircraft. He raced a Sunbeam, a Ballot, and had a bespoke Hissanc-Suiza with a Kellner hood.

Zborowski's Sunday parties were famous all over England. He would blow up statues in the park with dynamite as guests drove in, and, once his guests had been fed, he would distribute all of his numerous cars among them, announcing a race to Dover and back on

Clockwise, from below

Louis Zborowski seated in Chitty Bang Bang I at Brooklands, 1921, where it lapped at over 100mph; in the M72/94 Mercedes Monza redesigned by Ferdinand Porsche, before the 1924 Halian Grand Prix: Chitty I winning the 1922 Southsea Speed Trial; in the GP Aston at Shelsely Walsh, 1922; at Brooklands with the Aston Martin he raced in the 200-mile light car went. October 1921.







'THE COUNT CAME UP WITH THE IDEA OF POWERING RACE CARS WITH MONSTER AVIATION ENGINES'









Above, left and right

Count Louis Zborowski driving his Aston Martin in the 200-mile Light Car Race at Brooklands, 1921; the wreck of his factory Mercedes race car, which left the Monza track at the Lesmo curve - he died instantly, though his riding mechanic survived.

public roads. Together with his neighbour, the young Count built a miniature steam railway on his property, and made amateur films that featured it running. Then he built a full-size one, which functions until this day: the Romney, Hythe & Dymchurch Railway

Clive Gallop felt that the flambovant aristocrat would one day die in one of their monstrous, over-engined contraptions, and he introduced him to Lionel Martin who had just created the Aston Martin brand. Martin started coming to Higham Park parties and Zborowski soon bought shares in the promising company. With his usual enthusiasm he engaged in development testing, and campaigned lightweight Aston Martins at different venues, including Shelsley Walsh, Zborowski wanted to race an Aston at the TT, but the company lacked a modern overhead-cam engine with which to compete effectively against other Grand Prix cars. He wasted no time conjuring a solution.

Zborowski gave Gallop a sack of gold and the engineer in turn gave it to the Peugeot engineer Marcel Gremillon, Gremillon visited his guru. Ernest Henry, who worked for Ballot and was known as an engine wizard. Persuaded by the gold, Henry grudgingly tore off half of the blueprint for the 3.0-litre, eight-cylinder engine he was designing at the time. This half became the design drawing for Aston's four-cylinder overhead-cam engine with 16 valves, a 1.5-litre capacity and 55bhp.

It was built too late for the TT, but an official Aston Martin team took part in the French GP at Strasbourg. Technical problems meant that Zborowski and Gallop did not do too well, but reviewers paid attention to Louis's determination and driving skill. The performance of Grand Prix Astons improved when they contested the Spanish GP and the French GP in the following year, ending up second and third, respectively. This is precisely how the iconic brand began its adventure with GP racing, one revived today by the current F1 team.

Although he had been leading a tumultous private life, Zborowski remained faithful to racing. In 1923 he appeared at Indianapolis as an official Bugatti driver. The French car shook itself loose on the bumpy surface of the Brickvard and a furious Louis walked over to the winner, Harry Miller, after the race and bought one of his cars on the spot. Louis Zborowski's Miller, which survives, served him well in a number of races despite not being entirely suited to them: he finished in second place in it at the Spanish Grand Prix at Sitges, for example.

Finally, the Mercedes factory team offered him a car, with history turning full circle and the second Zborowski racing driver enjoying the confidence of the German company. Happy with the move, Louis was going to contest the Italian GP in the new Mercedes M72/94, equipped with a 2.0-litre supercharged engine and designed by Ferdinand Porsche.

But history was about to repeat itself. After 44 laps, the car left the circuit at the Lesmo curve and hit a tree. Zborowski died instantly, but Len Martin, his mechanic, was thrown out and survived. Why did the crash happen? Was it the family curse? Officially Mercedes blamed the driver, but we now know that the car was terminally unpredictable, and its unconventional braking system caused the front wheels to lock up too easily.

Another Mercedes driver, Alfred Neubauer, the same man who would later become better known as its race team boss, had had a close call in practice in an identical car and prudently withdrew from the race. Many publications called Zborowski 'reckless' and 'inexperienced', but it seems all they achieved was to help the factory avoid any responsibility. Allegedly, Louis was wearing his father's old cufflinks when he crashed, the same ones Eliot Zborowski had worn at La Turbie in 1903.

Louis Zborowski's spirit lives on in other ways. When Ian Fleming was 12, his father took him to Brooklands, where he saw the fearless Count in action. Later, by coincidence, Fleming's uncle, a London banker, acquired Higham Park after Zborowski's death, and the young Ian spent summers there, sometimes taking the number 007 bus to the beach. The character of the brave count inspired the tales he told his son, later published in book form as Chitty Chitty Bang Bang.

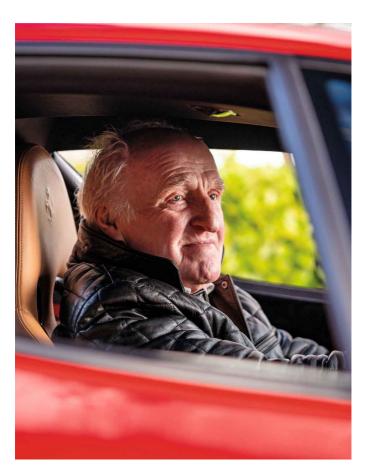
In the preface, Fleming openly mentions Count Zborowski and his cars, and the book bears very little relation to the musical film of 1968. It does, however, contain elements familiar to any James Bond fan, including villains in secret underground lairs.

Without Zborowski, there would be no Bond, and there would be no Aston Martin for Bond to drive. Equally, British racing colours would not necessarily be green. Rather than any curse that led to their deaths, these two fearless racers should be remembered for that.



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Barry Treacy

If you wanted to add bling to your car in the 1970s, Wolfrace Slot Mags were your top option. And this is the man behind them.

Words Simon Hucknall Photography Jordan Butters

BARRY TREACY OWNS 28 vehicles, all of which were their original factory-fitted wheels. Given that most of them, tucked away in outbuildings and garages around his Buckinghamshire pile, are valuable and highly sought-after classics, that's no great surprises. But because he's the founder of an aftermarket ministrution for car nuts in the '70s and '80s, I, and Bargo and '80s, I are supprised to the surprise and '80s, I are supprised to the supprise and '80s, I are supprised to the supprised to the

That institution was Wolfrace Wheels, which spacked a revolution in wheel personalisation that endures to this day. In its prime, Wolfrace was supplying alloys in multiple states and designs for everything from Minis to Jaguars, lifting the assertities of even the most ragged cars and giving blue-collar enthusiasts the Anance to visually transform them at reasonable cost. As Treacy says: Nothing changed a car's appearance more than its wheels.

You wouldn't be surprised to learn that Tenee's passion for hot rods and customisation led him to start Wolfrace. But his near carefree upbringing certainly gives no clue as to how his automotive career was to pan out. Born in 1942, Treacy was the middle child of 11, with five brothers and five sisters, brought up in a large farmhouse near Cork in Ireland. We had an amazing childhood, Treacy tells me. We had the farm, animals, lots of food and a river running nearby, which we used to swim in. We

went to the cinema once a week, but there was nothing more to do. That was the life we had.'

Treacy's father owned a two-tone Ford Zephyr Six, but his interest in cars was passing: The Americans used to bring their cars across on a ship, because so many were from Ireland, and we used to get quite excited about them. We also had a motorcycle event around the public roads in Cork, and I remember the smell of Castrol R – an amazing smell!

But faced with the prospect of working in his father's butcher's shop at the age of 17, Treacy decided to leave the fold: 'If you didn't want to work for my father, you didn't want to stay at home.' So, along with two friends, he packed his bags and left for London, with nothing more than some advice to try for a job at the Cumberland Hotel at Marble Arch. The advice was sound, and Tracy took on a series of jobs in the catering trade, before leaving his last—a manager at the 'Freyr Tuck' bugger restaurant — to set up his own café with a colleague in the East fland. That was more of a transport café, Treacy admits, 'and it did well until the bad winter of '63 put paid to the business.'

There's a charming directness about Treacy, no doubt borne out of a need to deal with such setbacks in life and move on. Before I arrived for our meeting, I'd called him for directions. Where are you?' I asked. 'Well, I'm here, in my house,' came the quick retort. Straight away, I

felt foolish for phrasing the question badly, but also like I'd just fed a line from a Father Ted script, the rejoinder delivered with expert comedy timing in a lilting Irish brogue. Affable though Treacy is today, it's clear that his success never depended on suffering fools gladly.

By the '60s, Treacy was buzzing around London in a new Mini, later chopped in for a 'Cooper, which cost £530 ('That was a fast ear, in its day, and just the right road car for me'). His new enterprise was based out of Kensal Rise in North London, where he sold potatores, initially to housewives at their door ('they were heavy, so the service went down well'), and then supplying to restaurants, with aftect of 14 vans. And it was around this time that Treacy caught the car but.

'Hot rods got me into cars,' he admits. I used to read Custom Car magazine, and they'd have all these readers' project cars that I'd try to Copy. I built my first hor rod, based on a Ford Model T, in amongst the potatoes. I didn't have a due, though; I was all trial and error. Me and my friend, Ernie the Welder, who also had no my friend, Ernie the Welder, who also had no experience with rast, built our first engine into a chassis. It was a Chrysler 318ct V8, bought as a chassis. It was a Chrysler 318ct V8, bought as a part of a job to C20 engines from a still-born Rootes Group rally programme. We got the engine going, reveed it up, then accidentally knocked the auto 'box into gear, and the P^{*****}C





a pile of empty potato boxes. Lucky it didn't kill us both!'

Despite Treacy's mechanical naivety. Mister. T, as the hot roof became known, started to become quite a fixture on regular Friday might cruises down to Brighton. Contemporary press reports quote Treacy as claiming that he hit 130mpl in it. 'At the lights I leave absolutely everything standing,' he told a couralist. Highlighting some of the upgrades Treacy had made (Including a change to 'To-litre Chervolet power), the same 1970 story refers to the car's 'ten-inch rear wheels and seven-inch front ones.' And it was those very wheels that inspired the birth of the company I'm here to talk to Treacy about today.

T went to the Racing Car Show in Olympia in 1970; Treas recalls: CRN Kent Alloys was there and they had these shiny slor-mag alloy wheels on display. Theep had two sizes, including 8.5-by-1.5s – which was a big wheel back then – for the rear of my hot rod. Ron Unker was the guy on the stand, but he didn't want to just sell was a set, he wanted a distributor for them. At the time, GKN represented American Racing and made wheels for them due to capacity

"WOLFRACE WHEELS BEGAN TO ATTRACT NOT JUST THE HOT ROD FRATERNITY, BUT ALSO ROAD CAR CUSTOMFRS"

problems in the US, before sending them back there. But GKN wanted to sell them to customers in the UK and Europe. I went back after the show and told them I'd be their distributor. A week later I'd bought 200 wheels.

The new sideline was half-funded by Treacy's friend, Arnold Burton (from the Burton tailoring family). I knew Arnold through John Woolfe Racing, and I used to go there to get parts for my hot rod. Arnold

had inherited his share in the business from John Woolfe after he was tragically killed in a Porsche 91.7 at Le Mans in 1969 on the first lap of the race. The name "Wolfrace" came from John Woolfe Racing, Arnold just said, "Yeah, you can use that."

We then decided to give up the potato business and move to Bedford, around the corner from John Woolfe Racing. People would go into Woolfe's and say, "I want some wheels', and they'd say, "Go and see Barry – but he's only got three sizes at the moment!" I asked GKN if they could supply more sizes and they finally gave us a 7-by-14, which was still a bie size at the time."

Wolfrace's range eventually expanded to around 20 different offerings, the first and most popular design being the Slot Mag. For £100, there was no better way to enhance the appearance of your car. It had nothing to do with reducing unsprung weight; I went through much of my business life not knowing what unsprung weight was. It was all about styling.

And styling sold big-time. From its birth in 1971, Wolfrace Wheels rapidly began to attract not just the drag-racing and hot rod fraternity,







but also customers with regular road cars, and sales peaked at 25,0000 wheels per year. "Blanks' (the base rim without bolt holes) would come in from GKN in a variety of sizes. Wolfrace would drill the stud holes using special jies for the different PCDs (pitch circle diameter), polish or paint them, test them (all wheels were X-rayed for cracks) and then sell them through its network. Wolfrace wheels looked like quality, said Treacy. We never had one break or returned to us."

But Treacy had a unique approach to the company's marketing, which today he compares with Red Bull's: 'We never advertised, we relied entirely on promotions to get our name about.' One extreme example was the six-wheeled Sonic from 1981, which Theay wryly refers to now as the 'Chronic'. Fitted with six Wolfrace Sonic wheels, the Nick Butler-built car was bankrolled by Treacy to the tune of £50,000. Fitted with two Rover V8 engines in parallel behind its two front ades, and two automatic gearboxes, 'Liv tas full of problems, due to the two engines' computers refusing to talk to one another, recalls Treacy. But there was no denying the huge press coverage it garmered for the compane

Other promos included a six-wheeled Wolfrace Range Rover, which was extended by a metre at the rear to accommodate a second, dummy rear axle ('We gave that away in a Castrol competition at Earls Court one

year). Wolfrace was also the title sponsor for Teddy Yip's Theodore Racing entry in the late-70s Aurora F1 series, driven by David Kennedy, All these projects involved sizeable investments, but more importantly they appealed to Treacy's sense of fun – though he maintains that every promotion yielded a sales growth for the company.

Wolfrace also attained the height of respectability as a wheel supplier to car manufacturers. Its five-spoke Slot Mag was the first polished alloy rim to acquire Germany's benchmark TUV certification, meaning it could be fitted to cars sold across Europe. They included the Reliant Scimitar GTE and Lotus Esprit SI, the latter giving Wolfrace a double



Clockwise, from left

Treacy at home; Wolfrace wheel from Thrust 2 record-breaker; collection includes Golf GTi, Mini-Cooper, Jaguars, Cobra; machining wheels from blanks; six-wheel Range Rover and Wolfrace Sonic; Treacy and Mister Thot or Wolfrace Wolfrace named after racer John Woolfe.









boost when it appeared in all the promotions for The Spy Who Loved Me in 1977. And Wolfrace also made the 'pepperpots' that helped define the Ford Capri 2.8 Injection's visual appeal.

'We stuck to what we knew, though,' maintains Treacy. 'After a while, you started to see more expensive wheels, like the BBS, but we knew our market and didn't try to copy them. We were actually a distributor for BBS at one time, but our salesmen said they couldn't shift them [to Wolfrace customers]. It was a split market.

By the early '90s, that market had changed still further, leading to Treacy selling out to Channel Holdings Plc, but remaining as MD of the company. 'There was a whole raft of aftermarket wheels coming onto the market by then and, like the seat business - which we were also involved in - car manufacturers were offering more choice and variety, so our products became less popular.'

After a few more years, Treacy tired of Plc life and resigned in 2000. 'They didn't know how to make money. I used to be told to stay outside at board meetings because I'd tell them what I thought. Wolfrace was supporting other lossmaking businesses in the group; to the day I left it was always in profit.' Wolfrace Wheels has



Above and below

The man - and the spoils of his years in business, including the only Ferrari Enzo in the UK that remains the property of its original owner.

since changed hands again, with Treacy having no connection with the current business.

Other than a sizeable share in a company called Evo Automotive, which supplies around seven million locking wheel nuts a year to OEMs such as Mercedes-Benz and ILR, today Barry Treacy's passion is his eclectic car collection. We meander from one building to another at his home, each of which holds its own automotive goldmine. The UK's first VW Golf GTi, owned by Treacy from new and with a full Wood & Pickett makeover, sits in line with an original Mini-Cooper and a showcondition Citroën 2CV Charleston. We onen another door to find a stunning Vicarage Jaguar 3.8 Mk2 alongside an XK150 drophead and an ultra-rare lightweight continuation AC Cobra. Every wall is dressed with artwork and memorabilia: Treacy takes pride in showing me one of the wheels Wolfrace supplied for Richard Noble's record-breaking Thrust 2.

But he carefully saves the best to last. In the main garage, all in red, is Ferrari heaven: F50, 488 Pista, 550 Barchetta, 430 Spider, F40 and an Enzo - the only UK-supplied car that remains with its original owner.

Yes, the boy from Cork did good.

THANKS TO John Marenghi.



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53 AV	2014 DB	4I FN	JD 45	III NAC	99 PY	TJH 44	401 W
365 BB	9I DE	86 GB	I9 JJB	70 NAH	RDF II	IOO TY	WC 39
9 BDB	83 DSB	8 GEH	750 JT	NJP 27	93 RE	22 UF	WHH 7
BME 6	E 2	GJE II	85 JU	9II NK	RJS I6	75 US	22 WL
9II BP	EDR 9	99 GV	40 JV	95 NT	45 RV	II VAC	48 WP
9II BV	EL 8	9 GWF	20 KR	40 NU	RY 9	VD 2	IS WV
450 C	IO2 EM	HD 2	22 KU	NV 9	12 SAV	22 VF	II2 Y
20 CC	60 EP	85 HF	2 LEC	28 NY	SEK 4	33 VG	2I YJ

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f you're a similar age to me – and even if you aren't - you'll probably recognise this military vehicle from the pages of an Airfix catalogue. Generations of British children learned their basic armoured vehicle recognition skills in this way, entranced by vivid box artwork that set young imaginations racing. The Bren Gun Carrier – which is how it's generally known, although the name is more properly the Universal Carrier – was immortalised as a plastic kit in 1964 and you can still buy it from Airfix for a nocket-money (6.99).

I was born the same year that Airfax tooled up its Been Gun Carrier and so, when I saw airful-size example as part of the military vehicle display at last year's Goodwood Revival, I was immediately davus to it. Fortunately, the owner was standing nearly and was happy to answer my questions. Yes, it's a genuine 1940s-built example; yes, it's powered by a flathead Ford Vis, and yes, it's incredibly original. Even better, when I asked whether we could feature it in Octane and whether I could have a drive, he also said yes.

That got me thinking; what would a modern British Army tank specialist think of the Carrier? And I knew just the chap. We recently featured Major James Cameron, late of The Royal Tank Regiment, as our Doy in the Life subject in issue 210 for his work as CEO of Mission Motorsport, a charity for veterans and their families – and on that helps rehabilitate the wounded, injured and sick within the automotive sector. He's direct every lind of armoured whelic up to and including Challenger 2 tanks; in fact, his Twitter handle Tankslider refers to an incident when he was carpeted for drifting a main batte tank – all 65 tonnes of it – through a chicane at the barracks where he was based. Who better to provide some feedback?

A tentative email to James brought the immediate response 'Hell yest' and the Carrier's owner, Mike Gurr, was happy to welcome James over, too. Which is how we find ourselves gathering outside a rural barn where Mike and a few friends keep their military vehicle collection.

This barn is the best man-cave ever. The keen-eyed among you will already have spotted the front wheel of a Daimler Dingo armoured car edging into the left of the picture on this page. But it is the Carrier that dominates the space, and rightly so. It's not a large vehicle, just 12d. long, 7f wide and 5f fib atlal, but its angular, rising-prow shape and characteristic droopy tracks make it instantly recognisable. The fact that it's powered by a Ford 33-litre flathead VS, just like an ordinary Ford saloon car, adds to its classic appeal. It even has a steering wheel.

There were all kinds of different variants, explains Mike. The very first one was the Bren Gun carrie, designed to carry the machine gun and its three-man crew across rough terrain, but by 1944 – when mine was bull – it had lobeen known as the Universal Carrier. Mine's set up as an infantry carrier but there were also versions that carried a mortar, an anti-tank gun or even a fame-throws and the state of the control of the

'This one was built in Canada, like a lot of others. Britain couldn't make enough of them but Canada turned them out by the thousand. Paint aside, mine is completely original and there are transfers still on the side with the word











Left and facing page

Former tank commander Major James Cameron (with beard) gets a driving lesson from Carrier owner Mike Gurr; Carrier can get up to 30mph despite having only a 3.9-litre Ford 'flathead'.

"Canada" in English, Russian and Chinese – an indication of the places that Carriers were sent as part of the wartime Lend-Lease scheme."

The Carrier was, in fact, the most widely used armoured whicle of World War Two, uniquely seeing service in every theatre. It was designed by Vickers-Armstrong in 1934, a successor to the Ford Model T-powered Carden-Loyd tracked machine-gun carrier of 1927, which itself was a cheaper version of the light tanks (rather fetchingly known as 'tankettes') used in World War One.

As Britain gazed up for the coming war, the new 'Carrier, Machine Cam' evolved into the more specific Carrier, Bren' during 1937, but the vehicle was being referred to as the Universal Carrier by 1 April 1939, when build contracts were awarded to Aveling Bardorf, Sentinel Waggon, Nuffield, and Thornycroft. Ford supplied its V8 engine, which had different outputs according to territory: 65hlp for the UK, 85bhp in the USA and 95bhp in Canada. Mike's has the 95bhp engine.

What's striking, when Mike fires it up inside the barn, is how quiet it sounds. We'd been expecting something alot more rancous but the Carrier's V8 is as refined as it was in the 1930s and '40s saloon cars to which it was also fitted. Mike engages gear and the Carrier lurches forward out of the barn, its nose porpoising up and down as he comes on and off the nower.

What James and I have been itching to find out is how you steer the thing. On most tanks, you change direction by momentarily braking one of the tracks, so the tank pivots around it. But the Carrier has a steering wheel. How on Earth does that work?

It's the only armoured whicle to use what's called "track it operates a lateral rod that literally pushes a front bogic away from the hulls of that the track follows a curved path. Then, if you continue to rotate the wheel beyond 90 degrees, it applies the brakes on the inside rollers for a sharper turn. It's a brilliant system because, if you're driving down the road and only need to make small steering inputs, you're not veraine out the brakes all the time.

Which begs the obvious question: does Mike drive his Carrier on the road?

Tve done 144 miles in one hit' he grins. 'Every five years, there's a commemorative run to Arnhem through Holland, and the last one in 2019 comprised 250 wartime military vehicles, 80 of which were armoured, including 18 tanks. I drove the Carrier for a week and had no issues with it at all. You have to be very careful on metalled coads, however, because at 375 tonnes it is relatively light and the tracks don't have rubber pads like modern armour, so it's easy to get into a skid.'

A new set of tracks, by the way, costs £6000. Mike reckons you could pick up a project Carrier for £20,000, or an up-and-running example for £30,000-35,000, although his incredibly original Carrier is valued a lot higher. The finish is Army-authentic and Mike's attention to detail





'If you're a bit injudicious with the throttle, the Carrier's nose will rear up dramatically'

is fantastic. Since he is a retired police firearms officer, it goes without saying that the Carrier's weaponry is spot-on-the Sten gun is a replica but the Bren gun is a de-activated original. "The Thompson sub-machine gun is actually a BB gun — but a very accurate copy — to which I've fitted a genuine Thompson wooden stock,' he laughs.

Having finished drooling over all the new/old-stock bits and pieces that Mick's found for his Carrier, we decamp to a dead end farm track where he can put it through its paces for our photographer. It shows an impressive turn of speed: Carriers could travel at up to 30mph, which, if you were an infantryman who otherwise might have been lugging a large machine gun cross-country, must have seemed like luxury indeed. With its ultra-short wheelbase — not much more than half of the tracks' underside is actually in contact with the ground—the Carrier is also incredibly manoeuvrable. As James is about to find out, pecsuse is now that tour to drive.

Having once had the privilege of a brief ride inside the world's only drivable MkI Tiger tank—see Octane 73, if your collection goes back that far — I vividly remember just how cramped a World War Two tank is for a modern humar. James may be built like a racing snake but he is oft Zin tall, whereas the average tankie back then was just 5ft ôin, so sliding down behind the vertical steering wheel and squeezing his legs under it to work the pedals takes some gymnastic ability. But he gets there and, with Mike acting as spotter up top, he guns the engine and accelerates away.

A few minutes later, both the boys return with big gins on their faces. And now I'm going to have a go. Climbing up on top of the cockpit isn't too difficult - it's not as if you'ce likely to break anything by standing on it - but tricky to thread both feet around the steering column and up onto the pedals; particularly the clutch, which is mounted quite high up. On the plus side, as I'm about to find out, it has a surprisingly progressive action.

Flick the ignition switch up, pull a rod that operates the starter, and the VS firse easily with that lovely soft flathead burble. First gear is redundant in normal use, so you start off in second — up and to the right – and then, when you we picked up the pace, make the long move through the gearchange gate down and left to get into third. Despite the Carrier having a crash "box, it's not difficult to achieve near-silent changes."

If you're a bit injudicious with the throttle, the Carrier's nose will rear up dramatically, and then drop just as rapidly when you back off the throttle – it's what James describes as 'tippy', a phenomenon that's exacerbated by the softness of the suspension, necessary for dealing with sudden and



Narrow tracks are required to allow 'warp steering' but, even so, the Carrier's light weight means it's less likely to sink into waterlogged ground, as here.

'Occasional bangs of the tracks slapping against their guards sound like someone shooting at you'

dramatic changes of terrain. But settle into a level cruise and it's a relatively quiet way to travel; obviously threel; obviously threels are relatively into the first of the occasional bangs of the tracks slapping against their of the occasional bangs of the tracks slapping against their objects of the occasional bangs of the tracks slapping against their objects, obj

Ah yes, the steering. This is the part that takes most of the golder rule is not to apply competent getting used to. The golder rule is not to apply competent pressure to the wheel but instead to take little nips with it, to so the Carrier follows a thruppenny-bit kind of rule instead of a constant curve. That's especially important in tighter comers, where the inside track is being actively braked: if you keep the wheel hard over, you'll soon burn out the linings. However, you also have to up the engine reves to counteract the drag of the braked track, which is counter-intuitive when - to take an entirely hypothesis situation, and one that of course this writer absolutely interest the drag of you're heading towards a ditch and are wrenching desperately at the wheel like a seafarer trying to avoid a reef in a raging storm.

Mike assures me that you quickly acclimatise to the quirks of the steering and, having seen him positively throw the Carrier around earlier, it's clearly an amazingly agile little thing. And James agrees. He's very an fait with what are today known as mounted closes-combat vehicles, having commanded a squadron of the Army's latest Warthog machines in Helmand province, Afghanistan.

James recalls an occasion when, having led his convoy of Warthogs back into the buffer zone of their base — a kind of airlock' between exterior and interior defences — he was surprised to notice soldiers running away from the whichles, rather than towards them as would normally be the case. All was explained when he demounted and walked around his Warthog, and saw the Taliban's unexploded rocket-propelled grenade wedged into the grid-like bar armour that wraps around the Warthog's front end.

'Armour is always regarded as a good way of countering enemy fire,' he continues. 'My favourite way of countering enemy fire is not to get shot at in the first place, and then, if you do get shot at, to present a really difficult target.

That's where this Carrier scores. It doesn't have much armour but, because it's an open platform, it's realy low — we're beneath the level of the hedgerows here — and it's outrageously good off-road. It's very mobile and it has low ground pressure, thanks to comparatively light weight. There are very few places that this wouldn't be able to go. You can see why it was so widely used — it is exactly the kind of machine that you could go to war in. ²²

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Same difference

BMW has bought out Alpina – so how might Alpina's future products differ from BMW's own M-cars? Comparing the fastest versions of the E39 5-series will give us some clues works Glon Waddington. Photography Bury Hugdon





t the risk of descending into cliche, we Octane Types where here locked-up for a while alongside a sized-dup for a while alongside a sized-dup for a while alongside a sized-dup for a while alongside or the sized has been down-sizing for some time and are now in a race to prepare for the switch to electrification. Sure, we can continue to burn hydrocarbons for now, and hopefully we Ordane types will still be able to after this decade has drawn to a close, if perhaps to a more limited extent.

But the move to battery EVs and increasingly tricky political hurdles and legislation are making life harder for niche manufacturers. Especially niche manufacturers of big, fast, V8-powered luxury saloons. And so ends the independence, after 57 years, of Alpina, which is being swallowed-up by BMW.

Obviously, Alpina relied on BMW for bodies, platforms, engines and transmissions, even if both the latter were fundamentally changed along with sufficient other hardware that Alpina could be declared a manufacturer in its own right. The two even competed, as here: the fastest, most desirable versions of the E39 5-series, in this case one tweaked, teased and transformed in-house by BMW's M division, the other at Alpina's Buchloe HQ. Here the similarities and differences between the two approaches to a big, fast, V8-powered luxury saloon are at their most acute. To examine and compare this particular pairing is to understand how Alpina might survive as a brand alongside M within the BMW empire.

The whole story is worth a little recap. Alpina was a family business that made typewriters and foundered as it attempted a move into textiles during the 1960s. But Alpina Burkard Bovensiepen KG was established on 1 January 1965, three years after Burkard Bovensiepen himself had developed a twin-carb upgrade for the BMW 1500.

With eight employees in an outbuilding of the typewriter works, Bownsiepen expanded from carburettors to cylinder head and cranshafu typeadsea, all with the blessing (not to mention the warranty backing) of BMW. By 1970, the company was 70-strong, had moved to its own site in Buchloe, and set up a racing team. Then, from tuning, tweaking and track activities, Alpina went on to develop its own versions of BMW cars and was declared a car manufacturer by the German Federal Ministry of Transport in 1983.

BMW's own history, obviously, goes further back – but BMW M's doesn't. Founded as BMW Motosport GmbH in 1972, M is elebrating its 50th anniversary this year. Its first project was the 3.0 CSL 'Batmobile', an in-house racer that dominated the European Touring Car Championship, rather as Alpina had done a couple of years before. Then a call to Motosport's chief engineer Jochen Neeprasch in the mid-1970s saw a couple of 5-series racers made for competition in South Africa and the creation of the \$30 MLE, just over 100 built for homolocation and all sold there.

In 1978 the mid-engined M1 arrived, and the M535i - a handbuilt, high-performance roadgoing version of the E12 5-series. In 1984 came the M635CSI, which shared the M15 race bred twin.cam six and was an avant-garde executive express. But perhaps M5 greatest legend is the E30 M3, a return to original M form in that it was developed purely to compete and dominated its racing class in the latter half of the 1980s. It now commands stratospheric prices as a road car; a proper homologation special and a real road-racer.

Most M products have been road cars with a high-performance edge wrought from years of motorsport experience. Witness the MS. We are now on the sixth generation, and the model first appeared as a road car, not a racer, in 1984, powered by the M1s glorious witn-man straight-six. The E39 here is the third generation, significant for a number of reasons: MS first V8, a headline-grabbing power output of 400PS (394.5hlp for us non-metric Brits), and a move to series production alongside the regular Sers that rolled off the line. Why? Demand. More than 20,000 found homes between 1998 and 2003, far more than MS artisans could put together.

So, what if you wanted something brisker than the norm and a little more, ex, exclusion too? In fact, Alpina got there first: the E39 5400-based B10 V8 appeared in 1997, and during three iterations (defined by engine developments and the faceliti imposed by BMW) production totalled 1497—including 291 Touring versions, a bodystyle that was denied that eneration of MS.

Tom Hillary's car is from the first year of production. As with all B10s, it left BMW's Dingolfing plant without the parts that make



1997 Alpina B10 V8

Engine 461 9cc V8, DOHC per bank, 32-valve, Bosch fuel njection/ management Power Stablen jeet 5700 pm Torque 347lb ft @ 3800 pm Transmission Five-speed automatic, rear-wheel drive Steering Recirculating ball suspension Front MacPherson struts, coil springs, anti-roll bar. Rear-mull-fask, coil springs, and programmed to the stable springs and springs. The springs are springs and springs are springs and springs and springs. The springs are springs and springs are springs and springs are springs and springs. The springs are springs are springs and springs are springs and springs are springs. The springs are springs are springs are springs and springs are springs and springs are springs. The springs are springs are springs are springs and springs are springs and springs are springs. The springs are springs are springs are springs are springs are springs are springs. The springs are springs are springs are springs are springs are springs are springs. The springs are springs are springs are springs are springs are springs are springs. The springs are springs are springs are springs are springs are springs are springs. The springs are springs are springs are springs are springs are springs. The springs are springs are springs are springs are springs are springs. The springs are springs are springs are springs are springs are springs. The springs are springs are springs are springs are springs are springs are springs. The springs are springs are springs are springs are springs are springs. The springs are springs are springs are springs are springs are springs. The springs are springs are springs are springs are springs are springs. The springs are springs are springs are springs are springs are springs are springs. The springs are springs. The springs are springs. The springs are springs. The springs are



'What if you wanted something brisker than the norm yet a little more exclusive than the M5?'







Left and above

Alpina has a loftier tail spoiler, while M5 features quad pipes and a lairylooking splitter; big wheels and lowered suspension give the Alpina stance, but you won't hear it coming

it an Alpina, and headed to Buchloe for finishing. Its engine is a 4-6-lite variant of the \$401's 'MoZ' quad-cam, 32-valve 4-4 with aluminium block and single-row timing chain, though it isn't a simple overbore as the Nikasil-coaded cylinders meant that a new block had to be cast. This BMW did, to Alpina's specification, in return for applying it subsequently in its own cars from 1998, as well as the Morgan Aero 8 and 2002 Range Rover.

Alpina refers to the engine in this car as the Fs₃ in earlier generation (E2) V8 first appeared in Alpina's E34 5-series as the B10 4.6 in 1994, of which 46 were made. Stats are obviously important, and here we have 340bhp (metric) and 3471b fit, which compare with the 286bhp and 324lb ft of BMW's own \$500. Other Alpina-specific changes include an upgraded crankshaft, more aggressive cams, handfinished ports, lighter, higher-compression Mahle pistons, balanced, sintered con-rods, reprogrammed engine management and Alpina's own bespoke exhaust system.

Handling all this are Alpina's suspension and brake modifications, with twin-tube Bilstein gas dampers, 19mm shorter Sachs springs and larger vented discs. Transmission is via a ZF five-speed automatic only, with Alpina's own Switch-Tronic system that includes shift buttons on the back of the stitched leather steering wheel – long before such things had become commonplace.

It has to be said that, of every largish saloon car ever made, there has possibly never been a better basis than the E39 5-series. Introduced in 1995, it's modern enough for great comfort and refinement yet old enough to be 'analogue' in character and somewhat over-engineered in the build quality department. It also features aluminium-intensive front suspension and

a multi-link rear axle, as well as BMW's famed fascination with near-50:50 weight distribution. The newly introduced rack-and-pinion steering of the six-cylinder versions, however, had to make way for the old recirculating ball system: not enough room under the bonnet with the V8 engines.

M's take employed the S62 version of BNW's Ns, its first version with variable timing on both intake and exhaust camshafts, and stretched in capacity to 4941cc. Other highlights include dual-row timing chains, individual throttle bodies for all eight cylinders elected 'sport' mode for quicker response), a reased compression ratio, hollow camshafts and a semi-dry oil sump, which consists of two additional scavenging pumps that activate during hard comerting. Peak power you know about; torque tops out at 369lb ft, and it revs all the way to 7000rm.

All of that is transmitted to a rear-mounted limited-slip differential courtesy of the 540's Getzag six-speed manual gearbox; there's a shorter final driver attio and the dutch is beefed up. The steering ratio is also quicker, there are alarger, floating-style, vented disc brakes, and alarger, floating-style, vented disc brakes, and anti-roll bass, firmer springs and specifically valved dampers, polyurethane auxiliary springs and steel ballions.

AND SO THEY MEET. We are close to Goodwood, amid the beautiful South Downs. Tom's Alpina hoves into view first, the model of subtlety, from a distance only its simple raised atlal spoiler marking it out from a regular 540i. But it has stance. And much larger wheels, the distinctive 20-spoke Alpina alloys that hide their inflation valve within the locking centre





Clockwise, from right 5.0-litre V8 grabbed headlines with its supercarstyle output; re-sculpted front bumper/valance looks the part; dials, wheel, manual trans are the main features of this superbly wrought cabin.

cap. Up close you spot the pinstriping about the front airdam. It's optional elsewhere, but whoever bought this car new opted to keep things low-key.

Then we hear the MS, Subtlety be blown, this is one V8 that likes to make itself known. No popping or banging, and you certainly wouldn't call it anti-social, but the sonorous blare of its exhaust is in stark contrast to the apparent silence of the approaching Alpina. There's a clue to the difference between the two approaches to a super-fast 5-series right there.

Visually, too, more effort has gone into deliberate separation from other E39s: the door-mirrors are rounded race-style, rather than rectangular, and the front bumper is re-drawn, with circular inset spotlamps. The thing lip-spoiler is barely present on the boot-lid, but the faux splitter in the bumper below (and the quad tailpipes) are a more significant disruption. All very tasteful cues, no doub, and certainly putting the sport into sports saloon. Nice wheels, too, multi-spoked with an anthractic finish. Owner Tahmid Haque steps out and smiles. He's clearly enjoyed the drive over from Karlo.

I take a look inside both cars. Many Alpinas feature blue-painted dials, but they're absent from the first E39 B10s - the footwell carpet mats, however, are a fabulous bit of period stripiness, rather like the louder lining of a demure Paul Smith suit. Alpina's comfort seats even feature an adjustable upper backrest, which can tilt back and forth; they are embracing and supportive yet also extremely, well, comfortable. Elsewhere the ambience is impactable ergonomics, one of BMW's best (and most characteristic) dashboards, lots of supple, sittiched Lavalina leather, and chunks of wood scattered across dash and door panels.

Lots of leather in the MS, too, tan in this case, but a simple aluminium inlay to the dash, and a three-spoke steering wheel as well as a cutely ovoid rear-view mirror. And while the Alpian features those highly unusual shift-buttons on the steering wheel, the MS is resolutely manual. As et of lights around the grey-faced rev-counter is there to count you from a 4000pm rev-limit as the oil warms through, which is pragmatic and playful in equal measure.

I'm more familiar with the M5, so that's the wheel I take first – and feel instantly at home. Ic wheel I take first – and feel instantly at home is coming up for 30 years old yet still looks bloom, which can be beautifully wrought and impeccably finished, be beautifully wrought and impeccably finished, old-fashioned, but I feel more in control with old-fashioned, but I feel more in control with than a joystick. I low a manual shift, too – which we have a superior of the properties of the more incommon than a joystick. I low a manual shift, too – which though only in the right can It's fair to say that that hough only in the right can It's fair to say that the dayways combined speed with increased luxury.

Firing the V8 elicits a growl, noticeable yet welcome, cultured rather than raucous. And pulling away immediately puts a smile on your face, with instant torque from the bottom of the rev-counter and which continues all the way round, burgeoning seriously from around 5000rpm (those lights have gone out now) as the warbling note intensifies and properly pricks the nape of your neck.

Shifting gear is quick and satisfying, with a certain heft that feels appropriate yet never gets in the way. And the way in which the car deports itself along these sinuous country roads is deeply impressive: refined over coarse



1999 BMW M5

Engine 494 to V 8, DOHC per bank, 32-waye. Bosch fuel injection / management Power 395hby @ 600-yom Torque 395bb; % 6000-yom Torque 395bb; % 6000-



'Of the two cars, the M5 is the more extrovert, but you don't have to be a hooligan in it'

surfaces yet in touch rather than aloof, letting you know exactly what the tyres are doing.

What's more, it's superfly balanced, turningin adroitly, and, while it would be all too easy to swing the tail, there's no need. Drive neatly and it helps keep you poised and pointed, rather than dominating with a showboat display of Pavarus. Of the kov cars, the MS is the more extrovert in character, but respectful decorum keeps things brisk without denying yourself some proper entertainment. You don't have to be a hooligan in it.

And so to the Alpina. Messages here, while certainly not mixed, are whispered rather than shouted. It's just as easy to settle into, and you feel cosseted rather than focused. There can be a ballsy V8 soundtrack yet it's mostly muted; pulling away involves selecting Drive rather than manipulating gearlever and clutch; even the steering feels far lighter.

Once you're moving along the road, you quickly detect that the ride is softer, smoother, still superbly damped and with far more of the magic carpet effect. Meanwhile, the transission, which features five ratios, climbs quite quickly into each next gear, exploiting torque over power, keeping things quiet. Yet acceleration is still strong, almost seamless, rather like that of an electric car. You soon realise that you're travelling more quickly than you might have expected.

Turn-in is softer than in the MS though the balance is equally exquisite. There's less feedback, yet the lack of visceral sensation feels appropriate rather than frustrating. Through response is also far less immediate, with no Sport button to chivey things along. But that throttle is also very long in its travel, and every millimetre accesses more thrust. Push all the way and the transmission will kick-down, turning up the wick, winding in the horizon with ever-intensifying haste.

Or you can slide the transmission selector across to the left and play with the Switch-Tronic controls on the wheel. Oh my. Now were alive, that Vs suddenly finding its voice, the punch in acceleration above 4000pm every bit as thrilling as the MS offers. And despite the lower-geared steering and softer ride, you can maintain this rapid gait as the road twists and climbs across the landscape. It's class act.

Despite our location, you sense that the Alpina's natural environment is a derestricted autobahn. There you want storming pace with utter calm, rather than histrionics, and that's where the BIO delivers. Sure, it will play if you need it to, but that's easier in the M5. There's more soriety in Alpina's approach.

I'm not about to choose one over the other. That's not mylo blody. There's certainly more immediate gratification when it comes to driving the MS, but there could be more potential for long-term satisfaction with the Alpinas it can pamper in a way that's beyond the MS, yet entertain to a similar degree. It's also worth bearing in mind that this generation of B10 developed via four versions of the V8 (with 370bhp in long-stroke 4.85 form) as well as two straight-sizes and even a disee, all of which made for great GT saloons, while the E39 MS altered only slightly during its career.

Whatever, these cars are proof that, rather than being a surprise move, you might wonder why BMW didn't try to buy out Alpina long ago.

THANKS TO Tom Hillary and Tahmid Haque.













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overhead-cam engine. The design was overseen by WO
Bentley and it was a far superior unit to the pushod
four pot in the previous 2-Litre Sports. With a capacity of 5280cc and running two SU carbs, the straight-six pushed
out an easy 1050hp, with potential for race tuning.
David Brown entered three pre-production prototypes
at Le Mans in 1949. Two featured the 2-Litre Sports
engine and one the Lagonda straight-tis, but it expired
after just six pap with overheating problems. The car was
then raced at the Spa 24 Hours, where it finished third. In
1950 the factory team cars all had the six -plinder engine. George Abecassis and Lance Macklin finished fifth, with Charles Brackenbury and Reg Parnell sixth, which won Aston the 3.0-litre class. In the USA, playboy racer Briggs Cunningham drove his DB2 to second place in the inaugural Sebring meeting in 1950. Brown was correct: racing certainly improved the breed and he was hooked.

The production DB2 was launched at the New York with 411 being made. A Drophead Coupé was introduced later that year. When the DB2 was road-tested by The seconds and hit 116mph. Soon a more powerful 125bhp Vantage model was launched and the first example was bought and raced by Cunningham.



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THE UK BOOM IN PIT-STOPS AND MOTORING DESTINATIONS



Inside

DATES FOR YOUR DIARY 133 / The lowdown on 2022's mustsee events, tours and rallies

AMALFI COAST BY ALFA 140 Dream drive in a hire car from heaven, a 1963 Giulia Spider

THE UK'S PRIME PIT-STOPS 146 / Ever lacked the excuse for a drive? Here is the solution

EPIC USA ADVENTURE 152When Covid struck, one man hit the road in his Ferrari 308

OCTANE RECOMMENDS 159 /In-depth details on the coming

year's greatest happenings









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30 April - 1 May Le Mans, France

ST MAWES OF ASSIC CAR FESTIVAL

2-6 May Based St Mawes, UK etmawaeclassic co uk

VINTAGE REVIVAL MONTLHÉRY TOUR

6-9 May Various to Montlhéry, France sceniccartours.com

GRAND PRIX DE MONACO HISTORIQUE

13-15 May Monte Carlo, Monaco acm.mc

PADRE-FIGLIO

13.15 May Based St Tropez, France happyfewracing.com

THE NOT-SO-WILD WEST

13-30 May Las Vegas to Santa Monica, USA fantasticroads.com

RALLYE DES PRINCESSES

RICHARD MILLE 14-19 May Paris to La Baule, France natarauto fr

THE PYRENEES 1000

17-21 May Starts/ends Pamplona, Spain,

via France bespokerallies.com

SPAICLASSIC

20-22 May Francorchamps, Belgium

peterauto.fr CONCORSO D'ELEGANZA VILLA D'ESTE

20-22 May Cernobbio, Italy concorsodeleganzavilladeste.com

COPPA DELLA PERUGINA 20-22 May Based Perugia, Italy

coppadellaperugina.com

VIKING TOUR

20-30 May

Gothenburg, Sweden, to Oslo, Norway countrylanetours.co.uk

RERGAMO HISTORIC GRAN PRIX

29 May Bergamo, Italy

VALLETTA CONCOURS D'ELEGANCE 29 May

Valletta, Malta vallettaconcours delegance com

CAVALLINO CLASSIC MODENA

29-31 May Modena, Italy

cavallino.com JERSEY INTERNATIONAL MOTORING FESTIVAL

2.5 hme Jersey, Channel Islands iimf.ie

STELLA ALPINA

3-5 June Starts/ends Trento, Italy stellaalpinastorica.it

IMPERIAL RALLY 3 June – 2 July

Oslo, Norway, to Portofino, Italy, via Finland, Estonia, Latvia, Lithuania, Poland, Slovakia, Hungary and Slovenia bespokerallies.com

COURF DES ALPES

0.11 Isma Evian to Cannes, France rallystory.com

VERNASCA SILVER FLAG

10-12 June Vernasca, Italy vernascasilverflag it

THE ARCTIC CIRCLE

11-26 June Potsdam, Germany, to Oslo, Norway, via Poland, Lithuania, Latvia, Estonia, Finland and Sweden classicevents.nl

SUPERDEPORTIVOS CANTARRIA TOUR

13-26 June Santander to Bilbao, Spain driveespana.com

-2 446.







VPRES TO ISTANBILL CHALLENGE

13 June - 3 July

Ypres, Belgium, to Istanbul, Turkey, via Germany, Czech Republic, Austria, Hungary, Romania and Bulgaria rallytheglobe.com

MILLE MIGLIA

15-18 June Starts/ends Brescia, Italy

1000miglia.it THE GREAT RACE

18-26 June Warwick to Fargo, USA

RALLYE DES CHATEAUX 22-26 June

Chantilly to Deauville, France zoutegrandprix.be

LA LEGGENDA DI BASSANO

23-26 June Starts/ends Bassano del Grappa, Italy laleggendadibassano.com

GOODWOOD FESTIVAL OF SPEED

23-26 June Goodwood, UK goodwood.com

SHMMER TRIAL

24-26 June Based Grantham, UK heroevents.eu

RALLYE PÈRE-EILLE

24-26 June Based Monte Carlo, Monaco happyfewracing.com

THE WELSH RALLY

26 June - 1 July Crickhowell to Anglesey, UK luxuryrallies.com

LE MANS CLASSIC

30 June - 3 July Le Mans, France lemansclassic.com

OLDTIMER MEETING BADEN-BADEN

8-10 July Baden-Baden, Germany oldtimer-meeting.de

THE PENNINE 1000

12-16 July Starts/ends Headlam, UK bespokerallies.com

CHATEAUX CHAMPAGNE AND CIRCUITS

17-29 July Gosnay to Rouen, France countrylanetours.co.uk

ENNSTAL CLASSIC

20-23 July Based Gröbming, Austria ennstal-classic.at

FIFFI RALLYF FESTIVAL

21-23 July Daun, Germany eifel-rallve-festival.de

ALPINE PASS TOUR

28 July - 6 August Starts/ends Calais, France, via Switzerland and Italy classicat.co.uk

CLASSIC DAYS DÜSSELDORE

5-7 August Düsseldorf, Germany classic-days.de

COPENHAGEN HISTORIC GRAND PRIX

5-7 August

Copenhagen, Denmark chgp.dk

VINTAGE PRESCOTT

6-7 August Gotherington, UK vscc co uk

BONNEVILLE SPEED WEEK

6-12 August Bonneville Salt Flats, USA scta-bni.org

DUBLIN TO DONEGAL

7-16 August Starts/ends Dublin, Ireland

17 August

Monterey USA

octmk co uk MOTORLUX

motorlux.com

MONTEREY MOTORSPORTS REUNION 17-20 August

Laguna Seca, USA

weathertechraceway.com

THE OUAIL 19 August

Carmel Valley, USA peninsula.com

CONCORSO ITALIANO

20 August Seaside, USA concorso.com









PERRIE REACH CONCOURS

D'ELEGANCE 21 August Pebble Beach, USA pebblebeachconcours.net

THE CLASSIC AT SILVERSTONE

26-28 August Silverstone, UK silverstone.co.uk

SALON PRIVÉ

31 August - 4 September Woodstock, UK salonpriveconcours.com

LIME ROCK HISTORIC FESTIVAL

1-5 September Lime Rock, USA limerock.com

TEMPLE RALLY

1-13 September Athens, Greece, to Rome, Italy heroevents eu

TARGA GREAT BARRIER REEF TOUR

2-4 September North Queensland, Australia targa.com.au

THE CONCOURS OF ELEGANCE

AT HAMPTON COURT PALACE 2-4 September East Molesey, UK concoursofelegance.co.uk

THE PICOS 1000

6-10 September Starts/ends Santillana del Mar, Spain bespokerallies.com

BERNINA GRAN TURISMO

8-11 September St Moritz, Switzerland i-s-a-w.com

TRANS-IBERICA 9-20 September

Biarritz, France, to Bobadilla, Spain

destination-rally.com

TROPHÉE DES ALPES 11-15 Sentember

Starts/ends Le Grand Bornand France zaniroli com

CIRCUIT DES REMPARTS

16-18 September Angoulême, France

RALLY PÈRE-FILS

16-18 September Based Monte Carlo, Monaco happyfewracing.com

GOODWOOD REVIVAL

16-18 September Goodwood, UK goodwood.com

THE ITALIAN RALLY

18-26 September Santander, Spain, to Modena, Italy, via France and Andorra luxuryrallies.com

SAHARA CHALLENGE

19-30 September Starts/ends Malaga, Spain, via Morocco endurorally.com

ITALIAN LAKES AND SWISS ALPS 22 September - 3 October Geneva to Aubonne, Switzerland, via Italy classictravelling.com

CHANTILLY ARTS & ELEGANCE

RICHARD MILLE 24-25 September Chantilly, France chantillyartsetelegance.com

COPPERSTATE OVERLAND

24-28 Sentember Arizona, USA (route TBC)

VINTAGE DOLOMITES

24 September - 2 October Starts/ends Innsbruck, Austria, via Italy rallytheglobe.com

THE DEREK BELL TOUR

27 September - 2 October Monte Carlo, Monaco, to St Tronez France v-events.co.uk

RENDEZ-VOUS RIVIERA

1 October St Tropez, France v-events.co.uk

ARDENNEN RENNEN

1-2 October Based Avwaille, Belgium ardennenrennen.be

L'ÉCHAPPÉE CORSE

1-6 October Starts/ends Bastia, Corsica zaniroli com



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tourdecorse-historique.fr ZOUTE GRAND PRIX 5-9 October

Knokke-Heist, Belgium zoutegrandprix.be

BARBER VINTAGE FESTIVAL

7-9 October Birmingham, USA barbermuseum.org

MALTA CLASSIC 13-16 October

Mdina, Malta maltaclassic.com

TARGA FLORIO CLASSIC

13-16 October Based Palermo, Sicily targa-florio.it

TROPHÉE EN CORSE 18-23 October

Bastia to Ajaccio, Corsica

EAST HIMALAYA RALLY 20 October – 12 November

20 October – 12 November Starts/ends Kolkata, India, via Bhutan and Bangladesh destination:rally.com

LIMA TO CAPE HORN

22 October – 20 November Lima, Peru, to Ushuaia, Argentina, endurorally.com

WEST COUNTRY CLOVERLEAF

24-27 October
Devon and Cornwall, UK

CLASSIC DAYTONA 24 HOUR

2-6 November
Daytona Beach, USA

RAC RALLY OF THE TESTS

3-6 November Blackpool to Torquay, UK heroevents.eu

TRANSMARGO

5-12 November Starts/ends Marrakesh, Morocco zaniroli.com

LONDON TO BRIGHTON VETERAN CAR RUN

6 November London to Brighton, UK

DAKAR ENDURO RALLY

6-27 November Weybridge, UK, to Dakar, Senegal, via France, Spain, Morocco and Mauritania

bespokerallies.com

3-6 December Land's End to John O'Groats, UK

FURTHER AHEAD (2023)

CUBA CLASSIC RALLY

4-21 January Starts/ends Havana, Cuba bespokerallies.com

SRI LANKA CLASSIC

16-30 January Waikkal to Colombo, Sri Lanka destination-rally com

WINTER CHALLENGE TO MONTE CARLO

5-9 February
Troyes, France, to Monte
Carlo, Monaco

PEKING TO PARIS

11 June – 16 July
Peking, China, to Paris, France,
via, among others, Mongolia,
Kazakhstan, Turkey and Italy
endurorally.com

PAN-AM CLASSIC

26 July – 21 August Charleston to Pebble Beach, USA

THE TRANS-AMERICA

20 August – 8 September Houston to San Francisco, USA endurorally.com

ALASKA TO MEXICO MARATHON

27 August – 26 September Anchorage, USA, to Cabo San Lucas, Mexico, via Canada

rallytheglobe.com

November (dates TBC) Goa to Chennai, India destination-rally.com



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POWERED BY ONLY EVENTS











If this car had a working steree, then Matt Monro would be on it. Because it's days like this that you will certainly remember. Were driving a 1963 Alfa Romeo Gluila 1.6 Spider around the twists and turns of what is unquestionably one of the most beautiful and thrilling costal roads in the world: the UNESCO-listed Costiera Amalfinan, or the Amalfi Drive as it is more commonly know in the UK.

The roof of our graphite grey beauty is down and, while the February wind is a little brisk in our hair, the sun is shining, and a hat and glowes are enough to keep us warm. Why this time of year? Well, the roads are empty of the many tourists that flock here in the summer months, turning the 30 or so miles between the towns of Sorrento and Amali into one long traffic jam.

The car is on hire from Spider Lifestyle, run by the charming Sergio. He started his business by the charming Sergio. He started his business in 10.009, wanting to share his passion for the Alfa Romeo brand with others. Back then he had just four cars to choose from and over time that collection has expanded to 18. He has an impressive catalogue of classics, including out their vintage Spiders, several of the Fiat SOO "Bambino" so belowed by Italians, and even a white 1970 WW Beetle Convertible.

Sergio describes our chosen vehicle as his 'jewel' and it is easy to see why. The rich red

interior contrasts perfectly with the unblemished grey paintwork, giving it a subtle elegance that's less extrovert than the more popular red. The wooden steering wheel is polished, and the soft, worn leather moulds perfectly to your body, releasing a subtle warm fraerance, that true 'old car seent'.

He familiarises us with the car and offers recommendations of where to eat and drink en route. Having feasted the previous evening on a steaming bowl of Gnoedic illal Sorrentini, as delicious blend of fresh mozzarella, tomato and basil, we were looking forward to sampling some more Southern Italian specialities. And limoncello. Because everything ends with limoncello in this part of Italy.

Sergio is also keen to point out on the map the best places to stop for those picture postcard views of the sparkling azure waters. I should come clean here and say that, in February, the sea is not 'azure' all the time. If you'd like a greater guarantee of crowd-free sunshine, then try April or October.

With a quick 'Ciaol' from Sergio, we begin our drive by heading west towards the Sorrentine Peninsular, a rugged finger of land that juts out into the Tyrrhenian Sea. The roads here are skinny switchbacks, winding their way through terraced hillsides planted with olive groves and citrus orchards, before dropping 'The Costiera Amalfitana is unquestionably one of the most beautiful coastal roads in the world'







Above and left The Amalfi Coast offers incredible views and plenty of memorable places to stop for refreshment.

down to reveal the shimmering sea. The salty ocean scent clings to our skin as we climb over, through and around the Massa Lubrense, passing whitewashed hamlets and old look-out towers.

Eventually, shortly after the town of San Pietro, we join up with the Strada Statle 163, the official name for the Amalfi Drive. This road of 1000 bends' was commissioned by King Ferdinand II of Naples and, after nearly 20 years of building and tunnelling though the vertiginous cliffs, it was finally completed in 1852. The result's Apetacular gravity-defying strip of tarmac that is both exhibitating and terrifying in equal measure.

There are only two narrow lanes and our choice of driving direction means we are on the edge of the cliff with the sea to our right. There are either low or no guard rails, so every time I turn my head, I can look down to the waves crashing on the jagged boulders below. I am both exhilarated and terrified.

Between Sorrento and Positano, our stop for the night, the road conscrews along a succession of promontories and inlets. The Alfa is thrilling to drive, not least because it is very sprightly for its age, but also because the suspension is soft enough that every single corner feels fast.

The road ahead is blissfully empty, free of the lumbering tour coaches that dominate in the summer months. There is still a public bus running several times a day and, when nearing a blind curve, you can hear a honk of warning from the bus driver as they approach. Driving



'When the road is clear, we truly appreciate the note of the Alfa's exhaust'

with the roof down allows us to hear and heed these warnings and, when the road is clear, to truly appreciate the note of the Alfa's exhaust as we accelerate through the cliff tunnels.

We make the most of the parking spaces that Sergio has highlighted, admiring the view out to the archipelago of three rocky islands known as Li Galli, which were, according to legend, the home of the sirens. We also make the most of the fruit stalls sharing this space, selling lemons the size of grapefruits and freshly souezed sweet and tangy inice.

As we arrive into Postiano just before dusk, it is easy to see why the artist Paul Klee described the village as 'the only place in the world conceived on a vertical rather than a horizontal axist.' The pastel-coloured houses cling to the hillside, cascading down to the pebbled beach below. There is a road, hidden in the midst of the tightly packed buildings, but we don't have to ry to navigate that as our stop for the night is a further 400m up the steps that the properties of the properties of the properties.

We are staying at La Tagliata, a restaurant with just two rooms. It's a rustic mountain lodge spread over three panoramic terraces, each one surrounded by organic vegetable gardens in which guests can help pick the ingredients that are served in the restaurant kitchen, in the freshest farm-to-table dishes.

After raising the roof on the Alfa for the night, we refuel on delicious handmade pasta, grilled meats and sausages, cream-filled cannoli and – of course – limoncello. We sleep well that night, undisturbed by the February wind – or, indeed, the sirens.

After a breakfast of antipasti and fruit from the restaurant's orchards, we head back down the hill to rejoin the SS163. Fifteen minutes of twisting and turning along the road to the east leads to the fishing village of Praiano, where the medieval church dome is decorated in maiolica tiles, the Amalfi region's signature ceramic style.

We pass several stone watchtowers, relics of a time when piriste incursions were a very real threat here, before our white-knuckle ride takes us over the towering viaduct that crosses the Vallone Di Furore. This dramatic little gorge opens out into the sea with a tiny shingle beach at one end, and a few ancient fishermen's hust hewn from the rockface. There is nowhere to stop without blocking the road, so we sweep onwards towards Amalfi.

As Amalfi comes into view it seems flatter than the other villages, climbing gently up the



hillside rather than clinging to it. There is a car park at the marina, which is practically empty in February, so we swap our Alfa's four wheels for our two feet and head to the Piazza del Duomo, in front of the town's striking Ninth Century cathedral.

This Norman church has been remodelled several times over the centuries, adding Romanesque, Baroque, Gothic and Byzantine elements, so the longer you stare the more you see. It is truly astonishing, as is the cone of frito misto that we snack on before heading to our final stor of the day. Ravello.

This hillside town, perched on a bluff 360ft above the Bay of Salerno, is a peaceful alternative to the bustle below. Although the narrow 3km road winding up the mountain is nerve-jangling to say the least, the elegant palazzo, grand villas and terraces with sweeping vistas of the coastline are certainly worth the detour, even though it's only a whistle stop before we head back to Sorrential.

This change in travel direction means we are hugging the hillside rather than the sea, which may be better for those prone to bouts of vertigo. Personally, I find the proximity of the side of the car to the razor edge of the jagged cliff face on each tight bend much more disconcerting.

And with all of the parking areas on the other side of the road, there is nowhere to stop when a rather beaten-up Fiat decides to ride our bumper, tooting at us to get out of his way,



although quite where he wants us to go I'm not sure. He eventually overtakes us, swinging so wide he narrowly misses the low stone wall on the opposite side of the road, answering the question as to why his relatively new car is a patchwork of dents and scratches.

Too soon we are back in Sorrento, completing our drive in perfect synchronicity with the setting sun, before reluctantly handing the keys back to an excited Sergio.

So how was it, he asks? Unforgettable. Mesmerising.

Or perhaps, as the novelist John Steinbeck described it, a road that 'corkscrewed on the edge of nothing', leaving him 'weeping hysterically'. Everyone should experience it at least once in their lifetime.

THANKS TO Spider Lifestyle, spiderlifestyle.com.





Pit stops

They can be a destination for meeting up with likeminded friends, or just a place to break your road trip. Meet the new breed of culinary classic car hubs

Words Matthew Hayward

CARS AND COFFEE, It's such a simple idea, but one that has quickly become a staple of Sunday mornings for many car enthusiasts. Not only the perfect excuse to exercise your cherished classic at the weekend, but also a good reason to meet up with friends who share the same enthusiasm. In the last few years the number of these meets has exploded, creating a huge demand for interesting car-friendly locations - especially those offering good-quality food and drink.

These venues are often more than just a place to meet, as Phil McGovern, founding partner of Caffeine and Machine, explains: When we started Caffeine and Machine, it was always supposed to be a hangout. We launched it to invite every faction of the automotive community, and, despite the

differences between, say, the Porsche scene, Dacia enthusiasts and the IDM crowd, they soon realised that we're all in effect just human beings with the same passion. We wanted to create a place that everyone in the car community could call home.

These locations each have their own characteristics, but common to nearly all is that they bridge the gap between simple 'car park' meets and full-blown (and sometimes expensive) shows - giving more opportunities to get out and about in your car without the need for too much planning or commitment.

This is by no means an exhaustive list, just a cross-section of some of the great locations around the UK that cater (literally) to petrolheads looking to share and enjoy their own particular obsessions.

THE CARDING SHED thecardingshed.co.uk

This charming café is located within the walls of an old mill and is filled with vintage trinkets such as old signs and bicycles. Where is it?

Washpit Mills, Green Lane, Holmfirth, Yorkshire HD9 2RD

What facilities does it offer?

As well as the fantastically decorated café and viewing area, the Carding Shed is home to IK Sport Classic car sales and restoration. There's plenty of parking plus a private function room for up to 50 people.

Affordability

The full English breakfast is £8.95, and if you're up for Sunday lunch it's £13.95 for roast beef with all the trimmings. Afternoon tea is £14.95 per person.

Can I just turn up?

Yes. It's advisable to book a table during busy periods, and to get in touch directly if you're planning to arrive in large numbers. It's open Tuesday to Sunday (and Bank Holidays), 10am to 4pm.

Regular meets?

Nothing officially, but Sunday mornings are popular. There are tours of the workshop and the car collection by appointment.







GILKS GARAGE CAFE gilksgaragecafe.com

Tracing its roots back to 1904, the Gilks Garage moved to this site in 1949. The family has been here ever since, although it now serves tea and coffee rather than four-star. It was revitalised in 2019 when the old showrooms were turned into a motoring-themed café, with a lot of interesting artefacts from the family's history

with a lot of interesting artefacts from the family's history and the heritage of the site. It's set among beautiful countryside and roads, and is close to the fabulous British Motor Museum at Gaydon.

Where is it?

Banbury Road, Kineton, Warwickshire CV35 0JZ.

What facilities does it offer?

There's plenty of car parking, bicycle parking, an EV charger and seating both inside and out.

Affordability
The full English breakfast (two of everything) costs £9.95, with locally sourced ingredients where possible.
Can I iust turn up?

Yes, but best to reserve a table inside, especially at weekends. It's open from Wednesday to Sunday, although only in the evening on Fridays and Saturdays. Closed on Monday and Tuesday.

What regular meets are held there?

It's a regular haunt for some car clubs as a breakfast or brunch stop on their drive-outs, but there are no regular meets yet.

DUKE OF LONDON dukeoflondon.co.uk

Described as West London's classic and supercar hub, Duke of London is a unique space in Brentford created by visionary and life-long car enthusiast Merlin McCormack.

Where is it?

The Factory, Catherine Wheel Road, Brentford TW8 8BD. What facilities does it offer?

Dake of London itself focuses on the sale of interesting and high-quality classic cars, as well as restoration, storage, servicing and detailing. The main business is located in a finatastic re-purposed 1930s sop factory, but also on site are a engreat family-run pub (The Brewery Tap) and the Santa Maria Pizzeria with Ist sward-winning pizzas. Duke of London additionally has a studio space and can host private events of varying sizes.

Affordability

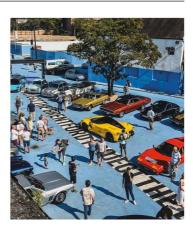
The most basic Santa Margherita pizza is £8.50, with a great selection of options available – including vegan.

Can I just turn up?

The Brewery Tap is open Wednesday to Friday evenings from 4pm, and from midday on Saturday and Sunday. Booking ahead is always recommended. Events are ticketed, with limited parking spaces available for classics only.

Regular meets?

The Classics & Cake monthly classic and supercar meet is very popular, and if you have an interesting classic car you qualify for the limited-space parking. More events are being planned for the summer.







CAFFEINE & MACHINE caffeineandmachine com

Designed as a destination for anyone who appreciates moving things, this is a place to celebrate all facets of car culture. It was launched in 2018 with simple food and 'mind-blowing coffee', and has thrived since. Where is it?

Houndshill House, Banbury Road, Ettington, Warwickshire CV37 7NS.

What facilities does it offer? The name says it all, really. First and foremost

a coffee house, licensed bar and restaurant, but it's also a boutique B&B with a 'living art gallery'. Plenty of parking, too.

Affordability

Wood-fired pizzas are a popular option from £10. A standard Americano is £2.50, or £3 for a latte or cappuccino. If you've bought a ticket for entry, half of the entry cost can be redeemed against food and drink.

Can I just turn up?

Weekend and themed evening events require pre-booking due to their immense popularity and the imited parking space, but if you're just passing by you're more than welcome to drop in. It's open 9am-10pm, Monday to Sunday. Check the website for event details.

Regular meets?

Every week there's a differently themed #cultofmachine on Wednesday 5-10pm, and a Friday Sundowner 7-10pm.



THE MOTORIST themotorist com

The Motorist, located in the North Yorkshire countryside, describes itself as a petrolhead paradise. It can accommodate over 1000 cars, which makes it an appealing venue for larger car club meets. There's always something interesting in the car park and garages, and it's right by some fantastic roads. All of which makes it a great stop on the way to or from Goathland (where Heartheat was filmed). Whithy, the Yorkshire Dales National Park, Buttertubs Pass or York itself. And, if you're heading south, it's a great stop-off on the way to the Peak District.

Where is it?

New Lennerton Lane, Sherburn in Elmet, North Yorkshire LS25 6IE. What facilities does it offer?

Focused around a classic and modern car workshop - from MoTs to full restorations - The Motorist also features a showroom with a large selection of classic cars and motorcycles for sale, plus a café which serves a selection of light bites, snacks and refreshments. The car park is absolutely huge, so there's plenty of space. A full restaurant, bar and conference space - known as The Arnage - will be opening soon, which will offer a more formal experience.

Affordability

A full English named 'The Mechanic's Breakfast' is £8.50, or you can have a bacon sandwich for £5. The signature burger and chips 'Blue Train 8oz burger' meal costs £8.50. All use locally sourced ingredients.

Can I just turn up?

The garage is open Monday to Friday, but the site is open any day of the week. The café and the showroom space are open seven days a week. Regular meets?

Coffee and Cars every Sunday; Wheels and Wings every Wednesday evening from the end of March to the end of October; Classic and Retro on the second Thursday of each month, also from the end of March until the end of October. These are all free to attend, with no need to book ahead of turning up. Additionally there are various events on Saturdays throughout the year, ranging from big club displays to a race meet or a show organised by The Motorist, Check out the calendar on the website.

NY500 nv500.co.uk

This North Yorkshire-based motoring and motorsport-themed cafe was created by a team of car and his enthusiasts. This very cool location isn't just a great destination for petrolheads but is also used as a hub by the NYS00 team, who organise classic car tours of the surrounding areas. It's situated between Malton and Pickering on the A169, a red that leads to Whithy, Scarborough and the coastline at Filey, and it's in easy striking distance of York, Helmsley and Leeds. Matthewson's classic car action site at Thomton le Dale is also quite nearby, as are Castle Howard, Eden Camp and Flamineo Land.

Where is it?

HR Works, Malton Road, Pickering, Yorkshire YO18 8EA.

What facilities does it offer?

The NYS00 space is centred around a showroom featuring an array of cars, motorblues and exhibits. At the time of writing these include a genuine Metro 6R4, Ric Wood's Godzilla R32 Skyline race car and Steve Soper's Peugoet 406 Touring Car. The attacked acres serves local produce and has seating both inside and out. There are over 20 acres of event space, which can host live music, camping and anything else needed for a big event.

Affordability

A bacon sandwich is £4, a full English breakfast with tea, coffee or another drink is £9.95, a choice of pie with proper chunky chips and mushy peas is £6.50.

Can I just turn up?

Yes. NY500 is open seven days a week, everyone is welcome, and there's no need to book except for a few shows with ticketed entry. **Regular meets**

NY500 holds regular monthly Sunday meets, including an autojumble on the second Sunday of the month. There are also themed evening meets in the summer months on Wednesdays. See the website for full details.







THE CLASSIC MOTOR HUB

This five-acre site sits on the old RAF Bibury base in the heart of the Cotswolds, remnants of which give this site its techno-historic character. The collection of cars is housed in an original 'blister' aircraft shelter, a fantastic backdrop for the regular coffee and classics mornings.

Where is it?

Old Walls, Ablington, Bibury, GL7 5FF.
What facilities does it offer?

what facilities does it offer:

The Hub not only sells classic cars but also stores, maintains and transports all manner of interesting cars for customers. Visitors can make use of The Hub Coffee House and Shop.

Affordability

The coffee and cake are delicious and well priced but, since there is an immense selection of classic cars for sale, a quick look around the collection could turn this into one expensive pitstop.

Can I just turn up?

For the most part, yes. The showrooms are open during normal business hours from Tuesday to Friday and 10am-3pm on Saturdays. The Hub Coffee House and Shop are open Tuesday to Saturday, 10am-3pm. As the events are so popular, they're now limited to 250 spaces, so make sure you book your place in advance.

Regular meets?

One or two per month on Sundays in the summer, but check the website.









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A Covid-beating, 26,000-mile DIY epic, off-roading in the snow, driving to the far north of Alaska... it's Brian Whalen's incredible adventure in, yes, a Ferrari 308

Words Robb Pritchard Photography Brian Whalen; Drew Carlson Photography





THE ENGINE ROOMS RESTAURANT AT HEXAGON CLASSICS theenginerooms.co.uk

While a fry-up might be a staple of the car meet, it's not the only option. The Engine Rooms, located within North London's Hexagon Classics, instead offers diners a Mediterranean-inspired dining experience.

Where is it?

The Engine Rooms, 82-92 Great North Road, London N2 0NL.

What facilities does it offer?

Hexagon has a huge selection of prestigious classic cars in its showrooms, which is reason enough for a visit. The restaurant has two ample indoor seating areas, as well as a courtyard used in good weather. Beyond the restaurant itself there are also meeting and event spaces for hire.

Affordability

A carefully concocted menu from head chef James Harrison puts the food served here on a level with some very good London restaurants. The lunch menu, available most weekdays, includes The Engine Rooms' seasonal garden salad for £12, and crispy battered haddock, crushed minted peas and fries for £16. The Mediterranean-flavoured menu is served all day, including evenings and weekends, and raises the bar considerably with main courses



ranging from £15 to £32. There's also a very fine wine cellar

Can I just turn up?

The restaurant is closed on Monday and Tuesday and open for lunch on Wednesday to Friday, plus evenings and weekends. Ensure you book ahead.

Regular meets?

Not at the moment, but if you are Londonbased maybe you and your like-minded friends could start your own.



ACE CAFE - LONDON UK london.acecafe.com

Who hasn't heard of the Ace Café? It's still where it originally opened in 1938, and what was a simple roadside café quickly attracted the attention of motorcycle enthusiasts. The original café was demolished during a World War Two air raid, but it was rebuilt and in the 1950s became a famous meeting place for

bikers. After a sad decline during the 1970s it was revitalised in the 1990s to cater for a new generation of car and bike enthusiasts, and it has remained hugely popular ever since.

Where is it? Ace Corner, North Circular Road, Stonebridge, London NW10 7UD,

What facilities does it offer?

It's a licensed café/restaurant, open every day, with on-site parking for 50 cars, two charge

points for electric vehicles and full disability access. There's a huge choice of music on the jukebox as well as occasional performances by live bands and DIs. The Ace can cater for product launches, film shoots, breakfast meets, presentations and other special occasions, and - for the truly petrol-infused - it is also a licensed wedding venue.

Affordability

There are plenty of options, including the popular Big Breakfast for £8.55 or Chilli. Chips'n'Cheese for £7.95. There are daily specials and lots of vegetarian alternatives.

Can I just turn up?

The Ace Café welcomes all, especially those who celebrate bikes, cars and rock'n'roll. It's open every day from 8am to 10.30pm, but be aware of the many events held in the evenings and at the weekend. If you're planning to attend as a group or club, it's advisable to contact the Ace first

What regular meets are held there?

Far too many to list here. There are themed meets most nights during the week, with the weekend usually the busiest with motorcycles. It's best to check the website for a full run-down of what is coming up and when.





f you ask Brian Whalen what promptted him to bid on a 1982 Ferrari 308 GTS in an online auction, even two years later he still doesn't know. Given the low bid he put on it, he was rather shocked to win. But, with 50,000 miles on the clock it was far from pristine, so the could drive it without worrying about precipitous depreciation while he worked on the cated what he was going to do with cut.

Then Covid arrived. His office was going to close for a couple of months, so Brian decided to spend a little while behind the wheel. With no definite destination in mind, he headed out from Philadelphia to the Rockies, taking the Ferrair because it was his most roadworthy car at the time. In the first few days he had teething out to the couple with the alternator belt and frielpump, but such are the trials and tribulations of a classic Ferrair owner and Brian just learnt as he went. It's not brain surgery – although, as a enurobiology dectop he knows about that, too.

Brians day job is to ensure scientific and medical accuracy for a healthcare marketing company. A few hours of work mixed with a few hours of driving seemed better than lockdown (Covid rules were clearly looser than the UK's), so with the office still closed he headed down to Los Angeles, then bumbled slowly around New Mexico and West Texas,

Facing page, from top

Stickers record the transcontinental journey; rescued by a flatbed truck, not for the last time; not many Ferrari 308s get as cold as this one did; Ferraris weren't really made for this terrain; a storm approaches; ground too soft for the jack; off-road tyres on Brian's bespoke wheels.

where he especially enjoyed a little place called Marfa. Next he drove to San Antonio, just relishing the journey and settling for a few days wherever took his fancy to catch up on work. So passed a relaxing and enjoyable autumn.

With the pandemic showing no sign of eletting up, the office was to stay shirt all winter letting up, the office was to stay shirt all winter and what is a man with a Ferrari and no place to be to do? Brian decided to spend the winter sking. A set of Hakkapelitta winter tyres, some sheepskins for the seats, spray protection for the underside to protect if from the salted roads, and away he went. This part of the trip led to special little places such as Taos, a printial town in New Mexico, and Tellurida, an old western town nestled in a narrow Colorate around.

In Steamboat Springs, winter now well and truly set in, Brian took ice-driving safety classes with Kurt Spitzner who runs the Bridgestone Winter Driving School. Drifting around the track all day was the perfect way to learn how to handle a mid-engined Ferrair on snow.

A meandering route then took him up to Wyoming, with stops in Big Sky in Montana and Sun Valley in Idaho, still with no particular destination in mind. 'Driving gives you a lot of time to think,' he says, 'There are three basic thought processes. First is calculation of the necessities: how to get to the next place, do I have enough oil, fuel etc. The next is work, because I like to brainstorm behind the wheel. My job is to review pre-clinical and clinical data and help turn it into an understandable narrative. It's scientific storytelling. The third is general life stuff: where do I want to live? Am I enjoying this? And I've found I can only contemplate the last two when the car isn't making strange noises or blowing steam."

With Covid still showing no sign of going away and the office remaining closed through the next summer, Brian pondered on where to drive as an even bigger adventure. Not wanting to revisit the same places, right at the end of the map he found Dead Horse, Alaska.

No true Ferrari owner would ever drive such a crin to the ground, so to get his 308 ready Brian invested £8000 in a thorough service. Next, he needed some off-road tyres to cope with the 900 miles of gravel roads. This proved a challenge, because the only suitable tyres that would fit in the wheel wells were 205/65-15 Pirelli Scorpion K4s meant for rally cars. But





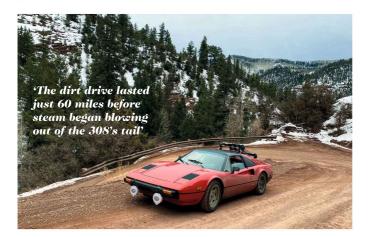












nowhere could he find 15in Ferrari wheels to mount them to. Eventually he found a company called Fifteen52 whose blank wheels could be drilled to Ferrari's five-bolt, 108mm PCD pattern with the zero offset he needed.

Brian took his time heading up to Alaska, following a slow and winding route across the Rockies to the West Coast, along the coast of the Pacific Northwest of the United States, then heading further north-west through the endless forests of British Columbia, Canada. He arrived in Fairbanks, Alaska, in mid-August ready to collect his new wheels, but he couldn't fit the front pair because their centre holes hadr't been bored out quite enough. Watching his expensive new wheels being bored out on a machine usually used for logging equipment was a strange sight, but at 4,30pm on a Priday you sometimes have to make concessions.

The 450-mile-long Dalton Highway is an oil pipeline service road. Dirt and gravel for 90% of the way, and used mainly by big trucks, it is navarous states of disrepair. About halfway is the sole stop for fuel and food, Coldifoot, which has a grand total of two permanent residents. The 30% can manage 250 miles of motorway cruising on a tankful, but the need to drive slowly around the Ferrair-swallowing potholes, and the extra drag of the dirt, together reduced that significantly. So Brian strapped four one-

gallon jerrycans of petrol to the Ferrari's roof.

He was all set for the dirt drive, but it lasted just 60 miles before steam began blowing out of the 308's tail. By now he knew how to change the alternator and water-nump belt himself. but he couldn't lift the car to gain acess because the scissor jack kept sinking into the soft dirt. Making a little platform of sticks and stones wasn't going to be safe enough to let him lie underneath, so eventually all he could do was call a tow-truck - and on the Dalton Highway these are not cheap. But once the 308 was up on the flatbed and lifted by the mechanic's heavy-duty jack, Brian managed to fix it. Soon the Ferrari was back down to the road and Brian could drive off, watched by a very bemused tow-truck driver.

After a quick stop to empty the jerrycans into the Ferrari's tank, Betan pulled into Coldfoot. Later, having seen a picture of the 308 on the tow-truck on the local area's Facebook page, one of the two residents asked Brian if he'd seen the idiot with the Ferrari at the side of the road. When the gay found out it was Brian, half the population of the town—the half called Mike.—wanted to be his friend.

The next day took Brian over the Brooks mountains. Then the last of the immense forest he'd been driving through for weeks turned into stark, desolate tundra populated only by carbon and giant musk ox. The last 30 or so miles were on fresh tarmac; after 400 miles with everything in the car vibrating, the relief-ield was amazing. There was ne gold at the end of the rainbow, though. Dead Horse is no place for tourists, just a follow collection of temporary houses for seasonal oil workers and small businesses obted around the estuary at the end of the world, supporting the drilling operation. But it sint always the destination that inspires the best trips. Sometimes it's the journey itself.

The snow began on the way back, while crossing mountains. The locals call it Termination Dust; the first fall is the signal that the summer season is over and the real snows will soon come. Even with its Scorpion tyres the 308 struggled up the slushy mud, and drifting is not as fin as alt sounds when you're in the middle of nowhere. By the time Brian got back to Coldfoot the belt was squealing again, but this time he could use the hard standing outside Mike's little house to jack up the car. Mike gave him a big square of metal to use as a base in case the bet needed doin again during the 200 miles back to Fairbanks. Strapped to the roof rack, as is normal with a Ferrair.

Now Brian plans another Ferrari trip, maybe to Central or South America. Spare alternator belts and metal square packed, of course.

DRIVING TOURS



2022

2022 EVENTS

Monaco Historique	12-16
Grand Prix Weekend	MAY
Jaguar E-type 60th	14-23
Anniversary Tour to Geneva	JUN
Chinon	23-27
Classic	JUN
Le Mans	30 JUN
Classic Experience	SOLD OUT
The Alpine	28 JUL
Pass Tour	- 6 AUG
Circuit des Remparts,	14-19
Angoulême	SOLD OUT
The Scotland	4-9
Autumn Tour	OCT

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GOODWOOD FESTIVAL OF SPEED

NEARLY 30 YEARS have passed since Lord March – now the Dake of Richmond – hosted the first Festival of Speed in the grounds of Goodwood House. That imagural single-day event was a relatively informal occasion and evoked the hillclimbs that the Duke's grandfather, Freddie March, had organised before the Second World War, but in the intervening years the Festival of Speed has grown into perhaps the biggest automotive celebration of the year.

The centrepiece remains the 1.16-mile hillclimb that threads its way past the house, through the off-camber left-hander at Molecomb - where so many drivers have come to grief - then past the flint wall and up to the finish line. Everything builds towards Sunday's shoot-out, in which cars covering more than a century of motor racing go against the clock. The hill record was held for 20 years by Nick Heidfeld, who took his McLaren MP4/13 up in 41.6 seconds, but the internal-combustion V10-engined Formula 1 car was replaced at the top of the timesheets by the all-electric Volkswagen ID.R in 2019, when Le Mans winner Romain Dumas swept up the hill in 39.9 seconds.

But the real appeal of the Festival of Speed lies in the sheer variety of machinery that gathers at the picturesque West Sussex venue – both on and off the hilliclinh. The Cartier Style et Luxe is one of the world's most Style et Luxe is one of the world's most portstigues concours d'elégance and always features a mouth-watering line-up of rare and leavant portstigues of the sheet of the shee

The event has also become an unofficial Pittish motor show! Several manufacturers take the opportunity to showcase their latest roadgoing models—including Electric Avenue, which features cutting-edge EVs — while the Future Lab explores next-generation themes such as autonomous transport, robotics and personal flight. Add the fact that many of the current Formula 1 teams usually attend—giving enthusiasts a rare chance to get close to the modern cars and drivers—and the Festival of Speed has a broad appeal that few other events can match.

The theme for the 2022 event is 'The

Innovators — Masterminds of Motorsport, with the weekend celebrating engineering millestones and those who have been at the forefront of technological progress. It will also welcome motorcycle legend Wayne Rainey, who will not only be making his Festival of Speed debub turb will also be rding a specially adapted version of his 1992. Yamaha YZRSOO up the hill. The event has always specialised in

reuniting legendary names with the great cars and motorcycles that they raced during their careers, but few will carry the emotion of the American ace's appearance, nearly three decades after his career-ending accident at the Italian Grand Prix.

Goodwood Festival of Speed 23-26 June 2022, goodwood.com/motorsport





RALLY OF THE TESTS

HERO-ERA aims to host rallies for enthusiasts of all ability levels, and rates each of its events depending on its difficulty. Green' introductory rallies are suitable for beginners and feature daytime driving on sealed surfaces. Things get tougher through the 'Blue' intermediate and feature experimental to the support of the support

In 2022, only two rullies hold the Black classification: Le Rally of the Tests. Although the former covers the greater Gatance - 1300 miles in four days - and has a fearsome reputation as one of the hardest endurance rallies in the world, the latter is every bit as gruelling. This year the Rally of the Tests will be celebrating its 20th anniversary. Widely recognised as being a true gauge of both driving ability and endurance, it harks back to the

heyday of road rallying in the 1950s and 1960s. The endurance aspect is paramount. For crews who are used to doing single-day events the challenge lies in not making too many mistakes, especially once fatigue starts to set in. And it's just as much of a test for the machinery.

Although it's open to pre-1991 cars, only those built before I January 1968 are eligible for the overall results. It's always an evocative sight to see Minis, Lotus Cortinas, Big Healeys and Volvo Amazons tackling stages – especially with lights ablase during the night—but they're joined by newer machines such as Porsche 9248 milestone edition the route will cover 750 miles between Blackpool and Torquays both of which were finishing points for the RAC Rally either side of the Second World War.

Along the way, crews will visit hallowed ground such as Epynt in Wales and will tackle

22 regularities and 30 tests on gravel, connected and larmate. Locations will range from Army ranges to hillclimbs and classic forests. Paul Dyas won the 2021 event – the first to be held in it wo years – and he will be back this year with Martyn Taylor alongside him in their Velvo Amazon. Dyas was inspired to get into the held to the product of the production of the pr

Although it's a stern challenge from start to finish and can trip up even the most experienced drivers and navigators, it's little wonder that they come from all over the world to take part and keep coming back year after year. Among competitive classic rallies, there aren't many that are more prestigious than this.

Rally of the Tests 3-6 November 2022, heroevents.eu





SUBLIME SEPTEMBER

AS SUMMER TURNS to autumn, there'll be no sign of the classic calendar winding down. Quite the opposite, because September hosts an embarrassment of riches as far as great events are concerned – even when you look beyond blue-riband motorsport fixtures such as the Goodwood Revival and 5s & Hours.

This year, the September celebrations get a under vay with Sion Prive, which returns to the majestic surroundings of Blenheim Palace Concours d'Elégance, which welcomes more concours d'Elégance, which welcomes more than 100 cars across sewert a carefully curated classes, and continues with Ladies' Day on Priday. The Club Tophy takes' page on Sit the properties of the pr

As well as being a great automotive event—with many manufacturers selecting it for newmodel debuts – Salon Privé also offers a 'garden
party' atmosphere, with first-class hospitality
on offer throughout the week. Guest can enjoy
food and drink on the South Lawn, or opt for a
five-course meal in the Glass House, helping to
make this a truly memorable event.

Covering the same weekend but 65 miles to the south-east, the Concours of Elegance will be returning to Hampton Court. This year marks the event's 10th anniversary and, in celebration of that milestone, all of the previous overall winners will be invited back. Also invited will be many of the cars that starred at the inaugural Concours of Elegance event at Windsor Castle in 2012

There will also be a new class for racewinning Grand Prix cars, as well as a display to honour the Queen's Platinum Jubilee by showcasing an example of automotive endeavour and innovation from each year of Her Majesty's reign. It's 70 years since Ferrari claimed its very first Formula 1 World Championship, courtesy of Italian ace Alberto Ascari, and the Scuderia will be celebrated with a special display. Elsewhere, the innovative 30under30 concours returns for the next generation of enthusiasts, and there will be a rare opportunity to see a group of seven Packard Twelves that all belong to the same collector. They have never previously been displayed outside the US.

Finally, towards the end of the month, the Chantilly Arts and Elegance returns for the first time since 2019. Held in sumptuous surroundings north of Paris, the exquisite concours d'elégance this year features 17 classes which will include a tribute to Roland D'leteren as well as categories devoted to marques such as Abjine. Hisnano-Suiza and De Tomaso.

On Sunday it's the turn of the car clubs to take over the picturesque grounds. They will be eligible for a prize awarded not only on the basis of the cars on show but also the quality of the clubs' presentations and of the déjeuner sur Therbe – yes, the luncheon on the grass.







Salon Privé 31 August – 4 September, salonprieceoneours.com Concours of Elegance 2-4 September, concoursofelegance.co.uk Chantilly Arts & Elegance 2-4-25 September, chantillyartsetelegance.com

ALASKA TO MEXICO MARATHON

ALTHOUGH RAILY THE GLOBE will be botting events such as the Carera España, Ypres to Istanbul Challenge and Vintage Dolomites during 2022, look slightly further ahead and you'll find the Alaska to Mexico Marathon, which will take place during August and September 2023. This spectacular rally will give entrants the opportunity to traverse three countries and cross 38 lines of latitude in 30 days, with a 12,000m route that will showcase vistas from the Anchorage wildemess to the warm beaches of the Bair Peninsul.

Although it's a relative newcomer to the historic events scene, Rally the Globe is run by a team with wast experience. Its president is none other than 1981 World Rally Champion Ari Vatanen, while its rally director is professional co-driver Fred Gallagher, who has organised events on six continents and served as clerk of the course for rallies all over the world. Then there's chief operating officer Mark Appleton, who started as a rally navigator at the age of 11. at the age of 11. at the age of 12.

Run as a not-foe-profit organisation, the company has previously organised events in locations as diverse as Scotland and East Africa. This, its first American venture, is open to cars built before 31. December 1976 and has a separate classification for those built before 31. December 1945. The Alaska to Mexico Marathon will comprise regularity sections as well as tests on private land and circuits. From the start in Anchraoge on 28 August, crews will wind their way along the Glenn Highway and the Top of the World Highway, covering more than 1500km in three days through spectacular scenery. Much of it will be on gravel roads.

Then it's down into Gold Rush country and onwards across the Canadian border, to the wine region of British Columbia and a wellearned rest day. When crews hit the road again, they'll be heading into the USA and the rugged landscape of Washington State with its forests and mountains, which will gradually give way



to the 'big sky' vistas of Nevada and Utah. The route then loops back to the west and into California, where the temperatures will be climbing as the route takes in four states in only five days.

After passing for a rest day at the resort city of Palm Springs and some welcome cocktails, everyone will head south once again and on into Mexico, where dusty roads away from the beaten track will be the order of the day. Crews will travel from the Pacific coast to the Sea of Cortés and beak again, enjoying great food and hospitality along the way including a stop in Gourerro Negro. The final destination — after a month of competition, adventure and camaraderie - is Cabo San Lucas at the tip of the Baja Peninsula. Crews will arrive there on Tuesday 26 September.

A road trip is one of the most memorable adventures you can have with a classic car, and the Alaska to Mexico Marathon promises to be one of the very best.



Rally the globe 28 August – 26 September 2023, rallytheolobe.com





Country Rane Cours



The Portmeirion tour last year was such a resonding success it's been decided to run it once more and there have already been four entries from people keen to do it again!

Portmeirion, the magical Italianate village nestling on the edge of the Dwyryd estuary, is renowned as the setting for the sixties TV series The Prisoner. Many famous people have stayed over the years, including George Harrison, Paul McCartney, Noel Coward, George Bernard Shaw, Ingrid Bergman and Jools Holland.

With great driving roads, including Bwlch-y Groes and Llanberis passes, stunning scenery ranging from seascapes to mountains, and leisurely daily mileages, this is an event not to miss!



Each day's route takes in interesting attractions, just one of which is a train journey to the summit of Snowdon, and the usual *Country Lane Tours* detailed road book ensures stress-free navigation. For full details of the tour email your name and postal address to countrylanetours@gmail.com or call Ian on 01824 790280.







RENDEZ-VOUS RIVIERA

THE FRENCH RIVIERA has long been the destination of choice for 'the right crowd,' from 18th-Century Brits seeding its medicinal air to the playboys of the 1950s and '60s. Stories abound of one particularly memorable summer when a young Count Volpi and Gianni Agnelli cut a dash in the most fashionable towns aboard the legendary Ferrari 'Breadvan,' so where better than St Tropez to hold an event that brings together the finest cars, great food and party attomosphere?

Organised to coincide with the classic yacht regatt Les Voiles de Saint-Toppe, Rendez-Voss Riviera takes over the beautiful St Tropez-Polo Club and showcases 50 of the world's more stylish cars against the backdrop of rolling halls. After celebrating Ferrari last year, the 2022 line-up will include classics and more recent models from prestigious makers such as Porsche, Bentley, McLaren, Ferrari and Pagani. Racing drivers and designers will also be on hand to share their experiences.

The weekend gets under way on the evening of Friday 30 September, with a party for 175 guests at the Kube Hotel to celebrate the arrival of the Derek Bell Tour. The sports car ace – five times winner of the Le Mans 24 Hours – will again be hosting a run that last year spent four days winding its way through Provence before finishing at Rendez-Yous Riviera. The exclusive tour is open to only 20 cars. Gassic and modern.

On Saturday 1 October the focus shifts to the St Tropez Polo Club, where the display of cars will be complemented by fine hospitality and great music. American legend John Oates – a big Porsche fan – will be performing live with Nashville euitarist Guthier Trapo. A DI will also be playing throughout the day, along with Nice-based band The Beau Ties.

As befits such a stylish event there will be fashion shows to enjoy, while the food on offer will open with oysters and sushi before moving on to truffler risotto, seafood rolls, 'surf and turf' and then affermon tea. Retail therapy is also catered for, thanks to displays of jewellery, watches and bespoke luggage.

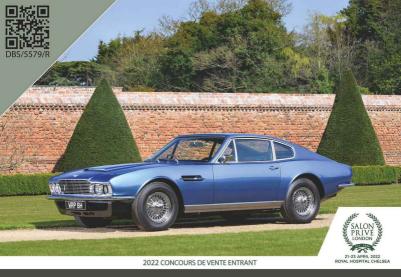
On Sunday morning, the roads of St Tropez will be closed so that 40 of the cars from Rendez-Vous Riviera can be paraded down to Café Sénéquier on the harbourfront, where there will also be a gathering for event guests. And, having opened as the final destination of the Derek Bell Tour, the weekend will conclude with the start of the Jodie Kidd Tour – the fashion model and car enthusiast having joined Bell as one of the Rendez-Vous Riviera hosts.

The ethos behind the event is to provide the feel of a private party that showcases great cars, but which can still be enjoyed by those who aren't necessarily part of the diehard motoring conoscent. With its blend of picturesque surroundings and first-class hospitality, the Rendez-Vous Riviera surely looks set to be a case of mission accomplished.

Rendez-Vous Riviera

1 October, www.rendezvousriviera.co.uk







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STATESIDE CONCOURS

EVERY AUGUST, the eyes of the classic car world turn to California and the Monteey peninsula. The week-long celebration of all things automotive includes some of the year's most headline-grabbing sales from several of the top auction houses, historic racing at Laguna Seca and prestigious concours events such as The Quali: A Motorsports Gathering and Concross Otaliano.

The jewel in the crown, however, is the Pebble Reach Concours d'Elegane, which was founded in 1950 as a companion to the racing that was held on the nearby road course. While the race meeting has long since fallen by the wayside, the concours has endured and grown in stature. On the Sunday of Monterey week, a selection of the world's greatest cars stretches along the itomic 18th fairway of the Pebble Beach Golf Links, with Carmel Bay as a picturesque backdrop.

In 2022, the 71st Concours d'Elegance – set to be held on 21 August – will pay tribute to Lincoln in its centenary year, as well as kicking off the first celebrations for the 2023 Le Mans 24 Hours, which will be marking its own centenary next year. There will also be features celebrating Swiss coachbuilder Hermann Graber, the Talbot-Lago Grand Sport, the Alfa Romeo 8C and even 1932 Ford hot rods.

The US is blessed with a busy schedule of great concours events, and Audrain Motor Week will return to Newport, Rhode Island, from 29 September until 2 October. The programme builds towards Sunday's Concours d'Elegance at The Breakers - not an ironic scrapyard but the mansion built as a summer residence for Cornelius Vanderbilt II at the end of the 19th Century. The classes will showcase cars from the early 1900s up to 1980, each winner then going forward for the Willie K Vanderbilt Trophy, which was won last year by a 1953 Abarth 1100 SS Ghia Coupé. Concours entrants also take part in the Tour d'Elegance, just one of the events that makes Audrain Motor Week such a memorable fixture

Joining it on the East Coast calendar is the Greenwich Concours in Connecticut, which was founded in 1996 by Bruce and Genia Wennestrom. Now falling under the Hagerty umbrella, the event aims to fire the imagination of the next generation by making it a concours that families and youngsters can enjoy.

Back over on the West Cosat, the Hillsborough Concours has a history which stretches back almost as far as Pebble Beach. Founded in 1956, this Californian event takes place in the Bay Area just south of San Francisco, and this year it returns to Crystal Springs Golf Course on 26 June. It's preceded by a Tour d'Elegance on 25 June, and classes for this year include American Muscle Cars 1964-1973, Porsche 911/912 and Pre-War Rolls-Rovee and Bentley.

Pebble Beach Concours d'Elegance 21 August, pebblebeachconcours.net

Audrain Concours 2 October, audrainconcours.com

Greenwich Concours 3-5 June, greenwichconcours.com Hillsborough Concours 26 June, hillsboroughconcours.org



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Shelby Cobra 289





Burble and squeak



MARK DIXON

WHEN WE WERE pulled over by the security people at passport control, and they started waving swabs over the steering wheel and doorhandles. I felt a momentary stab of alarm. This car spent 50 years living in Los Angeles. The chances of it not having had a close encounter with a banned substance are pretty slim..

In fact, as the nice lady from Eurotunnel explained later, they were checking for explosives rather than drugs. But it made for a good story over dinner. We'd come to France - me. Octane art editor Rob Hefferon and my 1966 Mustang - on a Eurotunnel press trip with half-a-dozen assorted other media types. We were

a diverse bunch: a couple of food bloggers, an online Ferrari club organiser (driving his beautiful 328 GTS), a luxury magazine publisher in a borrowed McLaren press car - and Octane columnist Stephen Bayley and his wife Flo.

The invitation was about as

laidback as it could be. Pop over on the train with your car, drive to a pleasant country hotel in the Pas de Calais, stay for a night and come back whenever you like. thanks to the Eurotunnel Flexiplus ticket that means the company will always guarantee to get you onto the next train.

Blatant plug? Of course, but the fact is that it's a brilliant service that runs 24 hours a day. And it now seems all the more appealing after the recent shenanigans of a well-known ferry operator.

Clockwise, from left Art editor Rob takes the excellent Ferme du Vert; quiet rural D-roads

Flexiplus customers also benefit from a smart lounge after check-in where you are positively encouraged to do a 'supermarket sweep' of the complimentary sandwiches, cakes, drinks and more that are on offer. No penny-pinching portion controls here. Rob and I stocked up with enough provisions to see us through a couple of days rather than hours: when you're far from home in a 56-year-old car, it makes sense to carry survival rations. Not that we were actually going

to be that far away, of course. Northern France will be a lot closer to many Octane readers than, say, Cornwall, and our hotel turned out to be just 40 minutes south of Calais. La Ferme du Vert (www.fermeduvert.com) is associated with an artisan cheese dairy of the same name, located a few hundred yards down the road.

As the name suggests, the hotel is a converted farm, and what a beautiful (and beautifully quiet) place it is, run by the charming Mme Clémence Hées, who immediately identified our car as a '66 Mustang - turns out her godfather has a classic car collection that includes a Facel Vega, among many others.

Despite our proximity to Blighty, I'd naturally packed the automotive equivalent of everything but the kitchen sink in terms of spare parts and tools. The brand-new trolley jack that had

OCTANE'S FLEET

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

ROBERT COLICHER International editor

• 1955 Jaguar XK140

ANDREW ENGLISH

- 1962 Norton Dominator
- 1965 Aston Martin DB5 1967 Triumph GT6

GLEN WADDINGTON

- 1989 RMW 320i Convertible 1999 Porsche Boxster

SANJAY SEFTANAH

Advertising director 1981 BMW 323i Top Cabri

1998 Aston Martin DB7 Volante

MARK DIXON

- Denuty editor • 1927 Alvis 12/50
- . 1927 Ford Model T pick-up
- 1942 Fordson Model N tractor
- 1955 Land Rover Series I 107in
- 1966 Ford Mustano 289

IAMES FILINTY Rditor-in-obio

- 1965 Triumph 2.5 PI
- 1968 lensen Intercentor

JOHN SIMISTER Contributor

- 1936 Singer Nine Sports
- 1961 Saab 96 • 1972 Rover 2000 TC
- 1989 Mazda MX-5 Eunos

MATTHEW HOWELL Photographer

- 1962 VW Beetle 1600 • 1969 VW/Subani Reetle
- 1982 Morgan 4/4
- MASSIMO DELBÔ
- Contributor 1967 Mercedes-Benz 230
- 1972 Fiat 500I
- 1975 Alfa Romeo GT Junior
- 1979/80 Range Rovers
- 1982 Mercedes-Benz 500 SL
- 1985 Mercedes-Benz 240 TD

NAVIN BURGESS-WISE

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

OCTANE'S FLEET

FVAN KI FIN

Photographe

• 2001 Audi TT Quattro

MATTHEW HAYWARD Markets editor

• 1990 Citroën BX 16v

- 1994 Toyota Celica GT-Four
- 1996 Saab 9000 Aero
- 1997 Citroën Xantia Activa 1997 Peugeot 306 GTI-6
- 2000 Honda Integra Type R • 2001 Audi A2

WONZ AHTNAMAZ

- Advertising account manager
- 1969 Triumph Herald
- 13/60 Convertible • 1989 Memerles-Renz 300 SI JESSE CROSSE

Contributo

. 1968 Ford Mustang GT 390

. 1986 Ford Sierra RS Cosworth

MARTYN GODDARD Photographer

. 1963 Triumph TR6SS Trophy 1965 Austin-Healey 3000 MkIII

DELWYN MALLETT Contributor

- 1936 Cord 810 Beverly
- 1937 Studebaker Dictator
- 1946 Tatra T87
- 1950 Ford Club Couns
- 1952 Porsche 356 1955 Mercedes-Benz 300SL
- 1957 Porsche Speedste
- . 1957 Fiat Abarth Sperimentale
- 1963 Abarth-Simca
- 1963 Tatra T603
- 1973 Porsche 911 2.7 RS
- 1992 Alfa Romeo SZ

SARAH BRADI FY

Contributor

- . 1929 Ford Model A hot rod
- 1952 Studebaker Champion
- 1956 Chevrolet 3100 nick-up
- 1969 Plymouth Roadrunner Various motorbikes

RICHARD HESELTINE Contributos

• 1966 Moretti 850 Sportiva • 1971 Honda Z600

HARRY METCALEE

 20 cars and 15 motorbikes To follow Harry's adventures with his cars and bikes, search for Harry's Garage on YouTube.

Clockwise, from right Simple pleasures of a rustic breakfast: scenic delights of France's northern coast; artisan cheeses galore!

been an impulse purchase two days before we set off proved its worth when the irritating mystery suspension squeak that had plagued the Mustang several months ago, and which I thought had been cured by fitting new front spring perches (see Octane 219), returned with a vengeance.

Next morning, after a leisurely breakfast, I jacked up a front wheel so that Rob and I could attempt to pinpoint its source. No joy, and squirting any likely candidates with some Bulldog BDX spray that I'd picked up at the recent Practical Classics Classic Car & Restoration Show (my guilty pleasure - I hate the NEC as a venue, but always love this event) sadly failed to bring temporary relief.

Nothing for it but to play it cool and ignore the constant creaking. Acting on a tip-off from Mr Bayley over dinner the night before, we headed to the fortified town of Montreuil-sur-Mer. The rural D-roads were as empty as you'd expect and it was sheer pleasure to cruise along with shades on, windows down. Rob took the wheel for this stint. quickly adjusting to the weird pat your head while rubbing your tummy' feeling that is the dichotomy between the Mustang's superlight power steering and its heavy non-assisted drum braking.

The weather was unseasonably glorious and, after exploring

Montreuil on foot, we climbed back into the 'Stang and meandered over to Le Touquet for a late lunch. Top tip: don't expect to eat after 3pm, when all the bars and restaurants tend to stop serving - we considered ourselves lucky to find a place offering the world's most expensive burgers.

All that was left to do then was head back up the beautiful and dramatic coast road to Calais. which we made by early evening. Another quick raid on the Flexiplus lounge, straight onto the next train, and there was just the

long motorway slog home. Squeaking aside, the Mustang had been as reliable as a '60s American car should be. It didn't use a drop of oil in 464 miles and returned 18.4mpg.

Our stay at La Ferme du Vert had included a tour of its cheese-making dairy. Sadly, the beautifully warm weather meant that taking some fabulous cheese home just wasn't an option. Next time - and there definitely will be a next time, because La Ferme du Vert's room tariffs start at just €89 - I'll be bringing along a plug-in electric coolbox with me.









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1970 ISO GRIFO IR9 7 LITRI SERIE II COUPÉ





1960 FACEL VEGA HK 500



1924 BENTLEY 3 LTR. -SPEED VDP TOURER- RED LABEL



1949 VERITAS-BMW 328 RS



1949 ALFA ROMEO 6C 2500 SS VILLA D'ESTE SPIDER



1956 MERCEDES-BENZ 300 SC COUPÉ



1943 ALFA ROMEO 6C 2500 SS SPIDER EX "SLEEPING BEAUTY"

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Down to the wire



1969 SUBARU-VW BEETLE MATTHEW HOWELI

FOR ANYONE WHO doesn't possess a superhuman memory, I'd better recap what's been going on with the orange VW you see here since the last time it made it onto the pages of Octane Cars.

Before the days of Coronavirus, vaccinations and freaking out any time someone coughed in public, myself and old mate Damon were ploughing our way through building a 1969 Beetle that would be a vague homage to a historic

rally car. The car was almost finished when Damon stood up in the garage one sunny weekend and announced: 'I don't really want to put an air-cooled engine back in; how about fitting a Subaru flat-four?' I think one will fit.'

Now, he didn't really have any evidence to back this up, but in the time it took us to drink a cup of tea we were committed to the idea, and a month or two later an Octane reader came to our rescue and sold us a complete, running but MoT-less Porester for a good price. Out came the engine, the wiring loom and anything else we thought we might need.

In the meantime, we'd done some research and, while the engine swap looked fairly straightforward, we'd been warned that we would need all of the immobiliser wiring, the antenna, ignition key and ECU. We were told, in no uncertain terms, not to dispose of this until



the engine actually ran when it was in the VW, otherwise we would be in a whole new world of trouble. Not being sure if we had all this stuff, the Forester was parked-up – just in case.

Then, the world changed overnight - no-one could go out, we were all terrified we would die if we caught Covid, and Damon, who lives 100 miles away, wasn't able to come and help finish the car. So everything stopped and for the next two years no more progress was made.

Jumping forward to 2022, our



enthusiasm to finish the Beetle was revived and when we looked at the list of jobs left to do it came down to this: finish fitting the replacement VW loom, fit the cut-down Subaru loom we'd had made, fill the cooling system and plumb in the injection fuel pump.

To save me some time (and probably the odd electrical fire), Tim at Roadhouse Motor Co in Stamford fitted the new YWloom and sorted a couple of other annoying jobs in just over a day, which was amazing. Thank you so much, Tim. The rad was filled with water and to my utter disbelief not a single drop excaped from any of the joints. The same with the fuel speem, Which only left one thing to do, and that was see if it would start.

A spark plug was pulled and earthed, Damon turned the ignition key and we both held our breath. There was a spark at the plug, but just one solitary spark: Above, from top left Yup, water into a VW – as this one is Subaru-powered; snagging list reduced to ignition components.

the Subaru immobiliser was not allowing the engine to fire. A phone call or two revealed that we needed an innocuous-looking black plastic ring around the ignition barrel that is actually the immobiliser antenna and which works with the key to signal the ECU that all is well. At this point I was so glad that we hadn't scrapped the rusting, mosscovered Forsetz.

I'd like to tell you now that the car runs – but the truth is, it doesn't. Currently we seem to be missing the wire that connects the antenna into the Subaru loon. The good news is that this should be easy to sort and in a week or two we should have an alive and kicking Subaru-powered Bug. Fineers crossed.



Even better on the right rubber

The best classic car experience is just a new set of tyres away. We stock new tyres in period-correct patterns for cars from the 1890s through to the 1990s. On road, off-road, rallying or racing – it's even better on the right rubber and that's all we sell at Vintage Tyres.

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Understanding the offside rule



1968 JENSEN Interceptor

HANG ON, I hear you cry, has Elliott just been drip-feeding us the same set of photos for the past three years? Well, no, I haven it while the overhead view may suggest that not a lot has changed since my last report, the Jensen does look pretty different at ground level. I just clambered on top of the paint booth because I thought you deserved a new angle.

Since I last updated, a lot of work has been done on the nearside, including the footwell, inner and outer sills, and some work on the other rust areas and

rear 'arch. The work comfortably fits my brief of 'solid and presentable' but there's no question even to the amateur eye that, as it stands (and further attention may tidy it up, of course), it lacks the levels of finesse in the work that was previously done on the offiside.

So I was delighted to see that the welder who had done all that previous work was back on the job and had made some more decent offside progress with outer sill, rear inner wing and the comer section round to the inner valuance. In the pictures you can see the repair section primed in place and you can imagine that, with a load of seam welding to come, the offside metalwork really is starting to close in on the finishine line.

After that, things really should speed up a fair bit. Part of the reason this restoration has taken so long is that, apart from the blast of work on the nearside, all the welding has been undertaken by the same talmetd chap and he is currently available to work on my car just one day a week. It's a pain, but he is in demand (you see why from his work), so the wait is just the price you pay for the quality and the uniformity.

Either way, the original estimate of a March handback that was made towards the end of last year has obviously come and gone, but June is tentatively being talked about as a possibility. Given the speed of progress to date, that does seem rather optimistic to me, but hey, I'm not going to discourage such talk.

One bit of exciting news came to light when I needed to source one further rear nearside 'arch



repair section. Jason Lawrence, a lovely chap who was the first specialist to help and support me with my Interceptor more than 15 years ago, has set up a new Jensen-focused business called River Bourne Classics (fiverbourneclassics.co.uk), so naturally that was where I went for my panel. Nice to be dealing with you again, Jason.

Above, below and below left Progress has been slow so far, but should be worth the wait thanks to the reinstatement of a really skilled welder.





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That honeymoon period



1999 PORSCHE BOXSTER GLEN WADDINGTON

SO, MATTHEW HAYWARD loves that first journey home with a new car (page 40). And so do I. But I love this bit more. A few weeks in, a few hundred miles under the tyres, the odd glitch identified and sorted. Trust built up. And it's difficult to feel much of that on very first acquiantance.

It takes time.

And in my case, that first journey had revealed a glitch. I'd pulled in at services on the way home and locked the car. On the key. I knew the remote plipper wasn't working; it probably needed a new battery. But when I came back and unlocked the car, the alarm went off. And the deadlocks armed themselves: passenger door and both boots.

Hmm. Starting the engine and releasing the passenger door from inside sorted it, but how much of a problem was it going to be? There was talk on online forums of expensive electronic rebuilds...

With fingers crossed, after I got home, I pulled both keys apart and located a couple of CR2032 Duracells. Did the swap. Tried them out. No dice with the plipper in either case. Holding the key in the lock for a few seconds meant the alarm wouldn't sound, so no neighbours were annoyed, but the deadlocks still did their thing.

Then I spoke to my mate Stuart Templeton, who runs my local performance car specialist Templeton's Garage (templetonsagrage.co.uk). A few days later, the car came back from his place with a new key fob, re-coded to the immobiliser. The 'plip' is back and the locking and alarm are sorted. Phew.

As for the rest of the honeymoon period, a wah and polish have revealed no horrors. I've given the interior plastics a deep clean (turns out they didn't need one) and applied some protective treatment to the leather seats: they rie in really good nick and I want them to stay that way. It really does look pristing!

A few hundred more miles have rolled under the wheels, not least a trip to County Durham to drive some of the latest Porsches – one of which is pictured above. It recalls the Boxster show car of 1993 and 25 years of subsequent Boxster production, during which time more than 43,000 have been sold in the UK alone.

The 25 Years odition is limited.

The 25 Years edition is limited to 1250 and based on the full-fat GTS 4.0, so it has the 400bhp flat-six rather than the regular 718 turbo flat-four, with all that means in terms of character and performance. Naturally, it is sublime to drive, but you'll have to make do with the standard GTS, as this instant collector's item is already sold out.

It's fair to say that my car felt a little slow afterwards, though that effect wore off after a few curves on gorgeous County Durham B-roads: it's still a belter in the handling department, and a superbly balanced package in every respect.

More than 400 miles in a day, all with the roof off. A glitch sorted. And trust well and truly built up.



'The Lamborghini Espada is using even more fuel than it usually does, so I've sent it up to lain Syrrell at Cheshire Classic Cars to investigate'

'My wife and I are about to make another road trip in the DB7 Volante to Menorca via the Pyrenees and back up through France. The Aston is perfect for covering big mileages like this in comfort'

'I've been doing a few jobs on the Integra. Fitting a driveshaft? Surprisingly easy; the starter motor was even easier. Cleaning the wheels? Arduous'

'Out in my 1950 Ford
"Shoebox", I pull over
to take a call, and the
starter packs up when
I attempt to proceed.
More next month'

Delwyn Mallett







1933 Lagonda 4½-Litre M45 T7 Tourer



The ex-Stirling Moss, Goodwood and Monaco eligible 1953 Cooper-Alta Grand Prix



1935 Talbot BI105 Speed Tourer, Coachwork by Darracq

Also available: 1934 MG ND Magnette, 1930 Talbot AO90 'PL3', 1932 Talbot AV105 'PJ 7363'.

Please see website for more details.





2022 RML Short Wheelbase

IF THE INITIALS 'RML' don't mean much to you, then the name behind the acronym probably will. Ray Mallock is the racer and constructor whose dad was Arthur Mallock, creator of the 1958 Mallock UZ racing cars, and who found his niche in building and running Le Mans cars for the likes of Aston Martin (Nimrod) and Nissan before moving on to Touring Cars and creating works or semi-works racers for multiple bigs name marqued registers.

Since then, Ray Mallock Ltd has become the RML Group Ltd and produces a lot of high-end engineering for prestigious OEMs – amazing stuff that you'll never be aware of, since it's all done under the radar. And that's why RML has built its own car, on the lines of a well-known Italian sports-racer of the late '50s, to showcase its abilities.

Ray's son Michael now runs RML and, during my visit to the Millbrook Proving Ground to sample the Car Zero of what will be a 30-strong production run, he explained the choice of subject.

Initially I thought about building a hypercar but that's a saturated market – and, to be honest, I don't find those cars enjoyable to drive when they're not on a circuit. I wanted something in which you could have fun on a B-road without

doing 120mph but with the sense of driver engagement that modern cars frequently lack. It also had to accommodate 6ft 4in me, with another me sitting alongside, and still have enough room to wear a helmet for track days.

Hence the RML Short Wheelbase, its name – and looks –very obviously inspired by (let's be frank) a Ferrari 250GT SWB. The crucial word here is 'inspired', because RML is keen to stress that his is not a copy, a replica or an imitation; rather, says Michael, it is an all-new act that represents how such a design concept might be approached today.

Car Zero is currently being put through a gruelling modern-car test regime at Millbrook, in a climate chamber (for simulating those 40-degree Middle East city traffic jams) and on Millbrook's punishing test routes – which include artificially made potholes of a depth rarely experienced even on Britain's crumbling roads, Just as well, then, that the RML SWB has an immensely suffic author-composite body, bonded to the essence of a Ferrari 575M
Maranello platform – a practical necessity for ease of registration in overseas markets.

That includes, of course, the Maranello's S-Tiltre V12 engine. RML strips and rebuilds these itself and in the process corrals any horses that may have strayed over the years: project lead engineer Nic Rutherford says they often find outputs closer to 420bbp than the 479bbp a fresh engine should produce. The V12 is beautifully presented—no



anodyne plastic engine covers here – and that 'no plastic' mantra extends to the interior. If it looks like alloy, it's made of alloy; switchgear is bespoke and so are the analogue instruments.

Fire up the 5.7-litre V12 and it has a suitably sonorous note that's far from raucous. Head out from the Millbrook garage and the SWB is noticeably easy to pilot; perhaps a bit too easy, since the power-assisted steering could do with a touch more weight at low speed. RML is already on the case. Typically, it's now raining, and Millbrook's 'Alpine route' is notoriously unforgiving: a literal switchback of sudden crests and sharp dips, hairpin turns and tight, banked corners. The SWB feels utterly secure, however, and rides as comfortably as you could expect from ZR-rated low-profile Pirellis on 18-inch rims. Michael Mallock has warned that the gearchange on this recently rebuilt six-speed Graziano 'box is a bit on the stiff side, but if anything that only adds to the authentic period ambience as you clack through the metal-framed gate

Pile on some rew as confidence grows: the SWP is about 30% glighter than a 575, so the 0-60mph time is a very respectable 4.1 sec and top speed an estimated 180mph. Now that superb engine is beginning to fizz and howl in true Ferrari fashion—it's a 'top end' kind of roise, not much bass but plenty of metaphorical strings. Power and torque figures remain at factory settings and there's plenty of the latter, such that

you really could be driving an exceptionally well-tuned 1960s exotic.

Gripes? Only one – but it is significant. Thy as Imight, I can't get beyond the faux wire-spoked alloys, the flat faced appearance of which – necessitated by the 575Ms wide track – really detracts from the overall impression. Even though they are expensively machined from billet alloy, they have (sorry, Michael!) all the visual appeal of Halfords plastic trims.

Here lies the greatest challenge in producing a modern take on a classic theme: deep-dish Borrani wires are such a critical part of the original Ferrari 250's aesthetic, and yet RML obviously cannot - and dees not want to - slavishly copy that design, Michael confesses that the wheels are the element of RMLS WB that he is least happy with, but adds that no other style they experimented with worked any better. I still think they need to try again.

If this particular detail doesn't bother you, and you're in a position to lay out £1.35m plus local taxes for one of the 30 SWBs that RML intends to build, I'd have no hesitation in saying 'go for it'. The depth of engineering and the sheer quality of the product are exceptional, and the result is a toy that you would have no hesitation about playing with on any daw, and maybe every day.

This page and opposite RML evokes the style of a 250 SWB, with bespoke bodywork wrapping 575M Maranello underpinnings.





Dream machine



KYLE FORTUNE

A CHILDHOOD LOVE of

BMWs and the 'what if BMW had built a Z8 coupé?' musings of a pair of brothers created the Smit Vehicle Engineering Oletha coupé. Of course, it helps that Willem Smit and his brother Kaess are engineers, Willem having worked for Tesla and

Singer, Kaess's background in advanced composites in the aerospace industry.

Willem explains: 'We started with some frame drawings and asked if this was even remotely possible from a dimensions perspective.' Things escalated, resignations were handed in, Smit Vehicle Engineering set up and the Oletha couné is the result. Willem's own £86 Z4 M Coupé formed the basis, as the brothers found its wheelbase and other dimensions to be close to the Z8's. The E86 is significantly stiffer than a Z8, as well as being far more readily available.

The result looks and feels worth all and more of the circa-\$450,000 it costs. Its body is all composite, provided by a UK specialist. Impressively, the shape was penned largely by the brothers

themselves, with the finishing details aided by a clandestine digital surfacing modeller whose identity remains secret. The Smits' engineering background means it all works as it should, the Oletha having been CFD-tested to ensure the aerodynamics are right. Its pop-up rear spoiler reduces lift at the rear axle by 350lb at 200mph, with a test rig built specifically for its lifting mechanism, and Willem's girlfriend tasked to do 10,000 step-ups as part of its

Willem might describe this coupé as a 'prototype', but it's finished to a level that exceeds that of an OEM vehicle. It's more than skin deep, too, with the Oletha powered by Smit's own take on BMW's 4.4-litre naturally aspirated S65B44 V8, Internal revisions have seen its output

load-cycle testing.

Left and below

Imagine a coupé version of BMW's Z8 Roadster... Here it is, based on the Z4 but with a tuned V8 that makes it very special indeed

boosted to more than 450bhp and the redline increased to 8500rpm.

It's been engineered for both RHD and LHD markets, and so extensive are changes to the engine and everything else that we could fill many more pages of this magazine. Inside, however. the seats, dash and doorcards remain largely stock. Here, the brothers' pragmatism is simply that it all works, and they're right. There are, however, re-trimming possibilities to suit the customer's requirements, as well as the option of upgraded audio.

Riding on adjustable KW suspension, the Oletha expertly straddles GT and sportscar, which means there's civility yet also real control, balance and agility. It's enjoyably immersive and engaging in the manner of a classic, but paired with contemporary sophistication and poise. Ample performance is assured, too, with the V8's low-rev muscularity playing a huge part in the Oletha's impressive duality.

You can cover ground quickly and easily by being lazy with the sweet-shifting six-speed manual. but up the ante, hang onto those gears longer and the V8 revs out with ferocity and a rousing, harder-edged note that's backed by the chassis's ability so you can really revel in the drive.

The Smits describe their creation as 'the car we wish BMW had built' - yet I'm not sure that BMW would have done such an impressive job, because the Oletha looks (and, crucially, feels) very special indeed.









ALFA ROMEO 6C 2300 B

Worblaufen "Show Sisters" Geneva Motor Show 1938 OFFERED BY LUTZIGER CLASSIC CARS COLLECTION



Abarth 1000 Bialbero Ex-Cunningham 1961, white/black Aston Martin DB2 Vantage 1953, black/green

Abarth Mono Mille Scorpione

Aston Martin DB6 Vantage

Abarth Scorpione 1300 SS

Ferrari Dino 246 GT

Alfa Romeo 6C 1750 GS Zagato

Ferrari 512 BB

Jaguar XK120 SE Lightweight Competition 1953, aluminium body, blue/red

Lamborghini 350 GT 1965. silver/black

Maserati 3500 GT Vignale Spider 1962. silver/black

Maserati 450S 1958, red/red

Alpine stars



WHEN RENAULT relaunched the Alpine brand in 2017, all the motoring journos went gaga over the new A110. Somehow however, while my colleagues gorged themselves and waxed lyrical, I entirely missed the myriad opportunities to drive one. Until now, that is, with the launch of the revised range.

Obviously that means I can't tell you how good it is compared to the old ones, but I can still tell you how good it is. And compare the stats. At between one tonne and 1100kg, the 'original' and the S that followed in 2019 offered between 250 and 290bhp from the 1.8-litre, single-turbo four. driving through a Getrag seven-speed dual-clutch auto.

The new range of three - baby spice A110, posh spice A110 GT and sporty A110 S - ups maximum available power to 252bhp for the A110, and 300bhp for the GT and S versions. The entry-level car costs just under £50,000 while the GT and S are both around the £60,000 mark.

The 'focused' 110 S's optional aero kit gives over 60kg of front downforce and 80kg at the rear, allowing top speed to rise from 162mph to 170mph. That's junior supercar speed, but the A110 is resolutely a sports car with its three settings of Normal, Sport and Track. The difference between A110 and A110 GT or A110 GT and A110 S isn't that great, but there is a gulf between A110 and A110 S in performance, responsiveness and sharpness.

That said, none would disappoint, because they really are a wonderfully unexpected curiosity, a little bit of sports car alchemy that is glorious to drive short distances vet no chore to pilot over decent mileage. In short: Porsche comfort, Lotus thrills: and that's not one massive compliment, but two.

Of most interest to people who appreciate these cars, however, is apparently the improved multimedia system. I couldn't work it, of course, but everyone else thought it was a vast improvement. What remains a bit dodgy is rear visibility through the pillarbox rear screen; it was no surprise to see that, as each hack reversed up and got out, a little SWAT team of Alpine people hopped in and parked the car properly for them. But then, more patient drivers could always use the reversing camera instead!

So is the Alpine revival here to stay? Well, the company sold 2659 cars across Europe last year and, though those numbers might seem small, Alpine seems pretty pleased with them, especially with the Enstone-based F1 team already scoring points in 2022. Looks pretty solid.

Above and below

Sportiest A110 S (the red one) is marked out here by its optiona aero kit: interior is compact, stylish and features new infotainment







THE WORLD'S NUMBER ONE CLASSIC FERRARI DEALER



1966 FERRARI 330 GTC

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TWO OTHER DESIRABLE FERRARI CLASSICS







1958 FERRARI 250 GT CABRIOLET SERIES I



W W W. TALACREST. COM



In its element



2021 MERGEDES-BENZ E400d ESTATE GLEN WADDINGTON

"WE LOVE ESTATES." So we said in size 25 of Octon. In fact, I wrote that. And mourned the slow death of them amid the ondaught of SUVs. But, while the market is dying in some corners, it remains alive in German synd German estate car continue to be exported elsewhere. Including the Mercedes Er-class, which also holds the distinction of having the largest boot capacity in its class. Fully 1820 litres with the seats folded. Who needs a van?

This version has a 330bhp straight-six turbodiesel engine, with peak torque of 516lb ft all the way from 1200 to 3200rpm, a top speed limited to 155mph, and acceleration from rest to 62mph in 5.1sec. The kind of figures that would have

distinguished a Porsche 911 not so long ago. Yet this is a two-tonne estate car, nearly 5m long. Yes, we love estates. Particularly powerful ones like this.

With a 500-mile weekend trip coming up, it seemed the ideal car. Especially as I was off mountain biking, travelling one-up to my home town in the West Pennine Moors, Lancashire, so my trusty Trek simply went in the back: no need for any complicated racking.

The three-hour schlep up the M6 was dispatched with insouciant ease and in notable silence. Great connectivity saw even this tech scaredy-cat hook-up his phone almost instantly, allowing me to call and make arrangements for the following day, navigate around some snar-ups, and enjoy a favourite playlist or two. Allowed out to play, without Mrs W and the kids: this Friday night drive got the weekend off to a great start.

Come Saturday morning, I met up with old school chums Muz



and Jof, ready to head out across the moor on our bless. The F400d looked at home on a cul-de-sac awash with Toslas, Audis, BAMWs and other Mercs – though I felt a pang seeing Muz's faithful Toyota GT86. If al already been out to recee part of the route and, although the All Terrain version is no more, this car's 4-Matic four-wheel-drive transmission made the bumpy and slippery lane as easy as tarmac.

Later, family duties beckoned, with parents and a shopping trip. Naturally, they loved it. The day after, with sister also in tow and a table booked for Sunday lunch, the Merc swallowed everyone and everything with ease and wafted us in haste and with great refinement. I even managed to have some fun over one of my favourite B-roads.

Any demerits? Well, the driver's footwell is surplisingly cramped for such a large and luxurious car. Oh, and on these admittedly sexy optional 2010 wheels with ultra-low-profile tyres, the low-speed ride can be thunky enough that you notice it. For my money (and 17d he needing around £65,000 for the privilege) 17d stick with the standard 18s. But no matter. Wherever I

But no matter. Wherever I drove and however this Mercedes was loaded, it was always truly in its element.



In country, town or on motorway, the swift and spacious Mercedes E400d estate was always comfortable.





<u>PETER BRADFI</u>ELD LTD









1930 Bentley 3-4½ Litre Le Mans Rep

The gutsy 4½ litre engine in the shorter 3 litre chassis, that's a 3-4½. This one was conceived in the early sixties by passionate Bentley enthusiast, Syd Laycock and acquired by the current owner in 2006. Restoration to Le Mans specification started in 2013 by marque expert, Clive Oliver. Its fair to say it will not suit a straight laced matching number zealot but the more liberal minded driver will be rewarded by an audacious looking car with sporty performance and competition potential. It has the short chassis, a long bonnet, stone guards, straps and louvres, double shockers, Alfin drums, vast fuel tank and every nut and bolt split pinned or wired. The list goes on, (see website) its what Stanley used to refer to as the "complete catastrophe". The engine has been rebuilt with Phoenix rods and rockers, overhauled magnetos and bronze SUS. A handy modern over-drive has also been fitted.

Offered in super condition the car has covered some 5,000 miles since completion with complete reliability and is now ready for further adventures. Its attractively priced so don't just sit there spectating, become part of the show!

Also available:

1934 Invicta SType • 1954 Bentley R Type Continental • 1957 Bentley S1 Continental DHC • 1964 Porsche 356SC Coupe

See website for more details

Gone but not forgotten

WORDS DELWYN MALLETT PHOTOGRAPH GETTY IMA



Bill Stout

Inventor and engineer, both automotive and aeronautical, and a popular journalist to boot, he was an unsuné pioneer

WILLIAM 'BILL' BUSHNELL STOUT was a man of many talents, after-dinner speaking being one of them, although it is highly likely that in today's PC world he would run the risk of being cancelled. Tall and skinny, with thick-lensed glasses, a Charlie Chapplin moustache and a mop of unruly hair, Bill was rather proud of his Swedish jokes, delivered with an apparently hilarious and very accurate imitation of a Swedish 'yokel,' He had perfected the accent as a student, having spent the summer on his hands and knees as an onion-picker working alongside a Swede with almost no English. He was also a fine singer and in his youth had earned a buck giving whisting recting.

Stout was born in Quincy, Illinois, in 1880 into a family constantly on the move as his Methodist preacher father was posted to a new parish every couple of years. His father once advised him: 'Learn the most things and you live in the most worlds.' Bill followed that advice to the letter.

He built a flying machine a decade before the Wright brothers catapulted into the air at Kitty Hawk. Constructed from plans in Youth's Companion, a popular boy's paper, it was a tissue-paper aeroplane powered by a rubber band that twisted a cork with two feathers stuck in it for a propeller. Flight would obsess him for the rest of his life.

A severe eye infection caused Stout to leave the University of Minnesota before graduating, but the head of engineering wished him well. 'If you could have stayed here a little longer, Bill, we could have made an engineer out of you,' he said. He needn't have worried.

'HE TOLD HIS DESIGNERS THAT REAL Engineering consisted of taking OFF Parts, not adding New ONES'

In the early years of the century Stout designed and built an innovative motorcycle for himself and several tandem cyclears for clients. He set out on an intrepid 5000-mile tour of Europe on a borrowed RS motorcycle, his new wife riding pillion. He founded the Illinois Model Alriplanc Club, far more important in the evolution of flight in America than the title suggests, and also founded and edited Aerial Age, the first magazine of its kind in the US. He was a popular journals tusing the nom de plume Jack Kniff (Jack Kniffe), famous for his weekly column which described and Illinois and the Vision of the plum of the Vision of Vision o

In 1914, with a growing reputation, Stout was appointed chief engineer of recently formed Scripps-Booth, where he designed a car with advanced features and, as their advertisement manager, produced some innovative advertising. Then, as World War One loomed, he was poached by Packard to head its new aviation division.

He championed thick-wing monoplanes when the biplane ruled, and designed the US's first internally braced cantileverel-wing aeroplane, effectively a flying wing and also the first airframe covered in wood veneer. He pioneered all-metal aircraft when they were still a ratify, talking the US Navy into commissioning an all-metal torpedo bomber. After his pilot successfully demonstrated the prototype before the gathered top brass, he had to suffer the indignity of watching a Navy pilot pancake it into the ground, destroying it and, almost, his company.

Bordering on broke, Stout embarked on a fund-raising drive. He sent personal letters to prominent businessmen with an audacious request: We want from you \$1000. No more, no less. You will get for it one very definite promise, and that is that you'll never see your money again.

Eventually 128 intrigued businessmen wrote cheques, each of them being listed in the back of Stout's most entertaining 1951 autobiography. He broke his promise and the shareholders eventually saw a profit.

The donations funded a new all-metal, corrugated Duralumin-clad passenger aircraft. Initially it had one engine in the nose but was soon converted to a three-engine layout. Henry Ford, one of the investors, was so impressed that he bought Stout's company and the aeroplane was further developed into the legendary Ford Tir-Motor or "Tin Goose."

When Stout was impressing upon his young designers the need to eliminate the unnecessary, by insisting that 'real engineering consisted of taking off parts, not adding new ones', one of his engineers fired back: T get it. You mean simplicate and add more lightness'. This became a mantra in the Sout draughting rooms. He mentioned it in a letter to CG Grey, founding editor of Britains' The Aeroplane magazine and so taken by the slogant that he had placards printed and distributed to aeronautical design offices around the UK – no doubt eventually to be seen by a young Colin Chapman.

Like Ferdinand Porsche and Hans Ledwinka in Europe, Stout thought the future of the carly with lightweight construction and rear engines. So he applied aircraft principles to the fabulous tubular-framed, aluminium-clad, single-volume Stout Scarab, an Art Deco automotive masterpiece intended as proof of concept rather than mass production. Nine were built, but Stout's prediction that "Within the next three years all manufacturers will be building erar-engined motor cars' was wildly over-optimistic. Nevertheless, in 1946 he updated the concept with the Stout Forty-Six, a glassifible monocoupe salon resembling a Tata 603.

Stout retired to Phoenix and continued experimenting, his next obsession being flapping-wing flight. In an interview he declared that he was now primarily involved in 'imagineering'. He died of a heart attack in 1956 at his home at the age of 76, having surely been one of the great 'imagineers' throughout his whole life.



Our passion is classic competition cars





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The Tiff Needell / Jan Lammers Ensign N180. 100% race-ready with fresh Richardson DFV. good spares and current FIA HTP. P.O.A.



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1987 Porsche 962C (962131)

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Beechcraft Staggerwing

Biplanes were old hat – until Walter Beech made them cool again with his luxuriously equipped speed machine

IT'S 1932, the depth of the Great Depression. Walter Herschell Beech, plonder aircraft walter Herschell Beech, plonder aircraft the Walter Herschell Beech, plonder aircraft was the wice-president cut-of Luris Wright, resigns his investment of Curiss Wright, resigns his secure post to start a new venture. Flying in the face of common sense and the opinions of his face of common sense and the opinions of his which was the walter his contemporaries, he heads back to to which tag Kansas, where he bull this first aircraft first interest first interest which we have the walter his contemporaries, but his wife Olive Ann, and Curissi.

Wichita, on the old Chisholm Trail, was once known as 'Cow Town'. Wyatt Earp briefly kept the peace there, but by the 1920s so many aircraft manufacturers had set up shop that it declared itself the Air Capital of the World.

As if Beech's venture wan't risky enough already, he decided that his new cabin-class aircraft would be a biplane, even as the world committed to the monoplane. It would also be the epitome of luxury, with a lavishly upholstered cabin worthy of a Dusenbergreit of the committed to the committed of the committed to the committed

immune to the economic woes besetting the country. His gamble almost failed.

country, Fing Sambie almost ranee.
As a former World War One aero mechanic
and committed speed merchant, Beech wanted
the new plane to outperform anything in its
class. It did not disappoint. The 420hp Model
Tybesigned by Weller twa ammenication
Tybesigned by Weller twa ammenication
of the day but even the rich baulked at \$15,000
of the day but even the rich baulked at \$15,000
and in the first year Beech sold just one
example. A rethink resulted in the 17L with a
test powerful engine, a simpler airframe and,
enticingly, a price-tag \$10,000 cheaper despite
no compromise in build quality or luxury. The
17L took to the skies in early 1934 and was, if
17L took to the skies in early 1934 and was, for
woll florgive the pun, a flyavay wacces.

The sobriquet Staggereving was coined when an impressed commentator at an air show exclaimed excitedly, Gee, look at that negative staggerwing go! Unusually for a biplane, and contary to common practice, the upper wing was staggered behind the lower wing, giving the plane its distinctive look. It also provided the pilot with excellent unrestricted vision to the sides and above, the plane with proper sides of the pilot with rough the steeply sloping cockpit glazing.

That first Staggerwing had an extravagantly faired fixed undercarriage. This was replaced by retractable gear in the 17L, improving the aerodynamics and aesthetics and resulting in one of the most graceful aircraft ever to grace the skies.

In 1935 the Staggerwing received a major publicity boost when Captain Harold Farquhar, ex-Coldstream Guards and a diplomat with the British Legation in Mexico City, decided that rather than return home by ship he would fly. He bought the first 17R model, still with the 420hp Wright engine and, to make the trip more interesting, he decided to take the long

route, flying west rather than east. Accompanied by Fritz Beller, a German plot also living in in Mexico City, Farquhar first flew north-east to New York - where the 'plane was fitted with floats - then headed west again. They crossed Canada to Alaska, on to Sheria and down to Manchuria, where the floats were removed. They then headed to Hong Kong, traversed South-East Asia and North Africa, flew upwards and ornwards to Europe and eventually aimed for England, where they landed after clocking 152 hours? Whyne time.

This all proved to be a great endorsement for both the reliability and the comfort of the Staggerwing, such that Walter Beech was moved to coin the slogan: 'The world is small when you fly Beechcraft.' The aircraft's image was further burnished a year later after two female pilots won the prestigious Bendix Trophy race from New York to Los Angeles.

With minor modifications the Staggerwing stayed in production until 1948, by which time Beechcraft had built 785 examples. Just over 400 were ordered by the military during World War Two, mostly fitted with Pratt & Whitney engines; 106 of them served as light liaison aircraft with the Royal Air Force. It's estimated that around 200 Staggerwings survive. Far fewer than that are still airworthy, and are much prized by vintage aircraft enthusiates.

In 2014 Mark Knopfler, rock star, songwriter and classic care enthussist, explored the erotic potential of the Staggerwing in a date with country music star Emmylou Harris. A withy call-and-response, it was an exercise and filtry call-and-response, it was an exercise in anthropomorphism and sexual innuendo. It is begins thus: 'If I was a Staggerwing plane, as Usaggerwing plane and the staggerwing plane and thought of certainty not Walter Beech with only the Certainty not Walter Beech with the star of the









1940 Fiat 2800 Touring

One of only three examples bodied by Carrozzeria Touring. Offered from to decades of single ownership. One of the last Flats designed before the outbreak of WWII. a grant fotal of 624 2800s were built. Only three were bodied by Touring, making this example amongst the most desirable of those in existence. Expensive when new, especially with custom coachwork. Following WWII, the Flat was smuggled into Switzerland and later sold to an Italian family residing in Martigny. It would reside with them for 50 years. During their ownership, the car was restored in its present black and red colour scheme, and has been seldom used since.



1952 Lancia B52 Vignale

Chassis #B52-1026 is one of only 98 B52 chassis produced by Lancia. This car has a special coachwork by Michelotti-Vignale of Turin, and there where only a handfull Vignale's built.

The BS2 Chassis is a longer version of the BZ0 to allow special coachwork. All the chassis where made in right hand drive configuration, It is powered by the 2 0 Litre V-6 engine and has the correct Narid dual carburator conversion. A complete restoration was performed by KCA in Milan in early 1990. It has been a consistent ward winner including one at the 1995 Pebble Beach Concours d'Elegance.



1948 Alfa Romeo 6C 2500 SS Cabriolet

This car chassis #915566 is one of the rare first series Super Sport, 2-seater cabriolet build with an Aluminium body by Carozzerria Pinin Farina - fully documented and beautifully restored in the Netherlands with completion in 2013 (all invoices and pictures available). This beautiful 62 5500, which is the most desirable short-wheelbase model with the most powerful engine, known as the SS, or Super Sport. Its attractive grey over over red colour scheme only serves to highlight its incredible Pinin Farina coachwork.

FUR 395'000



Sunseeker XS-2000 "Casino Royale"

This boat was used in a short sequence in the "Casino Royale" movie with Daniel Craig - it is almost new and has less then 150 operation hours.

It has been in dry lining in a shipyard at the Lake of Constance since 2007. Between March an July 2021 a lot of work and a full documented service (boat and engines) has been performed at total cost of over EUR 25 000. The boat is now ready to be driven on any lake or sea. Not suitable/allowed for use on Swiss lakes. Examination and Builder's Certificate.

Chrono

WORDS MADE MOARTHIR CHRIST

Back to the 1970s

Girard-Perregaux has revived its LED digita mould-breaker



QUIETLY, IN EARLY MARCH this year. Girard-Perregaux, the Chaux-de-Fonds highend watchmaker known for its mechanical planetariums, tri-axial tourbillons and minute repeaters, launched a watch, the Casquette 2.0. So far, so normal; you can barely walk around Switzerland without having to dodge new watches getting thrown at you from various ateliers. But this new GP was - whisper it quartz. Not only was it quartz, it was digital. And it was a digital watch with an LED display and the spit of a watch first made in the 1970s. This is like Aston Martin throwing back the dust sheets and revealing its 2022 replacement for the Rapide is a Towns-designed, Series 1 Aston Martin Lagonda with a chest-wig and medallion in the glovebox.

For readers who missed the paisley shirts and power cuts of the 1970, LED watches were all the rage. Quartz was the new thing but, if you wanted to be cool, man, you needed an LED on your wrist. LED stood for 'light-emitting diode': the numerals on the watch display lit-up red to show you the time. Even James Bond wore an LED (a Hamilton Pulsar Po 22000) in Live and Let D (in 1973).

Girard-Perregaux was one of the first,

launching its Ref. 9931 – the new watch's ancestor – in 1976. It made it for just two years, seeling 8600 before stopping production. Most watchmakers at the time were producing nice 36mm mechanicals and self-winders with hands and dials; the sort of watches you could take home to meet your mother. The Ref. 9931 – later christend the Casauette by collectors because of its resemblance to a flat cap – was the horological equivalent of Marty McFly's guitar solo in *Back to the Future*. It's hard to get a sense today of just how radical it was.

GP was an innovator; the Ref. 9931's quartz crystal oscillator – the tiny tuning fork-shaped piece of the mineral mounted in a vacuumsealed requilary that controlled timekeeping – ran at 32,768Hz. This was the frequency that nearly all other makers later followed.

Despite this, it was pretty clear that LED was an emerging technology and the drawbacks were significant. For starters, to read the time you needed to press a button on the watch case. That lit up the display, if you had both hands free, that was fine, not ideal if you were carrying a briefcase, a coffee or riding a bike. Then, you'd struggle to see the time in anything even resembling sunlight. And those LEDs were so power-hangry that wise cowners not only bulk-bought batteries but shares in Rayo-Vac, too. But LED watches were still fab – they were Space Age, exciting, and everyone wanted one. Now OF has brought them back.

The new Casquette 2.01 smuch sharper than its 1970s ancestor. Where the Ref. 9931 had gently rounded case edges and corners to its LED display, the Casquette 2.0 is all sharp angles and square edges. You could originally have had your Ref. 9931 case in stainless steel, the much rarer 18kg old-plate (the Ref. 9934) and space age-sounding Makrolon (Ref. 9930). The latter was a lightweight, ultra-modern polycarbonate that weighed in at a feathery 37 errams. Good luck trackine one of those down.

The modern watch uses scratch-resistant ceramic for its case, with a grade 5 titanium caseback and pushers. The bracelet is titanium, too, with a rubber inner facing so your wrist hairs at least get a fighting chance of survival.

The original cal. 396 module inside is updated as well. GP has replaced it with the new cal. GP03980. It still takes two cells but it's been to Weight Watchers; GP claims an average 20 checks of the time each day will give you two years' battery life. That's quite the advance in movement and battery tech—the old watches would eat a couple of cells in as many months.

Functionality is also much improved. You still get the time at the push of the left-side button with running seconds at a second push. But now there's a second time zone and — of all things — a chronograph. You can count the number of LED chronographs pretty much on one hand (that Tibe Breitling's 910 Navitimer, Heuer's Chronospit and a couple of others). There's also a rather lovely 'secret date feature that will display an important date at the time you choose each day.

For years, LEDs have worn 50p price tags at car boot sales, been thrown in the bin at the local charity shop, and languished unloved in sock drawers. Here's our prediction – bearing in mind the Octane watch deak is staffed by a time-served digital obsessive. This will be the first of many retro reviral digital. Not only that, but watches like this will have a knock-on effect on the desirability of the original 1970s watches. Flares at the ready, 2022: the 1970s are coming for your complex for your consumption of the property of the prop





FF39-40-TG-LFN-BLM





ONE TO WATCH

IWC Mk XII

The art of not trying too hard

SOME WATCHES turn understatement into an art. The IWC Mk XII is most definitely one of them. If you don't know your watches, you'll just see a black-and-white-faced, stainless steel-cased three-hander. If you do, you'll realise you're looking at one of the Schaffhausen maker's finest.

Launched in 1993 as a replacement to the storied Mk XI (who needs swanky model names?) that sold from 1949 onwasds, this was the first of IWC's automatic flying watches. The Mk XI was originally intended as a specialised watch for aircraft navigators and was powered by the manuwinding, chronometer cal. 89. The Mk XII, in contrast, ran the lovely cal. 844/2 self-winder developed from the Jaeger LecOutre cal. 889/2.

Despite its (by today's standards) dinly 36mm case, the Mk XII is a sensitive to the right lubricants) and your watch will struck of most things. That includes magnetic fields; it has a soft iron inner case that acts as a Farnday cage.

Those dials are a delight, too. Despite their size, Mk XIIs are a cinch to read; there's no fuss and no clutter to get in the way. And having come off the watchmaker's bench in the early 1990s, the tritium lume on the dial and hands is ageing to a rich cream.

Watch out for service dials (usually marked just 'Swiss Made' rather than 'T Swiss Made T' to indicate tritium lume) and hands, and aim to snag one for around £3000-3500.



NEW WATCHES .



96ZERO DIVER

Launching a sub-S400 few which is a brew move, so it's reflexing to see newcomer 96Zero doing something interesting. Its drew certainly has all the right bits – Myota 9015 mechanical movement, undirectional ceramics of the result of the res



AUTODROMO GROUP B SERIES 2 AQUA

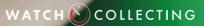
It's far from a replica – or even a homage – but that dial has something of the Delta Integrale rev-counter about it, doesn't it? This is Bradley Price's latest Group B watch and it's rather more complicated than it looks at first sight.

For a start, the Myorla 9015 automatic movement sits in a lighthweight 39mm 2-part titanum capsale. The bracelet is integrated, but you can also remove it with the strap provided and fit a strap if that 4 your thing. And this is a watch where the packaging is equally cool, it arrives in a hand-made aluminium box with a numbered plaque. \$9575 (from USA), autoformo.com



BRM FF39-40

Although BRM has little to do with Raymond Ways (Bourne-based motorsport empire (it stands for Benard Richards Manufacturu), their firm's watches have a definite whirt of barrow of the stands of the



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Fit for a King: the Royal Garage of the Shahs of Iran

 $BORZON\ SEPASI,\ Dalton\ Watson,\ \pounds110,\ ISBN\ 978\ 1\ 85443\ 292\ 6$



We're accustomed to thinking of Iran as an Islamic republic, so it's worth remembering that until the 1979 Revolution it had been ruled by monarchs for 2500 years. Not surprisingly, those monarchs liked to surround themselves with nice thines – and, with the arrival of

the automobile age, those nice things included cars. The first car to arrive in Iran was a 10hp Gardner-Serpollet, which caught the eye of the then-Shah ('Shah' literally means 'king' in Farsi) during a trip to Paris in 1900. But it wasn't until a former soldier, Reza Khan Pahlavi, staged a coup and declared himself the new Shah in 1925 that expensive luxury cars started to arrive at the roval palace in droves. In cars started to arrive at the roval palace in droves. In the cars started to arrive at the roval palace in droves. In the cars started to arrive at the roval palace in droves. In the cars started to arrive at the roval palace in droves. In the cars of the cars

Reza Khan Pahlavi, staged a coup and declared himself the new Shah in 1925 that expensive luxury cars started to arrive at the royal palace in droves. In 1921, Reza Khan had been driving a Model T Ford; four years later he was at the wheel of the outgoing Shah's 1922 Rolls-Royce Silver Ghost.

Reza Khan (who became Reza Shah on his

accession) and his descendants proved to be car enthusiasts of the highest order – literally. In helped that all the world's superpowers, well aware of Iran's oil reserves, began to shower the royal family with luxury motors. A 1936 Mercedes-Benz 500K on Autobahn-Kurie, presented by Hitel, vas just on among many gifts, but the family were profific car buyers, too. The Auszerti 5000CF was specifically created at the request of Reza Shahi's successor, his son Mohammad Reza Shah Palhai's lies well-known is that the latter also instigated the entire Mercedes G-wagen project — unfortunately, Iran's order for 20,000 G-Wagens went largely unfaffilled after the Revolution skicked off in 1979.

The variety of cars to be found in the royal garage during the 21st Century was quite staggering, and ranged from the sublime – several Lamborghini Miuras, a particular favourite of Mohammad Reza Shah – to the (faintly) ridiculous, such as the one-off Panther Lazer. Plus, of course, the inevitable Rolls-Royces and high-end Mercedes. Lots of them.

Tehranian author and car enthusiast Borzon Sepasi was born in 1978 and so has spent most of his life under the Revolutionary regime; his passion kindled by an old copy of Autora left behalf by a foelign embassy, he has since become the country's leading light in researching the fate of these dozens of fabulous vehicles. Fortunately, many have survived and, after gathering dust in storage for deades, they are now forming the basis for Iran's newly reopened National Autonobile Museum.

One can only imagine the political and practical difficulties Sepasi faced in sourcing material for this incredible book, which is packed with rare photos. Without doubt, it is a front-runner for this year's various motoring book awards. Outstanding. ME





Max: the Dutch Master

ANDRÉ HOOGEBOOM, Evro, £25. ISBN 978-1-910505-75-5

It's difficult to deny that, as last season went down to the wire. there was more reason to be interested in F1 than there had been for a while. The winner was Dutch wunderkind Max Verstappen. And this is his story (racing driver father, karting, meteoric rise from Formula Renault). Or rather, it's a Dutch F1 specialist's story of Verstappen: an 'unauthorised' biography that's well-written and superbly researched, and packed with quotes from the great and the good in the top tier of racing - though, oddly, none of the inner thoughts of the 2021 champ himself. GW



Lotus Elite

MATTHEW VALE, Veloce, £40, ISBN 978-1-787115-17-0

Joining Veloce's increasing range of Lotus books is this 176-page hardback, focusing on Colin Chapman's first GT car. Lots of fascinating and rarely seen styling sketches accompany the development history, while Vale gets right into the nitty-gritty of the Elite's technical specs with diagrams and photos of the suspension layout, drivetrain and chassis. Competition history is an important part of the Elite story, but Vale also includes profiles on some of the most interesting cars and owners in the scene. There's a whole chapter dedicated to owning one today, with a great rundown of the key specialists.





Vanwall

DENIS JENKINSON & CYRIL POSTHUMUS, with DOUG NYE. Porter Press International. £90, ISBN 978 1 913089 36 8

While not strictly a new book, in that the original version - minus Doug Nye's input then - was first published way back in 1975, this is in effect a brand-new work: much bigger in format, massively expanded from the original's 176 pages to a door-step 288, and laid out with a true artist's eve (by the highly talented Martin Port). Bill Boddy, in his 1975 review for Motor Sport, said that the 'many pictures' of the original were small and could have been better chosen': not a criticism you can

make of this new edition. Literally the first image you see, then, when you open the book is a full-page, larger-thanlife reproduction of a letter from 13-year-old George Harrison (yes, the future

Beatle) to Tony Vandervell. It's the addition of much similar period ephemera that is one of the biggest changes, along with the fact that all the archive photographs have been given proper room to 'breathe'.

The text is largely unaltered: it charts the flowering and then the withering of the VP Vanwall team from 1949 to 1961, in particular the full-bloom years of 1957-58. The book's overall quality means its £90 asking price is not at all unreasonable.



Open Roads & Front Engines

Collector' book JANOS WIMPFFEN, David Bull Publishing, 2005, value £475

When this book was launched back in 2005, the publishers said it was

their biggest, most expensive book to date, and one of the most beautiful, David Bull Publishing has gone on to produce many more equally fine volumes since, but Open Roads & Front Engines remains an absolute classic

Sub-titled World Championship Sports Car Racing in Photographs, 1953-1961, it is the companion work to Wimpffen's previous work, Time and Two Seats. That two-volume slipcased set was very text-heavy and Open Roads complements it by

being chock-full of the most

amazing period images on quality art paper. Reflecting an era when racing had yet to be totally professionalised, the range of cars depicted is vast, from Fiat 500s to Ferraris via Cadillacs and Corvettes.

In 2005, this book sold for £80: it's now worth the thick end of £500, whereas later books in Wimpffen's series, covering the '70s and '80s, can be had for half-price from the David Bull website - which just goes to show the enduring appeal of 1950s sports car racing to enthusiasts.

Ben Horton





Rolls-Royce Silver Cloud

JAMES TAYLOR. Crowood Press, £25, ISBN 978 1 78500 967 9

From the first experimental prototype in 1952 to production of the final Phantom VI chassis in 1990, James Taylor covers a lot of ground in this definitive history of the Silver Cloud family. Each version is explored in detail - with an overview of every stylistic and mechanical change throughout its life, photos of each version, and a full rundown of specs. It features a handy guide to deciphering the various chassis numbers, too. A helpful resource, and a comprehensive guide to these iconic cars. MH

The Archaeological Automobile

MILES C COLLIER, Collier AutoMedia LLC, \$149.95, ISBN 978-1-7356451-0-0



Miles Collier is a truly remarkable man: immensely wealthy yet also remarkably modest. As recounted in this book, his daily driver is still the BMW Mini that he bought new in 2002, and which is now of such an advanced age that his

local dealership declines to service it. He is also an aesthete and a scholar of a kind that you rarely find outside the ivory towers of academe. His Revs Institute is a not-for-profit organisation that, besides holding a world-class collection of 110 significant cars, is also a research centre intended to keep the automobile as we know it alive for future generations to understand.

A long-standing interest in archaeology has impelled Collier to focus his energies on establishing 'best practice' for conserving and restoring cars, not just as static objects but as thrilling, working machines. Hence the title of this book, which examines every aspect of our approach to historic vehicles: from the psychology of why we're driven to collect them in the first place, to deciding when to restore and when to leave well alone, and everything that impacts on and results from such choices.

It's a fascinating topic and an engrossing read. In some respects (rather uninspired layout, page after page of endnotes) it can appear almost too much the academic treatise, but any tendency to dryness is dispelled by Collier's personal enthusiasm. He still owns his first car, a blue Porsche 356C coupé that

was presented to him as a graduation present in 1965. 'When I'm behind that familiar wheel ... I am once more nineteen and the world fresh and mysterious Would Lever sell that car? Better to ask would Lever sell those memories, those joys, and those pains when I had my whole life before me.

This from a man who could afford any car in the world. And we all know exactly how he feels.



DER PORSCHE SPRUNG PHOTOGRAPHS

In 1980, photographer Hans Trull parked his Porsche 356B on the recently cleared Flexen Pass, readied his camera, and signalled to a distant Egon Zimmemann. The future Ohighpic downlich champion politich his sids down the mountain toward the road, and seconds later he was airborne, flying high above the car, In his long career, Trull made many prettien because of the cast (and of Porsches, for that matter), but none as famous as the daring Porsche Sprzing (Porsche Jumps). Last year it was recreated, with another Olympic champion, Alsey Lund Svindal, doing the hairy bit, and with a Taycan standing in for the 356B – and the new and old images are now available as a pair, in a limited edition of 300.

£1750. shop.porsche.com







A500 MINI

A bit of nostalgic fun for those who grew up (or failed to grow up) in the 1980s, this is a shrunken version of the Amiga 500. It comes pre-loaded with 25 familiar games, including Super Cars II. £119.99. game.co.uk



SHACKLETON'S ANTARCTICA

The discovery of Ernest Shackleton's sunken ship, Endurance, has sparked new interest in his adventures, and this is a beautiful set of the books he wrote about his expeditions in Antarctica.

2195. foliosociety.com



PORSCHE CLASSIC TOOL ROLL

In recent years Porsche has produced handsome tool rolls for many of its 'established classics', and it's nice to see that owners of the transasle cars are now being idven an opportunity to lighten their wallet, too. This roll is made with period-correct patterned fabric, and comes with all the essential tools for your 924, 944 or 968. 6399.35. shopporsche.com

RENAULT 4L T-SHIRT

It's only right that shirts celebrating 60 years of the charming 4L should continue to appear the year after the car's big birthday, because the 4L itself stubbornly refused to go out of production for more than three decades. £25

theoriginals-store,renault.com





R/C ALPINE A110 BY TAMIYA

We're accustomed to seeing bruising German machinery in Jägermeister orange, but a cheeky little A110 wore the famous livery in 1973, and that car inspired this 1:10-scale radio-control model. \$225, wonderlandmodels.com





1:18 scale

1960 DAIMLER SP250

By Cult Price £176.95 Material Resincast

Daimler's last fling before the Jaguar takeover in 1960, the glassifite-boiled SP250 was launched the preceding year – but we can deduce that this model is of a Jaguar-era car, thanks to its front bumper (early SP250 only had chromed 'whiskers') and lack of doorhandle recesses. Enough pedantry: what's more important is that it's a superb replica of an oftenoverlooked spoots car.

The SP250's challenging styling helps explain why only 2654 examples were produced over five years. It went well, however, thanks to its 25-tilter V8 engine, and the Metropolitan Police bought about 30 of them, finished in black like this model. Black is notoriously difficult in terms of showing up blemishes but Cult's finish is just perfect; you can also order it in BRG and (vet to come) metallic cunnetal.



1938 Ford V8 Berlin-Rome Autocult £107.95

Just two photos are known of the prototype built for the cancelled race – so it makes a very intriguing model.



1968 Ferrari P6 Berlinetta Speciale Top Marques £105.95

The concept was not quite as elegant as the 365 BB it inspired, but in model form it will enhance any Ferrari display.



1977 Porsche 911S

Arena Modelli £208.95
Arena specialises in handbuilt racing
911 models; this is a very fine if price;
rep' of a Paul Newman Sebring entry.



1977 Bertone Ascot Jaguar Matrix £88.95

Also available in its original white, this is an excellent replica of the one-off show car based on a Jaguar XJ-S.



1967 Ford GT40 Spark £63.95

Colin Crabbe and Dave Charlton's BOAC 6 Hours GT40 has been nicely modelled, with lots of minute detail.



2019 Ford GT TrueScale Miniatures £114.95 Depicting the GT shown at 2019's Goodwood Festival of Speed, this model captures its sharp lines exactly.

Classic model



PLASTICVILLE GAS STATION

by Bachmann

The Plasticville range of model buildings came about almost by accident. Bachmann Brothers of Philadelphia had been in business since way back in 1833 and, prior to the advent of plastics, they used to make combs and hair accessories from celluloid.

In the post-WW2 period. American families liked to construct ornamental displays at the base of their Christmas trees and Bachmann made some miniature plastic fencing to go around these. The fences turned out to be ideal accessories for model railway layouts, too, so Bachmann added trees and other small items, followed by model buildings in time for Christmas 1950. Then came plastic cars and plastic people, and soon there was an entire model village: Plasticville

Plasticville's 'Cape Cod' house, country church, police and fire stations were typical of those to be found in any small US town. There was also an American diner, supermarket, hospital and many more – including a gas station, smartly finished in white and red.

Bachmann held on to the original tooling and, by the time of Plasticville's 50th anniversary in 1997, it had started remanufacturing the buildings in China.

A row of Plasticville kits makes an ideal backdrop to a display of 1950s American cars, so long as you're not too fussy about everything in the diorama being to a consistent scale. And, if you're really bitten by the Plasticville bug, you can bacome a member of the Plasticville Collectors Association.





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THE MARKET

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F50 achieves €4.1m in Paris

Halo Ferrari surpasses expectations in Arteurial's €37.8m sale

DESPITE ITS LOW mileage, Artcurials 64,161,600 final result for this Ferrain F50 was still a surprise. Most of the recent big F50 results have been for US-market examples sold Stateside, but this single-owner Monegasque car has confirmed that the global F50 market is incredibly hot right now. Showing 1318km, it was offered in "as new" condition but in need of significant servicing due to lack of use. At roughly \$45m. it is a new witch benchmark.

It came from a significant Ferrari hypercar collection, which also saw an F4 of (C2,102,400), Enzo (£2,846,000) and LaFerrari (£2,714,800) sell for similarly strong figures. The Ferraris were only just pipped to the top spot by the 1968 Porsche 907 (previewed in Octane 226), which settled at £4,390,400 - towards the lower end of fits estimate.

RM Sotheby's saw \$16.9m of sales at its two-day Fort Lauderdale auction. Kid Rock's 2005 Ford GT was the top lot at \$638,000, closely followed by a 1984 Lamborghini Countach LP50005 from the Rey Collection at \$632,500. Dave Kinney rounds up some ore interesting lots from this sale on the next page.

Classic Car Auctions returned to the NEC for the Practical Classics Classic Car and Restoration Show sale, achieving £3m in sales and a steady 78% sale rate. Top seller of the 236 cars offered over two days was a 1967 Bentley T Convertible by Mulliner Park Ward at £75,375. A tidy, 70,000-mile 1990 Renault 5 GT Turbo achieved £20,250 – further proof that compact and quick Renaults remain popular.

On which subject, Collecting Cars offered a selection of 12 Renault UK Heritage Collection cars earlier in the month, generating £407,765 from their sale. Perhaps the most eye-opening result was scored by the 2005 Clio 182 Trophy – admittedly car number 001 – with a hammer price of £45,250.

Of all the weird and wonderful things on Bring a Trailer, this month's highlight was a custom 1963 Gillig Model 590 Enclosed Hauler (below). Bought as a bus in 2016, it was restored into a stylish transporter. At \$340,000, it could be a very cool way to take your classic racing car (a Porsche, presumably) to race meetings.



TOP 10 PRICES March 2022

£10,161,000 (\$13,425,000) 1937 Talbot-Lago T150-C-SS Teardrop Coupé by

Figoni et Falaschi Gooding & Co, Amelia Island, USA, 4 March

£3,682,000 (€4,390,400) 1968 Porsche 907 Artcurial, Paris, France

£3,490,500 (€4,161,600)

Artcurial, Paris, France 18 March

£3,141,500 (\$4,185,000) 1955 Porsche 550 Spyder Bonhams, Amelia Island, USA 3 March

£3,121,000 (\$4,130,000) 1934 Packard Twelve Individual Custom Convertible Victoria by Dietrich RM Sotheby's, Amelia Island,

USA. 5 March

£2,767,500 (\$3,662,500)

2015 Ferrari LaFerrari
RM Sotheby's, Amelia Island,
USA. 5 March

£2,663,500 (\$3,525,000) 1930 Duesenberg Model J Convertible Sedan by Murphy RM Sotheby's, Amelia Island,

USA. 5 March

£2,539,000 (\$3,360,000)

2019 Bugatti Chiron Sport
RM Sotheby's, Amelia Island

USA. 5 March £2.387,000 (€2.846,000)

2003 Ferrari Enzo Artcurial, Paris, France 18 March

£2,251,500 (\$2,975,000) 1959 Porsche 718 RSK Gooding & Co, Amelia Island, USA 4 March

DAVE KINNEY'S USA ROUND-UP

1971 Maserati Indy

RM Sotheby's, Fort Lauderdale, Florida, USA

25-26 March

The Maserati Indy, designed as the successor to the Mexico, was introduced as a prototype at the Genera motor show in March 1969, With sleek fastback styling and pop-up headlights, this was a classic front-engined, rear-wheel-drive grand toure. The Indy, so near and to scielbrast Maseratis wins in 1939 and 1940 at the Indianapolis 500, was designed by Virginio Vairo at coachbuilder viguale. Total production was 1104 cars from 1969 to 1975. Only 300 had the biggest 49-litre version of Maseratis Vis, and this is said to be the 45th – and nor 63 9U Sapec 49, with a five-speed manual. It was an ideal choice when a Ghibli didn't have enough room for the whole family and a Quattroporte was be the to staff.

Treated to a professional restoration in April 2017, this example features factory air-conditioning, power steering, electric windows and Borrani 'dial forged' wheels. The sale included Maserati Classiche documentation, restoration receipts and repair invoices.

It sold at a little under market value at \$101,750, and would still have been a reasonable buy at \$20,000 more. Indys are not often seen at US



auctions, and this was among the best seen in the marketplace in recent years. The prices of most post-war sporting and GT cars have been increasing in the past few years, so looking for alternatives to the usual suspects is perhaps a wise move.

The Ghibli is a better-known Maserati, and most would argue a prettier choice, but with an Indy you get a very large percentage of what an equivalent-condition Ghibli offers for around half the cost.

Dave Kinney is an auction analyst, an expert on the US market scene, and publishes the Hagerty Price Guide.



Said to be a Starsky and Hutch edition, one of a reported 1305 such models built by Ford between March and May of 1976. The Torino, known one at as the Striped Tomato, was the third star of the well-known 1970s television series. This one sold for \$80,500 and had a newer Ford 409e1 Wg, an updated radiator and Edelbrock fuel injection. A good result.

1994 Panoz Roadster

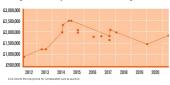


The second of only six examples built for 1994, with total production from 1992 to 1995 of just 44 cars. The catalogue describes the Panoz Roadster as 'a thrilling, hand-crafted sports car With 'a Lotus Seven-inspired body'. I agree with the first statement, at least, and at 444,000 this car sold at a very good price for condition and miles. A very high fund-other-money ratio.

AUCTION TRACKER FERRARI 365 GTS/4 'DAYTONA SPIDER'

Shown at the 1969 Frankfurt Motor Show, the Ferrari 365 GTS/4 Daytona Spider' was in production from 1971 to '73, by which time 122 had been built. Seven were right-hand drive, 19 were left-hand drive European-spec cars and 96 were destined for the US market.

Spider values made significant gains in the early-to-mid 2010s, as chassis 15417 demonstrates. Consigned to RM Sotheby's Amelia Island sale in March 2012, the US-spec oxample with Farrari Classiche certification was hammered away for \$1.210,000 (£368,000). Returning to Amelia Island three years later, this time accompanied by a Platinum Award from the Cavallino Classic, it fetched \$3.300,000 (£2.450,000) equalling the price RM had achieved in January that year for a similar car. At current exchance rates that At current exchance rates that



signalled the high-water mask for Daytona Spiders, although the ceilli Harria for air hat was bought by Chris Evans at Silveratone Auctions in 2014 (pictured) for £2,277,000 holds the record in dollar terms at \$3,27,million using the rate of exchange at the time of the sale. Showing only 3946 miles when it joined Evans' collection, it had been the subject of a recent restoration that included a colour change and the removal of the US-spec lights.

James Cottingham at DK Engineering explains the intricacies of the market: 1 would say that a decent US-spec Daytona Spider today is circa \$1.9-2.cmillion, depending on condition, whereas a benefit of the control of

'Spiders all tend to be in good condition, but condition is much of a muchness – when it comes to



ultimate value it's more about opportunity. We are probably offered a European Daytona Spider once a year, and a US-spec car maybe five times a year.

'As for colour, I think if the car was red originally and it's been restored and had a colour change, that doesn't affect value, but if it was an interesting colour to start with and it's now red, then that would have a negative effect.'

Rod Laws

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Mansell to sell 'Senna taxi'

RM Sotheby's, Monaco 14 May

"RED FIVE" became Niged Mansell's signature area number during his first sital at Williams, and it was comforting to see its reappearance when he returned to the team in 1991. That year he was yet again cruelly dended his first World Championship, but he did win five races — including one of his most fondly remembered victories at Silverstone. After Senna ran out of fea after the final Byo, Mansell stopped to offer him a lift back to the pits. Although the stewards looked on the act unfavourably G. Health and Safety nightmare, in their view) it created one of the sport's more poignant moments.

The former World Champion has given RM Sotheby's the job of auctioning that very FW14 at its forthcoming Monaco sale. It's offered from his personal collection, and is estimated to sell for €1,500,000-3,000,000.

The FW14 was a very successful car for Williams, although it had a slow start in '91 thanks to its lack of a semi-automatic gearbox early in the season. Designed by Adrian Newey — his first for Williams — it was powered by a 3.5-litre Renault V10 engine. As the season progressed, the car became more successful. Although Mansell narrowly missed out on the title, he went on to dominate in 1992 with an updated version of the same car, featuring traction control and active sussensions.

Mansell is also offering another treasure in Monaco – the 1989 Ferrari 640 in which he won two races, including his debut for Scuderia



Ferrari in Rio de Janeiro, Brazil. It's said that Enzo Ferrari personally selected Il Leone for the team as one of his final decisions. The car was given to Mansell at the end of the season, and is now estimated to sell for £2,500,00-5,000,00-5,000, rmsothebys.com

A case for preservation Manor Park Classics, Runcorn, Cheshire, UK 14 May



WHEN IT was placed into dry storage in 1988 by its late owner. collector Chris Sugden-Smith, this beautiful Lagonda 3 Litre Tourer was apparently in running order. As it sits today, it's in very good and highly original shape rolling free and with an engine that apparently turns over by hand. It's going to require some care and attention, although you could go two ways. It's a prime candidate for a full nut-and-bolt rebuild, but it's also got a lot of potential for a sympathetic 'oily rag' mechanical restoration.

Launched in 1929 as an alternative to the 3 Litre Bentleys, the 80bhp Lagonda was a sporting car for driving enthusiasts. This example, chassis 29673, left the sortion of the still wears its original Manchester registration.

Manor Park Classics has placed a £90,000-110,000 estimate on this very special car, which comes with a pair of Lucas P100R headlamps, a full timber-hooped hood and a half tonneau. Having sat in a barn for 35 years, it offers many adventures for a new owner.

manorpark classics.com

OUICK GLANCE



1992 Aston Martin Virage Shooting Brake

Bonhams, Monaco 13 May, bonhams.com

Here's something you don't see every day. This is the first factory-built three-door Virage Shooting Briske, DP20991. As is often the way, this special car has been upgraded by Aston Martin Works ower they some The current cowner has had it converted to Swiss specification, but most interestingly it has been retrofitted with a manual gearbox. Bonhams estimates this appealingly practical Aston at 100,000-200,000.



2015 Ferrari 458 Speciale

Historics, Ascot Racecourse, Berkshire, U

21 May, historics.co.uk

One of Ferari's altime great V8 engines lives in the back of the 458 Speciale. Even by today's standards 597bp at 9000pm is wild, and, combined with a lightened, stiffer bodyshell, the Specials remains one of the most hardcore road cars to wear the prancing horse badge. This 2015 car has covered just 3792 miles and features a good level of options—including the useful front lift kit. It is estimated at £295,000-350,000.



1985 Audi S1 E2 Sport Quattro replica Silverstone Auctions, Ashorne, Warwickshire, UK

28 May, silverstoneauctions.com

If last month's five-cylinder Audi feature tickled your flancy, then this 800+bhp, SW Audi S1 replica night be one of the sasiest ways to get into a fire-breathing five-cylinder monster. Built for hilliplinibing in the Urilliplinibing of the Urilliplin



1973 Triumph TR6

Barons, Sandown Park, Surrey, L 29 April, barons-auctions.com

Brought over to the UK from California in the early 1990s, this TRF was converted to right-hand drive and given a Pi-spec ongine at the same time. It has since been enjoyed by several owners, and the latest has spent time bringing it up to a high standard. The fuel system has been overhauled, there are new tyres, windscreen, replacement hood and much more. It is eminently usable and estimated at £18,000-16.

ALICTION DIARY

Please confirm details with auction houses before travelling

> 27 April H&H, Buxton, UK

29 April Barons, Sandown Park, UK SWVA online UK

11 May Brightwells, online, UK

13 May Bonhams, Monte Carlo, Monaco

13-21 May Mecum, Indianapolis, USA

14 May RM Sotheby's, Monte Carlo, Monaco

Silverstone Auctions, Peterborough, UK (motorcycles) Tennants, Leyburn, UK

17-24 May Shannons, online, Australia

20-21 May Mathewsons, online, UK

athewsons, online, Ui 21 May

Historics, Ascot, UK Morris Leslie, Errol, UK 22 May

Richard Edmonds, Showell, UK 25 May - 1 June RM Sotheby's, online

27 May Barons, Southampton, UK

28 May Oldtimer Galerie, Lucerne,

Switzerland Silverstone Auctions, Sywell, UK

4 June Silverstone Auctions, Sywell, UK

4-5 June Lucky Collector Car Auction,

Tacoma, USA 9 June DVCA, Stalbridge, UK

9-11 June Mecum, Tulsa, USA 11-12 June Anglia Car Auctions,

King's Lynn, UK 17-18 June Mathewsons, online, UK

18 June
Classic Car Auctions

Classic Car Auctions, Leamington Spa, UK Silver Auctions, Coeur d'Alene, USA

20 June Osenat, Fontainebleau, France

> 22 June Brightwells, online, UK H&H, Duxford, UK

IN ASSOCIATION WITH

ALSO LOOK OUT FOR...

If we'd been around in Paris in the 1920s, we'd definitely have fallen foul of Man Ray. The surrealist artist moved to France from the USA in 1921 and soon began experimenting with photography as a means of capturing his 'visions'.

— but he was interested only in the effects he could achieve, and not at all in the science behind them.

He was irritated by anyone who wanted to know 'how' rather than 'why', quipping: 'You don't ask a writer what typewriter he uses.' We'd have tested his patience with questions about his 'rayographs' (or photograms), and about pictures like Le Violon d'Ingres.

Produced in 1924, It nods to a work by painter Jean Ingres, who was also a skilled violinist – so skilled, in fact, that he inspired an expression, 'violon d'Ingres', meaning 'hidden talent'. Man Ray snapped his muse, Alice Prin, them painted violin Fholes on the image and photographed the print. It was a crude sort of pre-Photoshop job, but radical stuff for the time. Modern eyes might find it easier

to accept that the picture is important than that it is good, but important counts for a lot to collectors, and when this print – made around the same time as the negative – is offered by Christie's



in New York in May (date TBC), it is expected to fetch \$5-7m and become the most expensive photograph ever sold at auction.



1958 Ferrari 250 GT Cabriolet

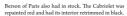
POA from Talacrest, Berkshire, UK

IT CAN BE EASY to get distracted by numbers when it comes to classic Ferraris. This might be one of two Series 1.250 GT Cabrioles with side vents, and one of only 11 left in the world with full matching numbers, and the 23rd of only 40 built, but in the end these cars transcend mere digits.

Aside from the basic chassis, those 40 Series I cars built between 1956 and 1959 were all unique in colours, specification and minor details. They were assembled by Pinin Farina to a very high standard for a select few of Ferrari's most special customers. The US list price of \$14,950 put the Cabriolet firmly at the top of Ferraris model range, at \$2500 more expensive than the "Dur de France" Berlinetta and \$3000 dearer than a California Syrder.

This is chassis 0849 GT, currently on offer from Talacrest. It was built in May 1958 with white paintwork and a turquoise interior, and delivered to its first owner in Milan. It was sold on locally in 1960, then made its way to a French owner. In 1964 it received an upgrade from rear drum brakes to discs.

The engine needed work in 1971, so it was swapped for a similar unit from a 250 GT TdF that Garage



It was passed around the UK and Europe during the 1980s and 90s, then made its way to Artzona. It returned to France when it was added to the Guikas Collection in 2007, still painter deat at hat point. It was no coincidence that the TaF with which it swapped engines decades earlier froud itself there too. When it was eventually restored by Carrosserie Lecoq in 2017, the original engine was finally reinstated. It was repainted in black and retrimmed in the original eye-catching turquoises.

When it was stripped down for paint, there was undeniable evidence that it originally had subtle side vents installed in each wing, as seen in early photographs of the car, rather than the larger 'washboards' of most 250 GTs. These are a very rare feature so they were reinstated during the restoration.

It has one of the most eye-catching interiors you'll ever see in a classic Ferrari and, now that it's back with its original engine, those all-important numbers do actually stack up. The only one missing from the advert is the asking price... talacrest.com





SHOWROOM BRIFFS



1987 PORSCHE 924 S

You either love or hate the gold and black stripes, but this late 924 has been fastidiously maintained by its three owners. It's highly original at 58,500 miles, and the suspension is fully refreshed. historics.co.uk (UK)



1967 FIBERFAB JAMAICAN

Bud Goodwin's stylish Fiberfabs were built on a range of cars, this one being Austin-Healey based. It's a rare factory-built example, is freshly restored and painted in Astyn Martin's California Sage. autosportdesigns.com (US)



1961 CHEVROLET CORVETTE

An original Belgian-market car which was in single-family ownership right up to 2017. Highly original and well preserved at just 90,000km, it also has a rare factory hardtop and a manual 'box. british-sportscars.com (BE)



2004 MITSUBISHI EVO VIII ME AUD \$59,990

An unmodified example of the special-edition MR, complete with all the unique carbonfibre bits and black/blue Recaro seats. Imported from Japan, it now has 120,000km on the clock, yta.co (AU)

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1960 FERRARI 250 GT CABRIOLET Blue With Tan 44,620m £1,800,000



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70 FERRARI SF90 ASSETTO FIORANO Nero Daytona With Nero £459,950



17 MCLAREN 675LT MSO CARBON SERIES Exposed Carbon Fibre With Black Alcantara Stitched Orange 700m \$439.950



21 ROLLS ROYCE CULLINAN V12 Orbit Grey With Black With Red Piping 6,900m £349,950



71 ROLLS ROYCE GHOST V12 Black Diamond With Seashell 11,000m £289,950



18 LAMBORGHINI AVENTADOR S Giallo Orion £264,950



70 ASTON MARTIN DBS SUPERLEGGERA V12 VOLANTE Sabiro Blue With Duo Blue Caithness Leather 5.000m £219,950



04 FERRARI 360 CHALLENGE STRADALE Rosso Scuderia With Tessuto Racing Nero/Rosso £209,950



21 FERRARI ROMA S-A Grigio Silverstone With Nero £194.950



Nero Daytona With Cucio £184,950



11 MERCEDES-BENZ SLS AMG AMG Le Mans Red With Porcelain/Black 11 500m £174.950

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Mercedes-Benz E55 AMG

Is there more to this AMG than a big V8 and its reputation for rust?

SOME CARS REACH legendary status early on in their life, such as BMW's E39-generation M5. A great engine, sublime chassis and good looks – plus the indefinable M-factor – helped to elevate this BMW beyond the realm of mere hot saloon, as Glen Waddington found out on pages 116-124.

A few months before the M5 was launched, however, Autocur magnine actually declared this, the W2IO-generation ESS AMG, to be the world's best sporting saloon. It was an impressive package and far more of an all rounder than the hot rod reputation of AMG might have you believe. Arguably it set the template for a generation of big V3-engined AMGs, yet today it seems largely forgotten and unloved. It shouldn't be, as w'll see.

As the relationship between Mercedes and the Affalterbash-based tuning company moved closer, AMG's products became better developed and more mainstream. Models such as the six-cylinder C36 were sold through Mercedes calestriships with full warranties in the early 1990s and, although by the time this V8-engined E55 was launched AMG was still independent, it was working closely with Mercedes on its product development.

The ESS was an evolution of the special-order (lefthand-drive only) ESO AMG, on sale briefly between 1996 and 1997. AMG's hand-finished engine was based on the sohe 5.0-litre M113, enlarged to 5.4 litres and fitted with a pair of hotter camshafts, a new intake and a freer-flowing exhaust. This boosted output to 3499hp and 391lb for fororue, the latter delivered at a gut-punching 3000rpm and sent to the rear wheels via Mercedes five-speed, electronically controlled automatic gearbox. With double wishbones up front and a multi-link system at the rear now with switchable dampers – the chassis was more than capable of harnessing the power. A serious brake upgrade beneath a set of magnificent 18-inch allow wheels completed the package.

In many ways, the E55 cemented the formula for the modern-day fast Mercedes. Not just a big salow with a thumping V8 up front, but a well-rounded performance car with some real dynamic ability. Mercedes offered the E55 as an estate, too. Tick the right option box and you could even have seven seats.

Aside from a minor facelift in 2000, not much changed throughout production before the W210 series was replaced by the W211 in 2003. Time certainly wasn't kind to this generation of E-class, though; most W210s were great to drive but their shouldy build quality caused some serious problems as the cars aged. Dulike with most cars of their era, unsightly rust was a huge issue – and it really put a downer on the Mercedes for many owners.

Chances are, though, that if an ESS has made it this fir it's likely to be a good one. Treat it as a classic car when it comes to maintenance and rust prevention, and this could be a great buy. Key, it still lives in the shadow of the MS, but that's why the ESS is potentially a clever purchase. It was always a very different proposition, and even the best examples cost significantly less money today. Matthew Hayward

THE LOWDOWN

WHAT TO PAY

Values have risen, but you can still expect to find a tidy saloon with 100,000 miles for £5500-7500. The occasional low-mileage example or fresh Japanese import might push the £15,000 mark. '5210' estates are rarer, and carry a £1000-1500 premium.

Feeling brave? Big-mileage cars, and those with corrosion issues, can still be picked up from around £2500...

WHAT TO LOOK OUT FOR

Corrosion is by far the biggest problem for this generation of E-class, and the AMG version is no exception. Unsightly cosmetic rust around the boot lock, an all doors, the rear quarter panels and the front wings will be obvious, but the real nastiness will be hiding underneath. Sils, subframes, inner wheelarches, front spring cups and the whole underside should be checked very carefully.

The engine and drivetrain are very reliable, but proper upkeep is vital. The gearbox is officially 'sealed for life' but in practice regular fluid changes are crucial.



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1974 FERRARI 365 BERLINETTA BOXER

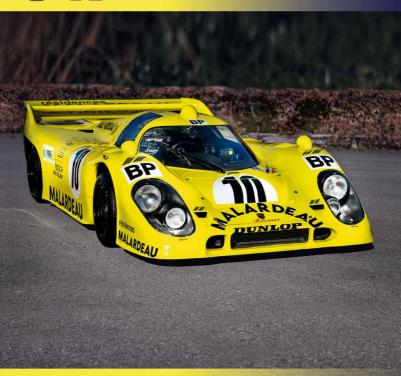


1960 PORSCHE 356B 1600 ROADSTER

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Porsche 917 K81



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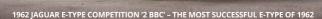


Top row, left to right: 1964 Apollo 5000 GT, 1972 Ferrari 246GT Dino, 1957 Mercedes-Benz 190SL, 1959 Bocar XP5 Second row: 1938 Mercedes-Benz 500K, 1930 Gailliec V16, 1931 Marmon Sktean, 1939 Gailliec V16. Third row: 1938 Aston Martin 15/98, 1920 Ford Model T Special, 1958 Facel Vege Excellence, 1959 Jaguar XK150 'S' Fourth Row: 1935 Packard Twebs, 1928 Auburn 8-115 Boattail Speedster, 1946 Delahaye 193M, 1937 Cord 812.









For the first time in 80 years, the famous 2 BBC FHC Competition E-type is available. Race-prepared for Jaguar racer and dealer Robin Sturgess, the car would take the 1962 British racing season by storm, beating many of the great names in the latest Asion Martin DB4GT Zagatos, and Ferrairs 2500% and GTOS. In 1962 Alone, Sturgess and 2 BBC came home with 12 victories and 10 further podumes – a Fecord surely not matched by any other top-flight GT car of the period in a single year. Today the car is race-ready and a potential winner in pre-63 or the Kinrara Trophy, and complete with its original engine and close-ratio gentroon in the spares peadage. Very rarely does such a successful and significant early specification competition E-you from formative.













Porsche 911 (997.2) Turbo Cab, 2009 Guards Red with Black Leather 24,150 miles Manual



Ferrari Dino 246 GTS, 1973 Marrone with Pelle Beige Massini report 2-year ground up restoration



Porsche 911 (991) Turbo S Coupe, '14 Gloss White with Black Leather 15,700 miles Sunroof, Carbon interior, Rear wiper



Porsche 911 (997) Turbo Coupe, 2010 Ruby Red Metallic with Black Leather Manual, Sunroof,Rear wiper, Navigation 23,400 miles



Bali Blue with Black Leatherette Factory sunroof 1 of 6 UK RHD Cars



Porsche 911 (991) Carrera S PDK, '14 Amaranth Red Metallic with Black Leather PASM, Sports exhaust, Sunroof, BOSE 27,100 miles

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2015 Aston Martin V12 Zagato (LHD)

Sunburst Yellow (Q department colour) with obsidian black analine hides and contrast yellow stitching. 1 of 61 produced, only example in this colour. 395 miles



Cairngorm brown (Q department colour) with ivory rekona/bitter chocolate leather interior and bitter chocolate hood. Number 69 of 99, a one owner car ordered new and supplied new in the UK, 312 miles









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2017 FERRARI 488 GTB - SOLD RHD, Rosso Corsa / Nero Interior, 2 former owners, 5,200 miles, very high spec example as well 2 tone body paint, stack of carbon fibre inside & out, carbon diffuser, parking camera + more.



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Supercharged V8 engine / 5 speed manual, side pipes,
15" Halibrand wheels, COB registration, all backed up with a
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Ferrari 430 Scuderia
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Porsche 911 996 GT3

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Lamborghini Huracan LP610-4 Coupe Double red stitched & piped floor matts, Transparent engine cover with forged carbon fibre engine bay, Front and rear parking sensors with reverse camera. 18.000 miles. £149,990



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loudspeakers in red leather, Lower dashboard in
red leather. 5,000 milles. £199,990



Audi R8 V10 Plus Spyder
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Lamborghini Aventador S LP740-4
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Lamborghini Murcielago Coupe Branding package, Hercules alloy wheels, LP640 LED rear light upgrade, Manual transmission, Tubi exhaust system. 24,000 miles. £169,990



Lamborghini Huracan LP610-4 Coupe Transparent engine cover, Sports exhaust system, Giallo brake callipers, Giano alloy wheels finished in gloss black. 24,000 miles. £129.990



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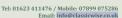
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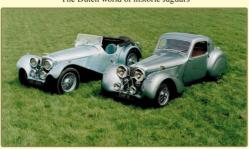
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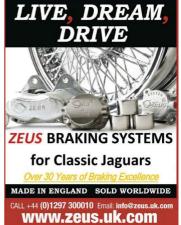
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249



Karun Chandhok

Former F1 driver, and now everyone's favourite F1 analyst

MY WIFE AND I have just had our second child, so I worked the first couple of races of the Formula I season from home via remote link, but I was back with the Sly Sports team for the Melbourne GP. To minimise jet-lag I always try to stay awake through the night before I fly to Australia, and the new baby did his best to help me out!

Race day always starts with a production meeting where we go over the key talking points and share any information we've heard overnight. We go on air an hour-and-a-half before the formation lap, so once the meeting is over I usually have an hour or so to wander around the paddock and do a bit of digging.

A good way of getting information is to ask people what they think their rivals are up to, because teams are understandably more willing to chat about the rest of the grid than they are to divulge their own plans. I've built up trust with key people from all the teams and they fee generally forthcoming when I have questions, but obviously certain things are only shared off the record. It helps, when I'm talking to engineers and mechanics, that I really enjoy the technical side of the sport. During my racing days I always preferred spending time with the ugws in the garage than with marketing people

and sponsors, which might explain why I was always short of funding!

My journey to F1 [Karun drove for Hispania Racing in 2010 and for Team Lots in 2011] started when I was 16 and still living in India. The first step on the ladder over there was Formula Maruti, which was a bit like the old Formula First here: single-seates with a very simple space-frame, a four-speed gearbox and an 800c engine from a road cat. I moved to the UK a couple of years later to race in Formula 3 but I was always skint – any spare money went on tyres – and I was forced to think about what I do if things worth belly-up.

Then, in 2004, Suc Sports [broadcaster of In the 1, 1004, Suc Sports [broadcaster of Plin Acia] needed a co-commentator for the Chinese GP, and asked me to give it ago. I was only 20 years old, but I must have done okey because they kept bringing me back, and so I was able to develop a media career in parallel with my racing career. I felt well suited to the job because Irin first and foremost a huge fan of Fl. As a kid I loved reading about the history of the sport and watching old races. We didn't have live Fl broadcasts in India until 1993, so my dad's friends in the UK would record the races and post VHS tapes to us. I'd be watching the British Grand Prix in November.

'FRIENDS IN THE UK WOULD POST VHS TAPES TO US. I'D BE WATCHING THE BRITISH GRAND PRIX IN NOVEMBER!'

I'm as passionate now as I was then about EI and motorsport in general, and Ilike to take in the support races when I'm working a Grand Prix weekend, if I can. Once the GP itself kicks off, I might be in race control, watching the onboards and listening to the team radios. The brain can only cope with listening to maybe four at a time, so you tend to focus on the cars in first and second, and then pick one other battle to monitor, too. Sometimes I'm in the pit lane trying to figure out when stoys are going to fall and asking about any issues that the drives midthe banis out on the track.

Wherever I am, it's my job to understand the overall picture and explain it as clearly and concisely as I can for the viewers. Even after almost 20 years doing the job, every broads is a challenge, because anything can happen but that's the joy of live sport. Being in the commentary box while all the drama unfolded at the Abu Dhabi GP last year is something ITI bet elling people about 20, 30 years from now.

We're packed up ahead of the race, and as soon as we go off air we're scrambling to get to the airport. I like to travel with my bike and cycle round the track, but I leave it at home and bring just hand luggage if I think we're likely to be in a real rush to make the last flight home.

Working for Sky is my biggest commitment, but a daways have other projects on the go. I'm a columnist for several magazines, I appear on Fifth Gear, I do some circuit design work, I'm involved with Williams Hertiage, and I'm on the board of Motorsport UK, so I try to make use of all the time I spend sitting on a plane to knock some things off my to-do list.

Recently I've been organising my annual Larting day, which raises money for the charity started by my parents in Chennai, India. It funds educational opportunities for listds who need a bit of a leg-up in life. We'll have 52 teams at the Whilton Mill track in Northamptonshire on 5 June, with entrants including F1 team staff and former racing drivers as well as members of the public. It should be great they.

I'm away for a quarter of the year, all told, so when I get back home to Beaconsfield all I really want to do is hang out with my family – just as soon as my body's back on UK time!

FOR MORE about Karun's Karting Carnival, see karunskartinocarnival mystrikinoly.com

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