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# Classics

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# A WHOLE WORLD OF EXCITEMENT

Can there be a better subject for photography than classic cars? It's not just the variety of shapes and sizes they offer, or the way the light catches those remarkable curves, it's also the excitement and glamour of the classic car world. Fascinating people, beautiful women, amazing locations. We've got it all!

*Classics in Camera* takes some of the best pictures from six years of *Octane*, the magazine that's renowned for its superb photography by some of the best practitioners of the art.

There are perfectly composed studio pictures, hair-raising action shots, reportage-style people pics... Most of all, there are wonderful, wonderful cars, from pre-war leviathans to the latest supercars.

I love the sheer bravery portrayed in the long-distance historic rally car pictures (Libyan desert in a 1908 chain-driven Itala, anyone?) and the intensity of the supercar action photography, taken by intrepid photographers hanging out of the camera car just inches from the tarmac.

Enjoy – and remember that there's more of the same every month in *Octane* magazine and on [www.octane-magazine.com](http://www.octane-magazine.com).

“ Perfectly composed studio pictures, hair-raising action shots – and most of all, wonderful, wonderful cars ”

David Lillywhite, managing editor











World

## McLaren F1 GTR

PAUL HARMER

To celebrate its 50th issue, *Octane* asked 50 'players' in the historic world for their all-time favourite car. The McLaren F1 won hands down, and this is *Octane* columnist and Pink Floyd drummer Nick Mason's ex-Le Mans GTR – here driven by Nick himself.

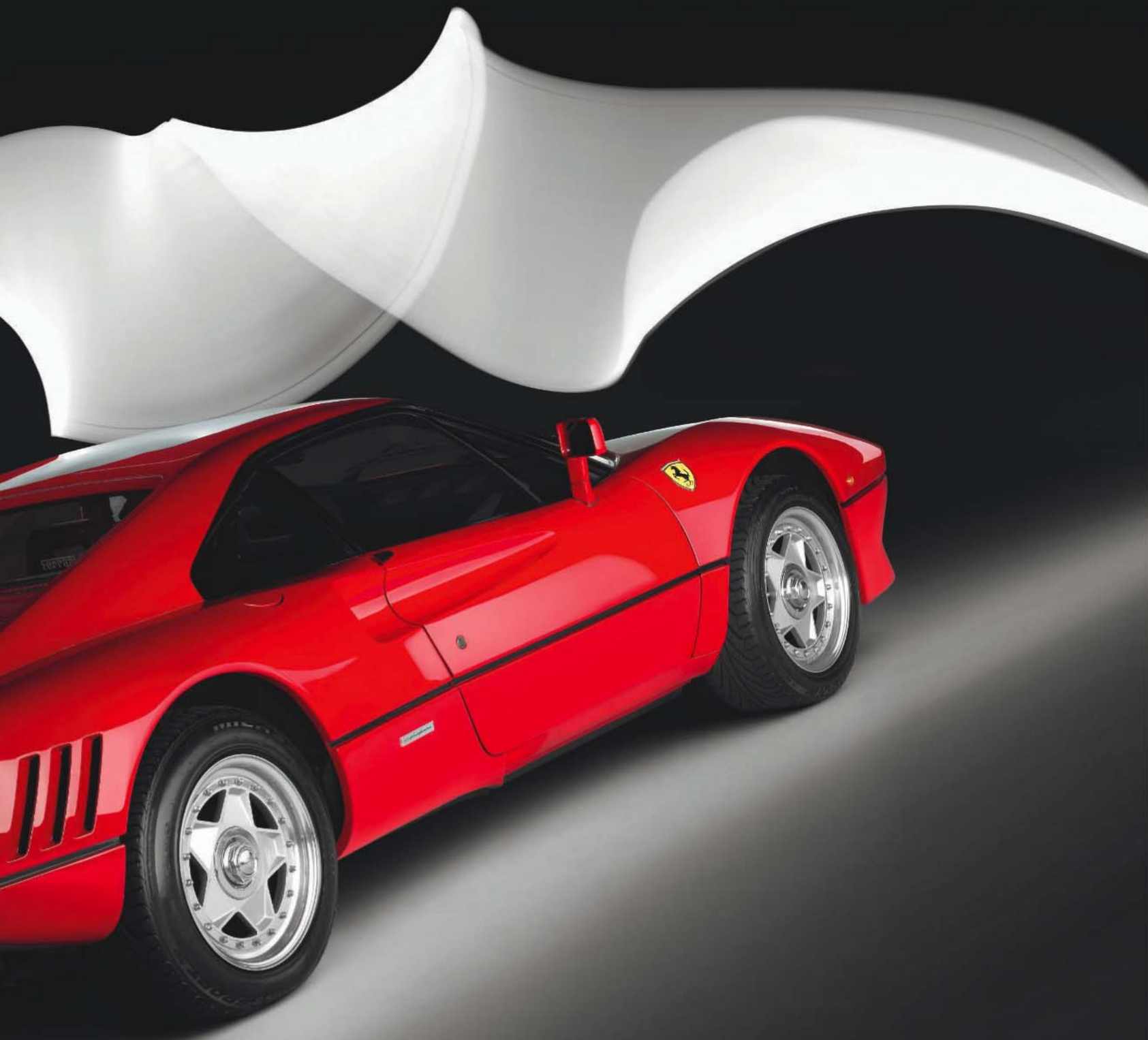


## Ferrari 288GTO

GEORGE BAMFORD

It's one of the most exciting Ferraris ever – and yet its elegant Pininfarina looks have ironically left the 288GTO in the bolder F40's shadow. But with 400bhp, a 190mph top speed and 0-60mph in 4.7 seconds, the 288 gives little away to its younger sibling.





## Rover-BRM

JOHN COLLEY

Rover was one of the world's most innovative auto makers in the 1950s and '60s. The 1963 Rover-BRM Le Mans car was powered by a gas turbine and ran in the '63 and '65 races, finishing 10th overall in the latter. It was also tested on public roads by *Motor* magazine...









## AC 427 S/C

MARK DIXON

This 427 visited Brooklands along with one of every Cobra variant for an all-encompassing *Octane* feature. It was built by AC Heritage at Brooklands in 2001, using a period-correct tubular chassis and an aluminium body shaped over tooling from the AC factory at Thames Ditton.





# Hawk Cars

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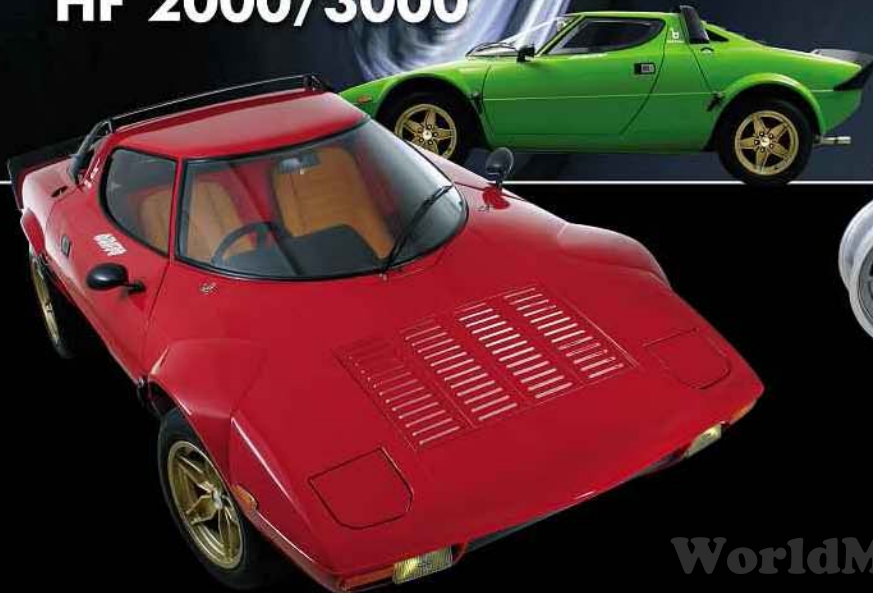
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## Jaguar XK150 3.8S

MICHAEL BAILIE

Ultimate version of Jaguar's fabled XK grand tourers was the 3.8-litre XK150 in 'S' spec, which produced a claimed 265bhp (in reality more like 200bhp). It also had wind-up windows and a padded dashboard – luxury in 1960!



## Steve McQueen's 911

MATTHEW HOWELL

McQueen liked the slate-grey Porsche 911 used in the filming of *Le Mans* so much that he had it shipped back to Los Angeles. It's now owned by an enthusiast who bought it for a song in 2005, just before prices for all things Steve went stratospheric...



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## Ferrari 599GTB

TOM SALT

Never a company to do things by halves, Ferrari staged a 20,000-mile promotional drive across South America with two 599GTB Fioranos in 2006. The £180k luxury supercars despatched the rough roads in Chile and Bolivia with ease, running on Pirelli rally-spec tyres.



### 'Bloody Mary'

TOM WOOD

Created by two 1920s schoolboy brothers using only hand tools, this motorcycle-engined 'Shelsley special' became a formidable giant-killer on pre-war sprint and hillclimb courses.

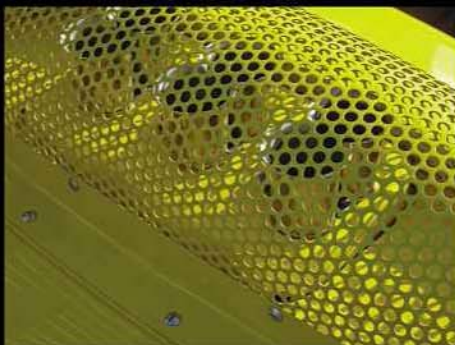
One of the brothers, John Bolster, later wrote that it was '...built with the object of driving around a field as dangerously as possible!'



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## 1961 - Ferrari 156 F1 "sharknose" recreation



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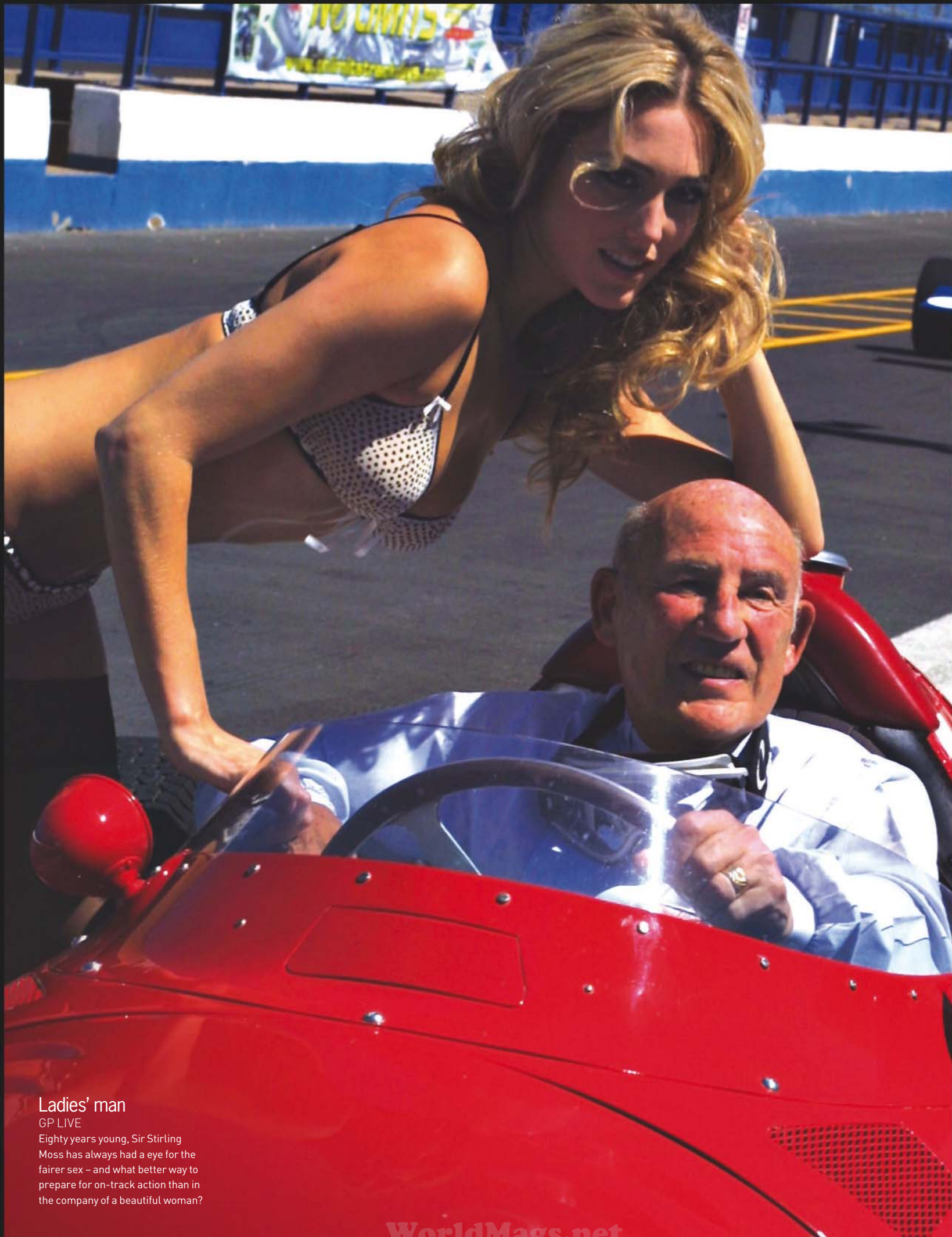
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## Ladies' man

GP LIVE

Eighty years young, Sir Stirling Moss has always had an eye for the fairer sex – and what better way to prepare for on-track action than in the company of a beautiful woman?

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**Girls, girls, girls!**  
STEVE HAVELOCK / JOHN COLLEY / DAVID CORFIELD  
Whether it's weapon-toting Bond minxes and funky 1960s chicks at the Goodwood Festival of Speed, or a bikini-clad supporter at America's inaugural Bullrun, no motor sport event would be complete without girls!



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## Ferrari Daytona

GEORGE BAMFORD

Ferrari's 365GTB/4 Daytona is the archetypal front-engined V12 Ferrari, though more often found in 'retail red' than this dramatic Giallo Fly (yellow) shade. Always an extremely desirable car, it's widely regarded as a bellwether for the ebb and flow of classic car values.



## Auto Union Type D

MATTHEW HOWELL

Hidden from the outside world, two UK companies secretly built a recreation of the final incarnation of the legendary pre-war Auto Union racers – and the 1939 Type D V12-engined machine was exclusively revealed in *Octane* on its 2005 debut.



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## Lamborghini Jota

MARK DIXON

Actually, it's a replica of the 1970 one-off Jota prototype, commissioned by Miura fan Piet Pulford and built from a tired early Miura donor car. *Octane* deputy editor Mark Dixon snapped this co-driver's view during the 2006 Miura 40th Anniversary Tour.

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## Mercedes-Benz museum

In 2006 Mercedes opened a brand-new museum in a stunning building that dominates the Stuttgart skyline. The figures are impressive: nine levels, 160 vehicles, 1500 other exhibits – and a 5km walk if you're determined to see everything in the double-helix-inspired structure.





## Mille Miglia

MARK DIXON

No event in the world can compare with Italy's Mille Miglia, which, as *Octane* editor Robert Coucher wrote after his drive in 2007, 'rolls Political Correctness up into one giant spliff and sets fire to it'.





## Lamborghini Gallardo

MARK DIXON

Would you like to get a 520bhp Lambo sideways on snow and ice? That's what Lamborghini encouraged at its Winter Driving Academy, intended to improve owners' car control *in extremis*.





## Richard Petty – and girls

PETER ROBAIN

The Goodwood Festival of Speed has a tradition of attracting famous drivers past and present: in 2006 they included seven-times NASCAR champ Richard Petty and his 1972 Dodge Charger. The girls are younger than either, but Petty doesn't appear to be complaining...





Heading in here  
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## Jaguar XJ220

JOHN COLLEY

Shunned by supercar enthusiasts for years after its promised V12 was superseded in production by a twin-turbo V6, Jaguar's supercar has now found a new generation of fans, encouraged by UK specialist Don Law Racing which has sorted many of the original's failings.





## Hot Rod Hayride

MATTHEW HOWELL

It's not just cars, it's a way of life...

The UK's biggest gathering of period-style hot rods, the Hot Rod Hayride, is a 1950s-style celebration of an alternative culture, where people aren't afraid to get down and dirty.





## 1907 Renault

PAUL HARMER

A Renault very much like this won the first-ever Grand Prix, held in France in 1906. The main difference is that this 1907 model has an engine of only 7.5 litres capacity: the 1906 GP car's was 12.8 litres...

## Chris Lawrence

MARK DIXON

Engine tuner, car designer and Le Mans racer Chris Lawrence is caught in pensive mood during an *Octane* photoshoot. The four-door Monica GT car that Chris penned tries to get its nose into the picture.







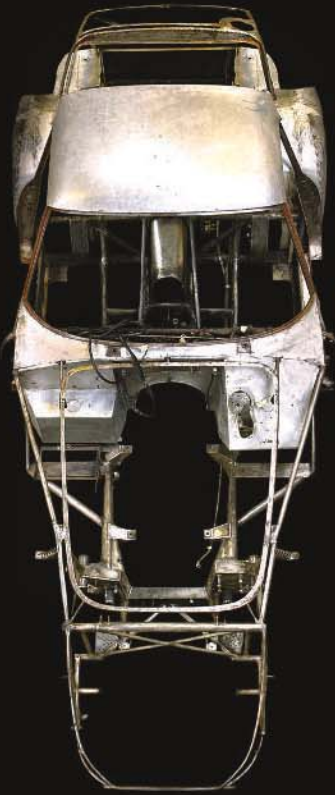
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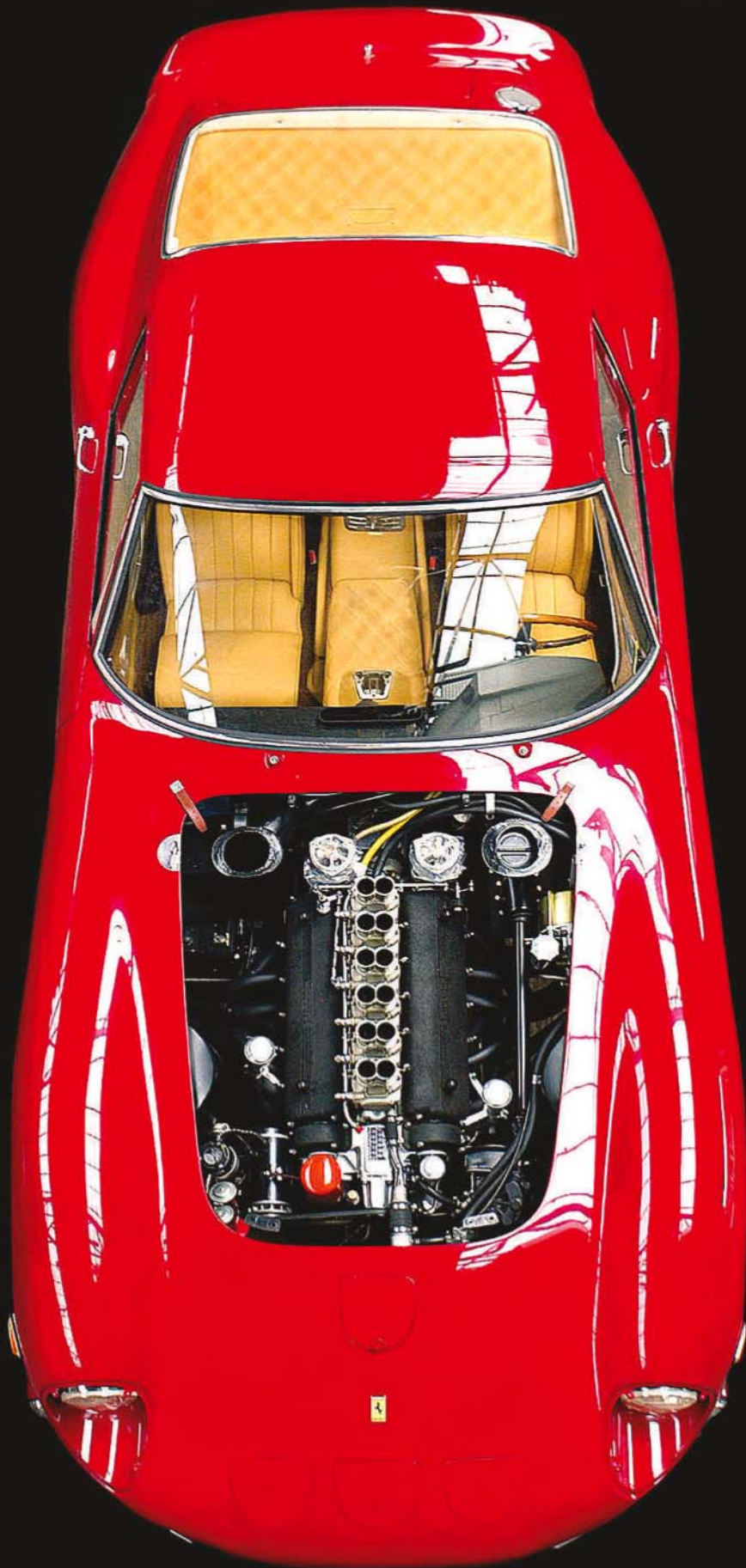
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# DRAG RACERS







## Ferrari 250GTO

An unusual viewpoint for this sequence of photos charting the restoration of GTO no. 3527GT by UK specialist Mototechnique. Nearly 2500 hours were spent reworking a car that had been heavily raced (and crashed) since it was originally built in 1962.



## Villa d'Este Concours

MARTYN GODDARD

Held on the shores of Lake Como, Villa d'Este is Europe's classiest concours. The car is Pininfarina's Ferrari 206 prototype; the ankles belong to the daughter of a prominent Italian car collector...





## Nile Trial

GERARD BROWN

Motoring as it used to be on the Endurance Rally Association's 15-day adventure in North Africa, which travelled through Tunisia, Libya – the first time anyone had rallied through here – and Egypt.

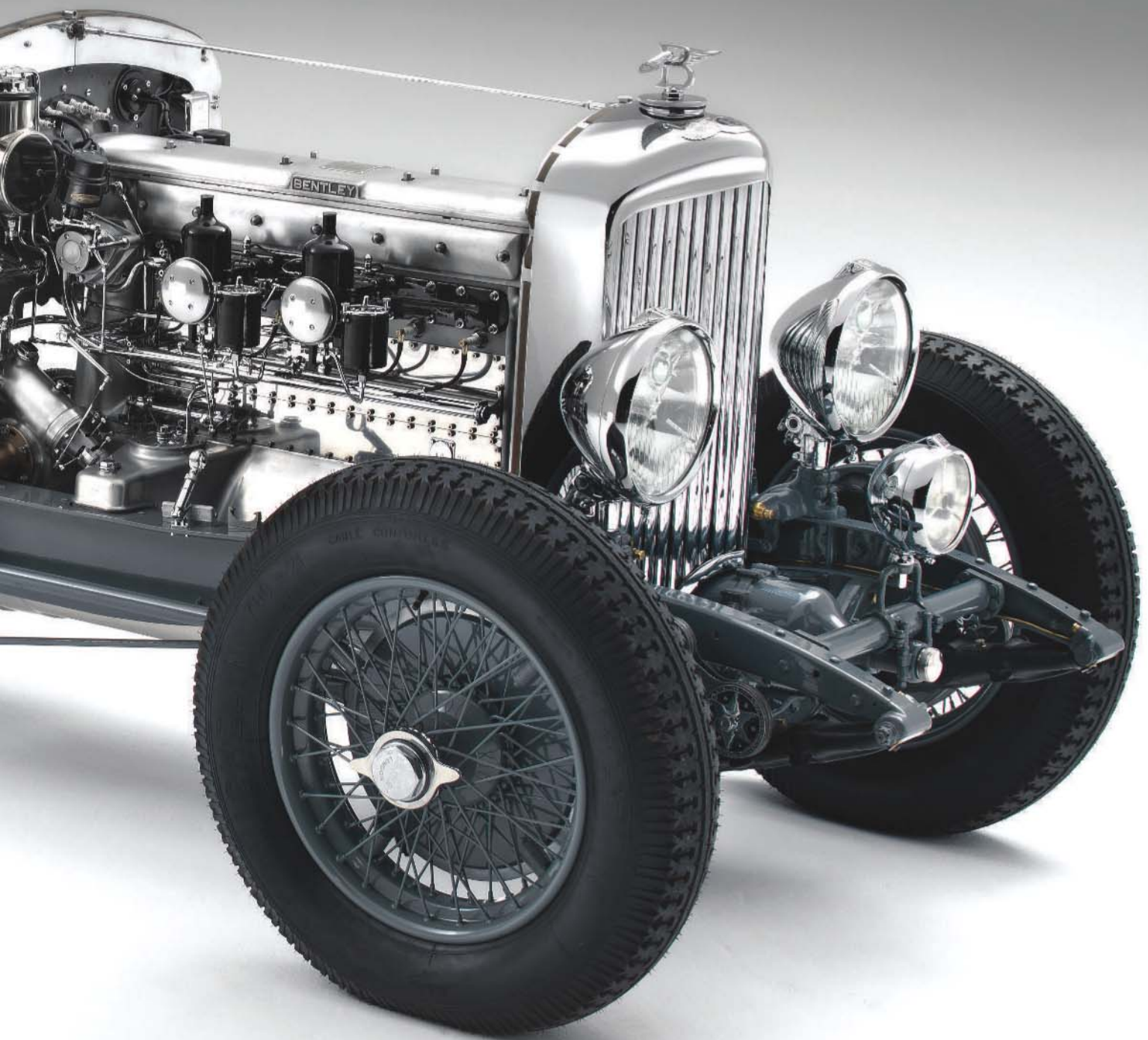


## Bentley 8 Litre

LAT / RICHARD C MOSS

Billed as 'motoring in its finest form' by *The Autocar*, the ultimate Bentley was one of the most expensive cars of the vintage period. The era's own 'credit crunch' killed it off: production stopped when Rolls-Royce took over the failed marque in 1931.







## DeLorean DMC-12

GEORGE BAMFORD

Its stainless steel body panels and gullwing doors gave the DeLorean true supercar looks, even if its 2.7-litre V6 couldn't quite deliver – but the *Back to the Future* films and John Z DeLorean's own chequered history (he was caught in an FBI drugs sting) have ensured its fame.





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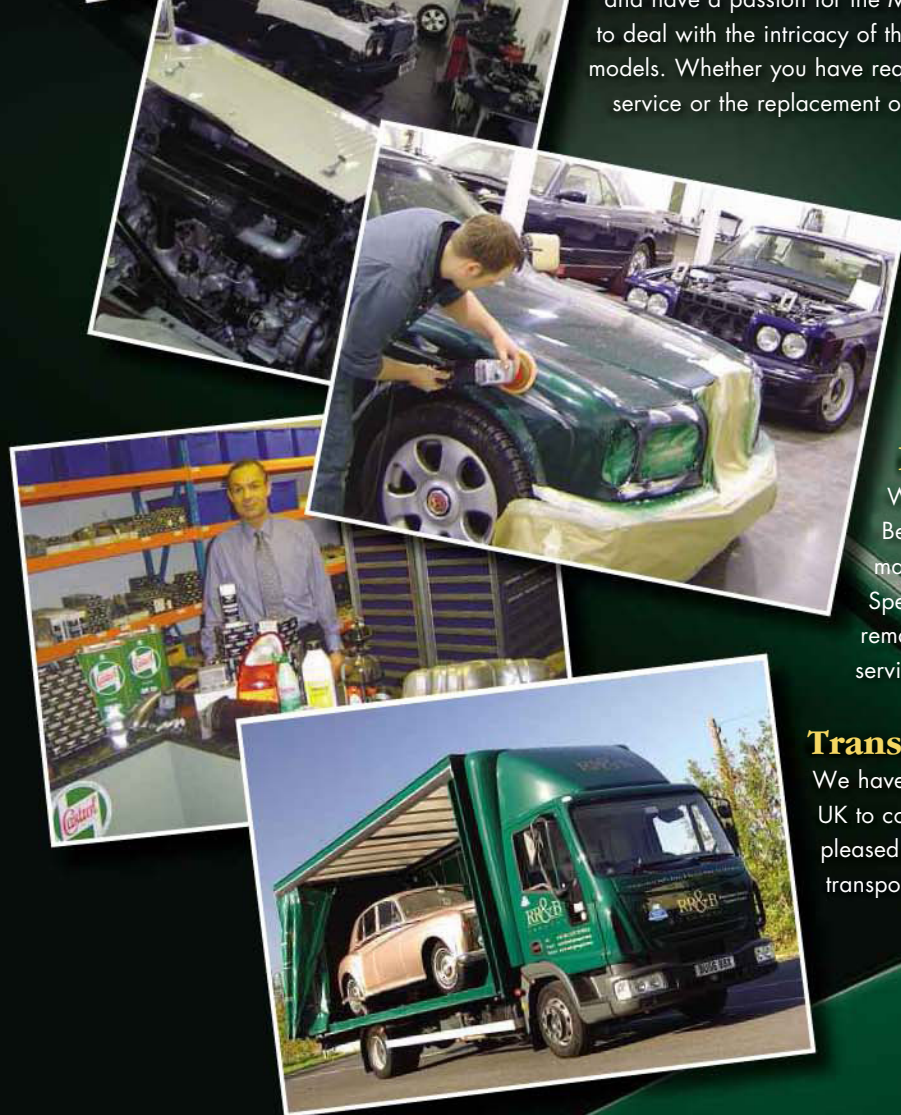
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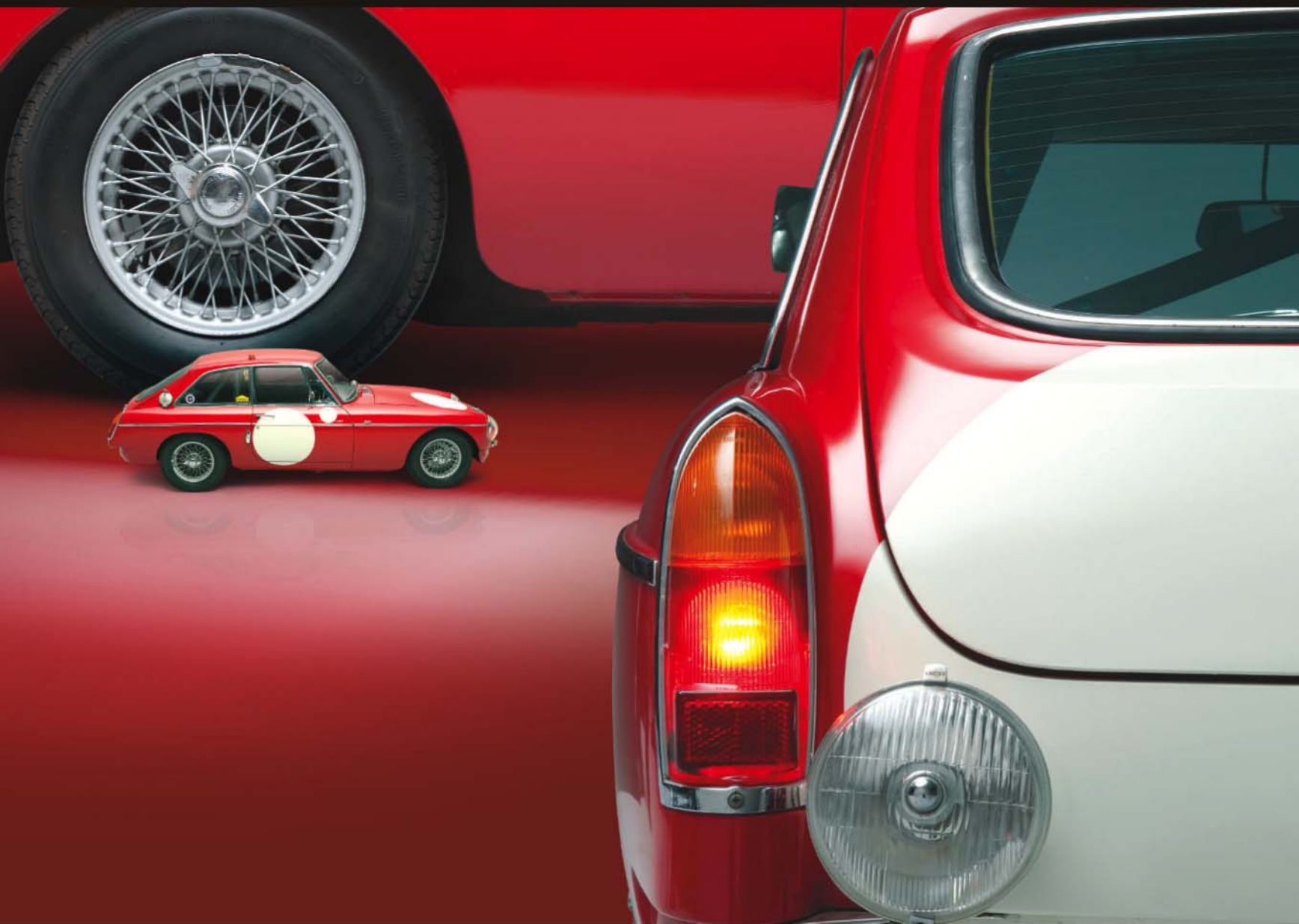
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G A R A G E S





## MGB race & rally cars

PAUL HARMER

Its mantle as the sports car for everyman has now been taken over by the Mazda MX-5 but, ironically, the MGB has found a new respect among enthusiasts for its potential as a serious competition car.







### Bugatti in the lake

Divers from a Swiss scuba club ([www.subascona.com](http://www.subascona.com)) salvage a Type 22 which spent more than 70 years lying at the bottom of Lake Maggiore, after being dumped to avoid import duties.







## Peter Stevens

MARK DIXON

Car designer Peter Stevens – who is best known for the McLaren F1 road car – has a passion for hot rods, and a studio filled with interesting mementoes of a long career.







## Honda NSX

MATTHEW HOWELL

The bright lights and broad pavements of after-hours Milton Keynes were perfect for this long-exposure shot of Honda (UK)'s own NSX – the car in which Ayrton Senna was reputedly stopped for speeding while over here for the British Grand Prix.











## Aston Martin 'A3'

MATTHEW HOWELL

The oldest surviving Aston in the world, chassis number three was built in 1921 and recently restored for the Aston Martin Heritage Trust. Its light weight makes it nippy on the road, despite having only a 1389cc sidevalve engine.





### Aston Martin Vanquish

GEORGE BAMFORD

Not just any Vanquish, however, but one from the Bond film *Die Another Day*. At the time, Aston Martin and Jaguar were owned by Ford, so the villain's car was a Jaguar XKR. Bond and the Aston won, not surprisingly.

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## Lotus Esprit S1

GEORGE BAMFORD

Another Bond car, this time from *The Spy Who Loved Me*, in which it memorably transformed into a submarine. Roger Moore and Barbara Bach struggled to compete as the co-stars...

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## Aston Martin DB5

GEORGE BAMFORD

Without doubt the most famous Bond car ever, the DB5 appeared in both *Goldfinger* and *Thunderball*. Four cars were converted to Bond spec for filming and publicity tours; only two made it on screen, and this is the sole survivor of the pair.



## Porsche 917 & Ferrari 512S

PAUL HARMER

The ultimate sports racers of their era, these deadly rivals packed 500+bhp engines into shells weighing about 800kg – and both could top 200mph.





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## Zagato

MARK DIXON

Italian design house Zagato was founded in 1919 and is headed by Andrea Zagato (pictured left), grandson of founder Ugo. Bespoke styling for luxury cars is just one of its specialities.



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## Bentley racing cars

PAUL HARMER

To publicise the Bentley Drivers Club's 60th anniversary races at Silverstone, members brought a diverse selection of models along for an *Octane* track test. All these cars are raced regularly – including that unlikely-looking Turbo R saloon!



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### Ford Baja Bronco

MARK DIXON

Believe it or not, this limited-edition 4x4, an early-'70s tribute to the Parnelli Jones rally car, is usually kept in concours condition. A photoshoot in a quarry soon changed that...

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## Bugatti 'Black Bess'

TIM ANDREW

'Black Bess', a 1913 5-litre Bugatti, is a proper Edwardian supercar and one of the most desirable of all Bugattis. She was sold at auction in early 2009 for almost 2.5 million euros.





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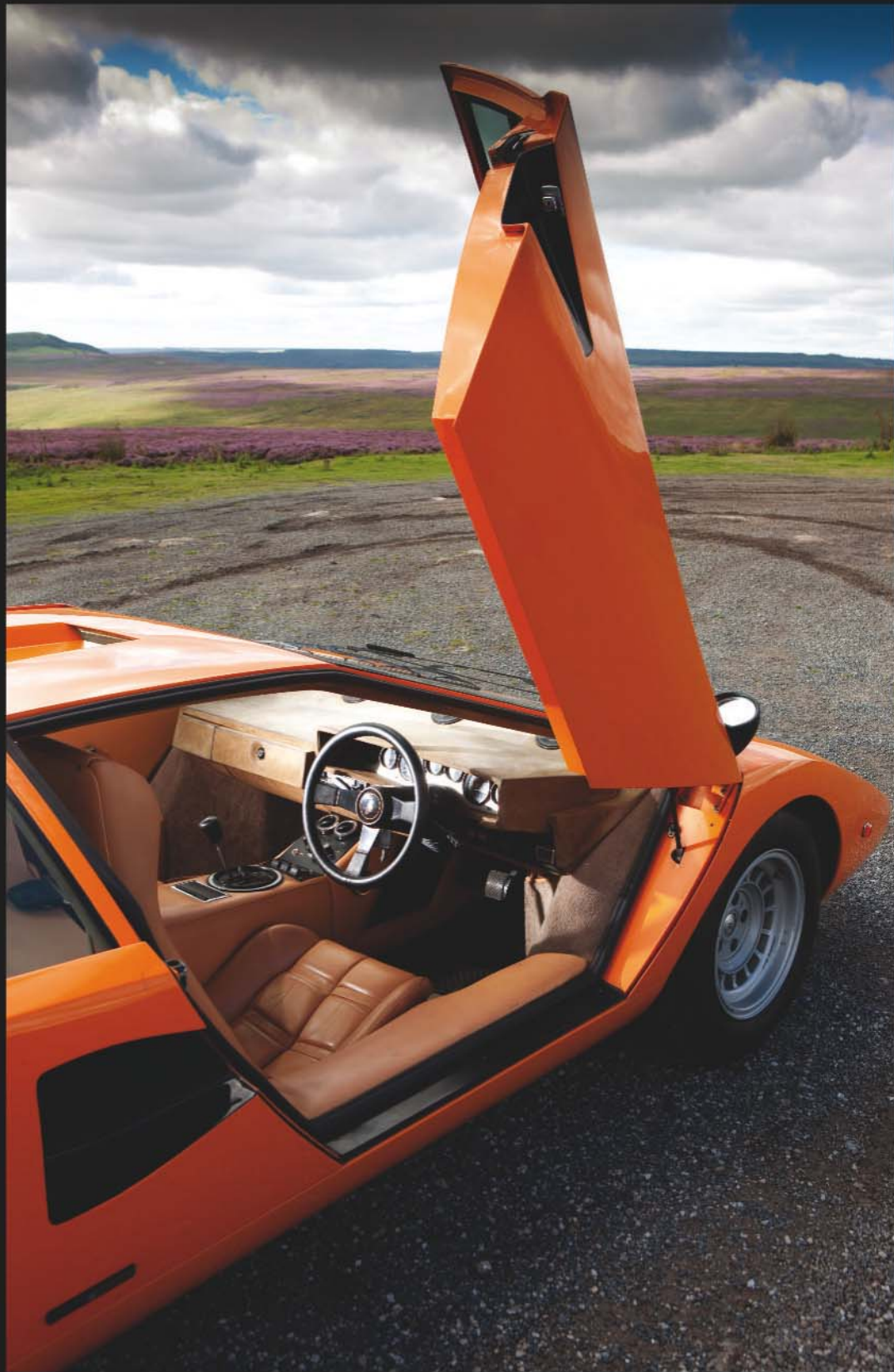


## Porsche 356s

PAUL HARMER

The same, but different – this assembly of Porsche's iconic 356 model includes, clockwise from foreground, a silver 1953 'Pre-A' Coupé, red 1963 Carrera 2 GT Coupé, silver 1959 Convertible D and a last-of-the-line white SC Cabriolet.





## Lamborghini Countach

MATTHEW HOWELL

Criticised when new for being big and unwieldy, the Countach LP400 now looks relatively small – such is progress. It's still the dream car for many grown men who were children when it appeared in the early '70s.







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## Silver Arrows

MARK DIXON

One of the first-ever meetings of the legendary Mercedes-Benz and Auto Union Silver Arrows was at the daunting Klausenpass mountain climb near Linthal in the Swiss Alps. Over 70 years on, they were reunited exclusively once again, for *Octane* magazine.





### Morgan Plus Four

PAUL HARMER

Believe it or not, this old-fashioned-looking Morgan took 1st in the 2-litre GT class at Le Mans in 1962. Its owner, Chris Lawrence, bought it for £600 from a used-car lot and used his engine-tuning prowess to turn it into a Porsche 356-beater.

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Aston Martin  
DB4 & DB5

MICHAEL BAILIE

Given the choice of this pairing, most would probably opt for the Silver Birch DB5 – as driven by a certain secret agent. But the green DB4 Series I has a delicacy that sets it apart as one of the most elegant '50s designs.

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## Alfa Romeo 8C 2300

One of the greatest, perhaps *the* greatest, of pre-war sports cars, the 8C 2300 notched up a formidable competition record.

That was largely due to its superb eight-cylinder, double-overhead-cam engine, designed by Alfa engineer Vittorio Jano.









## Bugatti EB110

MARK DIXON

Ettore Bugatti's villa at Molsheim, whose grounds now house the Veyron plant, abuts onto a wonderful tree-lined road: the perfect 1920s setting for this 1990s supercar.



# Peter Ratchliffe

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## Lamborghini Murciélago & Ferrari 599GTB

MATTHEW HOWELL

The latest versions of Italy's supercar champs – the Murciélago 670-4 SV and 599GTB with HGTE handling package – exhibit the differences in style and character that have always set these two rival marques apart. You'd kill to own either, of course...





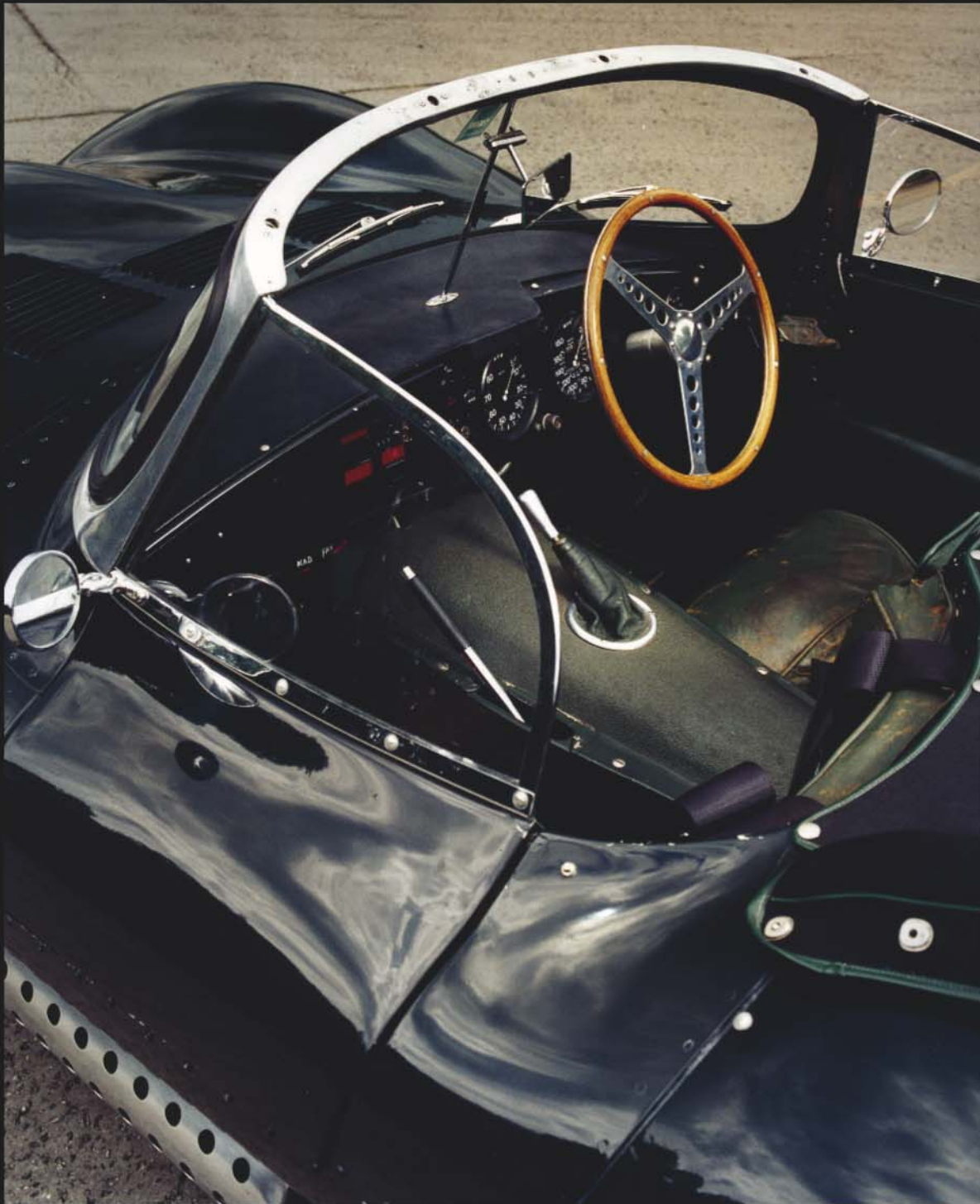






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## Jaguar XKSS

JASON FURNARI

Jaguar's devastating factory fire in February 1957 meant only 16 of these gorgeous, hugely fast sports racers were built. Based on the Le Mans-winning D-type, they were aimed squarely at the US market – Steve McQueen was one high-profile owner.



### Jaguar Mk2 3.4

MATTHEW HOWELL

In the heart of Brussels, classic car enthusiast Gilles Vink uses his fully restored 1960s Jaguar every day, having worked out that it's more cost-effective than leasing a BMW turbodiesel.





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## Lancia Stratos

PAUL HARMER

On its 1972 introduction, the first car purpose-built for Group 4 regs seemed more like a spaceship than a world rally contender. With its Ferrari engine and Bertone body, it soon became the machine other teams had to beat, from the heat of Africa to the snows of Scandinavia.







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## Peking-to-Paris Austin Seven

JOHN COLLEY

Eschewing the much-publicised Peking-Paris classic rally held in 2007, vintage car enthusiast Sebastian Welch did the same trip in his Austin Seven. He and co-driver Annabel Jones carried everything they needed in the car – with no support crew.



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## Aston at Le Mans

PAUL HARMER

Fighting 3am fatigue: the Lola-Aston Martin LMP1 car number 008 pits during its battle to become the first petrol-powered car home in its class at the 2009 Le Mans 24 Hours. It succeeded brilliantly.





## Blue Train Bentleys

DOMINIC FRASER

Daredevil Bentley Boy and marque chairman Captain Woolf Barnato beat famously rapid *Le Train Bleu* from Cannes to London in 1930: Gurney Nutting coupé (left) was thought to be actual car he achieved this in – until more recent evidence revealed it was actually Mulliner Speed Six (right).



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## BMW Z8

MARK DIXON

Apparently influenced by a 1960s Chevrolet Corvette, BMW's Z8 met a cool reception from the press when it appeared in the late-'90s, but is today cherished for its relaxed performance and subtly different style.





## Bentley MkVI

MARK DIXON

Photographer Ivo Peters used his Bentley to chase his favourite subject, steam trains, in the 1950s and '60s. His car survives – as do a few of the engines he photographed.





## Rolls-Royce Camargue

IAN DAWSON

At its 1975 launch this Pininfarina-bodied coupé was the world's most expensive production car: its £29,250 was twice the price of a Silver Shadow. It still turns heads today, even in car-jaded London.





## Porsche 917 duo

MATTHEW HOWELL

The big Porsche is universally hailed as one of the greatest racing cars of our time, and veteran driver David Piper owns two – including Chassis 010, in which he's competed since 1969.





## Hornet special

MARK DIXON

Built on a chassis found in a French hedge and powered by a pair of 1920s Harley-Davidson motorbike engines, this pre-war-style Shelsley hillclimb special is in fact a recent creation.





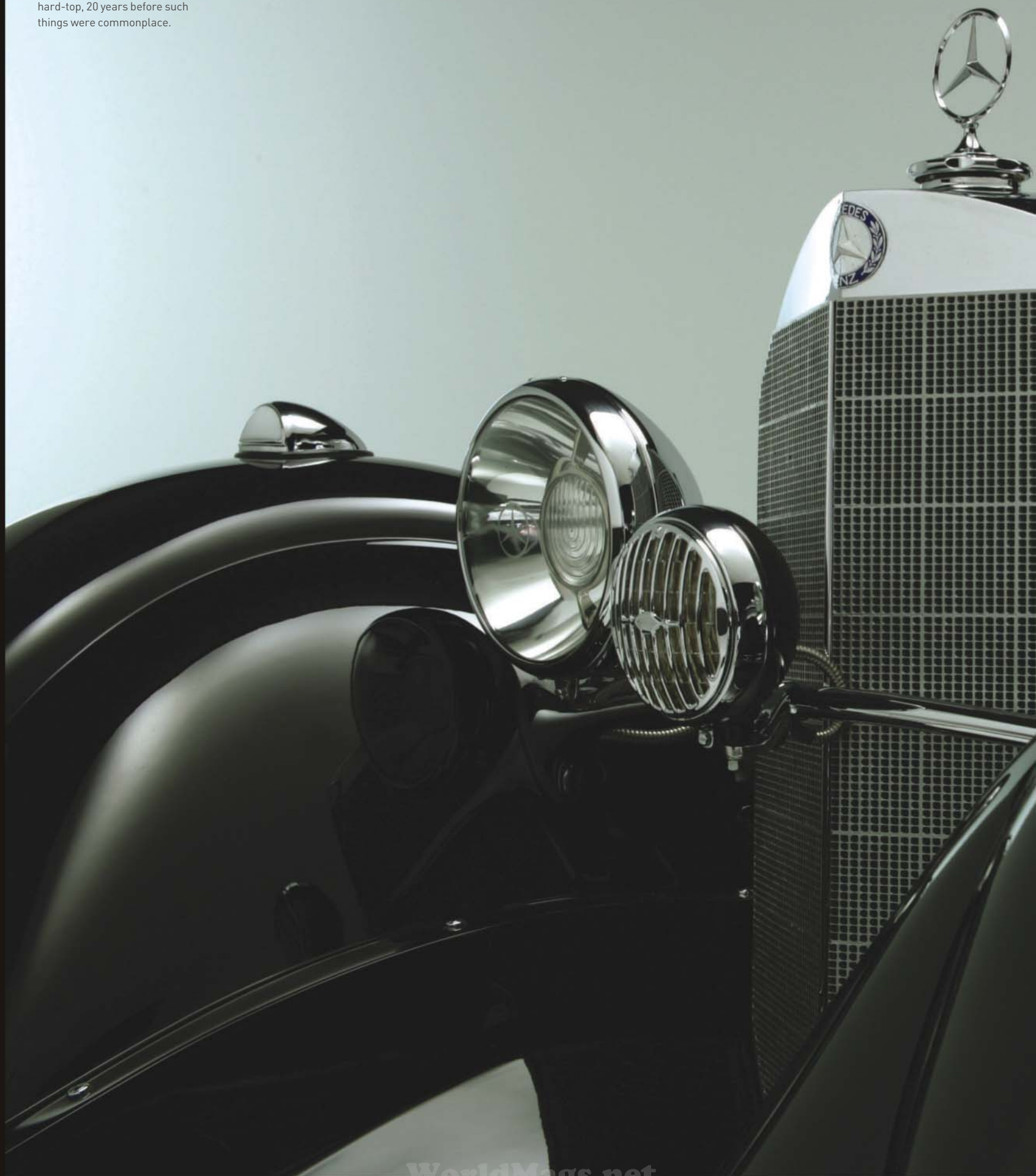
Bugatti Atlantic,  
Veyron & EB110

MARK DIXON

Three generations of Bugatti supercars, grouped around the typically flamboyant staircase outside Ettore Bugatti's old chateau at Molsheim.

## Mercedes 380K

Less fêted than the powerful 500K and 540K supercharged Mercedes of the 1930s, this one-off drophead features an experimental detachable hard-top, 20 years before such things were commonplace.









1925 Chrysler  
70 'Bluebird'

PAUL HARMER

A stunning recreation visits its spiritual home: Malcolm Campbell raced the original version of this car to victory at Brooklands on September 12, 1925, with a winning average speed of 99.61mph. He described his steed as 'Absolutely steady - most satisfactory!'



## Rolls-Royce Phantom

Sumptuous saloon – only the second example to be exported to South Africa – meets supersonic cousin.

The civilian-owned, ex-military English Electric Lightning interceptor boasts twin Rolls-Royce Avon engines giving a top speed of Mach 2.23 – and a climb rate of 50,000ft per minute.





## Aston Martin DBR1

IAN DAWSON

No other Aston has achieved the motor sport success of this machine, and no other provokes the same appreciation from now-legendary drivers. *Octane* contributor and racer Mark Hales got behind the wheel in issue 3, in September 2003.





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### Delage D8-120S

MICHAEL FURMAN

A former Pebble Beach concours winner, this 1937 Pourtout-bodied beauty parades its aerodynamic coachwork under dramatic studio lights.





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Alfa Romeo  
1600GTV

IAN DAWSON

*Octane* deputy editor Mark Dixon drove this totally original Alfa coupé from London to Geneva for a feature. Goodwood's Lord March later bought the car for his daughter Atty's birthday.



Jay Leno  
MARK DIXON

US chat show supremo Jay is a total, hands-on petrolhead. During an *Octane* visit to LA he took editor Robert Coucher for a ride in one of his favourite cars, a Stanley Steamer.





## Itala 40hp

GERARD BROWN

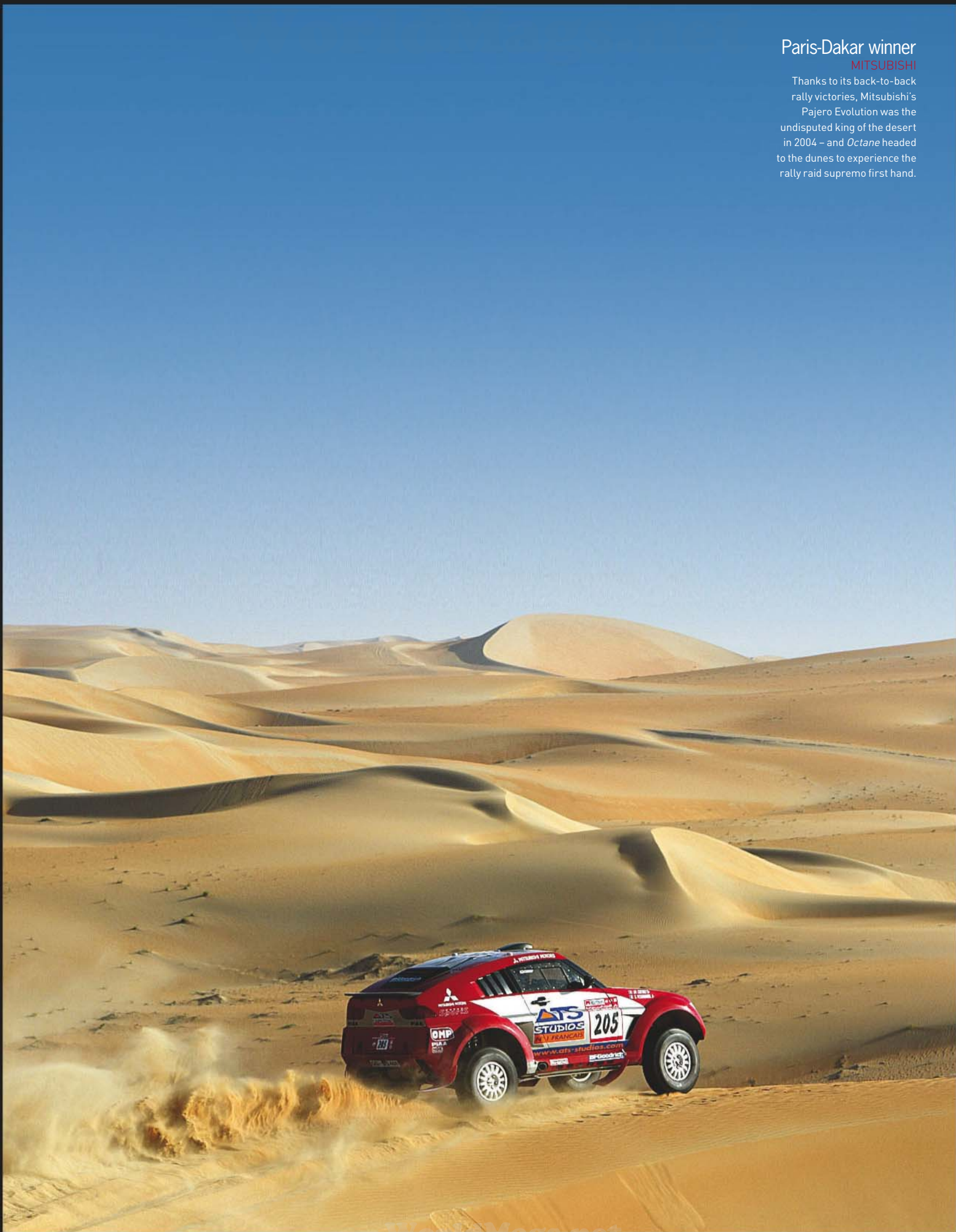
In 1907, Prince Borghese's Itala won the Peking-Paris rally. A century on, British adventurers David and Karen Ayre drove a sister car over the same route, then to the USA, and then on an epic journey across North Africa.



## Paris-Dakar winner

**MITSUBISHI**

Thanks to its back-to-back rally victories, Mitsubishi's Pajero Evolution was the undisputed king of the desert in 2004 – and *Octane* headed to the dunes to experience the rally raid supremo first hand.





## Ford GT

DANIEL BYRNE

Who said the 21st century 'retro' supercar wasn't suitable for long journeys? Motoring writer Jeremy Hart put the model's Gran Turismo moniker to the test by driving it 3000 miles across America.





## Marathon men

MIKE JOHNSON

Thirty days, seven countries and 15,000km – it could only be the London to Sydney Marathon. Contenders strap in for airlift as a Russian Antonov cargo plane is readied for take-off.





## Audi quattro

DAVID CORFIELD

With its 360bhp, 2143cc, five-cylinder engine and four-wheel-drive transmission, the quattro was an immediate Group B rally star. This image captures it flat-out in its natural environment.

## Jaguar XK120, XK140 & XK150

MICHAEL BAILIE

This fabulous trio, brought together in the studio by Jaguar specialist JD Classics, represents the evolution of the XK series, from early, spatted 120 Roadster via luxurious 140 Drop Head Coupé to super-quick XK150 3.8S Fixed Head Coupé.







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Stig Blomqvist  
and Audi quattro

PAUL HARMER

Rally legend Stig was reunited with the awesome Audi quattro 25 years after it revolutionised the sport. To celebrate, he blasted this 500bhp S1 down the infamous Col du Turini.

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### SLRs old and new

Two very different generations of Mercedes SLR – Sir Stirling Moss's Mille Miglia-winning 300SLR '722' and the then-new McLaren – were compared in *Octane* by Sir Stirling and David Coulthard.











Alfa Romeo  
6C 2300B

MICHAEL BAILIE

When we drove it in *Octane* issue 35, this just-restored Alfa, complete with unique Touring body, was gearing up to take part in the forthcoming Mille Miglia – celebrating a class win it notched up in 1938.



## Ford GT40s

MICHAEL BAILIE

Two examples of the Blue Oval's Le Mans legend were brought together in the studio for *Octane* to accompany an in-depth story of the war waged between Ford top brass and their Ferrari counterparts.









## Audi R8

TOM SALT

Audi's modern-day supercar met the ghosts of its successors when *Octane's* assistant editor Keith Adams drove it to the 'lost circuit' AVUSring in Berlin – 70 years ago home to the fastest racing cars in the world.





## Jaguar XKSS

GEORGE BAMFORD

The E-type is often cited as the most beautiful Jaguar of all time, but its predecessor the XKSS could equally well lay claim to the title. It's basically a race car made road-legal by the addition of a windscreen.







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## Mille Miglia

ANTON WATTS

In its original form, this event came to a premature end in 1957 after a tragic accident. Today's version – run over nearly 1000 miles from Brescia to Rome and back – is, in theory at least, more regularity trial than race, but it's still a thrilling challenge.







## Alfa Romeo BAT 7

ALEX P

Other-worldly bewinged design gives the Bertone-styled BAT 7 – the initials stand for *Berlina Aerodinamica Tecnica* – a back-to-the-future feel. It and its two brothers, BATs 5 and 9, were penned by Franco Scaglione between 1953 and 1955.









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## Bentley 3 Litre

MATTHEW HOWELL

Contested by May Cunliffe in the 1920s, the supercharged Little Red Bentley anticipated its 4½ 'Blower' stablemates by two years. *Octane* deputy editor Mark Dixon got to grips with its challenging on-road quirks more than eight decades later.

## Mercedes-Benz 300SL

LAT

This very original Gullwing started life as a Paris Motor Show star in 1954, before becoming Mercedes-Benz (GB)'s press car and being used by Stirling Moss to reconnoitre the route of the 1955 Mille Miglia.



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## Aston Martin V8 Vantage

GEORGE BAMFORD

Complete with rocket launchers, windscreen head-up display, retractable skis and spiked tyres, the vehicular star of 007 movie *The Living Daylights* reunited James Bond with an Aston for the first time in 18 years.



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## De Tomaso Panteras

MATTHEW HOWELL

Behind the garage doors of a nondescript suburban home lurks the Pantera collection of Los Angelean Jan Taraszkiewicz. With his orange 1973 Pantera L, red 1973 GT5S conversion from the same year and cranberry 1972 Group 4, he's quite the talk of the neighbourhood!





## Le Mans Classic

ROD LAWS

With drivers re-enacting the famous Le Mans running start, the 2006 event gets underway. Nearly 400 cars ranging from 1923 to 1979 competed in six classes and 18 races.



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# INSIDE

Exciting cars past and present, captured by top photographers on behalf of *Octane* – the world's most stylish and innovative classic car magazine