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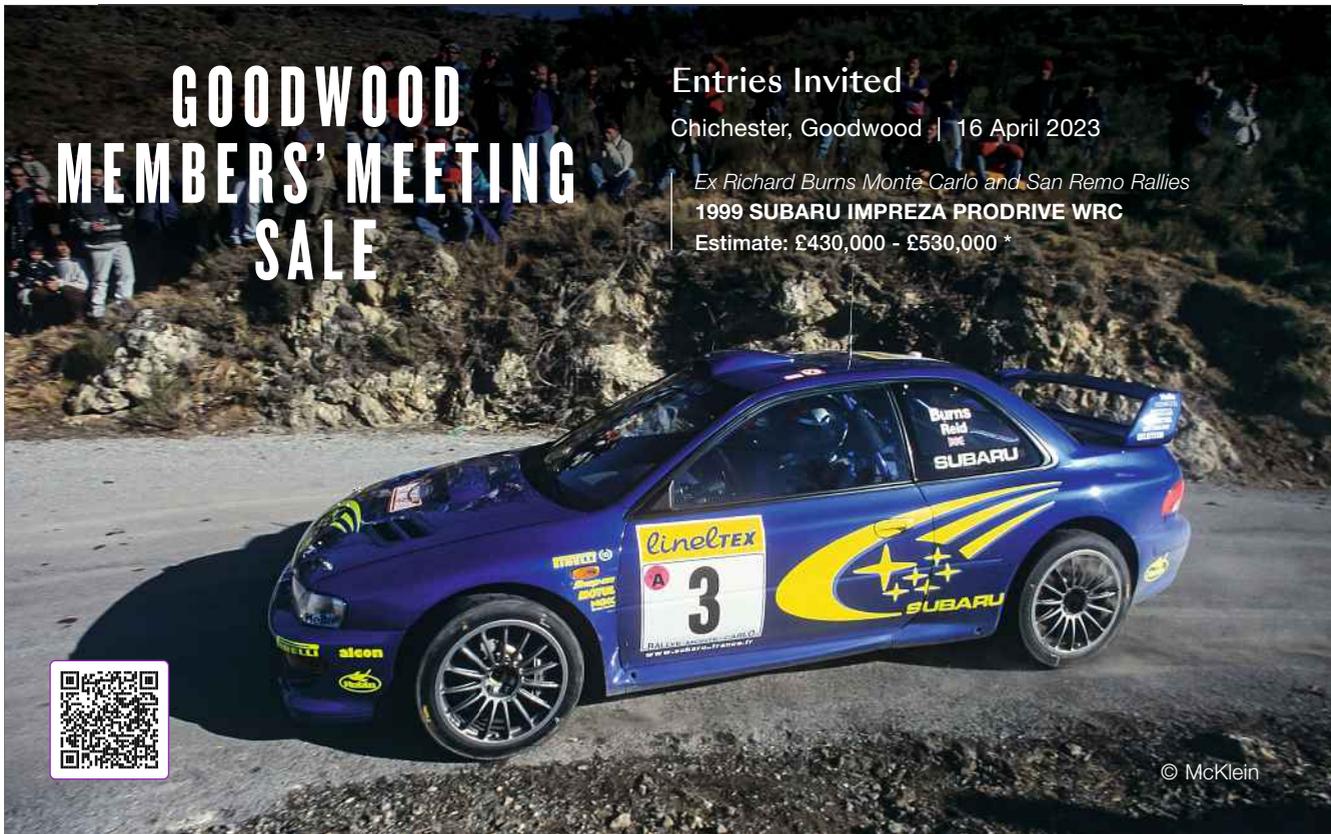
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*JAGUAR XK120 RALLY CAR, PAGE 118*

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TIM SCOTT

## EDITOR'S WELCOME

# The number of the beast

**HAD AN EXCHANGE** with someone the other day who was adamant that the modern incarnation of Bugatti bears so little relation to the original that it shouldn't be allowed to exist, whether under the guardianship of Romano Artioli, VAG, Rimac or anyone else. That made me wonder how few of the current motor manufacturers would exist (or how long any of the now-defunct British marques would have lasted) if you applied the same criteria to them.

Then it made me realise that, even ignoring a few interim attempts to revive the dormant brand, Bugatti in its modern guise has been alive and kicking (with gaps) for longer than the original family-run business was moribund after fizzling out in 1952. Indeed, modern Bugatti has now been churning out road cars for only a few years less than Ettore's original company did.

And that is a glorious past it rarely misses an opportunity to hark back to. After all, the first car under Romano Artioli's tenure was the EB110, so called to commemorate the 110th anniversary of Ettore's birth. Now that magic number of 110 has cropped up again, but this time written out in Italian and evoking the car that put Bugatti back on the map in 1987 – as well as conveniently marking the 110th anniversary of the company's birth when it was announced three years ago.

Only ten of the Chiron-based Centodieci have been built, the last being finished just before Christmas, and *Octane* is the first magazine in the world to properly road-test one – a big moment for us.

Of course, it is also an epochal moment for the company as a whole, with Bugatti having transferred to Croatia EV maker Rimac and another significant chapter in the marque's history beginning. So was my friend right, does that yet further remove Bugatti from Ettore's company, make hollow its celebration of those anniversaries of the old company, which it is so good at? Well, for me, how much it can trade off its past without looking cynical all comes down to how it conducts itself with respect to its history – all its history.

Only time will tell.



**James Elliott,**  
editor in chief

## FEATURING



### STEPHEN ARCHER

'To drive one of the most powerful road cars ever made is not something that I will forget.

Bugatti's Centodieci puts the whole trajectory of the motor car in fresh perspective. However insane it may be, it will be looked back upon as an automotive pinnacle.'

*Exactly how insane? See pages 50-61.*



### GF WILLIAMS

'By total coincidence I have known the owner of the *Observer* BMW 6-series for more than ten years, after I photographed his Noble M600. Fair to say he has eclectic tastes! The BMW is certainly an interesting car, with its unusual opening roof – and it's unique, as the only one made.'

*Find out more on pages 82-90.*



### JONNY FLEETWOOD

'I have a soft spot for classic American cars: they are what got me started in the industry and I still love to photograph them. Big lazy engines and lovely lines – one day I'll have one in my garage. The Jag XK120 was so different yet much more suited to a blast on British country roads.' *Z/28 Camaro: see pages 98-106; XK120: see pages 118-126.*



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# NEXT MONTH

## PORSCHE 996 GREATS

Bargain 911 Turbo faces down  
the collector's choice GT3

Issue 238  
on sale  
22 February



ANDY MORGAN



NICHOLAS LISH

## PLUS

Behind the wheel of the  
ultra-rare Maserati 450S racer

Taking to the Thames in a  
Bugatti You-You

1928 Bond Super Sports – the  
forgotten Yorkshire great

Touring Car legend Tim Harvey

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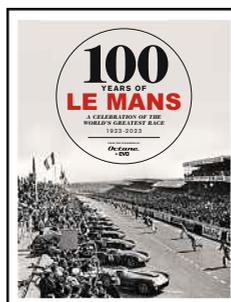
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Marking the 100th anniversary with some of the most important cars ever to race at Le Mans, including the 1957 Jaguar D-types, Aston Martin's DBR1 and the iconic GT40. Plus exclusive interviews with those who were on the scene of major moments in motorsport history. Available now, price £10.99, at WH Smith, selected newsagents or online from [magsdirect.co.uk](http://magsdirect.co.uk).

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# IGNITION

EVENTS + NEWS + OPINION



## Le Jog, 3-6 December

There were six gold medal winners in the 2022 running of what is touted as the UK's toughest endurance rally, after 49 crews from 13 different countries left Land's End at dawn and headed to John O'Groats via a diabolical route exploring the best of Britain's back-roads. Before arriving at the northernmost tip of Scotland, the teams covered 1300 miles and tackled 33 regularities and 17 tests. Entries ranged in age from Bill Cleyndert's 1925 Bentley to Norbert Echle's 1990 Audi 80.

Images: Will Broadhead / Blue Passion





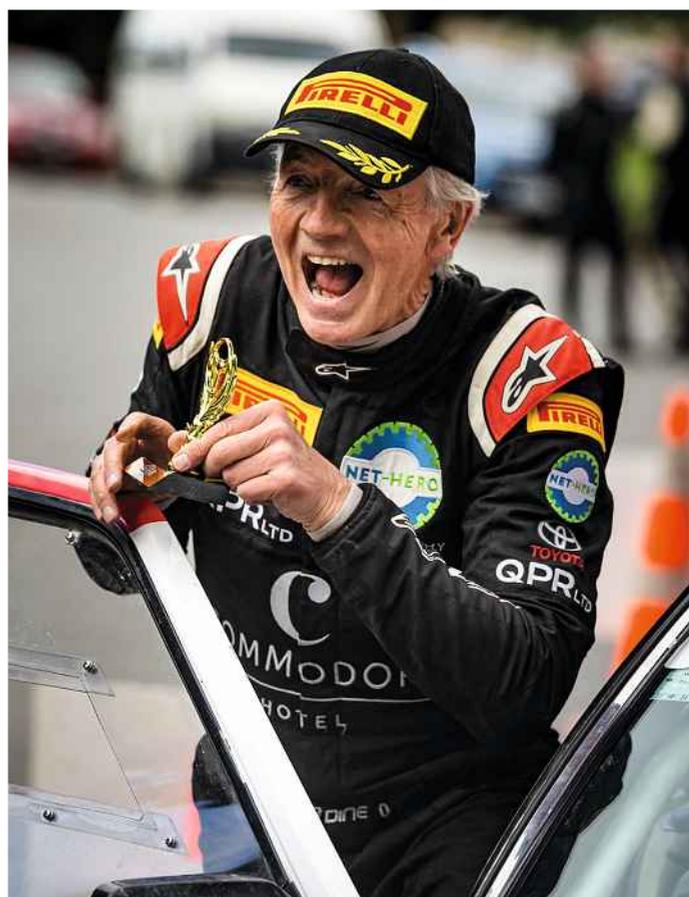
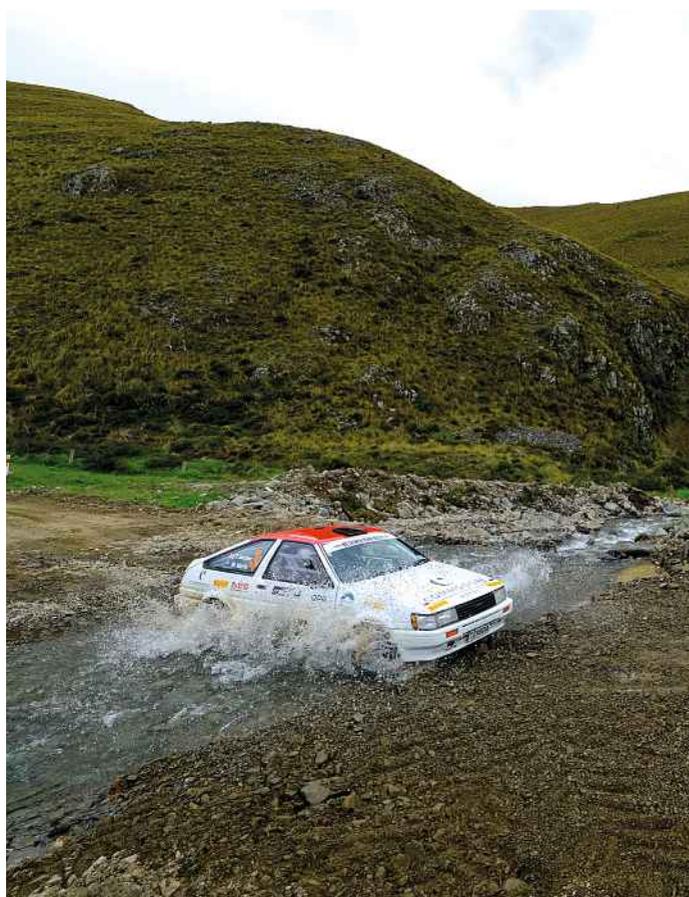
**NEW YEAR'S DAY,  
1 JANUARY**  
Superb gatherings across the UK included one at the VSCC's home, The Phoenix Inn, Hartley Wintney, and below at Much Marcle.



FROM TOP: ANDREW GREEN; PETER MCFADYEN

**SILVER FERN RALLY, 19-26 NOVEMBER**

The NET-HERO team of F1 pundit Tony Jardine and local Warwick Martin tackled New Zealand's epic 3000km event in a 1985 Toyota Corolla. They finished first in the 1600cc class, while the UK's James Ford and Neil Shanks won in their Ford Escort.





**ILKLEY JUBILEE RALLY, 20 NOVEMBER**  
Jon Dunning and Henry Carr's 1980 RS2000.



**MONTY PETERS TRIAL, 4 DECEMBER**  
Muddy fun at Ashtree Farm, West Malling, Kent.



**INTERCLASSICS BRUSSELS, 18-20 NOVEMBER**  
Main displays were 75 years of Ferrari and 50 years of BMW M, but Porsche (Belgium) competed well.



**VSCC COTSWOLD TRIAL, 19 NOVEMBER**  
A bumper turn-out at Prescott for the VSCC's final trial of the year.

CLOCKWISE, FROM TOP LEFT: MIKE COWLAM; CHARLIE WOODING; STIJN BRAES; REVERENDPIXEL

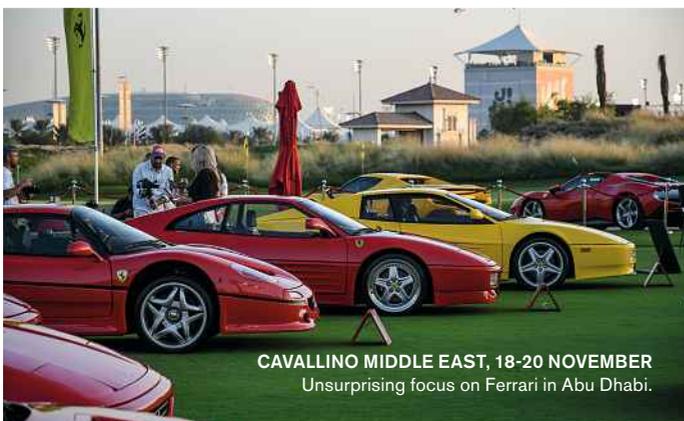
**RETRO CLASSICS BAVARIA, 2-4 DECEMBER**  
 More than 20,000 visitors flocked to Nuremberg  
 as the event returned to pre-pandemic popularity.



**NKHTGT CHAMPS CROWNED, 12 DECEMBER**  
 GTS11 class winners Barbara and Brian Lambert  
 travelled from UK for the ceremony in Vreeland.



**CAVALLINO MIDDLE EAST, 18-20 NOVEMBER**  
 Unsurprising focus on Ferrari in Abu Dhabi.



**VSCC WINTER DRIVING TESTS, 3 DECEMBER**  
 Class-winner Alex Pilkington tackles the Bicester  
 Heritage course in her Alfa Romeo 6C 1750.



CLOCKWISE, FROM TOP: RETRO CLASSICS BAVARIA; PETER MCFADYEN; MASSIMO DELBO; NKHTGT



Generations Rally, 24-26 March  
Image: Rally the Globe

Raton Concours, where there will also be a special display of Arnolts.  
[bocaratonconcours.com](http://bocaratonconcours.com)

**24-26 February**

**Classic Madrid**

Spain's biggest classic show returns to the Crystal Pavilion at the Casa de Campo park in Madrid, with hundreds of classic cars and bikes.  
[salonclassicmadrid.com](http://salonclassicmadrid.com)

**24-26 February**

**London Classic Car Show**

Back at Olympia London after briefly decamping to Syon Park, and featuring special anniversary celebrations for the Porsche 911 and the Corvette.  
[theclassicarshowuk.com](http://theclassicarshowuk.com)

**24-26 February**

**Race Retro**

Racing machines and central heating will again delight visitors to Stoneleigh Park in Warwickshire – but with over 120 cars in action on the rally stage, you won't want to stay indoors all day.  
[raceretro.com](http://raceretro.com)

**25 February**

**The Pomeroy Trophy**

Entries spanning a century of car design compete against one another in this handicap event, which begins with a series of driving tests and concludes with a 40-minute blast around the Grand Prix Circuit at Silverstone.  
[vsc.co.uk](http://vsc.co.uk)

**26 February**

**Ford February**

In February it's Ford owners and enthusiasts who will flock to Bicester Heritage for a get-together. Again, entry is free to members of the Scramblers club.  
[bicesterheritage.co.uk](http://bicesterheritage.co.uk)

**1-4 March**

**Coppa delle Alpi**

Cars are flagged away from the Mille Miglia Museum in Brescia before heading north into the mountains of Italy, Switzerland and Austria.  
[1000miglia.it](http://1000miglia.it)

**2-4 March**

**Sydney Harbour Concours d'Elegance**

Swifts, the famous Gothic Revival

# COMING UP...

*Spring and the traditional classic car season might be a little way off yet, but you'll not want for things to do in the meantime*

**29 January**

**Japanese January**

Bicester Heritage holds its first themed car gathering of 2023. Entry is free for paying members of Bicester's 'Scramblers' club, and tickets for everybody else cost just a fiver.  
[bicesterheritage.co.uk](http://bicesterheritage.co.uk)

**1-5 February**

**Rétromobile**

Attractions at the Paris show this year will include the prototype Countach, painstakingly recreated by Lamborghini; and a display of classic French police vehicles provided by the Musée de la Gendarmerie Nationale.  
[retromobile.com](http://retromobile.com)

**3-5 February**

**Bremen Classic Motor Show**

All eras and most marques are represented at the Bremen show, which is attended by more than 700 exhibitors.  
[classicmotorshow.de](http://classicmotorshow.de)

**4 February**

**Concours in the Hills**

Held in aid of a local children's hospital, this relaxed concours in Fountain Hills, Arizona, draws a wide range of classics.  
[concoursinthehills.org](http://concoursinthehills.org)

**4-10 February**

**The Winter Trial**

Pre-1986 cars assemble in Berchtesgaden, Germany, then head across the border into Austria and on to Slovenia.  
[classicevents.nl](http://classicevents.nl)

**5-9 February**

**Winter Challenge to Monte-Carlo**

From Troyes in the north-east of France, crews in pre-1991 cars follow a 2000km route south to Monte-Carlo.  
[heroevents.eu](http://heroevents.eu)

**18 February**

**Exmoor Fringe Trial**

The VSCC's 2023 slate of trials

begins with a trip to the forests and muddy fields of Exmoor.  
[vsc.co.uk](http://vsc.co.uk)

**23-26 February**

**Retro Classics Stuttgart**

Cars, motorcycles, commercial vehicles, tractors and more are packed into 140,000m<sup>2</sup> of exhibition space in Stuttgart.  
[retro-classics.de](http://retro-classics.de)

**24-25 February**

**International Concours of Elegance St Moritz**

Otherwise known as the ICE, in reference to the stunning venue: a frozen Lake St Moritz. There are hot laps on the lake (the thickness of the ice is carefully monitored) before judging begins.  
[theicestmoritz.ch](http://theicestmoritz.ch)

**24-26 February**

**Boca Raton Concours d'Elegance**

Pre-war Cadillacs are set to take centre stage at the 16th Boca

Three Legs of Mann, 17-18 March  
Image: HERO



mansion in Darling Point, again welcomes some of the finest cars in Australia to its lawns, and hosts a Halcyon Auctions sale. [sydneyharbourconcours.com.au](http://sydneyharbourconcours.com.au)

### 2-5 March Amelia Island Concours d'Elegance

There will be no fewer than 32 concours classes at Amelia Island this year, featuring everything from opulent coachbuilt rarities to board track motorcycles. [ameliaconcours.org](http://ameliaconcours.org)

### 3-5 March Antwerp Classic Salon

The Jaguar E-type and Delage will both be honoured at the Antwerp Expo, where there's always an impressive club presence and a good trade village, too. [antwerppclassicsalon.be](http://antwerppclassicsalon.be)

### 8-12 March Highland Winter Warmer

A four-day regularity rally around the Highlands on roads (including the famous 'Corkscrew', rising from Loch Ness) that are almost deserted. [bespokerallies.com](http://bespokerallies.com)

### 9-11 March WinteRace

A field of 70 pre-'77 cars; an expertly plotted route through the Dolomites and part of Austria; and lots of snow. [winterace.it](http://winterace.it)

### 9-12 March Phillip Island Classic

The Southern Hemisphere's biggest Historic meet, held on Phillip Island, a couple of hours south of Melbourne. It was an

all-Australian affair last time around thanks to Covid-19 rules, but entries from further afield are expected again in 2023. [vhrr.com](http://vhrr.com)

### 17-18 March Three Legs of Mann

'Relentless action' on the Isle of Man: crews will tackle 21 tricky regularity sections and 26 special tests on closed roads. [heroevents.eu](http://heroevents.eu)

### 18-19 March Herefordshire Trial

The arrival of spring is again heralded by the VSCC's two-day trial in Herefordshire. [vscc.co.uk](http://vscc.co.uk)

### 23-26 March Un Homme, Une Femme

This event for couples does away with all competitive elements, allowing the entrants to enjoy cruising along some beautiful routes in the South of France. [happyfewracing.com](http://happyfewracing.com)

### 24-26 March Generations Rally

Created to introduce the young 'uns to the joys of endurance rallying, this event, based in the North Pennines, is open to multi-generation crews in pre-1986 cars. [rallytheglobe.com](http://rallytheglobe.com)

### 24-26 March NEC Restoration Show

Barnfinds, pristine restorations and groaning trade stands fill Birmingham's NEC, and in the workshop area you can pick up tips on how to tackle that project car languishing in your garage. [necrestorationshow.com](http://necrestorationshow.com)

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EVENTS

# Restomods 2.0 – the next generation

*400bhp Maturo Stradale heads a barrage of cars  
taking the trend way beyond Porsche 911s*

Words Matthew Hayward

**WE'RE ENTERING A GOLDEN** era for the restomod scene. Although improved and reimagined classics are not a new idea, 2022 saw the concept applied to an increasingly diverse set of cars, from Prodrive's 'ultimate Impreza' P25 to Tolman Motorsport's subtly upgraded Peugeot 205 GTI (see column). Now we have the Maturo Stradale, a 400bhp re-engineered Lancia Delta Integrale.

Some will cry sacrilege, but the original Delta Integrale could well be the ideal base for a restomod project. It's an undisputed icon, and a certified Group A rally champion, yet the build quality and durability of the standard road cars – especially the Evos – left a lot to be desired. That's certainly the thinking of Maturo.

This Dutch company has many decades of rallying experience with the Integrale, which means its engineers are well aware of all

the car's weak points – and how to fix them. Starting with a 16v Integrale, the shell is stripped bare and repaired, before being strengthened at more than 250 points, as well as being fitted with an integrated roll-cage. Although the body looks like that of a standard Evo, Maturo has replaced pretty much every single one of the panels with carbonfibre alternatives. Advantages include a weight-saving of around 50kg and far superior panel fit, plus they're corrosion-proof.

Mechanically, the Stradale will be rebuilt to Group A-plus specification, taking advantage of 30 years of technological advancements to make it more powerful, easier to drive and more reliable. Thanks to a modern motorsport ECU, rebuilt forged bottom end, optimised cylinder head, carbon airbox and larger





**Left and above, from top**

New Dutch take on the Lancia Delta Integrale is based on the 16v, apes the Evo but is lighter and with better panel-fit; Maturò promises a safe 400bhp from heavily modified engine; integrated roll-cage is the icing on the cake, fitted to a bodyshell that has been strengthened in 250 places.

intercooler, its engine will produce a safe 400bhp. The five-speed gearbox has been re-engineered to cope with the additional power, and for that true rally feel there's an optional straight-cut gearbox with dog-leg shift pattern. New plated limited-slip differentials front and rear, plus a viscous centre diff, provide perfect power distribution.

Maturò's motorsport expertise has influenced the suspension set-up, with four-way adjustable dampers and an optional electronic ride height control system. The 330mm front and 282mm rear brakes are taken from the rally car, too, complete with a competition-spec pedal box and hydraulic handbrake.

The whole package is finished off with an all-new bespoke interior. It's intended to combine aspects of the Group A rally car and the original road car, as well as some pieces of the S4 Stradale – with a focus on the use of high-quality materials. Although prices and final specifications for the Maturò Stradale have yet to be confirmed, the company has plans to build just ten of them.

Updated, improved and reimagined icons were once the preserve of Porsche 911s and Jaguar E-types, plus the occasional 105-series Alfa Giulia, but while those models still dominate, enthusiasts now have a considerably broader and more exciting selection to choose from.

**ALSO STARRING...**



**KIMERA EVO037**

Another Lancia, this time a reimagining of the 037 Stradale. It's based on a Montecarlo but is an almost completely new car, with tubular frames at the front and rear – just like the 037. The engine is inspired by the Delta S4's, featuring a Volumex supercharger as well as a large Garrett turbocharger, with up to 505bhp on tap.



**PRODRIVE P25**

'Official' reworking of the 22B, packing 400bhp via a 2.5-litre turbocharged flat-four in a bespoke carbonfibre body with styling overseen by Peter Stevens. For full WRC thrills, it's being built with a six-speed sequential gearbox, anti-lag and launch control. Even with a £460,000 price tag, all 25 sold in just three days.



**FIORAVANTI TESTAROSSA**

The only exterior change from the TR is staggered 17- and 18in alloy wheels, while inside much of the plastic has been replaced with custom billet aluminium. But it's all about the mechanicals: new pistons, camshafts and engine management raise power from 385bhp to 492bhp, with a scintillating 9000rpm redline.



**TUTHILL 911K**

This 964-based 911K takes the restomod 911 to the extreme, boasting a wet weight of 850kg thanks to carbon body panels, wheels and brakes. Powered by a 3.1-litre short-stroke four-valve flat-six, it revs to 11,000rpm and features a six-speed magnesium gearbox. We're expecting an incredible driving machine.

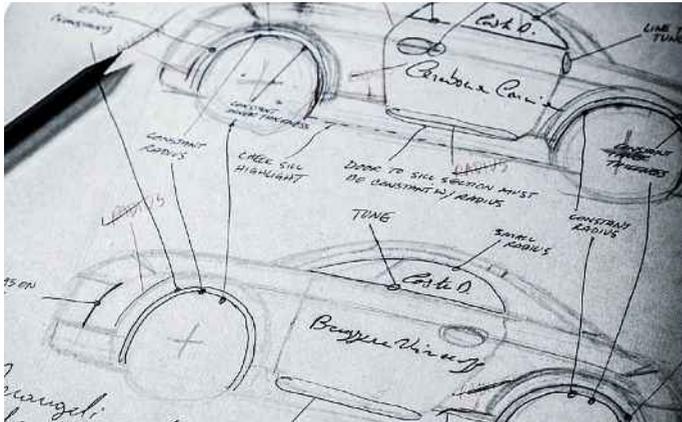


**PEUGEOT 205 GTI TOLMAN EDITION**

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# NEWS FEED

*Free introduction to car design; rodding greats to be inducted; K7 maintenance deal; festival back on; Quail's 2023 focus; endurance rallying winners; baby Bugatti; Swiss highlights*



## Car design 101 free online

The Petersen Museum in Los Angeles has teamed up with education specialist Yellowbrick to offer a free online taster course in vehicle design, with input from some of the industry's biggest names. 'Auto Design & Sketching' is open to anyone over 13 and features contributions from the likes of Franz von Holzhausen (Tesla), Ralph Gilles (Stellantis), Christine Feuell (Chrysler), Francisc Arenas (Hispano Suiza) and Roman Yneges (ArtCenter College of Design). There are three modules: Design Principles & History, Famous Case Studies and Let's Draw.

'We designed this course to simplify and illuminate a path to a career in automotive design,' said Justin Wolske, Yellowbrick's director of partnerships and strategic initiatives. 'High-level training in this field isn't always easily accessible, but we've removed some of those barriers by offering the programme at no cost and involving an esteemed line-up of contributors.' See [yellowbrick.co/autodesign](https://yellowbrick.co/autodesign).



### Hot rodding's hottest

The Grand National Roadster Show has revealed its Hall of Fame inductees for 2023. Taking place at the Fairplex in Pomona, California, on 3 February, the hot rod show will honour Jack Stratton, Dave Shuten and Rat Fink creator Ed 'Big Daddy' Roth (pictured). See [rodshows.com/grand-national](https://rodshows.com/grand-national) for more.



### Bluebird fettlers

The Ruskin Museum and WEC Group have agreed a partnership for the ongoing maintenance of Bluebird K7. The tie-in will offer WEC's supervised apprentices access to the craft. The museum has also acquired a third Orpheus jet engine – this time from a Folland Gnat – for Donald Campbell's hydroplane.



### On and off and on again

Philip Porter's motoring literary and art festival, originally slated to take place at Whittlebury Park in November 2022 but cancelled, has been rescheduled for Silverstone on 2-3 December. Modelled on the famous literary festivals at Cheltenham and Hay, it will be based at Silverstone's Wing building and Grand Prix paddock, and will be devoted to motoring books, art, magazines and automobilia, with a wealth of guest speakers promised.



### Carmel celebrations

This year's special classes for the 20th anniversary of The Quail, a Motorsports Gathering on 18 August have been announced. It will honour the Porsche 959 and Bentley R-Type, plus the 50th anniversary of the 1973 Porsche Carrera RS. There will also be a special 'Eyes on Giugiaro' group promising prototypes, one-offs and production cars, all penned by famed father and son Giorgetto and Fabrizio Giugiaro. Other 2023 Peninsula Signature Events at the Quail Lodge & Golf Club in Carmel are The Quail Ride (5 May), The Quail Motorcycle Gathering (6 May) and The Quail Rally (14-16 August).

### HERO's heroes

Endurance rally organisation HERO-ERA has announced the winners of its two major 2022 titles. The HERO Cup for the year's top driver was finally won by five-time runner-up Stephen Owens, while Pete Johnson took the Golden Roamer Award for the top navigator of 2022. The latter award went down to the wire and was not settled until John O'Groats on Le Jog, when Johnson just pipped Henry Carr.



### Baby Buggy

Bugatti and the Little Car Company have launched a limited-edition Bugatti Baby II exclusively for owners of the Mistral roadster, the last road Bugatti with a W16. The latest iteration of the 75% scale Type 35 costs €80,000 plus taxes and shipping. See [bugattibaby.com](https://bugattibaby.com).



### Michelotti remembered

Key themes at the 2023 Concours d'Élégance Suisse will be Delage and Giovanni Michelotti. The event takes place at Château de Coppet on 16-18 June and will also celebrate Lamborghini at 60 and Porsche at 75. For more, see [concoursdelegancesuisse.com](https://concoursdelegancesuisse.com).



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PHILIP JOHNSON

## VSCC trials alkylate fuel

*Club experiment succeeds on Winter Driving Tests*

**THE RACE TO FIND** environmentally acceptable and feasible 'pump-ready' fuels before the political window threatens to close on alternatives to electrification appears to have taken another big step forward.

Throughout 2022, leading clubs and players in the classic car world tested a range of synthetic- and bio-fuels from the likes of Coryton and P1. This included *Octane* running Ecurie Bertelli's Aston Martin 2 Litre Speed for 1000km on P1 during a Continental rally with no ill effects. CKL and the Historic & Classic Vehicles Alliance, meanwhile, have also carried out extensive testing with the Coryton product.

Also pioneering in this field has been the Vintage Sports-Car Club, which has now taken things a stage further by running ten competitors at its Winter Driving Tests at Bicester Heritage in December on alkylate fuel.

Alkylate is generated from the superfluous

gases produced in oil distillation and, although still being created from fossil fuel processes, is as clean a petroleum product as can be imagined, being made up of only ten components compared to regular petrol's 350.

The VSCC explained: 'In terms of renewable credentials E10 petrol has the edge as 10% of the fuel is renewable, although this can be at the expense of food production. The lower emissions of alkylate, on the other hand, were particularly attractive alongside the potential of using it over long storage periods as it does not "go off" in the same way as E5 or E10 petrol. It is a credit to the Historic motorsport community's willingness to try alternative technologies, which Club members embraced with gusto.'

Competing in the family Austin Seven, VSCC club secretary Tania Brown was among those who used alkylate and said: 'My partner and I bought our own fuel, as I feel this is a really exciting opportunity to make a real difference in the future. It is not going to be the final answer but it is an interesting step along the journey to alternatives that are more environmentally responsible.'

The VSCC says it is now committed to investigating the use of fully synthetic fuels in 2023 and making them more accessible to club members and competitors.

**Above and left**

Club secretary Tania Brown trialled the alkylate fuel in her 1930 Austin Seven; Andrew Ames tackled the driving tests at Bicester Heritage.



PAUL FREEMAN

## Postcards sent stellar

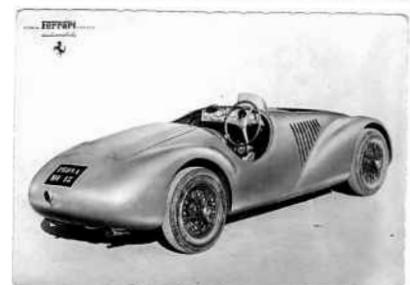
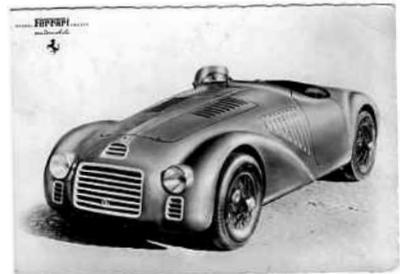
*Early Maranello ephemera prices enter another realm*

**A TRIO OF** Ferrari factory postcards smashed all known records when they made sky-high prices in an online auction.

The postcards were sold in December by Automobilia Ladenburg Marcel Seidel Auctions, the frenzy prompted because only a handful of each had been printed, making them the holy grail for the most ardent Ferrari collectors.

All three depict the first Ferrari – the 125S – and the auction house reports that more than 1000 bidders from across the globe took part in the sale, many of them specifically chasing the postcards. As a result, two of them sold for €86,000 each (€102,374 each after commission and taxes), the other for €63,000 (€74,995).

Other headline-grabbing results included a file of Ecurie Francorchamps internal papers (€23,808), a 1997 Ferrari Testarossa luggage set (€9500) and an Earl Howe race helmet (€5000).



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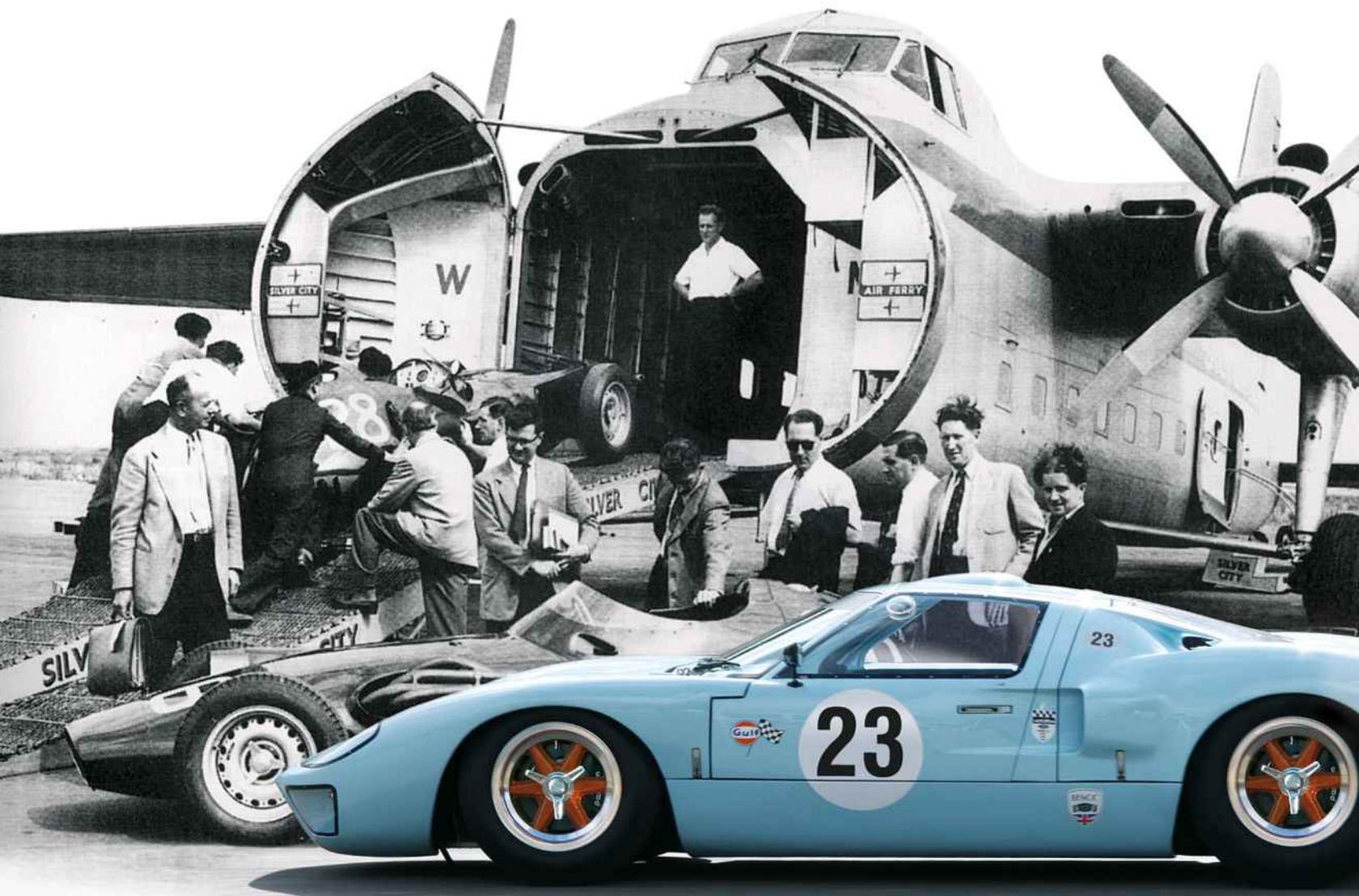
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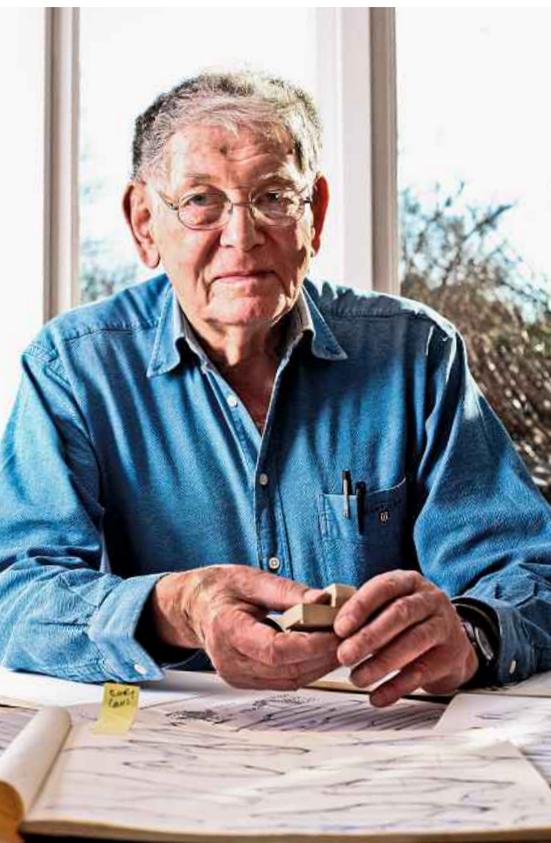
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## Tom Karen OBE b.1926

**IT IS HARD** to imagine that any designer can claim more touchpoints with British children of the 1970s and '80s than the late, great Tom Karen. Whether it was the unstable bright orange three-wheeler for which he is most famed, the bicycle that bewitched a generation despite its genital-crushing tendencies, or a

simple self-build marble game, this Austrian émigré bestrode those decades like a colossus.

Born in Vienna, he came to the UK when his family fled Austria in 1939 and studied as an aeronautical engineer, then joining Ford and Ogle (he returned to assume the helm after David Ogle's death in 1962 and stayed until it was sold in 1999) before Hotpoint and Philips. During his time/s at Ogle, he masterminded everything from the Ogle SX1000 to a tranche of Reliants, most famously the Scimitar, the Turkish Anadol A1, motorcycles, coaches, caravans and much more.

Always seeking to use science to further motoring and safety, some of Karen's ingenious concepts included the Ogle Triplex glassbacks (Karen used to regale people with tales of Prince Philip borrowing the GTS and refusing to return it) and the Sotheby Special, all of which were bursting with cutting-edge advances both in design and construction. Appealing to broader culture were products such as the Bush TR130 radio, the Raleigh Chopper bicycle and the Marble Run game. And, of course, based on a Bond Bug, Luke Skywalker's XP-34 Landspeeder.

Although his heyday may have passed, Karen never slowed down and never stopped working. Only a few months ago he was still communicating regularly with members of the *Octane* staff, excitedly making plans for interviews about projects such as the Ogle Triplex cars and also keen to promote his secret small-car project that he was touting as the successor to the Bond Bug.

Generous to a fault – except with the credit, as some of his former Ogle colleagues used to joke – Tom was a dichotomy of a man, as driven as he could be self-effacing, as confident as he was in need of reassurance, but he had a rare sense of the zeitgeist and how to tap into it.

## Ken Block b.1967

**KEN BLOCK SHOULDN'T** really have struck quite the chord that he did with British classic car fans. With a lairy clothing brand, skateboarding and extreme sports background, video game appearances, a purpose-built showcar and in-yer-face approach to, well, everything, he seemed an unlikely show-stealer when he first arrived at Goodwood Festival of Speed in 2010. Yet, in West Sussex, as everywhere it seems, this motoring renaissance man – a serious rally driver, don't forget – won over all-comers with his passion, enthusiasm and volcanic skill behind the wheel. Also famed in the UK for being part of the controversial, un-aired *Top Gear* Cenotaph stunt, he was well-



known for his Gymkhana and other videos that had started in 2008 – long before he visited these shores. Block's Pikes Peak ascent in a Ford Mustang RTR is second only to *Climbdance* for bringing the drama of the Colorado mountain to life. He died, aged 55, in a snowmobile accident near his Utah ranch.

## Barry Stimson

b. 1940

Barry Stimson once described himself as having 'design diarrhoea', and a life littered with all manner of low-volume transport is testament to that. Best-known for the Stimson Scorcher, he launched his Design Developments company in 1970 with a Mini-based beach buggy, which he would revisit several times in his career. As well as managing to fit in stints living in the Med and another as art editor for *Cars & Car Conversions*, he remained a prolific designer from then on. Projects included countless vehicular oddities such as the Stimson Safari Six and Trek, plus everything from boats to bikes and, later in life, work as an artist.

## John Dodd

b.1932

For years a very public thorn in Rolls-Royce's side, John Dodd didn't actually devise the car that brought him into conflict with the motoring giant and made him famous in the process. As a transmission specialist, Dodd took over the rolling chassis of *The Beast*, a 27-litre Meteor-engined road car, from engineer Paul Jameson. When finished – initially as a Capri caricature then, after a fire, rebuilt as a shooting brake – *The Beast* was registered as a Rolls-Royce, had the distinctive grille, and wore the interlinked R-R symbol and Spirit of Ecstasy. Dodd provoked the company whenever possible and Rolls-Royce took action, winning in the High Court. He flouted the ruling and, threatened with jail, fled to Spain with the car and set up a new transmission business.

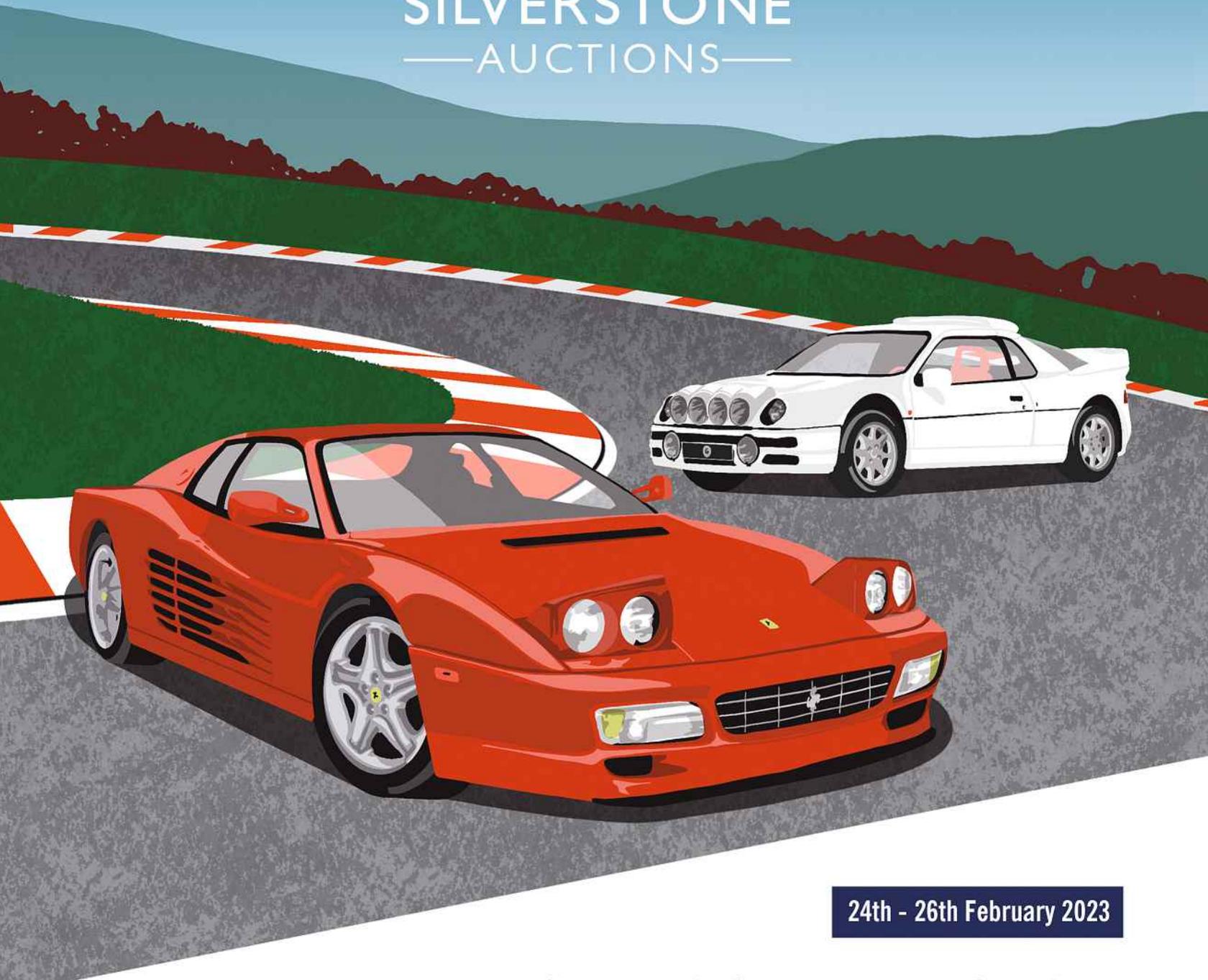
## Graham Searle

b.1951

One of the founders of the Jaguar Enthusiasts' Club has passed away. Graham Searle was a lifelong Jaguar devotee and, with nine others, set up a club for the more hands-on Jaguar owner in 1984. He worked tirelessly for it, becoming a full-time employee of the JEC from the early 1990s, and was instrumental in its growth and in establishing its offices in Bristol.



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The brilliant, self-levelling suspension was described by an American writer as a 'tusk, lever, cable, push, pull cannister o'springs', a perfect description. Also, when fully laden, the wheelbase increases by two inches!

Maintenance is key and my Citroën has been looked after all its life by myself and then Mark at Just 2CV. A garage is important, too, because they have so many seams where rust can build up. Thankfully, the first owner had mine Dinitrolled and I kept up the schedule. Parts are available and my car is totally original apart from expendables, making it a bit of a rarity.

Hugo (that's his name) let me down once, queuing on a hot day at Goodwood. One of the dump tubes that carry hot air from the engine bay fell off and the coil overheated. I waited 20 minutes for it to cool, then drove on. A resin-filled coil ensures no repeat performance.

You might have seen Hugo years ago, when we were on *The Car's the Star*, where I claimed that 2CVs should be made available on the National Health. And they should be – the 2CV is a car that can be run at maximum revs all day, with its beautifully simple and well-balanced air-cooled engine. After start-up, I sometimes open the bonnet just to marvel at its fantastically smooth tickover. It is also one of those cars where you pat it and say 'thank you' every time you arrive back home.

Back in 1974 *What Car?* summed up my feelings when it wrote: 'Ask me to describe the best car in the world and I would do so in a single numeral and two letters – 2CV.'

## MAN & MACHINE

# French for beginners

*Former police officer Barry Wiseman's Citroën 2CV*

**FOR 23 YEARS** my brother has come over from Australia for Beaulieu and Goodwood, latterly buying a cheap 2CV on arrival to get him around Europe, then shipping it home and selling for enough profit to pay his air fares.

Impressed by his driving it flat-out to the South of France and back, I began looking for a 2CV for myself and soon found a local dealer ad for a 28,000-mile, one-owner, five-year-old example for £2500. It seemed in nice condition so my wife Carol made an offer of £1750 that was accepted a couple of days later.

That 2CV has changed my life. Soon after, we decided to take it to France. An enthusiastic hotel owner told me that it would be quite all right to leave it on a no parking zone outside his

hotel. We returned later to find the car encircled by people. 'Do not worry, monsieur,' the hotel owner said. 'It is just that many have never seen a shiny Deux Chevaux before.'

Over 30 years and 50,000 miles I've found my 2CV to be terrific. It is one of few cars that can be driven everywhere flat-out. It's a car you have to concentrate on driving. It's great in snow, with the skinny tyres biting in, and also excellent on big, fast roundabouts. People mock the body roll but, as long as bends are entered with it properly balanced, cornering is fine. Don't forget Citroën offered a good sum of money to anyone who could roll a 2CV, knowing that once the tyres start to scrub, it has insufficient power to overcome speed loss.

## WHY WE LOVE...

### Ad hoc classic car meets

Something very strange happened in 2020 with the onset of the first humanity-threatening pandemic for a century: the classic car world's voraciously expanding universe contracted so quickly that it collapsed upon itself.

After decades of everything getting bigger, grander, pricier and more organised, we were thrust back into the Dark Ages and the huge events we had become accustomed to weren't happening, so everyone was forced to go back to their roots. Just like the well-worn Hollywood trope of a city-slicker sophisticate rediscovering

the simple charms of their rural hometown, people met if and when they could and found it comforting, and good. No planning, no queues, no cost, just enthusiasts with a common interest sharing their passion at word-of-mouth events regardless of marque, condition or value. You could pop out, get your old car fix and be home before anyone even realised you'd gone.

Of course, these DIY meets had never really gone away, it's just that most of us stopped having time to go to them because we were preoccupied with the other, bigger stuff. Now, however, they are top of many people's lists of favourite events and that is only right because, without thriving roots, nothing else can survive – let alone grow.

**James Elliott**



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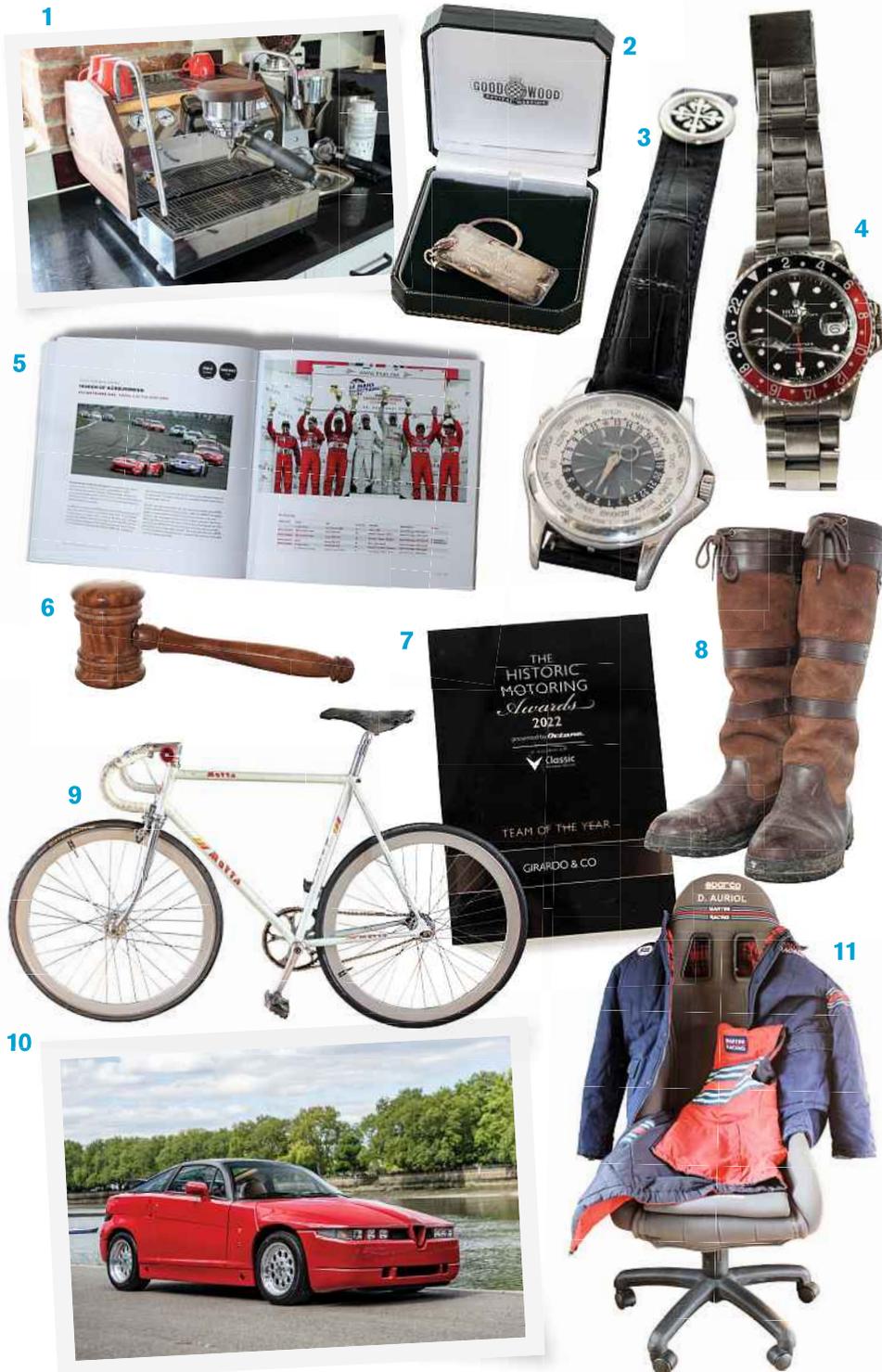




GEARBOX

# Max Girardo

*Multilingual former classic car auctioneer now running his own dealership from state-of-the-art Oxfordshire premises*



**1** Our coffee machine galvanises us! Every morning the seven members of our team have coffee together, it's our culture.

**2** I had done very little circuit racing when I found myself at Goodwood in a Ferrari 250GT Tour de France in 2015. I came third and got addicted. Another goal is to do the Safari Rally in my Lancia 037, but we have some eligibility issues to sort...

**3** After selling my first Ferrari 250GTO someone involved with the sale gave me a Patek Philippe World Time as thanks. It was a classy gesture that really got to me.

**4** My grandmother gave my dad this Rolex and he wore it every day. When he passed away, it came to me and now it's my daily.

**5** We asked Keith Bluemel to write a two-volume book on the 12 Ferrari 550 Prodrives for us and it will launch at Rétromobile in February. It has been an enormous passion project and every one of the team has contributed hugely.

**6** After leaving Brooks/Bonhams I joined CARS UK and then RM when it launched in Europe. I conducted my first auction in 2009, then went to auctioneering school in the US and was let loose. I loved it and still get a kick whenever I do charity sales.

**7** When I set up my own business, I sold my Daytona so we could survive two years, but we sold an F50 straight away. The vision was always to grow a great team rather than focus on an individual, so winning Team of the Year at the Historic Motoring Awards was a great accolade.

**8** These boots represent Countryside Max. I lived in cities until two years ago when we moved to a new family home and business surrounded by fields. I love it. We've put in a mile of hedgerow, planted 650 trees and joined 1% for the Planet.

**9** I bought this fixed-gear track bike when I arrived in the UK in 2006. I have several bikes and try to cycle five days a week – it's good for my head and my fitness.

**10** We always had interesting cars and I was with dad when he bought this SZ in 1989. When I had just started my first job with Simon Kidston at Brooks, I needed cars to consign to my first sale so dad selflessly let me sell his treasured Alfa. A friend tracked it down to Germany and I was very emotional buying it back.

**11** I bought my Toivenen Lancia 037 (second in the 1000 Lakes) 15 years ago and my Martini obsession grew from there. Much of it – like this 1982 crew jacket and 'arm-cooler' – comes from the Baldi twins, who were mechanics in Lancia's halcyon days and now look after our cars. The Didier Auriol chair came from an Integrale I owned. The navigator seat I had wasn't original so, of course, I had to buy a correct set, which meant I then had a spare driver's seat.



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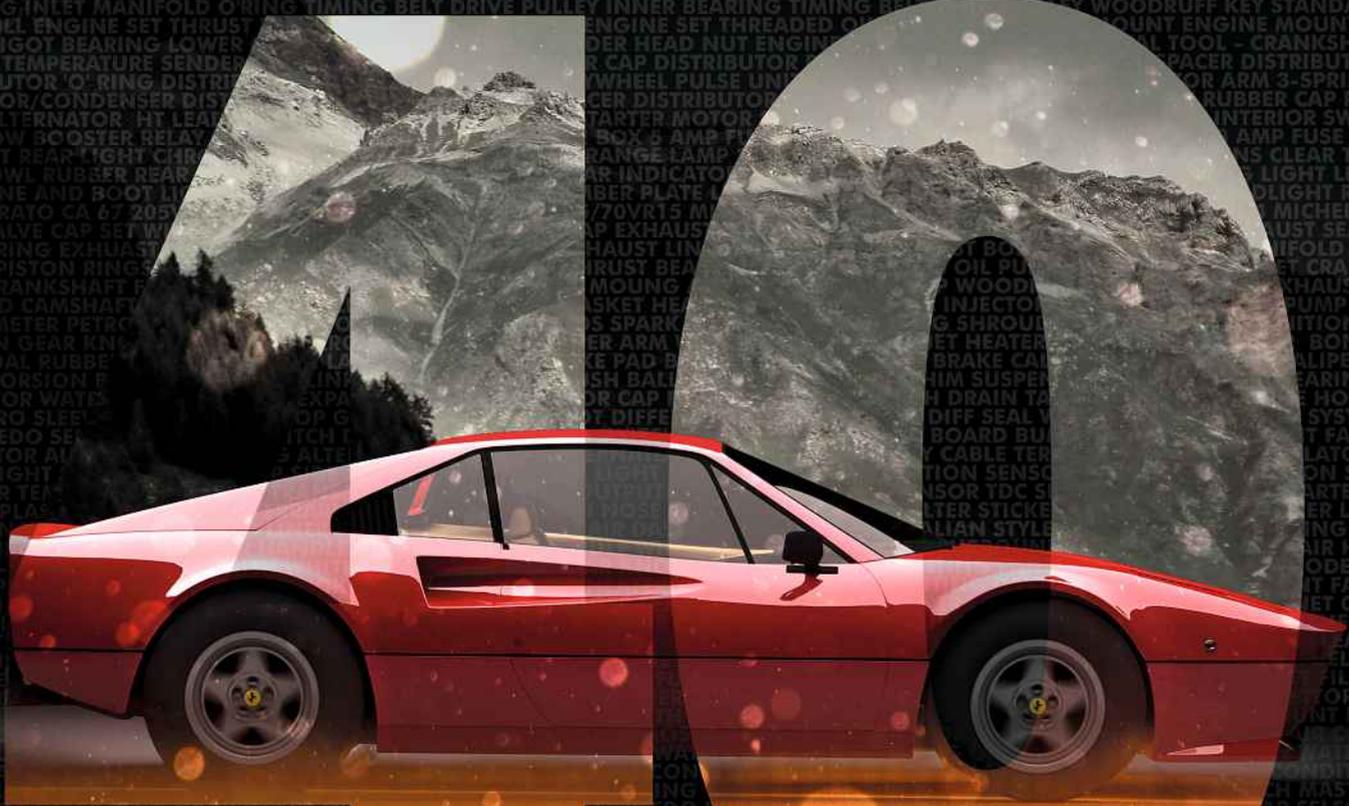
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# JAY LENO

## *The Collector*

If you are a car enthusiast, then you already know California is the place to be. There are probably more collector cars, supercars and every other kind of motor vehicle in California than any other place in the world. Almost every rare or unusual machine I own I found within 50 miles of Los Angeles – including a ten-ton 1906 Advance steam tractor.

The biggest attraction is the weather. I'm from New England, and there, if you had a collector car you took it off the road in October, put it up on blocks and retrieved it in spring. If you were lucky, you had a garage. I did not, and I was stunned by what the elements had done to my 1954 Hudson Hornet. I parked it behind my parents' house, covered it with a tarp, and left it when I went off to college in the fall. When I returned in spring it was as if I had been gone for decades.

In LA, they have summer and winter vehicles. The difference between the seasons is maybe 15°C. Any car with a roof is a winter car; anything open is a summer car. I really enjoy the big American classics from the '20s and '30s – Duesenbergs, Packards, Pierce-Arrows and so on – but these vehicles, with their enormous cast-iron engines, can be hard to enjoy in blistering summer heat. Early cars did not have pressurised cooling systems, so tended to overheat. The bonnet on the Duesenberg in the summer gets so hot you can't even touch the handle to open the engine compartment. On a chilly day in California, driving a V12 Packard or a 7.0-litre Duesy with the windows rolled up and feeling the engine heat coming off those massive blocks is one of life's simple pleasures.

I have a motorcycle called the Scott Flying Squirrel. It's a water-cooled British two-stroke, built in 1927 with a beautiful copper radiator right underneath the gas tank. There's no water pump. It works on the thermal syphoning principle, employing the motor's natural convection and conduction. Hot water is less dense than cold water and thus more buoyant, powering a current through the system without a mechanical pump.

Because there's no fan, you have to keep moving to keep the air flowing. On a crisp winter's day, the perfect balance of engine heat and ambient temperature makes for a wonderful riding experience. Resting a gloved hand on top of the radiator transfers just enough heat to keep your fingers nimble. It's too much for summer.

My 1913 Mercer Raceabout – two seats, no roof, no doors and a windscreen for the driver only – is a fantastic summer car. It has a 4.8-litre T-head four-cylinder engine, about 55 horsepower, with a four-speed non-synchromesh transmission. It is capable of 70mph-plus. The Corvette is often called America's first sports car, but I believe that title truly belongs to the Mercer. You're isolated from the engine heat by the dashboard and the firewall. You also have an exhaust cut-out that allows you to dump heat well forward of the passenger compartment.

The winter car that may surprise many is the Bugatti. The Type 37A and 35B are racing cars, so creature comforts are at a minimum. Your feet are always touching something hot. In the winter it's tolerable. In the summer, not so much.

Another great summer car is the Tatra T87. Americans think such a big deal about the Tucker, but the Tatra was there first by almost a decade. The reason it's such a good summer car is that the engine is air-cooled and rear-mounted. It's a 3.0-litre V8 with a magnesium block and overhead cams. Then you have a firewall and the luggage

compartment and then another firewall and then the rear seats. The driver and passengers are isolated from engine heat and noise. Plus, you have a giant sunroof.

The best winter car I own has to be what I call the Tank Car. Built around a Korean War-era 1790ci air-cooled hemi tank engine, this is one of the building blocks in the design of the famous hemi engine of the muscle-car era. In stock form, it puts out around 810 horsepower and some crazy amount of torque.

This engine was meant to push an 80-ton tank but was put in a hot rod sleigh with a wheelbase of 190 inches, which wound up weighing five tons. We added Bosch fuel injection and twin turbochargers plus an Allison transmission. There are also two massive cooling fans in the valley of this enormous V12 engine. Thanks to my friend and famed hot rod builder and racer Gale Banks, horsepower is up to 1600.

Imagine a hairdryer powered by a 1600-horsepower engine. That's what it's like to drive this ridiculous automobile. Even on the coldest day you are out in short sleeves and still sweating. Whenever Arnold Schwarzenegger comes to my garage this is his favourite car because he thinks it looks like the Terminator.

Would I leave California? Not a chance!



**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](http://jaylenosgarage.com)). Jay was speaking with Jeremy Hart.

**'IN LOS ANGELES,  
ANY CAR WITH  
A ROOF IS A  
WINTER CAR;  
ANYTHING OPEN  
IS A SUMMER CAR'**

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# DEREK BELL

## *The Legend*

**M**uch has been made of the number of Grands Prix to be held in 2023. It doesn't have an impact on my life, but I have noticed that quite a few drivers have complained about the amount of travelling involved getting to races, not to mention time spent testing or performing promotional duties. It all adds up. Adding more rounds compounds their misery. I can see where they are coming from to a point, and obviously more time away *does* have an impact on engineers, mechanics, truck drivers, and so on, many of whom have families.

Without wishing for this to descend into a 'they don't know they're born' laundry list of grumbles, I remember when I was racing full-time and I tried to fill in as many weekends racing as possible. This was because I loved it. I wanted to compete as often as I could. Which got me to thinking about how we used to compete during the winter. The idea of an off-season was lost on me, and I remember being elated when my dear friend Chris Amon invited me to join him to do the Tasman series at the start of 1969.

It seems incredible now, but my Scuderia Ferrari team-mate persuaded the team to let us borrow a couple of F2 cars to race in New Zealand and Australia over a seven-week period. I drove my Transit van to Maranello, armed with a two-car trailer that I had borrowed from David Piper, before heading back to Pagham. Seeing them in our home workshop was quite something, believe me. From there we drove them to the docks in London before the cars were shipped to Auckland.

I have touched on the Tasman before in this column, but it's worth recalling that the racing was fantastic and the organiser Ron Frost did a great job each year. It was a series for 2.5-litre cars, and our little Dinos always had a horsepower deficit compared with the Lotus 49s with their 'small-displacement' DFVs, and so on. Even so, we put on a show. That was the thing, we were welcomed with open arms. The world was a much smaller place back then, and people would travel from all over just to see drivers they had only ever read about: guys like Graham Hill, Jochen Rindt and Piers Courage.

Then there was Chris who, being a Kiwi, was racing royalty. We did four races in New Zealand and three in Australia and I loved every second of it. Of course, the facilities were a bit basic – to put it mildly. The Lady

Wigram Trophy event, for example, was staged at Wigram Airfield which was active during the week. As such, all the infrastructure – if you can call it that – had to be installed on the eve of the races. That mostly comprised adding wooden benches, not forgetting trenches for people to relieve themselves.

Perhaps inevitably, used sump oil would be deposited there, too, and this was at a time when a lot of people smoked. Well, you can guess the rest. While the racing was challenging and hard-fought, what I took away from it was the camaraderie among drivers. I had raced against some of the 'names' before but certainly didn't

know them. Here I spent time with Graham, Jochen, and so on, whether it was visiting the beach, water-skiing, or dining together. There were also all manner of civic functions, or we would be visiting a children's hospital, and so on.

It was one big goodwill tour, and I have never forgotten that. We were ambassadors for our chosen sport and there's a lot to be said for that. The Tasman series wasn't the only racing going on during the winter, either. There was the

Temporada championship in Argentina, which attracted some big names and star drivers. Ferrari also did that, with Andrea de Adamich winning the title in his F2 Dino. I remember being amazed when I heard how well he and his team-mate 'Tino' Brambilla had gone against serious works opposition from other big teams.

So much so, I was full of optimism when my 1969 season in Europe kicked off at Thruxton in April of that year. It was the first round of the F2 series and I had high hopes, as did Clay Regazzoni and Brambilla in the sister cars. The pace just wasn't there, which led me – and others, I might add – to conclude that the engines used in the South American campaign may have been 'massaged' a little. We certainly never came close to winning, let alone dominating, to the point that our bid stopped altogether halfway through the year. But I digress. The point is that we raced and we raced and then we raced some more. It was brilliant. I certainly didn't want to be competing less, that's for sure.

That was me, and it was then. I won't pass judgement on the current crop of aces and their schedules. I just know that I had a wonderful time racing all year round, the sort of experiences that were a treasure beyond price. I wouldn't have missed them for anything.

**'WE RACED  
AND WE RACED  
AND THEN WE  
RACED SOME  
MORE. IT WAS  
BRILLIANT'**



**DEREK BELL**

Derek took up racing in 1964 in a Lotus 7, won two World Sportscar Championships (1985 and 1986), the 24 Hours of Daytona three times (in 1986, '87 and '89), and Le Mans five times (in 1975, '81, '82, '86 and '87).



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# STEPHEN BAYLEY

## *The Aesthete*

I recently had a Proustian moment. Not with a cake and a cup of tea, but with a shovel. Workmen in my garden dug-up a 1:43 model of the full-size Mercedes-Benz W124 estate that my wife bought when our children were small. I felt it was a safe car for them in London, the more so because we had a male nanny who had been a tank driver in the Slovakian Army, so Vauxhall Bridge Road in rush hour held no fears for him.

The W124 was a superb car, but my memory rushed me even further back in history, to its predecessor, the W123. A friend of mine who lived in Italy owned one. And I have also, *à la recherche du temps perdu*, accidentally rediscovered the notes I wrote about it more than 20 years ago. I can exactly recall the blizzard of sound and orchestra of smoke that occurred on starting its ancient, clattering diesel... for this W123 was by no means new. 'An exquisite pleasure invaded my senses,' Proust wrote for me to quote.

Originally shipped from Bremen in 1983, this Mercedes estate was acquired by my friend at about the same time as his Tuscan farmhouse. He had great affection for both. But while one was fastidiously restored, the other was rather neglected, at least in the fussy sense. Both house and car were settling nicely into the landscape. There is pleasure to be had in ruins, either renovated or neglected.

In his lovely little book *Wabi-Sabi*, Bay Area sage Leonard Koren defined the Japanese aesthetic as 'the beauty of things imperfect, impermanent and incomplete'. This W123 was certainly incomplete because several vital components had been broken, stolen or lost and never replaced. But the magnificent Mercedes was adjusting itself to decline in a gentlemanly manner: it was like a *rallentando* of the life force, but much vital energy remained. When I drove it to meet my daughter at Chiusi station, she said: 'Cool car.'

It was painted a shade of metallic green long since excluded from polite aesthetics. Upholstery was that peculiar Mercedes-Benz perforated vinyl of the period, coloured a disgusting dark brown probably called 'tobacco', but Proust would have recalled sewers. Erupting corrosion along the lower edge of the tailgate had been addressed with a strimmer borrowed from the neighbouring *contadino*. It was touched-up with a Ford paint because the local Mercedes spares people were in denial of the existence of such a bilious colour.

Perhaps in an effort to honour Daimler's reputation for unworldly reliability, the W123's diesel was reluctant ever to cease its explosive operations. One cause was that the barrel of the steering column lock had lost most of its purchase on the key and removing it did not stop the engine. Instead, you had to stall it, tricky where there is automatic transmission.

There comes a time when vanity disappears from any relationship. You know this when a man takes off his trousers before his socks and when a woman wears a shower cap. With my friend's W123, it was the rear foglights. In 1983, rear fogs integrated into the light cluster were not common. And cars still had what were called 'bumpers' from which little reflector-lights depended. Here, they had long since been taken out by a Tuscan stump and never replaced. And now that I mention it, isn't 'bumper' a curious term? It seems to condone mild aggression in a way that seems intolerable today.

But while careless about its particulars, my friend loved the generalities of his W123. Like the rot that affects grapes to make the finest sweet wine, there was something noble about this decaying car. It was the last Mercedes to retain an unselfconscious visual link to those from the years before 1939. And the type acquired the reputation of being the best Mercedes ever because it was built before the moment when the curves of manufacturing expertise and cost-benefit analysis diverged, never to merge again. It was the last car to be described as 'executive' without irony. So there's another memory-rush for you.

In this morning's newspaper there was an aerial photograph of new cars parked at the Nissan plant near Sunderland. Glossy, fine and momentarily perfect, they were awaiting 15 minutes of love from briefly infatuated owners. When they acquire some wabi-sabi, dents, scratches, signs of impermanence and imperfection, they will be unceremoniously sold into the secondary and tertiary markets before entering the circular economy to re-emerge, perhaps, as garden furniture.

I doubt any car made today will inspire more respect, affection – even love – than the W123 Estate. Was it great because it never broke down, or did it never break down because it was great? I suspect somewhere between Radicofani and Montefridolfi, the old green Mercedes lives on.



**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 Things*.

**'ISN'T "BUMPER" A CURIOUS TERM? IT SEEMS TO CONDONE MILD AGGRESSION IN A WAY THAT SEEMS INTOLERABLE TODAY'**

# ROBERT COUCHER

## *The Driver*

Car blokes have loved early Land Rovers for yonks. Landies are lousy at most things – no grunt, no handling, no roadholding, no refinement – yet they are absolutely at home in the British countryside, small enough to nip along narrow country lanes while piled with all sorts of rural stuff such as logs and farming supplies. They're brilliant at British off-roading, too. Maybe not off-roading in Africa, Australia or the Middle East, but just the job here in our slightly less demanding muddy and wet conditions, as envisaged by chief engineer Maurice Wilks.

And no matter if you're a car bod who has two left thumbs, because all you need to keep a Landy running is a hammer, screwdriver and adjustable spanner and no real mechanical nous. A Landy is deconstructed and simple and, once you have fuel and a spark, it should run. And, like bucolic country houses, a Land Rover should always look as well-used as your favourite Barbour jacket, so no need for any expensive restorative bodywork or trim. The rougher, the better.

Older Landies were cheap for many years, bought as fashionable toys (alongside the Labrador and fishing tackle) as real working farmers got shot of them in preference for pick-ups with heaters. Like all good things in life, as enthusiasts discovered the joys of these simple off-roaders they became 'lifestyle', so no longer cost hundreds of pounds but rather thousands. The good news is that a scruffy old Landy can now be made to go and stop extremely well, thanks to specialists who offer the full mechanical and dynamic works, without interfering with the all-important careworn looks from Hampshire to the Hamptons...

In the late 1960s, before old Landies took off in the UK, the same thing happened to Porsches in California. New Porsches have long been owned by demanding professional types so, as soon as pristine 356s started to show signs of use, they'd offload them in preference for a shiny new 911. Ratty 356s were taken up by the counter-culture hippy lot (who revelled in their cars' hard-used appearance), proudly becoming rat-rods in the extreme, or Outlaw Porsches, customised by their owners with the focus on mechanical performance and not tedious Kardex concours originality.

I was late to this Porsche thing when I wrangled a 356C off my father in the 1980s. Unfortunately, I'd not

realised the obvious attractions of this original, patinated 356, so spent an inordinate amount of time repainting the faded metallic silver coupé gleaming white. I should have left the poor thing alone and just fitted a roof-rack.

Historic endurance rally competitors have long understood the opportunities classic cars offer serious drivers who want a sporting machine with attitude and capability. Old Landies are too agricultural unless you go the full transplant, and pretty, delicate Porsche 356s are sufficiently collectable to be returned to perfect concours condition. But what about ratty old 911s?

For many a year Francis Tuthill has been constructing rally-spec 911s to take on African Safari rallies. His son Richard has developed ice-racing 911s alongside the rally-winners. Then some imaginative dude thought: 'I've got this boring, four-wheel-drive, automatic Porsche 964; what the hell am I to do with it? I know, let's jack it up, shove on some fat off-road tyres and emulate the all-conquering 959 for a few dollars.'

And it worked. The cool Porsches are now those tough 'n' scruffy 4x4 964s, as effective in LA canyons as they are in the snowy Alps. Even super-serious Singer has 're-imagined' an All-Terrain Competition Study (ATC) with the help of Tuthill. Really all you need is the correct tyres for the conditions and the Porker will do the rest. But guess what Porsche has just launched? Its own, new, off-road 911 – the Dakar!

If you can't quite stretch to a rugged 4x4 911, the next logical step is the currently unloved Cayenne. Zuffenhausen's bosses looked at the car market evolving into the 2000s and realised that SUVs were what consumers wanted, so its engineers built one. And a very good one at that. But an elderly Cayenne is still a suburban family run-around that lacks the laissez-faire hipness of an Outlaw 356. Not cool.

Except one can be: yes, bigger alloy wheels shod with chunky all-weather tyres, the removal of front and rear bumpers to increase approach and departure angles, the addition of some spotlights, sill-bars and a roof-rack, and soon your bargain-priced Cayenne (the boggo, 3.2-litre V6 is just fine for this task, no need for an expensive Turbo) can be transformed into a fit-for-purpose, active Dakar rep, capable of challenging any early Land Rover...

Both off road and – most certainly – on.



**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 1955 Jaguar XK140 as his daily driver, and is a founding editor of *Octane*.



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month



## Keeping it in the family

**I REALLY ENJOYED** your *Gone But Not Forgotten* page in *Octane* 237 on Billy Cotton's racing career and life as a bandleader and TV show host. Billy was my grandad's brother, so he was my great uncle.

In the 1960s at Christmastime my grandad used to take me up to Piccadilly, where Billy lived. I wanted to ask him about the racing cars, because I had inherited a love of all things to do with motor racing, but they just wanted to catch up on life!

Watching Jack Sears in a Mk2 Jag on BBC TV's *Grandstand* in the late 1950s is what started my passion for motorsport. This

obsession with racing and cars led to my first job with John Sprinzel Racing in Lancaster Mews. Sadly, it did not work out so I then pursued my other love, which was drawing and painting, and became a signwriter for a company in Wembley. We hand-painted all the billboards for the Wembley Empire Pool, which is now Wembley Arena.

Like most enthusiasts, I had to get through marriage, mortgages, children and so on before I could afford to enjoy my passion for classic cars. I also had an unhealthy love of Alfa Romeos and for 15 years built and ran a replica 105 GTA Coupé, with an

Ian Ellis motor [above left]. Then I had a 1984 3.0-litre GTV6 [above], and now a 1976 Alfa Giulia saloon with Twin Spark engine – great fun and one of the best-looking cars from that era.

More modern Alfas have included a 146, 159Ti and 147 Collezione, and I currently run a 2018 Giulietta [top right]. It would seem that Billy's genes have been passed on to some of us in the Cotton fold! Of course, one of his sons became Sir Bill Cotton, the head of BBC TV – and my own daughter has had a successful career in radio and TV since the late 1990s.

*Michael Cotton, Hampshire*

### Thanks for the memories

Thank you, Jay Leno, for your column on climbing Mount Washington in a Stanley Steamer in *Octane* 235. I took my favourite lady there for our honeymoon 55 years ago and, since Jay's column is what I always read first when a new *Octane* arrives, this one really hit me hard – because my lady recently passed away.

On the day we took delivery of a Mustang convertible in 2016, I and my favourite lady took off down the coast. We took in seafood at Annapolis, cars at Amelia Island, friends at Palm Beach, more seafood at Pensacola and Galveston, then stormed the Alamo and Route 66, before driving on to Palm Springs.

After that we visited more car shows, yachties in San Diego who showed us how to back a schooner into a slip under sail, listened to coffee-house jazz at Fort Bragg, had a long rest on the Oregon beaches, and ate great steaks in Ogallala (cattle railhead of the West) before driving back home to Canada.

That lady helped me fill every bucket on my list. Now I have another: the Mustang will go up Mount Washington this summer, with my favourite lady's hat on the co-pilot's seat. Thanks, Jay. *Don Fitzsimons, Ontario, Canada*



### Good-luck charm

Back in 1965, on a first date with a nice young lady, I took her to a movie starring Audrey Hepburn in which Audrey drove a small Autobianchi convertible. I promised my date that one day I would give her a car like that.

Since a scale model of the Autobianchi was not available, I thought that a model of the 1500 Spyder would do – like the 'classic model' featured in your *Models* page in issue 234. Today, 57 years later, my wife still carries this model [above] in her purse.

### LETTER OF THE MONTH WINS A MOUNTNEY STEERING WHEEL UP TO THE VALUE OF £300

The writer of *Octane's* Letter of the Month can select from a range of Mountney Classic steering wheels



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She became a stewardess and the model has therefore travelled all over the world and brought good luck! While it is now very patinated, we hope that after 50 years of marriage it will still be bringing us good luck for many more years to come.

*Hans Krijtenberg, The Netherlands*

### Glutton for punishment?

Since you featured my 1952 VW Transporter restoration back in *Octane* 179, believed to be the oldest surviving RHD 'barndoor' VW [pictured above, as found in a Swedish forest], I thought you might be interested to hear of my new panel van project.

A Belgian enthusiast recently posted a brief ad online and, recognising a particularly early VW, I managed to secure a deal through the use of Google Translate alongside some very rusty schoolboy French. Three excruciatingly excitable weeks later, I travelled to Belgium to collect it. He'd subsequently received better offers but, as he put it, 'I had promised you.' What a gentleman!

The panel van itself was built at the start of September 1950, just six months into production, and it's currently the eighth oldest surviving example, and the second oldest that's not owned by Volkswagen or in a museum.

It's a real wreck but, importantly for a model that was being altered and updated weekly

during this first period of production, much more of it was waiting for me than the photos suggested [below] and actually only the engine and front panel were missing. The rest of the body, the dash and running gear is mostly present and repairable.

The project is now in the workshop of good friend Mark Spicer, who runs Type 29 Ltd in Gloucestershire and specialises in the restoration of early German air-cooled machinery. After the kicking that the pandemic has given car shows and enthusiasts alike, I'm so excited with my new find and feel like a 17-year-old with my first Beetle all over again. Funny what old cars do to us, eh?

*Ben Laughton, Dorset*



### Spa break extra

I have just read Mark Dixon's piece in *Octane Cars*, issue 236, entitled 'A relaxing Spa break', which did indeed seem nice and relaxing. The Elans perform so well on that track!

As I was born in Spa and still live within 'classic' driving distance of it, I am used to attending the Six Hours weekend [above right]. It is my favourite event at Spa and probably one

of my favourites overall (I have not yet been to Goodwood, which is on my 'to do' list).

By arriving on Saturday, however, Mark missed an interesting part of it. Each year, on the Thursday before the event, the Belgian classic car federation (BEHVA) offers club members, for the equivalent of a few pounds, the chance of doing a three-lap tour in their own cars. As this is held behind a pace car and at a moderate speed, it can sometimes be a little frustrating but, of course, there's always the chance it will be wet...

It's maybe not that exciting to watch but it's very popular with participants.

*Marc Collard, Luxembourg*



MARK DIXON

### A wedgie Europa

Regarding your feature in *Octane* 234 on designer William Towns, William was a friend of a friend of mine back in the early '60s, when I was working with a former coachbuilder in a mews just off Holland Park Road. I asked William to help with some ideas for an Austin-Healey Sprite we had in, and he came up with what must have been his first independent styling exercise.

For financial reasons, that car never quite got finished but William and I kept in touch and, when I set up Rawlson with Barrie Sheppard to build our Rawlson race cars and GRP panels for Dealer Team Vauxhall, I had the idea that we should do a special-bodied Lotus Europa. I left Barrie to go and see if I could get hold of a Europa from the Lotus Centre in Kingswood, Bristol, which William could style, and then I trundled up to Moreton-in-Marsh in the Europa to see William at his house.

William oversaw the styling, and his pattern-maker and I set to work in the Towns' barn while his wife Lizzie provided an ample

supply of hot soup and coffee – it was winter!

Back at Kingswood, the twin-cam came out, a BDA was installed, and I moulded the panels from the hacked-about Europa pattern car, adding pop-up headlights, rear flying buttresses and a new interior. *The Telegraph Magazine* invited us to put the finished GS Europa, in Lamborghini metallic light green, on its stand at the Earls Court Motor Show, and Colin Chapman asked if it could go on the Lotus stand if the prototype Esprit wasn't completed in time in Italy.

Frantic work saw a new interior, using a tweed for the seat centres and door panels from one of William's contacts, while I made a new dash from black Perspex with cut-outs for the instruments and switches and then a clear Perspex panel over the top.

On press day 'ACBC' came over from the Lotus stand to look at the car, which I am glad to say he approved of, and shortly afterwards he re-appeared with Hazel to show her the new interior. I think we ended up building about 30 cars [pictured below is an example offered by H&H Auctions in 2016].

Chapman offered me a job at Lotus but I decided to set up on my own in Norwich, making various Lotus and TVR panels, and, later, prototypes and tooling for TVR and Volkswagen and eventually many more manufacturers.

*Mike Rawlings, Stirling, Scotland*



H&H AUCTIONS

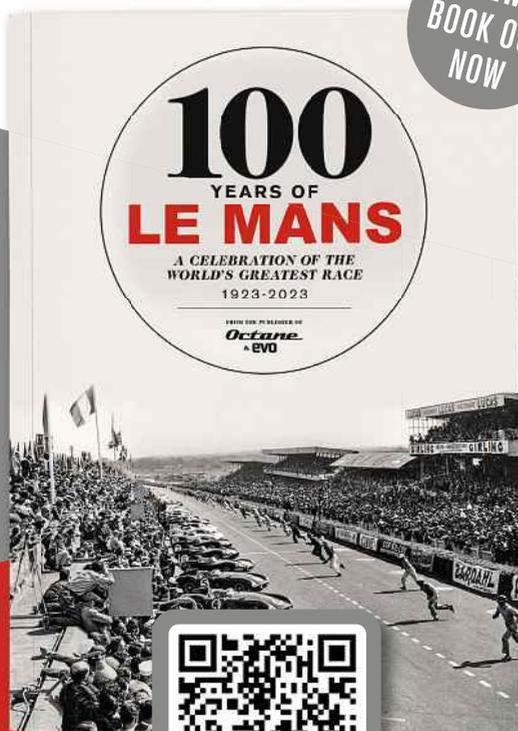
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# M A D

*Bugatti celebrated its 110th anniversary in 2019 by announcing the 1600bhp Centodieci. Now it's a reality, Stephen Archer has his warp-speed perceptions altered*

Photography Tim Scott



# W O R L D



BUGATTI CENTODIECI





**Below**  
Centodieci (at rear)  
and EB110, the former  
inspired by the latter, each  
celebrating 110 years for  
a different reason.

**T**he Bugatti's throttle is flattened at 30km/h and within a second I feel on the edge of greying out. A few more seconds and I am hanging by the seatbelts, trying to collect my thoughts – and body parts. What kind of ungodly performance has been unleashed here? There was a time not so long ago when a car with 100bhp per tonne was considered adequately powerful. So how should we look at a car with 1600bhp? That is not far short of what the 27-litre Spitfire Merlin engine delivered. But this thing has to stay on the ground, which it can cover at the rate of a mile every 12 seconds.

This, then, is the latest manifestation of Bugatti's long pursuit of unsurpassable automotive design. Sure, in the heyday of Ettore Bugatti, things were different, more delicate, more race-bred. More personal to the founder, if you will. But the Centodieci (it translates as '110') marks the latest chapter in the latest rebirth, and the timing is apposite: in 2021, ownership of Bugatti passed to a joint venture between Porsche and Croatia electric hypercar maker Rimac, 55% in favour of Rimac. The marque had reached its 110th anniversary in 2019, when the Centodieci was first shown, and all ten examples were built during 2022. The days of Ferdinand Piëch's stipulation that the Bugatti Veyron would surpass 1000 (metric) horsepower already seem long ago.

Another car marked Bugatti's rebirth in 1991: the EB110 was revealed on the occasion of Ettore's 110th birthday, its blue touch paper lit by the Italian entrepreneur Romano Artioli. The 212mph, four-wheel-drive EB110 was among that first wave of hypercars: XJ220, F1, F40 and so on. *Autocar* said it made 'more sense' than the larger Jaguar XJ220, being 'sensationally dynamic, but useable every day'. Less 'portly' than the Diablo VT and with a power-to-weight ratio of 353bhp per tonne, it was beaten in that regard only by a superlight Caterham (472!) and the XJ220 (372).

*Autocar* again: '60mph flashes by in 4.5sec, and the car hasn't really got into its stride. Nor has it genuinely relaxed by the time 100mph registers 5.1sec later. If you must boast of one figure, make it the 30-70mph time of 3.3sec.'

The lighter, more powerful SuperSport you see here emerged in May 1992. Drive it today and the 3.5-litre quad-turbo V12's friendly flexibility when tootling around town is still mighty impressive, but squeeze the right pedal and a 'bridge to engine room' early-generation turbo behaviour is revealed. Coals on, the turbos can be heard spooling-up and motion



is gently increased until a symphony of whistles accompanies rather more exciting progress.

The cabin is more M5 than hypercar, with period-style satin leather, controls to match, and a gearbox that is easy but not 21st Century perfectly clicky. It's not so comfy if you are over 6ft tall but this 215mph supercar is a compact package and light to handle, and though it is 30 years old it's certainly no fossil – and it looks sensational. Today it is a highly collectable \$2m-plus mobile work of art that will fit inside more garages than most of its ilk.

Despite widespread appreciation and even a foray to Le Mans (see *Octane* 196), Bugatti struggled in its new incarnation and in 1998 the marque came under the mighty wings of VW and the even mightier ambition of Ferdinand Piëch. He oversaw the creation of the 2005 Veyron that, in true Bugatti style, made the world sit up and take notice thanks to its pioneering packaging of an 8.0-litre W16 engine, novel styling and enough technical genius to fill a book. The project purportedly

lost €4.5m *per car* but Piëch was playing the long game, putting engineering achievement and its halo effect ahead of profit.

The even more spectacular Chiron broke cover in 2016 and took over as hypercar benchmark – until the Centodieci appeared on the streets in 2022. And to make one thing clear, if you want to play Top Trumps, this is the car to have in your pack: €8m each, all sold, and the final one of ten just delivered.

Though it's based on the Chiron, the Centodieci's body has been reinterpreted as an homage to the novel design of the EB110. 'Focused' would be one way to describe it. Bugatti has taken the Chiron and made it, well, madder, even more extraordinary. It is lighter by 40kg and, so long as we're happy with the Euro-standard metric measurement, fully 100bhp more powerful than the Chiron, which has 'only' 1500bhp. It's sobering to consider that this output is more than 400bhp greater than the Veyron Super Sport managed.

Having been subjected to organ-grinding

***'It's sobering to consider that the Centodieci's output is more than 400bhp greater than the Veyron Super Sport managed'***

**Clockwise, from right**  
Chiron bodywork has been reinterpreted as an homage to the EB110; scale comparisons between Centodieci and EB110 are comedic; every surface is sculpted.



## BUGATTI CENTODIECI



This page and opposite  
1578bhp is a lot for a  
Swiss mountain road  
– but thankfully the  
Centodieci can contain  
its power; interior is  
understated; the source  
of all that energy, an  
8.0-litre quad-turbo W16.





## 2022 Bugatti Centodieci

**Engine** 7993cc W16, DOHC per bank, four turbochargers, electronic fuel injection and engine management **Power** 1578bhp @ 7000rpm

**Torque** 1179lb ft @ 2000-6000rpm

**Transmission** Seven-speed dual-clutch automated, four-wheel drive, rear LSD **Steering** Rack and pinion, power-assisted **Suspension** Front and rear: double wishbones, coil springs, adaptive dampers

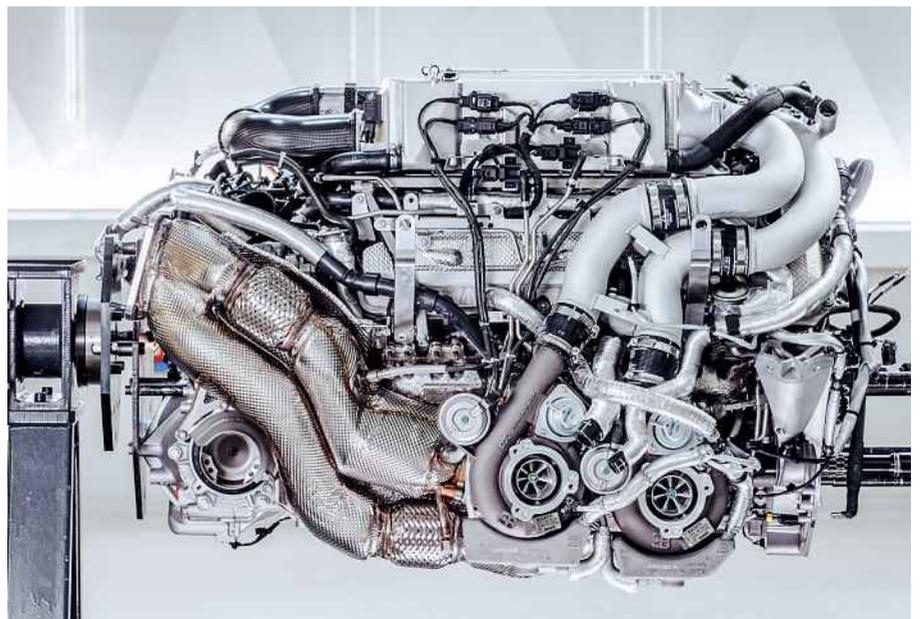
**Brakes** Carbon-ceramic discs **Weight** 1976kg

**Top speed** 261mph (limited) **0-62mph** 2.4sec

g forces in the passenger seat, it is with more than usual trepidation that I approach the driver's side. Especially as most of the driving will be on Swiss public roads. The cabin is more like a refined space capsule than that of a car, its swooping central arch a structural component that gives it a pilot and co-pilot feel. The controls are exquisitely functional, designed with minimalism and simplicity. There is none of the Pagani bling; indeed, nowhere on the car is there anything twinkly and bright and distracting. Everything you touch reeks of quality and blank-cheque R&D.

Bugatti doesn't do compromise. Tons of torque is no longer a novelty in the world of electric and hybrid drivetrains, as Bugatti's new owners will know. But this petrol-powered hypercar has 1179lb ft, nearly three times that of America's favourite 5.0-litre load-lugger, the Ford F150. Its 8.0-litre W16 has four turbos working in tandem, the two-stage system employing two up to 3800rpm, making for instant throttle response at any engine speed.

All that motive force demands massive air consumption and two of the enormous exhaust pipes are directed groundwards to create a downforce-enhancing blown diffuser. Packaging all this and managing resultant heat



extraction is an achievement in itself, but don't expect a close look: the owner is not intended to open the bonnet. In fact, it can't *be* opened. Power to the four wheels goes through a seven-speed automated dual-clutch transmission.

Some might suggest that the Centodieci is more demure than the Chiron but when it lifts its skirts the truth will out. The Centodieci is restricted to 'only 260mph'; unrestricted, it is good for 'more than 305mph'. The restriction is not simply because covering a mile every dozen seconds is a bad idea, but because at that speed even the special tyres are getting rather hot – and the 100-litre fuel tank will be drained in seven minutes, during which time the car

will have covered more than 35 miles. This is truly other-worldly performance.

So it's hard to benchmark a car like this. Reaching 62km/h in 2.4sec is almost too much to comprehend. Michelin's bespoke tyres have been specially designed for the unique wheels. The huge, 420mm carbon brakes are as strong as you could want, thanks to a total of 28 brake pistons in 3D-printed titanium calipers – the design could not actually be machined... And the chassis has to be very clever to manage such crazy physics. While the driver has a choice of four settings, from town use to racetrack, at all times electronics are performing continual adaptation, with damping, ride height,

aerodynamics, steering and power managed automatically to keep the beast poised and safe.

The feel and weight of every control cannot be faulted. It goes without saying that grip in every direction is virtually unshakable and it can pull 1.6 lateral g. The Centodieci is not a narrow car and, at just under two tonnes, it's no flyweight either, yet it never feels anything other than under strict control. There is no hint of an edge in store.

With all these brains in action it is perhaps no surprise that the car feels utterly benign, but such technology can mean that the car's soul is eradicated, too. Here the genius of Bugatti is at its zenith. At every moment you are aware that this is no ordinary hypercar. From the start button on the steering wheel to the tiny but ever-so-precise gear selector, communication is ample. This feels like a driver's car.

The real challenge comes in working out *where* to drive it. Not so much at 500km/h, but simply to let it get into its stride. Cars made to do certain things are happiest when that is asked of them. Back in the day, Bugatti excelled in Grand Prix races that took place on longer tracks than today's. The Centodieci would be fabulous on some of those old circuits, such as the original Spa, Pescara or, of course, Le Mans.

A car of this calibre has to be viewed through very different eyes. To drive it to the edge of

its performance envelope is to demand a recalibration of so many things by the driver. And it's not only about speed over the ground. The car can do things that no other road user can comprehend. You need a new sense of awareness; you may drive it as an auto and get out feeling relaxed or you can take control of the paddles and experience more performance than most mortals would be able to imagine. It exists on a different plane.

The antecedents of this ultimate Bugatti derive from Italy (Ettore), France (where he lived and built the cars) and Germany (the engineering heft behind it). Take the best of those three and it perhaps comes as no surprise that the Centodieci is so remarkable. It's possibly the best-looking Bugatti since the original EB110, too; pure yet dramatic.

Aside from Aston Martin's Valkyrie, which is arguably a street racing car, the Centodieci may be looked back upon as the highest (and craziest) watermark for the internal combustion engine. But so much more than the Aston, its understated quality, purity and ambition mark it out as a car that few could build. Its combination of user-friendliness with violent ferocity is nothing less than an extraordinary – and fitting – achievement. **Cred**

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## BOOK ENDS

*One man's dedication to the marque led him to buy the Centodieci – but it's far from his only Bugatti...*

**YOU CAN'T CELEBRATE** 110 years of Bugatti without reference to where it all began. And in this case, the story goes back even further. The Type 1 tricycle of 1899 was Ettore's first design but it was made by Prinetti & Stucchi, an Italian maker of sewing machines, bicycles and motorised vehicles, so it came before Bugatti was a marque. Perhaps the term 'running on fumes' originated here, as the Type 1 has no carburettors but relies for ignition on petrol fumes, which are expedited by the

exhaust as it heats the fuel tank! Its engine features four separate cylinders and the 17-year-old Ettore won a 90km race on this example in 1899, beating Gianni Agnelli among others. He enjoyed much success with this, but the Type 2 that followed would be a four-wheeler.

The supercharged Type 35B needs little introduction, being one of the most successful and perfectly formed Grand Prix cars of all time, one of such engineering elegance that any part of it is worthy of a



Clockwise, from top right  
Ex-King Leopold Type 59; the  
owner with Bugatti-designed  
1899 Prinetti & Stucchi Type 1  
tricycle; Centodieci; ex-Grover-  
Williams Type 35B; EB110.

***‘With these cars in the back catalogue, it’s easy to understand why there has been more than one attempt at a comeback’***

he wanted to know more about the marque. His hunger to understand Bugatti in turn led to a deep fascination, to a degree that he bought the best available example of each model. It has become a family affair, with his six daughters equally enthusiastic.

‘History and people matter,’ he says. ‘Ettore’s father was a furniture designer, his brother Rembrandt was a sculptor. The artistic influence and legacy are clear to see. There are many fine automotive designs but Bugatti’s design ethos persists under the skin perhaps more than with any other car maker. It was true in the 1930s and it’s true today.’

The owner appreciates art, is a sportsman and a keen motorist and racer. He strongly believes that a passion for cars, whenever it emerges, ‘has a connection to a childhood experience’. One of his greatest motivations is to involve young people in old cars because, having heard, smelt and experienced them, they will become their future custodians.

He even has a Bugatti pasta machine. When Ettore Bugatti’s chef reported that his pasta maker had broken, Bugatti took matters into his own hands. He had a pasta machine designed and attached a Type 46 steering to operate the compressor. Voilà, pasta in many shapes made reliably with a Bugatti. Every home should have one.

place in an art gallery. In fact, this one featured in Norman Foster’s Bilbao exhibition ‘Motion. Autos, Art, Architecture’ in 2022. It also won the 1929 French Grand Prix, driven by William Grover-Williams.

The Type 59 was the last Bugatti Grand Prix car and is another engineering masterpiece. Its 3.3-litre straight-eight engine gave an impressive 250bhp and its signature, lightweight ‘piano wire’ wheels were a clever way of managing cornering loads with little weight. René Dreyfus won the 1934 Belgian GP in this perfectly

preserved example, but Robert Benoist, Jean-Pierre Wimille and King Leopold of Belgium all piloted it at some point; the paintwork dates from King Leopold’s time.

These pre-war Bugattis define the marque and each exhibits Ettore’s obsession with excellence. And with these cars in the back catalogue, it’s easy to understand why there has been more than one attempt at a comeback. The owner of the vehicles here found his passion in a slightly unconventional way. He bought a Chiron and was so stunned by the car that





# WHAT

*The boss of McLaren Racing, Zak Brown, relaxes away from Formula 1 by taking to the track in his Jaguar XJR-10*

# DAY

Words James Page  
Photography Kenneth Midgett / United Autosports

# OFF?

## ZAK BROWN RACING JAGUAR

**Clockwise, from right**  
Ex-Jan Lammers Jaguar XJR-10  
tackles Laguna Seca; Zak  
Brown, 'relaxing' on a day away  
from the stresses of Formula 1;  
branded shoes de rigueur;  
United Autosports has  
expanded to include plenty of  
Historic racing expertise.



# M

Modern Formula 1 is a full-time business. The 2022 season consisted of 22 Grands Prix stretching all the way from March to November, and 2023 is set to be even busier. The bigger teams can employ anywhere up to 1000 people and the pressure is relentless, so it's no surprise that McLaren CEO Zak Brown likes to get away from it all by using what little spare time he has to... well, actually, he likes to go motor racing.

His collection covers everything from Indycar and Formula 1 – including an ex-Ayrton Senna McLaren MP4/6 – to rallying, Can-Am and NASCAR. Then there's his Jaguar XJR-10, which was restored by United Autosports, the race team that Brown and Richard Dean founded in 2009 and which now runs the Castrol-livered car in Historic events. 'It's definitely a form of stress relief,' says Brown, a 51-year-old



native of Los Angeles, 'but it adds a different stress because you want to be competitive.'

Designed by Tony Southgate, the XJR-10 – as well as its Group C sibling, the XJR-11 – marked a new direction for the TWR Jaguar team when it was introduced in 1989. Up until that point, the British company had relied on its normally aspirated V12 to power its sports-prototypes, whereas its main rivals used turbocharged engines. In 1988, Jaguar had won at Le Mans and claimed the World Sportscar Championship, but it had done so in the face of stiff opposition from Sauber-Mercedes – and Nissan had dominated the North American IMSA series.

Hence the switch to forced induction for 1989, the compact V6 being wrapped in revised bodywork that was shrink-wrapped more closely around the major components. It was actually Zak Brown's car, chassis 389, that gave the XJR-10 its debut at Lime Rock on 29 May. Jan Lammers finished second, ahead of Price Cobb and John Nielsen in the old XJR-9 but still behind the Nissan of Geoff Brabham.

That was the beginning of a long frontline career for 389. It won twice that year – Cobb and Lammers at Portland; Lammers solo at Del Mar – then once more in 1990. It raced on into early 1991, with Raul Boesel taking it to victory in Miami on 7 April on what was its final period outing. By that point, it was in Bud Light colours rather than Castrol.

'I bought it about two years ago,' says Brown. 'It needed *everything*. It was effectively a ground-up rebuild. We did it all, from an engine rebuild to changing the fuel cells, crack-checking everything... and United carried out all the work.'

Dean adds: 'You have to be careful on the carbon tubs, as they get older, that you're not getting delamination, but there are processes for that – you can X-ray the monocoques. Of everything else that we did in the restoration, the engine was the biggest challenge, getting it back to the right specification. The main problem when running the car is that it's quite complex on the engine management side, so we take an engine management guy from AER with us to keep on top of it. Everything else

## ‘United Autosports has run the Jaguar in Historic events including the Estoril Classic, where it was reunited with Martin Brundle’



### Left, top and above right

Brown is an experienced racer in his own right, and won the 2022 Monterey Historics Pre-Reunion Meeting – so the perilous-looking 18%-gradient Corkscrew holds no fear for him.



is pretty straightforward.' Since the restoration was completed, United Autosports has run the car in Historic events including the Estoril Classic, where in 2021 it was reunited with Martin Brundle, who had raced it at Del Mar 31 years earlier.

'It's always fun to be racing with Martin,' says Brown. 'He's a pretty intense character and he takes his racing very seriously. It was great. I learned a lot from him and, you know, he still pedals fast.'

More recently, Brown raced the Jaguar at Laguna Seca in the Monterey Historics Pre-Reunion meeting, and then the Reunion itself the following week. 'We won the first weekend, then finished third the second weekend. But I would actually say the second weekend I drove better, because that's when you had all the big boys out and the pros. And so, while winning is nice, the competition was tougher in the second weekend. Lap times came down and ultimately I felt that I drove better – and we were really, really competitive.'

'It was a tonne of fun. It was a great track for us to go and pound around, and I love that car. It's awesome. It's uber-fast with lots of downforce, which then makes the steering pretty heavy. I have a Porsche 962, which has quite a bit of turbo lag. The Jaguar does not. I would say that, if you didn't know it was a turbo, you wouldn't feel it. It feels naturally aspirated

as far as its drivability. It's a big car, but it doesn't feel it. The 962 feels big, you gotta shift slow. The Jaguar is definitely a good step forward in overall performance.'

Dean says that, even at the peak of his own racing career, he always imagined himself driving a prototype around Le Mans rather than a Formula 1 car around Monaco. He won his class at La Sarthe in 2006, but sadly he hasn't yet had the chance to drive the XJR-10. 'Unfortunately [Zak's] been hogging it and there hasn't been an opening for me! I've got my helmet and take it with me most days but I haven't had a chance yet.'

The two men have known each other since Brown came over to the UK from California – his way of pronouncing 'Jag-whar' is much cooler than any English accent can make it sound – as an ambitious young racer. By that time, Yorkshireman Dean already had considerable single-seater experience under his belt and had made it as far as Formula 3000. They hit it off straight away. 'Richard was my instructor in 1991 at Donington Park,' says Brown, 'which pretty much explains my failed career as a racing driver.'

'We were both trying to make it,' says Dean. 'We got to know each other at that week's course at the Jim Russell School and sometimes you just make a connection with people. We appreciated the desire and

passion we both had for motorsport and we helped each other out. We went our separate ways but always stayed in touch. I was busy trying to set teams up and racing in Japan. Zak came out to visit and then, when his business brought him to the UK, we got our heads together and decided it was a good idea to start a team.'

In the mid-1990s, Brown had founded what would become an extremely successful motorsport marketing agency. When he later sold a majority stake in it, he found himself with some money in his pocket. 'And of course, what do you do?' he says. 'You go spend it on motor racing. But I'm happy to report all my investment in United Autosports from the early days has been returned to me! Ultimately, Richard and I wanted to do some racing, and we wanted to do it our way. We wanted to be around fun people. That's why we started off as a one-car Audi team and now it's turned into quite a racing entity.'

'Zak was moving more into the UK,' says Dean. 'He'd been racing in the Ferrari Challenge in America, so he wanted to do something to keep his hand in while he was still focusing on his business. In our first-ever race as a team, Zak and I shared an Audi R8 in British GT3 at Oulton Park, and it pretty quickly escalated.'

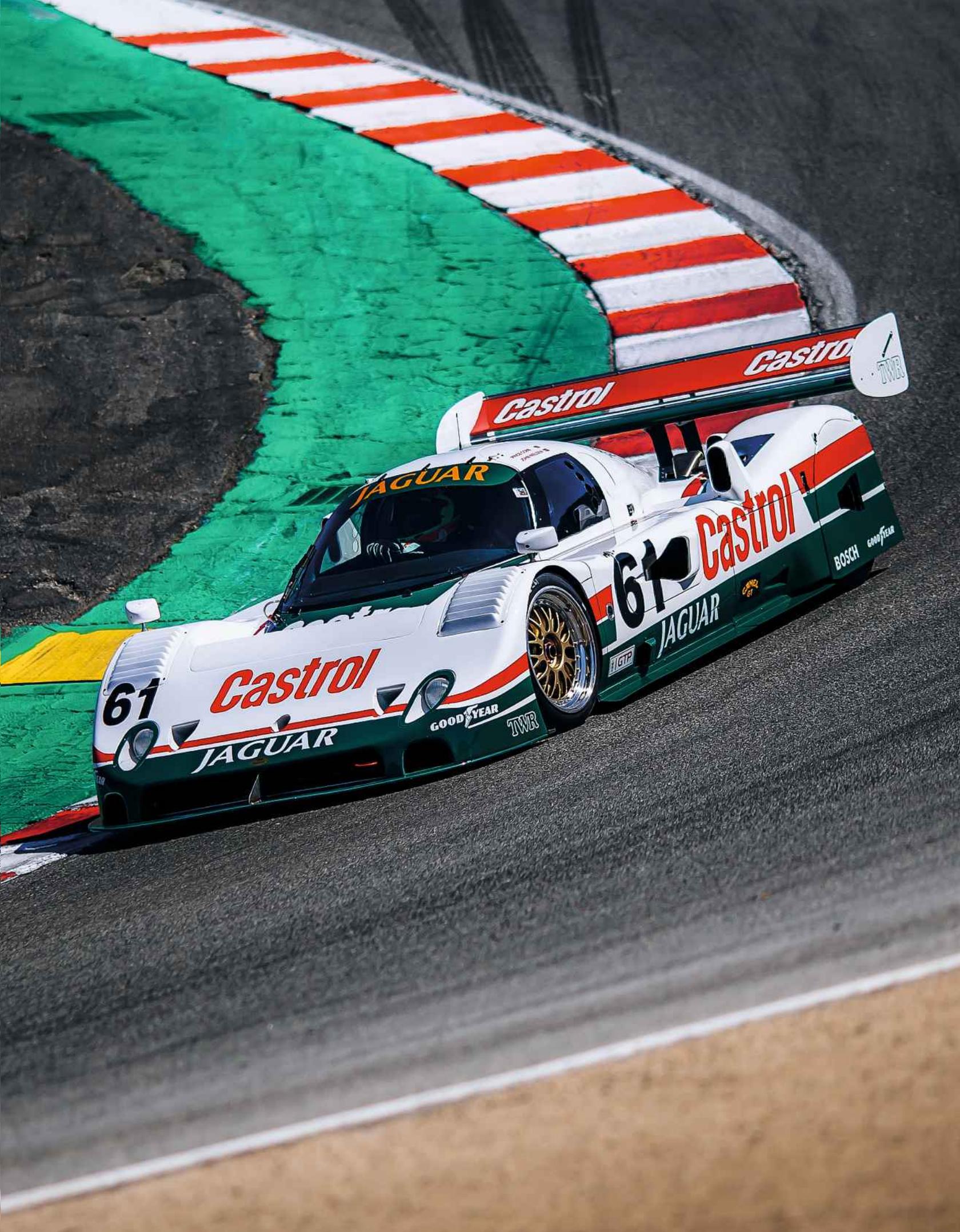
You could say that. United Autosports now has a full-time staff of 55 and is racing in multiple contemporary series. In 2020, it won its class at Le Mans and topped the LMP2 standings in both the World Endurance Championship and the European Le Mans Series. It's also won the ELMS LMP3 Championship three times and has run the likes of Fernando Alonso, Lando Norris, Paul di Resta and Juan Pablo Montoya.

It opened 2022 by winning the LMP2 class at Sebring with Paul di Resta, Oliver Jarvis and Josh Pierson, and shortly before speaking to *Octane* it had added another victory in the Spa round of the European Le Mans Series. Then there's the recent appointment of Jakob Andreasen as United Autosport's technical director – a serious statement of intent, given that Andreasen was the lead race engineer at Toyota and brings with him a wealth of experience, including Le Mans success.

**Right and below**  
The XJR-10 was Jaguar's first foray into forced induction after running the naturally aspirated V12 XJR-9 – Brown says 'If you didn't know it was a turbo, you wouldn't feel it.'

**'Brown found himself with some money in his pocket. "And what do you do? You go spend it on motor racing"'**







‘We’re very competitive people and very ambitious,’ says Dean. ‘We believe we’ve proven ourselves in LMP3, and we’ve moved up to LMP2 and won in that. The obvious next step if we want to carry on that ambition is to win in the top class and try to compete overall for a world championship and for a Le Mans win overall. Everything we’re doing right now is trying to position ourselves to be the best we can be, and an obvious choice for a manufacturer to work with as the operating team.’

Along the way, the Historic motorsport side of the business has also grown. The first ground-up restoration that United Autosport tackled was an ex-Mario Andretti Formula 5000 car that Dean and Brown both subsequently raced and which won many plaudits for the standard of its preparation.

‘I think we’ve got 40 work bays,’ says Dean, ‘and maybe 25 of them are occupied by various Historic cars. The restoration side is increasing all the time so the number of dedicated people on that has grown. We’ve got two very, very experienced people in Paul Haigh and [Williams F1 stalwart] Dickie Stanford, and they head up the Historic restoration business. They’re great personalities and have the sort of invaluable knowledge you can’t buy. A lot of the younger guys are coming in and working under them and they’re the future of it. I don’t see it slowing down, to be honest – it gets bigger every year.’

Brown tries to get up to the Yorkshire workshop once a month and is in constant contact with the team. ‘We speak regularly,’ says Dean, ‘almost every day, or we’ll certainly message each other. He’ll be

messaging me during a race if he’s not able to attend. He wants to know exactly what’s going on, and if we’re not winning, why not? Despite how busy he is, he keeps a very, very close eye on what we’ve got going on.’

Brown sums up their relationship more modestly: ‘Richard runs the race team, wins Le Mans; I go on the podium and spray the Champagne.’

Plans for the XJR-10 in 2023 include taking it back to Monterey, plus Spa and Estoril, but sadly we shouldn’t expect to see McLaren’s current Formula 1 aces behind the wheel any time soon. ‘They have an appreciation for the history,’ says Brown. ‘They respect it, they like it, but I wouldn’t say they’re history buffs.’

He and Dean would also love one day to run the Jaguar at Le Mans, where it would really be able to stretch its legs on a circuit that has meant so much to the British marque. There’s no doubt that the Group C and IMSA racers of that period have a particular hold over anyone who was lucky enough see them hammering around Daytona or Le Mans, lights ablaze. It’s little wonder they’ve been such a popular addition to Historic events in recent years and, as much as Brown and Dean have made motorsport their business, at heart they’re enthusiasts first and foremost.

‘When you look at the Jaguar,’ says Brown, ‘it does not look 30 years old. They’re high-horsepower, gorgeous cars. I used to be a stopwatch geek and, as fast as Indycars were in period, I remember in Portland the IMSA cars were actually quicker because of their ultimate top speed. So I just think they were awesome, high-performing race cars that looked great and still do to this day.’ **End**

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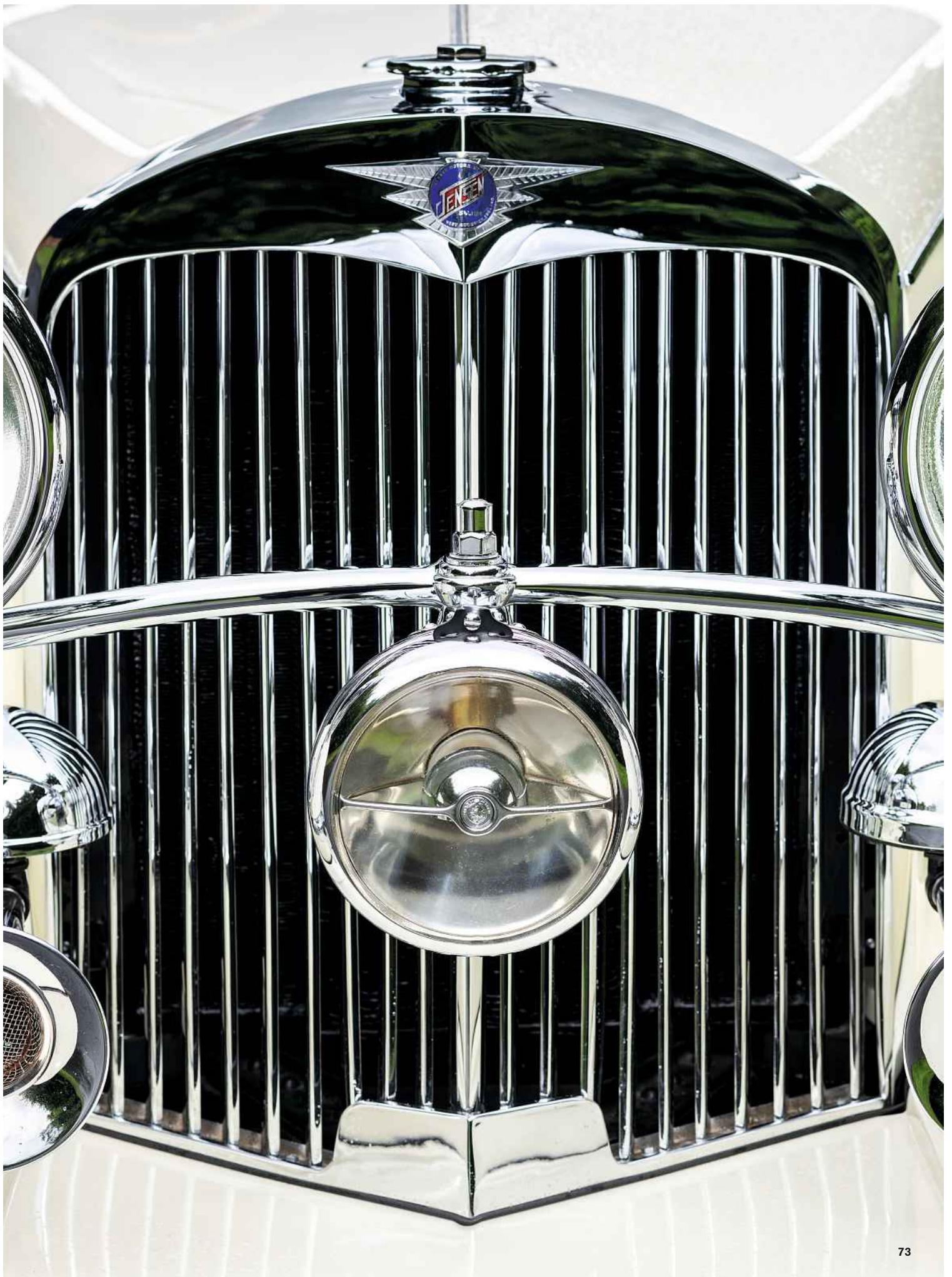
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## West Bromwich

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The Jensen brothers of the West Midlands became famous for their GT cars, but the story began with the 1935 White Lady – newly restored to its former glory

Words James Elliott Photography Paul Harmer





**T**his is the first ever Jensen. It is not the first car bodied by Jensen, nor is it the first car to wear a Jensen badge of any sort, but the 1935 White Lady is still the first true Jensen. And it is unique – truly the link-bridge between first coachbuilding, then collaborative car-building, and then the West Bromwich company’s inception as a manufacturer in its own right (though, ironically, with production cars less distinct from those collaborative efforts than this one-off).

By the time The White Lady was created it had already been quite an adventure for the Jensen brothers, Moseley-born Richard and Alan. As car-obsessed teens, their 1926 sporting rebody of an Austin Seven Chummy led Alan into being drafted into the New Avon Body Co, the coachbuilding wing of Standard that grew out of Avon Coachworks. The brothers then moved together to Joe Patrick’s famous Edgbaston Garage – which would later become better known as Patrick Motors – where they headed up a new coachbuilding department rebodilyng Wolseleys and the

like. The arrangement was shortlived, however, the brothers reportedly disgruntled that they were not sufficiently credited publicly for their work and Patrick reputedly simultaneously furious at the attention the Jensen brothers were getting rather than him. People, hey?

Their next stop was Carters Green commercial body-builder WJ Smith, where they continued to rebody a plethora of British cars from Austin to MG as directors of their own company within a company. When owner William Smith died in 1934, the brothers, still aged just 28 and 25, raised the funds to take over the business, which they then supercharged, the Jensen name coming more to the fore with every step. They renamed WJ Smith as Jensen Motors in 1934, and Jensen Wolseley Hornets also became a thing.

Although the company continued to body and build commercials – ‘their’ first lorry, the 4.7-litre Perkins-powered lightweight, arrived in 1939, and JNSN trucks with their distinctive grilles became a familiar sight on Britain’s roads – the bias of the company inevitably shifted towards cars.

## ‘Its history up until 1957 amounts to four photos and an invoice from when it was sold to a Canadian’

The big break came in 1934 with ‘the Clark Gable car’, a specially commissioned Ford V8 sleekly rebodied by Jensen Motors, which garnered sufficient attention to prompt a small run of Jensen-Fords from 1934 to 1936. I use the parentheses because, although Gable ordered one through Percy Morgan (according to the US West Coast dealer) and although Gable oozed easy charm and looked every bit the owner as he posed for publicity shots with one of Morgan’s two cars, it’s doubtful whether Gable ever drove it or his ownership lasted longer than a Hollywood mayfly marriage.

Even so, the publicity generated enough interest to garner Ford’s rare collaboration, for up to 20 cars to be manufactured and to spur on the brothers to build their own car: the White Lady. Such an enigmatic name is befitting of a car of which so much yet so little is known. What is for certain is that the White Lady, although still flathead-powered, was the first built on a Jensen-designed chassis – a Rubery Owen-built centre cruciform with a steel platform welded to it to form the floor – and to proudly wear the Jensen badge on its distinctive new V-grille.

It was registered EA 7000 in mid-1935, and the best and most in-depth summary of its history was recently recounted in David Davies’ excellent book *Jensen: The Surviving 3½ and 4¼ litre Cars*. As Davies relates, this Jensen confounded historians from its first appearance. The fact that EA 7000 was pictured at Lincoln’s London depot with Edsel Ford and the Jensen brothers early in 1936 suggests that it was still owned by the factory at that point. What is less certain is who owned it when it was photographed at Dale Cross Grange for the 1936 brochure for Jensen’s 3½ litre cars. Equally misleading was the fact that this Jensen was very different from those production cars it was being used to promote. For a start, the 3½s (aka S types) were built on modified Ford chassis rather than the Jensen brothers’ own, while the White Lady also boasted Chevrolet Dubonnet independent front suspension and had a rear axle above the chassis rather than underslung.

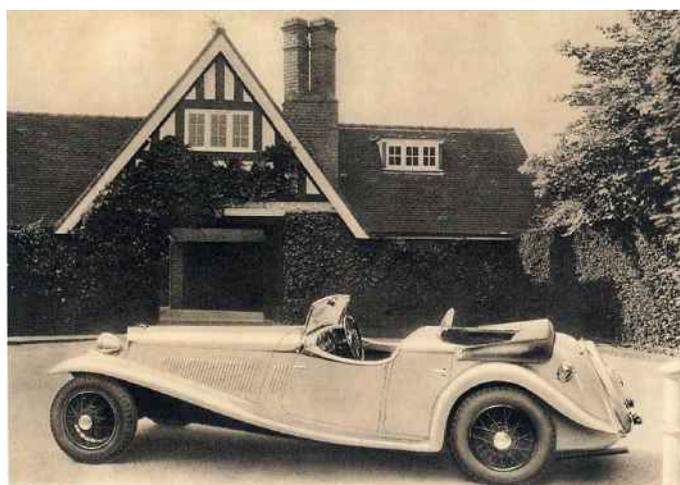
Its early history up to 1957 is scant to say the least, amounting to just four photos and an invoice from when it was sold to Canadian John Huva by Bristol’s Cotham Hill Motors in June 1957. Thanks to the forensic research of Davies and late Jensen historian Richard Calver, we can be fairly certain that the first owner was amateur racer Ron Horton in Barnt Green. He owned Dale Cross Grange when that 3½ brochure shot was taken, apparently knew the Jensen brothers well, and they had previously bodied at least two of his competitive MG racers.

What’s more, Horton’s later house move to Shropshire coincides perfectly with when the car next cropped up for sale, at Rodney Clarke’s Continental Cars in early 1945. The



### Clockwise, from left

Jensen is a sharp performer, but would be just as happy burbling confidently down Wilshire; typically mid-30s chrome aplenty; 3½/S type brochure shot at Dale Cross Grange in Barnt Green is a likely clue to the first owner.





**From top**  
After being freed from storage in Canada it was up and running, but not a lot more; water temp gauge was even more wrong pre-resto; the ally bodwork wasn't too bad, having been stripped by John Huva; all-new ash frame replaced previous pick-and-mix effort.



Cobham garage run by the future Connaught linchpin was advertising it for £275. What evidence there is suggests that it was bought by John Goldschmidt (later Goldsmith) of Performance Cars, which famously operated out of the Windmill Garage in West London, and that he kept the White Lady until 1957.

That it was marketed in 1957 by Edward King of Cotham Hill Motors in Bristol is beyond doubt, because it was King who sold it to then-neighbour Canadian John Huva, who toured the UK in the White Lady before shipping it to North America when he returned home. The block cracked during the voyage so the engine was replaced with a 1948 Ford V8 and Huva enjoyed it for a decade before laying it up in 1968.

There it rested, its aluminium coachwork part-stripped (from *eight* different colours of paint!) for a light restoration, until Rob Staruch emancipated it in 2016 and later sold it on, running but in need of total restoration, to German Jensen collector Jörg Hüsken.

The Dresden-based industrialist has a long history with British cars, and Jensens in particular: 'While touring the UK in 1988 I swapped a Mercedes 2.0-litre diesel for an MGB at a petrol station and drove it home. We had lots of other MGs after that and I built a very fast BGT V8 myself.

'It was when one of my MGs was being mended at an English garage that I spotted a Jensen C-V8 in the back and really liked the British appointment mixed with American V8. I got one in 2004, drove it for three years, then spent six more restoring it!'

A 1973 Interceptor and a first-gen Interceptor followed – one of two left-hookers from 88 cars and the only one with a 331 hemi – then the last 541R, a V8-engined 541, an FF and a PW. As his collection grew – he now has seven Jensens and a Jaguar Mk10 – so did Jörg's involvement in the Jensen Owners' Club: 'I became the early cars' registrar and joined the committee. It's not much work compared with being Interceptor registrar or something – there are only 12-14 surviving pre-war cars, 20-25 or so early Interceptors and then the PWs, mine and one other in a museum. It's easy.'

But it was that role that piqued his interest in the White Lady: 'I heard about the White Lady when it was removed from storage in Canada. Then pictures started appearing on the club forum. Two years later I received notification that it was for sale and bought it unseen over the phone 30 minutes later. The reason was simple – it's the White Lady.'

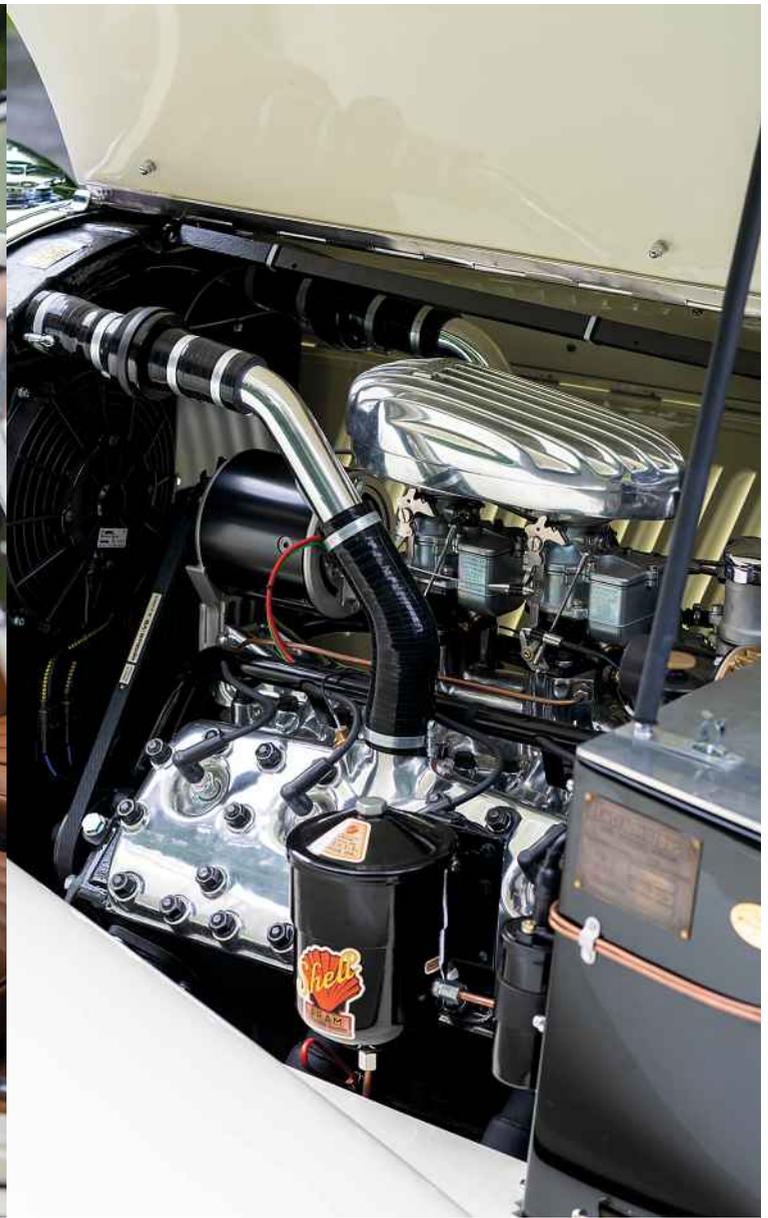
Having got his hands on the first Jensen, Jörg immediately contacted one of Germany's most in-demand restorers, Zinke. Such was the appeal of the car that it skipped a five-year waiting list. 'I wasn't sure they would take on a British car with an ash frame and aluminium panels, but when they came to inspect it the founder got very excited and it jumped the waiting list. I bought the White Lady because it was Number One, but his reaction opened my eyes to it also being a beautiful car and something very special.'

After a fleeting, unrestored appearance at the NEC, the White Lady went to Zinke, lifted her skirts and revealed her secrets. The frame was a mixture of ash and oak and the entire structure had to be replaced, while the interior also needed a total retrim and the body required similar attention. Naturally the mechanicals were rebuilt, including the 1948-52 spec (rather than original 1932) Flathead. All pre-war Jensens came with light alloy heads even though Ford moved to steel after only a couple of years in the US. Luckily,



JENSEN WHITE LADY





Canada stuck with aluminium, which is why they remain obtainable. Originally fed by a single carb, the 3622cc (221ci) unit arrived with a Holley (rather than the twin SUs of the 3½/S type), but that has now been replaced with a pair of Strombergs. Bored out to 3.8 litres and with a higher compression ratio, today the engine gives a healthy 120bhp on the test bench.

Other modifications include an electric fan and hydraulic brakes, while it is now fitted with a Columbia two-speed rear axle for touring, in essence using planetary gears to create an overdrive offering six forward speeds, as the Jensen S types had. The mechanism to change the axle ratio proved impossible to obtain so it is now operated by a discreet US-sourced vacuum pump. Other than that, everything is exactly how it went to Zinke, apart from a Smiths temperature gauge.

After six years, the car was finished literally with just enough time to drive it onto a trailer and take it to the Concours of Elegance at Hampton Court Palace in September last year. It was immediately after that event that *Octane* caught up with Jörg and the White Lady to give it its first proper post-restoration drive.

THERE IS NO question that it is a stunningly attractive dual-cowl four-seat tourer on which classy touches such as the curved door-tops abound, but none overshadows Alan Jensen's confident and imposing V-shaped grille, with dynamic sharp-edged winged badge above it. The boot-mounted spare and stylish cover similarly scream opulence and high-end, while the medium tan interior is beautifully finished and comfortable. While it is easy to be seduced by the quality of the restoration, contemporary reviews confirm that Jensen interiors were of the highest quality in period, too.

Fire it up and there is a familiar flathead rumble, chugging away before picking up smartly as a response to more heavy-footed inputs. These aren't always easy if you've got small feet, thanks to the roller throttle pedal, but it offers a lovely feelsome action even if you have to consciously get your foot well above the throttle and exert downward action or it will slip away from the sole of your shoe. Balancing that, clutch and brake on a hill can be a challenge.

Talking of the clutch, it feels pretty modern though the pedal is well offset to the left, but the new hydraulic brakes – it was originally cable-operated Chevy front drums and rod-operated Ford rears on commensurate hubs with 17in



**From top**  
Three-speeder almost looks like an auto, but second range offers flexibility; sharp-edged period Jensen badge on spare wheel cover; White Lady uniquely had Chevrolet Dubonnet independent front suspension.



## ‘With film-star looks and blazing white paint, the White Lady does have a touch of Hollywood about it’

front wheels and 16in rears – take up extremely low. They do take up, but don’t inspire confidence, though Jörg later reported that after 300 miles they were nicely bedded.

The three-speed Ford gearbox is quite simple, first up and away, the second-third plane like a dog-leg towards you, with reverse below first. We set off in the higher range – usually engaged at 40-50mph – which offers phenomenal torque. With two ranges and six ratios, the White Lady’s potential is beyond the scope of these narrow lanes, but in the lower range the Jensen is really rather zippy.

The suspension also feels pretty modern and is very pliant on the road, handling really nicely via an independent front end, semi-elliptic leaf springs front and rear, Luvax stand-alone front shocks and Ford rear. The star turn, though, is the steering, which is light and wieldy, though the wheel is on the large side and you sometimes need to grasp it from the inside and wrench it round. Overall, for the period, it would have been an impressive driver’s car with all the performance yet none of the vastness of contemporary upmarket American V8-engined cars.

Combined with those film-star looks, blazing white paint and blinding chromework, the White Lady really does have a touch of Hollywood about it. It is difficult to imagine a better springboard to motor manufacture. We are as impressed with the car as Jörg is with *Octane’s* timing: ‘I am glad you have driven it now because it is concours and it won’t stay that way. I want to do the North Coast 500 and the South of France in it.’ Good man.

So, the *Grand Designs* moment. You know, when Kevin McCloud, well aware that the embattled home owners are already down, having been put through the wringer, forces them to confront the maths. When put in the same position Jörg Hüsken shrugs his shoulders, sighs and smiles. He knows he has already invested many times the White Lady’s monetary value in his car, but he doesn’t care: ‘Like many cars that haven’t been used for decades, a lot of its story has been lost, but it does not matter to me who has sat in it before me, simply that it was the first.’

Jörg has been pushed to the limit both mentally and financially in pursuing his dream to return the White Lady to her 1935 state. Common sense and practicality have been entirely jettisoned in favour of doing the right thing, but there is no question that what he has achieved is certainly not a folly, but a very grand design indeed. Yet the \$64,000 question, as always, is: would you take on such a project again? ‘No.’ Pause. ‘Actually, there is one more Jensen that I really need to own...’ **End.**

**THANKS TO** Coworth Park hotel,  
[dorchestercollection.com/en/ascot/coworth-park](http://dorchestercollection.com/en/ascot/coworth-park).

# 1952 Jaguar C-Type

Chassis # XKC 024

April 1953 first raced by Phil Hill to 2nd o/a  
SCCA 'Lone Star National' 200 miles  
Bergstrom Air Force Base, Austin, Texas  
The 24th C-Type of the 53 cars built  
Current ownership for 26 years



*All photos Steve Burton Photography*



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# THROUGH THE ROOF

*In the early 1980s, a designer sought a calling card. With backing from The Observer newspaper, this unique glass-topped BMW 635CSi show-car was the result*

Words Richard Heseltine Photography GF Williams





**H**ere in this corner of the Home Counties, tailgating seems to be the order of the day, as does aggressive overtaking. Yet we are too chilled to care. It's steamily hot in here, but everything else is cool. It isn't every day that you get to drive a concept car.

This is a BMW 6-series, the prototype for a string of conversions that didn't happen, but it was every bit the media magnet in its day. The Observer Coupé may not resonate in the here and now, but there was a time when it was considered cutting edge.

The car was conceived by design engineer Mike Gibbs, whose CV included spells in the defence industry prior to acting as an agent for freelance clay modellers. He formed the MGA design consultancy in 1979, a Coventry start-up that initially acted as a master model maker for manufacturers. A big-picture man, Gibbs was keen to make the leap to creating a one-stop shop for mainstream carmakers, taking a project from rendering

to finished article. A show car would act as a calling card, and the idea for 'Special Project M3' formed in March 1982.

Gibbs envisaged a car based on a 6-series BMW, and by June of that year he had come up with a working brief. All he needed was a backer. John Anstey, editor of *The Telegraph Sunday Magazine*, was approached first. It would have been a logical fit given that Anstey had been something of a mouthpiece for car design and technology, having persuaded the publisher to fund construction of the Bertone Pirana in 1967. It also sponsored a stand at the British International Motor Show, which promoted independent stylists for much of the 1970s.

Anstey was receptive, as was BMW, which agreed to donate a 635CSi. However, as sifting through a box-file of correspondence between the various parties reveals, there was a failure to communicate. Passive aggression morphed into aggressive aggression as Gibbs and Anstey blamed each other for delays in reaching a decision. Nine weeks were lost before the potential



partners cried off; Gibbs then approached *The Sunday Times Colour Magazine* before BMW GB's marketing manager engineered a meeting with *The Observer Sunday Magazine*.

It was a case of third time lucky, agreement being reached in late May. Reading through paperwork from the time, it seems that matters lagged thereafter, which was an issue given that the car was to have been unveiled at the British International Motor Show in October. Not only that, it needed to be photographed and committed to print before the event. An undated internal document states that the target was early September, with *The Observer* expecting to run a series of articles beforehand. *Autocar* was also to get its hands on the car a fortnight before the covers were lifted in Birmingham.

Memoranda from June 1982 suggest that there was still some debate over what, precisely, was going to be built. It was always going to be some form of convertible, but plans initially

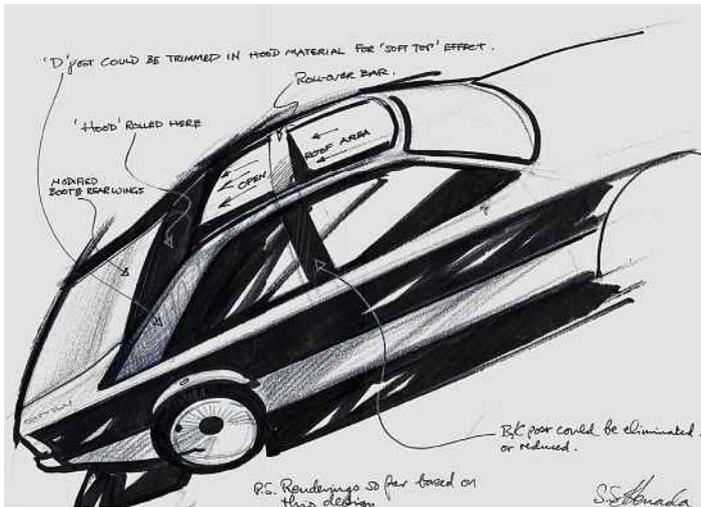
**Above, from far left**  
Shark-like nose is a 6-series characteristic; black leather and a glass roof: not the ideal combination for a hot day; from the front, you'd never know.

called for a pillarless coupé with retractable roof panels. Even then, preliminary sketches showed a mix of what was in essence an electric sunroof and a powered rear fabric hood. Notes also suggest a full convertible, but with the caveat that it had already been done elsewhere. A Targa-style roof with a lift-out panel was proposed, too, but Gibbs' desire to combine coupé and convertible won the toss.

Only now it would be the world's first car to feature a retractable glass roof. Triplex and sunroof firm Tudor came on board, although it would appear that they still invoiced for their work, albeit at a reduced rate. MGA quoted a total build cost of £20,000, with Gibbs promising BMW GB '...a unique package that will allow an open car – cabriolet – option at the touch of a button: no rag-tops or removable panels. What we have proposed has not, to our knowledge, been attempted

BMW OBSERVER COUPÉ





## 'THE OBSERVER BMW WENT FROM SIGNED-OFF RENDERINGS TO COMPLETED CAR IN JUST 3½ MONTHS'

before. In other words, this vehicle will be a "first" and will probably attract considerable technical interest.'

The small team was tasked with turning the bright red donor car into a showstopper in just 18 weeks. Former Porsche man, Stuttgart-based British designer Stephen Ferrada, was responsible for working with MGA's team to create the new look, while electrical systems engineer Stanley Daniels was the man who had to figure out how to make the roof work. Aside from anything else, the entire ensemble had to disappear into the boot without any significant loss of luggage room. No pressure. Alastair Millar Design Engineering was tasked with the geometry layouts and structural design.

As with all great leaps into the unknown, there were inevitable issues. Even so, the Observer BMW went from signed-off renderings to completed car in just 3½ months, more than 120 modifications being made to the 635CSi, many of them structural. As soon as the car arrived, 200kg of clay was heaped upon it while the definitive shape was arrived at. A giant template was then built and held in place via an 'egg-box' structure to form the mould to shape the new panels.

Ferrada's design called for an integral roll-over bar, and a test rig was built in July 1982 to try out the precise workings of the roof: a complex tracking mechanism that allowed the glass roof panels and rear window, operated separately, to slide along a track into a shallow compartment housed inside the boot-lid (a much thicker and heavier bespoke item). The plan was ambitious and beset with headaches, not least the small matter of a batch of glass

not meeting the tight tolerances of the slide-away mechanism. Another glass panel was broken by accident during the build.

The MGA team worked 30 days straight to get the car ready for its big reveal, the real hero being Martin Collard: he ensured the car was painted at the last gasp while battling away food poisoning. The Observer Coupé was completed on 27 September 1982 and made quite the splash. Gibbs was quoted extensively in MGA's press release. 'We were treading on the frontiers of today's styling and engineering practice,' he claimed. 'No-one before had used large moving laminated glass panels as a design feature. No-one before had overcome the problem of concealing such panels in the bodywork of the car when open. No-one before had tackled the systems and structural effect.'

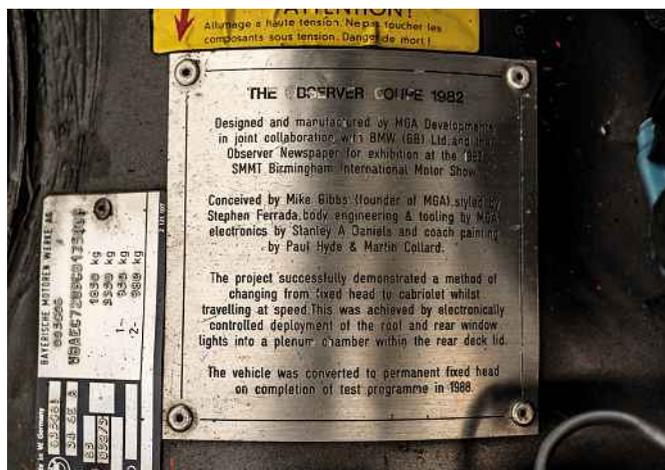
The build cost had ballooned to more than £65,000 (not including the BMW!), but *The Observer* appeared happy according to documents from the time. Once the car was no longer of use, it was sold to the MGA principal for a pound, but that wasn't quite the end of the story. A production run was mooted, correspondence with BMW GB stating that 50 would be made as a range-topper, and there's a wealth of letters back and forth between MGA and enthusiastic dealers. The plan then was for a dozen cars to be converted, though expectations were soon ratcheted down. This prototype remains the only example.

There was, however, one sizable hurdle that needed to be vaulted first: the retractable roof didn't work, or at least it didn't stow away in the manner the promotional blurb implied – but then it *was* a prototype. On top of that, simmering resentment between MGA and

### Facing page and above

It's a 635CSi, only subtly – and uniquely – different; design sketches detail the necessary structural changes; donor car was loaded with clay to make a mould for new panels.

## BMW OBSERVER COUPÉ



**‘BESPOKE SPOILERS,  
SIDE-SKIRTS, STICK-  
ON GRAPHICS AND  
THE CENTRA TYPE 6  
ALLOY WHEELS CHAIN  
IT TO THE 1980S’**



one of its key subcontractors effectively ensured its fate. Even that wasn't quite the end, though. A less modified 6-series with a roof comprised mostly of glass was proposed, complete with the Observer name because, well, there was a double meaning (such a glasshouse would ensure that you could 'observe' quite a lot).

This clearly came to naught, as did the suggestion that BMW dealers could offer MGA styling accessories such as the front spoiler, side-skirts, and so on. All of these schemes were quietly dropped, but the BMW had clearly worked its magic given that it attracted interest from Jaguar, Vauxhall and Land Rover. By the early 1990s the firm had grown out of all recognition, producing a series of concept cars in addition to shaping production models such as the MGF (albeit with a few internal tweaks) and the Ford Escort RS Cosworth. Alumni included design stars Peter Horbury and Steve Harper, but it was all over by 1997.

**Clockwise, from above**  
Standard 6-series dash is a late-70s masterpiece; full disclosure on the chassis plate; 3.5-litre six keeps things brisk; rear three-quarter is its most obviously different angle.

As for the first MGA show car, it was retained by Gibbs until the early 1990s. An email conversation with a subsequent keeper intimates that the retractable roof set-up was replaced with the current fixed glazed look roughly seven or eight years after it was built.

Apparently, he was tired of rattles and draughts. Its current owner, Robert Dubsy, bought the car in 'restored' condition. A man steeped in exotica, he didn't explicitly buy the car because of its history, more because he fancied a 6-series to smoke around in. He has since had it fettled to the nth degree.

Up close, the profile of the E24-gen 6-series is much as you remember, only with oh-so-period mods. Of these, the bespoke front and rear spoilers, the side-skirts, the stick-on graphics, and the Centra Type 6 alloy wheels chain it to the 1980s. There's just the right amount of wrong here, but you only really appreciate the car's signature feature from inside. The cabin furniture is



### 1982 BMW 635CSi

**Engine** 3430cc OHC straight-six, Bosch fuel injection **Power** 215bhp @ 5200rpm **Torque** 229lb ft @ 4000rpm **Transmission** Five-speed manual, rear-wheel drive **Steering** Recirculating ball, power-assisted **Suspension** Front: MacPherson struts, coil springs, anti-roll bar. Rear: semi-trailing arms, coil springs, telescopic dampers, anti-roll bar **Brakes** Vented discs **Weight** 1480kg **Top speed** 142mph **0-62mph** 7.4sec

near-standard, yet the glazing treatment is anything but. Overhead, a silkscreen-printed pattern is fused into the glass, principally to overcome the greenhouse effect of the sun.

On this particularly bright and warm day, it is only partially successful. It doesn't help that it's also rocking black leather. At this juncture you wish the roof still retracted, if only to stop you being barbecued. As to how the car drives, well, it's a properly sorted 6-series of old – one that has covered just 18,000 miles. For the most part it's the strong, silent type. Even with your foot planted and the throttle wide open, it doesn't get particularly vocal. The BMW is quick for its vintage, though, and the five-speed 'box has a relatively short throw across the gate.

It's all rather undramatic, but in a good way. There's the mildest of mild understeer under power and a tightening of line when the throttle is closed. Lurid tail-out action would require provocation and, should you wish to indulge in such behaviour, it would be prudent to attempt it where there is plenty of run-off area. Make no mistake, this isn't the sort of car you want to get out of shape. Somehow, you imagine you will need lightning

quick reflexes to gather it all up again. Fortunately, the brakes scrub off speed rapidly and there's plenty of pedal feel.

The 635CSi is far from the heavy old duffer you might imagine, even though you are aware of the car's heft. It's worth remembering that the 6-series claimed three European Touring Car Championship titles in period, in addition to big wins in standalone events such as the Tourist Trophy. That's a remarkable tally for a car that was decidedly not conceived with motor racing in mind. What surprises most about this one-of-a-kind strain, though, is that it doesn't feel floppy. Despite having gone under the knife, there are no percussive creaks and groans.

As is so often the way with this sort of thing, MGA promised a reality despite being unsure how to deliver it. Not all experiments prove their hypothesis, but you usually learn something anyway. Look at how many cars have glass roofs nowadays. Yes, this is a prototype with all that entails, but it's hard not to be intrigued by this forgotten curio all the same. 

*THANKS TO David Goodwin, [www.goodwin-business.co.uk](http://www.goodwin-business.co.uk).*

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## THE OCTANE INTERVIEW

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# Gavan Kershaw

*How to engineer the perfect Lotus road car? Have a racing background and more than 30 years in the job, it turns out*

Words Ben Barry Portraits Aston Parrott

**THE AUTOMOTIVE INDUSTRY** has no shortage of talented folk who live and breathe the job, but few embody that commitment quite like Gavan Kershaw at Lotus. A Hethel lifer since his apprenticeship in 1988, director of attributes and product integrity since 2017, he's worked with Lotus legends, represented the brand at professional level on track, and weaves like a strand of DNA through Lotus dynamics from late Esprits and early Elises to today's Emira and upcoming Eletre electric SUV – not to mention secret projects for other makers. There are even a couple of Lotus classics tucked away in his garage.

No silver-spooner, Kershaw grew up in a Norfolk council house, inheriting the car bug from his dad Dave, a civil engineer who built and raced his own stock cars in Norfolk's quarter-mile oval-racing scene – even becoming British and European Champion in 1972 – before switching focus to his son's racing.

'I started in Junior Booster go-karts aged about nine. We'd race at Snetterton and Ellough twice a month against the likes of Darren Turner and Ralph Firman Jr, and from there I got into 125s on long circuits,' recalls Kershaw. 'Dad's friend used to design and build spider chassis for us. He'd use different tube stiffness or strength and would constantly quiz me – "Was that better, could you feel that, does that need changing?"'

Honing karts gave Kershaw an early grounding in the feedback and development skills that define his work today, making for

easy conversation during his interview for the Lotus apprenticeship.

'I borrowed dad's suit for an interview with Peter Ritchie [later technical scrutineer for TOCA] and luckily it was relatively practical, talking around cars, what passions I had, and then it was a case of "If you get these GCSE results, you've got the job."

Only five school leavers made up that 1988 intake, among them James Key (now technical director at McLaren) and Matt Becker, son of Lotus dynamics specialist Roger Becker and long-time colleague of Kershaw, now at Jaguar Land Rover. Hands-on work as a technician dovetailed with a year at engineering training college and a part-time course at Norwich City College. There was plenty on.

'The front-wheel-drive Elan was coming, there was early work on the Lotus Carlton, we'd just charge-cooled the Esprit, and Lotus was going back into SCCA racing with Doc Bundy and Paul Newman,' says Kershaw. 'I remember walking into one of the development workshops and seeing the active F1 cars; there was a Peugeot 205 T16 Group B car and a Metro 6R4 that they were stealing the engine out of. It was the ultimate toy shop.'

Senior engineers would sign and note Kershaw's progress book and he credits Roger Becker as being particularly fair, given that his own son was part of that year's intake – often noting to Matt how well the young Gavan was doing, to foster healthy competition (Kershaw's dad would repay the favour back home).

## GAVAN KERSHAW INTERVIEW

### Clockwise, from bottom

Oval racing followed karting; childhood shot, predictably on four wheels; Kershaw Sr played a key role in Gavan's racing career; development work on the Elise made it a personal favourite; success came in Superstox Formula 2; pre-driving licence Fiat Uno kicked off a succession of increasingly quick road cars; Kershaw won the British GT Pro-Am category in 2015, driving an Evora GT4.



Racing continued outside work but, as karting became prohibitively expensive, so Kershaw switched to Superstox Formula 2 oval racing in his late teens, highlights including wins in the European Championship, placing second and third in the World Finals and overall victory at the European Long Track Championship, Mallory Park. To its credit, Lotus also helped with sponsorship, putting a logo on the roof of Kershaw's Superstox car. Castrol, NGK and Weller wheels also chipped in.

'You had to be committed with a full-time job – sometimes I'd change differentials in the Lotus car park on the back of a trailer at lunchtime and then set off at 5pm to Eastbourne, Rye House, Yarmouth or Ipswich,' recalls Kershaw. 'It was like a practical interview twice a week because I'd chat with the engineers around offset cambers and hub design – you run really odd geometries on ovals.'

Former F1 driver and then Lotus engineer John Miles took a keen interest. He'd raced as number two to Jochen Rindt in 1970 and would engage Kershaw in discussions on various rear suspension set-ups – live axles, birdcage versus Watt's linkage, Panhard Rod...

'John came to Ipswich stadium – the honourable John Miles!' chuckles Kershaw. 'His father was an actor, he had the Formula 1 background, his own record label, and here he was in Ipswich pits deciding whether we had too much front camber or needed to steer the rear axle a little more to cancel understeer.'

By his early 20s, Kershaw had become a junior chassis engineer. Despite obvious parallels, he found the transition from racing to road-car development initially odd, with motorsport's objective focus on aero, tyres, camber and lap times contrasting with Lotus engineers' obsession with steering, ride and suspension geometry, all in pursuit of highly subjective 'feel'.

'I'd be in the passenger seat and they'd say "The ride's harder now, isn't it?" or I'd go "I think it took that pothole slightly better", then they'd take you on track commenting on understeer or high-speed stability, but none of them raced, they never timed themselves, it was purely how the car felt. The competitiveness was really how the cars did in magazine articles.'

Kershaw did contribute to development of the original Elise, but acknowledges it was a big project with a lot of dynamics expertise feeding in – Tony Shute, Dave Minter, Matt Becker, John Miles – and is reluctant to overplay his involvement. He does, however, maintain an extreme fondness for the Elise, explaining why he owns one today.

'I was lucky to take one of the very first marketing cars to Zolder, giving demonstration rides for two days, just having so much fun,' Kershaw smiles. 'It was that and the journeys



## 'AS KARTING BECAME PROHIBITIVELY EXPENSIVE, SO KERSHAW SWITCHED TO SUPERSTOX FORMULA 2 OVAL RACING'

people like Matthew and myself were doing for tests, those memories – I had to get one.'

He also owns a rather gorgeous Esprit GT3 – the later Esprits, he says, were the first Lotuses he feels he contributed to more significantly. 'Roger was a director at Lotus, then he went back to doing more time driving and I really learned a lot with him on the [1994] Esprit S4s. That led to the GT3,' explains Kershaw. 'We'd gone to Le Mans, we'd done cars with wings and spats and bigger wheels, and I remember Roger and John saying they wanted to do a bare-minimum Esprit again, something super-light – I loved the development period and Roger let me do more evaluation work and damper tuning, so it's a very special car to me.'

Kershaw bought an Esprit GT3 in its Chrome Orange launch colour off the press fleet as soon as it'd finished magazine duties, only to sell it to fund land for a family home. But when one of only ten or so UK Chrome Orange cars came up a few years ago, he leapt at the opportunity. 'The seller actually rang me up, he'd read about my connection with

the car and said he'd love me to have it and for it to be used in Lotus material,' says Kershaw. 'I thought "Uh oh, this isn't a great start to negotiations" but we did a deal, I'm very happy and it's a way for my teenage kids to connect back to what excited me about cars' – though passions for music and football mean neither son nor daughter is likely to follow the dynamics specialist to Hethel.

Beyond Lotus, Kershaw has a long history of non-Lotus road cars, starting with a Fiat Uno before he could legally drive, then Mk2 Fiesta XR2 and Astra GTE 16-valve hot hatches before the rear-wheel-drive bug bit. 'I remember going to the Hethel circuit and everyone was drifting; the lads had BMWs, Capri 2.8s, so I got a 318i with AC Schnitzer upgrades, then a Sierra Cosworth RSS00, until, eventually, I earned my Hethel track licence at 21 and I was doing track-days and demonstrations in Esprits. Road cars became more of a means of getting to racetracks and towing things – Zafiras, Fronteras, minibuses...'

Kershaw's passion for racing began to dovetail with work during development of the

Exige Autobytel racecar that supported 1990s BTCC rounds. 'It was dampers, tyre work, brakes, wing settings. I'd spend hours pounding round the circuit, giving feedback, and that was the car that gave me confidence to say "You know what, this is what we're going to do." It was against the clock, too, which was very natural for me.'

If there was a racecar spare, Kershaw would compete on road tyres against a slick-shod grid (to avoid upsetting paying clients), still wearing novice plates despite already vast experience. The Monday after the Exige's first race, work on the 2000 Exige S1 road car began with Becker junior. The 340R and V8 Esprit followed, more Elises were coming, and there were mule cars for the M250, a still-born V6 project that would inform Evora. It was a busy time.

While Kershaw has raced more recently (including winning in the Type 30 at the Silverstone Classic for Classic Team Lotus and taking British GT's Pro-Am category in 2015, driving an Evora GT4), his racing background came to the fore in British GT between 2004 and 2009, naturally for Lotus, but also in



Left and below

Kershaw in his garage with mementos plus his Elise and Esprit; Evora benefited from his input.

## 'FOR ME THE LOW POINTS HAVE ONLY EVER BEEN FINANCIAL, NEVER THE PRODUCT'

Astons, Moslers, Group C cars and Historics, before, much like his dad, he stepped back due to work and family commitments.

That involvement naturally progressed to more work on motorsport derivatives as technical chief of Lotus Racing in 2010, leading the vehicle dynamics group while Lotus plotted rallying, Le Mans and Indycar programmes as part of the ill-fated, over-ambitious Dany Bahar era. It's a reminder that Kershaw has ridden numerous lows as well as highs during his 34 years with the company.

'For me the low points have only ever been financial, it's never been the product,' Kershaw explains. 'Everyone at Lotus is passionate, so motivating people isn't hard and it works both ways – if you're a relatively lean company, anyone can make a suggestion, so you might have five or six people delivering an interior, eight or ten on dynamics, so you really do own the product. You're not just designing a front roll-bar, we're systems engineers and designers, it's how the whole system interacts with the car.'

Crucially, Lotus Engineering projects have helped both steady the ship and broaden Kershaw's horizons, with everything from Bentleys to buses receiving a sprinkle of Hethel fairy dust over the decades. Numerous projects can't be mentioned in print due to client confidentiality but, early in his career, Kershaw fed into development of the brilliant Elise-

based VX220/Opel Speedster, and from there numerous other Vauxhalls – the Astra, Corsa and Australian-import Monaro, and work for Vauxhall VXR and Opel OPC high-performance divisions, including Touring Cars and hours lapping the Nordschleife with 'Smoking' Joe Winkelhock.

That diversity of experience is now being called on as Kershaw leads Lotus's transition from the internal-combustion era (the recently released Emira will be the last ICE Lotus)

to pure electrification, first with the Evija hypercar, currently the Eletre SUV. Didn't such a dyed-in-the-wool Lotus man flinch when first faced with electrification – the weight, the complexity and the potential lack of driver engagement?

'We saw it as a huge advantage, actually,' comes the confident reply. 'Lotus isn't famous for its engines; Colin Chapman put a helicopter engine in a racecar [the Lotus 56] and it was just a way of pushing it forwards. People were seeing impressive performance from the likes of Tesla against supercars, legislation was changing, and obviously we had the knowledge base of Geely Group [the Chinese owners of Lotus]. So this is sustainable, we can carry it through to the next car and the next car and the next, then we looked at how we wanted to do it, for instance putting the battery in different locations rather than under the floor.'

The Eletre SUV could barely be more different from the Elise in Kershaw's personal collection, but he's determined its influence should continue to be felt. 'I wanted one of the really early Elises, even with the canvas bag in the boot, just as it came off the line, because quite quickly from launch we were adding more power and bigger brakes, the Sport 190 engine. Whenever I get back into the standard car, it's just 118bhp but as soon as I drive it, I think "Wow, this really was a great car; we've got to keep some of this in our cars."

For Lotus enthusiasts, the very fundamentals of the brand's appeal are in question during this pivot to electrification, but how reassuring that a man with an Elise and an Esprit and 34 years' service is leading the charge. **Evil**





1925  
3 LITRE

FELIX



1927  
3 1/2 LITRE

3 1/2 SPEED WEYMANN



1926  
3 LITRE

EX FORREST LYCETT 3 LITRE SPEED MODEL



1930  
4 1/2 LITRE

THE LAST KNOWN 4 1/2 FREESTONE & WEBB SALOON



1927  
6 1/2 LITRE

HARRISON BODIED BENTLEY



1929  
4 LITRE

BLOWER



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**GREEN**

**AND**

**MEAN**

*Rare in the USA, let alone the UK, this ultra-low-mileage performance Camaro has had notable racing driver owners – both then and now*

Words Mark Dixon Photography Jonathan Fleetwood



‘I like going fast,’ says Amanda Stretton simply, when I ask this racing driver, journalist and broadcaster why she bought her immaculate 1968 Chevrolet Camaro Z/28. ‘My dad, Terry Cohn, owned lots of fabulous cars, pre-war Alfa Monzas and so on, and shortly before he died he bought a Hertz Mustang GT350. It was the only car of his that I really wanted, because it was a kind of “f\*ck off” car. I just thought it was really, really cool.’

Ah, OK. So what happened to the Mustang? ‘After dad died, the executors wouldn’t let me have it unless I paid above the best commercial offer. GT350s were out of my price range and I also realised that if I bought one, everyone would assume it was a replica. So I started to think again, and then my friend Simon Drabble found this Camaro tucked away in Barrow-in-Furness, and I went “Ohhh, it’s perfect!” and bought it.’

What Simon/Amanda had found was a real unicorn: a very low-mileage, extremely original example of the ‘hot’ Camaro, the Z/28. Chevrolet built only 7199 of them in ‘68 and the survival rate is in the low hundreds. Introduced in 1967 to take on Ford’s Mustang, the stock Camaro spawned a variety of souped-up versions – RS, SS and Z/28 – of which the Z/28 was top of the tree. It was kept very much under the radar, however, and it doesn’t even appear in the brochure advertising the ‘68 range, even though the RS (Rally Sport) and SS (Super Sport) both feature heavily.

The reason for this low-key approach seems to be that GM was specifically targeting the racing market with the Z/28. It was offered with a range of V8s, starting with a 302ci that, most significantly, had been cleverly designed to scrape under the Sports Car Club of America’s race series capacity limit of 305ci by combining a 283 crankshaft with a 327 block. Official output was 290bhp but rumour has it the reality was closer to 360bhp, and you can probably add another 40lb ft to the claimed 290lb ft maximum torque figure. Amanda’s car has the 302 and is appropriately finished in British Green, although it was sold new in the States and didn’t arrive in the UK until the early 1970s.

No-one knows who brought the car over but its history from then on is immaculately documented. Think Camaros and think racing in the UK, and one name immediately springs to mind: Stuart Graham, the only man to win a TT race on both two wheels and four. A hugely successful motorcycle racer in the 1960s, he then switched to cars and repeated his success in Group 1 Touring Cars in the mid-70s – with a Camaro. Stuart was the man who really introduced Camaros onto the UK racing scene, winning the big-capacity class in 1974 and ‘75, and finishing third overall both times, before going on to have similar results with a Ford-backed Capri 3.0-litre. And it just so happens that Stuart bought and sold Amanda’s Camaro in the UK when it was nearly new, and bought it back again several years later.

More accurately, Stuart and his brother Chris bought and sold the car. Both had trained at Rolls-Royce, but Stuart left

to go racing motorcycles while Chris stayed on at Crewe as an engine builder, before they reunited in 1968 when Stuart retired from the bike racing and Chris joined him in purchasing a small garage business in rural Shropshire. Chris loved V8 engines and so they naturally gravitated into buying and selling American cars.

Fast-forward to June 2018. 'Amanda got in touch to say she'd found this Camaro up in the north-west,' says Stuart, 'and when Chris checked it out for her, he realised it was a car we'd sold in the early '70s to a local man. He kept it for years and years, until we bought it back from him.'

Chris fills in some more detail: 'The chap we sold it to was called George Sumner and he ran the Swan Inn at Marbury, near Whitchurch. This was in January 1974. He didn't use it a lot; he just liked having it and kept it covered up inside. We bought it back in September 1986.

'Because it had been covered over, however, it had got damp and the paint had microblistered. We sold it to another local chap we knew, Eric Price, who was an ex-Rolls-Royce painter and who stripped it down and restored it to as-new condition, just for his own satisfaction. We were very familiar with the quality of his work because he had also painted our first racing Camaro in its Brut 33 sponsor's livery during the early '70s.'

It should be noted that the Camaro that Stuart raced, and for which Chris built the engine, was the second-generation

***'GENERAL  
MOTORS WAS  
SPECIFICALLY  
TARGETING  
THE RACING  
MARKET WITH  
THE Z/28'***



model, introduced in 1970. ‘Les Leston, the car accessory guy, was racing a Camaro at Silverstone but it wasn’t running right, so Stuart suggested I see if I could sort it out for him,’ explains Chris. ‘I set it up by ear in the paddock and Les was so delighted, he sent the car over to us for prepping afterwards. Then, when Les was away on a business trip in Hong Kong, he asked Stuart to race it for him at Oulton Park, and Stuart put it on pole and won easily, so we decided we really needed to get ourselves a Camaro!’

‘Camaros were very underrated until then,’ confirms Stuart. ‘I was running an E-type as a road car but I needed something a bit bigger and when I tried a Z/28 I thought “Crikey!” It left the E-type for dead, and it looked pretty attractive, so it made a great fun car. We started selling Camaros to some of our pals and then, as the racing developed and Camaros were being used for club events, we built up a business selling parts for them, and engines that were built by Chris.’

After Chris had reported back to Amanda that the car she was interested in was a really good example, she commissioned him to get the engine running properly – the fuel pump was faulty and it needed a good tune, but little else was required. ‘I was genuinely impressed by its condition,’ Chris adds. ‘After Eric had finished restoring it in 1994, he only

used it for shows and otherwise kept it in a “bubble” with fans for ventilation.’

‘Restoration’ is too strong a word, really, because the Camaro needed little more than new paint and some service items such as wheel cylinders and an exhaust system. The windshield had to be replaced due to a wiper scratch, and both bumpers renewed, but the interior is entirely original, right down to the pedal rubbers and the door seals. These details, along with MoT certificates from 1975 and ’76 that show the recorded mileages of 15,900 and 19,269 respectively, corroborate today’s figure of 22,636 miles. This has to be one of the most remarkably untouched examples of a 1968 Z/28 to be found anywhere – including the States.

And now it’s time to drive it. First impression – apart from its incredible condition, surely even better now than when it left the Norwood, Ohio, factory in late April 1968 – is how *big* it looks compared with my own 1966 first-gen Mustang. The muscle car race was well into its stride by ’68 and even supposedly compact pony cars such as the second-gen Mustangs and their GM rivals had grown exponentially, along with their horsepower. It is, frankly, a little intimidating, particularly since it’s sitting on deep-dish wheels – the Z/28-only 15in version of the ‘Rally’ type with turbine centre caps – and very butch-looking tyres. More on those later.

**Below, and top right**

Roomy cabin – up front, at least – easily accommodates our 6ft 1in deputy ed; 5.0-litre V8 was claimed to give 290bhp but its true figure is more likely 360bhp.





Open the hefty driver's door, slip behind the faux walnut, plastic-rimmed wheel, and it's standard-issue late-60s US automobile. Seat coverings, doortrims, dashboard: they're all black plastic and vinyl, enlivened with bright-metal embellishments and, yep, more fake wood on the centre console. But the upside of that is that this interior has lasted fantastically well, and it doesn't show a hint of its 55-year age. When, in 1967 movie *The Graduate*, Mr Maguire collars young Benjamin Braddock at his graduation party and delivers the immortal line: 'I want to say one word to you, Benjamin. Just one word. "Plastics,"' before going on to explain that there is a great future in plastics, he isn't wrong.

Standard transmission for the Z/28 was a four-speed Muncie manual, and its chrome flat-sided lever projects from a curious (to UK eyes) open gate on the centre console. Check it's in neutral and turn the key. Wow!

The 5.0-litre V8 sounds as meaty and threatening as the dramatic exterior has promised, erupting into life with a pulse-quickenning rumble. Slot the Muncie-embossed lever into first and ease away, however, and the noise becomes surprisingly creamy and smooth, maintaining that refinement as you accelerate up through the gears; it's by no means a raw race-engine kind of voice, even though plenty of the 302 V8s saw track action.

The engine is a bit fluffy at low revs, so you need to goose the throttle to get it cleanly off the line, and here's where the foot-operated parking brake proves

a disadvantage: turning uphill out of a junction, say, you really need to come to a complete halt, apply the brake, put the transmission into neutral, then juggle clutch and throttle – and the motor is going to bog down if you don't feed it enough revs, remember – at precisely the moment you pull the brake release lever. If ever a situation is going to make you wish you were driving an automatic, it's this one. First and second gears are also quite high, which doesn't help.

The steering is also unbelievably heavy when making a turn from rest. At first glance, I'd assumed the car was shod with wider-than-standard tyres – and, in fact, the rears are indeed wider than the fronts (245/60R15 versus 215/65R15) – but the fronts are actually about the right size. The Z/28 was specified to take the old US tyre size F70x15 all-round and that translates approximately to the metric size on the front now. Comparing a period brochure with our photographer Jonny Fleetwood's excellent set of pics, however, the new versions definitely appear to fill the arches more, so the mystery isn't yet resolved. Is it a profile quirk, something to do with the actual shape of the tyre?

On the straightaways (sorry, slipped into US jargon for a moment there) the steering proves accurate and sharp – 'the steering is fast ratio,' claimed Chevy's promotional leaflet in '68 – with just a trace of numbness around the centre. There's no anxiety here about using the ample performance, which is particularly evident in the mid-range, the tall gearing seeming to

**Below and opposite**

Imitation wood-rim wheel lifts an interior that's a sea of black plastics; instrumentation is comprehensive but not the easiest to read at a glance.





### 1968 Chevrolet Camaro Z/28

**Engine** 4942cc OHV V8, four-barrel Holley carburettor **Power** 290bhp @ 5800rpm (claimed)  
**Torque** 290lb ft @ 4200rpm (claimed) **Transmission** Four-speed manual, rear-wheel drive  
**Steering** Recirculating ball **Suspension** Front: unequal-length wishbones, coil springs, telescopic dampers, anti-roll bar. Rear: live axle, leaf springs, telescopic dampers **Brakes** Front discs, rear drums, power-assisted  
**Weight** 1676kg **Top speed** 132mph **0-60mph** 6.9sec



## *'IT STRIKES YOU THAT THIS WOULD BE A FANTASTIC MACHINE FOR PROPERLY LONG ROAD TRIPS'*

fractionally blunt this car's off-the-line getaway. Make no mistake, it's quick – but it's not dragster quick, at least initially. Given the Camaro's physical size, maybe that's a blessing on UK roads.

It certainly rides well, though, with any low-speed jiggliness tending to disappear at speed as this big car steamrollers the bumps into submission. As a package – barring a little wind rustle – it's actually a very civilised way to travel, with plenty of room for front-seat occupants and, of course, a boot large enough to dispose of at least one body. That wonderful V8 exhaust soundtrack never fades away completely but it remains a pleasant companion rather than an irritating distraction, and it strikes you that this would be a fantastic machine for properly long road trips. Mechanically, it is surely bulletproof – Chris Graham claims that none of the many Camaro engines he built for race and road customers ever gave any trouble.

The Z/28 has huge character and that means it has one or two flaws, as with any memorable car. The minor instruments are tucked away at the base of the centre console, so you have to take your eyes well off the road to check their readings – and you'll be doing that quite often, just to watch the fuel gauge dropping. The speedo and rev-counter are

deeply cowed, too, so their fine needles aren't that easy to discern when you're in a hurry. But these are minor quirks. If it were mine, I'd fit an EZ power steering conversion (bolt-on and reversible, so no risk to that precious originality) and then I reckon it would be near-perfect.

Amanda Stretton agrees, so it is surprising that she's reluctantly decided to put it up for sale. 'It's just too nice, too low-mileage for me to want to nail it everywhere,' she explains. Duncan Hamilton ROFGO have it on the market for £97,500 which, for such a unique and rare survivor, doesn't seem outrageous, particularly when you compare it to equivalent Mustang GT350 prices (a one-owner, 29,000-mile GT350 sold at auction for \$396,000 in 2022). Amanda clearly made a good call when she chose this instead of a tired Shelby.

Inevitably, however, a part of her doesn't want to sell it, but she's recently bought another car to sit alongside the 1969 Fiat 500 that's also in her garage. Turns out that the new purchase is a mint-condition Alfa Romeo Montreal. Go, girl, go! **End.**

*THANKS TO Jack Tetley at Duncan Hamilton ROFGO, [dhrofgo.com](http://dhrofgo.com).*

1960 Manual



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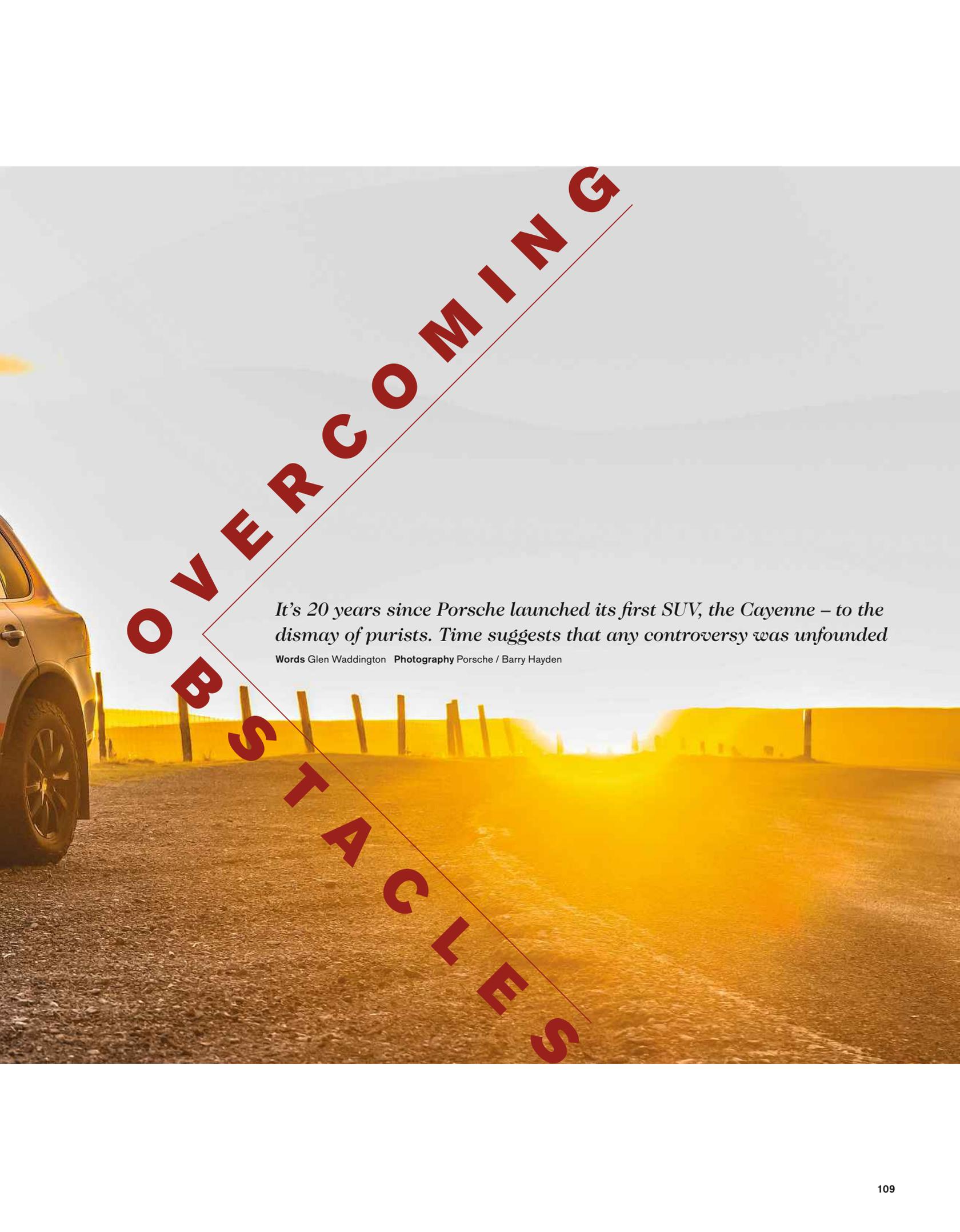
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**OVERCOMING  
BUSTLES  
STACLES**

*It's 20 years since Porsche launched its first SUV, the Cayenne – to the dismay of purists. Time suggests that any controversy was unfounded*

Words Glen Waddington Photography Porsche / Barry Hayden

**Clockwise, from right**

Wintry conditions in the North Pennines call for the right kind of car; Waddington enjoys a spirited drive in the wilds of County Durham; the tarmac ends but the Cayenne's talents don't.

## Conflicted.

That describes my feelings. Even as the owner of a Boxster and the former owner of a 944. 'Not proper Porsches,' some say. Of course, that's really not true. I'm a 911 fan, through and through, but I don't operate in that market. The Next Best Thing is still brilliant. But an SUV? Different ballgame altogether, surely.

Yet here I am, barrelling along the spectacular B6278 in the North Pennines, heading towards a destination not so far from Hadrian's Wall in the grand scheme of things. Celebrating 20 years of the Porsche Cayenne, at the wheel of a 2005 Cayenne S. It's the very back end of November, there's frost on the verges even in the afternoon (it never actually melts), and we've climbed *above* the thick blanket of freezing fog. Looking down onto the silent, swirling menace feels eerie, like standing over a glacier. And there are snow poles marking the edges of the ribbons of broken tarmac that weave across these majestic moorlands. Won't be long before those hazard delineators become crucial, marking the murky fringes where road becomes sheep fodder, alerting motorists to danger. Sudden-drop danger.

Even now I'm grateful for the security of four-wheel drive and a high driving position. I've driven in these parts before in Porsches, most recently a 911 GTS and the mind-bogglingly entertaining Cayman GT4 RS (see *Octane* 229). No frost back then, so enough grip for fun without *that* tingle in the scalp that comes when you're only just getting away with it. Not so sure I would today.

I'm held in place by a properly supportive leather seat; the wheel is a three-spoker, slim-rimmed, also wrapped in leather, broader than a 911's but it feels right in the hands, nicely vertical in that Porsche way. Up-front is a V8 – four-cam, 32-valve, quite a revver – offering max thrust of 335bhp but also an extremely solid 310lb ft, which begins at a luggable 2500rpm and is sustained right up to 5500rpm. It'll do 150mph and 0-60mph in 6.9sec. There's a six-speed Tiptronic auto, and it drives all four wheels.

And yes, I'm having fun. Big grins. Laughing out loud. The Cayenne weighs more than two tonnes yet it feels decently tied down. There's a bit of body movement, fair enough, plus a little roll, but they're both of that friendly type that feeds your inner ear with information, allowing you to feel at one with the car, and you can quell some of the swell by selecting the 'Sport' setting for the electronically adjustable dampers.

Sure, steering response is slightly soft if you compare it to a 911's, but it's certainly a match for sports saloons of that era, high-g geared enough for tautness, weighty in a way that complements the car's gait, and with sufficient feedback to keep the driver honest while chasing something considerably faster and more powerful. The Cayenne S is no slouch, growling aplenty and punching

hard through the gears, but up ahead is a Cayenne 20 years' this example's junior, the latest Turbo GT – and it's packing 631bhp.

More on that shortly. For now, time for a bit of back-story. Ferry Porsche himself was clearly on prescient form in 1989: 'If we build an off-road model according to our standards of quality, and it has a Porsche crest on the front, people will buy it.'

It was not a great era for Porsche, which had blown a tonne of development cash on the still-born 989 limo and was struggling on with the air-cooled 911 plus the transaxle 944 and 928, which were also knocking on a bit. By the change of the decade, its annual sales were little more than 20,000 globally. Porsche was in the red.

Then came the water-cooled revolution, controversial enough in itself, but by developing a brand new platform and sharing it across two model ranges – the 996 and the mid-engined Boxster – the company started dragging itself out of the slump. Only gradually. Something else was needed to boost profits, and pay for all those GT3s and RSs we have come to know and love.

North America was Porsche's largest audience, and CEO Wendelin Wiedeking had an eye on the emerging Asian market as well. Four-wheel-drive wagons were all the rage there, Jeep's Cherokee and Ford's Explorer sharing US popularity, Toyota and Mitsubishi cleaning up elsewhere. While the Range Rover had defined its own luxurious end of the market two decades before, Porsche had something in mind that would appeal more to its sporting drivers, yet also give rival off-roaders a run for their money. It's worth noting at this point that Porsche's largest single market is now China, and it's not thanks to 911s and Cayman GT4s.

Of course, SUVs exploded across Europe, led by the Germans: Mercedes launched its ML in 1997, BMW the X5 in 1999, and then came a proliferation of inter-related models across the VW group. But the Cayenne isn't just a rebodied VW Touareg. There was more separation between the two marques then than now, and the Cayenne was developed as part of a joint venture, known as Project Colorado and announced in June 1998.

The Porsche Cayenne and Volkswagen Touareg would share the same platform, but the engineering development was led by Porsche (geeky fact: you can tell by the Porsche wheel bolt pattern). When the Cayenne was launched at the Paris motor show in September 2002, it was the company's first V8 since the 928 (discontinued in 1995), its first four-door, and its first off-roader since the '50s – though those were tractors, of course.

Wiedeking got his wish and Ferry Porsche's prediction came true: the Cayenne immediately exceeded sales







**Clockwise, from below left**

Tiptronic auto and adjustment for damping, ride height and diff locks keep things simple; chunky tyres grip mud – and tarmac; at home on road and off; twisting moorland roads bring out the S in SUV.

expectations. Early hopes were for 25,000 per year, but the result was more like 35,000, and 276,652 of the first generation were sold during its eight-year career, during which the initial naturally aspirated V8 was joined by a more powerful GTS version, a turbodiesel V6 and the range-topping Turbo and Turbo S.

We've been on the third generation since 2017, and the millionth Cayenne rolled off the production line in 2020. Family-size Porsches had become a thing: the Cayenne opened the door to its junior SUV counterpart Macan, the Panamera saloon and more recently the electric Taycan. Not only that but the current platform now underpins the Porsche and VW and also Audi's Q7 and Q8, Bentley's Bentayga and Lamborghini's Urus.

The Cayenne's four-wheel-drive system was dubbed 'Porsche Traction Management', which split power 38:62 front:rear but could send up to 100% of torque to a single axle when required. It was coupled with 'Porsche Active Suspension Management', now a mainstay of every Porsche model, which continually regulates the damping, and works in combination here with air suspension. Unlike other four-wheel-drive Porsches of the era, high-





## **‘Yomping and swamping, we erupt through water splashes, letting the Cayenne dictate travel’**

speed grip wasn't the only issue: this one would offer the potential to go where the tarmac ends. With ground clearance that could be raised to 273mm (from 217mm), a low-range transfer box and locking centre differential, this Porsche presented Land Rover-like capabilities.

And then comes the opportunity to find out. A few miles east of the picturesque village of Romaldkirk, the tarmac indeed ends and suddenly we're green-laning. To be on the safe side I've raised the ride height, and as you can see, this particular Cayenne is optimised a little for such treatment, of which more shortly. Thing is, any Cayenne could tackle this route, with air-conditioning to your face while your behind is coddled by heated leather. No hair shirts, no diffs locked, dampers set to 'Normal'.

At first we simply follow a pair of tracks and hear long grass tickling the Cayenne's underbelly. I don't need to take things quite so gingerly, it seems, so confidence builds and so does speed, the steering wheel kicking back gently over ruts and the suspension absorbing bigger movements than the tarmac ever gave rise to.

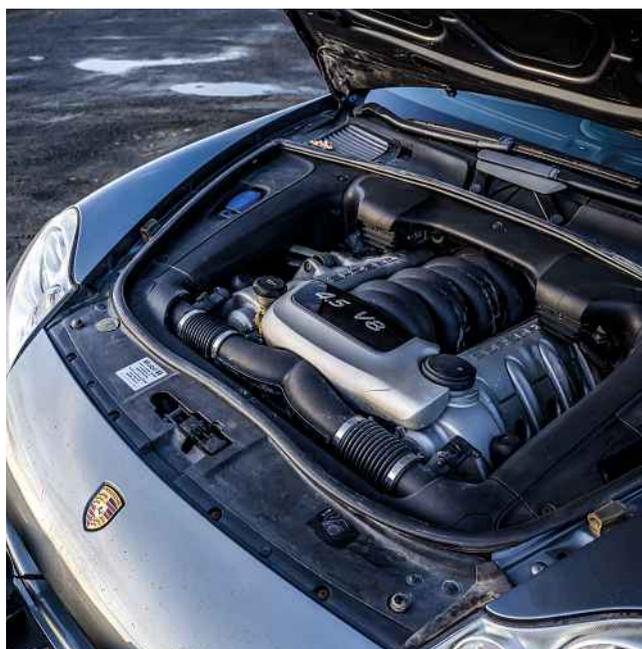
And then things get a little more challenging: it looks like tractors have sunk here, the grass strip down the middle has deviated to one side, and the route becomes less obvious. Forward direction is now indicated by the dry stone walls on either side rather than an apparent pathway; they're about 40ft apart and quite how we negotiate our way is down to us.

Yomping and swamping, we erupt through some water splashes, modulating the throttle while keeping a lighter grip on the wheel, letting the Cayenne dictate travel to an extent. It finds its way, traversing with barely a grumble even over sections that have front and rear axles twisting in opposite directions.

All in a day's work for a car like this. In 2006, two private rally teams each entered a Porsche Cayenne S in the Transsyberia Rally from Moscow to Ulaanbaatar in Mongolia – and took first and second place. There followed a limited run of 26 Cayenne S Transsyberia customer cars, and in 2007 the Cayenne scored a one-two-three finish in the Transsyberia, and a total of seven finished in the top ten. A year later, 19 started the Siberia Rally and took all but sixth place in the top ten.

Those Transsyberia editions were fitted with all-terrain tyres, a safety cage, a shorter axle ratio, reinforced front wishbones and underbody guards. The car you see here is a mechanically standard 2005 Cayenne S but was used from new as a technical training vehicle by Porsche Cars GB before being acquired by the UK's Porsche Classic





**Clockwise, from left**

V8 sings, goes and lugs; off-road treatment more appropriate than you might have thought – as green-laning proves.

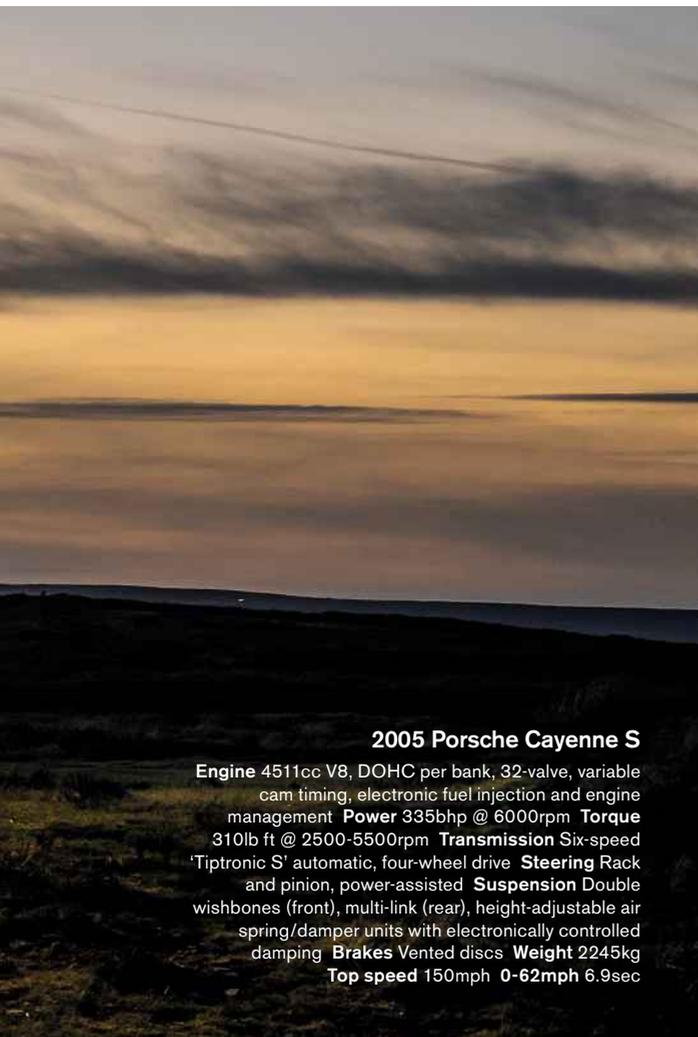
division. The 'overland' treatment tells absolutely no lies: it's now fitted with genuine Porsche rock rails and wheels, and it's running off-road tyres.

Few family-size cars offer such capability at this price. Serviceable early Cayenne V8s are yours from around £5000; even a 450bhp Turbo is comfortably under ten grand. And Porsche Classic offers full parts back-up.

So, we've had fun on road and off. Turn around in that comfortable yet supportive driving seat and we notice plentiful space for a trio of rear-bench passengers. There's a sizable boot, too. Yes, yes, yes, those practical elements are all staples of this kind of big, estate-shaped four-wheel-drive car. But the fun bit isn't, not always, and it certainly wasn't two decades ago. That comes from putting the 'S' into SUV.

I mean, it's a Porsche so you might imagine you could nail it round a track, too. Well, almost. And why not? In fact, our sister magazine *evo* actually did, back when the Cayenne was new. How did it fare? Turn the page...





### 2005 Porsche Cayenne S

**Engine** 4511cc V8, DOHC per bank, 32-valve, variable cam timing, electronic fuel injection and engine management **Power** 335bhp @ 6000rpm **Torque** 310lb ft @ 2500-5500rpm **Transmission** Six-speed 'Tiptronic S' automatic, four-wheel drive **Steering** Rack and pinion, power-assisted **Suspension** Double wishbones (front), multi-link (rear), height-adjustable air spring/damper units with electronically controlled damping **Brakes** Vented discs **Weight** 2245kg **Top speed** 150mph **0-62mph** 6.9sec



## TWO DECADES ON...

*From first to last, Porsche couldn't help but enrich the recipe*

If anything defines Porsche, it's evolution. Most evident in the 911, especially the air-cooled cars, which spanned 1964 to 1998. After 34 years, the bloodline was evident, the main design elements clearly related, yet there's barely a bolt the same on the first and last cars.

And so Porsche was always bound to twiddle with the Cayenne. Three generations, a range of powertrains, improvements all the way, even a coupé-style version of the latest car. And now this, the Turbo GT.

If anything *else* has defined Porsche, it is purity of purpose. A 911 is a sports car you can use every day and you don't have to change it much to go racing. That's what makes it a stalwart of Le Mans. But what happens when you apply that kind of thinking to a Cayenne? You got me, frankly.

Anyway, with its 4.0-litre twin-turbo V8's wick turned up to 631bhp and 627lb ft (up by 89 and 69 respectively), this fairly massive, off-roadable family hauler will erupt from rest to 62mph in 3.3 seconds. For power-to-weight, think Cayman GT4. It's also scored a 7min 38.9sec lap of the Nordschleife, a record for an SUV, and quicker than any (far lighter, purportedly more nimble) hot hatch.

Your £150,000-ish is buying something that has had Porsche's GT treatment. There's new fuel injection, a new crankshaft, new turbo internals, con-rods, pistons and timing chain. The transmission has been both beefed and tightened up. The chassis settings have been entirely recalibrated, the 22in wheels are an inch wider, shod with bespoke Pirellis, and there's 0.45° more negative camber at the front. The same guys who hone and pare GT3s have applied their scalpels, sliderules and stopwatches to a leviathan and fundamentally altered it. Just enough that possibly the laws of physics have been fundamentally altered, too.

After the 2005 car it feels nervous. The steering is arcade game light, ultra-sharp, super-quick. There's a lot of LED lighting inside too, and twin screens on the dash: we've left behind the analogue world for the set of *Tron*. Thankfully familiarisation comes quickly as I descend from the moor towards the A68. And you know what? I suddenly find myself at one with the Turbo GT.

Minimal movements translate to definitive vector changes; no slack. The engine is epic, utterly effortless, vocally suave. The ride, which should be brittle, just isn't. And I keep having to remind myself that I'm driving an SUV, not a Panamera limo: even the driving position seems to put you near the road, and you sit with feet forward, not like you've been plonked on a stool.

If you wanted to build the world's fastest four-door, you wouldn't kick off with an SUV. But Porsche has shown that, well, you probably could.



# RED HOT SILLY PEPPER

*In 2003, **evo** pitted the Cayenne Turbo against the Mitsubishi Evo VIII at Bedford Autodrome.*

***Richard Meaden** was in the driving seat*

Photography Kenny P

**Left, from top**

You're not supposed to be able to drive like this in an SUV – are you? Turns out there was rather more Porsche in the Cayenne than some gave it credit for.

**IF THE CAYENNE** can get within 5sec of the Evo it will be a miracle. The thought of fast lapping in the Cayenne blurs the emotional boundaries between fear and excitement like few cars I've driven. Fear at attempting to ask a 2½-tonne SUV to do something it doesn't want to do and having the Mother Of All Accidents; excitement at the prospect of taking those liberties to see just how fast this extraordinary machine can go.

You certainly get a different perspective of the circuit from such a lofty driving position, and it takes a couple of slow laps to adapt my brain to the altered visual cues for braking and turn-in points. At the end of our second warm-up lap, my right foot finds the carpet and we embark upon the most surreal three laps I have ever experienced.

Despite its bulk, the Cayenne is explosively accelerative, and we're carrying serious speed as Hangar hairpin surges into view. How much can I expect of the massive eight-pot 350mm front and 330mm rear brakes? The answer is a lot more than I've given them credit for, as the bluff-nosed Porsche is well within itself as we turn in. Back on the power and the twin-turbo V8 delivers a hammer blow of seamless and seemingly endless acceleration along the short straight between Hangar and the awkward Club Chicane. Astonishingly, the Porsche jinks through the left-right-left with genuine enthusiasm, holding a tight line on the entry to the Palmer Curves.

As the corner speed builds you can sense the momentum at work, and you need to be ultra-keen with the steering to avoid overwhelming the outside tyres, which are being worked fearfully hard by the lateral loading. By the time we're braking for the Pif-Paf chicane the Cayenne has hit 102mph, a velocity that tests the brakes to the limit. The margin between total control and total panic is down to Rizla-like tolerances at this point, but even when I comprehensively out-brake myself it's still possible to thread the Porsche through without taking to the grass. And all this before the really big challenges on the West Circuit: the deceptively quick left-hander, O'Rouge, followed almost immediately by the butt-clenching right-hander, Tower.

It seems inconceivable that the Cayenne will retain its composure during such sustained, high-velocity cornering. I reckon a conventional approach to turning-in results in understeer so, confident of the Cayenne's responsiveness to the throttle and the fact that we've got this far without turning turtle, it seems appropriate to try to provoke some lift-off oversteer into O'Rouge. Sure enough the tail slews, the Cayenne hunkers onto its right-hand tyres then, as I reapply the power, astonishingly, it settles into a poised, controlled four-wheel drift. Blown away by the surreality of it all, I tackle Tower in much the same fashion. I am dumbstruck.

We've achieved a best lap of 1.26.85: just 4.0sec slower than the Mitsubishi and exactly as fast as a BMW M3. I wonder if it walks on water, too. **End**



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## The *other* famous

# YK 120

Ian Appleyard's 'NUB 120' scored all the column inches – but its sister car deserves just as much recognition, as **Matthew Hayward** discovers

Photography Jonathan Fleetwood

## JAGUAR XK120 RALLY CAR

Everybody has heard of 'NUB 120'. It's the car credited as the most successful competition Jaguar XK120 of all time, driven by privateer Ian Appleyard to a string of rally wins from 1950 through to the end of its career in 1953. It was a real success story, and one that boosted Jaguar's competition credentials impressively at the time, proving the capability of the XK120 to the world.

Appleyard's victories were an inspiration to many, including the first owner of this wonderfully original XK120, 'PPE 101'. The connection to NUB 120 is more than just a philosophical one, too. This steel-bodied car was actually entered in the same class in the 1951, 1952 and 1953 Alpine Rallies, and in '53 also formed part of the trio of XK120s – including NUB 120 – that took the team prize for Jaguar in the RAC Rally. Unlike Appleyard's car, however, PPE continued rallying and racing for many years – decades, even – after this momentous occasion. With over 40,000 miles of mostly competition use, PPE has lived an extraordinary life.

We're currently pottering through the narrow Hampshire lanes close to PPE's current home, dodging the inevitable rain showers. 'Don't worry about it getting dirty and wet, it's a rally car!' exclaims its owner, Simon Tasker. Even from the passenger seat, I can feel just how well-sorted PPE really is. The suspension breathes nicely with the road, and there's not so much as a creak, knock or rattle coming from the undercarriage. That XK engine is as healthy as any I've heard, and at modest speeds it's all pretty civilised.

Although well-used as a rally car throughout its life, PPE was relatively inactive for the ten years leading up to

Simon's ownership: 'As soon as I bought PPE, it was sent to Classic Motor Cars for a thorough recommissioning. Its founder, Peter Neumark, remembered the car well, as he had sold it to the previous owner in 2011, and could confirm that it still retained an original C-type cylinder head. This was fitted by the factory in June 1953, backed up by letters from Lofty England to the original owner, confirming the modifications. We rebuilt the engine, gearbox and brakes, but I left the bodywork and interior untouched. It has a lovely patina, which reflects the events it has done and the people who have owned it.'

The car looks very presentable, and I'm glad that a full cosmetic restoration wasn't carried out. There's so much character and personality to PPE, the loss of which would have been a real shame. It also means that there will be less concern for stone chips and – as we are about to find out – using the car in all weathers. There's no hood, only a minimal windscreen, yet the XK120 feels right at home slithering around on these damp, grimy English lanes.

And suddenly a crackle of thunder is quickly followed by one of the most impressive downpours I've ever witnessed. We scramble to fit the tonneau cover and then dive into photographer Jonny Fleetwood's BMW to wait for the storm to pass – a great opportunity to explore some of PPE's amazing history. Says Simon: 'I like cars that can tell a story, and researching the history of PPE has been a lot of fun. There's probably a book in it!'

To start with the car's original rallying history, PPE was bought in March 1951 by the wife of Walter Charles Grant-Norton, master tailor and managing director of Norton & Sons, Tailors and Breeches Makers of London. Grant-Norton had quite a successful run of rallying results before World War Two, and just three months after being given PPE he entered it into the Alpine Rally. Despite correspondence with Jaguar, he failed to gain



**‘The connection to NUB 120 is more than philosophical. This car formed part of the trio of XK120s that took the team prize for Jaguar in the 1953 RAC Rally’**



**Left and above**

Interior is completely original, beautifully patinated, and shows evidence of its period competition history; it's still a beautiful car 70 years on, and looks especially mellow.



much in the way of official support. Not that he needed it. Grant-Norton and co-driver D Loader took PPE to a fifth-in-class finish, even after an engine misfire at high altitude. The pair returned in 1952, this time with a little more support from the factory, but PPE suffered a broken rear spring and was forced to retire. Other appearances that year included runs at the Brighton Speed Trials and entry into the London Motor Club Rally.

In March the following year, Grant-Norton formed a Jaguar team with Ian Appleyard and Frank Grounds for the RAC Rally of Great Britain (immortalised in recent years by toy maker Corgi, which released a model set of all three XKs). Then, in May, ahead of the 1953 Alpine Rally, he sent the car to Jaguar for a number of upgrades, including that C-type head and a close-ratio gearbox.

Simon explains: 'I've found some great correspondence from the JDHT archives between Grant-Norton, Lofty England and Mort Morris-Goodall discussing the fitment of the head and other components. At the time of writing [4 June 1953] Lofty talks about inspecting the car after returning from Le Mans, a race that Jaguar won.' With Appleyard taking the win, Grounds in fifth and Grant-Norton placing 14th, Jaguar won the team prize.

At the end of the 1954 season, Grant-Norton sold the XK120 to Graham Alan 'Taffy' Rich, a Flying Officer in the RAF. An accomplished World War Two Spitfire and Mosquito pilot with some incredible stories, he left the XK120 at his RAF base while posted to Suez in 1956. Around this time, a young salesman at Rolls-Royce and Bentley in Norwich by the name of Mike McKee heard rumours of an 'abandoned' racing XK120 on a local airbase. It was a chance meeting with Jack Sears at a dinner party that spurred McKee to look at racing competitively, as Sears insisted it would be far safer than driving quickly (and continuing to crash regularly) on the roads of East Anglia.

In need of some money, 'Taffy' agreed to sell PPE, by then in non-running condition, to McKee for a very reasonable £500. This was to be the start of the car's short second life as a circuit racer. Says Simon: 'Mike entered his first race – a Jaguar Drivers' Club meeting in 1956 – which he won, to his amazement. He then went and won a second race the same day.'

McKee had real potential, which was demonstrated during a wet race at Snetterton in 1957. This race is documented in the September 1957 issue of *Autosport*, in

**Facing page, clockwise, from top left**

The next best thing to NUB 120? Here you see PPE in action on the 1951 and 1952 Alpine Rallies, again in 1953 (when it was part of the trio that included NUB 120), raced by Mike McKee at Snetterton in 1957, and taking part in the 1952 Brighton Speed Trials.



## JAGUAR XK120 RALLY CAR

which McKee and PPE were able to hold off Graham Hill in a Tojeiro-Jaguar, Archie Scott Brown in a Lister Jaguar, and a range of other, more powerful cars early on in the race. As the track dried, he slipped back through the pack, but it was quite the performance. McKee would soon switch into a faster Elva, and move on to single-seaters.

After passing through two further owners, the second of which left it sitting in a lock-up for around 14 years, the XK was bought by Mike Barker of the Midland Motor Museum in Bridgnorth, Shropshire. Naturally, this was no static exhibit, and throughout the 1980s and 1990s Barker entered PPE in no fewer than eight Classic Marathon rallies. PPE took part in several other rallies during the 1980s, including the first special stage at the Welsh International Rally. It certainly got around a bit, appearing in various magazine articles, as well as starring in a segment on the television show *Top Gear* in 1990.

Into the 2000s, PPE became a somewhat more static exhibit once again, although it would occasionally be taken to events. Towards the end of 2010, Barker sold PPE to Peter Neumark of CMC, who was based just down the road. Neumark then sold it on, and the next owner used the car very sparingly over the following decade. Simon bought the XK in March 2021 and returned it to CMC for a thorough going-over.

Now it's my turn behind the wheel. I'm aware that many XK120s have been modified to improve the driving position and somewhat cramped footwell, but PPE is excruciatingly original in this regard. Simon has an alternative bucket seat and smaller steering wheel that make longer drives slightly more bearable, but we've opted to keep things standard for today.

Despite the squeeze, I'm glad. The original black leather seats are beautifully worn, and there are signs of this car's competition history throughout the interior. The rally



The original black leather seats are beautifully worn, and there are signs of this car's competition history throughout the interior



**Clockwise, from above**

PPE remains a joy to drive, though it's a little cramped behind the wheel; period rally notes in place on dashboard; venerable twin-cam wears C-type cylinder head.



**1951 Jaguar XK120**

**Engine** 3442cc DOHC straight-six, twin SU carburetors **Power** 160bhp @ 5200rpm (standard car)  
**Torque** 195lb ft @ 2500rpm (standard car) **Transmission** Four-speed manual, rear-wheel drive  
**Steering** Burman recirculating ball **Suspension** Front: double wishbones, torsion bars, telescopic dampers, anti-roll bar. Rear: live axle, semi-elliptic leaf springs, lever-arm dampers  
**Brakes** Drums **Weight** 1324kg **Top speed** 120mph **0-60mph** 9.5sec

trip-meter is a dead giveaway, but there's also a faded sticker on the dashboard with hand-written mileage notes on it. You get the sense that every part of this car has a story to tell.

Out on the road, things get even better. The whine of the straight-cut first gear is just great, and though the Moss gearbox is notoriously recalcitrant – which might make hustling the XK120 up the Col de Turini a challenge – it has a pleasingly precise shift. At low speeds the 3.4-litre XK engine feels tractable and incredibly smooth, but as the revs rise so the high-flow cylinder head and spikier cams give it a particularly raucous top end.

Lumpy and bumpy sections of road show up the XK's live rear axle to an extent, but it remains tied-down and well-matched to the more supple torsion bar set-up at the front. There's an encouraging stiffness to the chassis, even after all these years, and despite the larger steering wheel and moderately narrow tyres, the unassisted steering – via a Burman steering box – is surprisingly physical at low speed.

Of course, once you're up to speed it's not too bad, and your effort is rewarded with a tremendous amount of feel through the thin rim. Push through some initial vagueness and the steering loads up beautifully, especially

through higher-speed bends. Although it feels narrow, there's certainly a heft to the XK120 that is easily explained by the car's circa-1300kg kerbweight.

Although it's not so much of an issue while driving at sensible speeds, the braking system is probably the one thing that really reminds you of the XK120's age. The all-drum set-up just about feels effective enough, though I can easily imagine a few hairy moments descending Alpine passes in a hurry.

As we return PPE to its garage, I'm really struck by how impressively well this car stacks up today: it's hard to believe that it's over 70 years old. That feeling reinforces the notion of how right Jaguar got the formula when it launched the XK120 in 1948, and also why this particular example remained a relevant racer for so long. Not once does it feel fragile or unwilling today, and I'd have every confidence taking it down to the South of France.

So what's next for PPE? Now that the car is up and running again, Simon intends to make good use of it. While there are some hillclimbing and rallying aspirations, as well as hopefully a spot on the Mille Miglia soon, Simon's main goal with PPE 101 is simply to enjoy driving a wonderful piece of motoring history. It's an endeavour I think we can all endorse. **End**

**Above**  
 This XK has an illustrious past, and its current owner looks forward to more rallying, hillclimbing – and the Mille Miglia.



# Longstone

## CLASSIC TYRES



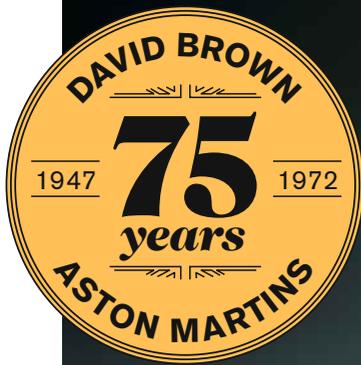
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The tyre size **185VR16** is very important for the best sports cars up until 1960. It is the radial tyre fitted to 1950s DB Aston Martins, Ferrari and Maserati and of course the radial tyre of choice for XK Jaguars. The picture (right) shows the period crossply; 600H16 Avon TurboSpeed, second from the right as a control. Then on its right the Pirelli Cinturato CA67; the benchmark sports car tyre of the period and still the perfect handling tyre to suit a chassis of this period. The Michelin X (third from the left) is also a period tyre. You can see from this picture that the other tyres available are all too fat, spoiling the car's handling and/or too small affecting the gearing. The **185VR16 Pirelli Cinturato CA67** is still, and always was the tyre of choice for the top sports cars of the 1950s. You would fit a 185VR16 Pirelli Cinturato to your Ferrari 250 California Spider and you would also fit it to your XK120 and it is back in stock!



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WITH THE ROADGOING Aston Martin DB4 having been put on a diet to create the 85kg lighter DB4 GT, David Brown went one further and commissioned Zagato in Italy to add further lightness to his well-proven chassis – and in 1960 the Aston Martin DB4 Zagato was unveiled to a stunned audience at the London Motor Show. Penned by Ercole Spada, its slimline aluminium coachwork both appeared smaller and, thanks to Perspex windows and lightweight alloy components, was lighter by a further 50kg. The 3.7-litre twin-spark straight-six was updated to 314bhp with a 9.7:1 compression ratio, and delivered the 0-60mph dash in 6.1 seconds on the way to a top speed of 154mph.

The plan was to produce 25 Zagatos but they were very expensive at £5470 and the take-up was limited, so only 19 were manufactured. Three of those were lightened further and built specifically as racers, with the nomenclature DP209. They featured a lower roofline, larger rear wings, a reshaped tail and a longer, flatter nose. 1 VEV and 2 VEV (pictured left) are the best-known of these rare iterations.

The Zagato's first outing was at Goodwood Circuit over the Easter Weekend in 1961 when, with Stirling Moss in the hot seat, it finished an impressive third behind a DB4 GT, with arch-rival Ferrari winning with a 250GT. The Essex Racing Stable entered 1 VEV and 2 VEV at Le Mans later that year but both retired. 2 VEV went on to win the Grand Prix support race at Silverstone in the July and Zagatos proved to be top race contenders in the period.

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**1969 ALFA ROMEO SPIDER VELOCE**

SAM CHICK

**IT WAS CLEAR** from the outset that for me to buy this car was ridiculous. As a young man I deeply admired cars 'of a certain age' but knew nothing of the craft and engineering that brought them into existence. A lack of money also meant I didn't learn to drive until my early 20s, and I lived in central London with no parking and no mechanic

contacts; therefore, despite my eventual profession as an automotive photographer, I was a late adopter.

Despite these severe shortcomings, I didn't hesitate when, in 1993, a colleague asked if I was interested in buying his old Alfa. 'It's the Dustin Hoffman one, but silver – you know the film? Left-hand-drive Veloce, so a bit exotic.' I interrupted the words *osso di seppia* with an abrupt 'yes'. I'm not sure I even asked about provenance, condition or price, but a brief visit to a run-down Acton garage ensued where we shook hands, cleared an

outstanding repair bill as payment and I drove away my (mostly) silver 1969 Alfa Romeo Spider Veloce 1750.

I bought this car because of my deep love of film: in this case Mike Nichols' coming-of-age movie *The Graduate*. It was a movie star, born in the Pininfarina studios to a Simon & Garfunkel soundtrack. What could possibly go wrong?

It turned out that pretty much everything didn't work, including the petrol gauge. Like Benjamin Braddock in the film, I came to a dead halt, except that I wasn't in California but in Knightsbridge

during the evening rush hour. Patched and quickly repainted, the Spider proved to have heavy steering (perhaps due to the sheer weight of filler), shuddered fearfully on acceleration and was slightly alarming at speed. But it coped as a burdensome daily driver and was stored for a spell until the winter of 1997, when my life took a dramatic twist.

Returning from the US with career burn-out and nowhere to live, I threw a toothbrush in the Alfa and escaped to the warmth of southern Europe. A few weeks became a few years on the road, criss-crossing Europe from



**Right, below and opposite**  
Considering its reliability, the Alfa was a bold choice for snapper Chick's wedding car; career burn-out in 1997 prompted Alfa Romeo and owner to take an extended Grand Tour of Europe.

country to country, friend to friend and job to job. I slept on sofas, in the car, in hostels and the occasional palazzo or château.

Joined on this grand tour by friends – most notably a dear American for a formative back-road tour across the Alps and on to Tuscany – the Spider morphed into a close companion. It eventually starred in my own marriage scene, driving my wife away from a Somerset chapel – albeit with radiator trouble – to our honeymoon. But then, as family and responsibility took over, the car was neglected for many years. Restoration was constantly stalled by house repairs, financial crises and the pandemic, but my wife, as wise as she is generous, would always defend the little Alfa and declare it was not to be sold.

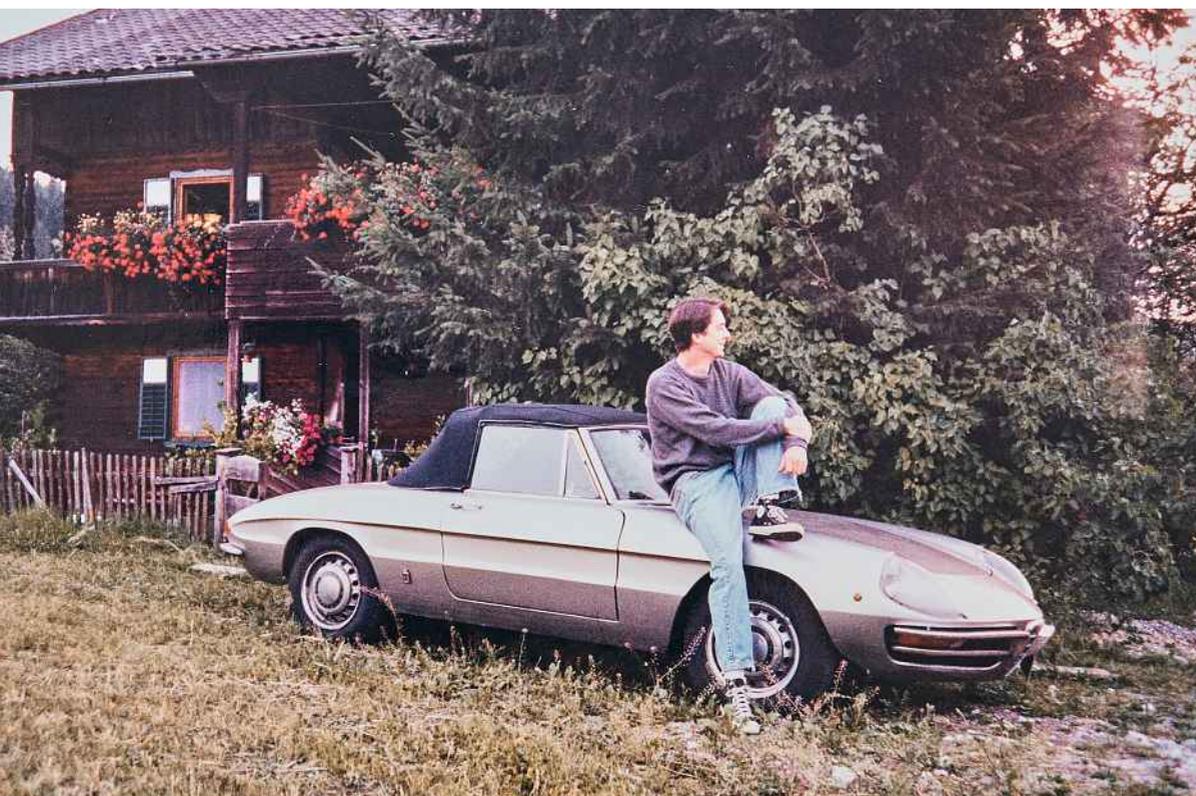
After many false starts, a chance meeting with a bloke in our local



pub has now seen the first glimmer of hope for my Alfa in a decade. After much pointing, teeth-sucking and muttering, it has been declared worthy, if not financially viable, of restoration by the wonderful Ian Turner and his team at [turnerclassics.co.uk](http://turnerclassics.co.uk).

Buying this car was ridiculous but, as the filler and paint are stripped away, its next journey has started and Tom Wolfe's alluring evocation of the automobile comes to mind: 'Freedom, style, sex, power, motion, colour – everything is right there.'

**'It turned out that pretty much everything didn't work, including the petrol gauge'**



## OCTANE'S FLEET

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

### ROBERT COUCHER

*International editor*

- 1955 Jaguar XK140

### ANDREW ENGLISH

*Contributor*

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

### GLEN WADDINGTON

*Associate editor*

- 1989 BMW 320i Convertible
- 1999 Porsche Boxster

### SANJAY SEETANAH

*Advertising director*

- 1981 BMW 323i Top Cabrio
- 1998 Aston Martin DB7 Volante

### MARK DIXON

*Deputy editor*

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

### JAMES ELLIOTT

*Editor-in-chief*

- 1965 Triumph 2.5 PI
- 1968 Jensen Interceptor
- 1969 Lotus Elan S4

### ROBERT HEFFERON

*Art editor*

- 2004 BMW Z4 3.0i

### JOHN SIMISTER

*Contributor*

- 1960 Singer Gazelle conv
- 1961 Saab 96
- 1972 Rover 2000 TC
- 1989 Mazda MX-5 Eunos

### MATTHEW HOWELL

*Photographer*

- 1962 VW Beetle 1600
- 1969 VW/Subaru Beetle
- 1982 Morgan 4/4

### MASSIMO DELBÒ

*Contributor*

- 1967 Mercedes-Benz 230
- 1972 Fiat 500L
- 1975 Alfa Romeo GT Junior
- 1979/80 Range Rovers
- 1982 Mercedes-Benz 500 SL
- 1985 Mercedes-Benz 240 TD

**SAM CHICK***Photographer*

- 1969 Alfa Romeo Spider

**RICHARD HESELTINE***Contributor*

- 1966 Moretti 850 Sportiva
- 1971 Honda Z600

**PETER BAKER***Contributor*

- 1954 Daimler Conquest

**DAVID BURGESS-WISE***Contributor*

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

**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

**SAMANTHA SNOW***Advertising account manager*

- 1969 Triumph Herald 13/60 Convertible
- 1989 Mercedes-Benz 300 SL

**JESSE CROSSE***Contributor*

- 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 Coupe
- 1952 Porsche 356
- 1955 Mercedes-Benz 300SL
- 1957 Porsche Speedster
- 1957 Fiat Abarth Sperimentale
- 1963 Abarth-Simca
- 1963 Tatra T603
- 1973 Porsche 911 2.7 RS
- 1992 Alfa Romeo SZ

**EVAN KLEIN***Photographer*

- 2001 Audi TT

**HARRY METCALFE***Contributor*

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



JORDAN BUTTERS

**1999 PORSCHE BOXSTER**

GLEN WADDINGTON

**YEARS AGO** I ran a Mazda MX-5, a black one with pop-up headlamps. It appeared once or twice in these pages and, thanks to its snug hood, furnace-like heater and excellent headlamps, it was as much fun in winter as it was in summer – especially on those cold, crisp, blue-sky days when I'd fish my battered old leather coat from the boot and drop the hood. I even had some slightly creepy driving gloves.

I still have the coat and gloves, and now I have a sports car even more satisfying to drive. Although I got it last February, there wasn't actually a lot of winter weather to contend with. Until now.

Cue a blast up north. Quite a long way north, to the North Pennines, the wilds of County Durham and even a bit of Northumberland. A good couple of hundred miles away and a work gig, so no hanging around, which meant M1 and A1. I noticed somewhere in North Yorkshire that the odometer had passed 94,719, which means I've done 4000 miles in nine months, much of it journeys of some distance, all

fun and mainly in sunny weather.

Stopping for fuel in Boroughbridge, I worked out we were doing 35mpg, which is pretty good. And then the mist started to close in, patchy at first, but thick enough in places that foglights were needed. Amazing how many drivers weren't using them; even worse, many were blindly pressing on with DRLs and no rear lights at all. I prefer to see and, just as importantly, be seen. On the country lanes just after Scotch Corner, Northants seemed a balmy memory: full-scale frost lined the verges, lit only thanks to the Boxster's brilliant front foglamps.

I was there as a guest of Porsche, celebrating 20 years of the Cayenne, and you can see the results on pages 108 to 116. With the job done, it was time to trek back home. The freezing fog in

those parts was some of the worst I've ever experienced, and those first few miles towards the A1 had me feeling my way along in the pitch black at little more than 20mph. Yet the Boxster was warm and cosy, the lights picking out just enough for safety's sake, and more than ever I was thankful for the deftness of its controls and the feedback they deliver. You really can't help but feel confident driving this car.

Things were easier along the A1, and I settled into a cruise with Classic FM and Radio 4. I got that feeling I used to have with the MX-5: unless you routinely carry more than one passenger, could you ever really need another car?

As I write this it's a freezing Friday evening outside, but sunshine is promised for the morning. I'll be donning the leather jacket and creepy gloves.



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## Joining the chain gang



### 1927 FRAZER NASH TT REPLICA

MARK DIXON

**SO THERE I WAS**, enjoying a quiet beer with friend and Frazer Nash specialist Simon Blakeney-Edwards, in the euphoric evening haze of another wonderful Beaulieu Autojumble last September, when he suddenly announced: 'You know what? You should borrow my Nash for a while and see how you get on with it. Then it will completely mess your life up because you'll want to own one so desperately.'

As I struggled to pick my jaw up from the Beaulieu grass,

Simon continued, not altogether convincingly: 'I won't need it until the racing season next April, and you'll be doing me a favour by freeing-up a space in my garage.'

Nevertheless, Simon was still adamant next morning that he meant what he'd said and a couple of weeks later he deposited the Nash on my drive. One 30-min maintenance course later – the Nash is driven by chains to the solid rear axle, via a bevel box that turns the drive through 90 degrees – this epically quick, race-winning vintage sports car was all mine.

Only problem is that I'm a fair bit taller than Simon, and I could not physically fit behind the steering wheel, since the bucket seat is bolted into the floor on top of a narrow wooden spacer. 'Just

take a power drill to it,' said Simon nonchalantly. I found an offcut of scaffold board, stained it black and secured it to the floorpan using the original bolt holes, then repositioned the seat on top of it and further back. Now I could just get my legs under the wheel and onto the pedals, with no car butchery required.

Next task: make up a front numberplate, since Simon doesn't bother with such a frippery for racing. I sourced a battered metal backing plate from eBay and, by using stick-on lettering as stencils and then retouching with a brush to create a more period-looking font, I created something that didn't look brand new. A couple of black plastic drainpipe clips from B&Q to secure the plate to



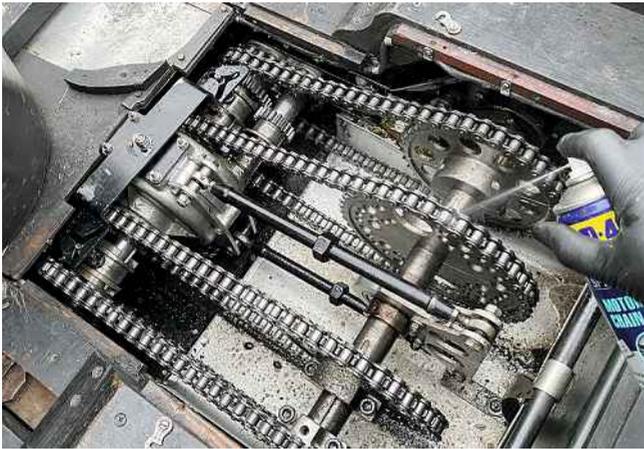
MARK DIXON

the tubular front axle, and it was job done.

All this faffing about took some time and so it was December before I managed a proper long-distance drive in the Nash. Appropriately, this was to the Frazer Nash Club Christmas party, an infamously raucous and enjoyable event being held some 45 miles from my home. This was during the UK's exceptional cold snap, which included a snowstorm on the return journey, next day. Of course, I couldn't resist seeing how the diff-less Nash would cope with an untreated snowy

road, and spent an enjoyable few minutes opposite-locking along a deserted lane on top of the Cotswolds. What larks, Pip!

I'm very much still getting to know the car and have pinpointed a couple of things I'd like to change to make it even more enjoyable on the road. More on those, and what the car's actually like to drive, next month – but, meanwhile, my heartfelt thanks to Simon for his incredible generosity. Contact him via his website – [edwardsmotorsport.co.uk](http://edwardsmotorsport.co.uk) – if you feel you need a Nash in your life. He's a top bloke.



Clockwise, from left Unexpected snowstorm turned Mark's first Nash trip into a proper adventure; drive chains need regular lubing; solid rear axle helps traction in snow.



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**Left and below**

Daimler lines up for a night run at Prescott ahead of Peter Joy's Elite; the heroes prepping Doris for the Monte.

morning, Champagne could never taste better.

In many ways, preparation for the 'Monte' has changed little over the years. Filling in the entry form is just as exciting, as is booking hotels and making ferry arrangements. Then, of course, come the myriad telephone conversations with fellow competitors, lasting well into the night: what you can and can't get away with; choice of tyres; maps; the best places to service; and even the weather. A never-ending list.

In the meantime, only one car entered is older than Doris. And this is where my friends at Retro Engineering (more at [retro-engineering.co.uk](http://retro-engineering.co.uk)) enter the equation. Experts in race preparation, they lavish the same care and attention on my old Daimler as they do on their championship-winning BMW 1800. With their support, and a big slice of luck, we'll make it to the finish.

# Doris goes to Monte-Carlo



## 1954 DAIMLER CONQUEST

PETER BAKER

**ONCE A RALLY DRIVER,** always a rally driver. So, when the Bugatti Owners' Club announced Rallye Prescott 2022, its inaugural day/night, competitive hillclimb to run on 5 November, yours truly and Doris the Daimler were first in the queue. Of course, it was very wet and (later) very dark, and very, very slippery, but that just added to the atmosphere.

Seventy iconic and raucous classics – think Lancia 037, Audi Quattro and Metro 6R4 – adorned the floodlit paddock before charging up the famous hill in rapid succession, mostly sideways, which pleased the big

crowd no end. Even Doris, as always on full lurch, received the odd cheer. And had there been a prize for slowest car, we would have won it. Maybe next time.

Next on the agenda is the tough Rallye Monte-Carlo Historique 2023, running exactly one week after the modern World Rally Championship event in January and utilising much of the same route, including stages, although in deference to age, average speeds are much reduced. No fewer than 284 crews will set out from five start points – Oslo, London (Brooklands Museum), Bad Homburg, Reims and Turin – and cover an exhausting 600km overnight route, punctuated by a series of time controls, before arriving in Monaco. This is only the beginning.

After a well-earned night in bed, the rally moves up into the mountains for three full days of competition, now using Valence as its base. Eventually the circus of classic cars returns, via further regularity stages, to Monte-Carlo, where they enter parc fermé. Servicing is forbidden before the teams head back into the nearby Alps, where the final 150km night-loop beckons. Taking in mountain passes that have long passed into rallying folklore, it will probably include both the Col de Braus and Col de Turini: not a bad way to end.

That just leaves the long and winding downhill journey back into Monte-Carlo where, now parked up harbourside, drivers and navigators, as well as their service crews, will no doubt quaff the odd glass, or bottle, of self-congratulatory Champagne. I can assure you that, at two in the





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**Left, below and bottom**  
Karl from Steers detailing sets about de-catting the Z4; but not before Anthony Knight had fettled the arches.



## Body beautiful



**2004  
BMW Z4 3.0i SE**  
ROBERT HEFFERON

**NESTLING BETWEEN** the houses at the other end of my road is a small workshop. While it could easily be mistaken as a resident's garage, it's actually the business premises of local bodywork guy Anthony (AR Knight), who has been there longer than many of the houses.

As previously mentioned, I had booked the Z4 in with him to tackle the blistering that started to show around the rear arches, and a couple of days later he'd completely cured the problem – and taken a little weight off my

mind. Fortunately the rust wasn't deep and hadn't spread.

However, now that the rust had gone, the condition of the paint and some more prominent scratches really stood out. Head the other way along my road for a couple of minutes and you'll come to the home of Karl (Steers detailing). I had seen Karl's posts on our local Facebook community page and learned that he has been around cars for quite some time, previously working alongside his father restoring and painting many classics. They have recently completed a Morris Minor pick-up that Karl now works from when visiting customers; a nice touch, I thought.

I spoke to Karl to find out what he thought about the condition of the paint, and whether he could

help. He suspected that a local cat had taken a shine to my car, as they can with soft-tops, and had left a few tell-tale claw marks on my bonnet, but it wasn't anything that a little attention couldn't minimise. I booked the Z4 in for a clean, machine polish and a year's graphene sealant, and Karl sealed the hood for me, too!

The car now looks fantastic for having 18 years of tired surface marks polished away and, even though I'm unable to garage it over the winter, I feel confident that the bodywork won't suffer.

In fact, after speaking recently with Ben Field of Vintage Tyres ([vintagetyres.com](http://vintagetyres.com)), I learned that lack of use by a previous owner could well be the cause of the problem with my tyres, which tend to pull the steering wheel about at the slightest groove in the road surface. The age and low mileage of my car suggest lots of hibernation periods that cause flat spots on the rather hard run-flats. Ben sees this quite a lot and is sure it's the problem.

He advises me to stick with the run-flats, however, as, despite what some say, they are actually very good and the car is set up for them, but they tend to be avoided because of their added cost and the extra difficulty in fitting. Further investigation shows I have a buy-as-you-need-them set of tyres that range in age from 2006 to 2016, so I'll be visiting Ben at his headquarters in Beaulieu to update all of the old rubber soon.



ROBERT HEFFERON

### OTHER NEWS

**'I'm desperate to get my garage cleared of furniture so I can bring the Moretti Sportiva out of storage at DTR Sports Cars – I haven't seen it since 2021!'**

*Richard Heseltine*

**'Now my Integra's bodywork is looking smart, I can't help but notice other areas that are letting it down. Next on the job list is a wheel refurb'**

*Matthew Hayward*

**'The recent cold snap made me panic about the antifreeze situation in my Cord, Studebaker and 1950 Ford that live outside, but I seem to have escaped disaster'**

*Dekeyn Mallett*

**'With Christmas as a cover, several large Elan-related boxes arrived unnoticed from Classic Team Lotus, including an electric headlamp lift kit'**

*James Elliott*



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# OVERDRIVE

Other interesting cars we've been driving



## French bliss



CITROËN 2CV,  
SM AND BX

MATTHEW HAYWARD

**WHEN I WAS IN** high school, my form tutor would regularly turn up in a Citroën 2CV. It was the butt of many jokes – teenagers can be very cruel – but I was nerdy enough to understand that the big 007 stickers and fake bullet holes down each side made his car a very rare special edition.

Having pretty much destroyed a 1:18 Solido model of the 2CV you see here while re-enacting the car chase from *For Your Eyes Only* as a kid, I knew exactly what it was. Just as I appreciate the significance of the yellow 2CV standing in front of me today.

It's scuffed, battered and full of actual bullet holes, plus – when you look closer – a rollcage. That's

right, this is one of the stunt cars built for the film, and I've just been handed the key by Denis Huille – resident expert at the Citroën Conservatoire. The location might be in a particularly underwhelming suburb of Paris, and the weather is more suited to North Wales, but it's nothing that could dampen my enthusiasm for this car.

It's my first time at the Conservatoire, Citroën's vast private collection of pretty much everything it has ever built. It's nirvana for a Citroëniste like me (I've owned several; there's currently a Xantia Activa on the fleet, plus my third BX 16v), and they've pulled out a selection of

cars for assembled journalists to drive. As well as the Bond 2CV, there's a Traction Avant, Mehari, 2CV 'Spot', SM and even a BX.

My inner Bond fan had me jumping straight into the 2CV. When I said I'd been handed the key, that was of course in the metaphorical sense, as there's actually a convoluted sequence of hidden knobs and switches to fire up the engine. It sounds a little grumpy, and considerably more menacing than any 2CV I've ever heard. Apparently, in an effort to appease legendary stunt driver Rémy Julienne, the standard two-cylinder was swapped for a much more powerful Citroën GS flat-four.



**Clockwise, from facing page**  
This 2CV starred in the Bond caper *For Your Eyes Only*, treated to flat-four GS power – still not enough to outrun the gunmen; it then joined a fleet of classic Citroëns at the Conservatoire.

**'It's scuffed, battered and full of actual bulletholes. That's right, this is one of the stunt cars built for the film'**



It's certainly sprightly, and it rattles through second, third and into fourth gear with an ease that feels unnatural in a 2CV. The extra weight of the engine is noticeable when you pitch it into a corner, but seeing off a bunch of Peugeot 504s in the Spanish countryside would certainly be feasible with one of these. It's an absolute hoot to drive, but the best thing about it is the condition. It hasn't been restored, merely preserved exactly as it would have been when driven off the film set.

Next, it's time to tick another one off the bucket list: the fabulously avant-garde SM. Not only was the SM powered by a Maserati V6 but it was among the

most technologically advanced cars of its time. This gorgeous brown example is one of the later fuel-injected EFI models, and it has the ultra-rare and expensive resin wheels, too. You sink into the sculpted caramel-coloured velour seats and it feels like a true piece of exotica. Fire up the engine, which emits more of a gruff off-beat thrum than expected, and it takes a few seconds for the hydraulics to wake up, something that makes it seem like a living, breathing entity.

The DS's hydraulic suspension was supplemented by wonderful powered DIRAVI steering (*Direction à Rappel Asservi*, literally meaning 'steering with

controlled return'), which gives you an incredibly quick rack yet self-centres to a degree that takes some getting used to. The steering is also hooked into the headlights, which turn as you move the wheel. It all feels so alien, yet at the same time so natural and modern. The hydraulic brakes are sharp, too, but when you tune into it and treat everything with a light touch, it all just clicks.

Our test route, which worked well for the 2CV, suddenly feels constricting. This is a car that really wants to travel long distances at high speed on fast, flowing roads. It's everything that a flagship Citroën should be: stylish, extremely capable, easy

to drive, and – above all else – comfortable.

Finally, back down to earth with the BX. This was the car that saved Citroën, with more than two million built between 1982 and 1994. It was styled by Marcello Gandini but was considerably more conventional under the skin than previous Citroëns – which helped to satisfy Peugeot's understandably cautious accountants. It kept enough Citroën DNA in the mix to encourage those loyal to the brand, not least the Hydropneumatic suspension and quirky yet logical instrumentation – while the slogan 'Loves driving, hates garages'



Clockwise, from far left SM features manual gearbox, Maserati V6 and other-worldly styling; BX was a breath of fresh air amid the Escorts and Golfs of the 1980s.



promised reliability. The BX's big advantage, however, was the fact that it was very light. Incredibly, most weighed below 1000kg, with the most basic versions in the low-800kg range. Take that, Lotus.

I should own up now and confess: this is one of my favourite cars of all time. Having owned four of them, I'd say it's what really got me interested in cars in the first place. It's my first time driving a Mk1 model, of which this example is an incredibly rare 'Digit' edition. It features an entirely digital dashboard and trip computer, with the full-on Citroën dashboard complete with fingertip controls and rocker switches for everything.

Under the bonnet of this car is a mildly sporting carburetted 1.9-litre engine, close in relation to the one found under the

bonnet of the 205 GTI. It feels torquey, but also willing to rev freely. Although reasonably long in its throw as with all BXs, the gearchange in this example is tight and feels very positive. There's plenty of body roll, but the chassis is responsive and light on its feet – which I still find incredible, especially in combination with its

limousine levels of comfort. Like the SM, the BX has strong hydraulic brakes. A delicate foot is required but they really do give you confidence, especially in combination with the anti-dive geometry, which keeps the car level however hard you use them.

Ultimately the BX is an extremely likeable machine, and

one that must have seemed like such a revelation when it was introduced 40 years ago. Just like everything I've driven today, it's not only a pioneer of clever technology but also a car with real soul. I know they're not everybody's cup of tea, but the world would be such a boring place without Citroëns.





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## A trio of very select Jaguar XKs...

How nice for us to be able to present this trio of Jaguar XKs which we selected and restored in the past for one of our long term customers who is a dedicated Jaguar XK collector. Coincidentally, from each series, the XK120, the XK140 as well as the XK150, the most characteristic model from this carefully selected collection becomes available.



### Jaguar XK150 DHC 3.8S 1960

If you would fancy owning a Jaguar XK which no-one else possesses, this is the one! Just 89 examples of the Jaguar XK150 3.8S DHC were produced of which only 65 examples in LHD! This is the final evolution of the XK series which was the best and most highly developed, featuring already the mighty twin overhead cam 3.8 litre 6-cylinder producing 265 HP. Still matching numbers on engine, gearbox and colors.

Price: 345.000 euro



### Jaguar XK140 DHC SE 1955

A Jaguar XK140 DHC in LHD with the SE specification and the C-type cylinder head is a rare find: only 1.488 examples were produced. In addition this car is restored by us in original 'Battleship Grey' over a cognac interior. The 210 HP strong engine is connected to a 4 speed gearbox with overdrive.

Price: 155.000 euro



### Jaguar XK120 FHC 1952

Restored by Marreyt Classic Cars to original 'Sage Green' exterior. Still Matching numbers on engine and colors. Upgraded with a 5-speed gearbox, fitting 4 discs and performant brake calipers, alloy radiator and a Kenlow electrical fan, a full-flow stainless steel manifold & double exhaust, a Le Mans style fuel filler cap and louvers in the bonnet.

Price: 137.500 euro



# That Phantom feeling



**2022 ROLLS-ROYCE PHANTOM Mk8 SERIES II**

MATTHEW HAYWARD

**THIS WILL BE** the last fully petrol-propelled Rolls-Royce Phantom series built. Quite a statement to process as I'm being shown around the latest evolution of the flagship Rolls-Royce: the Phantom Mk8 Series II. The move to electrification is a tricky subject

with many of the manufacturers we love, yet the prospect of an even more silent Rolls-Royce is an appealing one. For now, though, we still get the pleasure of a 6.75-litre twin-turbo V12, pushing out 563bhp and 664lb.

This car has always been visually imposing, and the Series II is a very subtle step up from its predecessor in this regard. The headlights have been revised, as has the grille, but most noticeable are the stunning new solid disc-style alloy wheels. Functionality of the on-board systems has also been significantly improved, with the addition of a new Whispers app – a kind of concierge service for owners.

Sliding into the driver's seat is an event in itself. The smell and softness of the leather, the way your shoes sink into the deep-pile carpets – there really is nothing else like it. As we make our way

out of central London, the Phantom is surprisingly easy to get on with. Despite its vastness, visibility is astonishingly good – not to mention the fact that traffic seems to melt away around you. Virtually nothing has road presence to match this. The engine is near-silent, but you can just about make out a pleasing hum above the sound of the surrounding traffic. Thankfully the wonderful thin-rimmed large-diameter steering wheel remains. It might be light, but the precise steering is perfectly judged to make piloting the Phantom incredibly stress-free.

Getting the Phantom up to speed is equally relaxed. The lack of road noise is exceptional, and there's just a sense that everything is in perfect harmony. It sits at the national limit with hilarious ease; I'm sure it wouldn't feel much different if you doubled the speed.

There's an encouraging set of flowing corners on the way to our destination, The Newt in Somerset. Out of curiosity, I push this 2685kg behemoth into them with some enthusiasm, not quite sure what to expect. There's no disguising the car's weight, but it deals with everything with real composure and lack of drama.

There's always something special about sitting in the back of a Rolls-Royce, so I opt to be chauffeured for the return trip to London. It's a magnificent way to travel, especially being able to recline and enjoy the starlight headliner in action.

Rolls-Royce doesn't mention a 'base' price, as each Phantom is individually specified, but prices begin around £380,000 – and quickly rise as you tick various boxes. Whether or not you think it's good value, nothing else comes close to the feeling of a Phantom.

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## Milan gets muddy



2022 ALFA ROMEO  
TONALE

MATTHEW HAYWARD

**THE LAUNCH OF** any new Alfa Romeo is always cause for celebration, and the Tonale is no exception. The Giulia saloon was a riot, and the Stelvio is one of the most fun-to-drive SUVs out there. Sales have been slow, however, especially in the UK. The Tonale is a smaller, compact crossover, serving two purposes: to scoop up more volume sales, and to start Alfa on the 'road to electrification'.

That's all well and good, but we really want to know whether or not it stays true to the brand. Under the skin, this Alfa is

actually based on the same platform as the Jeep Compass, albeit heavily re-engineered. It's powered by a new 'Miller Cycle' 157bhp 1.5-litre turbo four-cylinder in this mild hybrid version, which is channelled to the front wheels through a seven-speed automatic 'box.

On North Yorkshire roads we set off in the Ti, lower of two specs, with passive Koni FSD dampers. It's on the firm side but pretty well-rounded on these lumpy single-track lanes. The super-quick steering is a bit of an Alfa trademark, and helps to make the Tonale feel agile. Although it's certainly no Twin Spark, the engine is one of the more characterful modern four-cylinders on the market, and the mild hybrid set-up means you can



run on electric when the conditions are right, though there's no way to force it to do so.

Ramp things up in the most aggressive driving mode and it feels responsive, but when left to its own devices in comfort mode there's noticeable throttle lag. Performance (0-62mph in 8.8sec, 133mph top speed) is more than adequate, and you really can make swift progress on twisting roads.

The more expensive Veloce allows you to play with adaptive dampers. Although the suspension changes automatically according to which mode you're

in, thankfully you can switch independently between stiff and slightly less stiff. In fairness, the softer of the two works well on broken surfaces, and the firmer mode adds significant control when the roads allow. Metal shift paddles on the Veloce are a highlight inside.

The real ace up the Tonale's sleeve is the way it looks. There are several respectful nods to Alfas of old – most obviously the *Il Mostro* SZ-inspired headlights – and a gorgeous set of teledial wheels. It's relatively reserved on the inside but well-appointed, and it looks and feels the part.

Prices start from just under £40,000 and, as a sensible daily driver, the Tonale offers an attractive alternative to obvious German competitors.

### Top and above

Familiar Alfa face fronts a modified Jeep platform – and there's a Dodge version in the USA; interior is stylish and understated.



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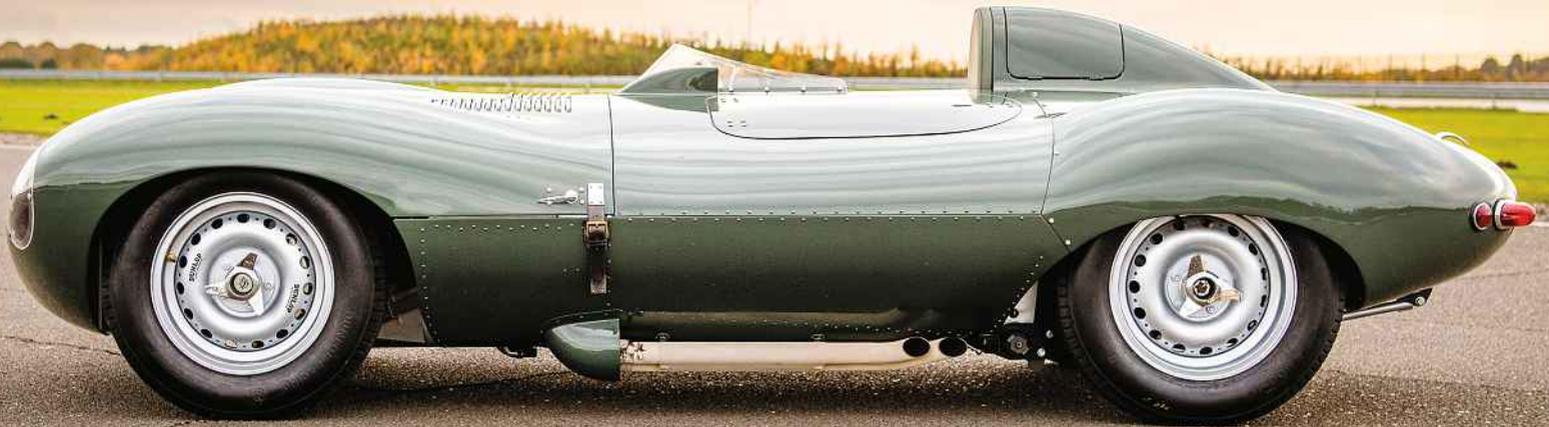
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# Gone but not forgotten

WORDS PIOTR R FRANKOWSKI



BIBLIOTHÈQUE NATIONALE DE FRANCE

## Count Stanisław Czaykowski

*War hero, aristocrat, and a brave racing driver who deserves more than a mere footnote in history*

**COUNT STANISŁAW** Czaykowski was the antithesis of a celebrity: he showed up, he drove. He didn't care if people knew how much money he had and his wife always accompanied him at races. His family, a branch of a noble clan, had emigrated to the Netherlands from Poland in the 19th Century when the Polish state was partitioned by Russia, Prussia and Austro-Hungary and those who could escape the persecution started new lives elsewhere.

Stanisław was born in The Hague in 1899 and, growing up, had absolutely no intention of relying on family wealth for an easy life. He joined the French Foreign Legion aged 17 and fought with distinction in World War One. Later in life, while preparing for night practice at Le Mans, he compared getting up pre-dawn at La Sarthe to awaking in a cold, damp trench.

As a naturalised Frenchman, the Count owned a house in Paris but lived mostly at his mansion in Cap d'Ail on the French Riviera. Little is known of his career but, having built his own fortune, at the age of 30 he decided to race cars and bought a Bugatti Type 35A from Nice-based Bugatti agent Ernest Friderich.

Friderich was an accomplished racer and became Czaykowski's friend and mentor. Since the Count was not a works driver, he had to pay for his car to be upgraded by the Molsheim

factory and, in a smart move, poached brilliant Alsatian mechanic Jean Georgethumb. Known affectionately to Czaykowski as 'Yéri', he remained his personal mechanic to the end.

The Count's first race was the Grand Prix du Comminges in France's Haute-Garonne and the inexperienced Pole calmly won the under-1500cc class. In 1930 he contested five Grands Prix, bought a faster T35C mid-season, and finished fourth in the French GP. The following year he finished last at Monaco, which angered him enough to invest in a Type 51. Czaykowski then won the Casablanca GP with it.

He subsequently drove well in the qualifying session for the Grand Prix of Geneva, but while taking evasive action crashed into the porch of a house in Meyrin, fatally wounding a spectator. The Count broke a rib and injured his leg, but it didn't discourage him. He did well in the Grand Prix de la Marne, run at the Reims-Gueux circuit, and also led the Dieppe GP, cementing his status as a racing driver on a European level.

The Tunis GP in April 1932 had an entry list comprising such names as Varzi, Chiron, Wille, von Morgen, Veyron, Fagioli, Dreyfus, Étancelin... and Czaykowski. He drove faultlessly to finish fifth. At Monaco he was luckless again. Chiron crashed while lapping the Count through the Chicane, and blamed

him, unfairly. In further races, Czaykowski beat Louis Trintignant and challenged Étancelin.

Then came Le Mans. He was paired with Ernest Friderich, and for 21 hours they ran solidly in fourth until an oil line broke and the Bugatti dealer had to stop with a seized engine. Unfazed, the Count beat Pierre Veyron in Nice, won at Comminges and, persuaded by Earl Howe, tried his luck at Brooklands and found the fast, deadly track to be his cup of tea.

Sadly, his Type 51 threw a conrod during the British Empire Trophy yet, as he had become increasingly confident of his ability to handle really high speeds, Czaykowski ordered the 5.0-litre Type 54, a car as fast as it was unreliable. He took delivery in 1933 and promptly took it to Berlin to get used to Avus. He successfully beat six world records there and saw his name featured in Dunlop and Castrol advertising. The idea of stormtroopers saluting a Polish driver with a French passport seems inconceivable today.

During the Avusrennen, he took the lead at the start and did not relinquish it until lap 14 when Varzi, in a similar Bugatti, passed him after a long struggle. Czaykowski took the lap record (achieving 221.72km/h) on the last lap and finished just 0.2sec behind the Italian. It was regarded as the finest drive of his career. Le Mans and Monthéry saw mechanical failures, but Czaykowski became the first non-British driver to win the British Empire Trophy 500-mile race at Brooklands.

He kept racing, winning his class at Dieppe while his wife – who usually took care of the timekeeping and supervised refuelling – won the accompanying concours d'élégance with her Bugatti Type 55.

Then came 10 September 1933. In the first heat of the Gran Premio di Monza, Czaykowski led from the start, pursued by Trossi in his Duesenberg. When the Italian count's mount expired, the Pole won practically uncontested. In the second heat, two Italian heroes perished, Borzacchini and Campari. However, death was an integral part of racing and Czaykowski jumped into his Type 54 for the final. Again, he drove splendidly, threading his way into the lead. On the fourth lap he achieved an average speed of 187.935km/h, but disaster struck and his car flew over the brow of the banking. He died trapped under his blazing Bugatti and Marcel Lehoux, who won the race, suffered a breakdown upon hearing of his friend's death.

The Countess asked Jean Georgethumb to bring her husband's charred remains home, together with the wreck of his racing car. Newspapers devoted much space to the tragic events at Monza, with the talented Pole mentioned alongside the two Italians. Stanisław Czaykowski, an aristocrat of Polish descent and a race driver in peak form, had died at the same track as his fellow countryman Count Louis Zborowski, nine years before.



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## Tizio lamp

*Created by an industrial designer to meet his own needs, the Tizio is the only lamp you need, er, mate*

**'TIZIO' HAS** turned 50. Not as one might think the half-century of a faded Italian pop star or the diminutive of a former AC Milan striker, but in this case that of an infinitely variable work lamp and cult object from the Artemide lighting company. And, for those who savour minimalist aesthetics and clever design, the *ne plus ultra* of desktop illumination.

The English translation of Tizio is something like 'bloke' or 'mate' and this rather odd name for a light was chosen by Ernesto Gismondi, founder of Artemide, who was inspired by the expression *Tizio, Caio e Sempronio*, the Italian equivalent of 'Tom, Dick and Harry'. His train of thought at the time was that after Tizio he could coax its designer into completing a wittily named lighting trio with 'Caio' and 'Sempronio' as companion pieces.

Having studied aeronautics and graduated with a degree in missile engineering, Gismondi changed trajectory in 1959 when he founded Artemide with established Milanese architect and industrial designer Sergio Mazza to design and manufacture quality lighting. Mazza drew the company's first products but other architects and industrial designers were soon commissioned to expand its range, and in 1971 Gismondi asked expatriate German Richard Sapper to design a desktop work lamp.

Born in Munich, Sapper had started his design career at Mercedes-Benz before relocating to Milan in 1958, where he sprang to international attention in the 1960s with his work for electronics company Brionvega, especially with the still-in-production 1963 cult classic TS 502 cube radio (*Octane 102*).

Although Tizio was commissioned by Gismondi, the real client turned out to be Sapper himself, who later declared that he'd wanted a lamp with a light source that could easily be positioned close to his drawing hand with the least possible obstruction to his vision. The skeletal matt black aluminium result featured pivoted and counterbalanced parallel arms and a lamp head that could be repositioned by the touch of a finger.

Multi-positional lamps were not exactly a new idea, of course, the world-famous

Anglepoise (*Octane 10*) having arrived in 1932, the year Sapper was born, but the Tizio cleverly exploited modern technology to produce a delicate, low-inertia lightweight design masterpiece. It dispensed with springs to maintain the light's position and even a cable to carry electricity to the bulb. It was this last feature – the absence of any obvious means of conducting electricity – that made the lamp so novel and intriguing to the uninitiated.

It was made possible by using a tiny 12-volt halogen bulb, then more common in 8mm amateur film projectors. The low voltage allowed electricity to be carried through the arms from the transformer in the lamp's base without fear of shock to the user. In another thoughtful innovation, the pivot points of the flat-section arms were held by press-studs that in the event that the lamp was knocked over would give way before the arms bent.

The lack of a cable to the lamp head allowed the arms to rotate a full 360 degrees around their pivot points, as could the lamp head itself. The heavy base containing the transformer also doubled as a turntable around which the superstructure could revolve.

It was launched in 1972, just as matt black was about to become the new cool. The all-black Porsche Design watch was launched in the same year and the brightwork on the 911 soon also turned black. Almost overnight, no self-respecting architect or ad-man would feel that his desk was complete without a Tizio. It became an immediate cult object of the loft-living, high-tech era then emerging, even to those who could merely aspire to a loft rather than actually being able to afford one.

Other, distinctly architect finishes such as white and metallic grey subsequently became available and, after half a century, the appeal of Tizio is undimmed. Design purists, however, may not be convinced by the fact that to celebrate its 50th year of production it is now available in red. Sapper died on the last day of 2015 and Gismondi on the last day of 2020 and, despite the commemoration Tizio being described as 'In Sapper's favourite shade of red', one suspects neither would have approved.



**Rolls-Royce Phantom I 1928 Sedan de Ville by Hooper**  
*Originally supplied to the Duchess of Westminster with many special features.  
Excellent, well maintained condition.*



**Rolls-Royce Silver Ghost 1924  
Open Tourer by Hooper**  
*One of the last of the Silver Ghost models and fitted with four wheel brakes. Excellent condition.*



**Rolls-Royce 20hp 1922 Open Tourer by The Clyde Automobile Co. Ltd  
of Glasgow (John Robertson coachwork)**  
*Exceptionally attractive. Ready to use and enjoy.*



**Bentley R-Type 1953  
Standard Saloon**  
*Well maintained and in very good restored condition. Fitted with manual transmission.*



**Bentley R-Type Continental 1955  
D-Series Fastback by H.J. Mulliner**  
*Best and last of the series. Excellent condition with extensive history.*



**Bentley S1 Continental 1957  
Drophead Coupé by Park Ward**  
*Very good well maintained condition. One of only 58 right hand drive examples made.*



**Bentley Continental GTC Speed. March 2016**  
*Only 6,700 miles with Bentley history, latterly with P & A Wood. Excellent condition.*



**Rolls-Royce Phantom Coupé. October 2008**  
*One of less than 100 made for the UK market and considered as a future classic. Excellent condition.*





## 'IT'LL SET YOU BACK LESS THAN THE PRICE OF A COUPLE OF HOURS' PARKING IN CENTRAL OXFORD'

case opener, winding a couple of lengths of gaffer tape round your fingers will usually give enough stick to shift a screw-on caseback. Then you'll need a set of jeweller's screwdrivers, pointed and flat-ended tweezers, a hand-pulling tool (to get the hands off the centre pinion) and a set of finger stalls to keep the movement and dial clean as you handle them. To be fair, that's the absolute minimum but it'll set you back less than the price of a couple of hours' parking in central Oxford.

It's down to you how you tackle the job. If you have an old, cheap and broken movement and just fancy learning a bit about how a watch works, simply start in with your screwdrivers and take the thing apart. If you want to be more scientific about it (and, to be fair, have an infinitely better chance of not lousing anything up), get a copy of *Practical Watch Repairing* by Donald De Carle and read it before you start. De Carle wrote in the early 1940s, so you have a significant advantage over him; you can use your telephone to photograph each screw and part as you remove it. That means you don't end up scratching your head and wondering where that little curly spring that's left over should have gone.

If you're starting with a watch in its case, you'll need to know how to separate the winding crown and stem from the movement so you can get the movement out. When I tried working on my first watches, I couldn't work out how to do this and so resorted to some truly horrifying botchery. In fact, it's simple. Most movements have a little button or a screw near the stem. Pushing this (or partially unscrewing it) while pulling gently on the crown will usually release it and you can pop it and the stem out.

This is the stage I'm currently at with Glen's Vostok. When it arrived and I took the caseback off (the gaffer tape method won't work on a Vostok as the Russian firm used a separate, threaded retaining ring to hold its casebacks on), I thought I'd got it nailed. There was dust all over the movement, it had been oiled by a jittery ape, and there was a hair blocking the rotation of the third wheel. I removed the hair and the watch ran happily. I was, clearly, a modern Breguet. Then, sensing my hubris, the watch stopped ten minutes later.

So now I've got the movement out of the case, am about to remove the hands and start stripping the thing down, and I'm 11 again.

## Please do try this at home

*If your watch is already broken, a bit of DIY investigation can't really do any additional harm... can it?*

**TINKERING IS THERAPEUTIC.** There's a sense of satisfaction that comes from taking something apart, fiddling about intelligently with it, and making it live again. This applies as much to watches as cars. The closed back of a watch is, in reality, no more impenetrable than the myriad slabs of plastic trying to deter you from fixing your modern car's engine.

When I was a kid, just as the digital watch revolution was kicking off, old watches that didn't work weren't 'vintage', they were scrap. You could – as I did – scrounge dead mechanical movements from local jewellers' shops before they ended up in the bin. After setting to and stripping them down with more enthusiasm than ability, I eventually managed to get a few back together. Sometimes there weren't too many parts left over. A couple even ran again, albeit briefly. It's how I started my ruinous obsession with anything that ticks, bleeps or hums to tell the time.

I got the chance to relive my youth when, earlier this month, a package arrived in the post from our associate editor Glen Waddington. In

it was his very dead Vostok Komandirskie. He wondered if I fancied taking it apart to see what was wrong. These Russian watches are built like my old Russian motorcycle combination, basically and with as much finesse and polish as a KamAZ truck. But they're equally robust, so they're pretty simple to work on and it doesn't really matter if you make a hay of things.

I'm not suggesting you go all George Bamford and attack your Christmas present Breitling Navitimer with a penknife, but it's worth trying to take an old, cheap watch apart and putting it back together again. The process won't just give you a better understanding of how a watch works, it'll also give you an appreciation of the watchmakers who've brought mechanical timekeeping to the level it is at today. Sadly, the days of movement scrounging are over but, if you're feeling flush, you can pick up a new, working Vostok cal. 2414 from auction sites for about £20 or any number of broken movements for beans.

You don't need much in the way of tools to start taking a watch apart. If you don't have a

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BUY



SELL



ONE TO WATCH

## Pinion Atom

*Just five years old and already a classic*

**YOU FANCY SOMETHING** a bit different, a watch from a high-quality, low-volume maker. And you want something British. Where do you look? Well, if fame in Watchworld depended on quality and commitment to doing things right, you'd already have Pinion high on your shopping list.

In March 2013, Pinion was barely a few scribbles on the back of a cigarette packet. Yet by November the same year, founder and owner Piers Berry had three prototype watches designed, cased, dialled and exhibited at the UK's most prestigious watch show, Salon QP. Piers doesn't hang about.

In the ten years since, Piers has produced three-handers, GMTs and chronographs, but here's Pinion's first entry-level offering: the Atom.

If ever a watch were greater than the sum of its parts, it would be the Atom. The movement isn't anything exotic: it's a workmanlike but smooth-winding Miyota automatic. The 41mm case (it wears smaller) is bead-blasted stainless steel. There's a plain, stitched leather strap with a Pinion-branded buckle. Yet the Atom is a design detailfest.

The dial manages to be readable without being either shouty or dully utilitarian. At the same time, there are three weights of number: large white superluminova-filled cardinal numbers at 12, 3, 6 and 9 (they glow green at night), smaller yellow interstitials and, despite all four cardinal numbers being present and correct, still a date in a tiny window at 6. By the way, Piers designed the typeface himself from scratch. The centre of the dial is textured with a hobnail pattern (*Clous de Paris*, if you're feeling posh).

Price? Now that's a challenge because there are so few 41mm Atoms. They were only £650 new and still seem to fetch between £400-500 now.



### NEW WATCHES



**GIRARD-PERREGAUX LAUREATO  
38MM COPPER**

Things don't change rapidly in La Chaux-de-Fonds. G-P launched the Laureato in '75 and it's stuck to its knitting ever since: octagonal bezels, integrated bracelets, no fuss, no ostentation. So, the new Laureato being smaller at 38mm and having a new copper *Clous de Paris* dial, is quite a revolution. Star of the show remains the in-house, hand-finished cal. GP03300-2034 movement and there's a display back so you can enjoy the angled edges to the plates, the mirror polishing and the rest of the finishing. Don't wear it, just gaze through the sapphire back and dribble.  
**£11,500, girard-perregaux.com**



**ARCHIMEDE PILOT 200**

From one end of the price scale to the other, although Archimede also very much advocates the 'no fuss, no ostentation' school of watchmaking. The Pilot 200 is a proper, modern Flieger; wonderfully clear, easy to read and classically dialled. But Archimede likes to do things its own way, so the orange second hand stands out and matches the stitching on the black leather strap. This one really comes into its own in low-light – the ice blue lume is gorgeous. Serious Pforzheim casemaker Ickler owns Archimede, so the 39mm stainless case is a bit of a beauty.  
**€960, archimede-watches.com**



**THE GÉRALD GENTA ARENA BI-RETROGRADE  
WITH MICKEY MOUSE PLAYING FOOTBALL**

What do you think of when someone mentions watch god Gérald Genta? The sober (and now bogglingly expensive) Patek Nautilus? The octagonally bezelled AP Royal Oak? What you're probably not thinking about is Mickey Mouse, yet his Mickey designs are classics. Under the footballing Mickey on the mother-of-pearl dial, there's a bi-directional winding triple-complication cal. BVL300 movement with jumping hours, retrograde minutes and date. It's great to see watchmaking at this level taking itself very un-seriously indeed. There are only 200 of these; they won't be around long.  
**€24,000, bulgari.com**



*Our passion is classic competition cars*



2019 Porsche 935 "Moby Dick" - P.O.A



1972 BMW 3.5 CSL Group 2 "Batmobile" - P.O.A



2010 Aston Martin Vantage GT2 - P.O.A



1964 Porsche Carrera GTS - P.O.A

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## LOUNGE CHAIR BY LUIGI COLANI

Few car designers have ever polarised opinion like the late Luigi Colani, whose 'biodynamic' shapes were received with either wonder or bafflement. He was welcomed in Japan as a sort of prophet, but the European establishment never knew what to make of a man who sought to improve the Lamborghini Miura by reworking it as an articulated vehicle. 'Nobody has an idea how the car of tomorrow should look,' he grumbled in 2007. 'I've built them already.' He was able to give freer rein to his ideas away from the motor industry, turning his hand to everything from pianos to cutlery, and in 1968 Kusch & Co commissioned him to create a space-age chair. This rare example has popped up for sale at Vintage Objects in The Netherlands; we're not sure how you climb in and out while preserving your dignity, but then Colani was never overly concerned with practicalities.

€5500. [vintageobjects.com](http://vintageobjects.com)



## GRAN TURISMO DRIVING GLOVES BY SUIXTIL

Unfortunately Suixtil can't do anything about the feeble heater in your classic, but winter drives will be more enjoyable with a pair of these cashmere-lined leather gloves keeping your hands warm.

\$160. [suixtil.com](http://suixtil.com)



## LEGO TECHNIC FORD GT

Production of the second-generation Ford GT may have come to an end (bonkers, track-only MkIV version aside), but you'll soon be able to build a GT yourself: Lego releases this 1466-piece Technic model on 1 March.

£104.99. [lego.com](http://lego.com)



## ENZO FERRARI INK BY MONTBLANC

A bit of fun for Ferrari fans. In 2021 Montblanc's 'Great Characters' range grew to include two fountain pens inspired by Enzo's life, and now you can buy ink in the colour used by the Old Man himself for all correspondence.

£33. [montblanc.com](http://montblanc.com)



## SIMCA 1000 POSTER BY MATTHIEU DIESE

Despite its tendency to rot away, the Simca 1000 was one of the best mass-market cars to come out of France in the 1960s – inexpensive, thoughtfully designed and fun to drive – and this promotional poster from 1962 is as charming as the car itself.

**\$1400.** [postermuseum.com](http://postermuseum.com)



## TRIUMPH 'MO JUNGLE' JACKET

Fashioned from heavy Bedford cord (also known as jungle cloth) and featuring a cosy yarn lining, this is Triumph's latest interpretation of the classic N1 Deck Jacket issued to sailors in the US Navy during World War Two.

**£295.** [triumphmotorcycles.co.uk](http://triumphmotorcycles.co.uk)



## JAMES HUNT SOCKS BY HEEL TREAD

We are now, somehow, half a century removed from James Hunt's debut in F1. He began his season in 1973 'puking all over the place' at the Monaco GP as he battled nerves, but he was almost the finished article even then, and put on a good show, wearing on his lid the stripes that would soon be familiar to millions.

**£10.60.** [heeltread.com](http://heeltread.com)



## PORSCHE 962 AT MIAMI BY TODD COOK

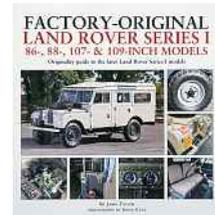
This year marks the 40th anniversary of the first Grand Prix of Miami, which looked like it might also be the only running of the event when torrential rain flooded the road circuit with the race barely underway. The sports cars returned, though, every year for the next decade, and this illustration – produced for the modern event Das Rennreffen Miami – captures the Löwenbräu 962 of Al Holbert and Derek Bell in 1986.

**\$35.** [petrol-emotion.com](http://petrol-emotion.com)

# Books

REVIEWED BY OCTANE STAFF AND CONTRIBUTORS

**Book of the month**



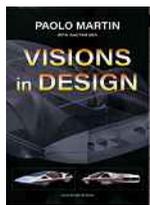
## Factory-Original Land Rover Series I 86-, 88-, 107- & 109-inch Models

JAMES TAYLOR, *Herridge & Sons*, £45, ISBN 978 1 914929 01 4

James Taylor's first book on the Series I Land Rover in the *Original* series appeared in 1996 and was an instant hit. As interest in restoring old Landies has sky-rocketed, so too has the demand for hard info about exactly how they left the factory, and this all-new work on the post-53 models is packed with superb colour photography and forensic detail about spec changes, optional extras, and even foreign-built versions. **MD**

## Visions in Design

PAOLO MARTIN with GAUTAM SEN, *Dalton Watson*, £95, ISBN 978 1 956309 00 3



Naturally, being an Italian car designer, Paolo Martin has a pasta machine to his credit. Since he went his own way in 1976, there have been boats, trucks, many a motorcycle, sanitaryware, lighting, a hairdryer (standard fitment on cruise ships), watches, a coffee pot (as predictable as the pasta machine), a cheese grater – even a McDonald's Drive In. And as you scroll through photo after photo in this book of his works, you may spot a recurring theme: the Ferrari Modulo.

Yes, Martin's own late-1960s masterpiece has even cropped up as a deckchair. Or, being fairer to its intended concept, as modular garden furniture. We'll come back to that because, although this concept car is easily Martin's most significant calling card, the story behind it might surprise you. And there's far more to learn about the man beforehand.

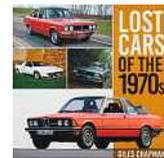
In essence, this is Paolo Martin's autobiography: 304 pages long, with nearly 400 colour images and almost twice that number of sketches and design drafts. Edited by the noted Indian automotive journalist Gautam Sen with a light touch, at first it comes across as a little naïve. But settle into the prose and you imagine how it might be narrated by Martin. There is a homespun charm to the way he describes his career and achievements, and, although he intends to come across as modest – 'I do not like the word "I"' – he isn't slow to claim credit for 'those magic moments that, over 50 years, have helped me realise absolutely every one of my dreams.'

The earliest chapters begin with Martin's Piedmontese childhood and then a chance meeting

with Giovanni Michelotti that resulted in his first job, followed by a rather less fortuitous consultation that saw him working for Nuccio Bertone. At Bertone he created the *carrozzeria's* stylised 'b' logo and the Alfa Montreal's distinctive dash clocks, but after just a few months he moved to Pininfarina in 1967.

Among his designs are the Rolls-Royce Camargue, Peugeot 104, Fiat 130 Coupé, show cars based on the Fiat Dino, plus – of course – the Modulo. While working on the Camargue in 1967, he began sketching something rather more progressive: a single sweep of the pencil balanced over a lengthy wheelbase, the wheels themselves semi-concealed. When the Pininfarina studio closed for summer, Martin stayed behind, slicing an 8m<sup>3</sup> block of polystyrene until his dream form was realised – and then hidden under a blanket. Only two years later was he allowed to clad a Ferrari 512 chassis with the radical body, after which it was unveiled to a rapturous reception at the 1970 Geneva show.

Design fans will love the pictures; designer fans will love to hear Paolo Martin in their heads. **GW**



## Lost Cars of the 1970s

GILES CHAPMAN, *The History Press*, £17.99, ISBN 978 0 7509 9944 1

The title is a bit of a come-on, because many of the cars featured in this attractive softback will be very familiar to anyone who reads classic car magazines – Volvo 262C, Bond Bug; even Bentley T2 – but get past that and you'll find yourself won over by the great stories behind a lot of them. Chapman is always an entertaining writer and this mix of (mostly) period press pics and his pithy prose works remarkably well. There's ample coverage of the more obscure corners of the Japanese industry, too, so even hardcore classic enthusiasts are likely to find something they've not read about before. **MD**



## Resto Mods: Better, Faster, Cooler

BART LENAERTS and LIES DE MOL, Waft, €60  
(standard edition), available from waft.be

Love 'em or loathe 'em, there is no lack of demand for restomod, fuelled by an apparently inexhaustible supply of uber-wealthy petrolheads looking for something a bit different.

How, exactly, you define a restomod is a moot point, and entrepreneur David Brown, of infamous Speedback GT fame, is refreshingly blunt: 'Honestly, I have no idea what a restomod is.' Nevertheless, his Mini Remastered makes it to the final baker's dozen cut featured in this artfully presented volume, a cross-section sourced from the UK and the Continent.

Words and the majority of the pics are by the Dutch husband-and-wife team that comprise Waft Publishing, and author Bart Lenaerts gives full rein to his

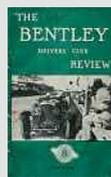
*The Fast Show* 'Niice' jazz-riff style of writing. In any other context it might drive you mad, but somehow it works here and it gives a unique character to this duo's design-focused books.

Thankfully, there's only one 911 restomod profiled (by Sander Automotive, not Singer), while the Lancia-based Delta Futurista by Automobili Amos is among the most interesting of a varied bunch that ranges from the fairly familiar (Eagle E-type) to rarities such as the Citroën SM2. There can only be one verdict: 'Niice.' MD



## The Bentley Drivers Club Review

VARIOUS EDITORS, Bentley Drivers Club, value £5 to £30 each



As the name suggests, this is a club magazine – but it's also a great history resource that deserves a place

in any comprehensive motoring library.

First published in June 1946, and originally a quarterly (it's been bi-monthly since 2004), the *Bentley Drivers Club Review* has always been a handsome magazine. The example shown here is from March 1950 and its contents are typical: owners' experiences, technical advice, event reports – and some lovely period adverts, too.

What make the *Review* particularly useful are indexes that have been published (the first in 1991 for issues 1-180

and more since), which allow you to trace the histories of individual cars. They can be found for £20 to £35.

Building up a full set of the *Review* is not easy, although you may get lucky at auction and pick up a partial or complete run for less than the £2000-5000 going rate – and they may be in binders, too. If you need to complete a set, individual issues from the 1960s-on can cost as little as £5 or less each, with early copies ranging up to £30.

Ben Horton



Collector's  
book



## Max Hoffman: Million Dollar Middleman

MYLES KORNBLATT, Veloce, £30,  
ISBN 978 1 787115 03 3

It's surprising to learn from this snappily written hardback just how many European marques the WW2 refugee Max Hoffman was involved with in his adopted USA, having launched his import and distribution business in 1947 with a single car (a Figoni et Falaschi teardrop Delahaye coupé). Sensibly, therefore, the author divides Hoffman's story by marque – Mercedes features prominently – but there are also fascinating chapters on, for example, his love of architecture and its realisation in his automobile showrooms. MD

## GT40 Uncovered

CLAUDE NAHUM and STEVE RENDLE, Porter Press International, £500, ISBN 978 1 913089 35 1



Co-author of this book, Claude Nahum, was always going to be a Blue Oval man through-and-through. His father is known as 'the father of the automotive industry in Turkey' and worked both for and closely with Ford

throughout his career, creating Turkey's own Ford-powered Anadol car. The young Claude followed in his footsteps, studying engineering before doing post-grad training at Ford UK in Dunton.

Ever since he read about Ford's victory at Le Mans in 1966, Nahum has been obsessed with the GT40 – while still a teenager, he painted his own Anadol in white with a black bonnet as a tribute. He bought a (real) GT40 in 1998, went Historic racing and has since owned a second example and commissioned two replicas. The last of these, a recreation of the prototype GT101, came as part of a deal involving John Wyer's original plan chest, long coveted and stuffed with original drawings for GT40 components.

Now Nahum has achieved his ambition of presenting this treasure-trove in a superb, large-format (it measures 17in/43cm square) book. Assisted by technical author Steve Rendle, and with design by the award-winning Martin Port, he's

created a magnificent work. It's far from being merely a collection of engineering drawings, however: thanks to the support of Ford's archivist Ted Ryan – and, of course, Port's imaginative page layouts – it is leavened with period photos and sketches.

After the obligatory introduction to the GT40, the people involved, and an explanation of how the drawing process took place – a fascinating subject in its own right – the book features and explains dozens of the original drawings: everything from suspension uprights to dashboard layouts to transaxles. Well, not everything, of course: Nahum has sensibly ensured that there's not nearly enough info in this selection to create a whole GT40 from scratch. It's all rounded off with some beautiful cutaway drawings of key GT40s.

Yes, it's pricey, but this stunning book's print run has almost sold out. If you want one, act fast. MD



# Models

REVIEWS AND PHOTOGRAPHY MARK DIXON



1:18 scale

## 1978 BRITISH LEYLAND PRINCESS

By Cult Price £188.95 Material Resin cast

The head of production and development at Dutch company Cult Scale Models, Mark Asbreuk, is a serious Anglophile, which helps explain why it offers fabulous large-scale models of some very unexpected British car subjects – such as this ‘wedge’ Princess. But then again, why not? With its avant-garde Harris Mann styling, and super-supple Hydragas suspension, the Princess could hold its own with a Citroën CX

in the looks and ride departments; only lacklustre performance (and build quality) let it down. If it were French, everyone would be lusting after one.

So, hats off to Cult for being brave enough to offer a 1:18-scale Princess. Also available in metallic green or metallic bronze, it’s beautifully finished and has a fully detailed interior, complete with fake wood. Go on, embrace your inner ‘70s – you know you want to.

### Classic model

WORDS: ANDREW RALSTON



### ‘ELECTROMATIC’ STUDEBAKER

by Distler

Despite the push towards using electric cars, recharging them is still a major issue. Toymakers in the 1950s faced similar problems with battery-powered model cars. Batteries inside the car could make it too heavy to do more than crawl across the floor, while batteries inside a cable-linked control box would restrict its movement.

Then the German company Distler came up with a clever solution. Distler, the origins of which go back to the late 19th Century, when Johann Distler started making tinplate toys in Nuremberg, had a track record of producing toys with innovative mechanisms. Its most famous product was the 25cm-long ‘Electromatic’ Porsche 356, operated by batteries located in the rear of the car, which had steering and even working gears.

But the ‘Electromatic Strom-Tankstelle’ or ‘Power Filling Station’ Studebaker took things a stage further. Working with the German Edison Accumulator Company (DEAC), Distler developed what was claimed to be ‘the smallest accumulator cell in existence’. Two large batteries were concealed in a tinplate replica of a Shell filling station, and a ‘hose’ from the petrol pump could be plugged in at the back of the car to transfer power to the accumulator inside the car. A three-minute charge allowed the car to be driven for six minutes; a ten-minute charge gave 20 minutes’ use, and so on.

The plastic bodyshell is quite an accurate replica of a 1955 Studebaker coupe – it was marketed in the US by Louis Marx, the world’s largest toy company of the time – and a really good boxed example is now worth about £200.



1937 Peugeot 402 Eclipse  
Evrat £174.70

Handsome presented on a red leather base, this excellent resin handbuilt of a Brandone-bodied 402 is decent value.



2020 Land Rover Defender 90  
TrueScale Miniatures £49.95

Less than 50 quid nets you a superb diecast of the First Edition Defender, with green interior to match its paint.



2021 Ferrari 488 GT3  
Looksmart £104.95

This model of Alex Albon’s DTM racer is testament to the incredible detail and intricate liveries now possible in 1:43.



1965 McCartney’s Mini Radford  
Mini Mania £102.95

A gorgeous model of Paul McCartney’s Mini Cooper Radford de Ville – with matching electric bass.



1928 Mercedes 680S Dual Cowl  
Carbone £359.45

It’s a lot of money but this handbuilt of a Gangloff cabrio is limited to just 40 examples and is simply exquisite.



1971 Mercury Sportshauler  
Matrix £124.95

Highlight of this one-off concept model is, of course, the six-wheeler ATV that comes with it – brilliant fun!

## Mercedes Pullman



For almost twenty years, the Mercedes 600 "Grosser" was the flagship of Mercedes' range and the list of owners included many stars of stage and screen and significant political figures. Several body styles were offered and the Pullman limousine seen here was favoured by many world leaders. This imposing machine is superbly captured in 1:18 by popular diecast makers KK Scale and offers fantastic value, whichever colour you choose.



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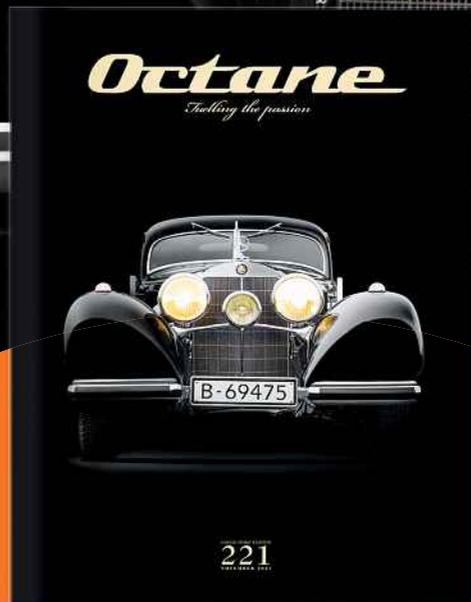
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# THE MARKET

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RM SOTHEBY'S

## F50 smashes records in Miami

*RM Sotheby's ends 2022 on a high with a blistering Florida sale*

**THERE'S SEEMINGLY NO** stopping Ferrari F50 prices, with yet another record smashed at the final RM Sotheby's sale of 2022, when a 625-mile early production car sold for \$5,395,000. Although the Singapore-delivered car had been estimated at a punchy \$5.5-6.5m, the result still represents another milestone for this sought-after model.

The Miami sale, RM's first at Herzog & de Meuron's famed ultra-modern 1111 Lincoln Road, focused on the more recent end of the market but worked well, with a 98% sell-through rate and \$40,261,160 raised by 55 lots. Other Ferrari results were largely below pre-sale estimates, but generally sold for market-correct money (see Top 10 Prices, right).

Perhaps the most fitting car for the location was a full *Miami Vice*-spec widebody 1987 Mercedes-Benz 560SEC AMG 6.0. This achieved an incredible final price of \$720,000 against an estimate of \$225-275k. The third Porsche 959SC 'Reimagined by Canepa' (the first to come to market) sold for \$2,920,000. Although pretty much everything was bought, one notable exception was the 1994 Bugatti EB110 GT, which failed to find enough interest at \$1.6-1.9m.

Bonhams also announced relatively healthy £6.5m and 77% results for its end-of-season sale at the flagship Bonhams saleroom in London. Top seller

was the 1969 Lamborghini Miura P400 S (below) at £1,067,800, offered alongside a 1981 Lamborghini Countach LP400 S from the same estate for £460,000. Further proving the healthy appetite for Lamborghini V12s was a 2001 Diablo VT 6.0 SE. This run-out special finished above estimate at £276,000.

At the more affordable end of the market, Classic Car Auctions' December sale saw a good spread of results and an 80% sale rate. 'Humble' classics attracted plenty of bids, with a 1985 Ford Fiesta Mk2 Popular Plus making £8775, and an early 2CV raising £8325. Not often seen at auction, a restored 1983 Vauxhall Astra GTE Mk1 set a benchmark at £25,650.

Rounding out its second year of auctions, Manor Park Classics recorded a 63% sale rate, with one of the star cars – a 1969 Ferrari 365GT 2+2 – selling for £190,000 in a post-sale deal. While a few bargains slipped through, affordable and quirky classics remain very much in demand.



### TOP 10 PRICES DECEMBER 2022

**£4,401,500 (\$5,395,000)**

**1995 Ferrari F50**

RM Sotheby's, Miami, USA.  
10 December

**£2,696,000 (\$3,305,000)**

**2019 Bugatti Chiron Sport**

RM Sotheby's, Miami, USA.  
10 December

**£2,651,500 (\$3,250,000)**

**1990 Ferrari F40**

RM Sotheby's, Miami, USA.  
10 December

**£2,606,500 (\$3,195,000)**

**2003 Ferrari Enzo**

RM Sotheby's, Miami, USA.  
10 December

**£2,382,000 (\$2,920,000)**

**1988 Porsche 959SC**

Reimagined by Canepa  
RM Sotheby's, Miami, USA.  
10 December

**£1,799,000 (\$2,205,000)**

**1973 Ferrari Daytona Spyder**

RM Sotheby's, Miami, USA.  
10 December

**£1,346,000 (\$1,655,000)**

**2005 Porsche Carrera GT**

RM Sotheby's, Miami, USA.  
10 December

**£1,215,500 (\$1,490,000)**

**2020 Ford GT Heritage Edition**

RM Sotheby's, Miami, USA.  
10 December

**£1,067,800**

**1969 Lamborghini Miura P400S**

Bonhams, London, UK.  
16 December

**£1,042,500 (\$1,290,000)**

**2005 Porsche Carrera GT**

Bring a Trailer, online, USA.  
13 December

DAVE KINNEY'S USA ROUND-UP

# 1959 BMW 507 Roadster

Mecum, Kissimmee, Florida

4-15 January

BMW was once a much smaller manufacturer, but it was able to thread the needle so that it had cars available at just about every price point. The tiny Isetta was built by BMW under licence, the 501, 502 and 503 cars were serious contenders in their respective categories and, at the other end of the spectrum, the 507 was crossed-shopped by 300SL buyers.

The 507 was a rare sight when new and is tough to find now. Speculation is that a little over 200 survive today and in recent years the later cars have been selling for stronger money than the earlier builds. After a high launch price of \$8988 in 1956, by the time the example you see here was manufactured the base price had risen to \$10,500, well beyond expected sports car money and firmly in the league of luxury car pricing.

This very late-production Series II car was fully restored in 2001, and has been part of a collection since that time. It is said to have the optional four-wheel disc brakes, a Blaupunkt radio, three-piece fitted luggage... and a hardtop. That factory hardtop is a very rare option, with perhaps fewer than 20 cars so equipped.



CAR OF THE MONTH

A very nice though not perfect example, this 507 brought an unexpectedly low price of \$1,760,000 at the Mecum auction. In the past, the January sales in Kissimmee, Florida, and Scottsdale, Arizona, were known as a bellwether for the coming year of auction sales. With other auction sales holding up well at the time of writing, it is too early to call the entire month as being off to a slow start, but this 507 was a low price to remember.

Dave Kinney is an auction analyst, an expert on the US market scene, and publishes the *Hagerty Price Guide*.

## 1981 Triumph TR7 Convertible

Mecum, Kissimmee, Florida



This late-production TR7 was one of the first cars to roll through the giant Mecum Kissimmee Auction. It's easy to pass undiscovered in a crowd when 4000 cars go under the hammer in nine days, and this handsome Triumph found a new owner at a bargain price of \$3300. Plus, even though the old vinyl roof was still in place, a new top was included in a box.

## 2007 Police Ford Crown Victoria

Mecum, Kissimmee, Florida



This was a real-deal working police car with Washington, DC-style graphics until it was drafted into service for the 2015 box-office smash video-game caper *Pixels*. The full-sized 'Crown Vics' were seen on streets across America because, for a very long time, they were the most popular choice for police departments. This one sold for just \$9900.

## AUCTION TRACKER MERCEDES-BENZ 280SL

The final iteration of Mercedes-Benz's W113 'Pagoda' is a frequent visitor to the auction block. With 23,885 280SLs built between 1967 and 1971 and a reputation for strong build quality, there's plenty of choice.

The best now fetch well into six figures, Gooding & Company starting that trend back in March 2013, selling a recently restored example at Amelia Island for

\$121,000 (£100,250). RM Sotheby's raised the bar at Scottsdale in January 2014, its timewarp SL with less than 25,000 miles making \$165,000 (£136,750). A significant uptick seven months later saw RM achieve \$264,000 (£218,750) at Monterey for a California-delivered car – the subject of a frame-off restoration.

RM established the current benchmark in 2021, drawing

\$335,000 (£277,500) for a Dark Olive over Cognac example that had been given a blank-cheque restoration at Mercedes-Benz Classic Center USA in 2010. SLs with factory-fitted ZF five-speed manuals are rare, ultra-desirable and command a premium; Bonhams' ex-Daimler-Benz test car (pictured) sold at Monaco in 2018 for €230,000 (£202,250).

Jonathan Aucott from Avantgarde Classics explains the wider market: 'In the UK everyone wants a right-hand-drive Pagoda; left-hand-drives are seriously behind in terms of value – probably by as much as a third. If it's got overrides and US headlamps, even more so.'

'There doesn't seem to be a lot of difference in price between the cars with four-speed manuals and those with automatics, but the factory five-speed manuals are highly prized. Pagodas are a little bit under-g geared and feel like they need an extra ratio

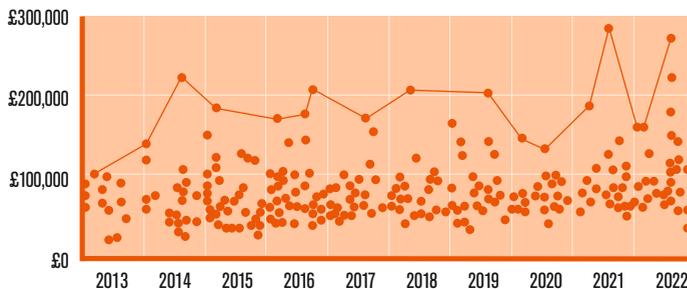


when you're on the motorway, so the five-speed is in demand.

'There are a lot of colour-change cars out there and many have had their engines swapped out. Some got replaced with a later 280 engine, but now the cars have risen in value people want original engines and prefer original colours.'

'The UK ceiling is £180,000; a really nice one is generally £125,000-150,000.'

Rod Laws



Line charts the top prices for comparable cars at auction.

### GLENMARCH

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**2020 Jaguar Project 8**  
£119,950



**2018 Ferrari 488 GTB**  
£169,950



**2014 McLaren 650 S Spider**  
£94,950



**1965 Ferrari 330 GT**  
£399,950



**2017 McLaren 570 S Coupe**  
£92,950



**2016 Ferrari 488 GTB**  
£164,950



**2019 Ferrari Portofino**  
£142,950



**2010 Mercedes-Benz SLS AMG**  
£179,950



**1960 Aston Martin DB4**  
£375,000

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## Easier to drive than a truck?

*RM Sotheby's, Paris, France 1 February*

**PROST VS SENNA** was still very much on everybody's mind at the beginning of the 1991 F1 season. With Senna remaining at McLaren and Prost mounting another Championship assault with Ferrari, it was all to play for.

Starting the year with the previous season's car immediately put Ferrari on the back foot, but a heavily developed replacement – the Ferrari 643, as seen here – was intended to level the playing field when it was introduced halfway through the 1991 season.

Powered by a 3.5-litre 710bhp V12, revving to 13,800rpm and driving through a seven-speed semi-automatic gearbox, it remained the

most distinctive-sounding car on the grid. Even so, despite a relatively promising start at the French Grand Prix, Prost struggled to get on with the 643 for the rest of the season. Its poor performance eventually resulted in his famous quote: 'A truck would be easier to drive than this car.' He was fired from Ferrari before the season came to an end, leaving Senna to take his third World Championship.

This car, chassis 127, was actually driven by Jean Alesi at the French and British Grands Prix, and he seemed to gel with the car a little better than Prost. It then served as the team's spare car in Germany, Hungary and Belgium –

before being wheeled out in Australia for Prost's replacement, Gianni Morbidelli.

Following the 1991 season, chassis 127 was refurbished by the factory and sold to a South African collector. It remained well-maintained and was sold in 2010 – then raced at Kyalami with Ian Scheckter behind the wheel. Sold to Germany in 2016, it was fully restored and has since been raced in several Historic events.

Not only is this Ferrari 643 to be sold in running condition, but the buyer will also get all of the specialist equipment required to run it. RM Sotheby's estimates that it will fetch €2.9-3.4million. [rmsothebys.com](http://rmsothebys.com)

## Up Periscopio! *Artcurial, Paris, France 3-4 February*

**ALTHOUGH THE** 'Periscopio' nickname given to the earliest Countach models suggests a roof-mounted rear-view mirror set-up, this very cool (but ultimately flawed) feature never made it to production. The reason the name stuck is because these early cars retained the original prototype's distinctive roof window.

Artcurial has consigned this very early car, ninth off the production line and the first sold new in France by Etablissements Thépenier. Although described as a barn find, that does the condition

of this Countach a disservice. It was bought in 1983 by the current owner, who cared for it throughout its regular use. For the past decade, however, it has remained in storage at his property, on an island in the Atlantic facing La Rochelle.

It certainly looks to be in good shape, and is described as being exceptionally well-conserved both inside and out. Complete with a full set of matching numbers and 87,558km, it will be offered at the Paris Rétromobile auction, where it is estimated to sell for €800,000-1,200,000. [artcurial.com](http://artcurial.com)



## QUICK GLANCE



### 1967 Iso Grifo GL Series I

**Broad Arrow Auctions, Amelia Island, USA**  
3-4 March, [broadarrowauctions.com](http://broadarrowauctions.com)

After a full restoration by marque expert Salvatore Diomante, this Grifo took a Best in Class award at the 2017 Amelia Island Concours. It's currently powered by a more modern GM 355 V8 engine – with optional manual transmission – but it will be sold with a fully rebuilt and period-correct 5.4-litre V8 included. One of only 330 Grifos built, this *Rosso Cordoba Metallizzato* show-winner is estimated to sell for \$350-400k.



### 1960 Triumph TR3A

**Historics Auctioneers, London, UK**  
25 February, [historics.co.uk](http://historics.co.uk)

There's always something reassuring about an older restoration, as this car shows. With a few age-related marks here and there, and an appropriate amount of wear inside, it's a characterful and well-sorted car that's ready for jumping in and driving. There's certainly room for cosmetic improvement, but at £14,000-18,000 it would make a great summer runabout as it stands – with a little less worry about it getting dirty or stone-chipped.



### 1901 Dürkopp 7hp

**Bonhams, Paris, France**  
1 February, [bonhams.com](http://bonhams.com)

Dürkopp was (and still is) known for its industrial sewing machines, as well as bicycles in the late 1800s. Similar in concept to Panhard, this early car is powered by a front-mounted vertical twin-cylinder engine. Forming part of the Bühner Collection (which is all offered in this sale) for more than 20 years, it has taken part in the London to Brighton run three times. Thought to be one of two remaining 1901 models, it's estimated at €150-180k.



### 1996 Subaru Impreza WRX V Limited

**Mathewsons, Pickering, UK**  
3 February, [mathewsons.co.uk](http://mathewsons.co.uk)

Tidy and mostly original Imprezas are getting thin on the ground, and this JDM-spec V Limited – marking both driver's and constructor's victories in the 1995 WRC – is a real eye-catcher. In blue with gold Speedline wheels, aside from a big exhaust and a couple of period-looking interior 'improvements', it's in fairly standard condition. We'd want to have a proper look around it, but the £8000-£10,000 estimate makes it very appealing.

## ALSO LOOK OUT FOR...

One of our favourite early films is the 1939 epic *Union Pacific*, in which Joel McCrae battles saboteurs, Sioux raiders, rowdy workers and the elements during the construction of North America's first transcontinental rail line.

The moment leading lady Barbara Stanwyck appears, speaking in an outstandingly poor Irish accent, it's clear that director Cecil B DeMille wasn't much interested in authenticity (he was mostly interested in crashing trains), but *Union Pacific* does get the odd historical detail right. The meeting of the eastbound and westbound tracks is celebrated with a ceremony in which the final tie is secured with a golden spike, reflecting the actual events of 10 May 1869.

That day, four special spikes were tapped into a tie at Promontory Summit, Utah, before being replaced with iron ones that nobody would nick.



One gold spike, later borrowed by DeMille for his movie, was provided by the brother-in-law of Leland Stanford. Stanford was president of the Central Pacific Railroad, which built the 690 miles of track between Sacramento and Promontory Summit. Another gold spike was provided by the publisher of the *San Francisco News Letter*; a silver spike was donated by a group of Nevadans; and the spike shown here, made of steel and clad in gold and silver, was offered by Arizona governor Anson Safford.

Following the ceremony, this spike wound up with Sidney Dillon, a bigwig at the Union Pacific Railroad, which laid 1085 miles of track from Iowa to Promontory Summit. His memento of a monumental engineering project will be sold by Christie's in New York on 27 January, when it is expected to fetch up to \$500,000.

## AUCTION DIARY

Please confirm details with auction houses before travelling

**21-29 January**

Barrett-Jackson, Scottsdale, USA

**24-28 January**

Mecum, Las Vegas (motorcycles)

**26 January**

RM Sotheby's, Phoenix, USA

**27 January**

Bonhams, Scottsdale, USA

Barons, Southampton, UK

SWVA, online, UK

**28 January**

WB & Sons, Killingworth, UK

**28-29 January**

ACA, King's Lynn, UK

**1 February**

RM Sotheby's, Paris, France

**1-2 February**

Bonhams, Paris, France

**3 February**

Artcurial, Paris, France

**3-4 February**

Mathewsons, online, UK

**15 February**

Brightwells, online, UK

**18 February**

Morris Leslie, Errol, UK

Silverstone Auctions, London, UK

**21-28 February**

Shannons, online, UK

**25 February**

Classicbid, Stuttgart, Germany

Historics, London, UK

Manor Park Classics,

Runcorn, UK

Silverstone Auctions,

Stoneleigh, UK

**2 March**

Bonhams, Amelia Island, USA

**2-3 March**

Gooding & Company,

Amelia Island, USA

**3 March**

RM Sotheby's,

Amelia Island, USA

**3-4 March**

Broad Arrow Auctions,

Amelia Island, USA

**9 March**

Charterhouse, Sparkford, UK

DVCA, online, UK

**10-11 March**

Vicari, Orlando, USA

**11 March**

Dore & Rees, Frome, UK

Hampson, Holywell, UK

WB & Sons, Killingworth, UK

**15 March**

H&H, Duxford, UK

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# 1970 Bristol 411 Series 1

*£59,950 from Dylan Miles Ltd, Tunbridge Wells, Kent, UK*

**MIXING Highbrow British** appointment with American V8 muscle, the Bristol 407 was launched in 1961 and marked the beginning of a much-loved combination. The move away from Bristol's BMW-derived straight-six might have been a bit of a culture shock for customers at the time, but the 5.2-litre Chrysler V8 engine provided ample performance and reassuring reliability.

As the car evolved into the 411 in 1969, it retained the same steel box-section chassis and alloy body construction but gained a new 6.3-litre 'big block' engine. With 335bhp and 425ft lb, it took this super-GT to new performance heights. The 411 persisted until 1976, via five series and just under 300 cars.

This exquisite Series I car is offered by Dylan Miles, and was first ordered from Bristol by aeronautical engineer Harold Roxbee-Cox, better known as Lord Kings Norton. Amazingly – or predictably if you're familiar with Bristol owners – he continued to use the 411 as a daily driver up to his death in 1997. The car's history file is apparently filled with fascinating

letters between Anthony Crook and his Lordship.

After passing through one further owner, it was sold again via a Bristol specialist to the current owner in 2013. At that point an extensive restoration of the 411 was commissioned. John Arnold of Brooklands Motorsport undertook the well-documented work, which included a full strip-down and bare-metal repaint. The brightwork was also re-plated.

No expense was spared when it came to the engine rebuild. The block and heads were acid-dipped, and the cylinders rebored to accept new high-compression pistons. Almost every component was either replaced or upgraded, and it even received a custom sports exhaust and manifolds to free-up extra power.

The improvements didn't stop there. The electrical system was boosted with a 120-amp alternator, and the cooling system was brought up to scratch with a custom-built alloy five-core radiator and twin cooling fans. Clayton Classics fitted a bespoke air conditioning system and wider Series II rear-end set-up to finish it off. It's ready to jump in and enjoy. [dylan-miles.com](http://dylan-miles.com)



## SHOWROOM BRIEFS



**1990 RANGE ROVER**  
\$43,980

This two-door Range Rover looks the business. Although it has been well-used at 252,303 miles, it has been cared for, and restored in recent years. It's powered by the 3.9-litre V8, with ZF auto. [carcaveusa.com](http://carcaveusa.com) (US)



**1981 LOTUS ESPRIT ESSEX TURBO**, £125,000

The first of the Turbo Esprits were available only in this Essex Petroleum colour scheme. This one is described as 'outstanding' and it still has the roof-mounted Panasonic stereo, too! [uksportscars.com](http://uksportscars.com) (UK)



**1999 PEUGEOT 206 GRAND TOURISME**, €11,000

As an homologation special, this limited-run 206 was fitted with unnaturally long front and rear bumpers to satisfy WRC entry regulations. It's just a GTI underneath, but collectable. [garagisti.pt](http://garagisti.pt) (PT)



**1974 RENAULT 17 GORDINI**  
R195,000

When was the last time you saw one of these? Northern European climates were unkind to the French coupé, but this 1.6 Gordini version looks to have survived incredibly well in South Africa. [sedgiclasscars.co.za](http://sedgiclasscars.co.za) (ZA)

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## Volvo 480

*This rare Swede not only looks great but is also a surprising bargain*

**THIS VOLVO IS DIFFICULT** to pigeonhole. The 480 is not a hatchback in the usual sense, but neither is it a traditional coupé. Although it clearly drew inspiration from the 1800ES (see *Octane* 235), describing it as a shooting brake doesn't feel quite right, either. Whatever it is, it's certainly one of the most intriguing cars ever built by the Swedish manufacturer, and one that remains great value today.

The 480 was a product of Volvo's Dutch arm, born out of its acquisition of DAF in the 1970s. It represented a very different proposition to everything else built by Volvo at the time, being front-wheel-drive (a first for the company) and powered by the same Renault-sourced 1.7-litre four-cylinder found in the 340. Lotus had a hand in setting up the suspension, but the most radical aspect was the styling – with a low-slung front end and pop-up headlights.

Officially launched at the 1986 Geneva motor show and going on sale later that year, the ES model was powered by the naturally aspirated 1.7, putting out 108bhp and 103 lb ft. It wasn't quick – with 0-60mph taking a shade over 10 seconds and a top speed of 110mph – but it drove well enough. The interior looked great and, as a dedicated four-seater, offered rear passengers comfortable quarters with a pair of sculpted seats and a large central armrest.

In 1988 Volvo launched the 480 Turbo – in effect the same 1.7-litre Renault engine but with a light-pressure Garrett turbo bolted on. Now with 120bhp and 130lb ft of torque, performance was somewhat more adequate (0-60mph in 8.6sec and 124mph),

though it improved the drivability of the car more than anything else.

A minor facelift came in 1991, with lightly restyled bumpers and trim, seats and new mirrors. It also saw catalytic converters fitted to all models due to the upcoming EU1 emissions standard, which knocked the output of the 1.7-litre engine back to 102bhp. This precipitated the development of a new 2.0-litre engine for 1992. There was a final facelift in 1994, recognisable by its clear front indicators and airbag steering wheel.

Production ended in 1995, with the Celebration special edition (also called Collection in Europe) offering a full complement of options, including air conditioning, 15-inch wheels and a leather interior.

Perhaps because it was quirky, the 480 never sold in significant numbers. It had been developed with a launch on the US market in mind – the integrated bumpers were expressly designed to comply with strict US regulations – but market conditions meant it was never officially sold there. It gained a reputation for poor build quality in the early years, too, and while most of the issues were rectified under warranty by Volvo, the 480 couldn't quite shake that image.

It wasn't directly replaced, although many consider the C30 from 2006 to have continued its lineage, sharing a similar glass hatch. The 480 remains a curio, but if you want a useful, characterful and affordable classic it's a tempting prospect. There are still plenty out there, most in enthusiast hands, although finding a good one is an increasingly challenging prospect. **Matthew Hayward**

### THE LOWDOWN

#### WHAT TO PAY

Running and driving naturally aspirated cars are available from £1500; up to £2500-3500 for tidier examples.

Turbos are more desirable, and prices for nicer examples are in the £3500-5000 range, although decent runners can still be found from about £2000. Special-edition cars can attract a slight premium.

#### WHAT TO LOOK OUT FOR

One of the most common problems is water ingress into the boot, from the top of the tailgate and rear light seals.

Corrosion is one of the big killers, so check the rear wheelarches, suspension mounting points, sills and in the boot if it has been leaking.

1.7-litre engines aren't the most sophisticated, or refined, but they are generally pretty sturdy. Easy to service, and generally cheap to repair.

2.0-litre cars suffered from high oil consumption early on, so check that it received the official 'mod 2371' dealer fix.

The electrics are quite flakey, so test that all the switches function correctly, and the Electronic Information Centre on the dash works.

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## 1937 Frazer Nash BMW 328

BMW sold 464 of their 328 of which 45 were built to special order with right hand drive and marketed as the "Frazer Nash BMW". The cars were light and fast with impeccable handling. The spec that was so advanced that today they are sought after by enthusiasts looking for the most competitive entry for Pre-War race and rally events. This car has competition history that includes, sprints, hill climbs and trials witnessed by documents and photographs in its weighty history file. It can boast matching numbers and has been fully restored with a cavalier disregard to expense by incomparable marque experts, Blakeney Motorsport. It is of course eligible for the most prestigious events including Mille Miglia, Le Mans Classic, Goodwood, Flying Scotsman, etc. A full description can be found on [bradfieldcars.com](http://bradfieldcars.com)

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— 2022 Porsche 718 Spyder —

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**Aston Martin Volante Zagato, RHD (1989)**  
Salisbury Blue Metallic with Magnolia Hide, 6,750 miles, automatic, LSD, electric hood, A/C, Speedline 16" Alloy wheels.



**Mercedes SL63 (R230) AMG, RHD (2008)**  
Teronite Grey Metallic with Black Leather, 4,500 miles, AMG 7G-Tronic, panoramic glass vario roof. 5 additional models available.



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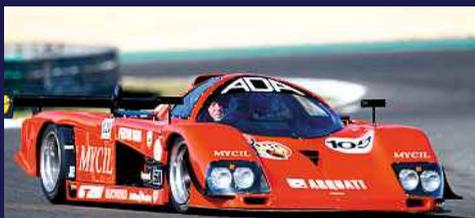
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1996 Porsche 993 Carrera 4S - AUS del., manual, Iris Blue over Blue



1996 Porsche 911 Carrera S - 1 of just 6 for Australia, Vesuvio Metallic

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D8/840/SC is a rare, quick and stylish pre-war thoroughbred with a Swansea V5C registration document, various maintenance invoices and copies of factory records.

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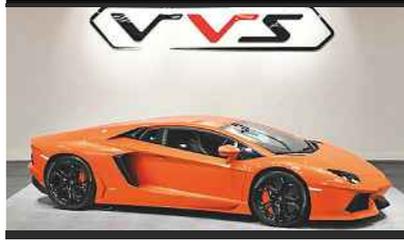
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# Classics Gallery



## 1964 Bentley S3 Continental Coupe by Park-Ward

Extremely rare car in left-hand-drive with only 30 cars produced. The Bentley has been delivered new to the Greek shipping Magnate George Embricos (1920-2011) for his residence of Lausanne (Switzerland) in march 1964.

Mister Embricos was a big Art collector who owned several Masterpieces by El Greco, Goya, Cézanne, Picasso, Van Gogh and Bacon in his home in Lausanne. Surely a man of taste. He sold the Paul Cézanne painting « The card Players » for somewhere between 260 and 320 million dollars reportedly to Royal family of Qatar in 2011. It was the most expensive painting sold up to that time. After his death in 2011, the magnificent Bentley was sold to a collector of Switzerland who use it very little and sparingly. The car has a low mileage and is in exceptional original condition; the superb color combination chosen by its glorious owner has fortunately never been changed! This prestigious Coupe Bentley has been kept always in Switzerland from 1964 to 2016, year in which it was imported into Belgium.

**295.000 Euros**



## 1963 Bentley S3 Continental drophead by Park-Ward

This is the only Bentley S3 Continental drophead who has been sold new in Brussels in 1963 to Mister Devis. Mister Devis kept his car all his life (1963 till about 1980 when he died) with very little use and then, his daughter continue to keep the car "static" in the factory of her father for an other 10 years. I bought the car in 1990 and order for the future owner, Mister Blaton, (wealthy builder industrial) a full cosmetic restoration of the car (paint and interior only because the car had a very little mileage). The interior was beige/tan but Mister Blaton wants a red interior; it is Luzzi in Italy who did that fantastic work with the best Connolly leather available and the result is absolutely fantastic. From 1991 till about 2001 the car stay in his museum/collection of about 40 prestigious classic cars. In 2001 I purchase again the car from the Blaton family and sold-it to the third owner, a car-collector of Gstaad where the car was use very little during the summer season only. One of only 26 made in left-hand-drive. The original mileage of the car is 47.000 kilometres only! **385.000 euros**



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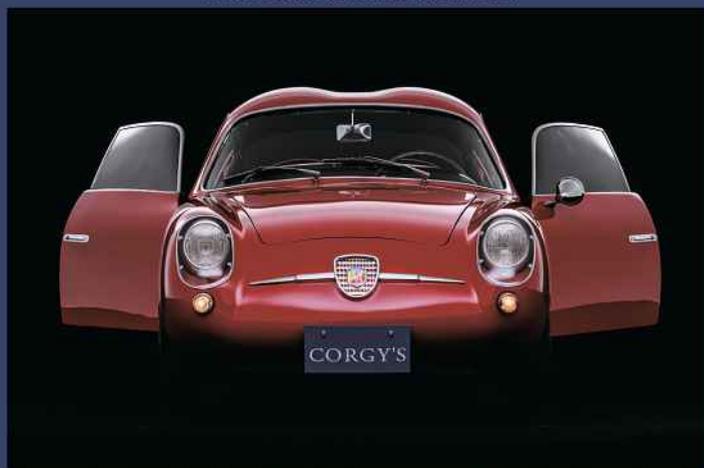
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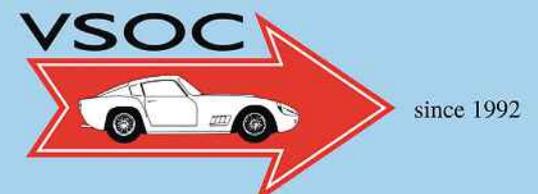
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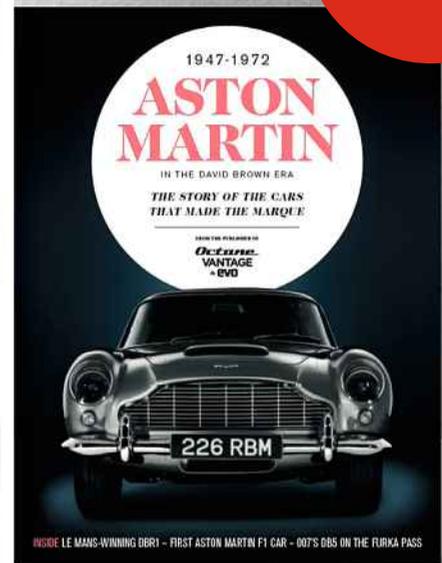
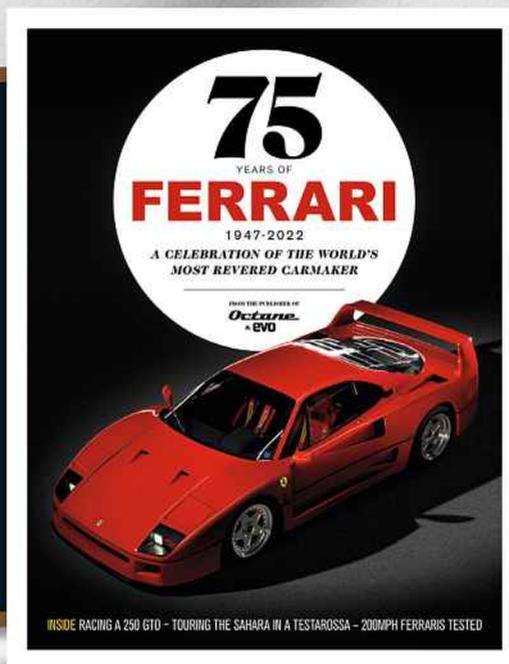
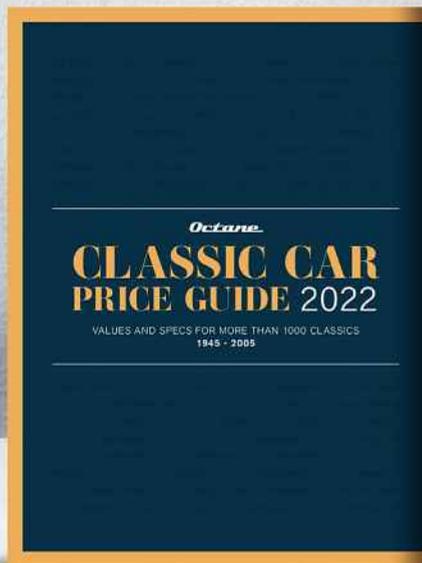
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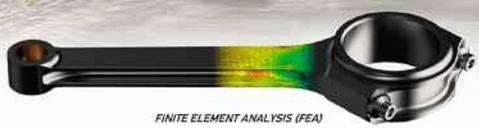
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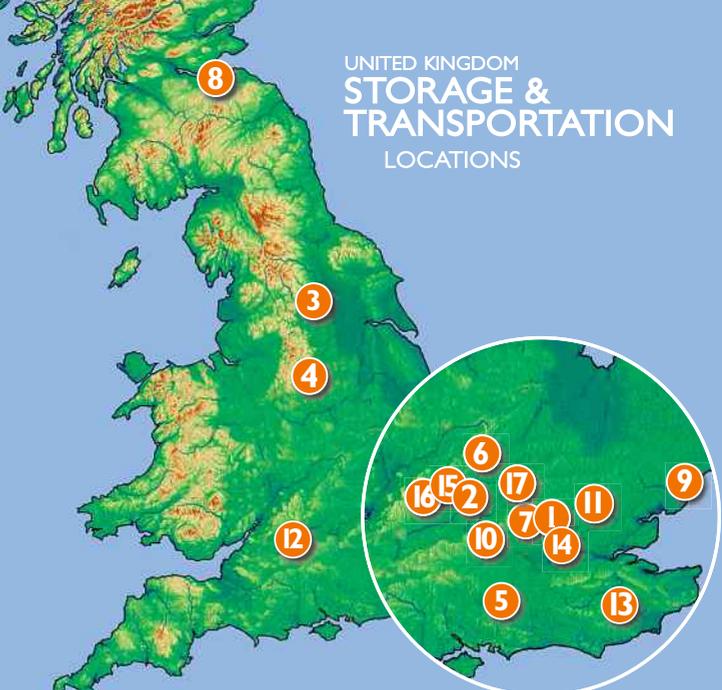




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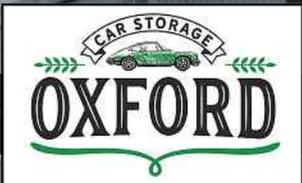
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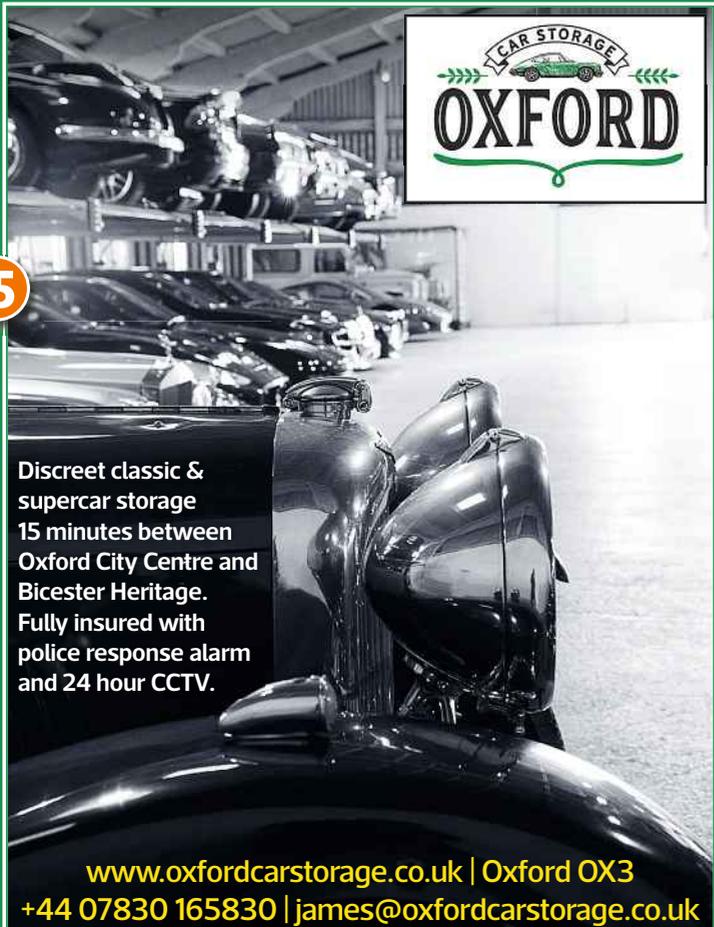
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# Day in the life

INTERVIEW JAMES ELLIOTT PORTRAIT ANDREW COLES / WRIGGLY MONKEY BREWERY



## Luke Roberts

*Having seemed destined for a career with an F1 team, he now runs a motoring-themed brewery at Bicester Heritage*

**SUSAN AND I** have just had our second child, Winifred, so any semblance of routine has gone out of the window, though there is still a vague structure to my day. I tend to get up at about 6.45am and get our eldest Mikey ready for nursery. If I have time I'll walk Marmalade, our Jack Russell, before taking Michael to school in the next village and then driving 15 minutes to the brewery at Bicester Heritage. I get there at about 8.30am, grab a bowl of porridge, go through the agenda with the team and then push on with the admin – checking orders, putting them on the system. I'm less involved in the day-to-day brewing process now, which is indicative of how far we have come.

I grew up in the West Midlands and did mechanical engineering at Bath, including a placement at Williams F1 and working at Ian Nuthall Racing. Instead of joining Williams, I became a management consultant for Newton Europe, which did everything – within a week of joining I was up in Barrow-in-Furness standing on top of a nuclear submarine.

Vintage cars have been ever-present in my life as a spannerman and a racer, however. When my dad couldn't get me insured on his Frazer Nash Le Mans rep, he got a TT rep with a hot-rod 328 engine and 170bhp that I could

be covered on. It used to be street-parked when I had it down in Bath. I even met Susan at a Frazer Nash Christmas party and it was when we were driving down to Rome in the TT with a tent on the back that we got engaged.

About five years ago we decided we needed a change from London and I needed a change of job because I was just knackered. I've always said the Frazer Nash Car Club and the VSCC are drinking clubs with a car problem, so I'd been harbouring this idea of starting a brewery as part of a masterplan to own my own business and make my motorsport tax deductible! So I thought 'sod it', and started raising the sizeable amount to get Wriggly Monkey up and running.

I'd been home brewing with my own scale version of a big brewery when we secured the site at Bicester Heritage in 2018 and launched properly with an Oktoberfest-themed party. At that stage it was just me producing six barrels a week of only one beer – Full Tilt, named after my S1 Land Rover. Even the name Wriggly Monkey came from a chaindrive Nash; it's a part that sits on top of the transmission.

Each year since launching we have doubled turnover and now have five full-time staff, plus three consultants and have refitted to multiply production tenfold. There's a range of six core

beers and in summer we were burning through 120 barrels a week. Even in lockdown we pivoted to a home delivery model and that was flat out, employing all the local kids for bottling.

Along the way we've picked up a 1956 Armstrong Siddeley special that holds six barrels of beer and was built by my late father-in-law. We do a lot of work with the Heritage Skills Academy and we've put a four-on-the-floor in the Siddeley with a Polo 1.2 TFSI linkage. It's a proper weapon; I've dropped an XK150 down the back straight at Silverstone with the roof-rack on and barrels in the back. It carries up to 1000 pints and goes everywhere we can sell beer and build the brand, which means being at up to six events a weekend in summer. We also use a 1930 Ford AA truck, which is much slower, but carries twice the beer. It must be one of the oldest still-working commercial vehicles in the UK. My dream is a fleet of hot-rod A35 vans as works hacks.

We do mail order and I'd like to do a lot more, but we also love people coming to visit us at Bicester and are open three days a week all year round, as well as screening F1 and other things to draw the crowds in.

However, the brewery really lives or dies on the pub trade and we're usually in 20-30 locally, though that can rise to 80. Most afternoons I'll be assigned a set of deliveries and I'll set off to a load of pubs, dropping off beer, picking up empties and visiting potential new sites. I am hugely ambitious and want us to be part of the fabric of car culture in the UK. I joke about it, but it's also not a joke: why shouldn't it be the Wriggly Monkey British GP in ten years; why shouldn't our beer be at Silverstone, the Ace Café and the Royal Automobile Club?

I head back to base for about 4pm and leave at 5.30 sharp to pick up Michael from nursery. I'll watch a couple of hours of car- or tractor-related TV with him, then we'll feed him and get him to bed before Susan and I eat. After dinner, I tend to turn my attention back to work because there are still investors to engage with, strategising to be done, plus launches to be planned: such as Black Tractor, a new Irish stout coming on stream early in 2023. I always try to get to bed that day rather than the next, but it's often not the case.

If ever there's a day off, it's usually taken up with vintage cars. I still race dad's, such as his Edwardian Bianchi, but next year is the tenth anniversary of my last competitive race in the TT (which I won!), so I want to recreate that. It's a challenge to fit in any motorsport, though. If I am prepping a car, it means getting Michael to bed at about 8pm, driving across to dad's where the cars are kept, having coffee with him, starting work, finishing up and heading home at 1am-ish, so getting in about half-two, then up again at 6.45am for another 'normal' day.

# DUCK VS WHALE

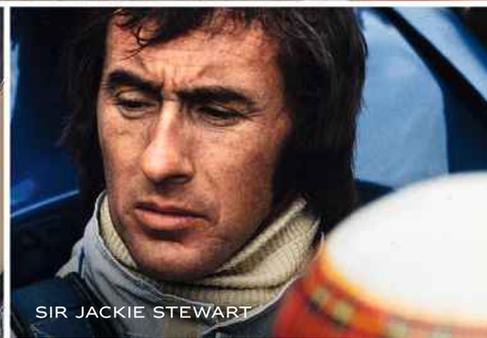
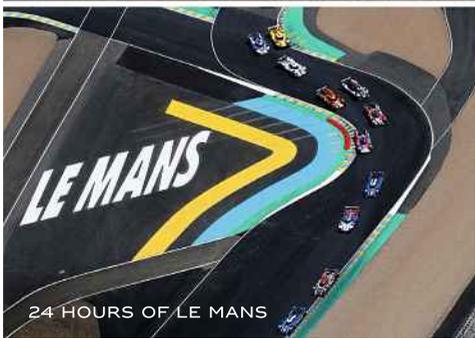


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