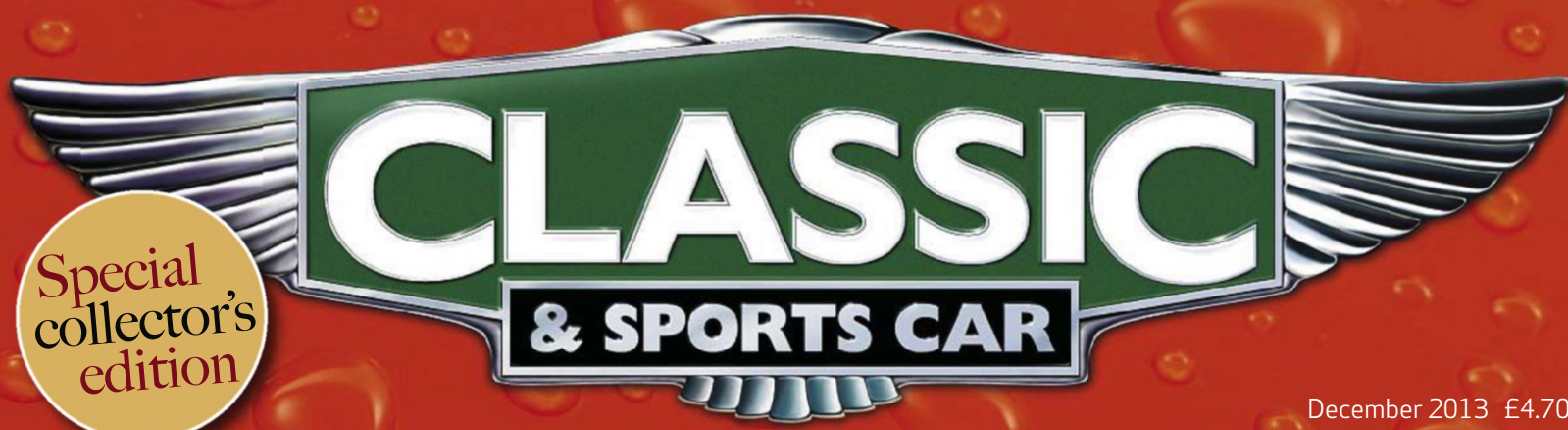


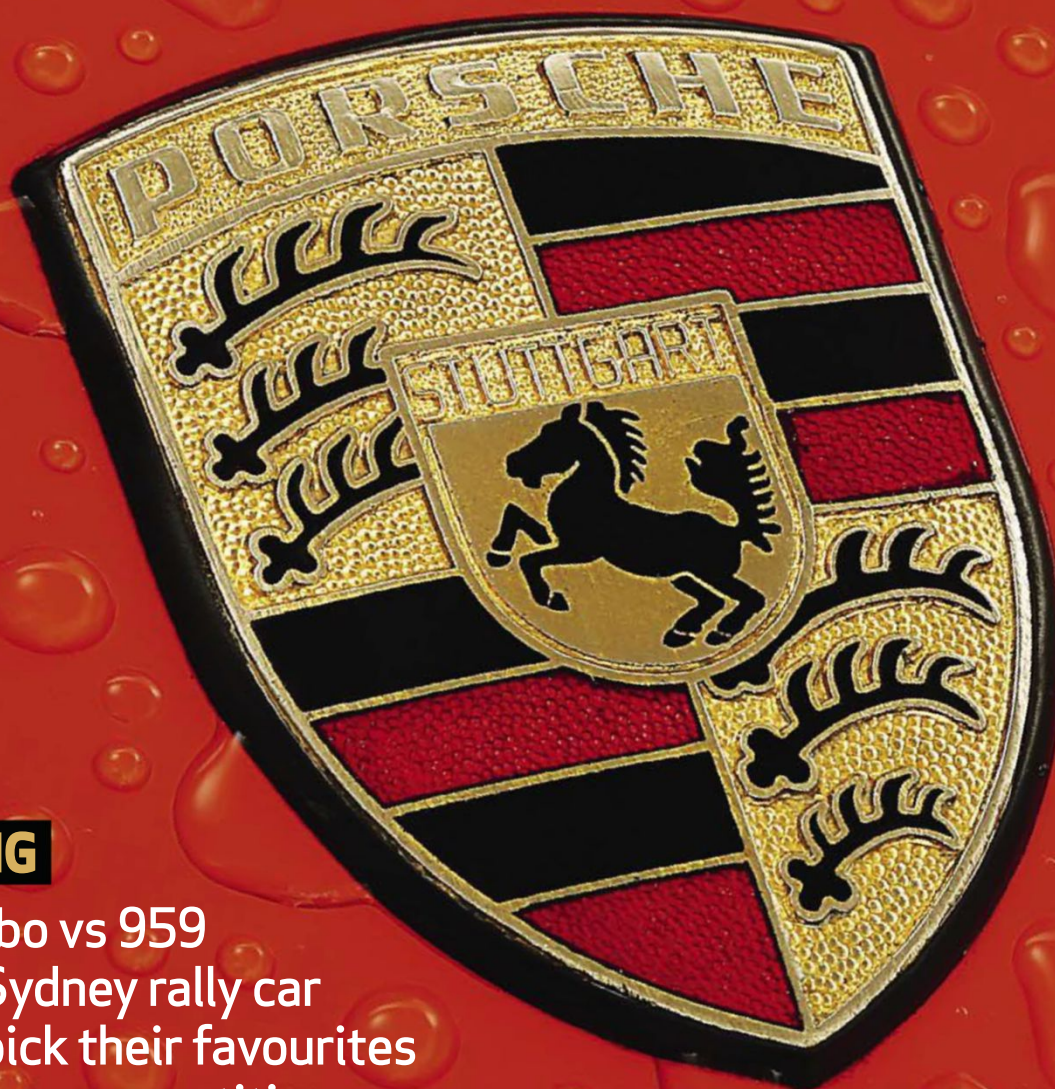


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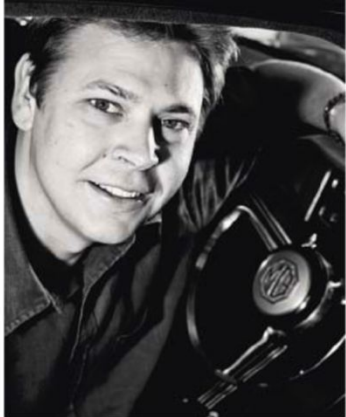
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Editorial

Ferry Porsche once said: "The 911 is the only car you could drive on an African safari or at Le Mans, to the theatre or through New York City traffic." In this anniversary issue, we've tried to reflect that unique versatility with everything from supercars to rally veterans, modern classics to bargain restoration projects. Our celebration of the model that has been at Porsche's heart for half a century begins with a special *Gallery* – a speed-walk through the life of this amazing sports car, of which Weissach has sold more than 800,000 examples over seven generations.

Those reinventions mean that the 991 of today is a very different car to the little boxer-engined 2+2 that made its debut at Frankfurt in September 1963, then called the '901'. Yet one of the things I love most about the 911 is that, while Porsche diversifies with cheaper models, four-doors – even a diesel 4x4 – this icon's essential character remains a constant. Today, just as 50 years ago, it blends exclusivity with an everyman approach – the range having broadened to encompass targas, turbos, four-wheel-drives, cabrios, autos and production racers. It's still a machine that focuses on sensational feel for the driver, yet remains remarkably practical and usable.

And, in case you were wondering, our cover is not the result of clever Photoshop work – I know, having watched art man Port and photographer Julian Mackie applying water droplets with a pipette! **ALASTAIR CLEMENTS**

Rolling in the Rockies



This remarkable Allan Rosenberg shot proves that Craig McCaw likes to use his 1934 Le Mans-winning Alfa (p120). Here it joins 28 fellow 8Cs at the Waterton Lakes National Park in Alberta, Canada during this summer's exclusive Rocky Mountain Tour – a biennial event organised by 8C owner Tom Price. "We wanted the car to feel honest, at the possible expense of concours judges," says McCaw. "The roads were wonderful, despite the route having to be amended due to flooding. The best memory is the fantastic way the car drove on its first real outing – even in crosswinds. It was very amusing to see people's jaws drop when an old car accelerated past them making that wonderful sound!"

Online offerings



Peer through the roo bars as you take a ride in the London-Sydney 911 rally car



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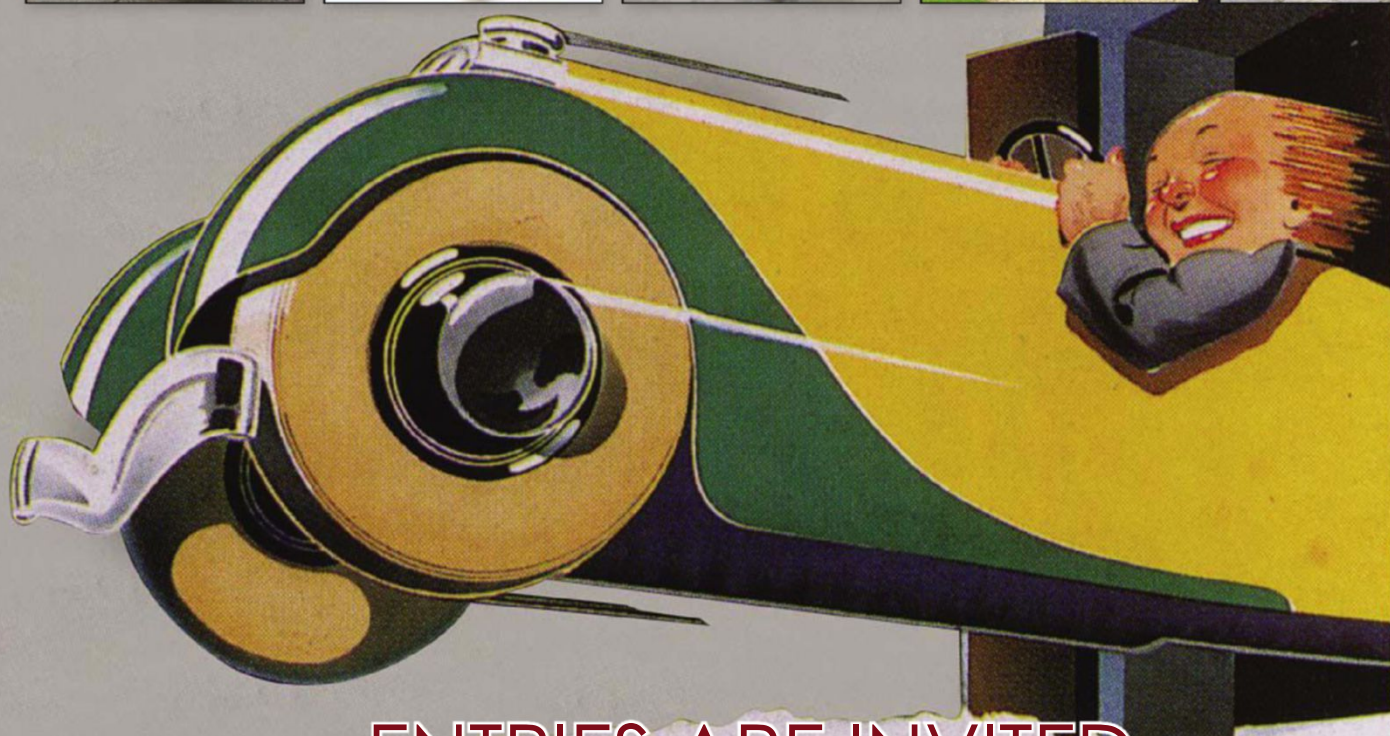
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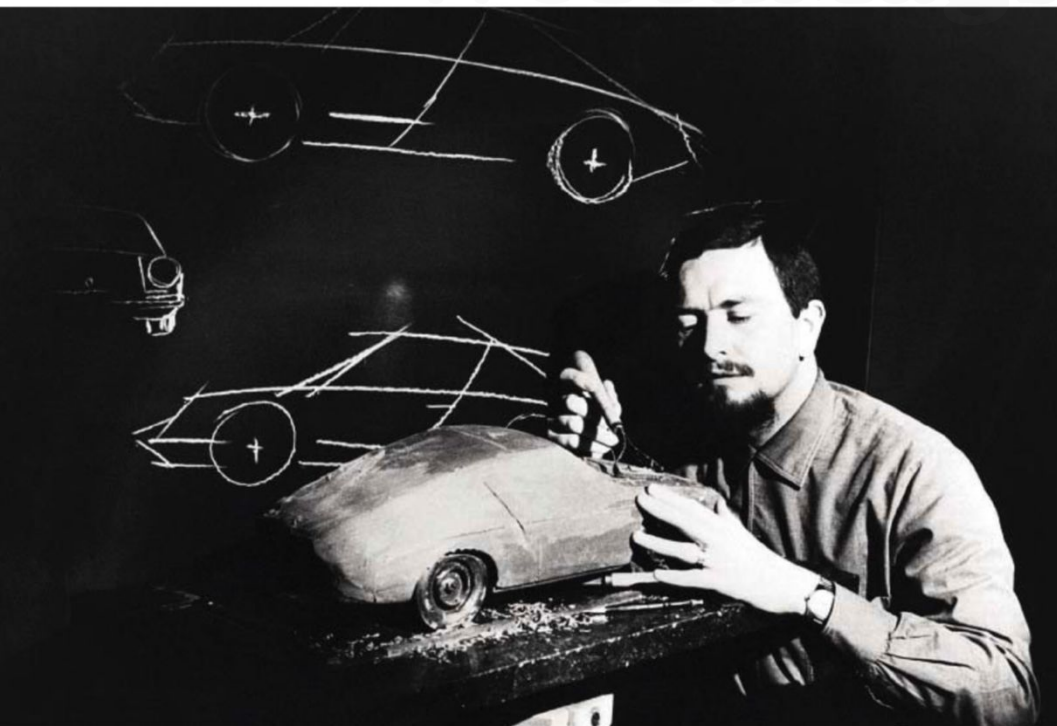
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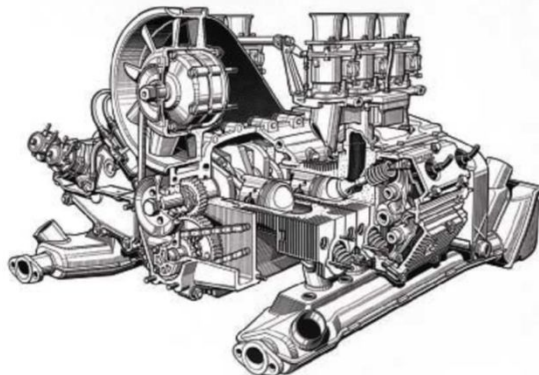
There's no doubting the rich vein of talent in the clan. Here, Ferdinand Alexander Porsche, son of Ferdinand and grandson of founder Ferry, works on the 911 model. Sadly, 'Butzi' died aged 76, a year before his masterpiece reached its 50th birthday *Porsche*

STAR OF THE BILLBOARDS

Fantastic poster design became a Porsche specialism in the 1960s and '70s, as demonstrated by these two 1967 designs advertising the new 'soft-window' targa (right) and celebrating rally success with the road-car-based 911R *Porsche*

HEART OF THE MATTER

The 911 is defined by its powerplant: every one has had a flat-six, squeezed into the tail behind the rear axle. The carburettors and air-cooling of the original may have gone – the latter as late as 1998 with the 996 – but its essential character survives *Porsche*





UNLIKELY OFF-ROADER?

Porsche used the Paris-Dakar Rally to develop the engine and transmission for the 959, and in 1986 the crew of René Metge and Dominique Lemoine took a dominant victory. They finished an hour and half ahead of Jacky Ickx in another works 959, the only stressful moment coming when they briefly got stuck in mud on the final leg Porsche

WINNER AT LA SARTHE

The fearsome Porsche 935 had its origins in the 930 turbo, and appeared in 1976. It became the dominant force in endurance racing, scoring multiple wins at Sebring and Daytona, but perhaps its finest hour came in '79 at Le Mans. The Kremer-run K3 of Klaus Ludwig with Don and Bill Whittington (right) led a 1-2-3 for the model LAT



50 YEARS OF EVOLUTION

No one could argue that the current 190mph 991 Carrera 4S supercar is anything other than a very different animal to the original 2-litre 911, but this anniversary image that Porsche has produced (left) shows that some striking similarities remain. We know which one we'd prefer to have parked in the garage, however... Porsche



Clockwise, from main: Napier-Railton roars away from the start; Skipworth's D-type; handsome bus in front of Wall of Death; autojumble stands also featured; Berkeley trio



ENTHUSIASTS FLOCK TO KOP HILL

Since reopening in 2009, Kop Hill has quietly been gathering momentum. This year, it was up to a capacity 400 cars and motorcycles on 21-22 September, attracting 14,000 spectators to the historic Buckinghamshire venue.

The Earl and Countess Howe flagged off their predecessor's 1931 Talbot team car, GO 54, on Saturday, and on Sunday the course was opened by rally legend Paddy Hopkirk. The 24-litre Napier-Railton, which set the Outer Circuit lap record at Brooklands in

1935, was road-registered because the return route runs through the centre of Princes Risborough, with locals lining the roads to see the cars pass. Yet this all-encompassing event retains the feel of a friendly local car-club gathering. Entry costs just £10, or £30 to climb the hill at the organisers' discretion.

As well as Alfas, Bentleys, Jags and racers including the oldest existing Aston Martin – A3, which Lionel Martin drove to victory here in the 1920s – the paddock was chock-full of interesting vintage

and classic cars. The only running example of a locally made model, the Cubitt from Aylesbury, was present, and there was a good turnout from owners' clubs, plus a Wall of Death and the Soapbox Challenge for 10-17-year olds.

Dick Skipworth's Ecurie Ecosse collection made its last outing before its auction sale in December. Skipworth has supported the event since its inception and, as a swansong, he brought all of his cars: from the '52 Jaguar XK120 that was campaigned in period by Sir James

Scott-Douglas to the 1959 Tojeiro-Jaguar, a recent star of Goodwood Revivals with Barrie Williams – as well as the fantastic 1959 supercharged two-stroke diesel Commer transporter. The Flag Metallic blue cars were led up to the starting line by a piper playing a poignant lament. Alongside in the paddock were Jaguar Heritage's XJ13 and an ex-Win Percy TWR XJ-S.

Provisional dates for 2014 are 20-21 September, and booking for entrants will be open from April. See www.kophillclimb.org.uk

Traders by the Thames

The inaugural Classic Car Boot Sale in London was declared a huge success after more than 8000 people descended on the capital's famous Southbank to buy and sell. Created by Vintage by Hemingway and supported by C&SC, the event was unique in that the 80-plus traders were only allowed to sell their wares out of the back of classic cars.

Wayne Hemingway said he was "overwhelmed" by the response and that more events would be planned both in London and elsewhere. With an entry fee of just £3 and low-cost pitches for sellers, it also proved popular with traders. C&SC senior contributor Julian Balme was among them, touting vintage and retro goodies by his Ford Anglia Estate. He said: "I was amazed by how many people turned out and had covered the cost of my lot within an hour of it opening. If there is another one, I will definitely be there."



Clockwise, from left: not something you see every day – fishing rods being sold from a Fiat 850; healthy crowd for first year; smart Wolseley 1500



The fabulous cars of John, Paul, George and Ringo will be on display on the C&SC stand



STAR rally stand was a highlight last year



Wayne McCarthy's VW Beetle won concours



SHARING EXPERTISE

The Heritage Motor Centre at Gaydon played host to the first Classic Virgins Experience Day on 28 September. The event introduced 17 classic newcomers to experts such as technical author Keith Anderson. See www.heritage-motor-centre.co.uk



DATES FOR YOUR DIARY

The 2014 Festival of Speed is provisionally set for 26-29 June; the Goodwood Revival Meeting for 12-14 September; and the recently announced Members' Meeting will be on 29-30 March. Call 01243 755055 or see www.goodwood.com/motorsport

Stage set for Birmingham bonanza

This year's Lancaster Insurance Classic Motor Show looks set to be one of the best yet, with 1500-plus cars across 11 halls of the NEC from 15-17 November. The theme is 'classics reunited', so look out for the four ex-Beatles cars on the *Classic & Sports Car* stand, while our Club Awards ceremony takes place at the end of the second day. A dazzling selection of 16 cars will

do battle in the Meguiar's Club Showcase concours, with Jane Weitzmann's Lamborghini Miura (C&SC, June) taking on Edward Carter's Ferrari 250GT PF Cabriolet plus trios of Fords and VWs.

Clubs will be celebrating a raft of anniversaries, while the Mercedes-Benz Club will display a 300SL Coupé that was first shown at the '55 Canadian International

Fair and a 240D that's been in the same family from new.

Other features include two restoration displays, the Wheeler Dealers Live Stage, a Silverstone Auctions sale and the Sporting Bears giving Dream Rides.

Adult tickets start at £17.50 in advance (weekend days) or a family at £44. Call 08712 301088 or go to www.necclassicmotorshow.com



Perre was delighted with his concours win

Record crowd enjoys Bay run

The 33rd Bay to Birdwood cavalcade in Australia on 29 September drew more than 1500 vehicles dating from 1956 to 1977, with the organisers claiming that it is now the world's largest classic convoy. The cars left the Adelaide Shores and headed for the Australian National Motor Museum in Birdwood along a new route that didn't meet with universal approval.

At the finish in the Adelaide hills, however, they were met by more than 10,000 spectators, and 75-plus cars were entered in a concours. The Governor of South Australia, Kevin Scarce, presented the top prize to Anthony Perre for his superb 1967 Chevrolet Chevelle.

Racers light up Sywell

The magnificent Art Deco buildings at the Northants airfield gave the inaugural Sywell Classic – Pistons & Props a suitably period backdrop for the claimed 13,000 visitors on 28-29 September. Hundreds donned period clobber, with prizes for the Best Attire, while American dragsters and muscle cars brought a transatlantic feel to the aerodrome. Not to be outdone, 50 historic racers from 1930s single-seaters, via Ferrari and Lotus to the ex-Michael Schumacher '92 Belgian GP-winning Benetton, also gave scorching demonstration runs.

About 35 car clubs turned out, including a trio from the Gordon-Keeble OC as well as the Sunbeam Tiger OC and a fabulous Austin Mini van sporting a J40 pedal car on its roof-rack. The Hangar 11 warbirds, a flypast from the Battle of Britain Memorial Flight and the Breitling Wing Walkers wowed the crowds while The Hound Dogs, Elle and the Pocket Belles and The Screaming Blue Jeans provided the perfect soundtrack.

Originally planned to be biennial, the event was deemed such a success that it is to be held every year: see www.sywellclassic.com



CONTINENTAL CLASSICS

The second Zoute Grand Prix brought a wide selection of cars to Knokke-Zoute, Belgium from 10-13 October. The Maserati Boomerang by Giugiaro (above) won Best in Show at the concours, while some 160 cars tackled the two-day Zoute Rally.



CEVERT REMEMBERED

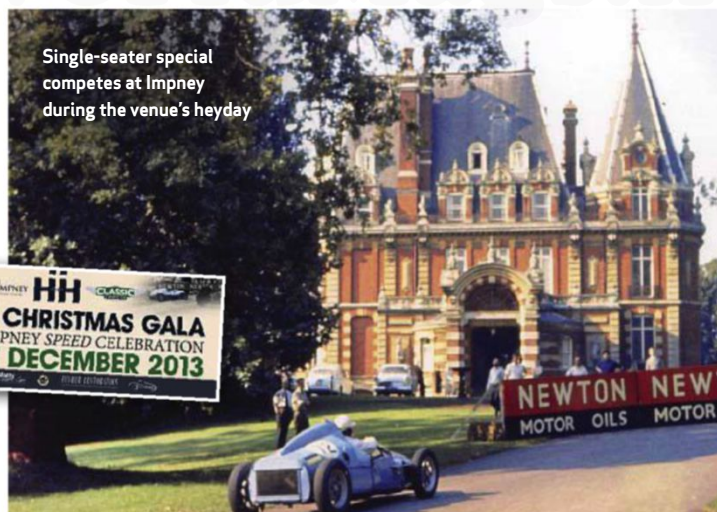
Stars such as Sir Jackie Stewart and Jean-Pierre Beltoise paid tribute to former F1 driver François Cevert on 5 October. The free Monthléry event included a Tyrrell, a trio of Tecnos, a Matra 670 and an Alpine.



Frank Wall's Bugatti T51 at the startline



Doc Taylor presses on in his Caesar Special



Single-seater special competes at Impney during the venue's heyday



Enjoy Impney for free with C&SC

Classic & Sports Car has teamed up with auctioneer H&H and Chateau Impney to launch a new free event at the Droitwich Spa hotel. As a prelude to the picturesque venue reopening as a hillclimb, the H&H Christmas Gala will take place on 3-4 December, centring on an H&H auction on the Wednesday.

What makes this event different is that a whole classic car show will spring up around the sale, celebrating Impney's famous speed trials, held for a decade starting in 1957.

There will be trade stalls, club displays and classics to buy, plus a fabulous exhibition of cars that took part in those competitions organised by the Hagley and District Light Car Club. These include the ex-Phil Scragg HWM-Jaguar (*C&SC*, November), the Fairley and Caesar specials, plus a crop of fine machines from the likes of ERA, Jaguar and Allard.

Among the roll call of star names that had a crack at the hill were Doc Taylor, Tony Marsh, Patsy Burt,

Rivers-Fletcher and many more.

Entry is free – with complimentary mulled wine and mince pies to help visitors get in the Christmas spirit – plus a restaurant and bar will be open throughout the event. Discounted accommodation in the chateau can also be booked.

For more info, visit www.classic-auctions.com/162/view.aspx

H&H will also be hosting a commemorative dinner for 200 people on the evening of 3 December, but that is already sold out.



Lee Griffiths' Urraco leads Lambo line

Manchester's classic debut

The inaugural Footman James Manchester Classic Car Show attracted more than 7500 visitors to EventCity from 21-22 September. Sixty clubs displayed a diverse range of cars from the 1950s to the '90s, while the sponsor featured a 1969 Morris Traveller that is to be restored and given away in a competition next year. There were traders, too, plus a Leeds College Restoration Workshop that gave demonstrations on all kinds of techniques. Outside, a rally stage hosted displays from 15 Group B machines, including an Audi quattro and Metro 6R4.

Caption competition

The wittiest suggestion will win this Spark 1:43 of Jim Clark's Lotus 18, from Diecast Legends (www.diecastlegends.com)



Cramming people into Minis is nothing new, but this is one of the more interesting – for which we mean dangerous – efforts that we have seen. Send your suggested subtitles to Caption Competition (December) at the p6 address by 1 January 2014 or e-mail james.elliott@haymarket.com and put Caption Competition (December) in the title line. Please include your full postal address.



SEPTEMBER COMPETITION

Apologies for the month's delay in bringing you the results for our picture of Jo Siffert hitching a ride on Jonathan Williams' Ferrari 312. We liked Ashley Holbrook's: 'The next part of your test will be the emergency stop,' and Angus Roper's: 'Back to the pits, Guv? That'll be fifty quid.' Runner-up, though, was Mike Downie for: 'Advice on tactics and engine management will be much easier once we have invented team radio,' and the winner is Kevin Allen, who really tickled our ribs with the following: 'The sidecar world champions found the switch to Formula 1 a little more difficult than John Surtees.'



DOUBLE VICTORY FOR FIAT

Andrea Vesco and Andrea Guerini won the Gran Premio Nuvolari in Italy from 20-22 September. The duo's second consecutive victory on the 1041km regularity came in their '34 Fiat 508S Balilla, ahead of the Alfa 6C-1500 SS of Fabio Salvinelli and Maurizio De Marco.

GTO SETS NEW BENCHMARK

The Ferrari 250GTO in which Jean Guichet won the '63 Tour de France has reportedly sold for \$52m, thought to be the highest price achieved for a car. Chassis 5111 was owned for a long time by US collector Paul Pappalardo, before passing to a Spanish enthusiast.



SCANDINAVIAN LAMBOS

The Norwegian Road Museum (Norsk Vegmuseum) is hosting a Lamborghini anniversary display of 18 cars until 22 June 2014. The set includes the Best of Show from the 350-strong birthday bash in Italy, plus the ex-Frank Sinatra Miura S. See www.vegvesen.no

JENSEN BONDING SESSION

Seven Jensen Owners' Club cars were thrust into the spotlight as they played a key role in the launch of William Boyd's new James Bond book *Solo*, in which the spy drives a West Bromwich car. See *Misfire* (p39) to find out how they fared.



ANTHONY PRITCHARD RIP

One of Britain's most prolific motor sport authors, Anthony Pritchard, died on 20 October. A lifelong fan who cycled to his first GP in '54, Pritchard balanced a legal career with writing, and in the 1980s he founded Aston Publications. At the time of his death, Pritchard had just completed books on the Jaguar D-type and Maserati 250F.



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Renault tops Shanghai concours



Peng's glorious Renault went down well with the judging panel and public



Chairman's Award went to mint '72 Hongqi



A delighted Huang with his superb Auburn

China's first prestige concours was hailed a resounding success following the inaugural Bund Classic from 18-20 October. Held on the lawns of the famous former English Consulate on the Bund, Waitan Yuan No1 in Huangpu district, Shanghai, the new event welcomed 21 classics from China and overseas spanning from 1907 to 1975.

An impressive judging panel – including Bonhams' group MD James Knight and Pebble Beach chair Sandra Button – picked their

favourites from six classes, with local Mr Peng taking the coveted Best of Show award for his 1925 Renault Model 45 Tourer. "We had an enjoyable but challenging time because the competition was so close," said Knight, "but the mighty 9.1-litre tourer made a wonderful impression on us all and seemed a popular choice among the crowd."

The trophy for Elegance Pre-1950 went to Jason Huang's 1935 Auburn 852, with the Post-1950 category won by the 1956

Continental Mark II entered by the Shanghai Auto Museum – which also took home the Chairman's Award for its magnificent 1972 Hongqi CA773. Likewise, the People's Choice award was split into pre- and post-1950 groups, with Arthur Bechtel's '34 Mercedes 500K winning the earlier category, while Iain Tyrrell's 1963 Porsche 356 Super 90 landed the later gong.

Following the event's success, the organiser is to run it annually: go to www.chinarendezvous.com for gen.



LACED WITH CLASSICS

A new concours that is set to rival the world's top-flight contests will take place at Chantilly château, France, on 7 September next year. Organised by Peter Auto, Chantilly Arts & Elegance fêtes Maserati for its centenary: see www.chantillyartsetelegance.com



OLIVER'S ARMY OF MOTORS

Former *Top Gear* presenter Steve Berry is launching a new event at Oliver's Mount in Scarborough, North Yorks, the last remaining road circuit on the UK mainland, on 20-21 September. The East Coast Classic is to celebrate all types of land and air machinery: see www.eastcoastclassic.co.uk

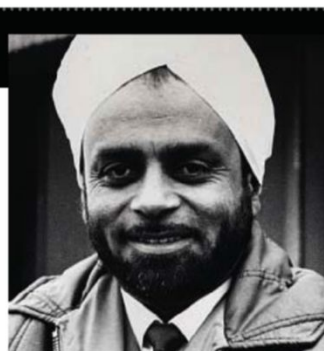
OBITUARIES

BOB WALLACE b.1938

The Lamborghini legend died at his home in the US, aged 75. Having left his native New Zealand as a 21-year-old, Wallace travelled first to the UK and then to Italy, where he became a mechanic for Maserati and Scuderia Ferrari. In '64, he joined Lamborghini in the same role but became its first test driver almost by default, having tested the racers on which he worked in the past.

Wallace went on to develop the V12 engine, plus the Miura and Countach (below), often evaluating prototypes on the road during high-speed early morning runs. He also oversaw the Jota, a race-bred version of the Miura.

Having left the struggling firm in 1975, Wallace briefly returned to NZ before settling in America, where he looked after Lamborghinis and Ferraris.



JOGINDER SINGH b.1932

The 'Flying Sikh' won the Safari Rally three times, twice when the event was a round of the WRC. In 1974, he claimed Mitsubishi's first success at the highest level, driving a Lancer, and two years later he repeated that result despite dire conditions. In all, Singh started 22 Safaris and finished 19, and won more than 60 rallies in East Africa.

The Kenyan-born driver was part of a large family – Singh was one of 10 sons – and grew up around his parents' garage business. He didn't start competing until he was 26, at which time he also became a patrolman in the Royal East African Automobile Association.



MEL NICHOLS

Events diary

Shows, festivals and tours

NOVEMBER

15-17 Lancaster Insurance Classic Motor Show Massive club show at the NEC. See p11 for the latest info

30-8/12 Essen Motor Show There's always lots of classics at the modern-car event 08712 770363; www.siha.de

DECEMBER

4-8 Auto Retro Motorshow Massive showcase for every aspect of the classic industry, in Barcelona, Spain 0034 93 410 59 51; www.autoretro.es

JANUARY 2014

12 Traversée de Paris Classics drive across the French capital on popular multi-marque club event 0033 6 71 98 00 19; www.vincennesenanciennes.com

17-19 InterClassics & TopMobiel Main themes include Maserati's centenary and Mustang Big Screen Heroes, at the MECC, Maastricht, The Netherlands 0031 43 383 83 14; www.ic-tm.nl

For more events or to add your own, go to www.classicandsportscar.com/diary



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1938 Lancia Astura 4e Série Cabriolet
Coachwork by Carrozzeria Boneschi
Sold for €667,000



ex-Ettore Bugatti
1938 Bugatti Type 57C Spezial Coupé
Sold for €690,000



1938 Mercedes-Benz 540K cabriolet
Coachwork by Vanden Plas
Sold for €672,750

CORVETTE TOPS THATCHAM SHOW



West Berks variety, with Capri 280 Brooklands and Bristol 410. Left, from top: Wicks receives Car of Show award; Marks' Talbot Sunbeam; mint 'Splittie'

Everything from 1930s rarities to modern sports cars gathered on Dunstan Green, West Berkshire on 12 October for the eighth Thatcham Classic, organised by *Classic & Sports Car's* Martin Port.

The prize for Car of Show came down to a shortlist including a '65 Cortina GT, an Austin Champ and a VW double-cab pick-up, but the judges unanimously voted for the

'62 Corvette that Tony Wicks has owned for eight years. It received a body-off rebuild before he detailed the Chevy himself, with the emphasis on refurbishing original parts.

Many cars had been in long-term ownership, such as Simon Marks' 1980 Talbot Sunbeam Lotus. "Dad bought it when it was six months old," he recalled, "and I've owned it for 20 years. It's still used for scenic

tours, sprints and hillclimbs, and would be the last of my cars to go."

The pre-war selection featured Wilfred Sentance's lovely Triumph Dolomite, which was built for the 1937 Paris Exhibition. He bought the saloon – one of fewer than 12 left running – in '03 to remind him of the car his dad ran after the war.

Much younger, but probably just as scarce, was the Peugeot 604GTI

of Giles Myhill, while fellow Thatcham regular Gary Bate brought the Lotus Elise that he's owned for 14 years and is still his daily driver.

Attendance was down slightly on previous years – at c150 vehicles – but the forecast rain held off and the event raised £450 for Macmillan Cancer Support. Donations are still welcome at www.justgiving.com/thatchamclassic2012



Alan Cooper's Riley Elf with Triumphs



Bricher shipped dream Jag from Auckland



Wrigley's gorgeous Togo Brown 356SC

Kempton gets steamed up for classics

Kempton Steam Museum made an imposing setting for its Classic Show on 29 September, run by C&SC contributor Gaynor Cauter.

Mark Wrigley brought the beautiful Togo Brown '64 Porsche 356SC – one of only 700 right-hookers built – that he bought in 1982. "Two weeks after I got it," he recalled, "I drove it down to Le Mans. A few years later, though, the rust bubbles had taken hold and

I put it away until six years ago when it had a ground-up rebuild."

Alongside was another much-used coupé: the superb '52 Jaguar XK120 that John and Linda McLean bought six years ago, while nearby was the lovely Austin A35 of their mates Dave and Rose Harris.

The Jaguar assortment also featured two 420Gs. "I'd been looking for one of these or a MkX for ages," explained Greg Bricher,

"but in the end my wife tracked down this '67 car, which was sold originally to New Zealand, via the internet. We shipped it back sight-unseen, but the guy I bought it from had known of the car since 1971. It's absolutely solid underneath."

Kempton's magnificent triple-expansion pumping engine was running on the day and is next in steam on 16-17 November; see www.kemptonsteam.org for info.

Canadians club together

Château Montebello – a log-and-stone grand hotel built in the 1930s on the banks of the Ottawa River in Québec – was inundated with exotica for the inaugural Raduno Montebello on 29 September. The 158 mostly Italian cars included Panteras, a Mangusta, a herd of Ferraris (one a 275GTB) and even a Monteverdi HS 375 (below).





Quattroporte set included Edwin Faulkner's II and Marco Perdicchia's Bellagio prototype



Stephen Dowling's 5000GT with Mexicos



Wonderful 1928 Tipo 26M of Heinz Hofer

Maseratis gear up for centenary

A mouthwatering selection of more than 100 Maseratis converged on Montreux for '99 Years of Passion' from 19-22 September. The event was based at the historic Fairmont Le Montreux Palace hotel, with participants from across Europe, plus Bermuda, Malaysia, Dubai and Australia. Awards for driving the furthest went to members from Stockholm, Athens and Palermo.

The oldest vehicles taking part were a 1928 26M and a '33 8CM, while other standouts included a 200SI that the owner had driven 800km from south-west France and

an Allemano-bodied 5000GT that topped the concours. It was sold new to Alfredo Belponger of Scuderia Brescia Corse and was once owned by guitarist Joe Walsh, who immortalised it in *Life's Been Good*.

Dozens of classic GTs featured, such as 3500GT, Mistral, Ghibli, Indy, Khamsin and Bora, as well as a Bellagio – one of only four or five QP V-based shooting brakes built – that featured in a unique line-up of every type of Quattroporte.

The regularity was won by a tiny margin by the Mexico of Germans Timo Grünewälder and Torsten

Brylla, while the combined regularity and concours prize went to a delighted Fritz and Coreille Harms with their Shamal. Former Dutch Maserati Club president Fritz had recently suffered a major stroke and the pair received a rousing ovation.

The itinerary included a convoy up into the Jura mountains on the French border, via picturesque towns such as St Cergue, as well as visits to the Blancpain watchmaker and the iconic Château de Chillon, on the Lake Geneva shoreline.

Next year's centenary event takes place in Modena, 19-21 September.

Motoring microcosm

Nick Haddon and his team from the Heinkel/Trojan Owners' Club did a fine job of organising the National Microcar Rally, which returned to the Three Counties Showground, Malvern on 1 September. One of the most unusual vehicles was a 1955 Fuldomobil S4, built by NWF in Wilhelmshaven, Germany.

Nearby was something even rarer: the '55 Gordon Deluxe that Nick Taylor tracked down in Newcastle. "I've had a fascination for these cars since my childhood," he admitted. "I don't quite know why, possibly because it was so dreadful!"

Ray and Jenny Dilks brought their superbly restored Frisky Mk1 Family Three, but not everything was mint. Steve Pepper said that his BMW Isetta is "rough and ready, but it's so easy to park around town".



Gordon is believed to be only runner



Pride of place at Ashwell went to a glorious 1892 Panhard et Levassor (in centre)

VCC keeps flame alive

The Veteran Car Club of Great Britain hosted its President's Lunch at its headquarters in Ashwell on 12 September. The meeting brought together representatives from all of the major clubs as well as journalists and writers. The VCC has an extensive library and members of its dating team were on hand to give guided tours, while upstairs there was an array of veteran and Edwardian trophies and memorabilia to be seen.

Outside there was a treat in the form of a highly original 1892 Panhard et Levassor, which enthralled and scared onlookers in equal measure as its hot-tube ignition was primed by setting the front of the engine alight before it burst into life. In her summary, Ruth Moore – the VCC's first lady president – looked to promote further knowledge-sharing between clubs.

Auburns shine at Motorlife

The Motoring Expo drew a fascinating array of machinery to the grounds of the Australian Motorlife Museum at Kembla Grange, New South Wales on 6 October.

Greg Stocks' 1929 Auburn 8-90 landed the People's Choice, while Dean Harris' Jaguar E-type, parked next to his wife's matching roadster, was voted Entrants' Choice. Other victors included Peter Hale, whose 1974 Citroën DS took home the Most Innovative Vehicle trophy.

Various early cars drew lots of

interest, such as a magnificent 1904 single-cylinder Innes and the 1909 Delage brought by Geoff Simmons.

Mick Croker upheld the local muscle-car tradition with his Ford Falcon XW-GT, while Fred Dowell amused plenty of people by giving rides in his tiny Lightburn Zeta.



The perfect couple: Harris' S2 and S1 fhc



Mint Cord resto in ACD Club centrepiece...



...which also included Stocks' Auburn 8-90

AUTOSPORT

2014

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Bird storms 'The Rest' in sensational Cobra A98. Right: Daynes at the top



ROBSON KIDD



RIOTOUS ASSEMBLY

The Rhythm Riot! festival of '50s music, dancing and lifestyle takes up its usual residency at Pontins, Camber from 15-18 November, with a huge line-up of bands and DJs, plus a cruise into Rye. Call Robin Wethersbee on 020 8566 5226 or see www.rhythmiriot.com



BLUE DIAMOND JUBILEE

The Riley Register committee is keen to trace any past member who took part in or recalls the club's formation in 1954, to help with its 2014 Diamond Jubilee – notably with photos of members, their cars, or film of early events. Call 01905 621649 or e-mail conwayhall@btopenworld.com

V8s roar back to Scottish climb

The Cobra Drivers' Club kicked off with a fantastic first event, a tour to the famous – and recently restored – Rest and Be Thankful hillclimb in Glen Croe on 29 September.

CDC founder Bill Telford said: "Our 18 entrants brought Cobras, Tigers, Mustangs and GT40s. The club's aim is to celebrate all the cars that Carroll Shelby was responsible for developing – originals and recreations – and enjoying them in

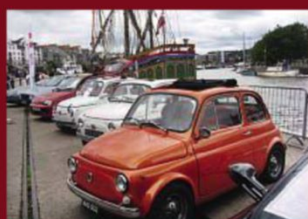
a friendly environment with like-minded owners and enthusiasts.

"Notable participants included Barrie Bird in the AC Cobra Le Mans coupé A98 [C&SC, September '11], David Bilyk's GT40, Fred Daynes in a Sunbeam Tiger and the Mach 1 Mustang of Brian Preston."

Special guest Malcolm Wishart blitzed the ascent with the '63 Lotus 41C in which he'd set FTD at the Bo'ness Revival on 7-8 September.

The 65-mile route started from Deanston Distillery, Doune, taking in the stunning Dukes Pass and Loch Lomond before arriving at 'The Rest'. Everyone had two full runs and, to finish off the day, the group convoyed to the magnificent Inveraray Castle for a late lunch and prizegiving ceremony.

The CDC, via Classic Car Tours, plans to make this an annual event: see www.thecobradriversclub.com



Fiat family: 500s via Uno to Seicento

Italians dock by the Avon

Bristol's Historic Harbour hosted The Great Western Italian Day on 8 September.

"We were pleased to welcome a number of vehicles that we had not previously seen at this event," said Paul Hanmore of the Italian AutoMoto Club, "although we had nothing to rival the 152-years-young steam tug *Mayflower* that was giving rides all day, as was the replica of the famous 1497 ship *Matthew*."

The informal event concluded with awards for the vehicles that the organisers most wanted to take home: Chris Sherwood's Lancia Aurelia and David Roots' Alfa Giulia Special of the cars.



Federation update

The FBHVC celebrates its 25th anniversary this year and we have been fortunate to secure a larger-than-usual stand in a prominent position (Hall 6-640) at the Classic Motor Show from 15-17 November. This is fantastic news because

it gives us the opportunity to display two cars: a veteran Stephens and another that achieved 'historic' status this year because it was first made in 1983, an MG Maestro 1600. We shall also have a motorcycle, a tractor, an interesting military vehicle and a single-decker public service bus.

So we will be able to feature almost every type of transport that we represent, but some readers might think: 'What about steam?'

Well, we have that covered, too, with the 4in-scale Burrell Traction Engine being built by The Steam Apprentice Club. It's very much a work in progress, but members of the team will be attending the show each day to answer questions about the project (www.ntet.co.uk/sac).

We have a competition running throughout the event to win unique First Day Covers featuring the British Auto Legends postage stamps and bearing the FBHVC's 25th-anniversary postmark.

We'll be showing footage of motoring times past as well, so there will be lots of fascinating things to see. It's also your chance to come and find out how the Federation represents 250,000-plus UK classic enthusiasts.



The FBHVC is to feature one of two Stephens survivors on its NEC stand



DAVID WHALE FBHVC CHAIRMAN

FBHVC lobbies in Brussels and Westminster. For info: call Rosy Pugh on 01865 400845, e-mail secretary@fbhvc.co.uk or see www.fbhvc.co.uk

Clubs diary

Shows, meets & gatherings

NOVEMBER

17 Military Vehicles Day

At Brooklands, with M-B World 4x4 course open 01932 857381; www.brooklandsmuseum.com

20 TVR, Lotus, Ginetta, Noble & Marcos Night

From 6pm, at the Ace; see web for other regular marque and themed evenings 020 8961 1000; www.ace-cafe-london.com

28 Chelmer Valley Car Meet

From 8pm, at The Lodge, near Battlesbridge, Essex. Colin Moles 01245 268157; www.chelmervalleycarmeet.co.uk

DECEMBER

6-8 Christmas Cracker

Around Warwickshire. Keith McGee 01935 474630; www.merlinevents.com

26 Boxing Day Charity Classic Meet

From 9am-1pm in Aldi, Crosfield Hall and Bus Station car parks, Romsey, Hants; open to pre-'76 vehicles www.romsey-classiccarandbikemeet.co.uk

For more events or to add your own, go to www.classicandsportscar.com/diary



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Groundbreaking LMP1 V-12 Diesel; Works car raced by Team Peugeot Total; 2nd OA at the 2008 24 Hours of Le Mans;

1st OA at the 2009 Petit Le Mans; Driven by Formula One champion Jacques Villeneuve

(Please note that the car is not in the same configuration as pictured)

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THE HARBURG COLLECTION



Headlining the new Paris sale is the competition-bred Harburg Collection, which features numerous important and historic race cars. These include the beautifully restored 1964 Porsche 904 GTS that was originally delivered to Dickie Stoop and extensively raced in period (shown bottom-right); the ex-Works 1982 Porsche 956 that was part of the iconic Rothmans Porsche 1-2-3 sweep at Le Mans in 1982 and a 1973 Porsche 917/30 (shown top-right); a 1955 Ferrari 750 Monza that was raced by Phil Hill with impressive results, including numerous 1st place finishes (shown top-left); a stunning 1955 Jaguar D-Type that is considered one of the best examples of the 53 customer D-Types produced (shown bottom-left); and a 1950 Aston Martin DB2, the 13th of only 50 examples produced with the triple grill and "washboard" side vents (shown middle-left).

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Revival star Hadfield was once again on imperious form in Belgium, here pressing on through Les Fagnes as evening falls in the Ardennes

ERIC SAWYER

GT40s DOMINATE AT SPA SIX HOURS

Clearly buoyed by his epic drive in Goodwood's RAC TT Celebration, Simon Hadfield followed that with victory in another one of historic racing's blue-riband events. The Englishman teamed up with Leo Voyazides to take a second consecutive win in the Spa Six Hours on 21-22 September. The pair triumphed over a highly competitive field in the Plan B Motorsport-run Ford GT40.

Two-time winner Christian Glasel put his similar car on pole position and disappeared into a comfortable lead before handing over to Kenny Bräck. The Corvette of Jan Lammers was the only car to intrude on the GT40 party – 10 of the Ford sports cars were entered – despite its headlights occasionally going out. Lammers handed over to Allard Kalf, who was overhauled by a charging Hadfield.

By then, Olivier Ellerbrock was at the wheel of the Glasel/Bräck car, and he was powerless to resist. Hadfield made up the deficit in a handful of laps and swept past, to be followed by Kalf and the GT40 of David Clark, who finished second and third respectively.

'Ellerbrock was powerless to resist as Hadfield made up the deficit in a handful of laps and swept into the lead'

Voyazides and Hadfield also won a keenly contested FIA Masters Sports Cars encounter. The former led away in his Lola T70, but after the pitstops Hadfield had to pass Roger Wills, Martin Stretton and Steve Tandy to claim victory.

The main talking point in the Woodcote and Stirling Moss Trophies – run as one race – came when Jason Minshaw (Maserati 'Birdcage') and brother Jon (Lister-Jaguar) came together at Eau Rouge. Both were eliminated, and the Lister-Jaguar of John Young/

Chris Ward took the honours.

The Historic GP Car Association attracted a 42-strong grid to the famous Belgian circuit. The entry encompassed F1, Tasman and *voiturette* single-seaters, with Jason Minshaw (Brabham BT4) winning the first race after starting from the back. His throttle cable snapped on Sunday, leaving Miles Griffith (Cooper T51) to pip the Brabham BT7A of Max Blees.

Other winners included Michael Lyons in Historic F1, plus Richard Shaw/Jackie Oliver (BMW 1800 TiSA), Mark Bates (Porsche RSR) and Ludovic Caron (Daytona Cobra).



Shaw/Oliver BMW leads busy U2TC battle



Winning T70 lies second as sports cars dive into La Source



Ward/Young Lister heads Lynn's 'Knobbly'



Mark Bates won Masters Touring Car race



Headlamp problems didn't slow Corvette

Mitchell heads for Formula Ford win. Right: TVR and Lotus fight for Road Sports victory; Davies was class of Historic Touring Car field



ERIC SAWYER



ITALIAN RALLY RETURNS

The second WinteRace regularity event will take place from 20-22 February 2014. The challenging 400km route starts and finishes at the Grand Hotel Savoia in Cortina d'Ampezzo and includes 42 tests through the Dolomite mountains. Entries close on 12 January: see www.winterace.it



HOME WIN IN FORMULA 2

Robert Simac clinched the Historic Sports Car Club's 2013 F2 Championship at Dijon on 5-6 October. The Frenchman needed only eight points in the final two races, but claimed a pair of class wins in his March 712M. Martin Stretton (March 742) and Matthew Watts (March 772P) were the overall race winners.

Merlyn magic as Mitchell wins title

Sam Mitchell overcame a first-lap scare to claim the HSCC's Historic Formula Ford crown at Brands Hatch on 28 September. The youngster tripped over the spinning Josh West at Druids but was able to continue. By lap seven, he was back up to second before a rain shower enabled him to catch David Wild's Lola with only three laps to go and take the win in his Merlyn.

The Formula Junior competitors also had to contend with slippery

conditions. James Claridge (Lola Mk5A) spun shortly after overtaking Richard Smeeton to move into second. He maintained his position but lost a lot of ground to leader Andrew Hibberd's Lotus 22 and, although he closed the gap, he was unable to find a way past.

There was another good fight in 1970s Road Sports. Julian Barter (TVR 3000M) and Oliver Ford (Lotus Europa) ran together before Ford retired with a broken throttle

cable. Graham Fennymore, meanwhile, looked to be heading for an easy win in Historic F3 before his Ralt RT3 was hauled in by the March 803 of Greg Caton. Fennymore reached the flag 0.312 secs ahead of his rival, who had been blocked by a backmarker.

Andy Shepherd's Lotus Seven took the Historic Road Sports race, while Ian Jones (Lotus 59), John Harrison (Mallock Mk21) and Tim Davies (Lotus Cortina) also won.



Close racing at Combe

Full grids abounded at Castle Combe on 6 October for the circuit's burgeoning Autumn Classic. Andrew Sharpe (Aston Martin DB2, above) took a thrilling solo victory in the 29-car FiSCAR field, pipping the Healey 100M of Mike Thorne/Johnny Todd by only 0.073 secs. Andy Shepherd also starred, coming through from 10th to finish third in his AC Ace.

A spectacular line-up of Healeys included three crews from Sweden and two from The Netherlands, and they all contributed to a crowd-pleasing Big Healey Challenge. Dan Cox started from ninth on the grid but battled through to take the lead in Joe Chatham's car, and was chased by former British Hillclimb Champion David Grace. The two pitted together and handed over to Chatham and Anders Schildt respectively. Schildt emerged from the pits first and held on to take the win.

Fred Wakeman (Frazer Nash) was victorious in the VSCC's Pre-War Sports Car class, while demonstrations included Julian Bronson in his 1960 Scarab, plus Charles Knill-Jones in Nick Mason's Maserati 250F.

Brits storm Angoulême

The 15-strong Bugatti group was among the highlights at the Circuit des Remparts from 20-22 September, with Jean-Marc Laffont winning in his Type 35B. There was a high rate of attrition in the Formula Junior race, which was claimed by Simon Goodliff's Lola, while Dougal Cawley (below) won the Pre-War Sports class in his Frazer Nash. The Plateau Beltoise was closely fought, with a pack of Porsche 911s failing to catch Damien Kohler's Diva-Ford F10. François Fouquet-Hatevilain, meanwhile, was the best of the 1950s Panhards in his DB Coupé.



ESCORT FLIES TO VICTORY

Richard Hill took a dominant win on the Rally Sunseeker Historique on 19 October to wrap up the Mintex MSA British Historic Rally Championship. Hill and co-driver Pat Cooper survived a stall and a half-spin to beat David Stokes/Guy Weaver by 1 min 13.7 secs.



STEPHEN JEWELL RIP

The VSCC's Snetterton meeting was overshadowed by the death of Stephen Jewell during practice. Jewell's Bugatti collided with the ERA of Mac Hulbert on the Senna Straight. The experienced racer sprinted a brace of Formula 2 Chevrons in the late 1980s.



A well-prepared Matt Edwards flew in the absence of series champion Marty McCormack

WITTLIE PHOTOGRAPHIC/PAUL LAWRENCE



Tim Pearcey fought back to finish in third



Local hero Bannister pushed Edwards hard

Fords on top as RAC season closes

The Escort Mk2 crew of Matt Edwards and Elliott Edmondson claimed a hard-fought win in the final round of the RAC Rally Championship – the Track Rod Historic Cup – on 27-28 September. The pairing beat the similar car of Steve Bannister/Louise Sutherland over five stages in Yorkshire.

Edwards got off to a fast start, opening a lead of 30.7 secs after the Staindale and Dalby legs on Friday night. “I did my homework,” he said. “I spent ages watching the route DVD and studying the notes.”

Bannister fought back on the second day, going fastest in Cropton

and Gale Rigg before trimming Edwards’ advantage even further on the final stage. Edwards wasn’t to be denied, however, holding on to win by 11.9 secs.

“I was mentally exhausted by the end of the final stage,” he said. “It’s



Tim Mason claimed the 1968-'75 category

a unique experience and the highlight of my rallying career so far.”

Third place went to Tim Pearcey/Neil Shanks. The Escort crew was lying fifth after Friday’s stages, having lost time with a fuel-tank issue. The problem had seemed to clear itself, but the team elected to change the tank as a precaution, working until 1am to fit the new one before Pearcey charged through Saturday to finish on the podium.

“Friday was a disaster, but we recovered due to hard work by the team,” said Pearcey. “The tank we borrowed didn’t really fit, so we had to bodge it in place a bit.”



NEW UK TIN-TOP SERIES

The CSCC is reviving the Classic K series for 2014. The category is for models of GT and Touring Cars that were available up to 1965, and running to Appendix K specification. The grids will be divided into seven classes. See www.classicportscarclub.co.uk



2014 DATES CONFIRMED

The calendar for next year’s RAC Rally Championship has been unveiled. The season will start on 2 February with the Red Kite Stages, and the Severn Valley Stages (31 May) has been added. See www.racallychamp.org

Sporting diary

Races, rallies, trials and more

NOVEMBER

8-10 Roger Albert Clark Rally

Based in Pickering, with a route via Dalby, Kielder, Carlisle and Hawick, including double runs through spectator stages at Duncombe Park and Croft 01355 276483; www.rogeralbertclarkrally.org

DECEMBER

7-10 Le Jog Gruelling enduro from one end of the UK to the other. Peter Nedin, Hero Events 01656 740675; www.heroevents.eu

JANUARY

3-4 The Exeter Trial Youngest of the MCC’s ‘Big Three’ trials. Peter Lawley 01952 613511; www.themotorcyclingclub.org.uk

9-12 Autosport International

Massive motor-sport show at the NEC, Birmingham, with guest celebrities including John Surtees; public days 11-12. Standard ticket £31; open 9am-6pm 08445 811420; www.autosportinternational.com

For more events or to add your own, go to www.classicandsportscar.com/diary



Evans and Berridge were once again far too strong for the rest of the Group C field

Mercedes stars at Ricard

The Mercedes C11 of Gareth Evans and Bob Berridge dominated the Group C event at the Dix Mille Tour du Castellet, held at the Circuit Paul Ricard from 4-6 October. The German titan was too quick for the chasing pack, which included Katsu Kubota’s Nissan R90CK.

Organisers claimed that 10,000 enthusiasts attended, plus 600 cars on display from owners’ clubs. They were able to watch Leo Voyazides/Simon Hadfield win the race for earlier prototypes in their Lola T70, with Dominique Guenat (Lola T286) leading the later grid.

Other winners included Jean-Marc Merlin (AC Cobra), Carlos Monteverde/Gary Pearson (Ferrari 250LM) and Roland d’Abel de Libran (Lotus Cortina). Next year’s event will take place on 3-5 October.

Single-seaters shine in Norfolk

The 500cc F3 racers provided the highlight at a subdued VSCC Snetterton meeting (see p25) on 29 September. Four drivers led the five-lapper at different points, before Simon Frost (Martin-Norton) moved to the front.

Calum Lockie (Maserati 6CM) set a blistering pace in the Pre-1941 Racing Car encounter, finishing 23 secs ahead of Nick Topliss’ ERA, while Philip Walker (Lotus 16) won the Seaman & Flockhart Trophies. Fred Harper recovered from an off in his Kurtis Indy Roadster, coming through to finish second.



Frost took a narrow victory from Roy Hunt

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 1957 Maserati 200Si (ex-Franco Cornacchia/Carroll Shelby) • 1959 BMW 507 Series 2 Roadster with hard top
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BARN-FIND BMW TO BE REBUILT



The German sports car was fortunately kept dry and complete throughout its 50 years in storage



Rare 328 emerges into the daylight



As owned by Wayne Goldman in 1961...



...and in '63 with Ted Wales at the wheel

Sandy Leith is the American Bugatti Registrar, although he has recently been in touch not about a product from Molsheim but one from Munich – a 1937 BMW 328 that he owns. The 328 was introduced in 1936 and around 450 examples were built, powered by the triple-carb 'cross-pushrod' straight-six that went on to propel post-war Bristols and ACs.

This left-hand-drive model, originally finished in white with red upholstery, was sold new by Auto-

Fels of Mannheim, Germany. It is thought that the 328 was brought to the USA in the mid-1950s by Maskell Ewing of Poughkeepsie, New York: "Supporting this belief is the post-war special RR53 high-compression [10.5 to 1] alloy head, designed, built and fitted by Rudolph Schleicher at his speed shop near the Nürburgring."

After about a year of ownership, Ewing sold the car to Wayne Goldman of Burlington, Massachusetts. At some point it had been repainted

'I regularly urged him to pull the car out of the barn to be repaired, but he seemed to have lost interest in it'

with a two-tone finish of white over dark blue, with matching trim, and it was later changed again to all-blue. In 1961, the car was purchased by Leith's godfather, Ted Wales. He had the idea of racing it against Leith's father Bill, who had a Type

35B Bugatti – but he failed to beat the exotic French machine.

In 1964, the BMW broke a half-shaft and was put away in a dry barn. "I have no idea why Ted never repaired the rear axle," said Leith. "I used to regularly drop by and urged him to pull the car out of the barn to be fixed, but he seemed to have simply lost interest in it."

Leith was able to purchase the car from Wales' estate when he passed away and the restoration is now well under way.



Aluminium bodyshell has survived intact



The rear end is spacious yet lacks a bootlid

Austin body draws a blank

At this year's 750 Motor Club Austin Seven Rally at Beaulieu, a mystery special on offer with Southern Sevens was creating a great deal of interest but no one knew for sure who was responsible for the body it was wearing.

It is thought that the Seven was converted into a special in the late 1950s and it later passed to an

owner near Heathrow Airport, who took it to pieces but did nothing with it for 40 years. He then sold just the body, and the next owner kept that for another 15 years. For the Rally, Southern Sevens had mounted it on a cut-down Ruby chassis and dropped in an engine.

Is it a one-off or a kit? It is very well made, in aluminium with a windscreen that fits perfectly. The rear section is generously sized, but there is no bootlid. If you know more about the car, call Dennis Wilkinson on 01737 559240.

Dictator's Fiat uncovered

In 1985, Mario Laguna read about a Fiat 2800 with coachwork by Touring that was described as having been built 'on Mussolini's orders for General Franco'. Laguna has been looking for it ever since, and last year he found it in Spain. Car number 436 was sent to Touring in September 1940 and the Superleggera body was completed in April 1941. The Fiat then went to Madrid, presumably for Franco's use.

By 1942 it was in Portugal, and by '76 it was with Deupes de Perpessac, who worked at the French Embassy in Estoril. Miguel de Lacerda owned the car in 1980 and wrote to the late Michael Sedgwick, then historian of the Fiat Motor Club, who thought that only six of this type were built.



Fiat still wears its original body panels



Touring coachwork was a rare option

Reader find of the month

Send in a 200-word story plus a selection of photographs of your discoveries to the usual C&SC address or e-mail alastair.clements@haymarket.com and you could win £100!



In October 2012, restorer David Nieuwenhuis went to look at an industrial building for sale in De Meern, The Netherlands. It had been used by a restoration firm, but the owner passed away in 2003: "I was amazed by what we found. The first floor is a showroom/museum, made to look like an English village, including a pub! The third floor is filled with parts. All over the place are cars, mopeds and automobilia!"

Nieuwenhuis bought the whole building and its contents: "The cars are mostly English, and many are in timewarp condition. There are some pre-war models, including a Chenard et Walcker camionette, a 1927 Chevrolet and a beautifully patinated Austin Seven."

Post-war fare includes several Jaguars and MGBs, a trio of BMC ADO16s and a Morris Oxford. If you're interested in any of the cars, e-mail dnrestorations@gmail.com



Look familiar?

Want to track down a lost love or looking for history on your current classic? Send details and pictures to the p6 address or e-mail your requests to alastair.clements@haymarket.com

A NIGHT AT THE MUSEUM

Beaulieu is hosting an event on 6 December for enthusiasts with a passion for barn-finds, headed by a presentation from our own Michael Ware. It starts at 8pm, and tickets cost £10. Send an SAE to Theresa Browning, National Motor Museum, Beaulieu SO42 7ZN, with a cheque made payable to the National Motor Museum Trust.

HUNTING BRITISH CLASSICS

Peter Audus would like to find out if LER 826, a Morris Oxford Traveller, and VVF 77H, a Ford Cortina 1600E, are still on the road. If you know more, e-mail lindeymason@sky.com



COVENTRY'S FINEST

Martin Smith is searching for an Alvis that he used to own: "I've had a 1954 R-type Bentley for many years, but still miss my 1938 Alvis 12/70 saloon. It would be wonderful to get the two together." EMB 297 was chassis 15262 with engine 15746, and was car number 19315 with Mulliner saloon body number 42992. "I bought it in 1971 from its original owner, Mr C Gattie, a retired mill-owner from Macclesfield," says Smith. "I sold it to get married in 1975." E-mail: martin@thesecurityco.com

EXPAT MG REMEMBERED

Liam Boyle is helping a gentleman to track down the MG PA he owned during the 1950s: "It was registered on 13 March 1934 as JO 9204, the chassis number was PA 0346 and the engine 592 AP. He believes a subsequent owner may have exported it to the US." E-mail: liam@liamboyle.plus.com



MICHAEL WARE

Former curator of the National Motor Museum, Beaulieu. Send submissions to meware@oakenbrow.demon.co.uk



Seven had been extensively repaired

Lotus chasis is a mystery

Restorer Mike Brotherwood has acquired the remains of a Lotus Seven for which there is almost no history. John Watson from the Historic Lotus Register didn't even have frame number B2090 recorded, but his files show those on either side of it, so he is pretty sure that the chassis was made by Universal Radiators in September 1968.

It is thought that it must have had an accident while being raced. As Brotherwood says: "Most of the front half of the chassis was replaced but never finished." At some stage, it was with Mann Egerton in Derby, because the next owner bought it from there as salvage, but nothing has been done to it since. Does anyone recognise the Lotus? If so, e-mail mikebrotherwood@aol.com

Ferrari's mistaken identity

When Christopher Gardner bought what was reputed to be the last Ferrari 212 of the 80 built, he had an inkling that the car had been wrongly described and decided to investigate. He found out that the first owner was Tom Marchese, a prominent US dealer and racer who went to Italy to meet Enzo and pick up the Ferrari. Gardner felt that it was unlikely that Marchese would have travelled that distance to buy an "old model".

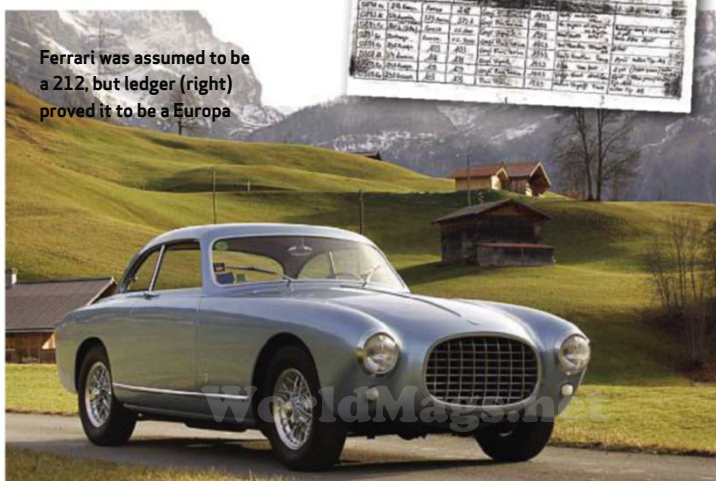
"The car was very fast and far more agile than any 212 that I had driven," said Gardner. "Measuring the capacity of the cylinders, I came up with a total of 3000cc – a far cry from the 2560cc of the 212. Starting in the 1960s, the Ferrari was misidentified as the last 212, when actually it was one of the first three 250 Europas."

He spent a year trying to get confirmation from Ferrari, and eventually acquired a photocopy of the appropriate ledger showing chassis 0297EU to be a '53 Europa.

By 1961, it was with a Mr Seider in Chicago, later passing into the Brook Stevens Museum in Wisconsin. The Ferrari returned to Italy in 1996 with Luigi Mancini and has covered just 54,000km from new. The car was entered for Bonhams' inaugural Zoute sale on 11 October, but failed to find a new home.



Ferrari was assumed to be a 212, but ledger (right) proved it to be a Europa



Ford-based racer found in Norfolk



Special has Prefect engine, suspension and gearbox. Below: lining up at Ibsley, '53



Paint has been mostly stripped from body



SPB 4 registration is now on a Mercedes

Contributor Neil Godwin-Stubbert is making a habit of unearthing interesting old racing cars. Having rediscovered the ex-Blydenstein Vauxhall VX4/90 (*C&SC*, September) and a Willhire Capri, his latest find is a Ford special that was built in 1950 by David H Small using parts from a 1947 E93A Prefect.

"It's built on a spaceframe chassis with aero-quality alloy body panels and the engine has an Aquaplane cylinder head," said Godwin-Stubbert, "I found it in Norfolk via eBay, where it was described only as a '1950s alloy-bodied racing car' and the listing didn't even include any period shots."



Ibsley again, here leading a Lotus Six in '54

He is now building up an impressive history file: "I then did my own research, proving that the car raced during the early 1960s at Silverstone and Goodwood and won several races, for which I have magazine cuttings. It was originally Rolls-Royce Brewster Green, then

a reddish colour and finally dark blue." By the time Godwin-Stubbert got his hands on the car it had largely been stripped back to bare alloy, having been unused for years.

Small used his initials to give the special the chassis number DHS01 and raced it with the registration SPB 4, but when it finished its competition career it was returned to the Prefect's old number, 489 JGC, and used as a road car.

"SPB 4 still exists and is currently on a Mercedes," said Godwin-Stubbert, who is keen to speak to anyone who remembers seeing the car race. E-mail gulf_mcqueen@hotmail.com if you can help.



KIT ON A COLD TIN ROOF

While travelling in Scotland, Francisco Carrion noticed a car on the roof of a workshop. He was told only that it was a "kit car" abandoned in the 1990s. Research suggests that it is a special – perhaps Morris-based – built using a Markham Peasey Super Sabre body. TYH 598 is a 1961 Huddersfield number.



RARE VW TURNS UP IN ITALY

On a visit to the beautiful village of Passignano on the shores of Lake Trasimeno, Umbria, reader Michael Flintholm came across an unusual classic. "At the small old harbour I saw this rather good-looking Volkswagen K70," said Flintholm, "from approximately 1975 judging by the twin headlights. It's an increasingly rare car – especially in Italy!"

Saved from demolition

In 1927, Daimler launched the Double-Six, with a 7126cc V12 derived from two 25/85 blocks. A 3744cc version was later introduced, the Double-Six 30, and it is thought that only around 800 of both models were made. Robin Hanauer recently found a car advertised on eBay described as a 1928 Daimler Double-Six with Hooper formal coachwork, and said to have been built for a director of Walls ice cream. The car lacked an engine, gearbox and radiator, but Hanauer decided to buy it anyway.

No history is known other than that it was found by a demolition contractor when he was asked to level an old house and outbuildings. The Daimler is thought to be a year or so later than described, and there is no entry in the Hooper records for this chassis. Although the car had been vandalised, it is sound and has six of the model's distinctive piano-style wire wheels. The restoration has been delayed until Hanauer can find an engine and gearbox: e-mail robinhanauer@yahoo.co.uk if you can help.



Rolling chassis as found in outbuilding



Body was described as being by Hooper

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This wacky one-off might confuse one or two of you, so what's the story behind it? Answers by 1 January 2014 to Mystery Car Comp (December 2013) at the p6 address or e-mail alastair.clements@haymarket.com with 'December 2013' in the subject line. Please remember to include your full postal address with your entry.



SEPTEMBER'S WINNER

We thought we might catch you out with another Nissan, but there was no shortage of responses to this fascinating four-door, the 1985 CUE-X concept. Among those able to identify it were Jeremy Risdon, Eric Krewinkel, Andre Kelly, Christoffer Marckmann, Justin Bell, Agustín Calvo Ingelmo and Dawood Badat. Robert van Nimwegen and Ian Kerr made the final three, but were pipped to the win by Trevor Blunt.



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FROM THE COCKPIT

Artists' studios always captivate me, none more so than that of foremost motoring and aviation painter Michael Turner. Step through the door of his garden retreat, and the wealth of artwork, models, photos and books will entrance any enthusiast. As well as his own work, the walls are covered with pictures by artists who inspired him when he started out as a young illustrator in the early 1950s. Centre stage on my recent visit was a dramatic new study of Graham Hill in a BRM P261 *en route* to one of his greatest victories at Monaco. "It's a commission for film producer Bill Pohlad, the owner of the winning car," says Turner, who paints on a marvellous pre-war easel acquired from the late Frank Wootton, one of his prime mentors.

As he trekked around Grand Prix circuits over five decades, Turner got to know many drivers and witnessed some of their greatest battles: "Enthusiasts today moan about Sebastian Vettel, but Jim Clark was just as dominant. I remember walking a long way around Clermont-Ferrand in 1965 watching Jim way out ahead, and thinking 'this is boring'. He was such a nice bloke and so relaxed on race day. Graham [Hill] was the total opposite. Marvellous company when partying, but you soon learned never to chat when he was racing. He could be very cutting."

Asked if he could go back to watch in any era, Turner singles out the German titans of the '30s: "As an art student I'd pop into the Steering Wheel Club, where I'd join Brian Lewis and Peter Scott Russell for a drink. They were always talking about Mercedes and Auto Union."

Aircraft and cars have been equally inspiring, but Turner has a weakness for Jaguars that goes back to 1955 with the SS100 that he still owns: "I first drove a racy-looking Austin Seven with terrible brakes that was followed by an MG F-type on which I fitted my own body design. Searching for something quicker, I spotted the SS100 for £350 in *Motor Sport*. It looked great with cycle wings but the gearbox was very noisy. The flash salesman operating from a Paddington PO Box disappeared with my deposit, but the police were very helpful and we tracked down the owner in Cardiff who was amazingly accommodating. It was my everyday transport for years, including trips up to London to deliver artwork. The hood was ugly and useless so I always drove

it with the top down and aero-screens. I'll never forget pulling up alongside a double-decker and the driver shouting down – 'I bet that'll do half an hour in 20 mins'."

The SS100 was also vital when dating: "Most women made silly comments but Helen never complained when it wouldn't start, helped to push and wasn't fazed when it caught fire in Bayswater. I knew then she was my kind of girl."

Early one morning, on the way to Silverstone, the temptation to prove that it could do 100mph was irresistible: "It was a cool start and the car was going really well. The steering was all over the place as the speedo touched 105mph – and we had a challenge stopping – but Helen didn't blink an eye. I'd had the original-style wings remade, which I discovered produce alarming lift at speed."

Only once did Turner come close to parting with the SS: "Historian Andrew Whyte phoned up to say that Jaguar wanted it for its collection, and offered a new E-type in exchange. I'd recently borrowed one and thought it was the most fantastic car I'd ever driven. Amazingly, I turned Andrew down, and it took 30 years before I bought one." The SS100 is still used on rallies, and is a regular at Kop Hill where this year he drove his 10-year-old grandson up the historic course. The pre-war beauty and E-type coupé share garage space with a Mk2 and a Willys Jeep.

As well as regularly driving his classics, Turner also flies his De Havilland Chipmunk DHC-1. Given the choice on the perfect day, I had to ask: plane or car? "Flying is more of a challenge. All of the restrictions, maps and gauges keep you alert, and the constantly changing clouds entertain you. I always take a camera up with me, but I still love driving the E-type on good roads."

This year is the 50th anniversary of Studio 88 (www.studio88.co.uk), named after the number of his parents' house where Turner first set up a studio: "They were fantastically supportive, so it seemed a good way to remember them." He's celebrating with his 50th set of GP Christmas cards and a wealth of prints including Hunt passing Lauda into Druids at Brands in '76.



'The steering was all over the place as the speedo touched 105mph, and we had a challenge stopping'



From top: Turner at work in studio on a '64 Monaco Grand Prix painting; with superb restored SS100 that he's owned since '55

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James Elliott

MISFIRE



It's official – James Bond drives a Jensen, a blue 1969 FF at that. On the surface, it seems a bold move for author William Boyd to ditch the Aston that has become so synonymous with the British spy. Having been commissioned to add to Ian Fleming's series of 14 novels, perhaps Boyd wanted to put his own stamp on the character? On the contrary, as an aficionado of Fleming's books Boyd simply reasoned that Bond never drove a DB5 in any of them, except the 'novelisation' of *GoldenEye*, so there was no historical context for him to do so now. The DB5 was really the creation of Eon Productions, not Fleming, though the author did gift his character a DB MkIII – and wrongly referred to it as a DB III. Plus, of course, we forget that Austons of any sort had a long hiatus from even the movies between the DBS in *On Her Majesty's Secret Service* in 1969 and the V8 Vantage Volante in 1987's *The Living Daylights*.

So maybe this is not such a radical step after all. Yet, as a Jensen owner already slightly confused by the out-of-the-blue appearance of an Interceptor in *The Fast & The Furious Continental Drift* (or whatever it was), I was fascinated by the choice. Boyd told me that, having set the new book *Solo* in 1969 and wisely retained Bond's Bentley – which does, of course, appear in Fleming's books – the dapper international man of not much mystery would surely be cruising around in something cutting-edge and rakish, not some by-then pensionable Aston Martin. And what was more cutting edge in 1969 than a four-wheel-drive, Maxaret-braked FF?

Boyd is adamant that he isn't a car buff, but this car is significant enough in the revitalised portrayal of Bond that Chapter 2 is called *The Jensen FF* and throws you in at the deep end.

There is a wonderful passage (rather ham-fistedly truncated below) that relates the buying experience and explains why Bond, James Bond ended up tooling around in a rust-prone Anglo-American hybrid that he bought from Park Lane. Which, of course, he couldn't have: he would have had to have gone to London agent Charles Follett in nearby Berkeley Street.

Boyd writes: 'He wasn't particularly enamoured with modern cars – he'd test-driven an E-type and an MGB GT but they didn't trigger any pulse of pleasure in him, didn't make his heart beat. But the Interceptor was different...

JOC members with Interceptors, FFs, 541 and C-V8. Inset: *Solo*. Below: outside The Dorchester for launch



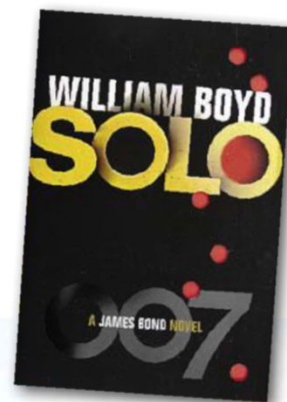
'Surely Bond would cruise along in something rakish and cutting-edge, not some pensionable Aston Martin'

Bond followed Brian [the salesman] across the showroom and through to a small courtyard... Brian gestured to what looked like another Interceptor painted a dull gunmetal silver. Bond walked around it. An Interceptor but somehow longer, he thought, and with two air vents set behind the front wheels. "The Jensen FF," Brian said softly in veneration, almost with a catch in his voice. "Four-wheel drive." He opened the door. "Step in, Mr Bond. Try her for size."

Later he writes: 'Bond felt he was in a low-flying plane rather than an automobile as he accelerated down the A316 to Twickenham.'

Seeing as that is often my daily commute, at that point I realised that *I am James Bond*.

Anyway, this new book all about me was launched with a ballyhoo at The Dorchester, supported by seven Jensens – a 541, a C-V8, open and closed Interceptors plus three FFs – which ferried seven 'cabin crew' to Heathrow airport with individually numbered copies of the book that were then flown around the world to blow up a storm of publicity. Despite me not taking part in the convoy as planned (long story,



don't ask), I did get to play a small part in the process by persuading the Jensen Owners' Club members to drive their low-flying planes 'down the A316 to Twickenham', where I bought them a pub lunch before leading a convoy back to C&SC Towers to meet the team. We then headed back up to The Dorchester for a very agreeable launch party.

Sipping my free champagne as the Jensens basked in their day of glory at the swish venue, I started to wonder 'what if?' Had Fleming – well, Cubby Broccoli and Harry Saltzman – opted for a Jensen (a C-V8 it would have been, as in *The Baron*) for *Goldfinger* in 1964, would this year's celebrations for Aston Martin's centenary actually have been fondly looking back at a long-lost marque, while Jensen Motors of West Bromwich still proudly pumped out cars and displayed its latest upmarket GT at Frankfurt?

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Simon Taylor

FULL THROTTLE

A frequent criticism of F1 drivers today is that they are multi-millionaire robots, hiding in their motorhomes, spouting safe quotes approved by their sponsors, and far removed from the extroverts of yore. The other day someone tried to persuade me that it's now the same with motoring journalists. They used to be larger-than-life characters, he said; now they're anchored to their grey laptops and never find time to let off steam. I'm happy to say that I have several good friends in this line of work who regularly disprove this, whose ability to assess cars and hit deadlines is well matched by their enjoyment of life and laughter. Nevertheless, some writers about cars and motor sport in the past have been truly memorable individuals. A far from complete list would include such as Denis Jenkinson, Laurence Pomeroy, 'Sammy' Davis, Bill Boddy, Gregor Grant and Jabby Crombac.

For me, chief amongst them has to be John Bolster. I'm astonished to realise that it'll be 30 years next month since JVB left us: but he remains totally forgotten. In 1950, on a shoe-string, Gregor Grant started *Autosport*, the first weekly motor-racing magazine. The moustachioed Bolster, who'd been a star in pre-WW2 hillclimbing with his ferociously rapid and unpredictable one-, two- and even four-engined Bloody Mary specials, was then recovering from a massive shunt during the 1949 British Grand Prix. He'd cart-wheeled his ERA at Stowe and, having been thrown out, was then rolled upon by the still careering car. Grant invited him to join the new magazine, and from Issue One Bolster wrote road tests and technical articles every week until his death 34 years later. He was probably the initiator of track tests of current racing cars, for his reputation as a capable driver got him into machinery as exotic as the latest Formula 1 BRM before it had even raced.

He also found time to run a farm in Kent, but he never missed a deadline. His words were always written in biro on lined paper, and posted from his local country letterbox. They were always precisely to length and in perfect English,

and no sub was allowed to alter so much as a comma. If this happened, as soon as the magazine was out the office phone would ring and without preamble JVB's unmistakably breezy tones would announce: "Some c***s changed my copy."

Those breezy tones became famous to a far wider audience, because he was also an expert BBC radio and then TV commentator, reporting from the pits in his usual garb of loud check tweed jacket and matching deerstalker hat. He did track commentary, too, until someone took offence at his explanation that one car's entrant, the firm Weldangrind Ltd, was so called "because they weld all day and grind all night". His 1903 Panhard was a regular on the London-Brighton run, and his 1911 Rolls-Royce must surely be one of the few Silver Ghosts ever to have been circuit-raced.

John was always the life and soul of any party, and his supply of extremely risqué jokes and rude songs, usually sung in French, was inexhaustible. Yet he was actually a shy person, and away from the bar, and at work, he was invariably courteous and formal. When I joined *Autosport* as a 21-year-old editorial assistant he was already something of a hero to me, yet he was friendly and kind. A couple of years later I became the magazine's

editor and was therefore theoretically his boss, although I still addressed him, respectfully, as Mr Bolster. He only became John when we had known each other for nearly a decade.

On new car launches, harassed PRs knew that John would always keep the party drinking far into the small hours, yet if the bleary-eyed journo had to be shepherd onto a plane at 6:30am John would be there dead on time, deerstalker on perfectly straight, however virulent his hangover. On one such occasion at Nice Airport he asked where he might find a local vet. When the astonished PR asked why, he said: "Because I think I'd like to be put down."

Bolster in twin-engined Bloody Mary, in GP Mercedes cockpit, and testing a miniature Bugatti, legal trade plates slung around his neck



His friend and colleague Gregor Grant, a true Scot, appreciated good whisky. During one particularly convivial evening he said to Bolster, "If I die before you, will you pour a bottle of single malt over my grave?" "Certainly," replied John, "provided I can drink it first."

A fine driver, a fine journalist, and most of all an unforgettable character. 

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Martin Buckley

BACKFIRE

WEDNESDAY Fly into LAX: nine hours in Virgin Atlantic cattle class. Everything is sorted at last for my commando raid on the West Coast, except that I don't know exactly what I will be shooting and, worse, where I will be sleeping. Jason Yorke-Edgell has organised the trip and his friend Brian has been looking for cheap digs, but sadly in my price range they all give the appearance of something out of a James Elroy novel in which I'll end up with my head in a fridge. Alternatively, I can stay in a 'Gentlemen only' hotel for just \$70 a night. I take the head-in-the-fridge option in what must be Beverly Hills' shabbiest establishment.

THURSDAY I wake early, imagining that I can hear things moving about inside my pillow. Alighting into a hot, sunny LA morning, I go in search of a breakfast that turns out to be enough for three before JYE turns up in a Honda Insight (borrowed from Brian who, like everyone in LA, is devoted to hybrids). We meet photographer Pav Litwinski and Bruce Milner, owner of two of the cars we hope to capture over the next few days, then spend a morning slobbering over his collection before heading up the Pacific Coast Highway and into the hills. I hitch a ride in Pav's '83 911, which he drives fast and well, with a watchful eye for LAPD Ford Crown Victorias. Later, it's dinner on Bruce and bed at the fleapit, which I'm beginning to think is the sort of place you rent by the hour rather than the night.

FRIDAY I'm fascinated by LA. From the wide thoroughfares to the slightly shabby low-rise buildings, storm drains and almost interminably bright weather. You know it well from TV and film, but it is somehow slightly out of kilter with what you had in your mind. I love the tired Winnebagos (with people living in them) parked on side streets under humming power lines, and the fact that on every road there's an interesting classic, be it a mint muscle car, a wonderfully sun-faded '70s Cadillac or one of hundreds of Mercedes 300D W123s – the 'in' cars among the young and trendy, Pav tells me. They all look like sheds, but on closer examination are not rusty.

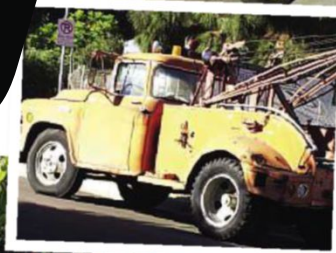
Be it SLs or S Classes of the 1960s, '70s and '80s, I'd guess that Mercedes is the most prolific make of old car here, which says something for them. While we shoot the second of Bruce's cars in the mountains, a lad in a BMW M5 spots me and asks: "Say, is the old guy in that car Jay Leno?" Later I get my flagging ego boosted when a 30-year-old blonde tries to attach herself to me in a club in Venice. This rapidly gentrifying area, once famed for its muscle beach – and its canals, now mostly paved over – still has an edgy vibe, but is being taken over by the middle classes and will inevitably become less 'interesting'.

SATURDAY Day off for a bit of sightseeing courtesy of Pav and his SIII Land-Rover. Coffee and doughnuts in the world's most pretentious café (queue for 10 mins to have a bespoke blend made for you in a sort of laboratory), then hit the road for an urban car-spotting Safari. The local stuff is pretty amazing, but you don't expect to see a Peugeot 504 still being used, a BMW 700 Coupé, a Morris Traveller with a surfboard on the roof, or someone tooling past in a Maserati Sebring. Best news of the day is that I have a cheap, clean motel to stay in for the remainder of the trip.

SUNDAY Another day off. A sweep of the local car lots turns up a nice BMW 3.0 CSi, an Oldsmobile Toronado and a place specialising in Broncos – these are 'cool rides' here, although the Landie gets a huge amount of attention. Pav has decided that he also wants a two-door Range Rover for when he needs to top 45mph. We drive Mulholland in search of locations and spot a c1960 Ford tow-truck, which merits a picture because it looks like part of the landscape. The owner appears from under a Datsun 240Z and tells us it's the vehicle on which Disney based the dopey 'Mater' character in *Cars*. "I drove it from Vegas," he says. "It was like a sports car with those twin wheels on the back and the 454..."

MONDAY Meet up with Jason to go over to Mike Malamut's collection in Thousand Oaks.

From top: photographer Litwinski with cool SIII; Ford plays starring role in *Cars*; one of many Mercs spied around Los Angeles; Studebaker rod for sale



It's a bewildering haul of microcars, rare VWs and Porsches, Japanese oddities, woodies and '60s Fiats. Thinking we'll be gagging to get our hands on his prized Toyota 2000GT, Mike is amused to learn that I want to see the 'goofy stuff' his wife likes least. I end the day driving the most amazing modern I've experienced – an all-electric Tesla four-door with silent, instant warp-drive acceleration and a 300-mile range.

TUESDAY Mad day with three photoshoots, one a four-car group; end up doing the final two (one without brakes) in the last hour of light.

WEDNESDAY Our flight is at five, so there are a few hours to spare. We spend them with Jason's friend Rory of Bob's Auto Parts, who is refreshingly 'real' with his selection of oddball specials, an Iso Rivolta found in the desert "with a cactus growing through the bonnet" and, least likely, a rot-free Series III Hillman Minx. Back in cattle class, with 10 hours of no sleep in a metal tube ahead of me, I consider myself to be in a rare condition of being totally sated, car-wise. It won't last as long as the jetlag, though, and I'm already planning a return trip.

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Letter of the month

Letter of the month wins a fabulous Italian-made Caracalla 1947 leather bag worth £420 (www.caracalla1947.com; www.facebook.com/Caracalla1947)



Dawn of the jet age, for the record

GAZ may have been a follower of technology and fashion in terms of its road vehicles (C&SC, October), but it was a true pioneer in one significant area of motor sport.

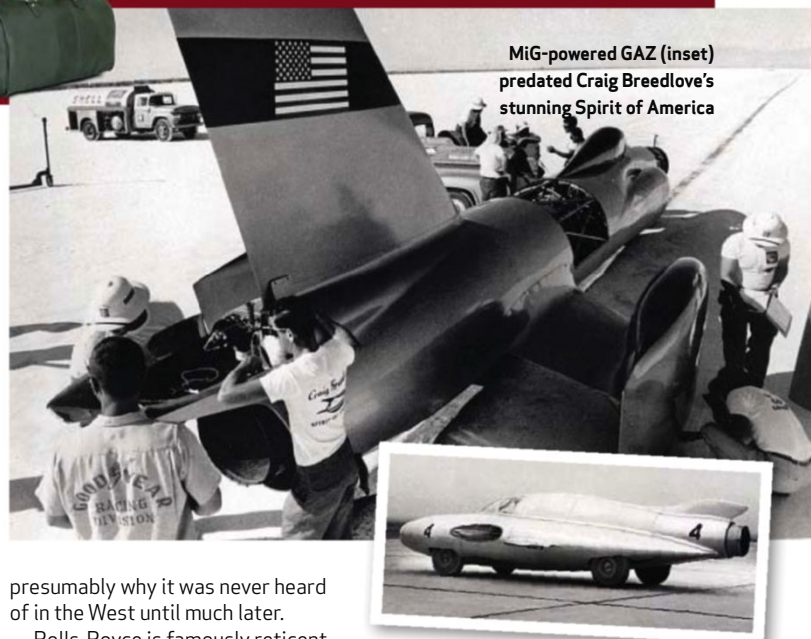
Any follower of the Land Speed Record prior to the collapse of the Eastern Bloc would have told you that the first jet-powered contender was the 1960 Flying Caduceus built by Ray Brock, Ak Miller, Allan Bradshaw and Dr Nathan Ostich. Using a J-47 liberated from a Convair B-36 stored at Davis Monthan – the famous desert boneyard – the car pointed the way for the likes of Art Arfons but never beat John Cobb's long-standing record with his Mobil Napier-Railton.

While exploring former Eastern Bloc engineering relics, aircraft and LSR historian Fred Kaesmann learnt that, with a little unwitting help from Rolls-Royce, the Soviets had not

only beaten the US into space, they were the first with a jet car as well.

Built in 1954 and looking a bit like a MiG fighter mated to John Cobb's car, that's more or less what it was. Power came from a Klimov VK-1 as fitted to the MiG-17 plane. On a trip to Beijing in the late 1950s, Whitney Straight (then R-R deputy chairman) found that the Rolls-Royce Nene had been copied, and that the technology had been licensed to the Chinese where it was produced as the WP-5. This was a direct consequence of Clement Attlee authorising the export of 40 Nenes to the Soviets.

GAZ built the Nene-clone Klimov VK-1 engines so, along with its truck and automobile activities, it's maybe not a complete surprise that it chose to combine both. Sadly, and despite going through a number of design evolutions, the GAZ TR crashed killing driver Metvelev – which is



MiG-powered GAZ (inset) predated Craig Breedlove's stunning Spirit of America

presumably why it was never heard of in the West until much later.

Rolls-Royce is famously reticent about people using its jet and turbine engines in LSR vehicles, despite garnering much kudos from the pre-war R-type piston motors in all manner of record-breakers. It has recently softened by providing

support to Bloodhound SSC but, unbeknown to the company, its engine technology pioneered jet cars for the Land Speed Record.

Robin Richardson
Newmarket

The gentle touch

The front cover of your November issue featured an Aston Martin DB6 that became a familiar sight at HR Owen in Knightsbridge and at Melton Court, South Kensington during the late 1960s.

I drove LLO 840D several times and it was pretty grubby in period, certainly not buffed up and immaculate. The period factory paintwork was very soft, something to do with having an aluminium body if I recall correctly. Special care had to be taken when cleaning it, with plenty of water and a soft sponge before applying a leather and then polish. Thus Astons were often covered in fine scratches, the worst affected being the dark colours including this one, Goodwood Green I think.

The steering-wheel rim looks rather light in your picture; they were usually darker but maybe that is the camera setting. They were of extremely high quality and pleasantly tactile to use, unlike the rather thin factory E-type equivalents.

All these years later I can still remember the necessary starting procedure using the dash-mounted sliding choke mechanism for the SU-carb cars, which you then gradually backed off as the engine warmed up with the characteristic woofly exhaust on overrun, caused by back pressure. With the Weber-equipped Vantage cars, you simply gave the loud pedal three prods and the car would fire; if you used the choke, it would wet the plugs.

Paul Parker
Via e-mail



Watson's Palmer pair: Pathfinder and YA



Fresh Aubergine

I was intrigued to see your test of '60s executive sporting saloons in October. The 1600E was the exact colour that my father proudly took delivery of in 1969 (above). He had been promoted to director and this was one of the perks of the job. As an impressionable 13-year old who avidly read *Autocar* every week, I wanted to write my own review.

I spent one Saturday morning sitting in it and writing a detailed description of the cabin, with all the measurements and my own opinions as to its luxuriousness. I was impressed with the sculpted rear seats, the wooden dash, the gauges and the leather-covered wheel.

We went to the South of France in it and, when my father had to fly back early because of the death of my uncle, my brother delighted in making sure the second choke on the Weber was fully exercised around the hills outside Fréjus.

'Purple People Eater' was the Ford's family nickname, due to its gorgeous Aubergine colour.

Peter Steere
Via e-mail

Designs for life

Having just got hold of the August issue (as I've said before, these magazines take time to reach newsagents Down Under), I was delighted to read Andrew Roberts' article on Gerald Palmer's BMC designs. I owned a 1955 Wolseley 4/44 back in the 1970s and bought a 1956 Riley Pathfinder in 2003.

Five years ago I also acquired that other Palmer design, a 1949 MG YA. Photos of the Pathfinder and the Y are attached.

Both have been restored – at great expense, of course – and have been entered in the Bay to Birdwood Run, on whose committee I served for several years.

Bill Watson
South Australia



The long and winding road often led to HR Owen in South Ken for McCartney's Aston DB6



Kaye likes the Avanti but rates the Commander as the more attractive Loewy Studebaker

Backfire feedback South Bend star

I enjoyed Buckley's article about the Studebaker Avanti in October, but would refer him to Raymond Loewy's previous design efforts on behalf of Studebaker in the early '50s – particularly the Commander Starfire Coupe, which I believe far surpasses the Avanti aesthetically.

At that time I was a teenager whose interest in cars had been sparked by the sensation that was the '48 XK120. It blossomed with the last and, to my eye, prettiest of the MG T-series two seaters, the TF – an example of which I was to later own. But above all was the '51 XK120C, which to me is still one of the most beautiful cars ever built.

At that time, the MD of our local mining machinery maker, one Arthur Yorke-Saville, always drove American cars and I well remember his pale green Commander Starfire, with a white roof and whitewalls, driving around my home town. I admired its clean, understated lines and lack of ostentatious chromium-plated embellishments that were the bane of most transatlantic efforts. I am aware that, even in period, the car was criticised for its lack of power and brakes, as well as for the way it handled and steered like a Thames barge in a Force 5 crosswind. But that was the way big American cars were produced back then. The 'racing improves the breed' mentality of some European firms that attempted to make their cars actually go around corners had yet to percolate across there.

Even now, after all these years, a Starfire Coupe would be in my dream garage, possibly along with a Buick Straight Eight convertible if I could get past its 'grinning teeth' grille, as the only two Americans. The list of Europeans would require the space of a bus station!

As a rider to Loewy's involvement with Studebaker, take a look at his design studies for the Avanti. Some are remarkably like the Mako Shark Chevrolet Corvette.

John Kaye
Ossett, West Yorkshire

I was pleased to see Buckley extol the virtues of the Avanti, having recently completed rebuilding a '63 model. Not having driven a 1960s auto since I learnt to drive in the early '70s, I was amazed by the car's handling, brakes (one of the first widespread uses of discs in the US) and power. Buckley's correct: 'It's one of those curious objects that looks better the longer you stare at it.' Pulling into the garage behind mine never fails to make me smile.

But in the end it comes down to looks. I bought it because it's the last affordable American automotive design icon – no, those aren't mutually exclusive terms. Its only two contemporary rivals are the '61-'66 Lincoln four-door soft-top and the '63-'65 Riviera. But the Buick, like the '63 Sting Ray, suffers from over-styling with too many



Boyle loves Avanti rear-three-quarter view



overdone details, while the Avanti is restrained and sophisticated.

Sadly, despite being rare (3600 Studebakers), it remains undervalued – nice cars go for \$30-40k. But that means that those of us born too late to buy an affordable Bentley or Cord have a chance to enjoy a piece of automotive sophistication.

John Boyle
Washington, USA

[Buckley has since been to the States to drive an Avanti. Look out for his story in the January 2014 issue – Ed]

In praise of the C

I was very interested in Martin Buckley's Downton MGC article in November. I think he was hard on the C, which has a strong following. My own example (below) is a uniquely modified roadster rebuilt in California in 1992. Its registration number was MGC 68, which I kept on the car when I imported it.

It's been to Le Mans several times and was in Angoulême in September. An MGC is certainly a far better long-distance car than a B: exactly as was originally intended.

Interestingly, mine is thoroughly tractable in town, unlike the original, but the fuel thirst is dire thanks to the triple twin-choke 45mm SK carbs – a Japanese improvement of the classic Weber 45DCOE.

It was rebuilt regardless of cost, with flared steel arches, Wilwood discs and Halibrand wheels with pin-drive hubs and spinners.

Importing cars in the early '90s was merely an interesting sideline. My only claim to fame was being commissioned by Gavin Green (of *Car*) to import his Mustang.

Chris Sheldrake
Ferndown, Dorset



Hadfield splashes to victory in sodden TT

Aston rainmaster

I thought Simon Hadfield's run in the TT (*Goodwood Revival*, November) was possibly the finest drive I have seen in historic racing. I don't reckon any of the pros there could have done a better job on the day.

I had the privilege of driving DP212 for 10 years – nowhere near as well as Simon – but how wonderful that it won. Credit has to go to Wolfgang Friedrichs for letting such a valuable car race. Likewise, Aston Engineering did a great job.

Aston chairman David Richards has given Simon a day's testing in the factory Gulf Vantage GTE. How refreshing that a prestigious car-maker recognises achievements in historic motor sport.

David Clark
Via e-mail

Pedant of the month

Pedant of the month wins an exclusive C&SC baseball cap. Send your observations to james.elliott@haymarket.com



In the excellent article on Clark's D-type (October), the photos show a right-hand-drive car. So why did Julian Balme find 'the throttle fractionally closer to the transmission tunnel than desired'? The tunnel would be to the left of the driver, with the clutch nearest to it. Did he mean that the throttle was too close to the brake pedal?

Adrian Berry

Comments and clarifications

October's *Market place* article 'Sydney's legacy lives on' may lead your readers to believe that Alan or Lloyd Allard have the right to build new Allard cars, which is not legally the case because it is Allard Motor Cars Ltd, not their company, which legally owns the Class 12 Trademark to build new ALLARD cars. It is also this company that is developing the Allard Le Mans.

Jason Wharton

With regard to Andrew Roberts' review of the 1600E (October), the first Ford Executive was not the MkIV Zodiac. The MkIV came out in 1966; the first Executive was the MkIII Zodiac of '65.

Paul Tyler



September's 288GTO story was superb, but the Ferrari tradition caption could be misinterpreted – yet it might explain the value of a 250: a 2.5-litre engine with no cylinders! Ferrari nomenclature meant 12 cylinders and 250 etc was the swept volume of each.

Dave Bocking

[The use of capacity and cylinders to create the names of Ferrari middies began with the '67 206, following contemporary Scuderia practice, and ran to the 348 – Ed]

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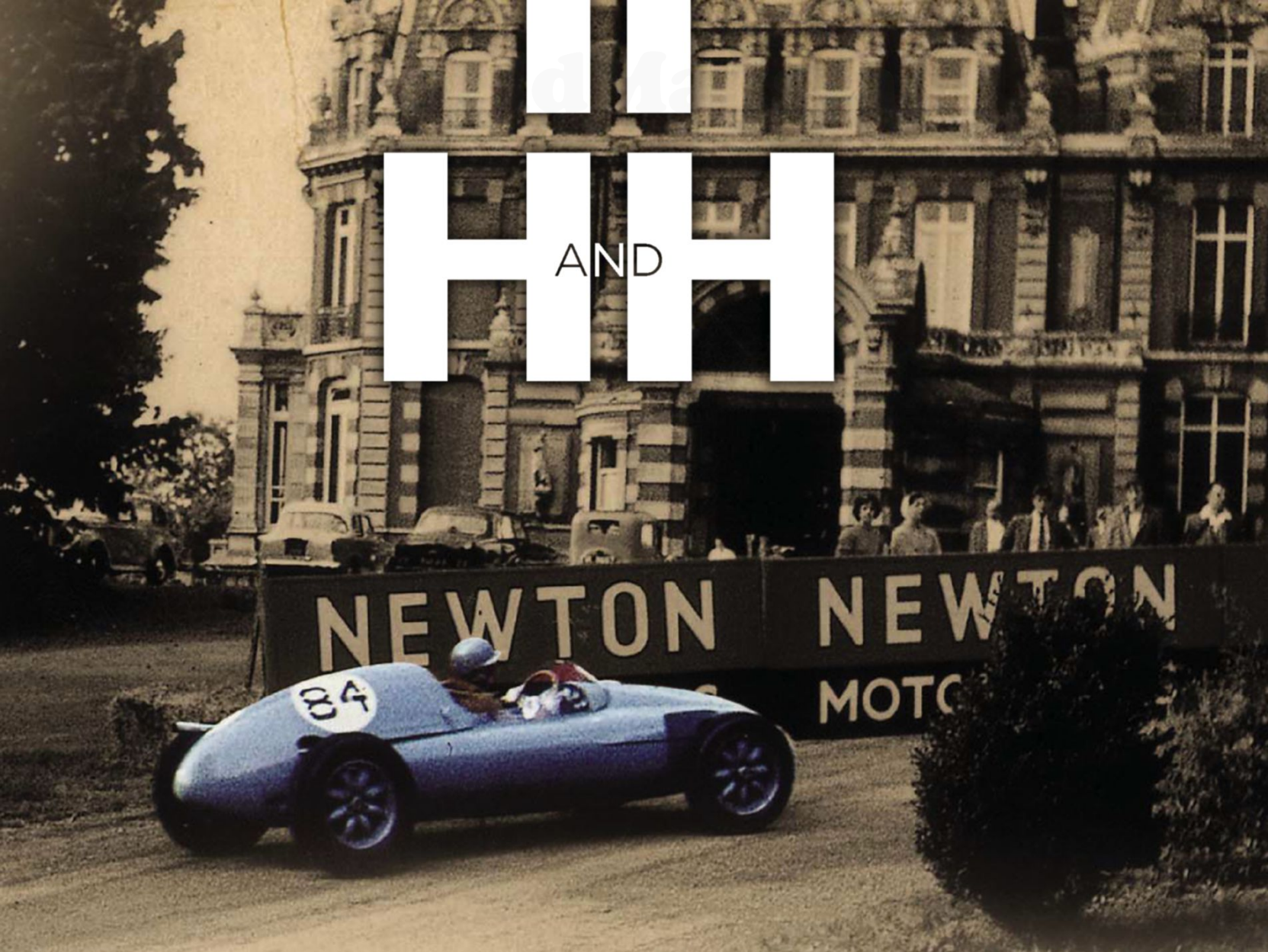
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Situated in the Midlands, once the heart of the British motor industry, the Chateau Impney Hotel was host to a thrilling array of sports and racing cars at a series of speed events held throughout the 1950s and 1960s. Many were organised by the Hagley and District Light Car Club and a remarkable list of marques and models were campaigned.

Pre-war cars, such as ERAs, amongst them R5B Remus, Bugattis, including a T35B and T57, Altas, an MG J3 and the epitome of vintage British sports cars, Frazer Nash, were thrashed up its drive, not to mention the notorious Norris, Fairley and Caesar specials. Post-war cars were strongly represented by HWM-Jaguar, Jaguar C Type, Ferrari 250 GT, Austin Healey, Allard, AC Ace Bristol, Kieft, Morgan, TR, Elva, Turner, Cooper, Cooper Bristol, Porsche, Lotus, Brabham, TVR, Marcos, Mini Cooper, Meryl and McLaren.

In light of these forgotten events, H&H Classics Ltd, Auctioneers for the Classic Collector, are proud to be hosting their Christmas Gala at the Chateau Impney Hotel on 3rd and 4th December, which will be celebrating the former Chateau Impney Speed Trials. Included as part of the event will be a commemorative

dinner for 200 people and an exhibition of cars which formerly competed at the Chateau.

Alongside the H&H Christmas Auction there will be numerous exhibitors offering a wide variety of motoring related stands for visitors to peruse and perhaps do a spot of Christmas shopping! The dinner to be held in the Grand Ballroom will be privileged to welcome comedian Barry Cryer OBE as guest speaker and the Jazz Quartet of Gary Allcock to welcome the guests

on arrival. David Good has also kindly agreed to say a few words about his memories of the event - especially the FTD he achieved at the inaugural event of 1957.

Entry to the Gala will be free of charge and complimentary mulled wine and mince pies will be on offer to all visitors. Discounted overnight accommodation with full English breakfast with prices starting from £62.00 per night will be on offer.



FOR SALE at the
H&H Christmas Gala Event





Tim Layzell

Landscape master with an eye for drama

Nothing matches the romance of the great Italian road races for Tim Layzell. Be it the pre-race scrutineering scenes in Brescia on the final Mille Miglia or a late-afternoon battle through Collesano or Buonfornello on the Targa Florio, his colourful style vividly brings to life these legendary events.

"I don't see myself as a car artist," says Layzell. "The setting is key to inspiring a composition." If you were to take the cars out of his evocative 1955 Mille Miglia study – of Stirling Moss' Mercedes-Benz 300SLR roaring north to Siena, chased by Eugenio Castellotti's Ferrari 121 LM – the painting works just as successfully. Yet the combination of race action and stunning Tuscan vistas brilliantly conjures the famous victory to the point that you can almost hear the roar of the Teutonic straight-eight and trailing Maranello 'six'.

In recent years, Layzell has made the most of holidays in Italy to search out locations. "I'd love to retrace the full Mille Miglia route one day, but the Targa Florio course is my favourite subject," he says. "I try to work dramatic landscapes into my compositions and you can't do that with normal race circuits. Just a car on tarmac isn't enough because I'm fond of big backgrounds. I always enjoy painting Monaco, which is an exception."

Sicily is also high on Layzell's must-visit destinations, although for now he depends on a much-used library: "Photographers clearly adored the event so there's a wealth of reference but most are in black and white so I have to put in the colour. The other appeal of the Targa is a broader range of eras,

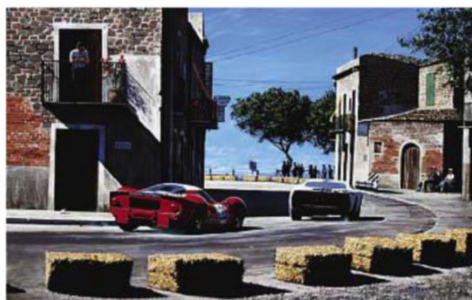
with some very cool liveries in the later years – plus the graffiti adds extra character. Researching the stories behind the cars and drivers is something that really fascinates me. I've also just started painting scenes from the Tour de France, which similarly provides some spectacular backdrops. The cars have definitely got smaller in my recent paintings."

A turning point came in 2009 when Layzell switched from a cream canvas base to a dark blue: "It really liberated my style when I started painting-in the highlights rather than the shadow details. Immediately, the compositions looked brighter and more intense. Now I search out subjects with more shadows. I'd never paint a picture set in the midday sun."

Layzell began working with oil paints when he was aged just 13 – he won the BRDC junior motoring artist award in 1992 – but he soon switched to acrylics: "They always produce a richer contrast, which helps to build up depth."

His recent fixation with Italy has resulted in a rush of commissions from a busy summer exhibiting at premier events including Pebble Beach. American enthusiasts in particular relate to the glorious locations and dream light that Layzell creates on canvases: "I'm just finishing a Ferrari 212 that the owner wanted set on the lakeside at Como." Fans of Layzell's work can now follow the fascinating progress of a new painting on Twitter, too, if you go to @timlayzellart. MW

A full range of prints and cards is available, including Long Day Ahead. Call 01761 453076 for details or see more work at www.timlayzell.com



Clockwise, from opposite: *Long Day Ahead*, with Castellotti chasing Moss; *Must Try Harder* features Vaccarella's Ferrari P4 on '67 Targa Florio; Hawthorn leads Moss in *Mad Dogs and Englishmen*; *Carnival*, set in Brescia 1957; *Street Fighters* – P3 and Ford France GT40 on '67 Targa





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BOOK OF THE MONTH

CUNNINGHAM

A Dinky toy gifted while he was recovering from a childhood operation triggered Richard Harman's fascination with this famous American racing team. Amazingly, the author never saw them race or met founder Briggs, but his passion for the subject shines through in this definitive 844-page history.

Volume one covers the wealthy Cincinnati-born sportsman's background, through his early specials and the birth of his team. The switch to racing other marques ended in 1966, but Briggs' interest continued via a Californian museum.

Harman has also compiled chassis histories of every car owned, raced or built by Cunningham. Biographies of drivers and a comprehensive race record complete this remarkable effort. The images are used well – only the over-stretching of weak digital pictures can be criticised – and the two volumes are presented with slip and carry cases. This 10-year project is exclusively priced but there's no doubting its value. **MW**

£225 Richard Harman, Dalton Watson. ISBN 978 185443 2605



MOTORING PORTRAITS

Horst A Friedrichs has been inspired by classic English themes for his books on rockers, mods and retro cyclists. Now he has turned his lens on the car scene with *Drive Style*, a collection of fine portraits of racers, hot rodders and specialists.

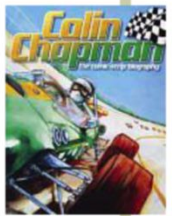
£19.99 Prestel Verlag. ISBN 978 3 7913 4859 9



LOTUS ILLUSTRATED

The last offering from Haynes' motoring division is *Colin Chapman*, a graphic novel first published in France. Now available with English text, this three-volume set is presented in the UK as one book. It received a Marmite-style reaction in the C&SC office, but if you're a Michel Vaillant fan you'll love it.

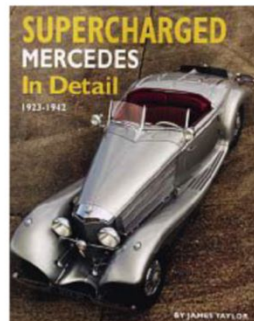
£19.99 ISBN 978 0 85733 471 8

Ferrari
288 GTO

We're huge fans of the 288, and so is author Joe Sackey – though he's probably better known for his Miura fascination. It's a shame that his

enthusiasm doesn't really come out in this book, which majors on images rather than words. The reprints of the owner's manual and homologation papers will please those who are into facts and figures, and we particularly enjoyed the owners' experiences, but we'd have liked a bit more information on the Evoluzione. **AC**

£50 Joe Sackey, Veloce. ISBN 978 1 845842 73 4

Supercharged
Mercedes
in detail

After a number of books on post-war Mercedes, marque expert James Taylor has switched to the pre-war range. Over 208 pages, he relates the development

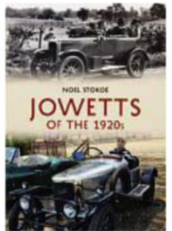
from the Ferdinand Porsche era to the stately Type 770. Packed with specification tables, production data and photographs – including an array of restored survivors shot by Simon Clay – this book fills a library gap for Mercedes fans. **MW**

£50 James Taylor, Herridge. ISBN 978 1906133 481

EARLY JOWETT HISTORY

Few are more dedicated to a marque than club historian Noel Stokoe, who now focuses on the vintage years of the Idle company with *Jowetts of the 1920s*. From the Seven through commercials to the 'penny-a-mile' 7/17, this engaging paperback covers the early range.

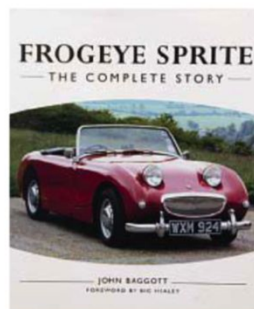
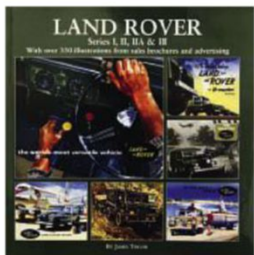
£14.99 Amberley Publishing. ISBN 978 14456 1429 8

Land Rover
Series I, II,
IIA & III

This volume will enhance the bookshelf of any Land-Rover enthusiast. It treats

familiar ground, but the illustrative material used is a change from the norm – concentrating as it does on sales brochures and adverts that were issued by the company for both home and overseas markets. In turn, that allows for a different tone to the captioning, plus regular insights into what the company was trying to achieve and how it went about it. Well worth the cover price. **MP**

£35 James Taylor, Herridge. ISBN 978 1 906133 51 1

Frogeye
Sprite

With a foreword by Bic Healey, this 224-page hardback is a nice history of the sports car that spawned the Spridget dynasty. The book is well laid out and timelined so it makes a simple read of

a potentially complex subject – credit must go to both author and publisher for this. Best of all is the wealth of archive, which ranges from some brilliant competition shots – with John Sprinzel, Pat Moss *et al* – to period brochures and adverts. **JE**

£30 John Baggott, Crowood. ISBN 978 1 84797 550 8

ASTON GT EXPLORED

From Guy Loveridge comes a superb book – and brilliant 45-minute DVD – based on Des O'Dell's unpublished memoirs and called *Aston Martin DB4 and DB4 GT Rectification & Racing*. It has been produced in a limited run of 1100 copies. There's the odd typo, but it's worth the £35 asking price. **DPL**. ISBN 978 1 900113 083



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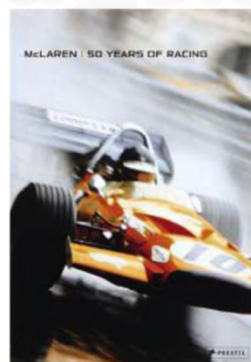
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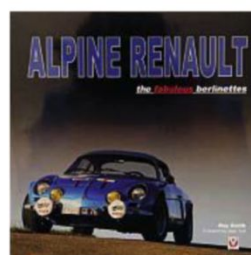


McLaren: 50 years of Racing

There have been a few McLaren-related titles this year, but not many offer the entertainment and insight of this effort. It's beautifully presented, and the history of the company is chronicled via quotes from those who were there, from Eoin Young and Tyler Alexander to Ron Dennis and Lewis Hamilton.

It is not an exhaustive year-by-year account. Instead, chapters cover subjects such as the early years, James Hunt's 1976 triumph and Ayrton Senna's time with the team. There was a danger that this large-format tome could have been too corporate, but there are traces of that only at the very end. Everything else – even Hamilton's last-gasp 2008 title win – is covered in fascinating 'warts and all' style. **JP**

£99 Maurice Hamilton and Paul Fearnley, Prestel. ISBN 978 37913 4813 1



Alpine Renault: the fabulous berlinettes

After impressive histories on Alpine racing prototypes and Gordini, Francophile Roy Smith turns his focus to Jean Rédélé's glassfibre masterstroke. From its evolution out of the A108 to the glorious rally championship years, Smith digs deep, talking to all the key surviving figures including racer Jean Vinatier and rally ace Michèle Mouton, who started her career in 1973 with an A110. Even Jean Todt, who co-drove Alpines to a number of victories, contributes and the wealth of quotes really lifts the history.

Smith has also compiled a 24-page competition record including chassis numbers where possible, while the final chapter covers the licence-built A110s plus recent recreations. Essential reading. **MW**

£75 Roy Smith, Veloce. ISBN 978 1 844 04 2

CLASSIC MOVIE OF THE MONTH

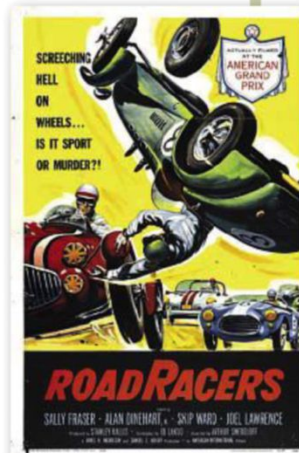
Motoring moments from big and small screens

Road Racer

Directed by Arthur Swerdlhoff, the godfather of B-movies, this 1959 classic is worth tracking down if you're a fan of American '50s V8 specials. The script about a team-owning father and his estranged race-driver son Rob Wilson, who he blames for the death of a fellow driver, is hammy nonsense. The film opens with a twilight qualifying run for a comeback race in the 'Serati' – a thinly disguised Pickford Jaguar Special fitted with Chevy V8 power – at Laguna Seca.

The action jumbles various circuits, but most of the filming was done at Willow Springs. Ol' Yeller, a Devin and El Caballo II (driven by track and love rival Greg Moore) feature extensively. The finale is set at Riverside. Ak Miller and Bobby Unser deputised for the actors during the 1958 Times Grand Prix, but the early retirement of both cars must have created problems for Swerdlhoff's crew.

If you can suffer the over-acting and the painful script, look out for the Scarabs at Riverside – including Lance Reventlow's dramatic spin out – and flashes of the Stovebolt Special. **MW**





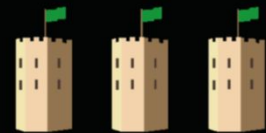
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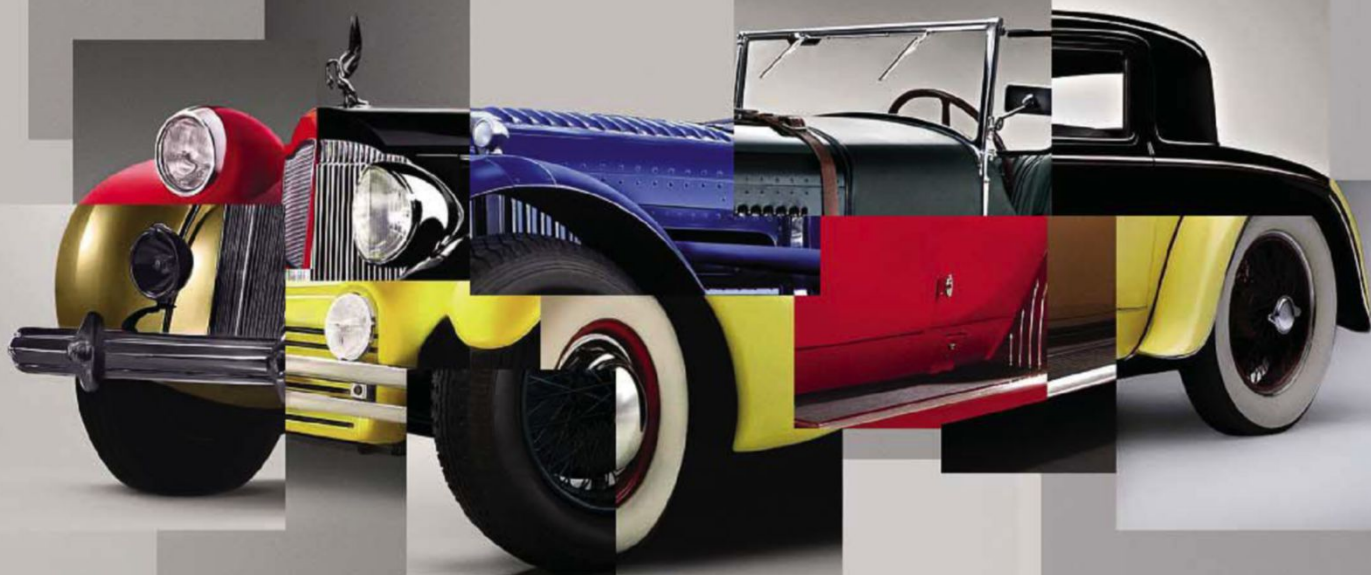
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**MODEL
of the
MONTH**

LOTUS 56B £159.99

It only finished one race – eighth for Emerson Fittipaldi in the '71 Italian Grand Prix – from three starts, but the spectacular 56B makes an inspiring model subject, as proved by TrueScale's latest release. Derived from the outlawed Indy project, the Pratt & Whitney-powered 4WD 'wedge' designed by Maurice Philippe was too heavy, complex and fragile for F1. The detail here is stunning, particularly the miniature braided hoses and turbine engine. Graham Hill's 1968 Indy 500 Lotus 56 arrives next month.



Sublime detailing of turbine powerplant



Even the Lotus' front suspension works

1:18

1 AutoArt's ex-Dan Gurney 1962 French Grand Prix-winning Porsche 804, £199.99



2 TrueScale Miniatures' ex-Bob Wollek 1981 DRM-Porsche 935 K4, £199.99



3 CMC's ex-Sebring Ferrari 312P Spider, £354.99



Unless stated, all items are available from St Martins Models (08448 878888; www.diecastlegends.com); 10% discount for orders from C&SC readers quoting 'CS1213' (except Automodello and Matchbox)

1:43

4 Ixo's 1952 Delahaye 235 Coach, £36.99



5 Bizarre's 1960 Challenger Land Speed Record car, £37.99



6 Norev's 1949 Volkswagen Hebmüller cabrio, £37.99



7 Oxford Diecast's Lotus Elan +2, £24.99



8 Corgi's Java Green Triumph TR7, £22.99



9 Spark's Edsel Citation coupe, £52.99



10 Automodello's superb Tribute Edition ex-Peter Wheeler TVR Turbo, \$119.95 (see www.automodello.com)



1:64

11 Matchbox's 60 Anniversary Mini Cooper, £3.50

12 Matchbox's 60 Anniversary 1968 Ford Mustang GT, £3.50



Swapmeet diary

10 November Pavilion Gardens, Buxton, Derbyshire. £2.50, 150 stalls, 10:30am. BP Fairs 01604 846688; www.bpfairs.com

16 November Sandown Park Exhibition Centre, Esher, Surrey, £5, 500 tables, 10:30am BP Fairs

17 November Doncaster Exhibition Centre, Leger Way DN2 6BB. £3.50, 300 tables, 10:30am BP Fairs

24 November The first Gaydon Toy and Collectors Fair, Heritage Motor Centre, Warks. £3, 150-plus tables, 10am-3pm 01926 641188; www.heritage-motor-centre.co.uk

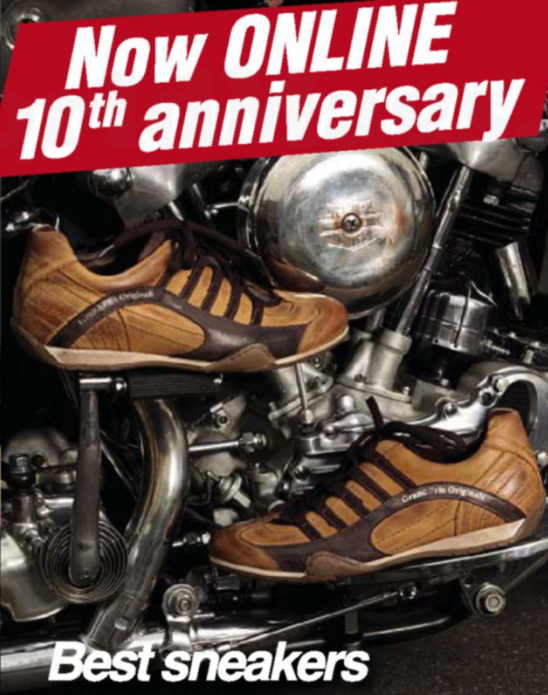
1 December Kempton Park, Middx. £3, 200 tables, 10:30am. JM Toys 02392 381529; www.jmtoys.net

1 December Connexion Leisure Club, Leamington Road, Ryton-on-Dunsmore, Coventry. £2.50, 150 tables, 10:30am BP Fairs

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HERITAGE ALFA GEAR

Alfa Romeo has introduced an extensive line of merchandising celebrating its glorious history, ranging from cufflinks to a '50s-style helmet. Tempting items for *Alfisti* include an enamel *quadrofolgio* pin badge (£6), cufflinks echoing the design of pre-war wheel spinners with engraved Alfa script (£63) and a stylish waterproof jacket featuring leather neck strap and Milanese *Biscione* serpent print (£223).

Also offered are a vintage-style helmet (£210) and a logo evolution set featuring eight designs in a wooden presentation case (£102). See the full collection at www.store.alfaromeo.com



Junior Bentleys for kids

GRE has produced a range of ride-on toy cars inspired by vintage Bentleys. This exclusive handmade design features a solid tulipwood body, stainless-steel steering gear and genuine leather seat. Suitable for 2-5-year olds, the Ride-On comes in green, blue, red and white. Options include race numbers and embossed seat name, making them ideal as presents. Prices start at £2200. Call Clair Jeffreys on 07919 338075 or see www.greclassics.co.uk



Cool petrol-pump collection

A new set of display cabinets modelled on antique petrol pumps is available from Custom Gas Pumps.

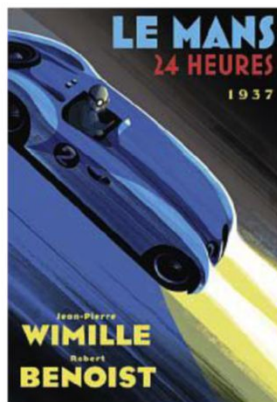
Various classic brands including Victory, Gulf and Johnson are offered, or the pump can be painted to special order. The firm also makes a Classic Team Lotus-themed unit.

As well as a model case, the body can be fitted out as a wine chiller or fridge. The pumps are built in the UK, and prices start at £1530. See www.customgaspumps.co.uk or call 01763 284071 for details.



Bugatti Le Mans tribute print

Illustrator Guy Allen has added another dramatic Le Mans poster to his *Racing Lives* series. Evoking the valiant life of Bugatti works driver and Resistance fighter Jean-Pierre Wimille, the design features the



Bugatti T57 'Tank' from his 1937 victory with heroic co-driver Robert Benoist.

It's available in A3 (297 x 420mm) for £45, or A2 to special order (420 x 594mm) at £95. Also featured in the *Racing Lives* collection are David Purley, Mike Hailwood, Louis Chiron and Achille Varzi. See more at <http://guyallen.co.uk>

Retro racer caught in a spin

Original spindizzy racers or 'tether cars' have become very valuable but one of the best-looking and most famous – the Barney Korn Liberty Special – is now being remanufactured.

Constructed from original blueprints, this new handmade model features a leather seat, detailed dashboard and replica non-working twin engine. Measuring 48in long and priced at £485, the BB Korn Liberty Special is available from www.meandmycar.co.uk or call 01865 883061.



BLOWING IN THE WIND

A Porsche 917 wind-tunnel model, the trophy collection of Benoît Musy, the Giulio Borsari photo archives and a rare set of early Ferrari brochures are among the the remarkable cache of items on offer at the Automobilia Auction Ladenburg sale in Baden-Württemberg on 8-9 November. See all of the lots at www.autotechnikauktion.de or call 0049 6203 957777 for gen.



RACING ON THE CARDS

The Studio88 team of artist Michael and son Graham Turner (see *From the cockpit*) produces cards as well as prints. The £6.50 set features five paintings including the 1950 Alpine Rally, two Goodwood subjects and Jim Clark's debut Lotus 49 win. For info, see www.studio88.co.uk



Automobilia diary

8-9 November Automobilia Auction Ladenburg, Germany; more than 2500 lots 0049 6203 957777; www.autotechnikauktion.de

9 November Autojumble, York Auction Centre. On second Saturday of every month. Entry free, stalls £10, 8am-1pm. YLC 01904 489731; www.ylc.co.uk

10 November Garstang Car & Bike Autojumble, at Hamilton House, Lancs on the A586. Entry £3.50, 9am-1pm 01697 451882; www.markwoodwardclassicevents.com

15-17 November Classic Motor Show, NEC. Features a massive jumble area Mark Woodward

17 November Normous Newark Autojumble plus Classic Car Show, Newark and Notts Showground, at A1/A6 junction; special parking for pre-'80 cars. Entry £4, 10am-4pm 01507 529470; www.pff-uk.info

24 November Huddersfield Autojumble, Old Market Building, Brook St, Yorkshire. Stalls £20 10am-4pm 01773 819154; <http://phoenixfairs.jimdo.com>

14 December Autojumble, York Auction Centre YLC
29 December Christmas party Autojumble, Old Market Building, Huddersfield, Yorkshire. Stalls £20, 10am-4pm Phoenix Fairs



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PROVING IT'S A SMALL WORLD

On 4 August, Roadside America marked 60 years on its current site. But what's amazing about 'The World's Greatest Indoor Miniature Village' is how the little it has changed: the museum's website shows a 58-year-old Chrysler film in which a new '55 Plymouth owner admires the same small wonders that still captivate tourists today.

The 6000ft² space is packed with 400 detailed structures representing 200-plus years of US history. Churches, schools, farms, factories, airports, bridges and coal mines are united into one enthralling whole by 2250ft of track, 10,000 trees and 6000 gallons of water circulating its rivers, lakes and canals. More than 4000 tiny people and hundreds of cars populate the layout, with interactivity encouraged by buttons that visitors can push to run a steam-roller over fresh asphalt, start the playground's swings and seesaws, or put men to work cutting wood.

Even if you only manage a brief visit, you mustn't miss the twice-hourly 'Night Pageant' when the overhead lights are dimmed, leaving the Stars and Stripes and the Statue of Liberty spotlighted to a scratchy recording of *God Bless America*. Cynics may find it all a bit camp, but most enjoy Roadside America as the model railway we all dreamed about building as kids.

Dolores Heinsohn, granddaughter of founder Laurence Gieringer, lives next door. "I was born into this," she says. "Most visitors have been coming generation to generation. We get lots of people who attend the Hershey meet, too."

Gieringer's six-decade fascination with miniatures started in c1899, when from his window the five-year old spotted a hotel atop a nearby hill. Thinking it could be scratched off the summit and added to his toybox, the tot became the target of a search party after getting lost in the woods. He later set up a cellar workshop where he began to build at a scale of 1/8in to the foot.

"He was very particular, spending months on a building to get it right," says Heinsohn. "Everything was made from scratch because hobby shops didn't exist. Every

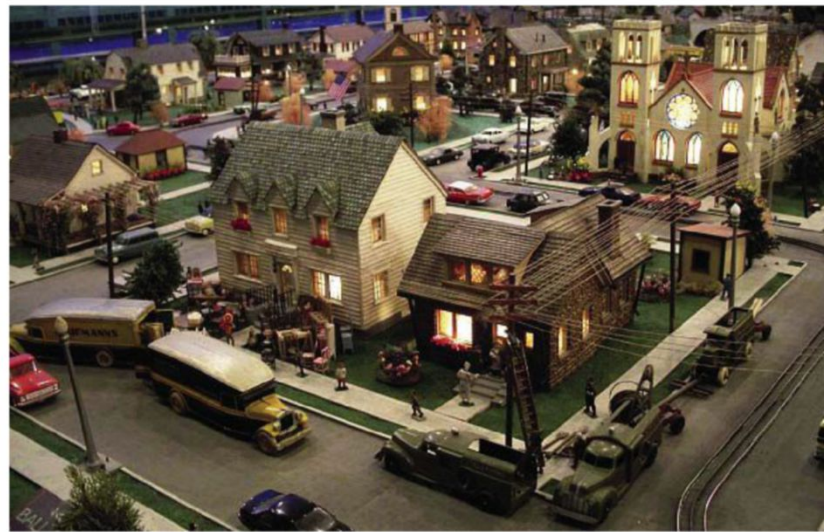
piece is a one-of-a-kind work of art. Much of the wood came from scraps of furniture via a friend who worked at a country auction."

Gieringer's first public display took place in the family home, as part of a December 1935 competition for a local paper. By 1938, the layout occupied 1500ft² and there was speculation that it might move to the 1939-'40 New York World's Fair or the 'Odditorium' at Ripley's Believe It Or Not. Instead, Gieringer opted to expand his museum at Schlenker's, a bustling dance hall, truck stop and Ford V8 service agency on Hex Highway.

"If he liked people, he made a model of their building," recalls Heinsohn, so Long's Esso Service-center was based on a station that stood on PA-61. With the help of numerous friends with cardboard boxes, the museum was moved to the current site in March 1953 and period photos show that the little streets were laid out by June.

Gieringer died aged 69 in 1963, leaving his masterpiece frozen in a more innocent time. "His wife's words were 'never sell it piece-by-piece, nobody will keep it going like family,'" says Heinsohn, whose daughter Felicia represents the fourth generation of the Gieringer clan. "We'll never change. It's his legacy and I don't want to put new things in it. You wouldn't have someone else finish off a Picasso."

Gregg D Merksamer 



The knowledge

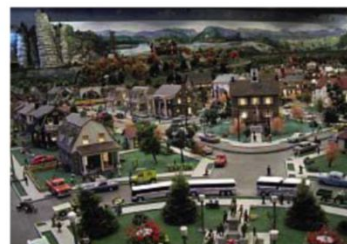
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From top: streets have period charm; Tyrolean church with handmade wagons; Trolleybus passes Chevy dealer; Roadside America lot c1954; builder Gieringer sweeps the Esso station roof, c1950; same model unchanged today

Tim Layzell

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1948 - MG TC (Restoration Project)
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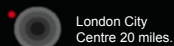
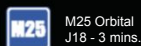
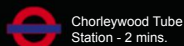
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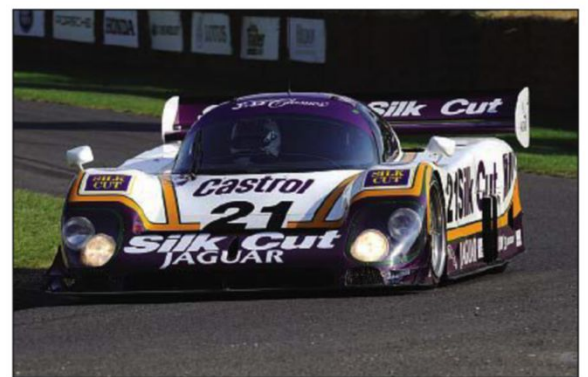
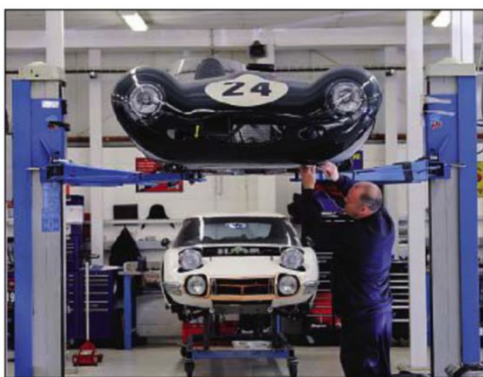


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Obsidian Black hide

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1969 DB6 Volante. Manual £575,000

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1965 DB5 Manual £360,000

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1988 Aston Martin V8 Vantage Volante

Royal Blue with Light Tan Leather and Dark Blue Mohair Hood

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37,103 Miles

It is believed Aston only built 166 Vantage Volante's. This example which has recently come out of a top Manchester United player's collection has a 4-Speed Automatic Transmission, Electronically Operated Hood & its condition & service history is exceptional. The evolution of this model resulted in a muscular, aggressive-looking car that was claimed to hold the world's fastest convertible title.



2011/61 Ferrari 599 GTO

Grigio Silverstone with Sabia Leather

£349,950

217 Miles

We are delighted to present this UK supplied Ferrari 599 GTO in as new condition with a large specification which includes Extended Leather. This car is 1 of only 599 units built & 1 of around 60 RHD cars delivered to the UK from new. This stunning example has only covered a mere 217 miles & has been serviced in February 2013. A great investment opportunity.



2002 Ferrari 575M Maranello

Grigio Titanium with Bordeaux

£84,950

2,700 Miles

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1970 Mercedes-Benz 280SE 3.5 AUTO

Blue with Black Leather

£124,950

35,102 miles

This is perhaps the finest of only 245 right hand drive 3.5 Coupes produced. The car was fully restored by marque experts John Haynes Auto Technics in recent years to a truly exceptional standard. It comes fitted with a Becker Radio & Behr Air Conditioning & a Comprehensive History File & Original Books.



1987 Mercedes-Benz 420SL Auto

Anthracite Grey with Burgundy Leather

£42,950

29,089 miles

In superb original condition, the car has covered just 28,000 miles in the hands of two owners with a full history. The car was ordered and supplied new in March 1987 by Mercedes dealer Puttocks of Guildford for a local lady whom retained it until July 2012. The car was bought by the second & last owner to join his small private collection.



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ASTON MARTIN V8 VANTAGE.
 1984. £POA

ASTON MARTIN V8 VANTAGE VOLANTE.
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1986 Mercedes SL420 Auto

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£40,000



A completely standard car and the subject of a comprehensive 'Body Off' restoration completed in 2009, which is confirmed by a very large history file containing a full photographic record. It is in stunning condition, with only 3 previous owners.

1975 Triumph TR6 Injection 125BHP with Overdrive

£19,995



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1978 Triumph Stag Mk2 Auto

£17,490



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1976 Triumph Stag Mk2 Auto

£17,490



This is a superb example which has undergone a sympathetic restoration (including photographic record), with flawless coachwork and all new interior, with Walnut dash and rare retrospectively fitted air conditioning. Mechanically excellent, with only 23,230 miles and 5 previous owners.

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Twin exhaust model, very rare, with superb history, and the best you will find please view our website.
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£12,950



1990 FERRARI TESTAROSSA
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1979 MERCEDES 450 SL SPORTS
Alpine white with original blue leather, 80,000 miles, full service history hard and soft tops.
£18,950



1972 (84) PORSCHE CARRERA 2.7 RS RECREATION.
The most accurate copy you will find. Stunning car, and superb in all detail. Please Call/ Email for full details.
£POA



1958 AUSTIN HEALEY 1006 MILLE-MIGLEA SPECIAL.
One of 50 cars from the Cape Factory, to be fitted with Disc brakes all around, w/ shake head, sports suspension, Side Exhaust, and Works Hard top. A stunning, and rare Matching numbers car **£64,950**



1963 ALFA ROMEO 2600S BERTONE COUPE
Rosso Corsa with Tan leather trim. Original factory RHD. 58,000 miles only, matching numbers, all books, tools, etc.
£49,950



1911 EME TYPE 30 FOUR SEAT TOURER
Chassis # 42286. Stunning. Original, Edwardian car, Concours, and drives superbly, please call for more details. **£39,950**



PORSCHE RSR PASTICHE LIGHTWEIGHT
By RS Technik. 7000 miles only, featured in 911 and Porsche World, march 2012. Base on 70s Road Race cars. Stunning.
£45,000



1979 PORSCHE (930) 3.3 TURBO
Pewter with tan/pasha leather. 66,000 miles only, over 50k spent by last owner to recommission after 12 years dry storage.
£59,950



1989 MERCEDES 300SL SPORTS, AUTO.
Alpine white with black trim and grey inserts, black hard top, flat face alloys, 2 owners 60,000 miles, and full history, a genuine concours example, (as New) **£29,950**



1961 AUSTIN HEALEY 3000 MK2 EAST ROAD SPEC.
Fast Road Engine, Gearbox, Brakes, and Suspension. Restored to Concours Standards, Please Email or Call for full spec.
£65,000



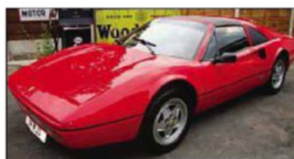
1968 MGC ROADSTER
With overdrive, Mineral Blue, with Black Leather piped white, Stainless exhaust, Wire Wheels Original UK. Matching numbers car, Restored to concours Standards by it last owner, Perfection **£34,950**



1914 DARRACQ V14
Two seater (with dicky seat). French blue with black leather trim. Superb original, matching numbers example, in perfect order.
£69,950



1969 JAGUAR E-TYPE 4.2 FHC S2 RHD. Special order cosse blue with red leather, c/w, Stainless exhaust, uprated brakes, restored to concours standards in 2004, when we sold it to its last owner. A stunning matching numbers rust free example. **£POA**



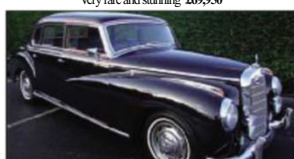
1989 FERRARI 328 GTS
(LHD) 18,000 miles only, all books, tools, documented history, total perfection.
£49,950



1990 (91 MDL) MERCEDES 560 SEC. Malachite green with Mushroom Leather, massive AMG spec. Aircond, ESR, AMG, Special order sound system. Last owned by ROCK LEGEND. In concours winning condition. Best SEC we have ever seen. **£22,950**



1968 PORSCHE 911L (2.0) SWB
Stunning and original RHD matching numbers example. A fortune was spent on this concours winning standard, example Very rare and stunning **£69,950**



1954 MERCEDES 300 W186 ADENAUER
Very rare manual floor change, RHD example prepped for classic rallying, FIVA papers past and present, black with grey leather.
£69,950



1970 MERCEDES 280SE 3.5 CONVERTIBLE
LHD auto (factory conversion and matching numbers) nautic blue with tan leather and blue mohair hood, stunning original example, 88,000 KLMs and drives superbly. **£POA**



1966 AUSTIN HEALEY 3000 MK3 PHASE TWO (LHD)
Matching numbers, BRG with Black trim, Stainless steel exhaust, uprated brakes, Restored to concours winning standards 5 years ago. A Stunning, rust free example. **£59,950**



1971 PORSCHE 911S 2.2 TARGA
Matching Numbers, original car, dealer converted RHD. Yellow with black trim. New alloys, exhaust, Still Sharp. Books, Tools, & restoration history, Very rare & in lovely condition. **£79,950**



1953 JAGUAR XK 120 FHC
LHD. Matching numbers in Suede green with mushroom trim. Manual, SE head, stainless exhaust, heritage cert, superb rust free example which had spent all its life in California. **£59,950**



2009 COBRA 427 BY MAGNUM
Jaguar turquoise with black leather trim. 7.1 Lit V8 Chevrolet engine by Rick Wood. 431 Ci producing 571 BHP.
£54,950



1939 BSA SCOUT SPORTS TOURER
Pine green with black leather trim. Last owner 16 years, restored in 200 to high Concours standards and still superb.
£24,950



1964 (65 model) AUSTIN HEALEY 3000 MK3 (B18)
Original UK matching numbers RHD example. BRG with black trim, wire wheels, overdrive, uprated brakes, last owner 39 years. Restored to concours standards, and one of the best in existence. **£64,950**



1976 (one of the last built) FIAT 500
With sunroof. Matching numbers, LHD, Rust free, unrestored, low mileage, mint original example. The best you will ever see !! **£18,950**



1969 JENSEN INTERCEPTOR 1
Silver with original black leather trim. Mk 3 Alloys, (original Roslyns in box), Original wood rim steering wheel, superb car, full documentation. Stunning!! **£39,950**



1998 FERRARI 550 MARANELLO
Nero with nero, stainless sports exhaust, original alloys, air-cond, climate, 29,000 miles, PFSH, all books, tools, documentation. **£59,950**



1963 PORSCHE 356 1600 SC, LHD
White with original red trim, 2 owners, last owner since 1971. Stunning, original, rust free example. One of the best available.
£65,000



1962 MGA 1600 S2
Original matching numbers car, and 38,000 Miles only. Stored for many years, then restored to concours winning standards. Iris Blue, Chrome wires, RHD, the best we have seen in the UK. **£44,950**



1995 FERRARI 355 GTS (LHD)
Ferrari yellow with nero trim. Aircond, Star alloys, 26,750 miles only, with Full and perfect service history, 2 previous owners, all Books, Tools, and documentation, mint example, just had full belt service 300 miles ago. **£44,950**



1957 ROLLS ROYCE SILVER CLOUD I
Two-tone sage green with beige leather, PAS, original RHD example, with all books, tools, etc. 72,000 miles only.
£39,950



1961 TRIUMPH TR3A
With overdrive. Signal red, with red trim, chrome wires, stainless exhaust, Original Matching Numbers RHD, example, two owners, Restored to concours standards in 2005. Stunning **£34,950**



1986 MERCEDES 300SL, AUTO. Silver with Nautic blue hard top, blue hood, and blue leather trim. Flat Face Alloys, last famous owner many years, a stunning, mint, and original example, all books, tools, and documented service history. Superb **£24,950**

Arriving Soon
(These vehicles will be available at time of press)
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1973 Mercedes 380SL, one lady owner • 1972 Volvo 1800es Shooting Brake, rare and stunning •
1986 Porsche Carrera 3.2 Sport Coupe • 1937 Rolls-Royce 25/30 touring
(sports/ Limo with Division).

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1963 FERRARI 250 GTE

4177 GT

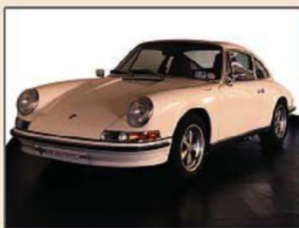
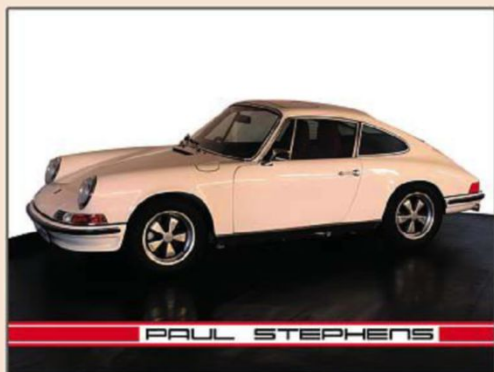


4177 GT is a LHD Series 3 GTE painted in Blu Sera and trimmed with Red (VM3171) leather and Red carpets. A fully matching numbers car with all of its original components. It was manufactured by Ferrari in late 1962 and delivered to the Swiss dealer Keller in February 1963. Having lived in Italy since the late 1960's it was completely and accurately restored some three years ago whilst retaining its perfect original upholstery. Imported to the UK in February 2012 it has been regularly serviced and registered as 8111 RU. Cosmetically stunning and mechanically perfect. Without doubt the best 250 GTE available anywhere today.



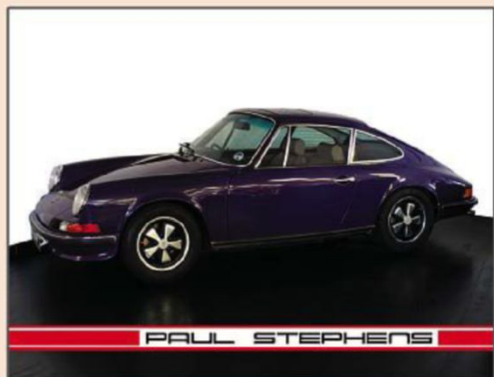
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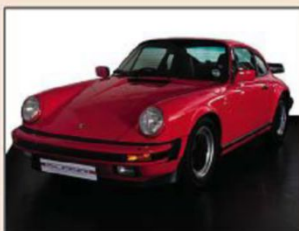
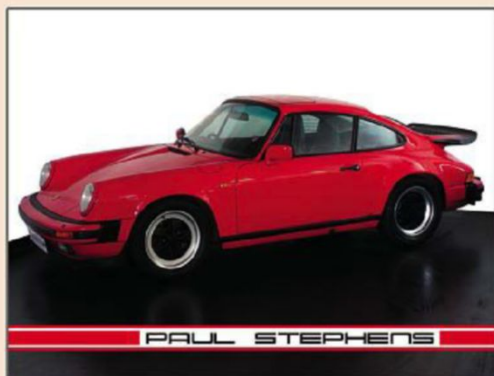
PS Classic Touring Series II - £POA

Inspired by the original 911 this Classic Touring Series II also incorporates modern features and performance. Available for immediate purchase and enjoyment today.



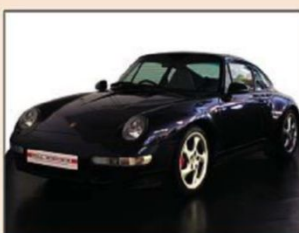
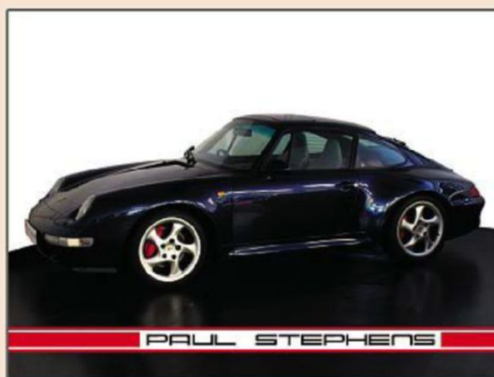
Porsche 1973 911 2.4E - £POA

A delightful matching numbers 1973 2.4E. Finished in its original body colour of Royal Purple. With prices of early 911's appreciating this E offers superb investment.



Porsche 1988 911 3.2 Carrera Coupe - £POA

This stunning example on offer is a 3.2 Carrera Sport Coupe and has covered just 65,000 miles. This totally standard example has clearly been cherished all its life.



Porsche 1996 911 993 Carrera 4S - £POA

A beautiful low owner example that has covered just 19,500 miles from new. Finished in the striking Iris Blue and presents in stunning condition throughout.

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Jaguar Low-drag E type race car

This Low-drag E type has been prepared by CKL Developments to be both a great-looking and a competitive race car. It is ready to race and carries current FIA HTP papers to Period F specifications. The bonnet, hard top, doors and tail section are all in lightweight aluminium, whilst the floorpan is steel. The engine is 3.8 litre wide-angle engine on triple 45 DCOE carburettors. The gearbox is an all-synchro close-ratio unit and all suspension, brakes and wheels are to authentic Lightweight E type specification.

£175,000



Jaguar E type "semi-lightweight" recreation

Created by Zealia of Newmarket in 1992, with an original identity, as an ideal Fast Road or Track Day car. It has a matching-number tuned 3.8 dry sump engine, Weber carbs, 5-speed gearbox, Dunlop wheels, knock-off spinners, widened rear track, uprated a/r bar, Koni dampers, uprated brakes, and a 3.31:1 diff. The "Roadster with fixed Hard-Top" body has a steel monocoque with roll hoop and bucket seats. It has a semi-rigid removable hard top, flared rear wings, and competition bonnet. As with all Zealia cars, these latter items are in high-quality GRP.

£82,000



Jaguar 3.8 Mk II

This 1962 matching-number Jaguar Mk II is an original RHD 3.8 manual with overdrive, making it the Mk II that everybody wants! This CKL-maintained car is in extremely sound, usable condition with the body painted in the original-specification metallic blue paint, and good chrome including new bumpers, brand-new trim and excellent woodwork. The car has a particularly sensible modification which is the installation of later Mk II all-synchromesh gearbox. A thoroughly desirable car down to its complete original toolkit!

£29,750



Lynx D type "575AL"

We are very pleased to offer this legendary Lynx D type which in 1987 took six National Endurance Speed Records at MIRA in the hands of several leading drivers including Innes Ireland and Louise Aitken-Walker. Subsequently owned by Pete Waterman, the car is still in record-breaking specification with stunning performance and remains entirely useable on road or track. The car wears 2-seat, long-nose bodywork, has a very special 4.2 engine, all-synchro close-ratio gearbox and is finished in Ecurie Ecosse Blue, with blue leather interior.

£225,000

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DINO 246 GTS, 1973
IN SALES AT MODENA MOTORSPORT



DINO 246 GT, 1972
IN SALES AT MODENA MOTORSPORT



LAMBORGHINI 400 GT SPYDER 1966
IN SALES AT MODENA MOTORSPORT



FERRARI 275 GTS, 1966
IN SALES AT MODENA MOTORSPORT



FERRARI F 93 A, 1993
IN SALES AT MODENA MOTORSPORT



FERRARI 126 C2, 1982
IN SALES AT MODENA MOTORSPORT

CARS IN STOCK

FERRARI 275 GTS, 1966, red / black, orig. interior, matching numbers, 77.000 mls
FERRARI 365 GTC/4, 1973, grigio ferro / black, first paint, original condition
FERRARI 365 BB, 1974, dino rosso / black, original condition, 48.000 km
FERRARI 512 BB, 1977, black / tabacco, first paint, original condition, 62.300 km
FERRARI 512 BBI, 1982, grey / red, original books
FERRARI 308 GTB POLYESTER, 1976, white / black, first paint
FERRARI 308 GTS, 1980, black / black, all tools and books, all optional extras
FERRARI 308 GT4, 1978, dark blue / dark blue, completely restored
250 GT ELLENA REBODIED TDF, 1958, red / beige, matching numbers
DINO 246 GT, 1972, silver / black, original condition, big investments done
DINO 246 GTS, 1973, dino rosso / black, completely restored
LAMBORGHINI 400 GT SPYDER, 1966, black / crema
LAMBORGHINI COUNTACH QV, 1988, white / tabacco, 19.800 km

MASERATI 3200 GT, 2000, metallic green / beige, 37.772 km

FERRARI F1 CARS

312 T4, Scheckter / Villeneuve, 1979, world championship car, completely restored
126 C2, Villeneuve / Tambay / Andretti, 1982, ONE-OF, GP winner, world championship car
642, Prost / Alesi, 1991, 12-cylinder
F 93 A, Berger / Alesi, 1993, 12-cylinder, ready to race
412 T2, Berger, 1995, 12-cylinder

RACE CARS

AUDI R10 TDI, 2006 / 2007, silver / black, winner European Le Mans Series 2008
MASERATI MC 12 CORSA, 2006, blue / black, the only new MC 12, 80 km



SALES



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Mercedes Benz 380K Spezialroadster 1934
One-off, this was the exhibition car at the Berlin Motor Show IAMA 1934. Chassis Nr. 103365, Engine Nr. 103365



Ford GT 40 MK II 7 Liter prototype 1965 POA.



Iso A3C 1965 Competition POA.



Plymouth Cuda 1971 CHF 99'900.



Rolls Royce Phantom I Piccadilly Roadster 1928
Original Piccadilly by Brewster. Chassis Nr. S 283 FP
Ex. Ruth V. Twombly-Vanderbilt, POA.



Bentley Mark VI Cresta By Pininfarina 1948
This Cresta constructed in aluminium is one of two built cars by Pininfarina, Chassis-Nr. B476DA, POA.



Maserati Khamsin 1977 CHF 128'000.

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Genuine Factory-Built Lister Knobbly BHL 146

The values of genuine Factory-Built Listers are set to rise following the news that the Lister Motor Company is back in business, after an absence of 20 years. Recent auction results have already seen record prices with the Ex-Briggs Cunningham Lister Jaguar hitting \$2m and a Lister Chevy BHL 155 \$1.4m.*

Similarly BHL 146 is a Factory-Built Lister Knobbly, with one owner from new, and one of only three official 'Sanction' cars built to celebrate Lister's Centenary. A rare example, this car was built for a well-known racing driver John Lewis, and competed in the 1991 Carrera PanAmericana. It is road registered as a Lister and also has FIA HTP, and was the subject of a five page editorial feature in *Classic & Sportscar*.

A formidable racer in period and still one of the most competitive models in modern historic racing BHL 146 is eligible for what promises to be an increasing number of historic events, now that the Lister marque is back in motorsports. Competitively priced, there is plenty of scope to up-rate to wide angle head and dry sump if required, or enjoy as is.

A blue chip investment, this could be the last chance to buy a proper Factory-Built Lister, with continuous history, and lovely patina, and a place on the Official Lister Register; all at an affordable price. Don't miss it. **EPOA**

*RM Monterey and Bonhams Quali Lodge Auctions August 2013

330 GTO RHD Rebody



Ex-Jim Clark Lotus



1955 XK140 FHC



Genuine 1955 Jaguar D-Type



Ex-Eric Brandon Cooper Bristol



MG K3 Peter Gregory



Lancia Aurelia



Ex-Carroll Shelby MK2



1924 3/4.5 Speed Model



Celebrating 40 Years!



1954 MGTF ROADSTER. Yellow body, dark green interior, tan top, tonneau and side curtains, chrome wire wheels. A local car with more than \$10,000 spent in past year to put in absolute top mechanical condition. Very handsome car with excellent cosmetics and superb mechanicals. All records are present. \$32,000.



1954 JAGUAR XK-120M ROADSTER. Fully #s matching, final year of production, 1 owner for 56 years! Original owner had Jaguar supply a D-Type manifold and triple S.U. carburetors, added Iskenderian cams, twin point ignition, a hotter coil, etc., and went racing. As per its Heritage Certificate in flawless black with dark red leather. 47,300 original miles. \$145,000.



1937 BENTLEY 4 1/4 LITRE, CLOSE COUPLED BROUGHAM SALOON. #B131-KU. '37 London Motor Show car from Freestone & Webb in a delightful razor-edge design. Very unusual polished aluminum fascia w/ beautiful walnut cabin trim. Original engine just fully rebuilt by marque specialists. Beautiful! \$210,000.



1990 CORVETTE "ZR-1" TWO-TOP COUPE. Very unusual find! 1 of few ZR-1's produced in Turquoise, tan leather, both factory painted & glass roofs and FACTORY MATCHING luggage. Never titled or registered & driven by its only owner @20 miles per year. Absolutely unmarked, 100% original, showroom new w/ original sticker on windshield! 438 miles. \$60,650, then and now.



1994 LAMBORGHINI DIABLO VT. With its fabulous V-12 engine, all-wheel-drive and hi-grip Brembo brakes, the Diablo VT has performance to match its extreme and outrageous design. Ours—a car which we sold and serviced—is finished in red with tan leather piped in red. It is in truly fine and literally unmarked condition throughout and has just had its major engine-out service with new clutch. 11,250 miles. \$115,000.



1995 MERCEDES-BENZ S-600 COUPE. The flagship of the M.B. line in absolutely as-new and 100% original condition throughout. Black Pearl body, grey multi-tone leather. A local climate-controlled garage car with no wear. Original window sticker (\$136,775), manuals, tools, brochures, etc. 39,866 miles. \$24,500.



1973 FERRARI 365 GTC/4. Chassis #15769. Beautiful in metallic blue with tan leather, this was delivered new to Harrah's and stayed in California where it had a full engine rebuild by Hollywood Ferrari before leaving California in 1997 with 31,000 miles. A local car for the past 15 years, now with 36,012 miles. \$165,000.



1963 CORVETTE 2-TOP ROADSTER. Original 327 cubic inch/340 horsepower, solid-lifter car with matching numbers, 4 speed manual transmission, both convertible and hard tops, alloy wheels, original AM-FM radio, tinted glass, etc. Silver blue body and hard top, navy blue interior and convertible top. Very nice and very correct! 54,114 miles. \$54,500.



2002 FERRARI 360 F-1 SPIDER. California car, serviced and sold by Ferrari of Silicon Valley, with 6,986 miles, to a local customer here. Beautiful Blue Pozzi w/ saddle leather & navy blue convertible top. Fitted with "Challenge Grill" and maintained in as-new condition. Original manuals, tools & cover. 10,325 mi. \$98,000.



2001 FERRARI F-1 360 SPYDER. Purchased new in February, 2002 by its only local owner and driver, this is 100% original and near-new throughout. Red with tan leather. Stored by us during winters and recently serviced. All original manuals and tools are present. 6,106 miles. \$98,000.



2001 ASTON MARTIN DB-7 VANTAGE VOLANTE. Fabulous in "Toro Red" with tan convertible top, ivory and red leather and beautiful blond figured interior woodwork. A local car with performance from its 420 h.p. V-12 engine and 5-speed automatic ZF gearbox to match its fabulous good looks. 22,106 mi. \$47,000.



1941 PACKARD 160 LEBARON SPORT BROUGHAM. A rare and unusual senior-series Packard featuring "suicide" rear doors, twin covered sidemounts with original mirrors, 16" original-width whitewall tires, electric windows, etc. Ours is an AACA National First Prize Award Winner with one local owner for past 12 years. Beautiful in Midnight Blue w/ matching broadcloth interior piped in tan. Drives extremely well. \$135,000.



1991 BENTLEY CONTINENTAL CONVERTIBLE. Just 8 lhd were built in 1991 and this is a truly fine original example. Dark Oyster w/ Tobacco Brown leather, carpets, Mouton overlays, conv. top & boot. Amazing burr walnut cabin trim w/ exceptionally fine inlay work thru-out. Ordered w/ locking cocktail cabinets to each door and chrome grill shell w/ painted vanes. 23,810 miles. \$105,000.



1999 BENTLEY ARNAGE SEDAN. Deep Mulsanne Green w/ ivory leather piped in body-matching dark green, Wilton carpets in dark green piped ivory, dark green Mouton carpet overlays, fabulous burr walnut fascia, trim and door capping rails, and fitted with options including the requisite 4 factory umbrellas to the boot. Near-new condition! 41,852 miles. \$51,500.



1986 FERRARI TESTAROSSA. A U.S. delivery car in near-new condition thru-out. The major engine-out timing belt service has just been completed and the car drives fabulously well. Classic Ferrari red w/ black lthr, complete w/ 6-piece factory luggage, all original manuals & tools. Fully known provenance since new and is completely original. 28,826 miles. \$69,000.



1972 MERCEDES-BENZ 450SLC. The only year of the pretty chrome bumper U.S. delivery 450SLC. We purchased this extremely nice one-family car from the sister of its original owner as part of a collection. Carmellian Red w/ Palomino leather. Fitted with electric: sunroof, windows, locks & antenna, factory a/c & cruise control. Original manuals, tools, delivery papers & factory build sheet. 112,892 miles \$15,000.



1991 MERCEDES-BENZ 560SEC. The last year of this powerful top-of-the-line 4-passenger luxury coupe. Beautiful in Silver Sand w/ Parchment lthr. Fully equipped with luxury and safety equipment and our car features twin front airbags along with all original equipment. A beautiful original car which needs nothing. Original manuals and tools. 125,650 miles. \$12,000.



1954 CORVETTE. JUST ARRIVING from its owner of the past thirty years. One repaint 30 years ago in original Polo White with red interior. Every number and code on car is correct and it is in excellent condition thru-out. \$79,000.



1989 CADILLAC FLEETWOOD BROUGHAM. 1989 was the last year for this fabulous top-of-the-line Cadillac design. Ours is 100% original and in new condition thru-out, with just one owner for the past 22 years. Literally unmarked black body, near new original black leather, carpets and interior. All original manuals, tools—even tires! The best of the best! 35,968 miles. \$13,900.



1947 MGTC ROADSTER. BRG w/ tan leather, top, tonneau and side curtains, silver wire wheels. One owner for past 30+ years and fewer than 1,000 miles on a full body-off-chassis restoration by marque experts, one superb & correct example of a great TC. Accompanied by a 2" file of restoration records. \$49,000.



1991 SAAB 900 TURBO CONV'T. These iconic front-wheel drive, turbocharged, 4-passgr convertibles have a very devoted following. There has been nothing like them before or since. We purchased from original local owner in '97 and sold it to the woman from whom we have now repurchased it. Very unusual Berry! Green w/ light grey lthr, opt factory wood interior trim. 5-sp manual w/ all options. Fabulous condition. 66,277 mi. \$12,500.



1971 ROLLS-ROYCE SILVER SHADOW. From a local collector, this is a pretty and unaltered chrome-bumper car finished in Sand over Mason's Black with beautiful parchment leather piped black. Factory air conditioning, original Phillips AM-FM stereo with separate 8-track player, electric windows, seats and antenna. Original manuals. 79,093 miles. \$25,500.



1993 BENTLEY TURBO R SALOON. These Turbo R's were difficult and costly (more than \$200,000 in 1993 dollars) to obtain when new and have luxury & performance one might expect at that price. 2 owner car. Beautifully maintained. Looks & drives almost as new. BRG body w/ Parchment hides piped in dk green, dk green carpets w/ Mouton overlays, original manuals, service records, orig. window sticker, etc. 28,864 mi. \$34,000.



1979 TRIUMPH TR-7 ROADSTER. The last of "The Shape of Things to Come" from Triumph, ours has had just one woman owner/driver since new. 100% original & excellent condition thru-out. White exterior w/ tan interior and black convt top. Equipment includes 5-sp manual trans, factory air conditioning, original AM-FM radio, original rear luggage rack, etc. Original manuals and paperwork. 15,589 miles and near-new. \$13,500.

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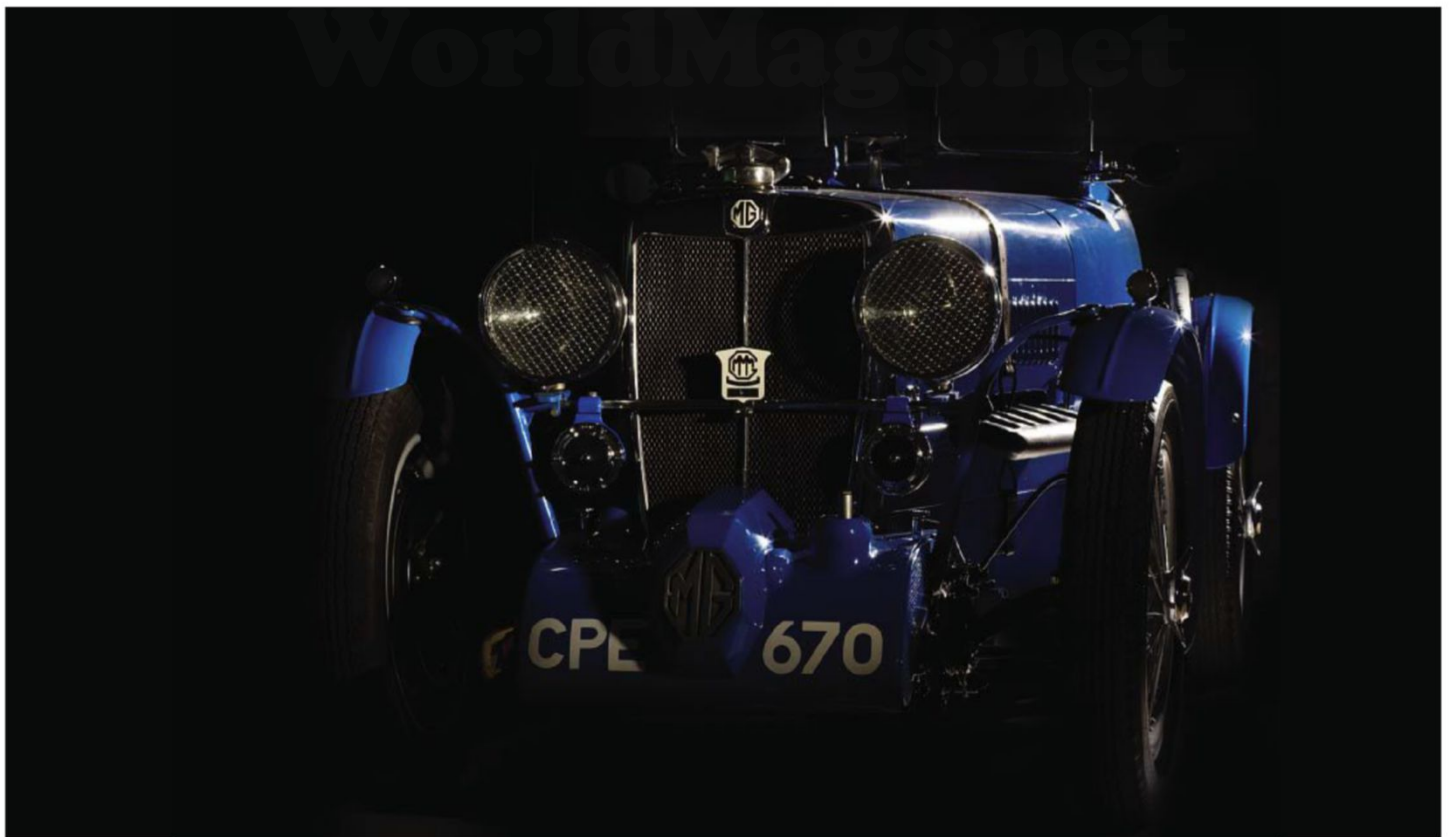
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Wild beauty for sale

Make: MG
 Model: NA K Magnette
 Type: 2-axle-rigid body, tourer
 Cylinders: 6, 1286 ccm
 Compressor: Volumex, type 736
 Performance: 80 PS, 120 km/h
 Colour: blue
 Weight: 780 kg
 Year made: 1935

Chassis number: NA 0754
 Engine number: 1011AN
 Registration number: 176.406.940
 Condition: completely restored in 2002
 FIVA Identity Card: SMVC 020796 RW 10596
 Swiss Veterans-car-licence since 2002
Price: CHF 160'000 (UK£:CHF, 30st May 2013: 1.4549)
 Current location: Switzerland
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Bentley Abbott for sale

This very Bentley R type was ordered new by HRH the Maharajah of Jaipur in 1954. It is the only automatic 4 speed version of all 12 Abbott Coupes. After several other owners the car was bought by our client who decided the car should be properly restored. The restoration was performed professionally from the chassis upwards and took 3 years. Restoration was finished in 2004. All documentation of the restoration (costing some 230.000 €) is available and every item restored is photographed (a few thousand photos!). The car is finished in dark blue with dark red leather interior. It has seen careful use since and is still in superb condition. The car forms part of a large collection and has been well maintained as ex-

pected. It comes with Swiss or Dutch EC registration depending on buyers wishes. A fine opportunity for a connoisseur!

Make: Bentley, Abbott

Model: R-type

Cylinders: 6, 4'566 ccm

Transmission: 4 speed automatic

Color: dark blue

Year made: 1951

Condition: completely restored

Price: CHF 295'000 (UK£:CHF, 30st May 2013: 1.4549)

Current location: Switzerland

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Alloy body. Beautifully restored. Multiple Mille Miglia entrant.



1966 Porsche 911 Factory development car

Driven by Herrmann at Spa/Acropolis/Safari/London-Sydney and much, much more. See editorial in this issue.



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50
YEARS
of the
911

EXTREME SPORTS

While there's no such thing as an 'ordinary' 911, only a select few rank among the true greats. **James Page** tries to choose between the mighty Carrera RS 2.7, 930 turbo and 959

PHOTOGRAPHY **TONY BAKER**





50
YEARS
of the
911



Nimble and agile RS is a joy to drive quickly, with potent flat-six and sweetly communicative steering and chassis

The term 'racing improves the breed' applies to few cars as appropriately as the Porsche 911. The Stuttgart firm has continually developed its flagship model since its 1963 introduction, and there is little doubt that, for the first 20-odd years at least, this was done with one eye firmly on motor-sport success. The happy result is that there have been numerous peaks in 911 production, cars that not only formed the basis for competition models but also made stunning road cars, now coveted over and above their 'standard' brethren.

The 911 had already achieved a great deal of success through the '60s, but the first derivative to really show the heights to which the concept could be taken arrived in 1972. With the 917 being outlawed by the Fédération Internationale du Sport Automobile's decision to impose a 3-litre limit for the top Group 5 category of sports cars, Porsche needed to bolster its presence in Groups 3 and 4 with a more competitive development of the 911. The latter would qualify the marque for the World Championship of Makes, and required that 500 road cars be built for homologation. The marketing folk predicted that Porsche might be able to sell 80...

The basis for the new model was the range-topping 911S, which boasted 190bhp from its 2341cc flat-six. Thanks to the use of Nikasil for the cylinder linings – something that had been used in the 917's flat-12 – the engineers were able to raise the capacity to 2687cc. The Bosch fuel-injection system was updated, and the five-speed gearbox from the S was employed, but with slightly higher ratios for fourth and fifth.

In addition to that engine, the newly christened Carrera RS 2.7 (*Renn Sport*) fulfilled homologation requirements for better aerodynamics – including a discreet but highly effective 'ducktail' rear spoiler – and wider wheels. It was lighter, too. Two versions were available: the M471 Sport, which became known as the Lightweight; and the M472 Touring. The former came with an interior stripped of all excess – mats replaced carpets, for one thing, and the 'plus 2' rear seats were ditched. The latter came with a few more luxuries and, as a result, tips the scales at 115kg more than its sibling.

The Carrera RS was quietly unveiled at the 1972 Paris Salon. Within a week, the first run of 500 had been sold, which secured the Group 4 eligibility as a 'Special GT'. As it turned out, Porsche would go on to make 1508 in total, meaning that the model could also compete as a Group 3 'Production GT'. Of that run, only 200 would be full Lightweights, the vast majority being built to Touring spec. Just 111 right-hand-drive versions were completed.

Although most cars were Grand Prix White, the car you see here is a striking shade of Signal Orange. It's easy to see why there are so many devotees of the design of early 911s – the exterior is beautifully clean, with no fiddly details, vents or frivolities to interrupt the flow towards the rear. There you find a glassfibre engine lid held down with catches – light and efficient. It sits 'just so' and really doesn't have a bad angle.

This is a Touring example so the interior is a little more luxurious than in a Lightweight, and black is the overriding theme – from the reclining seats to the dashboard and carpets. Ahead lies the central rev counter, with the usual array of



Above, from top: Touring cabin is more luxurious, but still sparse; signature 'ducktail' and Fuchs alloys



Clockwise, from main: wider rear track helps put the power down; Martini colours for Fuhrmann seats; huge 'whale tail'; central cassette storage



'THE TURBO HAD MORE WEIGHT, MOUNTED FURTHER BACK... JUST WHAT THE 911 NEEDED'

switches scattered around. It's not a cabin that will win many design awards, but no matter.

The engine churns into life and settles to a deep grumble. The floor-hinged pedals are quickly forgotten as we head out for exploratory laps of Porsche's Silverstone Experience Centre. The rear-mounted engine means plenty of traction out of slow corners – it simply grips and goes – and acceleration is still vivid, 40 years after the RS was launched. Period road tests recorded 0-60mph in 5.5 secs, and 0-100mph in 15.

More important than the performance against the stopwatch, however, is the way in which that pace is delivered. The handling is exemplary, with sharp turn-in accompanied by all the feel you could desire through the steering wheel. The faster you go, the better it gets. The engine comes on song at about 4500rpm, at which point the flat-six growl becomes a crisp, intoxicating bark. The brakes lack a servo but are strong, and the entire package adds up to way more than the sum of its already impressive parts.

No less a person than Denis Jenkinson had an early UK car on test. Not a man who was easily

impressed, 'Jenks' commented that the suspension was a bit harsh, but otherwise raved about it. That car – MYX 4L – went on to be tested by *Autocar*. 'Sensational,' the magazine concluded, 'even by Porsche standards.' Never was a truer word spoken – this is a sublime car.

Even though the RS had a part to play in motor sport, the 1970s was the decade in which turbocharging really took hold in competition. Porsche had been experimenting with the technology as early as 1969, when 2-litre 901 units were blown for use in the 911 and 914-6. That attempt was ultimately aborted, but the firm would revisit the theme when it took its 917 to the Can-Am series. Lessons learned in reducing lag were applied to the new road-car project.

The original 911 turbo – the 930 – made its debut at Geneva in 1975. The 2994cc engine was based on the Carrera RS 3.0 unit, with modified camshafts running in new aluminium cam boxes. There was electronic ignition, too, plus Bosch K-Jetronic injection. Drive was transmitted to the rear wheels via a four-speed 'box that would be better able to cope with the torque produced

by the racing derivatives. Porsche's press release stated in a typically perfunctory manner that: 'Five gears would simply not be functional.'

That initial model lasted until 1977, when a 3.3 litre was dropped in. This new engine was 23kg heavier than its predecessor and – thanks to a new clutch design – pushed back by 30mm. More weight, positioned even further towards the rear – just what the 911 needed. The suspension engineers must have been delighted.

The 3.3 was, in fact, heavier all round – at more than 1300kg. Air conditioning was fitted, while beneath the surface were bigger brakes and larger tyres – 205/55s up front and 225/50 rears. Power was boosted from 260 to 300bhp to compensate, the engine gaining an intercooler that led to the 'whale tail' spoiler acquiring a less pleasing flat top in place of the stepped original.

The 930 you see here was displayed at the 1978 British Motor Show on the Porsche stand before passing into its press fleet. Now owned by marque specialist Howard Watts, it is one of only nine cars built that year with the Martini livery offered to celebrate the long-lasting tie-in



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PORSCHE 911 CARRERA RS 2.7

Sold/number built 1973/1308 (Touring)
Construction steel monocoque, with glassfibre engine lid
Engine all-aluminium, sohc-per-bank, air-cooled 2687cc flat-six, Bosch fuel injection
Max power 210bhp @ 6300rpm
Max torque 188lb ft @ 5100rpm
Transmission five-speed manual, RWD
Suspension independent all round, at front by struts, lower wishbones rear semi-trailing arms; torsion bars, telescopic dampers, anti-roll bar f/r
Steering rack and pinion
Brakes ventilated discs
Length 13ft 8in (4165mm)
Width 5ft 3½in (1613mm)
Height 4ft 4in (1320mm)
Wheelbase 7ft 5in (2260mm)
Weight 2398lb (1088kg) **Mpg** 16.7
0-60mph 5.5 secs **Top speed** 149mph
Price new £7232
Price now £275,000

PORSCHE 959

Sold/number built 1987-'88/283
Construction steel monocoque with composite bodyshell, aluminium and polyurethane panels
Engine all-alloy, dohc-per-bank, air- and liquid-cooled 2849cc flat-six, twin KKK turbochargers, Bosch fuel injection
Max power 450bhp @ 6500rpm
Max torque 369lb ft @ 5000rpm
Transmission six-speed manual, computer-controlled four-wheel drive
Suspension independent all round, by double wishbones, coil springs, dual telescopic dampers, anti-roll bars
Steering power-assisted rack and pinion
Brakes ventilated, cross-drilled discs, with servo and ABS
Length 13ft 11in (4249mm) **Width** 6ft (1829mm) **Height** 4ft 2in (1270mm)
Wheelbase 7ft 6in (2300mm)
Weight 2980lb (1351kg) **Mpg** 16
0-60mph 3.7 secs **Top speed** 197mph
Price new £140,000 **Price now** £400,000

PORSCHE 930 TURBO

Sold/number built 1974-'89/21,589 (all)
Construction steel monocoque
Engine all-aluminium, sohc-per bank, air-cooled 3299cc flat-six, Bosch K-Jetronic fuel injection
Max power 300bhp @ 5500rpm
Max torque 304lb ft @ 4000rpm
Transmission four-speed manual, RWD
Suspension independent all round, at front by struts, lower wishbones, torsion bars rear semi-trailing arms, transverse torsion bars; telescopic dampers, anti-roll bar f/r **Steering** rack and pinion
Brakes ventilated and drilled discs
Length 14ft 1in (4291mm)
Width 5ft 9in (1775mm)
Height 4ft 3in (1310mm)
Wheelbase 7ft 5in (2272mm)
Weight 2866lb (1300kg) **Mpg** 20
0-60mph 5.4 secs
Top speed 161mph
Price new £24,499
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'NEW CHAIRMAN PETER SCHUTZ WANTED TO SEE JUST HOW FAR THE 911 COULD BE DEVELOPED'

50
YEARS
of the
911



between Porsche's racing efforts and the Italian drinks company. The effect is relatively low-key on the outside, with the famous stripes running the length of the car's flanks, but the interior is far more extrovert. The colour scheme continues, with the most striking aspect being the 'Fuhrmann' orthopaedic seats. Instead of feeling of a piece like a conventional seat, these have a series of blocks against which you rest. It's an interesting experiment, but you can see why they didn't make it into all 911s.

Writing in *Autocar*, John Miles reckoned that the interior of the Porsche was 'ergonomically almost perfect'. Far be it from me to disagree with a former F1 driver and renowned tester, but either his standards were low or he was in a particularly forgiving mood. The 911 turbo was always well specified, so there's a radio/cassette and electric windows – plus, in the Martini car, a dictaphone! – but many of the knobs and switches are placed either out of reach or exactly where you wouldn't expect them to be.

The driving position and visibility are good, however, which is just as well because you need to be very aware of what's going on around you, such is the pace of the 3.3-litre 930. Once the turbo is spinning hard, acceleration is epic. Period tests found that the 40-60mph sprint in second gear could be covered in only 2.1 secs, while 60-90mph took only 3.5 secs – an improvement of nearly 2 secs over the 3-litre, which suffered from more pronounced lag.

A tight, damp track is not the place to go searching for the car's limits, but at modest speeds the traction is impressive, with good feedback from the steering enabling you to place the 911 with great accuracy. Miles concluded

that: 'In the final analysis it will bite the lunatic or unwary, but at cornering speeds inconceivable on the road.' On this surface we felt it unwise to test his assertion that the initial tendency towards understeer could be switched to 'gentle oversteer' if you lifted off the throttle...

And so to the 959. Whereas Professor Ernst Fuhrmann had enthusiastically pursued new models such as the 928 and 924, new chairman Peter Schutz – who took over in 1980 – was keen to see how far the company's stalwart could be developed. He therefore gave engineer Helmuth Bott the green light to go to town on the 911.

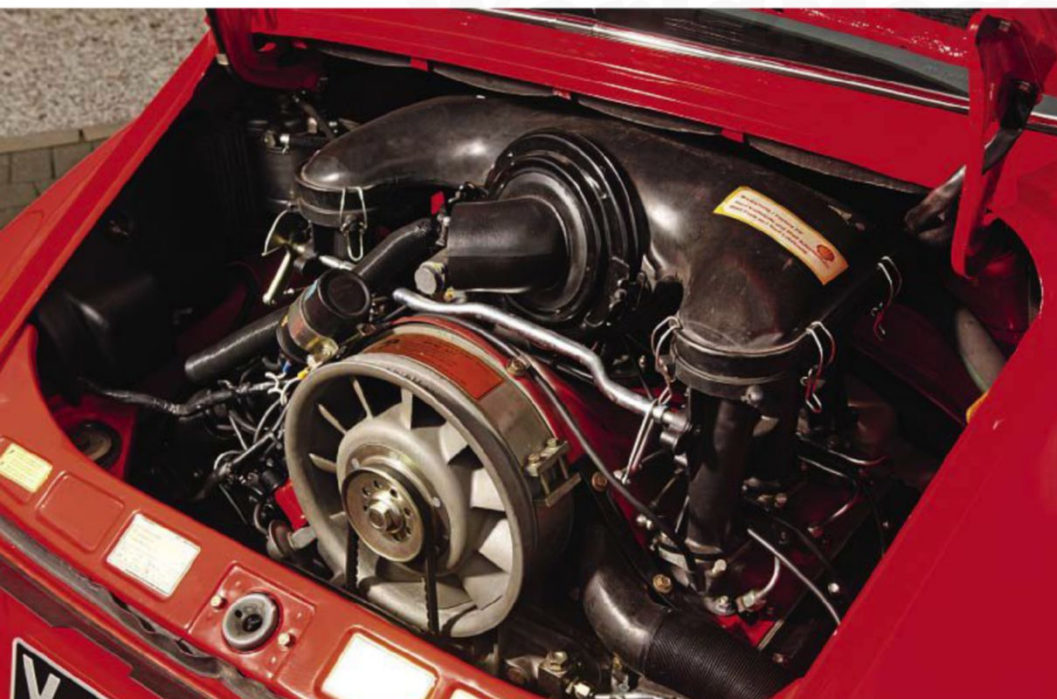
Porsche gave a hint of things to come at Frankfurt in 1981 with a one-off, all-wheel-drive 911, but at the same show two years later it unveiled a far more advanced concept – the 'Gruppe B'. As the name suggests, the car was aimed at the Group B category of rallying and racing, and featured four-wheel drive, a six-speed gearbox, double-wishbone suspension all round and a 2.8-litre twin-turbo flat-six.

Turning the Gruppe B into the 959, however, was not the work of a moment. In 1983, Porsche decided that all future engines should be able to pass American emissions legislation. Fair enough – the US market accounted for half of the firm's sales – but it held up the 959 for a year. The focus on all things Stateside would also prove to be a waste of time, as we shall see.

Early in development, Porsche moved away from a World Rally Championship campaign in favour of long-distance events such as the Paris-Dakar, which would become an invaluable proving ground. In 1984, René Metge and Dominique Lemoyne won in the 953, a much-modified 911 that featured a version of the



From top: grip is vast; 959 is still a 2+2; ride and damper controls; alloys have hollow spokes



Above: first of the super-hot 911s relies on normal aspiration and tuning. 930 (above right) adds a turbo, while 959 (left) has two, running in sequence

'AS THE SECOND TURBO KICKS IN, ANY STRAIGHT WORTHY OF THE NAME IS SIMPLY DISPATCHED'

four-wheel-drive system. The following year, Porsche entered models with, in effect, the 959's transmission but a Carrera 3.2 engine. By 1986, the factory had arrived at almost the final spec, via the addition of the twin-turbo unit, and the Metge/Lemoyne crew was again victorious.

By then, road-car production was on the horizon. Potential buyers had been patiently waiting since the 959's unveiling at Frankfurt in 1985, but not until early '87 would deliveries begin. In the meantime, US emissions and safety regulations had grown ever more stringent, and it was eventually decided to withdraw the car from that market. It would be 2001-'02 before legislation allowed 959s to be driven legally in America.

What the rest of the world got was a technological showcase that featured every gadget and gizmo that Porsche had in its arsenal. The galvanised monocoque was derived from the 911 turbo shell, but heavily modified. It was clothed in a mixture of composite and aluminium panels in an attempt to keep the weight down, and whereas the 911 created lift and a relatively high amount of drag, wind-tunnel development

meant that the 959 was planted far more firmly to the road and produced a Cd of only 0.31.

The 2850cc flat-six is, as in its sibling, at the rear. While the block is air-cooled, however, the cylinder heads have water coursing through them. Two KKK turbochargers are fitted, working not in parallel – which would lead to interminable lag – but in series, and the six-speed gearbox is hooked up to sophisticated computer-controlled four-wheel drive. You can choose between Dry, Wet, Snow and Off-Road settings, and the system constantly measures the yaw rate, inputs from throttle, steering and brake, plus data from the ABS sensors, in order to provide the best grip. The ride height and dampers (two at each corner) are adjustable via knobs in the centre console, though the 959 automatically hunkers down at speed to reduce lift.

Our featured car looks particularly good in its special-order metallic Weinrot paint and tan leather. While it appears almost innocuous from the front, once you get beyond the B-pillar there is hardly a flat or plain surface. It's all sweeps and curves back to the wide, muscular rear end,

giving the 959 an aggressive stance that makes it look as if it would be impossible to unstick.

The interior, while sumptuous and supremely comfortable, doesn't exactly go out of its way to distance itself from a standard 911. There are those controls for the electronic wizardry and a dial showing how drive is being distributed, but otherwise the central rev counter is the same, as are the floor-hinged pedals.

There are no histrionics involved in firing it up or pulling away, either. The engine is subdued at idle and the clutch surprisingly light. Through the first few corners of the circuit, a little body roll is noticeable but the exceptional seats hold you firmly in place. It's all very agreeable – almost soft – and you begin to forget that this is a car capable of just shy of 200mph.

Then you wind the engine out to more than 4500rpm and it comes flooding back. The acceleration is savage yet, at the same time, efficient. Period tests recorded 0-60mph in 3.7 secs, with 100mph coming up in 8.3 but, despite that sort of pace, there is no 'hold your breath and hang on' moment – the second turbo kicks in and any straight worthy of the name is simply dispatched.

Nor does it ever feel as if it's going to bite. It turns in well, and from there it just grips and grips. It's hard to think of any other supercar that's as easy to drive. Even on a cold, slippery circuit, the 959 is not in the least bit intimidating.

It didn't make much business sense, though. Each car reputedly cost Porsche at least twice the list price to build, but that wasn't really the point. 'It's a technical showcase as much as anything,' wrote *Autocar*, 'a laboratory for a host of developments that will find their way into the 911 range in years to come. You really can't help wondering what the 911 will be like as it rolls off the production line in 1999!'

Bigger and uglier would be the glib answer but, to be fair, the turbo version of the 996 didn't arrive until late 2000. The previous generation – the prettier and still air-cooled 993 – did indeed inherit four-wheel drive and a six-speed gearbox. But the 959 shouldn't be judged purely on what it did for subsequent 911s. Instead, it's a glorious showcase for Porsche's talents and a brilliant supercar in its own right. More than 20 years after production ended, it still makes a compelling case for itself as the ultimate 911. 

Thanks to Simon Garnham and Howard Watts; Nick Perry at Porsche GB; Porsche Experience Centre (www.porsche.com/silverstone)

WHO'S THE GREATEST OF THEM ALL?

50
YEARS
of the
911

We've tested the established top three, but what do the experts think is the finest 911? **Alastair Clements** talks to the engineers, designers, journalists, marque specialists and racers who know them best to find out their favourites

PHOTOGRAPHY PORSCHE/AUTOCAR/LAT



1967 911R



Vic Elford

PORSCHE RACE & RALLY LEGEND

"The best 911 of all time is one you may never have heard of, with a 2-litre twin-cam (per bank) engine. It had a short wheelbase, so it turned on a dime – I suppose for you that's a sixpence! I drove it with a normal engine at Mugello in '67 and finished third behind two factory 910s. It had colossal power and torque from about 3000 all the way to 8200rpm (1000 more than the normal engine). I also have great affection for the 964 RS America, because I realised the need for it and wrote the original specification."

Josh Sadler

MARQUE SPECIALIST, AUTOFARM

"Porsche built just 20 of these special cars for competition. It has a light, short-wheelbase chassis with a cammy 906 engine. It was a real racer for the road and felt alive thanks to its skinny tyres and screaming engine. Don't ever get into one with a hangover!"

1975 930 TURBO



Vern Schuppan

LE MANS WINNER, 1983

"I raced the 936 and 956/962 so have always been a big turbo fan, and the 930 was the first turbocharged Porsche I ever drove. I bought one new in 1983 and it had remarkable performance: responsive and torquey. It was an amazing car for the time."

Karl Ludvigsen

AUTOMOTIVE HISTORIAN

"In my view, no 911 can be 'the best' because they're all excellent at what they are designed to do. The 'greatest' in relation to its era was the 911 turbo – or 930 to anoraks. What a sensational automobile! It stood head and shoulders above all others, decisively marking the beginning of the 'supercar' era."

1968 911T/R

Alain de Cadenet

RACER AND FORMER TEAM OWNER

"The pivotal 911. Ts were lighter than Ss, so were chosen to be rodded-up. Slip in a magnesium-case 906 twin-plug lump with a mag gearbox; perform a few tweaks to torsion bars and suspension settings; add hard brake pads and you've got yourself a Group 3 racer. That's what I took on the '70 Targa: a faultless run to a decent finish and zero problems getting there. Makes a 2.7 RS look ordinary."

1978 935/78

Norbert Singer

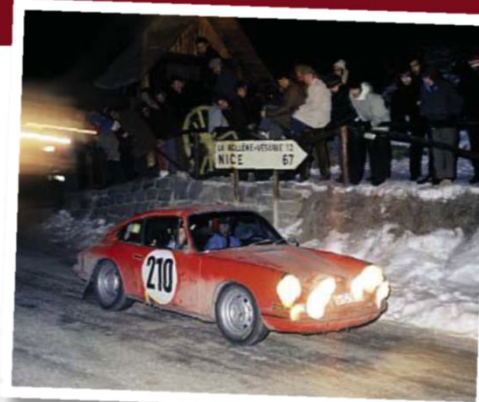
PORSCHE RACE-CAR DESIGNER

"In its time, 'Moby Dick' was the ultimate 911. It was the first use of four-valve technology in a 911 and it was fast, too: 366kph at Le Mans!"

Klaus Bishof

DIRECTOR, PORSCHE ROLLING MUSEUM

"It was a brilliant result from a small team – and we worked with Jacky Ickx to develop it. The 935 was a great example of the huge breadth and flexibility of the 911 range; the 911 was – and still is – a car capable of racing in so many categories all around the world."



1974 CARRERA RS 3.0

Chris Harris

MOTORING JOURNALIST

"Public opinion always lauds the '73 RS, but the car that followed it is far superior. It's the definitive fast 911 driving experience – truly stunning. Close runners-up are the 993 RS and 997 GT3 RS 4.0."

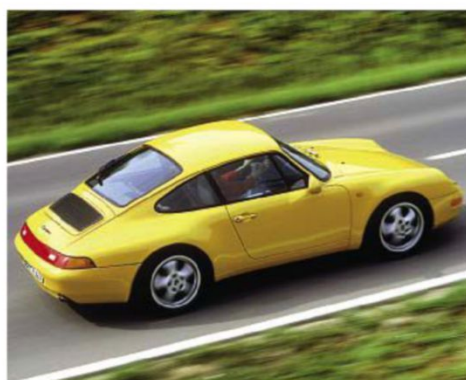


1994 993 CARRERA

Peter Robinson

MOTORING JOURNALIST

"An easy choice, because it combines the marvellous compactness of the earlier cars with more predictable handling, better brakes and modern performance. Only in left-hand drive, however, to avoid the clumsy, offset driving position of the right-hand-drive cars. Today's 911s – faster, safer et al – are fat in comparison."

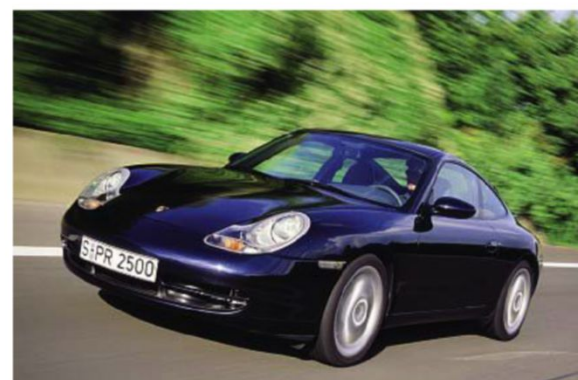


1998 996 CARRERA

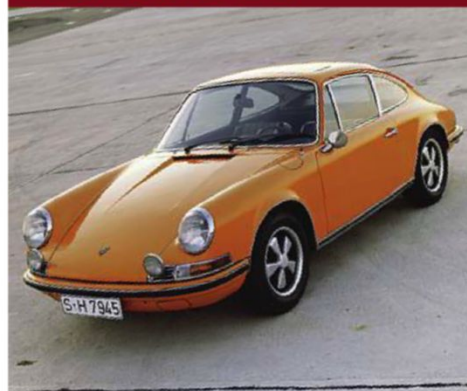
Tiff Needell

RACER AND BROADCASTER

"While not wishing to upset the traditionalists, I'm not bothered about whether the engine is air-cooled or water-cooled. This was the model that brought the 911 into the modern world. We finally got rid of the VW pedals and had a chassis that handled in a much more progressive and controllable manner. Not a convert before, completely converted after!"



1967 911S 2.0



Walter Röhrl

MULTIPLE WORLD RALLY CHAMPION

"I drove this car in a European championship leg, the Bavaria Rallye, and was leading far ahead of all of the well-known works drivers. We retired with a broken front axle, but because of that performance I got my first contract as a works driver at Ford."

Richard Attwood

LE MANS WINNER, 1970

"Obviously the current 911 is the 'best' model so far, but my favourites are the early 2-litre cars because you had to know how to drive. This type of 911 is where the car's reputation came from: if you weren't a proper driver, you got into trouble. The first 911 that I became intimately acquainted with was an S supplied to the factory racers in 1969, which I went on to own for a further four years. The difference between now and then is that the modern cars are balanced, while in the early examples the driver had to balance them."

1993 964 CARRERA RS

Wolfgang Hatz

HEAD OF R&D, PORSCHE CARS

"Not the 'standard' 3.6-litre RS, but the 3.8. Why? It's quite simple: because I developed it! This was the first 911 to use a 3.8-litre version of the flat-six – featuring six single throttles – so it was technically intriguing."



2013 991 GT3

Steve Sutcliffe

MOTORING JOURNALIST

"The latest GT3 is my outright favourite, because it brings all of the involvement and excitement of the previous generation of models and adds a huge extra dose of civility to the breed. Which makes it pretty much the perfect sports car in 2013."



1996 993 CARRERA 4S

Nick Hine

PORSCHE CLUB GB CHAIRMAN

"Obviously the 2.7 RS is very near the top, but for me it's the C4S. It was the last air-cooled 911; it has the turbo body, suspension and running gear; it took much of the design-led excellence from the 959; it still has bulletproof reliability and granite build quality; and it's still (relatively) affordable."



1973 CARRERA RS 2.7

Lee Maxted-Page

MARQUE SPECIALIST, MAXTED-PAGE & PRILL

"The Carrera RS 2.7 is, and always will be, the greatest-ever 911 in its least-compromised and purest form. It's a car that feels totally at home on road or track, and it's an iconic Porsche that never fails to inspire and reward anyone lucky enough to drive it."



50
YEARS
of the
911

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CAGED FIGHTER

Martin Port tells the story of a 911 that tackled the Acropolis Rally and Spa 24 Hours before donning armour for the London-Sydney Marathon

PHOTOGRAPHY **DAVID SHEPHERD**



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50
YEARS
of the
911

'FOLLOWING A COLLISION WITH
A MARSUPIAL, VON HANSTEIN
BUILT THE ULTIMATE ROO BAR'



Below: centre section of
roo cage unfolds, giving
access to boot, which is
mostly filled by tank and
spare. Note extra relays,
strut brace and reinforced
suspension mountings



“We should have brought a blow-up kangaroo!” aren’t the first words you would normally utter at the start of a photoshoot and, taken out of context, could be deemed somewhat questionable. But, as photographer Shepherd and I investigate the bizarre scaffolding arrangement that encases the Porsche 911 in front of us, it is the first thing that springs to mind.

Why a kangaroo? Well, following a collision with a marsupial while driving his rental car on a recce for the 1968 London-Sydney Marathon, Porsche competition boss Fritz Sittig Enno Werner von Hanstein (or Huschke von Hanstein for short) decided to build the ultimate ‘roo bar’ when tasked with preparing this particular 1967 Porsche 911S/R for the enduro.

In fact, Porsche’s Competition Department prepared three 911s for the event: this car, number 55, for Edgar Herrmann and Hans Schuller; car 58, driven by Sobieslav Zasada and Marek Wachowski; and car 59 for Terry Hunter and John Davenport (*Autosport*’s rally editor). Only two finished, though, after number 59 suffered piston failure. The 911S of Zasada and Wachowski came fourth while Herrmann and Schuller finished 15th, managing to win the battle for best private entry in the process.

Zasada, a Polish ace who also drove a 912 to victory on the ’67 Rally of Poland, had been on course to finish third on the gruelling London-Sydney. In his eagerness not to arrive too early at a crucial checkpoint in Southern Australia, Zasada waited for 30 minutes before realising that there was a half-hour time change – one of four different zones across the country!

Yet the story of car 55 begins before the trans-continental epic, when Kenya-based Herrmann took delivery of the 1966-built 911 in early ’67. Herrmann’s intentions were based around the ’68 East African Safari, although he didn’t want to make it the Porsche’s competition debut, so he opted to run it in several other events: the Acropolis Rally, the Spa 24 Hours and the 84-hour

Marathon de la Route around the Nürburgring. Arguably, though, the 911’s most significant outing before tackling the East African Safari – and the reason for its outlandish makeover – was the London-Sydney Marathon.

Having convinced Porsche to prepare the car for him as a privateer, Herrmann lined up at the Crystal Palace start with the other two 911s. They wore similar protection and would travel through France, Italy, Yugoslavia, Bulgaria, Turkey, Iran, Afghanistan, West Pakistan and India before arriving in Fremantle by boat, ready for the three-day trek across Australia to Sydney.

Their appearance was so extreme – thanks to the tubular shrouds – that onlookers apparently pointed in wonder and amusement. The full kit included piano wires strung from the front of the cage to shield the windscreen and to help deflect any poor animal that strayed into its path, while two flexible hoses rose up the rear of the car, eliminating any potentially terminal water intake through the exhaust outlets.

Porsche, of course, ensured that the frame was dual-purpose. It was perfect for storing four spare wheels as well as three 20-litre jerrycans, one holding oil and two petrol. All three were ingeniously plumbed into the car so that gravity could feed fuel or lubricant to the engine should part of the original system fail or sustain damage.

Turn a blind eye to the optional extras and you might presume that this is still a fairly standard 911, but you find further signs of its rally heritage if you dig a little deeper. Release the two wire clips that allow the front of the cage to drop and the front bootlid to be opened, and there sits a 200-litre fuel tank that gives a range of about 800km. The shock-absorber mounts have been strengthened, plus the body has been seam-welded and a limited-slip differential fitted.

Turn the key and the signature flat-six 2-litre air-cooled engine bursts into life, sounding like most other 911s out there, although it was given a lower compression ratio in period and detuned to 160bhp to ensure that it would run on poor-quality fuel while on the event. The original magnesium crankcase was damaged at some point in the car’s extensive competitive history, but has since been repaired and comes with the car should a future owner wish to use it for the basis of another engine rebuild.

It’s no surprise to find a dogleg first in the five-speed ’box, yet you can’t help but notice the roo bar as soon as you pull away. The usually undisturbed purity of the view down the nose of an unfettered 911 is all but lost because every twist and turn is interrupted by the sight of the ungainly outcrop pointing the way ahead.

The moment you change up into second, of course, and punch your foot to the floor, this minor distraction fades as the car is urgently propelled forward and the matter of savouring the iconic handling takes over. The steering is undoubtedly heavier – thanks to the increased weight up front – but that sublime accuracy isn’t compromised and it still feels like a 911 should.

Hitting the bumps and undulations of the old concrete track we are using as our location brings home just how harsh the experience would have been for Herrmann and Schuller.

Whether it is the firmer suspension set-up, the seam-welded shell or the cage acting as a massive brace, the car seems stiffer and less willing to absorb the shocks from the poor surface. Yet, as the timing clocks rattle in their dash



Clockwise: flat-six was detuned so that it could run on poor-quality fuel – bay would have had spare coil and suchlike for quick repairs en route; 911S was built to R spec and coped well with rugged terrain on London-Sydney; crowds lined route at Crystal Palace start; cabin mostly standard bar the R seats, rally clocks and Haldas

50 YEARS of the

911



Clockwise: seam-welded shell, plus stiffer set-up and bracing from frame give confident cornering at expense of ride; mesh lamp guards; recreated Daily Express number; jerrycans were plumbed-in to gravity feed engine if anything failed; competing in 12 Hour relay race at Winton Motor Raceway, Victoria, Australia in 1989

'THE PORSCHE STILL TURNS HEADS 45 YEARS SINCE IT THREW UP DUST CLOUDS IN THE BUSH'

mounts and the sun beats through the wind-screen, a little bit of Lincolnshire momentarily becomes the Outback as we kick up the dirt, further perpetuating the illusion as it hides the Massey Ferguson ploughing the adjacent field.

Not that car 55's competitive history was about to stop once it had reached the end of the Marathon. Having arrived in Sydney, Herrmann sold it to Alan Hamilton, a Porsche importer who was keen to continue its rallying career.

Hamilton converted the car to right-hand drive and competed in a series of Victorian Championship events in 1969, plus the first rallycross meeting at Calder. Its next major outing was the 1970 Ampol Round Australia Trial when it was repainted green, acquiring the nickname 'Sweet Pea' in the process.

There was little action over the next 16 years, during which the car moved from owner to owner before being stored in less than perfect health. In 1986, however, salvation was at hand. Porsche enthusiast Philip Bernadou spotted the S/R and, fascinated by its history, struck a deal and then set about a major restoration.

The 911 was stripped back to bare metal, repainted in what Bernadou believed to be the original colour then rebuilt in close to factory specification. The roo bar wasn't refitted, though, and, with the launch of the Dunlop Porsche Cup series in 1987, it was pressed back into action on the track, adding another title to its pedigree as a clear winner in Class C.

Bernadou did eventually refit the cage and competed in a number of historic rallies as well as circuit contests, but sold the car in 1999.

Fast-forward to 2004 and the 911 was bought by Ian Henderson, who had a penchant for Porsches boasting Australian competition history. Its appeal was, undoubtedly, the rallying past and its relatively unusual configuration for the London-Sydney Marathon. So Henderson embarked on a mission to return the 911S/R to

that unmistakable specification and appearance.

The right-hand-drive conversion was reversed and all non-original features were removed, including a later 2.2-litre engine that had been fitted during Bernadou's ownership. Fortunately, the deal included the original 2-litre flat-six, which could be rebuilt and, although the close-ratio five-speed gearbox remained, the limited-slip differential was missing.

Henderson decided that the car was originally painted in Polo Red – based on samples found during the dismantling process – so it was duly resprayed in the correct shade.

The roo cage was long gone, but Bernadou had a replica fabricated and painted as the original, then refitted to complete the look. In 2006, the finished car finally hit the road once again.

Because of the sheer number of endurance events that it has taken part in, this distinctive 911 could well have covered more miles than any other competition-prepared Porsche. Its history of yo-yoing between rally and track fettle is set to continue, because the current owner plans to show it off in its Spa 24 Hours trim.

Without doubt, though, the car still turns heads 45 years after it threw up dust clouds in the Bush while *en route* to class victory in Sydney. With lights directed onto the famous 911 as the photographer works his magic to turn a rough track into a rally stage, a 4x4 rolls up and the farmer leans out of the window to pass comment.

"That's a fancy bit of kit, ain't it?" he asks rhetorically before continuing on his way.

"Yes. Yes it is," we reply, despite the fact that he's already out of earshot.

In a way, we are both rather disappointed that he didn't even ask what the 'scaffolding' was for, but, judging by the bull-bars on the front of his truck, maybe he already had a clue. 

Thanks to Hall & Hall, where the Porsche is for sale: 01778 392562; www.hallandhall.net



50
YEARS
of the

BUSMAN'S HOLIDAY

How did the people who work on 911s every day mark its birthday? By restoring one, of course. **Alastair Clements** joins the judging panel for the finals of the Porsche Centres 911 Restoration Competition at Silverstone

PHOTOGRAPHY **JAMES MANN**

L-r: Glenn Monaghan, Mick Tennison, Mark Millward, James Whitby and Richard Grout with rusty evidence. Below: the car as found



1973 911T 2.4

PORSCHE CENTRE LEICESTER

The competition was launched in May, with the final scheduled for October, so it was always going to be tough to get a rough car finished in time. It would make sense, then, to pick the youngest 911 possible, wouldn't it? Which makes it all the more laudable that the Leicester team chose the joint-oldest example among the 15 entries from across the UK.

"We went looking for an early car and found this through one of our trade parts customers," says dealer principal Richard Grout. "It was red and looked a nice, clean car. I like classics, so was happily hooning around in it before we got started. It was only when it came back from being acid-dipped that I realised how dangerous it was – and what we had got ourselves into."

What was left of the shell went to bodyshop Chartwells of Derby for major surgery. Says Grout: "They did an amazing job, and even bought a small press and rolling machine so they could manufacture a lot of smaller parts themselves. It took 700 hours to get to this stage."

Not counting the labour, the job has cost more than £55,000 so far – plus the £10k paid for the 911T. And it is only 'so far', because the unlucky Leicester boys were unable to track down the cams they needed to get their rebuilt motor finished in time for the deadline: "When we started, we decided that we'd do everything it takes to get it back to factory spec and the budget immediately went out of the window. It'll be as good as new when it's done. It was disappointing not to have completed the car, but we're hoping to have it on the road for the Spring."

There was nearly a disaster at the paintshop, however: "We were told that the car was originally Minerva Blue and I really didn't like the colour when we had a swatch painted. We were going to get it done anyway, but at the last minute the parts manager sent the chassis number to Germany and it came back with the paint code for Metallic Blue, not Minerva!"

The attention to detail has been fastidious, with technician Mark Millward spending eight days making a new wiring loom. "Everything we touched took three or four times longer than expected," says Grout. "Will we do it again? Yes. With a pre-galvanised car? I'm not so sure."

"When we've finished, we intend to hang on to the car and take it to shows – plus I can't wait to enjoy it over the summer. Ultimately we'll probably end up selling it, but I'm in no hurry."



Above, l-r: Vince McGrory, Ian Frankhame, Jon West and Steve Arber with the reborn Sportomatic. Inset: huge amount of work to do

1976 911 2.7 SPORTOMATIC PORSCHE CENTRE TONBRIDGE

Weighing in at a mere £7900, this 2.7 Sportomatic was a real eBay bargain, turned up after much searching by sales manager Ian Frankhame. It even came with some dubious 'history', having featured on a *Men & Motors* television show during the '80s.

But it was cheap for a reason, as Centre principal Vince McGrory explains: "The car was described as a 'non-runner in need of restoration' and they weren't wrong – it was a horror when it turned up. But we thought it might be nice to do such a rare model." Wearing a later 'whale tail' spoiler and finished in a fetching – but original – shade of Bitter Chocolate with Cork leatherette/velour interior, the Sportomatic soon acquired an appropriate nickname: "As it came apart things just got worse and worse and it became known as 'Project Teabag' because it was brown and full of holes!"

"You could put your finger through the roof, your hand through the sills, and bits of the inner frame were like lacework. We got it going just to check that it worked, then got stuck in." The stripped shell was soda-blasted

then sent to local approved repairer TCW Group, where the inner panels and drain tubes were hand-crafted before new wings, sills, quarters and bootlid could be fitted. When it came to paintwork, the project began to divert from original: "Porsche brought out the 50th-anniversary edition of the 991 in Geyser Grey with Dogtooth trim, so we decided to follow that theme. The owner of our company had just ordered one and fancied doing this to match because he may buy it, though I'd be happy to keep it as a showcase of what we can do."

After 1000 hours of labour and nearly £60,000 in parts, the ground-up rebuilt 2.7 was a deserved winner in the Restoration category. "We're very chuffed," says McGrory. "So much effort went into the car and technician Jon West was dedicated to the project full-time – he even cut his holiday short to get it finished before the deadline, though I don't think his wife was best pleased with that..."

But the crucial question is: will they do it again? "I'm a glutton for punishment so yes," says McGrory. "We'll be a lot smarter about what we buy next time – one with less rot."



1977 911 LUX 3.0/RS REPLICA PORSCHE CENTRAL OPERATIONS (READING)

Porsche's UK business is based in Reading, so there was pressure on the Berkshire group to do something special. It certainly delivered – not that it set out to build an RS replica. "We had an old car that we'd acquired a few years ago after the owner died with a repair bill unpaid," says John Manning, Group Operations Centre manager. "It had been sitting outside for years and the sunroof channels had rotted out so there were holes in the roof and the interior was full of water. The wings and sills had gone and, with a timescale of four or five months, our jaws hit the floor. At that point we decided that there just wasn't time to

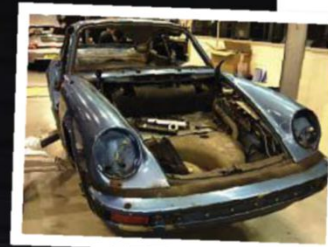
restore it to original, so we'd do something different and take good bits from every era to build a celebration of the 911's 50 years."

With that in mind, the '911-50' has a 1977 shell, '73 details, 930 turbo brakes, 993 motor and a new interior: "Our technical department needed an older engine and had a 993 unit that it didn't want, so we did a swap. The bearings of the 915 'box had to be upgraded, but with 330bhp and only 950kg it flies. It's off-piste but it looks amazing and everybody loves it."

Every piece of the donor Lux was stripped, down to its last nut and bolt, and the team invested £60k into the car. The fact that it wears a plaque saying 'build number 1' suggests that

there's more to come. "It's the first time we've done something like this and we'd like to do more," Manning

confirms. "There's a good business case for it and it got a real buzz going in the workshop. I hadn't expected the guys to be so passionate about it. They worked all night and didn't even realise it until the morning shift arrived!"



Top right: from 3.0 Lux to, main, superb RS rep. L-r: Darren Purnell, Andrew Orr, Charlie Kinsella, David Dawes and John Manning



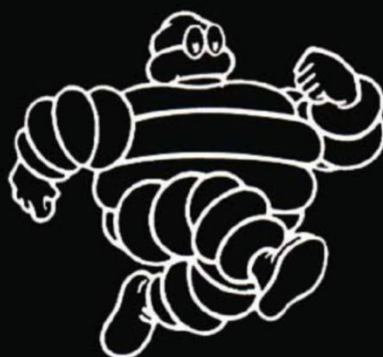
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XAS

1982 911SC

PORSCHE CENTRE CAMBRIDGE

Like many of the competitors, Cambridge Centre came across its project car almost by accident. "It was traded in against a new 997," says senior technician Dan Fisher. "At £8000 it looked reasonable – the body was a bit tatty and in need of some welding, but we thought it would only take a couple of wings and a repaint." Some £14,500 and 680 hours of labour later, the SC is now one of the best: "Once we started poking around the two little holes in the rear quarters, they got bigger and bigger and we had to cut whole lumps out." Worse than that, the sills had been 'repaired' with clumps of old newspapers and rags – even a pair of underpants! – hidden by filler. The inner panels were all fabricated on-site, because repair panels couldn't be found.

The turbo wing – a period option – was retained as the team strove to make the car as original as possible: "There was a modern CD player in there and we couldn't leave that, so I spent ages tracking down the correct Blaupunkt head unit. At the last minute one popped

up on eBay and I grabbed it for £79."

The engine work was initially fairly straightforward, until everything went wrong with the day of the final looming. Says Fisher: "The rebuilt engine was on a stand and I was in a repair bay when I heard a 'pop' – one of the cylinder-head studs had sheared for no apparent reason. I had to strip the motor again and get the crankcase sent away to get the stud removed. With just days to go, it was a fight against time to get it back together."

Fisher undertook the mechanical rebuild himself, most it out of hours: "Luckily I have a very understanding wife. She knows that this is the sort of thing I love – I'd always wanted to do a full restoration, and I'm pushing for us to do another next year." In the meantime, the SC is to be pressed into service for shows, and the team plans to drive it to Le Mans in 2014.



Above, l-r: Simon Robins, Gary Sorrell and Dan Fisher. Right: taking a belt-sander to the sill yielded a pair of underpants!



1990 964 CARRERA 2

PORSCHE CENTRE SUTTON COLDFIELD

You'd be forgiven for thinking that there wouldn't be much work in a 1990 car – particularly a Porsche – but the 964 selected for attention by the Sutton Coldfield team busts that myth. "It was sold to us by another agent in the area," says heritage co-ordinator Colin Billington. "It had been taken in for repairs and the owner never came back, so it had been standing outdoors for five years. It was mildewed and looked a wreck on its flat tyres; it would start, but smoked to hell and the metal around the engine and above the rear lightboxes was dreadfully rusty."

The team paid £10k for the project and handed it over to its Approved bodyshop, Shorade Accident Repair Centre, which made up repair pieces rather than buy new wings before painting the car in period-correct pure gloss Grand Prix White rather than using modern lacquers.

Back at base, the engine was completely rebuilt, the gearbox stripped and checked. "The engine was in a state," says Billington. "One of the big ends had nipped up and spun the bearing shells. We had to have the crank reground and add new conrods, too."

The finishing touches were particularly



time-consuming, says Billington: "It had 993 rims so we put out an appeal and a club member in Scotland

had the correct 964 wheels and wanted ours, so we did a swap. The trickiest part was the trim: the Porsche-script cloth is no longer available, so we had to work with what we had when making new door cards and replacing the leather seat bolsters – it was a delicate job."

But it was well worth the effort. Aided by strong scores in the Marketing and Display categories, Sutton Coldfield landed top honours in the competition: "And four of our customers want to buy it, whatever the price!"

A rightfully proud (l-r) Colin Billington, Alan Westwood and Steve Shore. It may be young, but the 964 needed plenty of TLC on arrival (inset)



Even better, longer lasting...

Wrigley's Spearmint slogan could have been coined for the fabulous Alfa 8C that relied on a novel use of chewing gum when it won at Le Mans in 1934. **Mick Walsh** enjoys an exclusive drive

PHOTOGRAPHY **TONY BAKER**





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Alfa 8C handles superbly, with firm ride and no roll. Below, l-r: impatient 'Phi-Phi' Étancelin on a charge at Le Mans in '34; blasting by Madame Itier's MG TA



It's hard to imagine that a Le Mans winner could be hidden away in England – the country that invented vintage racing – for more than 58 years, and only just restored to its former glory. But such is the remarkable case of the very Alfa Romeo 8C-2300 that was driven to victory by the experienced Gallic/Italian pairing of Philippe Étancelin with future Ferrari legend and triple Le Mans winner Luigi Chinetti.

Since the '50s, its reclusive owner kept promising that he'd finish the rebuild but it never happened. Only a recent change of ownership to an American collector – and its superb restoration by a respected British specialist – has finally brought this great Alfa back into the limelight, with concours appearances and an epic road trip across the Rockies. Had this distinctive short-chassis 8C boasted a more fashionable Monza or Zagato body, its story might have been different.

Completed in 1934, chassis 2311249 was one of the last of 188 8Cs built. It's not clear if the car was ordered new by French Alfa agent Chinetti, but its special four-seater body – by Brianza – was clearly intended for competition. With his extensive experience at Le Mans, Chinetti specified particular features including a high scuttle sweep, toolboxes mounted on the chassis sides and twin fillers on the extended tail. The finance for the car came from Grand Prix ace 'Phi-Phi' Étancelin, who instructed that the one-off coachwork be painted French racing blue.

Two months after the car was registered in Italy, the Milanese thoroughbred finally arrived at La Sarthe. The four 8Cs entered were the clear favourites in the record 44-car field but the Alfa arrived only hours before the weigh-in closed,

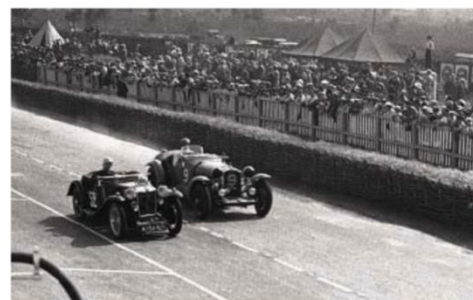


'WITH LEAKING FUEL AND THE FILM CREW SMOKING, IT'S AMAZING THE LOT DIDN'T GO UP'

which frustrated Étancelin because it left him little time to test the car for his Le Mans debut.

Just before the event, Chinetti was approached by a French company that wanted to film his team throughout the enduro for a production titled *300km an Hour*. Wary about distractions from the race, including a female lead, Chinetti reluctantly agreed – possibly encouraged by the FFfr30,000 fee. The crew set up a military-style tent behind the pits and extra lights were erected around number nine's pit area, which proved a real bonus for Chinetti when working on the 8C during the race. Both drivers certainly looked dapper, wearing ties for the entire contest.

When the flag dropped in sweltering heat for the traditional driver sprint, Raymond Sommer's 8C pulled clear of the packed field, averaging



86mph. But, at 5:30pm, flames dramatically appeared from under the leading car's bonnet as he accelerated out of Arnage. Although Sommer managed to suppress the fire, the damage was terminal and, much to the disappointment of local fans, he dropped out leaving Brit Tim Rose-Richards ahead with Chinetti 10 secs behind. After a four-hour stint, Rose-Richards handed over to teammate Lord Howe – gifting the lead to Chinetti, but disaster struck when a split fuel tank was discovered during his stop. It isn't recorded who came up with the idea of plugging the leak with chewing gum, yet it saved the race. The team and film crew were instructed to keep chewing between pitstops, to build up enough gum to fill the crack, which lasted 24 laps!

'It was illegal to get outside help in the pits, but the gum was not for an automobile,' recalled Chinetti in *Prancing Horse* magazine. 'But it was the only thing that mixed well with gasoline. And with the movie company's big lights at night, it was like noontime for the repairs.' With leaking fuel and several of the film crew smoking cigarettes – plus the hot illumination – it's amazing that the whole pit didn't go up.



As well as the sight of everyone chewing furiously, further comic relief was provided by an actor dressed as a senior police officer. A real *gendarme* instructed the player to keep the spectators clear of the pits, but, knowing that he was in costume, they ignored the orders. As Chinetti put it: 'The genuine *gendarme* became more and more red-faced. I began to laugh, too, which made it impossible to chew the gum to fix the car.'

After Étancelin took the wheel, he disregarded Chinetti's advice to conserve the Alfa and set a fastest lap of 5 mins 41 secs (at 88.5mph). The flat-out stint caused a headache for his co-driver because the lamps and dampers started to work loose. Up front, Lord Howe's luck ran out when his 8C's lights failed at night on Les Hunaudières. The British team lost more than an hour for repairs, which dropped them to 11th, but the clutch eventually failed and forced retirement.

The other opposition in the big-capacity class also hit trouble in the dark with both Bugattis going out, the luckless Type 50 of Roger Labric and Pierre Veyron having another accident.

By sunrise, the Chinetti/Étancelin car was well clear with little opposition as a dramatic contest played out behind for second between junior British Riley and MG teams.

During the final hours, Chinetti became very conscious of ever-increasing fuel consumption and advised that the Alfa be driven at a touring pace. The average of 74.74mph was considerably lower than Tazio Nuvolari and Sommer's speed the year before (81.4mph), yet the lucky victory in the by-then outdated 8C matched Bentley's record but concluded Alfa's domination at Le Mans. The leaders had a close call on the final

laps when owner Étancelin changed his mind and instructed Chinetti to stay out and enjoy the plaudits of the crowd. The car proved impossible to restart after the finish, which would have lost the team the laurels had the switch been made for Étancelin to take the run to the chequer.

The blue Alfa was refuelled after the prize-giving, and Étancelin roared the 210km back to his hometown Rouen for a much-deserved victory party. Later the winning 8C was displayed in a prestigious Champs-Élysées store window.

Étancelin soon sold the well-used Alfa and, after a few years in Italy, it was exported to the UK in '37. Registered DYO 308, its distinctive Brianza body had been slightly changed with the addition of a Monza-style radiator cowl, and the louvred chassis valances removed.

New owner Norman Lewis, a photographer, regularly competed at race and sprint events including Brooklands, Crystal Palace and Poole Speed Trials but, with the outbreak of WW2 in '39, it was back on the market for £575. One of his many memorable road runs with the Le Mans winner was a chance meeting with a Mercedes 500K driven by a Chinese Cambridge undergraduate. After sampling the Alfa's stunning performance, the student immediately wanted to trade cars with the offer of extra money.

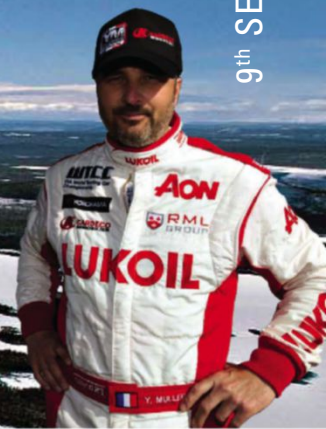
The 8C changed hands several times after the war and, by 1948, was offered at Hersham and Walton Motors for £1250. Bill Little paid the hefty price but never regretted it. 'I had the Alfa for about 2½ years and, without doubt, it was the best motor car that I have ever owned,' he told 8C guru Simon Moore. Little also had a Bugatti Type 35B at the same time, so he clearly had an



From top: basic but comfy cockpit; distinctive six-catch bootlid identifies the Le Mans winner; unusual Brianza body

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appreciation of fine machinery: “On one wonderful trip to London from Bristol, when I was able to get some benzene to add to the ‘pool’ petrol we had to use, I got a speedo reading of 115mph, which pleased me no end. I sold it in August 1950 to Guy Griffiths, because my wife had a small daughter and it was not quite the car to transport a baby and all its necessary spares. Also, 10-12mpg was a little too much for even my enthusiasm during the days of petrol rationing.”

Griffiths later demonstrated the performance – between roundabouts on the Western Avenue – to a customer who demanded proof of 100mph. “It was easily done and showed 110 on a slight downhill section,” Griffiths told Moore.

Acquired by Peter Spiral in 1954, the ‘Wrigley Special’ Alfa was rarely seen until the Windsor Concours in 2012. For some reason, the repair work begun by Spiral in the ’50s was never completed – and the long-overdue restoration began in earnest at Blakeney Motorsport in 2011.

“The previous owners had tinkered about but the car looked soulless. It was an exciting challenge for us,” recalls Patrick Blakeney-Edwards.

‘IF YOU’RE SENSIBLE, YOU CAN DRIVE WITH THE REAR AND DO WHAT YOU WANT IN CORNERS’

“When I started out I worked opposite Paul Grist’s place, so I was very aware of Alfa 8Cs. Now was a chance to see why they had such a reputation. It was also a great opportunity to prove ourselves.” The Buntingford-based team included Tudor Summers, whose father Bill had owned several 8Cs – one a fabulous Tipo B.

The body was remarkably original but the stance looked awkward for various reasons, including wrongly fitted wings and an excessively high windscreen. It wasn’t helped by an unflattering Royal Air Force shade of blue paint.

Historian Moore – one of the few to have seen the Alfa in recent years – was enlisted to research the project. Oddly, there are few shots of the winner from 1934 but the talented crew went to great lengths to re-mount the distinctive helmet-style wings, shorten the ‘screen and increase its rake, and reinstate lost details such as the chassis valance. “The new owner, Craig McCaw, was fanatical about authenticity – right down to the original petrol tank,” says Blakeney-Edwards. “There was plenty of solder where the spare-wheel mount had broken and pushed down on the tank, which all confirmed the chewing-gum story. We’ve found a Juicy Fruit keyfob, but would love a ’34 Wrigley design.”

The mechanical refurbishment was straightforward once the car was down to a rolling chassis, but deciding on the correct shade of blue was a challenge. The repaint was entrusted to Mark Millett at Vintage Paintworks, and he eventually found the original colour under the scuttle while stripping the body. Twenty samples with various mixes of matting agent and tone were sent to Seattle for McCaw to judge before the final finish was applied. Conscious that the restoration shouldn’t look too bright and fresh – this was a racing car foremost – the team enlisted top trimmer John Foy to find a suitable seat hide while the new tan tonneau cover was

left to the elements for months to speed its ageing. “Once we’d sorted the alignment of the wings, the car really started to look special,” enthuses Blakeney-Edwards. Prior to its post-restoration debut at Windsor, the final detailing was completed – with a period-correct Le Mans bootlid light, protective headlamp bowls, spotlights, horns and hand-painted number nine, just as it ran at La Circuit de la Sarthe.

The Alfa was back on the road for last-minute fettling that summer, and Blakeney-Edwards finally got to assess the fabled 8C: “Being a Nash man, I’ve always liked changing gears, but you only really need third and fourth with the Alfa. The steering is better than anything else at the time, particularly for such a heavy car. The lazy power when not really working makes it relaxing so it’ll eat up the miles. It’s a fantastic long-distance tourer and perfect for Le Mans.

“The handling feels progressive, but you’re cautious of leaning on such a valuable car. It’s stiff but predictable and not unsettled by undulation. If you’re sensible, you can drive with the back end and do what you want at roundabouts.



Clockwise, from above; dapper Chinetti (r) and Étancelin at Le Mans finish; neat rear; easy brake drum adjustment

Luigi Chinetti

Few were so closely linked to developing high-performance sports cars than Milan-born Luigi Chinetti. Best known for his association with Ferrari, as the ’49 Le Mans winner and establishing the famous privateer North American Racing Team, Chinetti’s links with Alfa Romeo are equally significant. Having learnt an appreciation of engineering from his father’s gunsmiths, a 17-year-old Chinetti joined the great Milanese car-maker where he struck up a friendship with a young Enzo Ferrari that would last all their lives.

Chinetti’s career as a racer stepped up when he was teamed with Raymond Sommer in a long-chassis 8C. They beat the works on Chinetti’s debut at Le Mans, but an illness restricted him to three hours at the wheel. He came second with Philippe Varent in his own 8C in 1932, then triumphed in the Spa 24 Hours with Monégasque Louis Chiron.

A trip to manage René Dreyfus’ 1940 Indy 500 attempt resulted in both relocating to the US during WW2, where Chinetti was initially employed by a Manhattan Rolls-Royce agent.

From 1949, Chinetti was instrumental in launching Ferrari with victories at La Sarthe: he drove 23 hours to Lord Selsdon’s single stint and won again two weeks later at Spa.

After Chinetti retired from racing, NART’s Ferraris added more Le Mans laurels when its 250LM won in ’65. Frustratingly, the modest team boss never wrote an autobiography. He died in August 1994, aged 93.





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Short chassis with extended four-seater body for Le Mans regs; Below: Brianza badge; gauze protectors; Vittorio Jano's masterpiece 'eight'



It's easy to see why they're so revered, although I'd love one to take the kids to school in."

All of his observations ring true during my drive. The flared scuttle and raked aeroscreen offer good protection from the buffeting as you sit behind the broad four-spoke steering wheel in the stark cockpit. The elegant gearlever moves in a clearly defined quadrant and the conventional H-gate is a joy to work once you've mastered the tricky timing. Conveniently, the action from third to top and back seems much quicker than other changes but, with such a responsive throttle, the shift is fantastically rewarding if you double declutch. Although heavy at low speeds, the steering is inspiringly accurate and beautifully precise once up to pace. The drum brakes are impressively powerful as they start to bite, but it's the harsh ride that most dates the 8C and you are really jolted about over the worst bumps. The positive payback from this firmness is brilliant traction and grip.

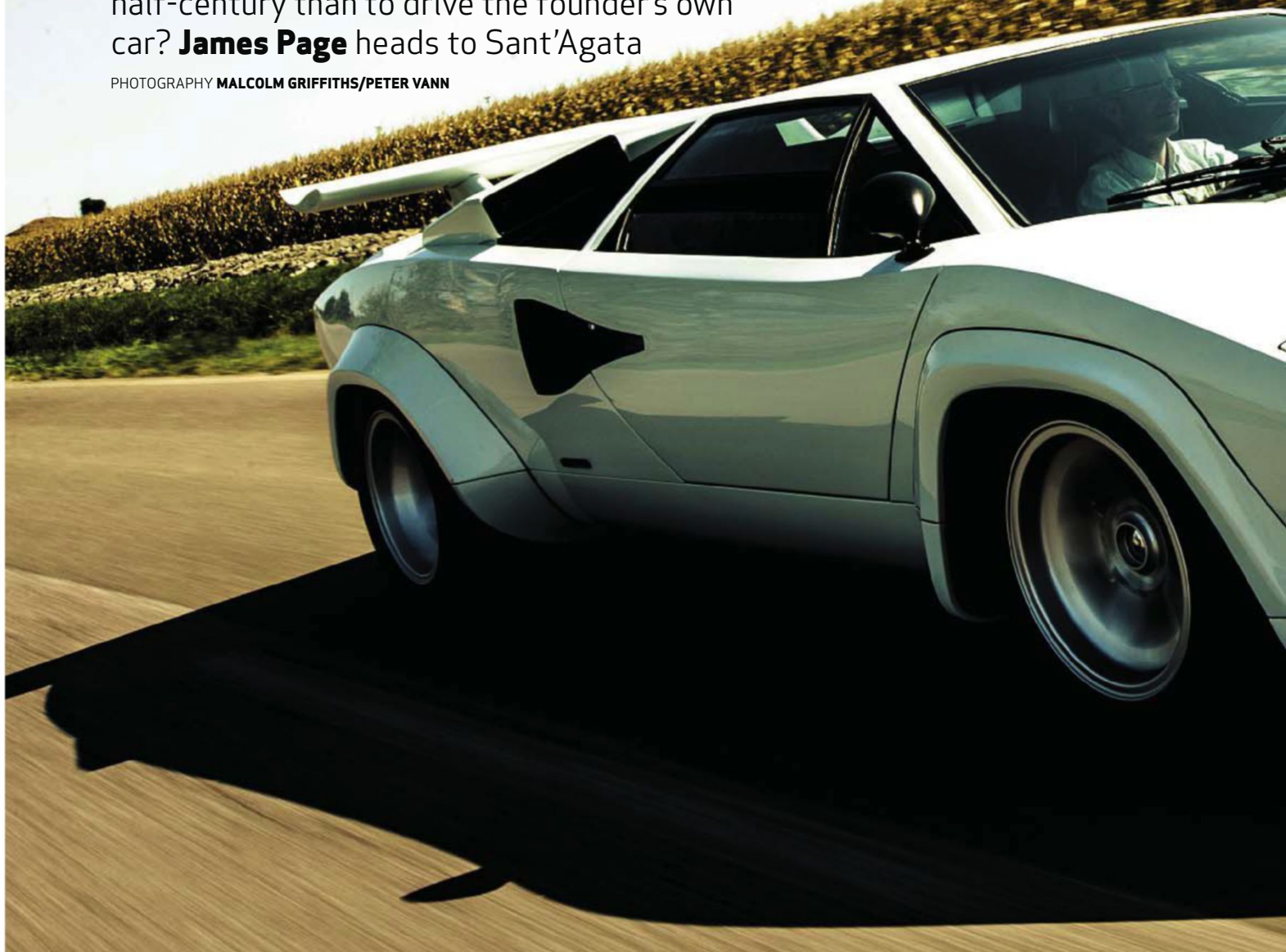
But the greatest feature is that glorious supercharged straight-eight. Mighty low-down punch – accompanied by a deep, dramatic bellow with a marvellous underscore of thrashing geartrain and blower whoop – makes accelerating out of corners a heady, addictive thrill. The 8C is still a quick car, with effortless overtaking ability, but that immediate acceleration and 120mph potential must have been mesmerising in its heyday. My only regret is that I didn't get a chance to stretch the drive into twilight. The exhilarating pleasures from the sound, performance and aroma of this magnificent machine would double in the dark and vividly conjure that victorious summer night in 1934. Wrigley chewing gum now evokes a whole new image.

CLASSIC

Flat-out in Ferruccio's Countach

What better way to celebrate Lamborghini's half-century than to drive the founder's own car? **James Page** heads to Sant'Agata

PHOTOGRAPHY MALCOLM GRIFFITHS/PETER VANN





Gandini's incredible wedge profile gained wheelarch extensions and Walter Wolf-inspired rear wing for S model. Bottom: deep-dished Campagnolo Bravo alloy wheels



Very flat, Bologna. This part of the northern Emilia-Romagna region is farming country, which means big skies, mile upon mile of tended fields and the occasional ramshackle outbuilding. When people think of Italy, they perhaps first consider Tuscany's rolling hills or the spectacular Amalfi Coast. Car folk, however, know the significance of what photographer Griffiths refers to – topographically at least – as “the Norfolk of Italy”.

Just up the road in Modena, you will find Maserati. Venture a few miles further south and you come to Maranello – home, of course, to Ferrari. Not far east lies the small town of San Cesario sul Panaro, which Horacio Paganì chose as a base for his eponymous company. Just across the main Modena-Bologna road from there is Sant'Agata Bolognese, where Lamborghini has now been manufacturing cars for 50 years, and where our day begins.

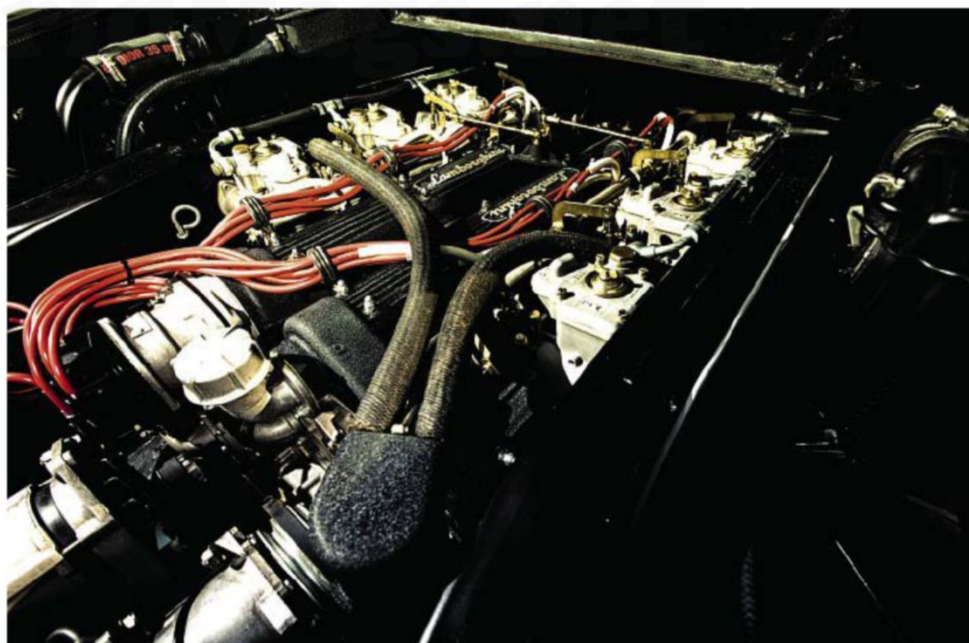
Much has changed at Sant'Agata since the Countach you see here rolled off the production line. Audi is now in charge, for a start, and the laid-back atmosphere that apparently used to surround the factory has been replaced by



forms to be filled in, passes to be worn, phone-calls to be made to see where we can go, and a ‘minder’ who has to be with us at all times. The essential passion and enthusiasm seems still to be in place, though. Once the Countach is positioned outside the original entrance, a steady stream of employees emerges to take a picture, or simply to stand and stare at this astonishing shape.

Few probably recognise the significance of this particular example. Ferruccio Lamborghini only ever owned two cars that bore his famous surname – a Miura SV and the Countach S that you see here. Exactly how and why he came to possess the latter has been lost in the mists of time, but the paperwork confirms that he was the first keeper from when the car was registered in 1980 until he died in 1993, when it was bequeathed to his daughter, Patrizia. Its current custodian then bought it directly from the Lamborghini family in 2005. Originally red, the car was resprayed white at Ferruccio's insistence, because he felt that was a Countach's best colour.

Born on 28 April 1916, Ferruccio was the eldest of four brothers and grew up in an agricultural family. Following WW2, he established himself as a successful tractor manufacturer before branching out and making air-conditioning units.



He became a wealthy man and could afford the finest cars, but he didn't feel that Italian models of the time were really up to scratch. When he complained to Enzo Ferrari about persistent clutch failures, *Il Commendatore* replied that Ferruccio knew nothing about sports cars and should concentrate on making tractors. The snub served to harden Lamborghini's view that he could do better himself. The result was the 350GT and, two years later, the company rewrote – no, make that *wrote* – the supercar rulebook with the sensational Miura.

Such was that model's beauty and charisma, there was a danger that its replacement would forever live in its shadow. All of those fears were swept away when the first prototype was shown at the Geneva Salon in 1971. Marcello Gandini was again responsible for the new car's styling, but where the Miura had been soft and seductive, the Countach was stark and angular.

The first development car was initially known only as Project 112. It had a 5-litre version of the V12 engine – mounted longitudinally as opposed to the Miura's transverse layout – with the gearbox positioned in front of it. The central section was constructed using what Lamborghini described as a monocoque. If it was, it was in a

rather basic form but, by the time the Countach reappeared at Geneva in 1973 and subsequently went on sale the following year, a tubular space-frame had been employed and the engine capacity was down to 3929cc. Breathing through six Weber 45DCOE twin-choke carburetors, it produced 375bhp at 7500rpm.

That first-generation LP400 lasted until 1978, when Lamborghini introduced the LP400S. It came along at a difficult time for the firm. Stalwarts Paolo Stanzani and the late Bob Wallace had left in 1975, and Lamborghini limped from one financial crisis to the next.

It had been hoped that the tie-in with BMW to make the M1 would kickstart business, but the German firm – perhaps wisely – had doubts about Sant'Agata's ability to deliver. Those linked to takeovers included Aston Martin and Canadian mogul Walter Wolf, a Countach enthusiast whose modifications to his own cars influenced the final specification of the factory S model, which was developed under the expert eye of Gian Paolo Dallara.

Where the original had featured 215/70 VR14 rubber, this latest model made the most of the latest technology and boasted ultra-low-profile Pirelli P7 345/35 ZR15s on the rear. That

**'FERRUCCIO HAD IT
RESPRAYED WHITE,
WHICH HE FELT
WAS A COUNTACH'S
BEST COLOUR'**

From top: awesome V12 with six Weber 45s; memorial to Ferruccio in the middle of Cento; the man himself with 'our' Countach and one of his other machines; the five-speed gearbox features a dogleg first

Countach looks striking wherever you put it, but even more so in rural northern Italy. The large air intakes were added after it proved difficult to keep the prototype cool





necessitated larger wheelarches, while the suspension geometry was revised to take advantage of the new tyres. A wider steering rack plus shorter tie-rods were fitted, and there were redesigned steering joints to reduce bump-steer. Another Wolf-inspired modification that made it on to some of the official cars was the rear wing.

The S was produced in three variants, and just 238 were built between 1978 and '82. There were only detail differences between the first two incarnations – Ferruccio's car is from the 'Series 2' run, of which there were 105 – but the 'Series 3' cars had more interior space thanks to a body that was taller by 3cm. This Countach has the fabulous dished Campagnolo alloys that were designed to channel air to the brakes.

Some prefer the purity of the LP400, but there is little doubt that this is still a jaw-dropping shape. When you look at the individual styling details they appear huge, but overall it is not a big car. The stance at the back is all aggression – crouch directly behind it and it seems as if all you can see are tyres and exhaust pipes.

Do the same from the side and there is no discernible change in angle as your eye moves from that low snout all the way to the top of the windscreen. The great Russell Brockbank once produced a cartoon that showed a harmless head-on collision between a veteran car and a Countach, with the former having simply driven up and on to the Lamborghini's front end.

As we prepare to leave the factory, we are joined by Fabio Lamborghini, the founder's nephew and director of the family museum. He is every part the Italian gentleman, immaculately dressed in a blue blazer and white trousers – "To match the car," he says – softly spoken but with a ready smile and quiet charisma. Fabio is going to lead us to Cento, Ferruccio's home town about 20km north-east of Sant'Agata, and the site of his first tractor factory.

Those signature 'scissor' doors are opened via a button in the side scoop, and rise smoothly. After this touch of theatre, getting in is a slightly undignified process that involves aiming your backside at the seat then sliding in over the wide,

leather-covered sill. I never did find the best way of getting back out again.

Once ensconced, how comfortable you can get depends mostly on how big you are. I fit without a problem, but it would no doubt be somewhat awkward if you were approaching six feet tall, and downright uncomfortable if you were much over that. Even I am aware of the lack of headroom that is a result of the way that the door tops angle inwards.

The 'laid back' seats are incredibly supportive and the driving position is better than in a Miura, even if the cabin itself is a very 1970s blend of flat surfaces and straight lines rather than curves and cowed instruments. The small dials and gauges in a Countach are arranged in a single pod: speed and revs in the middle, the latter featuring a yellow zone at 7000rpm and an 8000rpm redline; amps and oil temperature to the left; water temperature and fuel level to the right.

Turn the key to the first position and let everything whizz and churn into life behind you, a touch of throttle then turn the key all the way. To the surprise of myself and Griffiths, the V12 doesn't burst into song quite as loudly as we thought it would. These days, it seems that every budding supercar starts with an ostentatious computer-controlled blip of revs that is amplified through an exhaust system that has been honed by a man with a laptop. The Countach has no need for such frivolities.

For the first part of any journey, the most important gauge is the oil temperature. Until the needle starts to rise, the gearchange needs a particularly firm hand but, to be honest, the Countach isn't the intimidating animal that you might expect. The biggest problem is that you can see very little out of it. Ahead, the front corners are down there somewhere but hidden out of sight and, while you can see a little bit of what's happening directly behind you, the rear three-quarter is a mystery.

The owner admits that you drive a Countach mostly "by feel". The door mirrors do, however, give a reasonable view of the distinctive engine ducts, which is helpful. Ferruccio's wife apparently used to drive this car into town, and park it without a problem...

It rides firmly but comfortably on small Italian roads, and there is a huge amount of feedback through the thick steering wheel. The S did have an improved air-con system but it still doesn't do a great job of cooling you down, and don't think that you can simply drop the manually operated windows, either. Only the shallow lower section can be opened, and even that doesn't go beyond halfway. You can just about get your hand through the resulting aperture.

Once we've negotiated our way out of Sant'Agata, the roads begin to straighten and we get our first chance to stretch the Countach's legs. Third gear, 2500rpm and begin to move the throttle through its long travel. The Webers hiccup momentarily but then the engine note hardens and you are being swept forwards. Beyond 4000rpm, the V12 really begins to get into its stride and it's pulling like a train.

At this point, you're moving along nicely and thinking that it must soon be time for a gearchange in the dogleg 'box, but still it's accelerating hard. At 6000rpm, the noise is simply outrageous, that subdued idle long forgotten as the engine bellows away and the Lamborghini charges relentlessly up the road.

From far left: cabin is fine for shorter drivers, but note lack of headroom – even for Page; small gauges, with 8000rpm redline on rev counter; Fabio Lamborghini with his uncle's car; outside the original factory entrance

'TO BE HONEST, THE COUNTACH ISN'T THE INTIMIDATING ANIMAL THAT YOU MIGHT EXPECT'

Pressing on over smaller roads, the Countach corners flat and the grip levels are phenomenal; Fabio recreates Ferruccio's cigarette trick; founder's memorial plaque in Cento



Most S models had 'only' 353bhp, but some – including this car – kept the earlier-spec, 375bhp powerplant with its high-lift camshafts. Third gear on its own is quite enough for you to achieve ridiculous speeds; you would need far more space than is on offer here to really extend the car in fourth or fifth.

The residents of Cento must be accustomed to seeing Lamborghinis, but the Countach still elicits smiles and waves from people at the roadside. Every time we stop – even if it's just to turn around – kids appear from nowhere and surround us. We park in a *piazza* in the centre of this small town. The square was dedicated to Ferruccio's memory in 2000, and six years later an impressive memorial was put in place. Fabio leads us across the road to have lunch at his uncle's favourite restaurant – a humble-looking place that nonetheless serves great food. Over a generous helping of *antipasti* and *tortellini*, conversation inevitably turns to Ferruccio.

"As a character, he was the complete opposite to Enzo Ferrari," explains Fabio. "He was a very kind man – '*molto gentile*' – and would speak to everyone. People loved working for him. He was a great motivator and treated his employees well. He never changed, even when he made money

– when I think of him now, I mainly remember a farmer in Wellington boots!"

By the time he came to own this Countach, Ferruccio had officially severed ties with his car company. The economic downturn at the beginning of the 1970s hit his businesses hard, and union strife didn't help. Neither did a run of cancellations on orders for Lamborghini tractors, the most serious being the batch of 5000 that had been built for a Bolivian government that was subsequently ousted in a revolution.

The result was that Ferruccio was forced to sell a 51% stake in the car side to Georges-Henri Rossetti in 1972, and two years later René Leimer bought the remaining 49%. Cashflow remained tight throughout the decade, and the new owners – who seldom spent much time at the factory – discovered that the good terms that suppliers had been prepared to give Ferruccio didn't necessarily carry over to them.

Lamborghini went into receivership in 1978, which was possibly the best thing that could have happened. The receiver was a car enthusiast by the name of Alessandro Artese, and he worked tirelessly alongside Giulio Alfieri to secure the company's future. In 1980, the French Mimram brothers – 24-year-old Patrick and 35-year-old





Jean-Claude – took charge. They were able to reinvigorate Lamborghini and put the company on a more stable footing. Even if Countach production was down to a trickle at times, its very existence kept Sant'Agata alive.

By that point, Ferruccio was happily running a vineyard in Umbria and producing his own wine. He later built a golf course on his land. This was clearly a man of fine tastes.

"It wasn't possible for him to do nothing," says Fabio. "He even did the work in his vineyard – he certainly wasn't scared of getting his hands dirty. Ferruccio never asked somebody to do something that he wouldn't do himself."

"He was a major industrial presence in so many different areas – and he had a lot of success. He never really retired. He was always collaborating on something, even on the Bugatti EB110 project with Romano Artioli. He would work in the morning then, in the afternoon, visit other companies to get new ideas. He always wanted to be the first with something new, and travelled all around the world."

And the reason that Fabio thinks so many great car-makers came out of Emilia-Romagna? "This is an agricultural area. Machinery – and the improvement of machinery – is in the culture. If that's the case, and people have that sort of education, you get an area with great mechanics and engineers, and also you get people who have a *passion* for that."

The impression you get is that Ferruccio was a successful businessman, but he was first and foremost an engineer. He liked nothing more than to be on the shop floor talking with the mechanics. He would even test an engine's smoothness by placing one of his ever-present cigarettes on the airbox and checking that it would stay in place while the unit was running.

We take a short walk down the road to pay our respects at the low-key family tomb, then it's time to say goodbye to Fabio and return the Countach to its base in a small town west of Cento. Of course, we take the long route back, finding some twisting sections through which the Countach proves remarkably adept. The level of grip on offer is mind-boggling, and the car remains flat and composed even when cornering hard. This example is still wearing the correct 205/50 VR15s on the front, too – a rarity because they are no longer available.

'THE TIME THAT WALLACE PUT INTO PERFECTING THE HANDLING WAS VERY WELL SPENT'

Above: flat surfaces abound in the cockpit.

Below left: Ferruccio behind the wheel – his wife also used to drive it; turning the car around is not only a major effort, it always attracts an enthusiastic crowd

The brakes were uprated for the S as well. Bigger discs are gripped by four-pot calipers, and the stopping power is truly impressive. Even if the nature of the roads prevents us from making the most of the car's huge performance reserves, its cross-country ability is a revelation. The time that Bob Wallace put in pouring around the Misano circuit to perfect the original's suspension and handling was not wasted. The visual excess – especially of the much later versions, which turned into something approaching a caricature – means that it's easy to overlook its very real capabilities.

Put simply, driving any V12-engined Lamborghini is good for the soul. To experience Ferruccio's own Countach on home turf has been a rare privilege indeed. He was, by all accounts, an exceptional character and his company – even when it was on its knees in the late 1970s – managed to produce one of the most memorable supercars of all time. CLASSIC



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Little & large

Martin Buckley relates the intriguing tale of two automotive siblings that were separated at birth: the Austin A40 Sports and Jensen Interceptor

PHOTOGRAPHY **TONY BAKER**



The fortunes of Austin and Jensen were inextricably linked throughout the '50s in the creation of mutually beneficial models. Jensen needed Austin not only for chassis and running gear to build the image-boost-

ing grand-touring cars that bore its own name, but also relied on it for valuable contracts to make sports car bodywork. From Austin's lofty perspective, Jensen was a perhaps unique combination of local design house and coachbuilder that could be relied upon to project-manage runs of specialist models. That reputation had been built on the raffish Ford- and Nash-engined Jensens of the '30s – cars that attracted the likes of Clark Gable – and the name still had an aura of glamour in the gritty austerity of the early 1950s.

A few early post-war PW saloons had Austin engines, but the relationship was really forged by these cars. The original Jensen Interceptor and the Austin A40 Sports were both shaped by Jensen's Eric Neale, the former Wolseley stylist who joined the firm at Carters Green in 1946.

This big 100mph 4-litre Interceptor, powered by Austin's unlikely yet surprisingly effective Sheerline straight-six engine, begat the smaller A40 Sports, which, on 1.2 litres and 46bhp, was not really very 'sports' at all but a frisky 78mph four-seater tourer with a deceptively large boot.

Richard Jensen showed Leonard Lord the sketches for the Interceptor in the summer of 1949, hoping to secure supplies of Sheerline engines and A70 chassis. Lord agreed but only on the condition that Jensen designed for him (and built) a sports car based on the A40 chassis in time for Earls Court 1950. Still hurt by the increasingly evident failure of the A90 Atlantic – and perhaps jealous of MG's export success – Lord nursed an ambition to build a successful sports car.

As a time-saving ruse, Neale made sure that the two cars shared as many components as possible – both with each other and various Austin models. The doors of the Interceptor, for instance, were just lengthened A40 Sports pressings and the A40 shared its front scuttle with the Devon saloon. And its doorhandles came from the Austin Atlantic.

Five Sports prototypes were built and Lord placed an initial order for 1000 bodies that would be painted and trimmed by Jensen and dropped onto the A40 chassis; three a day were driven from Longbridge to Brierley Hill where the cars were built alongside Jen-Tug lorries. The completed A40 Sports were then driven back to Austin for dispatch to dealers.

Priced at £550, the Sports was ready for October 1950. The car was hardly any lighter than the A40 saloon, but its name was partially justified by the twin SU carbs and 7.2:1 compression ratio, which helped to lop 20 secs from the saloon's snail-like 45 secs 0-60mph time. A few people used them for club rallies and Austin's energetic PR man Alan Hess organised a 21-day, 8000-mile around-the-world promotion through 11 countries. Eric Neale had one as a family car.

The Interceptor, meanwhile, was launched at Earls Court in 1949 and was joined in '51 by a coupé version that was nothing more than the convertible with a glassfibre top attached by six bolts. It outsold the open car two to one.

The chassis was a lengthened A70 frame with

'THE CHILDLIKE SHAPE
EXUDES A NAÏVETY
THAT IS THE ESSENCE
OF EARLY-'50S BRITAIN'



A40 cruises comfortably
at 65-70mph with A70
Somerset diff that owner
Whyley fitted during resto

a dropped centre section and 5in tubular outriggers running between the wheelarches. Jensen welded in floor sections and a central backbone and tied them into the fabricated steel scuttle as well as the rear inner arch pressings to form a rigid and not unreasonably heavy entity to which the Birmabright aluminium body was welded. All but the first few cars had hydraulic Girling drum brakes all round and Jensen replaced the Austin steering box with a Cam Gears type.

The latest 3993cc Sheerline straight-six, with Weslake head and single Stromberg carburettor, gave 130bhp and, more importantly, 212lb ft of torque at 2200rpm on a 6.8:1 compression ratio. Jensen allied this to high gearing – 24mph per 1000rpm – to produce a pleasingly effortless four- or occasionally five-seater 102mph car that should have had an appeal beyond the mere 86 examples that were produced through to 1957.

Which isn't to say that the Interceptor just faded away; later versions had smaller 15in wheels plus vents in the front wings to help cool the brakes and the cabin. There was a De Luxe from '54 with a radio, improved trim and fog/spotlights while the last cars had twin-carb 150bhp units. Few Interceptors were exported, but the two built for American customers (Briggs Cunningham was one) with Chrysler Hemis were an interesting foretaste of Jensen's future.

There were two series of A40 Sports. The first GD2 had the Austin Devon floor-change 'box and ran to July '51 when the GD3 took over with the Somerset's column shift. David Whyley's car is of the later type, featuring various sympathetic enhancements aimed at teasing more urge out of it. With a polished and ported head, balanced crank, lightened flywheel and high-compression



flat-top pistons, we can assume that the Austin goes a little better than a standard Sports.

Despite the silver-grey paint-job, the childlike shape of the A40 Sports exudes a pastel-shaded naïvety that is the essence of early-'50s Britain. Certainly there is an eager, happy feel about this car that cannot fail to make the driver and pretty much everyone else smile as you bowl along in the sunshine on its 16in wires – another of the period-type mods carried out by Austin Counties Car Club historian Whyley, who unearthed this A40 in '95 and embarked on a rebuild in '99.

It is at its best with the hood stowed because it is not the easiest of tops to erect, and it hardly interferes with rearward vision when folded.

As you sit on its flat, shapeless bench seat, manipulating the surprisingly crisp column shift and light steering, this car instantly makes you feel as if you are on holiday, with a throaty MGB-like exhaust note and similar torque, so that you rarely have to change gear. It doesn't wander or wallow but goes unobtrusively about its business and is much more suitable for long trips now that Whyley has fitted a taller A70 Somerset diff.



Sports lives up to its name,
more so with this car's
sympathetically uprated
1200cc 'four'; sporty cabin,
with sprung wheel and lots
of gauges; lovely period
clocks – Leonard Lord's
daughter rallied an A40





Understated cabin features leather upholstery, plus elegant Jensen-badged Jaeger instruments and vintage-style controls on wheel centre. Torquey 4-litre 'six' gives lusty urge



Photos don't quite convey the sheer presence that the Interceptor has in the metal, finished in several immaculate coats of its original Jaguar Tudor Grey. Had Neale been compelled to blend a more traditional radiator into the styling, the car might have been more widely accepted, but the mood of the times had shifted towards the bold, clean lines favoured by the Italians. The Interceptor's full-width shape was inspired by the latest Touring and Farina designs that the Jensen brothers had seen while holidaying in Europe.

If the front is an acquired taste, then the car almost makes up for it with a graceful rear three-quarter view and an air of squat power with the hood up. Derek Chapman's superbly restored drophead is ex-Lord Strathcarron, who was not only a friend of the Jensen brothers – and a great enthusiast of their work his entire life – but also came up with the name Interceptor. After an epic rebuild, the car made its debut at the Classic Motor Show in 2011 and now shares its garage with the P66 Interceptor prototype (C&SC, Nov '06), the last Jensen that Eric Neale designed.

Under the long alligator bonnet, the bay is well filled by the 'six'. The standard-fit engine-heater connector – to keep the water warm for winter start-ups – is a reminder that such vehicles almost always lived in a gentleman's motor house.

It seats three abreast up front, plus two fairly snugly in the rear, and you immediately notice that the left-handed gearchange is tight against your leg and that the steering wheel is huge.

In contrast to the A40, the Interceptor's top can be raised and lowered easily and quickly, and it stows flat in a deep well behind the seats that steals rear legroom rather than boot space. The front seats tip forward diagonally, which is a neat touch, plus the flavour inside is unpretentious and businesslike. It's a proper workspace for the long-distance driver, with a rev counter to the right of the steering wheel, speedo and minor gauges in the centre of the leather-covered dash.

With the hood up, the big wraparound plastic back window means that vision is better than most dropheads of the time, which had letter-box-slot rear screens. Hood down, it must have been one of the nicest, fastest family-sized open cars that you can only describe as effortless.

The in-gear maximums suggest a big gap between second and third, but the long-stroke engine's torque disguises this and just pushes the car forward with an even shrug that feels unremarkable yet whisks you up into the 80s in short order. You can leave it in top from 20mph, occasionally resorting to third for squirting up a hill but ignoring first and second 90% of the time in a 'box that's hefty but accurate with a smooth, floor-hinged clutch. Laycock overdrive was offered as an extra from 1952 for £75 (it was later



Jensen inspired styling of later Austin, but front end of the bigger Interceptor looks less well resolved

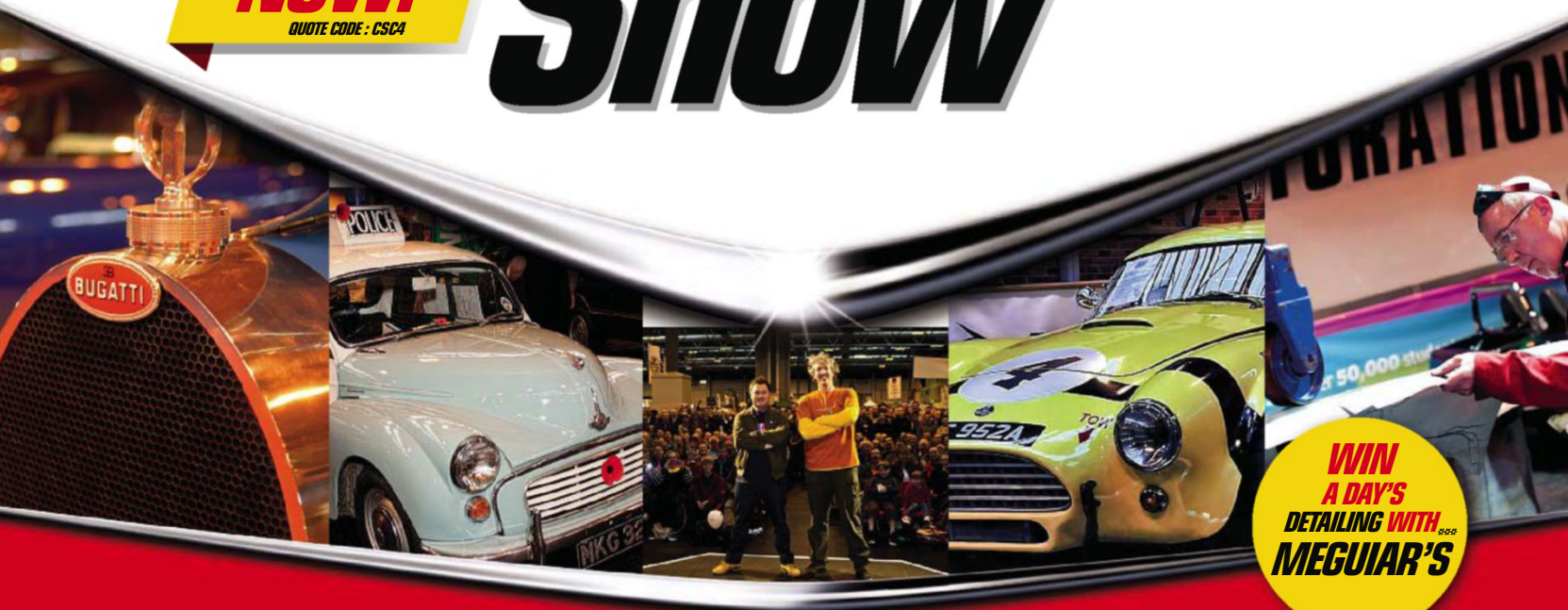


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'WERE IT 60 YEARS AGO,
I'D HAVE MADE SEXIST
OVERTURES TO THEIR
"HIS AND HERS" NATURE'



Clockwise, from above:
famous Flying A motif on
door card; the two were
designed to share tooling
and parts where possible –
Jensen has longer versions
of same door pressing; its
seats neatly fold inwards



standard) and works in conjunction with a shorter axle ratio that lowered the top speed from 102 to 95mph. In other words, direct top was then too low and overdrive top so high (at 28mph per 1000rpm) that peak rpm couldn't be achieved. Overall, though, it doesn't matter because the car will cruise at 85mph showing 3500rpm and has the potential for well over 20mpg.

With fewer than three turns lock-to-lock, the Interceptor conducts itself through corners with firmly sprung, steadily understeering reassurance for the sort of well-upholstered motorists who wanted to drive faster than the average to a business meeting up the A1 and not get any nasty surprises. It is neither sports car nor barge, but an interesting attempt to make a true GT before anyone had really coined the term.

Commercially, the A40 Sports is much more significant. More than 4000 were built by the time production ended in '53 to make way for Austin's in-house-bodied A40 drophead, so this was a hugely important car for Jensen because it gave the firm the financial stability to invest in its future models. In all, 2600 were exported and of

those only 600 went to America so Lord still didn't have his dollar-earning sports car. If you spot an A40 Sports on the road, take a good long look because it will be a while before you see another. Whyley estimates that fewer than 100 survive worldwide, c30 of which are roadworthy.

But why only 86 Interceptors in seven years? It's not hard to fathom. First, it cost four times as much as the A40 Sports at £2257 in 1951. As for those who could afford the big Jensen, too many of them were probably irked by the styling, with its daring straight-through wing line, bulbous flanks and helmet wings that framed a wide, shallow radiator grille and bug-eyed lamps. What looked cute when applied to the A40 seemed too uncompromisingly modern on the bigger car.

But even if Jensen had been overwhelmed with orders for the Interceptor, it is doubtful that it could have fulfilled them. The company was busy building the A40 Sports, its own range of trucks, the Healey 100 (from 1952) and by '53 had hit upon a more successful formula for an Austin 4-litre-engined grand tourer in the form of Neale's graceful glassfibre-bodied 541.

The Interceptor and A40 Sports complement rather than compete with each other and, had I been writing this feature 60 years ago, I would probably have made sexist overtures to the 'his and hers' possibilities of owning one of each. I'd have pictured them on the gravel drive of a post-war five-bedroomed detached just outside Knowle: Doris goes shopping in the A40 Sports, while Derek takes the Interceptor up to London on business. Today, I can only hope that perfect Jensen glamour couple really existed. 

Thanks to Derek Chapman and David Whyley



'This car evokes jeans, crew-cuts and rock 'n' roll, not Pathé News and rationing'

The Chevrolet Corvette is now an automotive icon, but it wasn't always so. As the model marks its 60th birthday, **James Page** samples an early C1 to find out where it all began

PHOTOGRAPHY **JAMES MANN**



Corvette's presence turns Berkshire into a Michigan dirt-road. Right: C1 is packed with stylish details; crossed flags hint at an as-yet unproven race record



Fabulous glassfibre dash
fronted by big white wheel
– passenger-side binnacle
features radio speaker.
Below: triple carbs for
'Blue Flame' straight-six



**'AT THAT TIME, SPORTS
CARS WERE TOO SMALL
A MARKET TO INTEREST
AMERICA'S BIG THREE'**

Europe may have been on its knees in the late 1940s, its infrastructure smashed following six years of war, but it was a very different story in America. The demands of the conflict had created an industrial might that continued to flourish in peacetime. As Britain staggered to its feet and looked for a way to avoid bankruptcy, its ally and nascent superpower across the Pond surged brightly forward on a wave of optimism.

In motoring terms, however, the UK still had plenty to offer. While stationed abroad, many US servicemen had fallen for the charms of the British sports car, and the 'Export or Die' atmosphere that prevailed through to the 1950s meant that models from the likes of MG, Triumph and Jaguar were shipped to the New World, where they inspired an enthusiastic fanbase.

At that time, sports cars had too small a market share to be of much interest to America's Big Three manufacturers – they accounted for only 0.27% of new-car registrations in 1952 – but a number of folk at General Motors wanted to investigate nonetheless. Harley Earl was head of GM's Art and Colour Studio, and a sports car fan – Jaguars, in particular. He found a supporter in chairman Edward N Cole, who wanted to shake off Chevrolet's staid image and produce racier models to give Ford something to think about.

'Project Opel' was therefore given the green light. Earl took care of the styling, but it was down to Robert F McLean to come up with the basic layout and mechanical packaging. Stock

parts had to be used as much as possible, so the 235cu in 'Stovebolt' straight-six was employed.

This adaptation of a pre-war design gave 105bhp as standard, which clearly wasn't going to be enough. Chevrolet's engineers managed to tease out 150bhp with a hotter camshaft, solid lifters, a modified head with 8:1 compression and a new aluminium intake manifold with three Carter carburetors. In this form, the powerplant would be known as the 'Blue Flame'.

The chassis was designed especially for the new car. It featured diagonal bracing for extra strength, and the engine would be mounted considerably lower and further back than in Chevrolet's saloons. Instead of the normal torque tube, Hotchkiss drive was employed – a first for the company – and GM's two-speed Powerglide transmission was fitted. This, as we shall see, would become a bone of contention.

Project EX-122 – as it was known by that time – was becoming an intriguing mix of tried-and-tested components and new techniques. Earl was an acquaintance of Bill Tritt, who ran Californian glassfibre specialist Glasspar, and wanted to produce a Chevrolet constructed in the pioneering material. Two concepts were built at first – a two-seater in the Corvette vein, plus a bigger convertible. Concerns about the strength of the body were dispelled when a test driver rolled the latter and escaped unhurt, with minimal damage to the car. Permission was given to press on with a glassfibre body but, right up to when production started, contingency plans were in place to switch to steel if necessary.



Clockwise, from far left: corners are best left to European sports cars; tailpipes exit through the body; wide track gives squat stance; pinstriped leather within; fake spinners for hubcaps



The Corvette was unveiled at the GM Motorama. This showcase for concepts and prestige models had been based at a single venue since its 1949 inception, but 1953 was the first year that it travelled around America. Millions of enthusiasts stared in wonder at the latest two-seater.

Its styling owed nothing to pre-war thinking. To paraphrase a Riley slogan, Chevrolet may have been as old as the industry but, in styling terms at least, its new Corvette was as modern as the hour. Where the Jaguar XK120 was all lithe flowing lines, curvaceous wings and an upright grille, the Chevy's wide, muscular shape was more alligator than racehorse – especially with those shiny 'teeth' in the grille.

Following that successful launch, the first production version rolled off a tiny six-car line in Flint, Michigan on 30 June 1953. Only 300 were built that year, with options including a Delco self-seeking radio and a hot-water heater. After 15 of the 1954 models had been completed,

Chevrolet switched the Corvette to a specially made line in St Louis, Missouri, where it was soon building up to 50 per day.

Alfie Orkin's featured car was finished there on 20 May 1954. He has owned three Corvettes in his time, plus a 1949 Chevy pick-up, and this example – bought from specialist Tom Falconer of Claremont Corvette – shares garage space with a '67 Sting Ray. Its previous owner was racing-car manufacturer Adrian Reynard.

"I went to Tom," recalls Orkin, "and said, 'No haggling – I'll have it.' He replied, 'Join the queue!' It took me 13 years to restore. Everything needed doing. Things sort of worked, but not 100%. Finding parts is the most difficult job, because almost all of it has to come from the States. Bloomington is good, and Mary-Jo Rohner in California – 'Vette Gal' – is very useful for C1 bits. Sourcing the correct windscreen was a marathon, and in the end I got it remade.

"The car is 99.99% original, down to the bolts.

There's a fuel-pressure regulator and electronic ignition – the engine wasn't running smoothly and I had trouble with the distributor – but that's all hidden. It has the original 6V electrics and no power steering. The headlight bezels warped when they were rechromed, so I found new-old-stock ones, and a guy in the US sorted the radio.

"I didn't rebuild the gearbox, and I had help with the engine, but I did the rest myself. I'm not a professional but it's as good as I can get it. There are a few bits of bodywork that I'm not happy with, but you'd keep going on and on."

Those "bits of bodywork" aren't immediately apparent – this is a fabulous example. Roughly 80% of '54 Corvettes were finished in this shade of Polo White, which was matched to the red interior. The lines are clean with the hood stowed beneath its glassfibre panel – Orkin reports that it's "like an old pram" and can take 30 minutes to put away – with neat touches including the tail-lights within the 'rocket' fins and exhausts exiting via the rear valance.

The Motorama car had external handles that were subsequently deleted, so instead you reach inside for the door release. The cockpit is spacious, with a wide but low transmission tunnel dominating the central section. There is plenty of legroom and your feet rest quite high, while the seats are neatly positioned in recesses cut out of the rear deck.

You might expect the gearlever to be column-mounted, but instead it's on the floor. Orkin recommends starting in 'Low' before manually moving into 'Drive', rather than simply pulling away in the latter, and we head off into the Berkshire countryside.

The owner has already been admirably honest about the car's driving characteristics: "It's completely different to my '67. Everything's dreadful in comparison – especially the steering and brakes." What becomes immediately apparent is that this is no sports car. As you would expect in an early 1950s vehicle, the steering wheel is big and rests pretty much in your lap. While it provides relatively light steering at low speeds, it leaves you with very little idea of what's going on at the front wheels. When travelling in a straight line, you can turn it quite a long way without anything happening.

The Corvette was fitted with a thicker front anti-roll bar and the coil springs at that end were lifted directly from Chevy's saloon models, even if the decrease in sprung weight made them, in effect, stiffer. Not that you'd notice – the ride is quite comfortable, yet the amount of body roll that you encounter when attempting a corner is somewhat alarming. The engine tries manfully to push you along, but it is hamstrung by that two-speed transmission. In period, patient road-testers noted that low range could be held up to 68mph (5500rpm), with automatic changes occurring at 58mph under full throttle.

It doesn't take long to realise that you do not hustle an early Corvette. Instead, relax your grip on the wheel, ease off with your right foot and place your left elbow on the perfectly positioned door top, taking the time to look at the brightly painted dashboard and various knobs that look like small pool balls. This is a car that evokes jeans and a crew-cut, 'Glorious Technicolor' and rock 'n' roll, not *Pathé News*, rationing and *How Much Is That Doggy In The Window?*

It's all the better for it, too. Few cars draw such a uniformly positive and enthusiastic reaction

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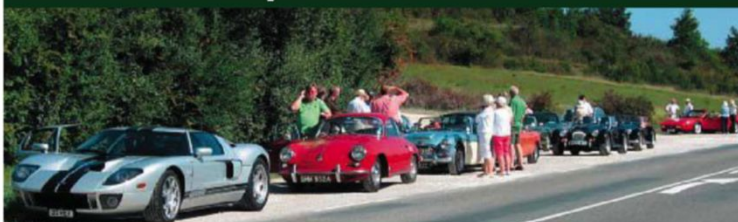


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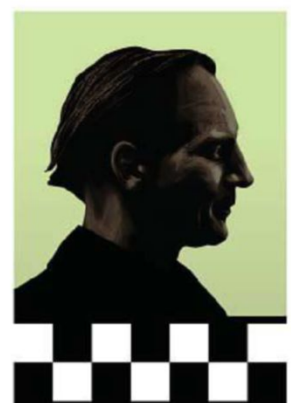
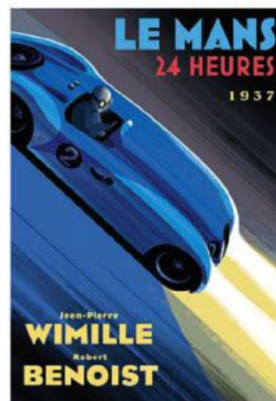


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'FEW CARS CAN MAKE
YOU FEEL LIKE A FILM
STAR WHEN YOU'RE
TRUNDLING UP THE A34'



Gappy panel fit was a feature of the early cars, as GM engineers got used to newfangled glassfibre

from other road-users; even fewer have the ability to make you feel like a film star when you're trundling along the A34 near Newbury.

At the time that this car was built, however, the Corvette's future was by no means certain and a number of examples remained unsold at the end of the year. One problem was that the 'Vette fell between two stools – it wasn't comfortable or practical enough to be a 'cruiser', and it wasn't fast enough to be a sports car.

GM also managed to keep the car out of the hands of those who most wanted one. Rather than satisfying customer demand, it sent part of the meagre early production to celebrities and VIPs in a bid to garner publicity. Most soon tired of the Corvette's faults, and the word of mouth wasn't quite as positive as Chevrolet intended. The glassfibre body, for example, had to be made from 46 sections and was prone to leaking.

Press coverage didn't help. *Road & Track* had looked forward to the new model, but opened its road test with: 'Is it really a sports car?' No, seemed to be the answer, more 'an effete high-speed touring type'. And the transmission? 'It will convert a lot of people to sports cars, who have no desire to develop driving skill.'

There were some brighter points, however: 'There is a feeling of firmness about the car... The Corvette corners flat like a genuine sports car should.' Hmm...

Maurice Olley was the British-born head of Chevrolet's R&D department. An ex-Rolls-Royce man, he moved to answer some of the criticism: "The typical sports car enthusiast... is

an imaginary quantity. Also, as the sports car appeals to a wider and wider section of the public, the centre of gravity of this theoretical individual is shifting from the austerity of the pioneer towards the luxury of modern ideas. There is no need to apologise for the performance of this car with automatic transmission...

"We are aware of a preference in some quarters for rack-and-pinion steering on cars of this type. However, this involves a steering ratio of 9 or 10 to 1. We regard this as too fast, even for a sports car." Not a man, you feel, who would have seen eye to eye with Colin Chapman.

Three things saved the Corvette: the impetus provided by the launch of the Ford Thunderbird; the new 265cu in small-block V8 that was fitted from 1955; and Zora Arkus-Duntov. The engineer/racer was dismayed by the C1's dynamics – "The front end oversteered, the rear end understeered" – and immediately set to work.

The result was the '56 Corvette with an all-new body, re-engineered chassis, 225bhp V8 and – saints be praised! – three-speed manual 'box. The tide of indifferent publicity began to turn and Dr Richard Thompson won the '56 SCCA C-Production class, confirming the car's growing reputation as a racer. It may have rushed the Corvette to market and done its development in public, but after three years GM was finally on the right track, providing some substance to go with the early cars' undoubted style.

Thanks to David Rushbrooke, Classic Corvette Club UK: www.corvetteclub.org.uk

CHEVROLET CORVETTE

Sold/number built 1954/3640

Construction steel chassis, glassfibre body

Engine all-iron, overhead-valve 3861cc straight-six, triple Carter carburettors

Max power 150bhp @ 4200rpm

Max torque 223lb ft @ 2400rpm

Transmission Powerglide two-speed automatic, driving rear wheels

Suspension: front independent by wishbones, coil springs, anti-roll bar **rear** live axle, semi-elliptic leaf springs; telescopic dampers f/r

Steering worm and sector **Brakes** drums

Length 13ft 11in (4242mm)

Width 6ft (1829mm)

Height 4ft 4in (1323mm)

Wheelbase 8ft 6in (2591mm)

Weight 2890lb (1310kg)

0-60mph 11 secs

Top speed 107mph **Mpg** 18

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“IT WOULD CERTAINLY HAVE CHALLENGED THE LIKES OF TVR AND MARCOS”

The stillborn T11 offered a tantalising glimpse into Gilbern's future. **James Elliott** drives it and meets the man who brought it to life

PHOTOGRAPHY **MALCOLM GRIFFITHS**





People often talk about cars having a difficult gestation, how delays between concept and production relegated them from ahead of the game to well behind it before they even hit the showrooms. The thing is, people are usually talking about an 18-month or two-year hold-up.

Kids' stuff; here's a car that took a mere 40 years to come to fruition yet still looks space-age on modern roads. The unlikely builder was Gilbern, the Welsh company committed to Ford power and glassfibre shells that, if you squint a lot, might be mistaken for an Alfa.

That something so sleek, low and, well, pointy might come out of Pontypridd is hard to believe. Perhaps that's why it didn't. The credit for building this car must go to one man just as much as it does Gilbern. He is Gordon Johnston, a Kent born-and-bred mechanic with a penchant for Volkswagens and hot rods.

You may have spotted this car in our *Lost & found* section in July 2007, and that was about when the trouble really began. If you thought it had a testing time in the Gilbern days, its more recent history is a catalogue of Kafka-esque woe.

But let's start at the beginning, with the origins of Gilbern. Spawned from a one-off glassfibre special that was cooked up by butcher Giles Smith and German ex-PoW Bernard Friese, it was founded in 1959. The title came from combining parts of their Christian names, and the firm had its first GT based around Austin A35 mechanicals and a Coventry Climax engine ready for road test by May 1960.

Never a 'kit' car *per se* (all of the components were supplied), about one a month was built in the early years and the moniker changed to GT1800 following the adoption of B-series power. The Gilbern proved popular and production was soon up to one car a week.

The introduction of the Genie in 1966 propelled the firm into upmarket GT territory thanks to a Ford V6 engine, but Smith and Friese were struggling financially. Roger Collings' ACE group – which made its money in the one-armed-bandit boom – came to the rescue in 1968. The subsequent cash injection boosted staff levels, but Gilbern continued to make losses even after the launch of the Invader.

The death knell was sounded when the tax break for component cars was withdrawn and the Welsh concern found itself competing on price with the likes of Jaguar. In 1972, Collings sold the company for £1 to the MD he had installed, Michael Leather, but the receivers were called in a year later. Gilbern spluttered to a halt in 1974 and was properly dead by 1980, having built around 1000 cars.

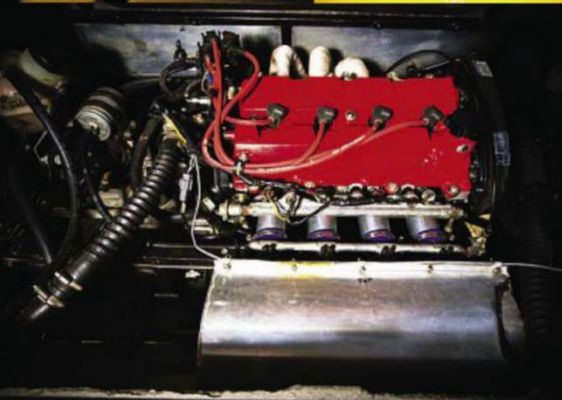
Long before then, however – and like most small manufacturers living hand to mouth – Gilbern had flirted with the radical, a car that would put it on the map and change its fortunes. The proposed T11 couldn't have been more different from its standard fare. It was a bass-low two-seater powered by a transversely mounted Austin Maxi engine – the all-alloy BL 'six' that Gilbern had wanted having failed to materialise in the UK market – and was destined for display at Geneva in 1971. The superb Gilbern Owners'



'JOHNSTON OPTED TO KEEP THE CAR ON THE ROAD BY FITTING A TOYOTA MR2 ENGINE'



Left, from top: Wolfrace alloys; Johnston installed slots because windows don't open otherwise. Below: Toyota MR2 engine thrives on revs and offers impressive performance



Above: incomplete T11 was stored outside. Johnston (right) found the car in Dorset after reading about it in the club magazine



Club records show that one prototype was built and tested at Castle Combe, but the project stalled and the T11 forever remained a curious 'what might have been'.

Well, thanks to Johnston's efforts, not quite for ever. Having bought the body, chassis and a few other bits such as the narrow, custom-made seats in 2000, Johnston set about finishing the car and making it roadworthy.

"I had an Invader and it had come with a pile of old Owners' Club magazines," he explains. "I was leafing through them, saw the T11 and instantly knew I had to have it. It was just a pile of bits under a tarpaulin down in Dorset with someone who had owned it for around 12 years, so I offered him £1000."

The project wasn't without its challenges, but in 2009 the Gilbern T11, complete with its Downton-tuned 1500cc engine, hit the road in time for the huge national meeting to mark 50 years since the foundation of the marque.

The joy was shortlived, however: "In May 2011, I went to overtake a lorry, but it pulled out and crushed the car against the barrier; it didn't even stop. At first the damage didn't look too bad, but the driveshafts had been pushed in and destroyed the gearbox."

You'd think that might not be a problem, but early cable-change Maxi units are extremely rare, so much so that those with spares don't dare part with them. When all attempts to source a new unit failed, Johnston was left with a stark choice and opted to keep the car on the road by installing a 1998cc engine and five-speed 'box out of a Toyota MR2. "I picked the MR2 simply because of availability, reliability and because the orientation is correct."

The T11 now boasts a healthy 200bhp against its 875kg weight and revs to 7500rpm. It makes you thankful that Johnston's piecemeal contruction didn't cut corners on the oily bits. His T11 has fully rose-jointed wishbone suspension, Triumph GT6 discs all round (with Gordini Turbo calipers) plus plenty more mod cons.

And all shrouded in a breathtaking body. The design is credited to the prolific Trevor Fiore, and while that rear shape is unmistakably from the same hand that drew that Monteverdi Hai and Alpine A310, today Fiore distances himself from it. There are pictures of Fiore and loyal

sidekick Jimmy English working on a clay, but the designer is keen to highlight the differences between that and the finished car.

Fiore never visited the factory and eventually fell out dramatically with Roger Collings: "I don't remember if I contacted them and asked if they wanted me to improve the looks of their cars because I didn't like them at the time."

"We were living in Alicante and were persuaded to move to South Wales to find that there simply weren't the resources we were promised. As a result it was really boded up and never went any further than that picture of Jimmy and I working on the model."

"It all went wrong because, like most self-made men, Roger had a way that things had to be done. He thought he was saving money, but it ended up costing far more."

As for the car, he says: "There is a resemblance, but it's not my design. Someone at Gilbern has obviously made a decent fist of finishing it off after I, shall we say, 'exited' the project and handed over the model, but I wouldn't consider this car as a Fiore. The roofline is far too flat and the concave aspect of the bonnet isn't something we would have done."

"The wheelbase has clearly been lengthened as well and the rear line lowered so it throws it off-balance. We would also have put the rear lights [Morris 1800 Mk1 items] above that crease to reduce the blank space. One of the nicest details was meant to be the side scoops, which form part of a structural rollbar. They were to abut the windows and be stainless steel, but that hasn't happened. We did also plan a louvred rear window like the Lamborghini Miura, but it was to be full-width and not framed as it is."

Or rather, as it isn't any more. A louvred Perspex rear screen was in place, but was initially destroyed in the 2011 crash. Johnston painstakingly replicated it, but then it shattered again over speed humps near Crystal Palace. His temporary solution is a plywood item with a strange but necessary scoop at the top: "The problem is, the radiator is hemmed in at the back of the car and, despite the side scoops, doesn't get any airflow at all, so this feeds it nicely."

Inside, there is definitely a home-built feel to the T11, but that is because it was entirely Johnston's invention, there being no drawings or



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Below: plywood rear screen replaced Perspex item but doesn't do much for visibility – note Morris 1800 tail-lights; Jimmy English working on the original clay model



parts to work with. The flock-covered plywood dashboard was built from scratch and is stocked with Smith dials *à la* Genie/Invader.

Once you have negotiated your way in, snug doesn't begin to describe it; even a person of 5ft 7in (at a push) will find themselves scraping the headlining. The floor-mounted seats are supportive, though, and it is easy to feel relatively comfortable, the small sports wheel and shallow dash adding to the cockpit space.

Naturally, after the fuel pump has whirled away for a few seconds, the engine note is all Toyota and not at all Maxi, but coming to terms with that is the least of your issues because few cars demand more focus. Riding on 185/60 R14 Pirelli P600s and period-perfect Wolfrace wheels, the ride is hard and you feel every bump, while the twitchy steering can be unnerving on country lanes. The 40:60 weight distribution means that concentration is vital, not least due to a sticky, unresponsive throttle pedal.

Oh, and the pedals are hugely offset to the left with the clutch pretty much behind the centre console, and the steering is overly heavy at manoeuvring speeds. Plus that panel means near-zero rear visibility (not that the driver is ever afforded the luxury of glimpsing in the mirror), while the non-opening windows (due to the curvature) mean that the insufficient eyeball vents can't keep the Gilbern at any heat that won't cause severe weight loss.

There is no question that the Gilbern T11, as it stands, is a difficult car to drive – even its owner agrees – but at the same time it is utterly thrilling and extremely rapid. As you punch through the

gears and revel in the twin-cam's revvy progress, you can't help wishing you were on a flat track so you could really exploit its potential and balance.

That Johnston is likely to cover more than 3000 miles in the T11 this year is testament to his determination and indefatigability. But then, having seen what's he's been through to bring this prototype to life, we knew that already.

There's a phrase that modern-car journalists use as a veiled insult: 'It will be marvellous when it's finished.' You could apply that to the T11, but as a statement of fact rather than an affront. As long as he has the car, Johnston – who has already sunk £30,000 into the project – admits it will never be finished and a further lifetime of fettling and improvement lies ahead.

After the trauma of the past decade you can understand what he means. So many times he got this project to 'sign-off' and then went back to square one, but also it is because he will never quite be satisfied: "The problem with finishing off something that no one else did, is that it is open-ended. If you are restoring a car to original, there are very clear boundaries of what it should be, but this just goes on. And on. I've got 100,000 hours logged so far – including 80,000 to do it the first time around – and it's still going on. God knows if it will ever be finished."

There must be a few regrets then? "Oh no, not one. Something that never existed needed to be made. I'm not sure that the T11 would have been Gilbern's salvation, but it certainly would have challenged the likes of Marcos and TVR and, if it had been developed properly, who knows? I'll tell you when it's done!" 

'THE GILBERN IS
DIFFICULT TO DRIVE,
BUT IT IS RAPID AND
UTTERLY THRILLING'



The Thunderbird from Halewood

Ford's Corsair was more than a Cortina in fancy clothes, says **Andrew Roberts** as he recalls the Blue Oval's attempt to bring chic to suburbia

PHOTOGRAPHY **TONY BAKER**







'THE CORSAIR GT CONVEYS OVERTONES OF CRUISING ALONG ROUTE 66'

There are some British saloons of the 1950s and '60s that achieve heights of stylistic excellence yet all too often go unnoticed, such as the Morris 1100 or the Vauxhall Cresta PB. Then there are those cars that revel in bringing a touch of *soignée* glamour to the grey world of Home Counties suburbia – the Austin A90 Atlantic or the Standard Vanguard Sportsman. But the Ford Corsair is one of the few cars to have achieved both goals, and on the eve of its 50th birthday every detail of its design – from the slightly domed roof and the vertical tail-lamps to the Thunderbird-inspired nose – served to create an ethos of modest but authentic-seeming glamour. And, to the motorists of 1963, Ford successfully managed to create an identity for the Corsair that was quite separate from that of the Cortina.

The Corsair's origins date back to the early 1960s, when the Planning Department at Dagenham needed a replacement for its current 'D-class' – the £721-850 family saloon – model, the Consul-Classic. Too many Austin A60 and FB Victor drivers, however, remained unconvinced by the Consul-Classic's genuine advantages of a vast boot and quad headlamps, on the grounds that the Ford's quasi-Detroit coachwork was about as subtle as a Warren Street car-dealer's checked sports jacket.

The advent of the Cortina in 1962 further reduced the Classic's profit margin, but Ford still believed that there was a demand for a saloon with a comparatively upmarket image but without the Zephyr's bulk.

The logical solution for the Classic's replacement was, as Ford chairman Sir Terence Beckett put it, "an extension of the Cortina formula". Costs for 'Project Buccaneer' were deliberately kept low by using the Cortina Super's Kent engine and a lengthened version of its floorpan,

yet the eventual Ford Consul-Corsair did not bear a marked resemblance to its cheaper stable-mate. This in itself is testament to its stylists for, despite the Corsair being fitted with Cortina door frames and windows, that distinctive front end helped to give the new Ford a sense of chic.

The Corsair was to be the first model manufactured at Ford's new Halewood plant, and when it was launched in October 1963 Jim Clark poured champagne over the first example to roll off the production line. As with the Cortina, the





Above: GT offers willing performance; rev counter is hidden low on centre console. Below left: cabin ergonomics are somewhat lacking but it's well appointed; 1499cc Kent engine gained Weber carb

Corsair was available as either a two- or four-door saloon, most of the former being exported in standard, Deluxe or GT trim. The oldest car of our quartet is Kirk Deighton's 1965 GT, in incredibly rare British-market two-door form, with only a shield on the rear wings to hint at the performance package that lies within.

Ford's publicity made a major play of the servo brakes, high-lift camshaft and remote gear-change (the standard and Deluxe came with an awkward 'four on the column' with a floor lever as an extra), but the real reasons for spending an extra £67 over a two-door version of the Cortina GT were refinement and, that word again, style.

The Corsair range boasted double-skinned steel construction and better sound-deadening, as befitting a car aimed at the nation's area managers, and while the Cortina GT is undeniably handsome the Corsair GT conveys definite overtones of cruising along Route 66. 'A car specially designed to match the pace of modern living,' claimed Ford in terms that need the golden voice of Patrick Allen to do them justice.

In the years between Capris, a Corsair GT was the nearest that Dagenham came to providing a sporting coupé that could plausibly rival the Sunbeam Rapier, the two-door saloon's thick C-pillars giving the body the appearance of a Detroit hard-top. Inside, the cabin is a riot of anti-ergonomics but anyone who complains that the instruments are unreadable, especially the

knee-level rev counter, is missing the point. The Corsair GT has all of the Cortina's advantages – the sweet note of the Kent engine and the excellent gearchange – together with a verve that was lacking in cars costing twice as much.

The Corsair lost its Consul prefix at the end of 1964 – as did the Cortina – and gained Aero-flow ventilation the following year, together with 'V-power'. In 1965, boasting about having a company car with a "V-engine" was as common as bragging about your transport's "drag coefficient" was some 15 years later.

When the Corsair's 1.5-litre engine was replaced by the 60° 1.7-litre V4 from the new Transit, Ford claimed that its D-class offering was now, 'The car that is seen but not heard,' although some cynical motorists were heard to mutter that it was, "The junior executive car that sounds like a van."

In late 1966, the Corsair was also offered with a twin-carb 2-litre version of the V4, in part to counter complaints that the 1699cc engine offered few advantages over the Kent unit.

The next car in our group is Johnny Hall's 2000GT Estate. This was the result of Ford commissioning Abbotts of Farnham to make a station-wagon conversion of the Corsair. The fact that in 1966, the year of *Revolver*, you could still buy a coachbuilt version of a popular medium-large estate car makes that era seem impossibly remote, a time when the National



Clockwise, from left: distinctive front end was unchanged for the estate; carpeted load bay; profile shows off Abbotts' clean lines; 2-litre V4 engine can be harsh at high speed



Anthem was still played at the end of cinema bills. As conversions go, the Corsair Estate can be judged an unalloyed success, lacking the awkwardness of the Rover P6 Estoura or indeed Abbotts' own Zodiac MkIV estate, with a roof-line and rear doors that seem perfectly integrated into the lines of the Corsair saloon.

Upon opening the glassfibre tailgate, a world of luxury is revealed to you – a vista of carpeted load bay and front bucket seats upholstered in 'soft, hard-wearing vinyl'. You can almost envisage the local Ford dealer rehearsing these words for the moment when he is faced with the awkward question of: "How much more space does the Corsair offer than that new Cortina Mk2 Super estate over there?"

The Corsair's 2-litre engine was one major selling point – the Cortina Mk2 was never available with V4 power – but it was the bodywork that elevated the Corsair from salesman's workhorse to appropriate transport for the car park at the gymkhana. The Morris Oxford Traveller, Singer Vogue Estate and Vauxhall Victor 101 Estate were all viable factory-built alternatives but none had the cachet of being either coach-built or having the sporting-gentleman image of the GT. Neither, subjective though these matters are, were they nearly as handsome.

The second rather special Corsair to make its debut in 1966 was courtesy of Crayford, which created one of the most elegant soft-top conversions of the decade. The firm had made a handful of 1500GT convertibles but the 2-litre V4 engine was more suited to powering its models – a separate perimeter chassis was installed to ensure that body strength was maintained.

Crayford offered the Corsair in two forms: the Convertible and the far more exclusive Cabriolet, built under licence in West Germany by Karl Deutsch of Cologne. According to publicity, 'Each luxury Cabriolet is individually commissioned to meet the personal requirements of the owner', but only 19 examples were built

compared with 199 Convertibles. The Cabriolet was designed so that the hood and its frame would fold into a recess around a smaller rear seat, making it a 2+2 rather than the Convertible's five-seater tourer.

Robert Shand's featured Cabriolet is, on the face of it, a Corsair that cost as much as a Jaguar Mk2 when new, and had a back seat suitable only for tolerant children. Those 19 customers, however, were buying a car that looked sublime. The conversion is so well executed that it highlights the Corsair's lithe profile, tempting anyone who has just seen Albert Finney and Audrey Hepburn in *Two For The Road* to immediately put down a deposit on a gold Cabriolet.

Compared to the Mercedes 230SL in that classic road film, the Corsair may lack effortless grace – when stretched, the V4 engine does sound rather like a delivery van on the M1 – but it is a rare example of an exotic machine that can be serviced by a home mechanic. The detailing, from the fully lined hood to the rear deck, is exquisite. And besides, a Cabriolet Deluxe or GT would make the neighbours think that you were the new Simon Dee. Or at least the sort of chap who had met Alan Freeman.

For Corsair enthusiasts who needed to display their promotion to their fellow Rotarians, meanwhile, but who still needed four doors, there could be only one choice of Ford. March 1967 marked the launch of the 2000E, the car that did



Above: neat reflectors on doors; spacious rear seats.

Right, from top: hotter camshaft and close-ratio gearbox give sprightly performance; 2000E cabin features luxuries such as an MW/LW radio



From above: Cabriolet retained 2000 badging; hood stows behind the smaller but usable rear seats; wood veneer for the dashboard; the lines are beautifully clean with the soft-top tucked away

'THE CONVERSION IS SO WELL EXECUTED THAT IT FURTHER HIGHLIGHTS THE CAR'S LITHE PROFILE'





not so much whisper "I've arrived" in the fashion of the Rover P6 or Triumph 2000, but bellow "I've arrived and need to prove it!" in the manner of Max Bygraves at maximum decibels.

'When you get into this car you'll see at once that nobody tried to save a few shillings here and there by leaving out this or that,' promised the brochure. At a price that undercut the Rover 2000 by more than £200, the new executive-class Corsair came with cut-pile carpeting, a clock, radial-ply tyres, a vinyl roof, a cigar lighter, a wood-veneer dashboard and, very unusually for 1967, a Medium Wave/Long Wave radio.

In order to appeal to the former MGB GT owner with family responsibilities, the 2000E was fitted with a twin-choke Weber in place of the Zenith carburettor of the early V4 2-litre. Together with a higher-lift camshaft it gave enhanced performance, and the same excellent close-ratio gearbox as used on the Cortina II Lotus meant that this was a Corsair with genuine press-on potential. The standard equipment list was indeed lavish for the price, and as for the wheel trims, what was the point of owning a 2000E unless everyone was aware of your enhanced social status?

As with the estate and the 1500GT, the presence of an equivalent Cortina does call into question the 2000E's *raison d'être* – the 1600E, launched in October 1967, offered much the same level of performance for £40 less. But the Corsair's appeal was completely different to that of the 1600E, for even 46 years after its debut, our late-model test car still exudes complete and utter decadence. The combination of chrome, roof covering and metallic paint serve to celebrate 1960s chintz at its zenith. From a 2013 perspective, Mike Roberts' 2000E seems remarkably narrow, the Corsair reminding you of the sheer bulk of the average 21st-century family car, but it retains an air of consequence.

Corsair production transferred to Dagenham



in 1969 prior to it being replaced by the Cortina Mk3 in late 1970, and the days when virtually every suburban street had to have a 2000E in faded red metallic have long vanished. To understand the discreet charm of the Corsair, perhaps it is necessary to contrast it with its nearest BMC rival, the Austin 1800. The Landcrab was technically advanced, incredibly capacious but to a 1964 driver offered an interior that was as luxurious as a YMCA in the Brecon Beacons.

The Corsair had no pretensions towards mechanical sophistication, but presented customers with coachwork and a cabin that appealed to their aspirations rather than to their inner masochist. My favourite, therefore, has to be the 2000E – a chrome-encrusted reminder of a world when a dipping rear-view mirror was seen as a luxury feature.

FORD CORSAIR 1500GT

Sold/number built 1963-'65/21,857 (331,095 in total)

Construction steel monocoque

Engine all-iron, overhead-valve 1499cc 'four', Weber 28/36 DCD16/18 twin-choke carburettor

Max power 78bhp @ 5200rpm

Max torque 91lb ft @ 3600rpm

Transmission four-speed manual, driving rear wheels

Suspension: front independent, by MacPherson struts, anti-roll bar

rear live axle, semi-elliptic leaf springs, telescopic dampers

Steering Burman recirculating ball

Brakes 9 $\frac{1}{2}$ in (241mm) discs front, 8in (203mm) drums rear, with servo

Length 14ft 8 $\frac{3}{4}$ in (4489mm)



Width 4ft 10in (1473mm)

Height 5ft 6in (1676mm)

Wheelbase 8ft 5in (2565mm)

Weight 2033lb (922kg)

0-60mph 12.8 secs

Top speed 92mph **Mpg** 26

Price new £816 3s 9d **Price now** £5000

CORSAIR 2000GT ESTATE

Where different to 1500GT

Sold/number built 1965-'69/940

Engine all-iron, overhead-valve 1996cc V4, Zenith 36IV carburettor

Max power 88bhp @ 4750rpm

Max torque 117lb ft @ 3600rpm

Weight 2315lb (1050kg)

0-60mph 14.7 secs

Top speed 91mph

Mpg 22.4

Price new £1149 5s 5d **Price now** £7500

CORSAIR CABRIOLET

Where different to 2000GT estate

Sold/number built 1966/19

Weight 1953lb (886kg)

Price new £1500 **Price now** £10,000

CORSAIR 2000E

Where different to 2000GT estate

Sold/number built 1967-'70/31,566 (saloons)

Engine Weber 32DIF4 twin-choke carburettor

Max power 97bhp @ 5000rpm

Max torque 113lb ft @ 3600rpm

Weight 2363lb (1072kg)

0-60mph 11.4 secs

Top speed 98mph **Mpg** 24.8

Price new £1107 18s 4d **Price now** £7500

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1955 MERCEDES-BENZ 300SL GULLWING
CHASSIS NO. 198.040.5500634, ENGINE NO. 198.980.5500687,
BODY NO. 198.040.5500613

This exquisitely restored 1955 Mercedes-Benz 300SL Gullwing was bought new in Southern California at Mercedes-Benz of Hollywood. It is equipped with all matching numbers (engine, chassis, body, transmission, rear end, front axles) and its original three-piece belly pans. All materials used in the restoration are as they were when the car was new. All wheels are date coded with the "6/55" and "7/55" stamps confirming all five wheels are original to this car. Amazingly original car with an amazing history. Chassis No. 5500634 has not been offered for sale in 53 years and will be a welcome addition to the most discerning collector.



1955 TALBOT-LAGO T26 GRAND SPORT

Only 19 T26 Grand Sports were built on chassis identical to that of the winning Grand Prix/LeMans racers. The powerful 4.5 Liter Six was slightly detuned to 210hp at 4,500rpm and the gorgeous passenger car body added some weight, but underneath, it's the same world-class car. In the '50s, the Grand Sport's performance, 0 to 60 in 12 seconds, and a top speed of 125mph, made it one of the quickest and fastest of all passenger cars. Each Grand Sport is different in detail, but all share the distinctive new envelope body. In the early-'50s, this was very modern in design, clean and aerodynamic. It's comparable to contemporary Ferrari and Aston Martin models, and evocative of the landmark BMW 507. The T26 Grand Sport on offer, #111017, is one of the best known and documented in the world. Professionally refreshed in the autumn of 2013 and is as immaculate and correct as a Grand Sport can be. As proof of the robust and reliable nature of the T26 chassis, this car successfully completed five Colorado Grand and two Copperstate 1000 rallies without any issues.

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1932 ROLLS-ROYCE PHANTOM II KELLNER SALAMANCA
CHASSIS NO. 78 JS, ENGINE NO. JB 35

This magnificent car is a happy marriage of one of the most desirable chassis of its day with the striking coachwork of one of France's most respected body builders, Kellner. Previously owned by J.B. Nethercutt of the Nethercutt Collection in San Sylmar, CA in the 1950s where it was on display until 1965 when it was sold to Bill Harrah of the Harrah's Collection in Reno, NV. It was later re-purchased by J.B. Nethercutt in 1984 during the liquidation auction of the Harrah's Auto Collection. Featured in *The Nethercutt Collection: The Cars of San Sylmar* by Dennis Adler, *Coachwork on Rolls-Royce 1906-1939* by Lawrence Dalton, and *The Rolls-Royce Centennial* by Dennis Adler. It was restored by one of California's premier facilities, Mike Fennell Restorations in 2011.



1929 ROLLS-ROYCE SPRINGFIELD PHANTOM I BREWSTER ASCOT PHAETON
CHASSIS NO. S308LR, ENGINE NO. 21089, BUILD NO. B7169

This one-off example was delivered new to a Mr. G.M. Church of Pasadena, CA on October 10th, 1929. Owned for many years by Mr. Lester Braunstein of Beverly Hills, CA. This car is featured in John Webb de Campi's book "Rolls-Royce in America." Pictured in the book is a factory photo, a picture taken circa 1950s and a picture in the 1970s with former owner Lester Braunstein. This Ascot is clearly one of the most desirable American made Rolls-Royces created and this car the most unique of them all. Of the 21 Ascot Phaetons built this example is the only Ascot with roll up windows, the adaption performed by the renowned Murphy coachworks of Pasadena, CA. This original chassis, body and engine example was the subject of an extensive restoration spanning years, this car has been the recipient of numerous awards, trophies and honors.

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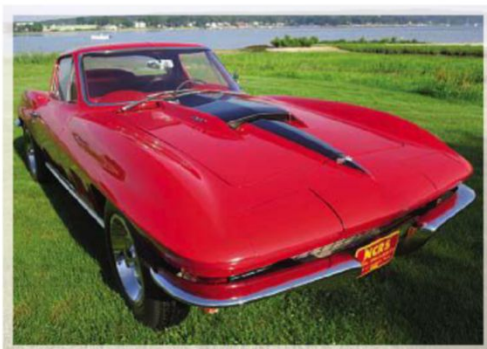
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1967 CHEVROLET CORVETTE L88 2 DOOR COUPE

Extremely rare, one of 20 manufactured. This is the only known 1967 red/red L88 produced, it has GM Documentation. 427 HD V8, intentionally under-rated by GM at 430hp, as delivered they dyno-tested at 560hp, M22 4-speed, J56 heavy duty brakes, J50 power brakes, F41 suspension, K66 transistor ignition, G81 4.56 posi-traction and shoulder harness. This is the only 1967 L88 to have attained the ultimate award for Corvette restoration or preservation, the NCRS Duntov Mark of Excellence Award.



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1929 DUESENBERG SJ LEBARON "SWEEP PANEL" DUAL COWL PHAETON
CHASSIS NO. 2158, ENGINE NO. SJ-292

This beautifully restored supercharged example was originally owned by playboy and race car driver Mr. Martin Alzaga Unzué. He participated in numerous competitions including the Indianapolis 500. This design, by Ralph Roberts of Lebaron, featured an inset panel which began at the radiator cap, broadened toward the cowl and swept into the door to terminate in a reverse curve. This demarcation line was often used for two-toning. It was the first of the Phaetons to be offered on the SJ and was one of two designs selected from several submitted by Lebaron in 1928. This was one of 24 Duesenbergs ever to be supercharged at birth.



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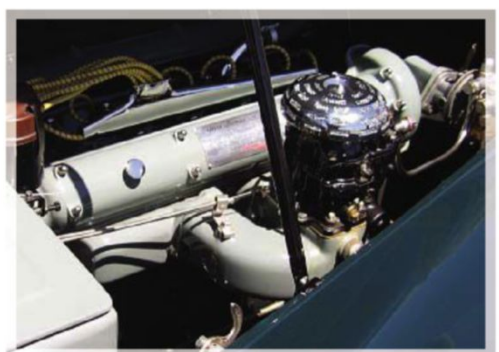
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1939 ALFA ROMEO 6C 2500 SPORT TOURING BERLINETTA
CHASSIS NO. 915030

One of 13 similar examples built by Carrozzeria Touring of Milan between 1930 and 1940. So intensive is the body-off restoration that the chassis was completely disassembled and every piece was refurbished to concours quality. The results of the restoration were recognized by a Second in Class Award, as well as the Most Elegant Closed Car Award at the 1998 Pebble Beach Concours d'Elegance. At the 2004 Ironstone Concours and the 2004 Kirkland Concours, it was again awarded the Most Elegant Closed Car. Finally, at the 2012 Quail Motorsports Gathering, it garnered Best Pre-War Alfa Romeo, a testament to the elegant Touring lines, as well as to the quality of craftsmanship employed in the restoration. This Alfa Romeo was awarded Best of Show at the 2012 Danville Concours d'Elegance.



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1954 PLYMOUTH BELMONT CONCEPT CAR

This beautifully designed concept car was designed by Chrysler Corp., under the direction of Virgil Exner, for the 1954 Chicago Auto Show and New York Autorama Show. In most recent years it was shown at the Pebble Beach Concours d'Elegance and the Amelia Island Concours d'Elegance. It is powered by a 241/150hp, 3.9 Liter V8 engine with a Hy-drive transmission and rides on a 114" wheelbase. The body is reinforced fiberglass, the work of Briggs Manufacturing. Its styling is aerodynamic and indicative of Exner's future "Forward Look" theme. The design is clean with the convertible top carefully stowed away in a hidden compartment located behind the seats. A Chrysler Corporation dream or concept car for the Plymouth Division, the Belmont was highly publicized and well received by the public at the various major automobile shows where it was displayed. Unfortunately, the car was never put into production, this car being the only one built.





The Renault needs a good polish to brighten it up. Towbar (below) will cope with a small trailer, while the new seal (bottom) should quieten tailgate



Black spots of primer cover body fissures



Basic interior with the obligatory baguette



Engine bay will be treated to a good clean



Renault 4 Savane

Run by Jon Pressnell
Owned since January 2013
Total mileage 70,670
Miles since purchase 670
Latest costs £123

GALLIC CHARM STRIKES AGAIN

They say that you should never return to an old love. I am about to test whether that is true of cars: I have recently bought my second Renault 4. My first, purchased off a Canterbury back street for £50, was an 845cc TL from 1984. This time around, I have one of the later Savane models, from 1987, with a 956cc five-main-bearing engine. The price wasn't 50 quid this time, but a slightly more robust €1700 – a reflection both on the car's condition and on the classic status now enjoyed by the Renault.

For that, I have a very respectable and decently shod example that has spent most of its life with one elderly couple. It then passed to a meticulous electrician, whose wife used it as a local runabout

in the rural region of the Lot, where I live.

The mileage at purchase totalled 70,000, and with the car came paperwork showing recent work including new suspension balljoints at 64,000 miles, rear brake shoes and cylinders at 58,500 miles, a replacement radiator at the same time, and a new rear wheel bearing at 57,500 miles. Also with the car was a modest box of bits and a towing bracket – opening up the possibility of my buying a lightweight alloy-bodied trailer, that staple of French country life.

I hadn't intended to buy another R4, but a deal stalled on a one-lady-owner Mini, and partner Alice was keen that we find an interesting second car. The Renault seemed like a sensible investment because good examples are now fetching anything up to €3000.

Underneath it all, the car is a rebadged TL, as opposed to its sister model, the Clan, which is a rebadging of the 1108cc GTL. What I did not appreciate is that with this 1986 re-naming came further cheese-paring: the front seats lack headrests and have fixed backs, while the upholstery is made from an austere plasticised material rather than the smart tartan cloth previously used. The black trim is pretty grim, too,

especially after the warmer brown fitted to my old car.

Over the summer, we have been using the Renault for local motoring in the Lot, mainly ferrying children to and from playschool, a 12-mile round trip twice a day. First impressions have been of how mechanically tight the car feels relative to Reginald – its lamented but much higher-mileage predecessor. The gearchange is firmer, as is the steering, and the brakes are short of travel and most certainly effective. The Savane has front discs, unassisted, bringing with it the abandonment of the under-dash handbrake for which I still instinctively reach.

The engine seems more leaden than my previous car's lovely little three-bearing sewing machine, however: it spins less sweetly and gives what I would judge to be inferior performance. But perhaps I have just forgotten how leisurely these cars are, whatever the power unit.

The Renault is very much at home



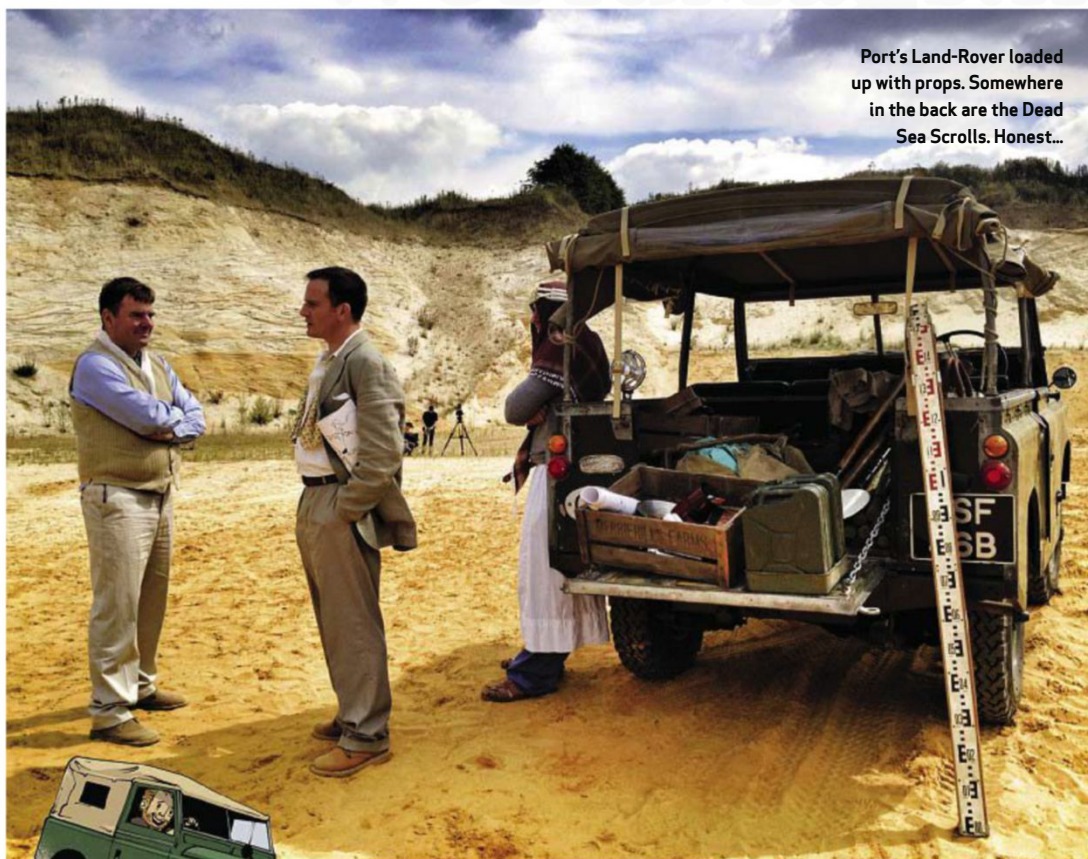
The kids seem delighted with Pressnell's latest purchase

'I hadn't intended to buy another Renault 4, but Alice was keen that we find an interesting second car'

on our undulating county roads but the indifferent surface has thrown into relief a worrying amount of shaking and crashing through the structure. This is coming from the tailgate, which currently lacks its rubber seal but also barely fits, there being a huge gap between it and the body. The problem is exacerbated by a lack of structural rigidity, evidenced by cracks that have opened in two doors and on both sides of the tailgate.

My first expenses, meanwhile, have been to repair two punctures and replace a rubber-bobbin exhaust mount. I have also had to re-register the car, as French law requires. This cost £64, plus £22 for a new set of numberplates.





Port's Land-Rover loaded up with props. Somewhere in the back are the Dead Sea Scrolls. Honest...

hours in between – arguably a more natural environment for it than the M25. The reception it got from the cast and crew was also surprising. It was the subject of several discussions and always the preferred transport when we had to relocate to a different part of the quarry!

With half a sandpit cleared out of the interior the following day, I once again turned my thoughts to putting seats and belts in the rear for occasional use. I eventually fitted a pair of foldable benches from Britpart – a straightforward exercise – followed by Securon lap belts to each side. Although the boys will still travel up front with me thanks to the three-abreast seat-



CSF at Goodwood with LeaF and Galaxie

ing, it does at least give Mrs P a bit of a softer landing on brief outings. The only modification I made was to give the exposed seatbacks a coat of paint (well, colleague Rob Pittaway did while I drilled the necessary holes in the tub), offering some protection against moisture.

With September in full swing, the mornings became crisp enough for me to use the heater. James Page and I had to do a spot of rewiring in order to fit a replacement for the original (and broken) rheostat switch, but with that done and demister vent tubes fitted – kindly donated by the same chap who gave me the heater – I could enjoy plenty of heat... as well as an instantly fogging windscreen.

The matrix has a slight leak so, until the heater becomes hot enough to evaporate the moisture, condensation forms on the windscreen – therefore doing the exact opposite of what it is meant to. I am currently investigating the possibility of a replacement core.

Apart from that, only an ill-performing brake-light switch has needed replacement – a job that takes 30 seconds and costs £6. Oh, and I'm still looking for that mythical part: the 'cheap' Fairey overdrive. Anyone?!

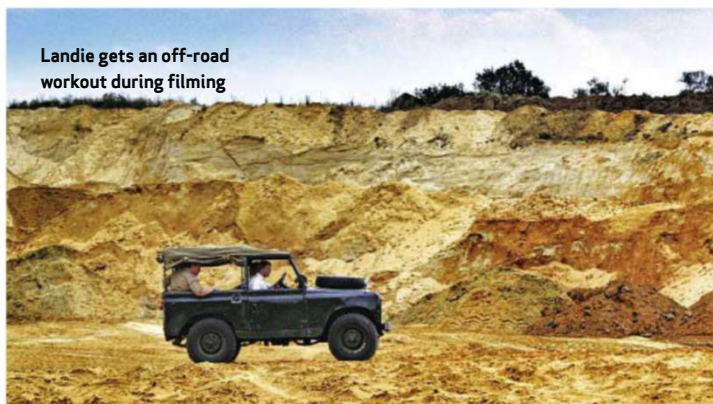
THANKS TO

- Securon: www.securon.co.uk
- Britpart: 01588 674200; www.britpart.com



Land-Rover Series IIA

Run by Martin Port
Owned since May 2013
Total mileage 15,006
Miles since September report 1925
Latest costs £71



Landie gets an off-road workout during filming

THE STAR OF THE SILVER SCREEN

As a lovely July melted seamlessly into a stunning August, the Land-Rover and I enjoyed what seemed like weeks of tilt-rolled-up/door-tops-off commuting – the perfect combination for a bit of shade and as much airflow as you can muster through a hot cabin. Of course, the thing you don't really need during a heatwave is to go and plonk yourself in a big sandy bowl, but that's exactly what I did in order to help a TV production company.

I'd seen a post on the Series 2 Club forum requesting a 1960s Landie for a documentary about the Dead Sea Scrolls and so, eager for my IIA to have its 15 minutes of fame, I offered my services.

A couple of weeks later, I found myself in the 'Middle East' – or, to

be more precise, a sand quarry in Godstone – dressed as a member of John Marco Allegro's expedition party and loading the Land-Rover with props, all in 30° heat.

Despite my IIA being about three years too new, the director chose to use it in most of the scenes that involved a lot of driving, which was music to my ears. You don't own a Land-Rover just to pound endless miles of tarmac – every now and again you want to test its capabilities, but it's not often you are encouraged to drive around a vast quarry in the name of work. I'm no thespian so I will admit to finding it hard to keep the smile off my face while bouncing along over recently excavated surfaces, but I think I just about managed.

The Landie performed faultlessly and covered the 150-mile round trip with ease, despite having to drive around a quarry for eight



The rear now boasts bench seats and belts

'A couple of weeks later, I found myself in the Middle East – or, to be precise, a sand quarry in Godstone'



Heater put to use on misty morning starts



BMW 2002tii

Run by David Evans
Owned since May 2000
Total mileage (2)41,316
Miles since October report 1217
Latest costs c£635

PISTONS SEIZED BEFORE FITTING

First off, apologies to the bloke with the Boxster who was behind me in the queue into Goodwood on the Friday. Not only does the BMW smoke a fair amount first thing – more noticeably if it's a cold, damp morning – but I realised that it also does once it's been sitting in traffic for an hour. And I hate to perpetuate people's prejudices about smelly old cars, or get disapproving looks from other classic owners.

Anyway, that problem should soon be remedied because we now have the new pistons. HM Customs evidently took a liking to them because they were impounded for two weeks before it decided that it wanted some money. I then had to source a set of conrods and Munich Legends' Stuart Draper came up trumps via a mate. A couple of nuts were missing, but John Hudson had some in his stash of useful spares.

Graham Philp at Motortech has suggested a sensible upgrade: a new type of head gasket from Cometic.

It's pricey (c£120), but that's a fraction of what it cost to have it sorted when the previous one let go.

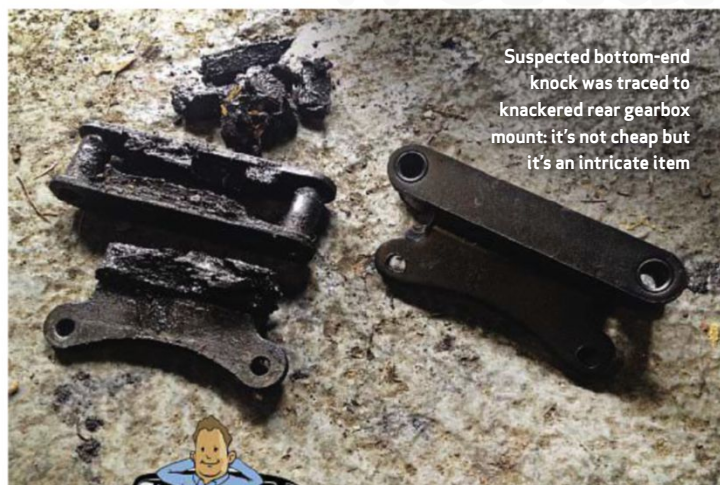
In the meantime, I've mostly just been enjoying the car on various trips including a run to Gaydon for the BMW Car Club Festival and then up the road from Dad's the following weekend to Oulton Park for the Gold Cup meeting. I started earlier for the second day of Goodwood – hoping to avoid any further smoke-related embarrassment – and ended up alongside a smart Alfa GTV on the way in. It demonstrated the benefits of a limited-slip diff as we slithered across the fields churned up by the army of 4x4s en route to the Revival Car Show.

Then, one day when I'd intended to take the '02 to work, it wouldn't start. I could have flooded it with the immobiliser on (yes, it does have one), but the battery also seemed to run out of enthusiasm sooner than it normally does. So I had it tested at Mottingham Autospares, where the result showed 'bad and replace'. Still, it had been on there at least 10 years – probably longer than that – and Nick Ostrowski said it was "a miracle that it had lasted that well".

The engine turned over much faster with a new battery and burst into life first go the following day, ready for an excellent drive across town to Kempton Steam Museum (*Your events*). We were followed in shortly after by the family Clements in the Magnette – see over page...

THANKS TO

- Stuart Draper: 01825 740456; www.munichlegends.co.uk
- Nick Ostrowski: 020 8857 8777; www.mottinghamautospares.co.uk



Suspected bottom-end knock was traced to knackered rear gearbox mount: it's not cheap but it's an intricate item

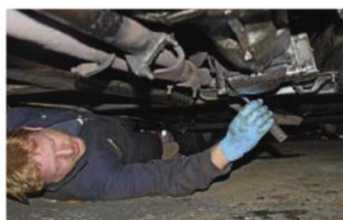


Triumph 2.5PI

Run by James Elliott
Owned since April 1998
Total mileage 63,708
Miles since June 2012 report 1063
Latest costs £65



Elliott tightens the Triumph's sump tray...



...after Port had replaced 'box rear mount

ANDY TO THE RESCUE, AGAIN!

For a horrible moment, it looked as if the Triumph might be coming to a sticky end. For the second month in succession, however, I learned the crucial importance of consulting the experts before leaping to any conclusions.

It all started when I noticed a rather disturbing metal-on-metal noise while commuting in the car. It seemed mainly to happen on drive take-up and after each gear-change, but was essentially random.

I drove the car carefully for a while and brought it into the office for diagnosis help from the chaps.

This came while Clements and I were in the workshop attending to the Jensen and Port and Page needed to pop up the road. I threw them the keys to the Beast and asked them to see if they could pinpoint the noise any better than I had.

When we'd finished, we popped around to the car park to notice a pair of nervous-looking people standing around the Triumph.

With the car stationary and the bonnet open, the noise was clearly far worse and more unpleasant than it had been when I was driving it.

Now up to a full quota of panickers, we swarmed all over the Beast, screwdrivers to ears, ruled out a few things (ie water pump bearing) and

pretty much everyone ended up at the bottom end at the front.

Before we got any further, I knew that Australia-domiciled old mate Andy Thompson was in the UK for Club Triumph's 10 Countries Run and, seeing as he knows these cars inside out, reckoned that it was worth a quick call. I tried my best to describe the indescribable over the phone and waited for his verdict.

We tend to think 'what is the worst thing it could be', whereas Andy said: "You've been changing the oil, the engine is only 60,000 miles old, there is no logical reason why there should be a bottom-end problem, so I'd begin elsewhere."

"If it sounds like metal catching on metal, the chances are it is, so check anything on the periphery of the engine that could cause such reverb. Start with the rear gearbox mount that is bolted into the cross-member; they are always going."

Port and I investigated and it was indeed 'cabbaged'. I ordered one from Chris Witor and Port fitted it while I was on a job abroad (he's good like that!). Sump cover back on, new oil and filter, fire it up and the Beast was roaring again with no sign of the troublesome noise.

Bravo Andy Thompson! You have every right to be smug.



Mud-spattered classics, Revival Car Show



Platinum Prestige brings back the spark



LPB, third in line, as part of fine turnout of 2002s at the BMW Car Club Festival at Gaydon



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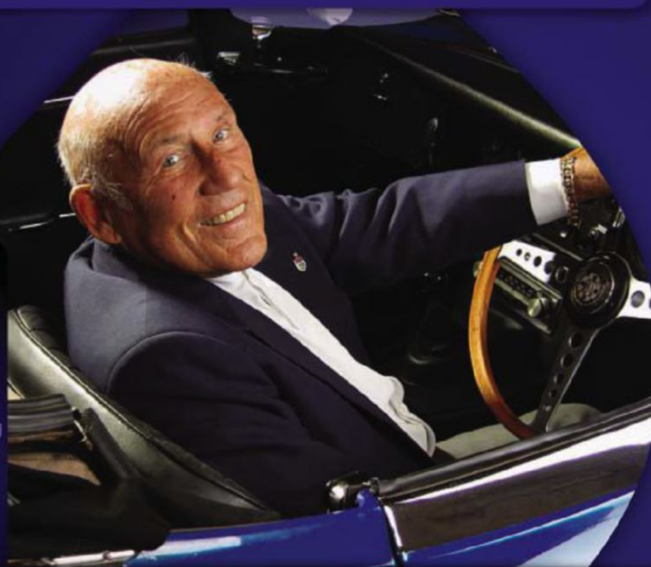
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MG Magnette

Run by Alastair Clements
Owned since January 2010
Total mileage 7020
Miles since June report 560
Latest costs £850

STICKING TO THE ANNUAL CHECK

I'm not usually a very political person, but I am quite happy to state in print that I think the recent MoT legislation is daft. I suppose I should be pleased that my car, being pre-1960, doesn't require an MoT, but I'm not. I've always thought that the idea of having a professional look over the car properly once a year is a very sensible precaution. Though many will continue to do so, the more unscrupulous won't and as a result there is a very real risk of some dangerous cars being on the road.

Which is why I've decided to carry on taking the Magnette for a test every year – something that my insurer RH has recommended. Mate Tim Smith is a tester, and a man who understands classics, so I know he'll always give me a fair and honest opinion. And so he did when I headed down to Tates Citroën in the summer, giving the car a fresh bill of health but pointing out a couple of bushes that are beginning to deteriorate. He also explained that the front brakes were within testing tolerances but with an initial bias towards the nearside that probably needs investigating soon.

So it was with renewed confidence that I pointed the faux radiator cap towards Goodwood for the annual jaunt to the Revival. It's an event at which I used to be surprised to find another Magnette, but these days the ever-excellent Revival Car Show is packed with them. On the way home, however, it dawned on me that the demands of my other classics have meant that I've rather been taking the MG for granted. In the horrendous conditions a headlight bulb blew, the wipers struggled to shift the water from the screen and I put the car in the garage soaked – again – and looking rather forlorn.

So I have made it my mission to spruce it up over the coming months, and I kicked things off with a long-overdue oil and filter



Magnette with its fellow early risers – Bulley's Landie and Evans' 2002 – in the Revival Car Show



With T-series MG, Kempton Steam Museum



On the ramps at the MoT test station

'I'd thought the steering was one of the MG's best points, but it has been transformed by the new Cinturatos'

change, a replacement for the snapped door-pull and some fresh tyres. It's been two years now since Longstone's Dougal Cawley spied the MG at Martin Buckley's garage party and commented: "Nice car, what's it doing on those awful modern tyres? You need a set of my lovely new Pirelli Cinturatos."

He was right, of course: the Cinturato radial was introduced in the 1950s and would have been the tyre that the enthusiast drivers who'd have bought the Magnette new might have fitted, so when the old Kumhos were beginning to look past their best, I gave Dougal a



Hand gets to grips with the Michelin inner tubes and fresh Pirelli Cinturatos

call and a set of five Pirelli 155 HR15s with Michelin inner tubes soon arrived at the office.

And there they sat until a family jaunt to Kempton Steam Museum to see its fantastic triple-expansion engine run. Evans was there, too, and he happened to mention that museum volunteer Len Hand – partner of our own Gaynor Cauter and proprietor of Straight Six Classics – had invested in a tyre-fitting outfit. Len kindly agreed to take the car, and soon regretted it when he found that the rims had been modified for modern valves and he had to send Gaynor out to beg, borrow or steal some adaptors.

But what a difference! I'd always thought that the Magnette's steering, though heavy, was one of its best points, yet it has been transformed by the Cinturatos. It's now delightfully precise, light and fluid,

with no discernable loss of grip and a notably more supple ride. The slightly taller, narrower tyres with their traditional footprint also significantly improve the car's stance. They aren't cheap at £159 a corner, but early signs suggest that they are well worth it.

Next on the to-do list is a thorough service, some fresh underseal plus tackling the small areas of corrosion that are beginning to break out here and there. This car is a keeper, so I need to look after it properly. If only the others would stop distracting me by breaking...

THANKS TO

- Longstone Classic Tyres: 01302 714072; www.longstonetyres.co.uk
- Straight Six Classics: 020 3565 3586
- Tates Citroën: 01293 831386; www.tatescrawley.citroen.co.uk

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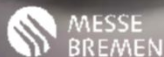
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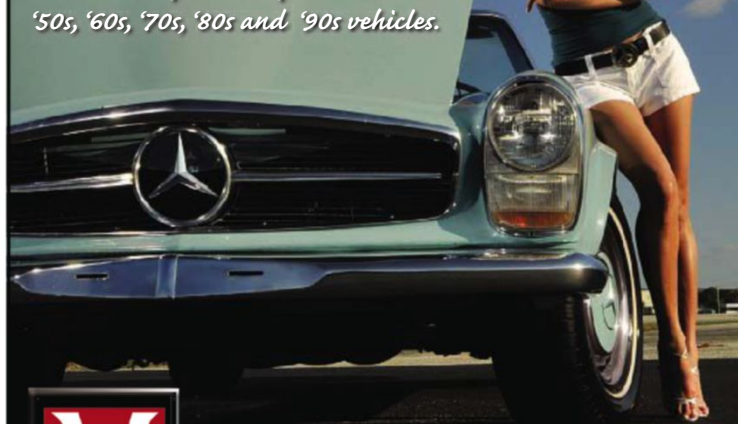
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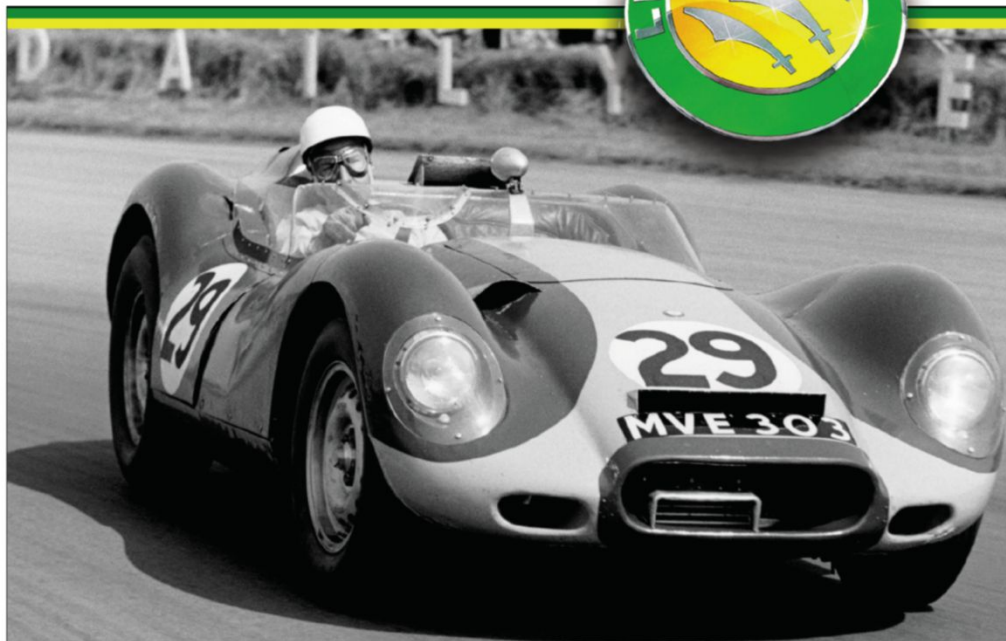


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Group 2 Opel Kadett C Rallye

Name Ben Welch

Age 19 **From** York

Occupation Student

First classic

1966 MGB roadster

Dream classic Ex-works

Talbot Sunbeam Lotus

Favourite driving song

Stuck In The Middle With You
Stealers Wheel

Best drive Ambleside to

Mallaig – along the A82
through Glen Coe

A CHALLENGE TO THE FORD ARMY

When it comes to historic rallying, the Mk1 and Mk2 Escorts are the undisputed daddies. It is guaranteed that, whatever event you enter, at least 75% of the historic entries will be Escorts. In my relatively short life I have always had an interest in motor sport, but it wasn't until a couple of years ago when my dad bought the Opel that competing became a realistic prospect.

Now I may call myself a historic rallying 'fan', yet I'm ashamed to say that, before the Opel arrived on the drive, I'd never even heard of a Kadett C. This is the charm of it for me, though. While I love the looks of the car – and think it handles brilliantly – the variety that it offers from the usual Fords makes rallying much more interesting.

So, some details about the car? It's a 1978 Opel Kadett C Rallye (C2 if you know your Opels); under the bonnet it has a 1.9-litre CIH engine and runs twin Weber 45 carburettors. We've never had the guts to subject it to the brutality of a rolling road, so we estimate that it produces about 170bhp at the wheels. The gearbox is a ZF S5, as often used in historic cars, and the axle is from a Kadett C GTE with a ZF limited-slip differential. It has disc brakes on each corner, with AP Forest calipers at the front. As for the suspension, there are coil springs all round with Bilstein dampers to make for a smooth ride.

The modifications, such as the five-speed 'box and wider arches, bring the Opel up to historic Group 2 specification. Its first competitive outing was on the 2012 Riponian



Opel started well on its maiden event last year – the Riponian Rally – but the camshaft pulley came undone a mile into the first stage

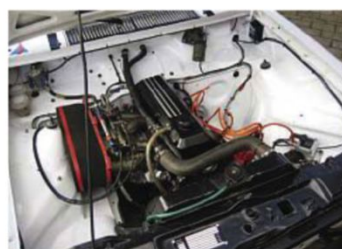
Rally, and the car had been on a few runs up the road beforehand just to make sure that it was working well. Despite this, however, a mile into the first stage the camshaft pulley came undone and it ground to a halt. An engine rebuild later, the Malton Rally went much better, proving that the car was competitive by finishing third in class.



Properly caged-up cabin, plus sports seats



Kadett came third in class on Malton Rally



Single-cam 1.9 engine good for c170bhp...



Welch intends to do a full season in 2014



...at the rear wheels, so it's fun in the snow!

'The absence of complex electronics means that you can, with little mechanical nous, work out a problem'

Competing in an iconic car such as a Kadett has great appeal to a lot of people: mostly those who may have owned one in period or perhaps those who watched them compete at the time. For me, though, the allure of historic rallying is the simple nature of the cars. The absence of complicated electronics means that, with relatively little mechanical proficiency, you can at least work out what is causing a problem. This provides a satisfaction to motoring that is so rarely experienced in modern cars.

The reputation of the Kadett in

international rallying stems from a lack of commitment by Opel. The single-cam engines never stood a chance of producing the same power as their Ford counterparts. So the Kadett was scrapped as a rally car and attention was focused on the Ascona. That's not to say that the Kadett didn't have the potential. Now, with a more even class system, it can be pitched against other single-cam 2-litre cars and I think it stands a real chance of success.

This year's plan was to compete in a couple of events, with the aim of getting to know the Opel and to develop its reliability. With these under my belt – and as long as the car is in one piece at the end of the season – I intend to contest the full RAC Rally Championship in 2014 and see what it can really do.

The thrill of driving a car like this lies not in its speed or handling; for me it's the novelty. Admittedly, in comparison to other more exotic classics such as a Ferrari 308GTB, it's common on the rallying scene, but I can only think of two others competing today in British historic. I've driven and navigated in Mk2 Escorts, but the change to the Opel has been a breath of fresh air.

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THUNDERING HEIGHTS

Beyond civilisation in a roadcar built for racing, could the Radical RXC tame the rugged wild of the Moors?

BY STEVE SUTCLIFFE



There's a brooding sense of journeying into the unknown as you head out of Kirkbymoorside, driving east along the A170 towards Pickering, before turning left up to the moors. Even in a normal car you feel the scenery squeeze in but in a Radical RXC, which is essentially a four-fifths scale Le Mans car with number plates and a tax disc, it feels entirely surreal.

And yet somehow the Radical RXC fits right in. Evidence of civilization fades as you leave the Halfway House cottages behind and carry on up the road towards the tiny village of Hutton-le-Hole. From behind the wheel of the Radical, it feels like you are marching towards some kind of inevitable, metaphorical battle scene, a place in which scores have been settled in years past and where much blood has been spilt – and where the RXC's snarling, 3.7-litre V6 can at last be untethered from its leash.

On the other side of Hutton-le-Hole the road across Blakey Ridge – or the Kirkbymoorside road as we tend to call it – gradually begins to reveal more of its true self. Over a cattle grid the Radical bounces and shimmies, its stiffly sprung mid-engined chassis just about coping with the nuances, and bumps, typical of the

North Yorkshire moors. And then finally you drive upwards for perhaps another half mile before reaching a spectacular crest, at which point everything falls perfectly in to place.

You look out along the road as it snakes across the moors for a good four miles, meandering towards the horizon like a demonised fantasy race track designed to eat you whole – and from behind the wheel of the RXC, you wonder: am I ready for this? Am I good enough? Is this what pure driving is all about?

Over the next day, I found out. Using more cameras than I've ever seen before, and employing only a mild sense of self-restraint for much of the time, I drove the RXC back and forth across that road pretty much all day to shoot our latest Dunlop video. And I came away exhausted but buzzing. That's what a car like the RXC can do in a place like Blakey Ridge.

The sheer speed it can generate, not just on the straights but through the long sweeping corners and over the blind crests that come at you relentlessly, is genuinely dizzying. Hypnotic almost. And it's extremely easy to get carried away by the moment. Which is when you're most likely to make a mistake, of course, and get chewed up by a road like this. But in the end, all was well. The Radical won, not the road, and it was an amazing experience to be a part of – truth be told.

And that's what 900kg of downforce mated to a set of Dunlop's finest Sport Maxx tyres is all about in the end. Generating speed and grip by the bucket load, safely.

I hope you enjoy the vid. It felt pretty exciting from where I was sitting...



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Winning ride: the Radical takes on the North Yorkshire Moors



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01142917266;

www.facom.com

This V.500F coating- and contaminant-removal kit is intended for stripping paint and corrosion, as well as removing assorted sealants, and should make typically laborious jobs a bit quicker and easier. The maker says that the compressor-powered tool can deal with awkward areas such as seams and corners. As well as being suitable for top coats and underseal, it will strip vinyl, glue, decals and tape from painted metal, glassfibre, glass, wood and aluminium.

For more aggressive work, four wire brushes are supplied in two grades (hard and fine) and two sizes (11 and 22mm): said to be useful when prepping metal for welding. Two erasers are also included.



Multi-purpose stripper is said to be ideal for tackling most materials



FORD BUSHES £81.65

02085542281;

www.burtonpower.com

The Sierra and Escort RS Cosworths originally came with a metal bush on their rear trailing arms rather than rubber units. They've long been NLA, so Burton has produced its own metal bush to the factory spec. The price shown is the same for the inner (part SC901) and outer item (SC900).

CROWNWHEEL AND PINION

£1794 01543 472244;

www.bighealey.co.uk

Denis Welch Motorsport offers this 3.54:1 unit, which was fitted as standard to the non-overdrive Healey 3000, but has since become popular even on overdrive models because it offers more relaxed cruising. It is a direct replacement for the original part. The price is for a recon diff, but it's £300 less if you exchange your old unit.



BATTERY ANALYSERS FROM £65.99

01132137379; www.ringautomotive.co.uk

The RBA50 (pictured, price above) is a compact unit with a scrolling alpha-numeric display. Battery condition is represented by a simple LED and icon display: green indicates okay; amber that a recharge is needed; red replace. The RBA600 (£159.99) can carry out a full health check on the battery, alternator, starter and earth. Its backlit LCD means the readings are clearly visible.

Batteries can be tested in or out of the car, and the analysers have reverse-polarity protection built in. Both units test the battery without applying a load, which should provide faster, more accurate results.



MER FINISHING WAX £14.99

01920 465041;

www.merproducts.com

This new formulation is part of Mer's Auto Shine Technologie range, which includes High Shine Shampoo, Ultimate Shine Polish and Deep Gloss Finishing Wax.

The wax leaves a durable, water-resistant coating that should be good for a few months. There are various interior, glass and wheel cleaners, plus a tyre shiner, and we have one complete set to give away, worth a total of £100.



TO WIN! ENTER AT
www.classicandsportscar.com/win

MULTI-TOOL £139.99 01332 755799; www.dremel-direct.com

The Dremel 4200 is the firm's first multi-tool to incorporate the EZ Change mechanism, which enables you to swap attachments without the need for a collet or wrench. You just pull back the two blue bars at the front of the tool to remove one accessory and fit the next. Let go of the blue bars and the device is securely fixed; switch on the unit and the item will tighten as the tool spins faster.

The unit benefits from increased air flow for cooler running and comes with variable speed control from 5000-33,000rpm. Four attachments are included in the carry case: a shaping platform; line and circle cutter; cutting guide; and comfort guard.

There are 75 accessories, from grinding and cutting wheels to polishing discs and drill bits.



Versatile Dremel boasts neat tool-swapping gizmo

WHEEL CLEANER £10.95

www.dodojuice.com

It might have a cringe-worthy name, but Ferrous Dueller has been developed to remove iron deposits and other road grime

from wheels. It's based around a 'lower odour' active ingredient, so it apparently doesn't smell as pungent as rival cleaners. It comes in a 500ml spray (price above) and a 1-litre refill, and can be used with the new £7.95 Nutt Plug cleaner, which includes a spare foam head.



TYRE SAFETY KIT £27.29

01926815000;

www.lasertools.co.uk

This could be a handy collection of items to keep in the boot of your classic. It includes a GS/TUV-approved, single-cylinder foot pump with built-in dial; a neat tread-depth gauge to check your tyre's legality; a separate easy-to-read pressure tester and a range of adaptors for bicycle tyres, footballs and suchlike. You can order it as Laser part number 5631.



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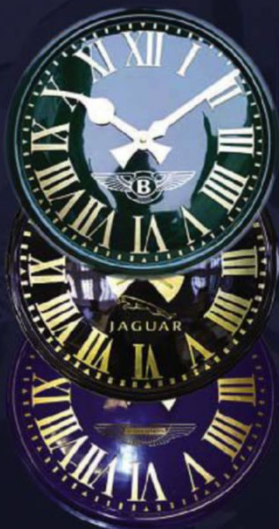
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50
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of the

911



Air-cooled models still form the basis of the firm's work, although it caters for all 911s

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The clue's in the title: Autofarm (1973) Ltd. The independent specialist is going strong after 40 years in the business. Proprietor Josh Sadler – 70 this year – started after buying a damaged 911 in '73 with partner Steve Carr, while both were engineers at Glacier Bearings.

"We couldn't have known that it would turn out like this," says Sadler, "but we knew that the cars were a bit special." After several expansions and contractions and a period working from home, Sadler re-established Autofarm 20 years ago on the Oxfordshire farm it still occupies. The core expertise remains the same – knowing to molecular level Porsche's greatest model, while managing to be cheaper than the main dealerships.

Time moves on, and though air-cooled cars still feature heavily and account for the largest part of the turnover, much of the day-to-day work is now looking after later cars – 996s, 997s and even Caymans – and developing fixes for the later cars' engine problems.

On the early 3.4-litre 996s it was cylinder bores breaking out at the top, for which Autofarm developed a 'top-hat' re-sleeving process that also improved the rigidity of the structure, and now the company can even replate scored standard bores in Nikasil. Replating is about £1500 rather than £3000 for re-sleeving, but Autofarm won't skimp. On the bore work, for example, it will only do all six instead of a cheap minimum fix.

On the 996s and 997s, the end bearing on the intermediate shaft that drives the cams has proven the Achilles' heel. Autofarm, helped by new blood in the shape of current workshop and project managers Steve Wood and Mikey Wastie, has devised affordable fixes to save having to potentially scrap the car.

Sadler remains a daily presence on-site, and the early 911s are still

his love. Projects have always been part of the company's remit and now number 250. They include the Autofarm RS (C&SC, March '12), which is a later galvanised 3.0 SC or 3.2 Carrera rebuilt to look like a small-bumper car. One of our favourites is a black '2.4S' with 3.6 motor, and for sale on our latest visit was an RS 3.0 copy (see p233).

The market obsession with originality means that rebuilds have become ever more forensic: "It's the value of the cars – the standards of the restorations have to go up. But the cars' stories are about the people, really – who's had them and what they've done with them."

In the assembly shop, a customer is helping to rebuild his incredibly original 2.4S, while next door is a 2.7 RS Touring that's having its M471 Lightweight-type features removed, including rollcage, so that it can be returned to original trim.

"We're seeing cars coming around that we first restored in the '80s when they were 10 years old," says Sadler. "We've been keeping RS records since then. I thought they were better than the new ones." **Paul Hardiman** 



Engine shop is set up for all types of unit



Owner helps to offer up front wing on 2.4S



Boss Sadler (on right) with Mikey Wastie

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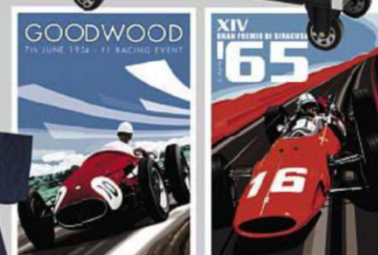
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Low-mileage AC
3000ME made £19,800.
Below: Plus 8, £31,550



Stylish Fiat 130 Coupé deserved £7000



Desirable AC Greyhound reached £52,800

AC PAIRING STARS AT BRIGHTWELLS

From a barn-find Riley Nine shooting brake to an ex-Nick Mason Audi RS6 quattro, Brightwells' hefty catalogue for its 24 September auction in Leominster offered something for all tastes.

Two ACs were the talk of the sale, headed by a late-series Scottish-built 3000ME with just 6500 miles on the clock. It had rough paint but was recently recommissioned after 12 years' storage and had a sound Hewland gearbox; it trebled its estimate at £19,800.

"That's a new benchmark for the model," said Brightwells' James Dennison. "We had bidders from



Australia and Singapore but it went to an English gent in the room."

The demand for Greyhounds is on the up, as proved by the 62,000-mile car on offer. With overdrive, nicely patinated original trim and good history, this early production model deserved £52,800.

The strong pre-war selection was headed by a restored 1928 front-drive Alvis 12/75, which had been shipped from Australia. With a blown 1482cc engine and replica TT bodywork, the well-restored machine had proved its sorted state at VSCC events prior to the auction and was well sold at £63,800.

Low-mileage, one-owner Porsche 964s are difficult to find, and a fastidiously maintained, summer-use-only 33,000-miler looked like a good buy at £28,600.

Appropriately, given the close proximity of the Malverns, there's always a good choice of Morgans

at Brightwells. Of the three Plus 8s, the best was a restored 1990 left-hooker with uprated 4.6-litre engine included on a long list of upgrades. The well-known club car reached £31,550 while a well-loved 1991 model made £28,600.

Two stylish 1970s Fiats rightly attracted interest, including a Californian-import '75 124 Spider at £7920. A two-owner '73 130 Coupé would have gained Martin Buckley's seal of approval. Stored for the past 10 years, it needed minor recommissioning but £7700 for this Pininfarina beauty still looked like incredible value.

Unrestored Packards emerge at Hershey Swapmeet

For fans of Brass Era and pre-war American cars, RM Auctions' Hershey sale at the Pennsylvania swapmeet is a must. Highlights of the 116-lot selection that were offered on 10-11 October included 14 cars from the Jim Miller estate, headed by the collector's prized 1934 Packard Eight Phaeton. First owned by the incredibly wealthy Georgian Elisabeth Ireland Poe, this highly original tourer had limited use around her Pebble Hill plantation. Ripe for Pebble Beach's preservation class, it made £83,160.

A 1926 Packard Eight Sport with single-family 60-year ownership and recently found in a Virginia barn made £22,335, while an 8800-mile 1921 Dodge Brothers Half-Ton pick-up disinterred from a New Jersey basement hit £12,026. Top price went to the multi concours-winning 1933 Chrysler CL Imperial convertible roadster at £443,520, but a fantastic 1914 Locomobile Model 48 with replica Speedster body surprised everyone at £183,645.



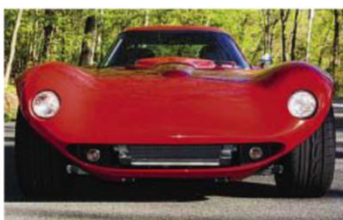
Barn-find 1926
Packard and (above
left) Miller's prized
1934 Eight Phaeton



The timewarp Triumph reached £13,500

Herald sold to Singapore

A 1959 Triumph Herald that has covered just 20 miles hit the headlines at East Anglian Motor Auctions' sale at Wymondham, Norfolk on 28 September. British enthusiasts were outbid when a Singapore collector secured the Herald for £13,500. Delivered to the first lady owner on a trailer, it was returned to the vendor after her death and has remained in heated storage ever since.



CARLISLE'S CHEETAH REPLICA

Only 19 original Cheetah coupes were completed by Bill Thomas, but a replica built by Ruth Engineering created strong interest at Auctions America's Carlisle, PA sale on 3-4 October. Featuring many Corvette parts, it reached £23,886.

RARE FORD COMMERCIALS

The sale of John Mould's collection by Thimbleby & Shorland on 21 September featured a good selection of pre-war American cars. Highlights included two Ford V8s: a '35 Model 40 Victoria Coupe at £18,500; and a '36 Model 62 woodie at £20,000.



CHERISHED DROPHEAD SELLS

The late Cyril Sayer adored his Alvis TD21, which remained in his family from 1963 until DVCA's 19 September auction. The SII model made £53,350, while a '54 Peugeot 203 Camionette sold for £3080 and was driven to its new home in the south of France.

Coming soon to auction



A dream garage for French cyclecar fans – Amilcars and S  n  chal all to be auctioned

PRE-WAR VOITURETTE COLLECTION FOR BROOKLANDS SALE

A superb quartet of vintage French sports cars is to be offered by Historics at Brooklands on 30 November. Highlights of the deceased estate include a 1927 C Grand Sport (est £35-40k) with Brooklands racing history and bare-aluminium bodywork by Roy Hartin. Two Amilcars are included – an expertly restored 1925 GS and an original 1929 M2 tourer – plus a 1924 S  n  chal Grand Sport boat-tail speedster. The sale also features the ex-George Formby 1950 Rolls-Royce Silver Wraith (£48k). See www.historics.co.uk for more information.

CORVETTE CONCEPT FOR US SALE

Chevrolet's management killed off Zora Arkus-Duntov's mid-engined prototype CERV II before it could race, but the 'greatest Corvette that never was' survived as a development car. The dramatic machine originally featured a fuel-injected, 6-litre, 500bhp V8, plus four-wheel-drive and many titanium parts. It was tested by Jim Hall and Roger Penske before the project was abandoned and CERV II went on a show tour. Estimated at £800k, it is one of the star lots at RM's Art of the Automobile sale in New York on 21 November. See www.rmauctions.com



Wild Shinoda-styled Corvette concept

MERCEDES TRIO OFFERED AT ACA

Three Pagoda SLs – including the ex-Chris Evans 1965 230 – are among a 12-car Mercedes group to be offered at Anglia Car Auctions on 9 November. Needing cosmetic work but MoT'd, it carries an estimate of £18k. More desirable is a one-owner 1971 280SL with just 58,000 miles and an untouched interior but new front wings (£48-60k). A pair of Porsche tractors continue the sale's Teutonic flavour. See www.angliacarauctions.co.uk



Ferrari fanatic Evans' old Merc 230SL

FANGIO'S TORINO SET FOR NEC

Argentinian IKA Torinos are rare in Europe but Silverstone Auctions has a 380S formerly owned by Juan Manuel Fangio for its Classic Motor Show sale on 15-16 November. The 1970 example was gifted new to Fangio after he managed a Torino race team at the 1969 Marathon de la Route. The highly original car comes with a wealth of documents including his international driving licence. The sale also features a 1968 Buick Electra 225 (est £16-20k); a barn-find 1967 Mini Cooper 'S' (no reserve); and an ex-works press demonstrator Triumph TR2 (£30-35k).



Saloon will be offered with no reserve

The Auction diary

NOVEMBER

8-9 Vicari Panama City Beach, Florida, USA 001 504 875 3563; www.vicariauction.com

9 ACA The Cattlemarket, King's Lynn, Norfolk 01553 771881; www.angliacarauctions.co.uk

13 Bonhams Yorkshire Event Centre, Harrogate, N Yorks. Viewing pm 12 and pre-sale 13 020 7468 5801; www.bonhams.com

16 Motostalgia Austin Convention Center, Texas, USA 001 512 813 0636; www.motostalgia.com

15-16 Silverstone Auctions Lancaster Insurance Classic Motor Show, NEC, Birmingham. Pre-sale viewing both days 01926 691141; www.silverstoneauctions.com

21 RM/Sotheby's York Avenue, Manhattan, New York, USA 001 519 352 4575; www.rmauctions.com

21-23 Mecum Anaheim Convention Center, California, USA 001 262 275 5050; www.mecum.com

22-24 Leake Dallas Market Hall, Texas, USA 001 800 722 9942; www.leakecarauctions.com

22-24 McCormick's Palm Springs, California, USA 001 760 320 3290; www.classic-carauction.com

27 Brightwells Leominster, Herefordshire. Viewing 26 and pre-sale 01568 611122; www.brightwells.com

30 Historics at Brooklands Mercedes-Benz World, Brooklands, Surrey. Viewing 29 and pre-sale 30 08009 883838; www.historics.co.uk

DECEMBER

1 Bonhams New Bond St, London. Viewing 30/11 and pre-sale 020 7468 5801; www.bonhams.com

3 Coys Lindley Hall, Westminster, London. Viewing 1 and pre-sale 3 020 8614 7888; www.coys.co.uk

4 H&H Chateau Impney, Droitwich, Worcestershire. Viewing 3 and pre-sale 4 01925 210035; www.handh.co.uk

For more events or to add your own, go to www.classicandsportscar.com/diary

UK RESULTS

CAR	YEAR	COND	SALE	PRICE
AC 3000ME	1985	f/orig/recom/lm/oo	Brightwells	£19,800
AC Greyhound	1960	exc/v.orig/fo	Brightwells	£52,800
Alfa Romeo 1900C Sprint Trg lhd	1954	exc/restd (o)	Bonhams	£136,689
Alvis 12/75 FD FWD	1928	exc/restd	Brightwells	£63,800
Alvis TA21 Mulli saloon	1952	f/refurb (o)/restn (s)	Brightwells	£5060
Alvis TA21 Tick dhc	1952	vg/restd/fair interior/g.hist	DVCA	£22,275
Alvis TD21 S2 dhc	1963	g/refurb (o)/fo	DVCA	£53,350
Alvis TD21 S2 saloon	1963	vg/restd (o)	Barons	£18,150
Aston Martin DBS V8 auto	1971	f/recom/no MoT	Brightwells	£30,250
Aston Martin Vanquish S	2005	exc/v.orig/fsh	R Edmonds	£56,100
Austin 3 Litre	1971	g/repaint (o)/recom	R Edmonds	£2970
Austin 10	1937	exc/restd/orig int	R Edmonds	£7700
Austin A35	1958	vg/restd	R Edmonds	£4235
Austin A40	1962	f/restd (o)/recom	R Edmonds	£1045
Austin A40 Mk2	1966	vg/restd	Brightwells	£3135
Austin A40 Somerset	1955	g/refurb (o)/orig int	R Edmonds	£2750
Austin A125 Sheerline conv lhd	1949	f/p.restd/fo	Bonhams	£20,503
Austin Allegro	1974	vg/v.orig/recom	R Edmonds	£1980
Austin Atlantic coupé	1952	p/p.restd	R Edmonds	£3080
Austin Atlantic coupé	1952	g/restd (o)/recom	R Edmonds	£5940
Austin Atlantic coupé	1952	p/restn (m)	R Edmonds	£2310
Austin Atlantic coupé	1954	p/restn (m)	R Edmonds	£1210
Austin Gipsy LWB	1967	f/engine dismantled	R Edmonds	£1100
Austin Metropolitan	1958	p/p.restd	R Edmonds	£3410
Austin Mini Countryman	1964	f/restn (s)/oo	DVCA	£8525
Austin Mini lhd	1965	vg/refurb/998cc	Bonhams	£9275
Austin Princess 2200HL	1977	vg/refurb	R Edmonds	£1540
Austin Seven RK fabric saloon	1929	f/mech refurb/restn (s)	Brightwells	£6270
Austin Seven saloon	1931	p/restn (m)	DVCA	£3080
Austin Seven Swal	1929	f/p.restd (o)/restn (s)	R Edmonds	£11,000
Austin Seven tourer	1931	f/dismantled/no body	DVCA	£2310
Austin-Healey 100 BN1 lhd	1953	subp/restd	Bonhams	£82,989
Austin-Healey 3000 MkII lhd	1962	vg/restd (o)	Bonhams	£24,408
Austin-Healey 3000 MkIII	1964	exc/restd (o)	Brightwells	£39,050
Austin-Healey 3000 MkIII lhd	1964	exc/restd	Bonhams	£46,864
Austin-Healey 3000 MkIII lhd	1964	exc/restd	Bonhams	£41,006
Austin-Healey Sprite MkI lhd	1958	exc/restd (o)	Bonhams	£12,692
Autobianchi Bianchina lhd	1961	vg/repaint (o)	Bonhams	£15,620
Bentley Brooklands auto	1997	exc/repaint/sh	Barons	£6380
Bentley Continental R Red Label auto	1996	exc/restd/sh	Barons	£25,300
BMC 2.2 ambulance	1971	vg/restd/hi	Brightwells	£3080
BMW 320i conv	1990	g/fresh cambelt/sh	Brightwells	£1650
BMW 840Ci auto	1995	vg/repaint	Barons	£2970
BMW Isetta 4-wheeler lhd	1959	exc/restd/300cc	Bonhams	£15,133
BMW M Coupé 3.2	1999	exc/v.orig/sh	Brightwells	£9680
Bugle-Volkswagen 1.3 beach buggy	1972	vg/refurb	Brightwells	£2640
Buick Special Model 41	1937	vg/restd (o)	Brightwells	£9900
Cadillac Eldorado Bicent Edition auto lhd	1976	g/restd (o)	DVCA	£10,450
Chevrolet Corvette 350 T-top lhd	1974	g/restd (o)/repaint	Barons	£8250
Citroën 2CV	unknown	f/refurb (o)/no docs	R Edmonds	£935
Citroën DS23 Pallas+Webasto	1973	g/restd (o)/repaint	Brightwells	£7040
Citroën Méhari 4x4	1980	exc/restd	Bonhams	£21,479
Citroën SM lhd	1972	g/repaint/interior restd	Bonhams	£9763
Citroën Traction Avant 11B lhd	1953	vg/restd (o)	Brightwells	£11,000
Clan Crusader 998	1973	f/refurb (o)/mods	Brightwells	£3300
Cottin-Désouttes 12hp M 4str tourer	1924	g/restd (o)	Bonhams	£43,935
Croco TAG 4x4 amphibian	1983	exc/v.orig/lm	Bonhams	£9275
Daimler Double-Six auto	1977	vg/repaint (o)/LPG	R Edmonds	£5940
Daimler Double-Six VdP S2 auto	1978	g/v.orig	Brightwells	£1980
Daimler Sovereign 4.2 auto	1968	f/restn (s)	DVCA	£1025
Daimler V8-250 auto	1968	vg/restd (o)/mech refurb	Barons	£7810
Daimler V8-250 auto	1969	exc/restd/4.2 engine	Barons	£11,000
De Tomaso Pantera GT55	1973	vg/repaint/retrim	DVCA	£18,700
Ferrari 308GT4	1979	vg/restd	Barons	£15,950
Ferrari 456GT	1996	vg/575 alloys/sh	Brightwells	£24,200
Ferrari Mondial qv	1984	vg/refurb/lm/fo	Brightwells	£11,400
Fiat 124 Spider 1800 lhd	1975	exc/restd (o)	Brightwells	£7920
Fiat 130 Coupé auto	1973	vg/restd (o)/recom/fo	Brightwells	£7700
Fiat 500 lhd	1972	vg/restd/650cc	Barons	£5390
Fiat 500A Topolino	1939	subp/restd	Brightwells	£11,770
Ford Anglia Deluxe 105E	1960	vg/refurb	R Edmonds	£3300
Ford Anglia Deluxe estate	1967	exc/restd/orig int	DVCA	£3740
Ford Anglia E494A	1953	g/restd (o)/recom	R Edmonds	£2970
Ford Capri 1600 Mk1	1972	g/restd (o)/repaint	Brightwells	£2200
Ford Capri 2.0S	1983	g/repaint (o)/recom	R Edmonds	£3190
Ford military jeep 2.2 lhd	1943	g/restd (o)/recom	Brightwells	£8250
Ford Model T 2.9 Speedster lhd	1917	vg/restd/rebodyed	DVCA	£13,475
Ford Mustang 3.3 conv lhd	1965	vg/restd (o)	Barons	£7535
Ford Mustang 302 conv auto lhd	1973	vg/restd (o)	Barons	£7590
Ford Sierra 1.6L	1985	g/v.orig	R Edmonds	£605
Ford Sierra XR4x4	1986	subp/restd	DVCA	£7040
Humber Imperial 4.1	1938	g/recom/no MoT	Brightwells	£4400
Jaguar 240 auto	1968	g/restd (o)/g.hist	R Edmonds	£8910
Jaguar 420G	1969	g/restd (o)/recom	R Edmonds	£4950
Jaguar E-type S1 3.8 rdstr lhd	1963	exc/restd	Bonhams	£63,344
Jaguar E-type S1 4.2 2+2	1967	vg/restd (o)/LPG	Barons	£21,175
Jaguar E-type S1 4.2 fhc	1966	exc/restd (o)/ex-lhd/g.hist	Brightwells	£45,100
Jaguar E-type S2 2+2 auto lhd	1969	vg/restd/ex-lhd	Brightwells	£19,800
Jaguar E-type S3 fhc	1973	vg/restd (o)	Brightwells	£22,550
Jaguar E-type S3 rdstr auto	1972	vg/repaint/mech refurb	R Edmonds	£32,450
Jaguar Mk2 3.8	1962	g/restd (o)/ex-2.4	Brightwells	£9900
Jaguar Mk2 3.8	1963	exc/restd/ex-2.4	DVCA	£6270
Jaguar Mk2 3.8 auto lhd	1964	f/restn (s)	Brightwells	£1650
Jaguar MkIV	1960	p/p.restd	R Edmonds	£2090
Jaguar XJ 4.2C auto	1976	f/p.restd/5.3 engine	Brightwells	£2310
Jaguar XJ 5.3C auto	1977	vg/restd/lm	Barons	£7700
Jaguar XJ6 4.2	1972	g/repaint/recom/no docs	R Edmonds	£1760
Jaguar XJ6 S3 4.2 auto	1985	g/engine rebuilt/LPG/sh	Brightwells	£3520



Stylish restored Alfa Romeo 1900C Sprint raised £136,689 at Bonhams' debut Zoute sale



Sorted front-drive Alvis, Brightwells, £64k



Delahaye-style Austin, Bonhams, £20,503



Superb Healey 100 took £83k in Belgium



Buick in wedding spec, £9900, Brightwells



Corvette manual, cheap at £8250, Barons



DVCA's bargain De Tomaso GT55, £18,700



Fun Model T had been rebodied as a Speedster and looked well worth £13,475 at DVCA



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UK RESULTS

CAR	YEAR	COND	SALE	PRICE
Jaguar XJ8 4.0 auto	1999	vg/refurb	R Edmonds	£1705
Jaguar XJ-S 3.6 auto	1990	exc/v.orig/sh/lm	Brightwells	£7700
Jaguar XJ-S 5.3 V12 auto	1987	vg/refurb	Barons	£5170
Jaguar XJ-S 5.3 V12 auto	1993	vg/recom	R Edmonds	£1815
Jaguar XJS 4.0 Celebration auto	1996	exc/v.orig/lm	R Edmonds	£10,890
Jaguar XK140 3.4 fhc	1956	exc/restd/orig int	DVCA	£63,800
Jaguar XK8 auto	1998	vg/v.orig/sh	Brightwells	£4730
Jensen Interceptor I auto	1969	vg/restd	R Edmonds	£14,850
Jensen-Healey	1974	g/repaint/recom	R Edmonds	£3850
Land-Rover SI 2.0	1955	g/v.orig	Brightwells	£4125
Land-Rover SI 80in	1950	exc/restd	R Edmonds	£9460
Land-Rover SIIA 88in 2.25 military	1971	f/refurb (o)	DVCA	£940
Land-Rover Discovery V8	1990	f/refurb (o)/g.hist	DVCA	£500
Lamborghini Gallardo	2004	exc/mech refurb/fsh	Brightwells	£52,800
Lamborghini LM002	1991	exc/orig/vlm/fo	Bonhams	£141,570
Leyland FK8 pump escape fire engine	1940	g/restd (o)	DVCA	£8690
Leyland Olympian double-decker	unknown	f/recom	R Edmonds	£1650
Lotus Elan +2	1970	vg/restd (o)	Brightwells	£11,000
Lotus Elite 501	1979	f/restn (s)	Brightwells	£825
Lotus Esprit Turbo	1984	exc/refurb/hi	R Edmonds	£10,560
Maserati A6G/54 GT All lhd	1957	exc/restd/hi	Bonhams	£429,594
Maserati Bora 4.9 lhd	1973	exc/restd/orig int	Bonhams	£78,108
Mercedes-Benz 220S cabrio lhd	1958	exc/restd	Bonhams	£73,226
Mercedes-Benz 230SL lhd	1966	supb/restd	Bonhams	£63,462
Mercedes-Benz 230SL lhd	1970	vg/refurb/sh	Bonhams	£34,172
Mercedes-Benz 280SE Coupé	1970	vg/v.orig/LPG/hi	Brightwells	£19,580
Mercedes-Benz 280SL auto+hdtp	1985	vg/refurb/sh	Barons	£8470
Mercedes-Benz 300SL-24 auto+hdtp	1991	vg/v.orig/fsh	Brightwells	£4510
Mercedes-Benz 350SL auto	1972	f/recom/no MoT	DVCA	£1815
Mercedes-Benz 380SL C auto	1980	exc/v.orig	Barons	£9240
Mercedes-Benz 500SEC auto	1993	vg/refurb/sh	Barons	£5940
Mercedes-Benz CL500 auto	1997	vg/v.orig/fsh	Brightwells	£3850
Mercedes-Benz E55 AMG saloon auto	2000	exc/v.orig/sh/hi	Brightwells	£4400
Mercedes-Benz E55 AMG estate auto	2001	exc/v.orig/fsh/hi	Brightwells	£6490
Mercedes-Benz SL500 auto	1994	vg/refurb/sh	Brightwells	£3520
Mercedes-Benz SL500 auto	2003	exc/v.orig/sh	Brightwells	£9900
Mercedes-Benz SL500 auto	2003	vg/sh/fo	Brightwells	£7700
MGA 1500	1958	vg/restd (o)/1622cc	Brightwells	£17,380
MGB	1968	exc/restd/1950cc	Brightwells	£9900
MGB	1980	vg/refurb/lm	Barons	£6710
MGB+hdtp	1977	g/restd (o)	DVCA	£3355
MGB GT	1966	exc/restd	Brightwells	£3850
MGB GT	1972	vg/restd (o)	Brightwells	£3300
MGB GT	1978	vg/restd (o)/g.hist	Brightwells	£2090
MGB GT+Webasto	1969	exc/restd (o)	Brightwells	£10,120
MGB GT+Webasto	1977	vg/restd	Brightwells	£2585
MGB GT V8	1976	supb/restd/mods	Barons	£12,650
MGF Mk2	2001	vg/v.orig/fsh/oo	Brightwells	£2090
MG F1 Magna 1271cc	1932	vg/p.restd/ex-4str	Brightwells	£19,800
MG Midget MkIII	1967	supb/restd	Brightwells	£11,220
MG TD MkII lhd	1952	g/restd (o)/not reg/no MoT	Barons	£9075
MG YA	1950	vg/restd (o)/TD engine	Brightwells	£8140
Morgan Plus 8 3.9	1991	exc/repaint/lm	Brightwells	£28,600
Morgan Plus 8 4.6	1990	exc/restd/new engine	Brightwells	£31,550
Morris 1000 Traveller	1968	exc/v.orig/1098cc/fo	Brightwells	£4950
Morris 1000 Traveller	1968	f/brush-painted/1098cc	DVCA	£2090
Morris 1000 Traveller	1969	f/brush-painted/faulty 'box	DVCA	£2090
Morris Commercial ambulance	1969	g/recom/lm	R Edmonds	£6600
Morris Marina 1.3 Deluxe	1972	p/restn (s)	R Edmonds	£198
Morris Mini 850	1960	p/restn (m)/fo	Brightwells	£880
Morris Mini 850	1962	exc/restd	R Edmonds	£6930
Morris Mini Mk2 1000 auto	1968	vg/orig/fo	DVCA	£3575
Morris Minor 1000 police car	c1969	g/refurb/no MoT	R Edmonds	£1870
Morris Minor 2dr	1954	g/restd (o)/recom/1098cc	R Edmonds	£2860
Morris Minor 2str sports	1932	exc/restd	R Edmonds	£7750
Morris Oxford	1953	f/refurb (o)/recom	R Edmonds	£1760
Morris Oxford 4str special	1926	exc/restd	Brightwells	£17,050
Panther Kallista 2.8 auto	1986	vg/v.orig	Brightwells	£6380
Peugeot 203C lhd pick-up	1954	f/refurb (o)/no MoT	DVCA	£3080
Pilgrim Sumo Cobra replica 3.5 V8	1985/96	g/v.orig	Brightwells	£9460
Porsche 356B 1600 Drauz rdstr lhd	1961	supb/restd	Bonhams	£107,398
Porsche 911 2.7 targa lhd	1977	vg/restd/engine rebuilt	Bonhams	£28,314
Porsche 911 (964) Carrera 2 Tiptronic	1991	exc/v.orig/fsh/oo	Brightwells	£28,600
Porsche 911 Carrera 3.2 RS replica	1985	vg/refurb/sh	Brightwells	£14,410
Porsche 911S 2.4 targa lhd	1972	exc/restd	Bonhams	£80,060
Porsche 911SC	1982	vg/repaint/new interior/g.hist	Brightwells	£11,000
Porsche 924 Carrera GT lhd	1980	exc/restd	Bonhams	£31,243
Range Rover Vogue LSE auto	1993	vg/v.orig/fo	Brightwells	£5610
Range Rover Vogue SE auto	1988	p/restn (s)	DVCA	£375
Renault 5 GT Turbo	1990	vg/restd/mods	Brightwells	£3080
Riley 1.5	1964	f/orig int/recom	R Edmonds	£1430
Riley 2.6	1959	g/restd (o)/recom	R Edmonds	£5720
Riley Nine Monaco	1937	vg/restd (o)	DVCA	£9460
Riley Nine Monaco fabric saloon	1930	vg/v.orig/g.hist	Brightwells	£10,450
Riley Nine woodie	1937	f/p.restd/restn (s)	Brightwells	£6600
Riley RMD dhc lhd	1951	vg/repaint/orig int	Brightwells	£29,700
Riley RME	1952	exc/repaint (o)/fo	DVCA	£22,220
Rolls-Royce Silver Cloud III auto	1963	vg/restd	Barons	£15,180
Rolls-Royce Silver Shadow auto	1973	g/refurb	R Edmonds	£4290
Rolls-Royce Silver Shadow II auto	1977	exc/refurb/sh	Brightwells	£6380
Rolls-Royce Silver Shadow II auto	1978	f/refurb (o)/orig int	DVCA	£3740
Rolls-Royce Silver Spirit auto	1981	exc/refurb	Barons	£7700
Rover Mini Cooper 1.3i	1995	exc/restd	Brightwells	£4620
Rover P4 100	1961	f/refurb (o)/recom	R Edmonds	£1320
Rover P5B 3.5 Litre auto	1968	vg/repaint/recom	R Edmonds	£4620
Rover P6 2000TC	1973	g/v.orig	DVCA	£2420
Rover P6 3500 auto	1970	f/recom	R Edmonds	£990
Rover P6 3500S	1972	vg/restd	Brightwells	£2310



£21,175 is cheap for any E-type, and Barons' restored S1 2+2 had an LPG conversion, too



Brightwells' Elite 501: a lot of car for £825



A6G/54 GT by Allemano, £429k, Bonhams



Unregistered LHD MG TD, £9075, Barons



£6380 Kallista: hindered by being an auto?



£3k Peugeot was driven to France post-sale



Mint one-owner 964 was a strong £28,600



Well-restored and rare 'waterfall grille' Triumph Dolomite 14/65, £39,600 at Brightwells

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AUCTION RESULTS

UK RESULTS

CAR	YEAR	COND	SALE	PRICE
Rover SD1 3500 auto	1978	f/recom	R Edmonds	£1100
Saab 900 Turbo 16 Ruby Edition	1993	g/v.orig/hi	Brightwells	£2420
Sunbeam 25 3.3	1935	vg/restd(o)/engine rebuilt	Brightwells	£19,800
Toyota Corona	1967	f/recom/fo/hi	Barons	£1350
Triumph 14/65 Dolomite rdstr	1939	vg/mech refurb(o)	Brightwells	£39,600
Triumph Dolomite 1850HL	1979	g/orig int/g.hist	DVCA	£1760
Triumph TR3A	1958	exc/restd/ex-lhd	R Edmonds	£20,900
Triumph TR5	1967	supb/restd	Barons	£27,500
Triumph TR6 150bhp	1971	exc/restd(o)	Brightwells	£14,300
Triumph Stag auto+hdtp	1974	vg/restd(o)/mech refurb	Barons	£5280
TVR Tasmin 350i conv	1983	g/mech refurb/hi	Brightwells	£2365
Vanden Plas Princess 1300 sal	1973	g/restd/orig int	DVCA	£1925
Vanden Plas Princess 4 Litre R	1966	g/stripped interior/restn(s)	R Edmonds	£1320
Vauxhall 10	1937	f/engine rebuilt/orig int	Brightwells	£2400
Vauxhall Wyvern	1956	f/p.restd/restn(s)	R Edmonds	£1430
Volkswagen 1302 conv	1971	vg/refurb	Barons	£5720
Volkswagen Golf GL auto cabrio	1985	vg/refurb	Brightwells	£1073
Volkswagen Golf GTI 1.8 cabrio	1988	vg/v.orig	Brightwells	£1870
Volkswagen Type 2 Devon Camper	1965	exc/restd/mods	Barons	£16,500
Volvo 262C Btn auto	1979	g/v.orig/recom	Barons	£4400
Vulture-Volkswagen 1300 beach buggy	1970	vg/restd	DVCA	£6600
Wolseley Hornet	1966	f/p.restd/dismantled	DVCA	£450
Wolseley Wasp	1935	f/restn(s)	DVCA	£2750

USA HIGHLIGHTS

CAR	YEAR	SALE	PRICE
American Austin pick-up	1945	RM	£25,988
Aston Martin 1 1/2-litre Bert 2/4str sports	1934	Bonhams	£165,107
Aston Martin DB6 Vantage	1966	Bonhams	£123,830
Aston Martin V8 Volante	1986	Bonhams	£68,794
Austin-Healey 3000 MkI	1960	Auctions America	£23,562
Austin-Healey Sprite MkII	1963	RM	£17,325
Beardmore MkVI Wind taxi	1959	Bonhams	£3302
Bentley S3 Continental	1963	Bonhams	£15,134
Cadillac Eldorado Biarritz	1957	Auctions America	£114,345
Cadillac Series 60 Special town car	1941	RM	£103,950
Cadillac Series 62 conv	1950	RM	£79,695
Chevrolet Camaro Yenko	1969	Mecum	£173,250
Chevrolet Camaro ZL1	1969	Mecum	£333,900
Chevrolet Chevelle LS6 454/450 conv	1970	Mecum	£173,250
Chevrolet Chevelle Z16 396/375	1965	Mecum	£141,750
Chevrolet Corvette 427/435	1967	Mecum	£129,150
Chevrolet Corvette Airbox conv	1957	Mecum	£182,700
Chevrolet Corvette L88 conv	1967	Mecum	£2,020,000
Chevrolet Corvette rdstr	1957	Auctions America	£65,835
Chevrolet Corvette rdstr	1963	Auctions America	£47,888
Chevrolet Corvette Z06 327/360	1963	Mecum	£157,500
Chrysler CL Imperial convertible rdstr	1933	RM	£443,520
Dodge pick-up	1921	RM	£12,026
Ferrari 308GTSi	1980	Bonhams	£14,409
Ferrari 330GT 2+2	1964	Bonhams	£78,425
Ferrari 330GTC	1967	Barrett-Jackson	£311,850
Ford Fairlane Crown Victoria	1955	RM	£55,440
Ford Super Deluxe Sportsman	1947	RM	£796,950
Hanomag 3/16 coupé	1931	Bonhams	£13,414
Healey Elliott	1947	RM	£20,790
Hudson Hornet	1952	Bonhams	£12,363
Jaguar XK120 rdstr	1951	RM	£79,695
Jaguar XK120SE rdstr	1954	Bonhams	£65,354
Jaguar XK140SE fhc	1956	Bonhams	£20,638
Jaguar E-type S1 3.8 rdstr	1962	RM	£58,905
Jaguar E-type S1 4.2 rdstr	1966	RM	£72,765
Jaguar E-type S1 4.2 rdstr	1967	Bonhams	£34,397
Knox 16/1hp 'Touraine' 4-passenger Stanhope	1904	Bonhams	£89,432
Lagonda 14/80 tourer	1934	RM	£55,440
Lincoln Model K conv	1931	Barrett-Jackson	£221,760
Lincoln Model K Victoria conv	1936	RM	£152,460
Locomotive Model 48 Speedster	1914	RM	£183,645
Mercedes-Benz 190SL	1960	Auctions America	£49,896
Mercedes-Benz 280SEL 4.5 lhd	1972	Bonhams	£17,866
MGA 1600	1959	Auctions America	£18,711
MGB	1967	Auctions America	£9182
MGC GT	1968	Auctions America	12,128
MG Midget 1500	1974	Bonhams	£3095
MG TD	1952	Auctions America	£14,207
Nash Metropolitan	1957	RM	£27,720
Oldsmobile 442	1972	RM	£55,440
Packard 1101 Eight 7-passenger tourer	1934	Bonhams	£56,826
Packard Eight cabrio	1933	RM	£145,530
Packard Eight Eight Sport	1926	RM	£22,335
Packard Eight Victoria conv	1935	RM	£100,485
Packard Model 18 4-passenger tourer	1910	Bonhams	£81,173
Peerless 29 Park Victoria Brew phaeton	1910	Bonhams	£144,468
Pierce-Arrow 48-SS 7-passenger tourer	1910	RM	£433,125
Porsche 928S	1983	Bonhams	£13,070
Rolls-Royce 20hp Loc 2dr landau-coupé	1925	Bonhams	£28,893
Rolls-Royce 20/25 enclosed limousine sedanca	1933	RM	£100,485
Rolls-Royce 20/25 tourer	1934	RM	£45,045
Rolls-Royce Silver Cloud I	1959	Bonhams	£13,414
Ruth Engineering Cheeta Evolution Coupe	1966	Auctions America	£23,886
Sawin-Ford V8 sprint car	1940	Bonhams	£8919
Shelby GT500E	1967	Barrett-Jackson	£152,460
Stoddard Dayton Model 11A 5-passenger tourer	1911	Bonhams	£92,872
Volkswagen Beetle Epilogue 1600 conv	1979	Bonhams	£12,363

Only cars believed sold are listed. Prices include buyer's premium, but not the VAT payable on it



In the current climate, £16,500 seemed good value for uprated 1965 VW Devon Camper



American Austin pick-up did well at £26k



1934 Aston 1 1/2-litre, Bonhams, £165,107



Mecum's super-rare Camaro ZL1, £334k



Fabulous Hudson Hornet sedan £12,363



XK140SE fhc appeared a steal at £20,638



Wonderful Locomobile at RM, £183,645

SALE RATES AND STATISTICS

Mecum, Dallas Convention Center, Texas, USA, 4-7 September: 6% buyer's premium, 986 cars sold of 1432 offered - 70% sale rate, £23.94m sale total; Barons, Sandown Park, Surrey, 17 September: 10%, 29/45 - 65%, £286,085; DVCA, Dorchester, Dorset, 19 September: 10%, 33/43 - 77%, £293,415; Brightwells, Leominster, Herefordshire, 25 September: 10%, 87/135 - 64%, £1.03m; Barrett-Jackson, Mandalay Bay Resort, Las Vegas, Nevada, USA, 26-28 September: 10%, 657/657 - 100% (no-reserve sale), £20.16m; Richard Edmonds, Peter Attenburrow Collection, Crediton, Devon, 28 September: 10%, 55/56 - 98%, £304,464; Auctions America, Carlisle Expo Center, Pennsylvania, USA, 3-4 October: 10%, 142/249 - 57%, £1.77m; Bonhams, Simeone Museum, Philadelphia, Pennsylvania, USA, 7 October: 10%, 57/66 - 86%, £1.95m; RM, Hershey, Pennsylvania, USA, 10-11 October: 10%, 104/115 - 90%, £6.08m; Bonhams, Zoute Sale, Belgium, 11 October: 15%, 27/45 - 60%, £1.92m

CONDITION GUIDE KEY

f - fair; g - good; vg - very good; exc - excellent; supb - superb; conc - concours; sh - service history; fsh - full service history; ghist - good history file; hi - historically interesting; orig - original; v.orig - very original; n.orig - not original; lm - low mileage; vlm - very low mileage; del miles - delivery miles; oo - one owner; fo - few owners; p - poor; refurb - refurbished; renov - renovated; restd - restored; recom - requires recommissioning; (o) - older; (m) - major; (s) - straightforward; prestd - partially restored; compl - complete; inc - incomplete; to - taxes owing; not reg - not UK registered; mech refurb - mechanically refurbished

COACHBUILDERS KEY

All - Allemano; Bert - Bertelli; Brew - Brewster; Btn - Bertone; Loc - Locke & Co; Mull - Mulliner; Swal - Swallow; Tick - Tickford; Trg - Touring; Wind - Windovers

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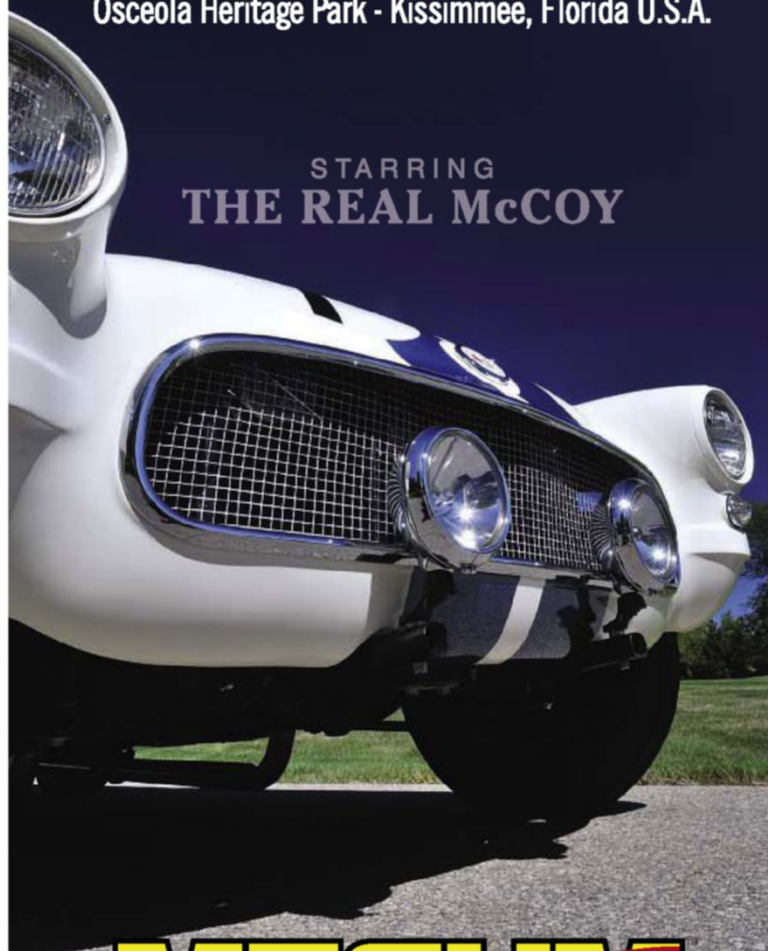
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THE RISE AND FALL OF 911 PRICES



As values for the 993 and Ur models continue to rise, the 964 and 996 are populating the affordable end of the 911 market

As always seems to happen whenever we get our hands on a Porsche 911 for a feature, the majority of the *C&SC* team has spent the past couple of weeks trawling the classifieds in the vain hope of finding an example that we can afford.

Unfortunately, the definitive pre-'73 models – known internally as the Ur-911 – have been among the biggest winners, their values dragged well out of 'bargain' territory. This month's restoration story

proves that, with the right contacts, you might just land yourself a Ur car for the magic £10k mark – but it also proves that it will lead you towards potential financial ruin.

If you must have a Porsche from the 'classic' era, the only option is a 1974-'89 G-series 'impact-bumper' car. The good news is that, though you have to choose carefully, there are affordable examples in this territory. We found a smart, sub-100,000-mile 1980 SC for £13,495

and Carrera 3.2s start at a couple of thousand more, but bear in mind that the best examples are twice as much, so get any prospective buy thoroughly inspected.

A couple of years ago the obvious choice for a £10k 911 was the 964, but not so today. You may find one at just over that price, but at the very least it will be a less desirable model (such as a Tiptronic targa) with high miles; the worst-case scenario is a restoration project.

Bizarrely, the best-value 911 today is one of the most usable and plentiful, the unloved 996. It's less pretty than the 993, but the first of the water-cooled cars represents superb value for money. At the time of going to press, www.classicandsportscar.com listed 13 sub-£10k 996s, the cheapest of them a clean-looking manual Carrera in a good colour with full service history and just over 100,000 miles on the clock on offer for just £8450.

Live the American dream

With news that US racing legend Augie Pabst has recently sold his Scarab Roadster for a seven-figure sum, the options for fans of Lance Reventlow's 1950s sports-racing beauty are very limited. Connecticut-based Automotive Restorations (www.automotiverestorations.com) looks to have a fine alternative for a lesser budget, with a convincing continuation car at \$125,000 (£77,000). The first replica built by Scarab Motorsports, its specification includes aluminium body, 550bhp Chevy V8, T10 gearbox, Corvette brakes, quick-change rear and authentic Halibrand wheels.

"Everyone who sees it thinks it's the real thing," says Michael Silverstein. "We've been right through the car and its performance is spectacular."

To match the Scarab rep, there's also a cool '56 Chevy 150 Glass Sedan Delivery wagon for £24,000: "It was ordered new by the government for a submarine base and now has a Corvette LT1 engine, five-speed gearbox, rack-and-pinion steering and disc brakes. It's great to drive."

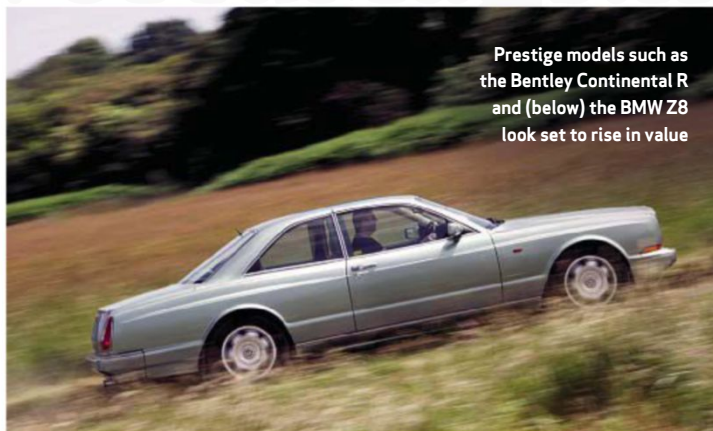


Clockwise, from above: '56 Chevrolet Glass Sedan would make the ideal period tow car for Scarab replica; Automotive also has a batch of Triumph Spitfire racers, including a VRS team car at £13,283

Healey firm's doors open

Rawles Motorsport welcomed more than 120 cars to its Hampshire premises on 12 October for the Healey specialist's annual open day. The vehicles that turned up encompassed more than 120 years of motoring, from Adler to Aston via a Mercedes-Benz 190SL (below) and a hot Riley 2.6 – plus, of course, a fine line-up of Big Healeys and Sprites.

Visitors got a chance to see the facilities in action and to meet the team. There were live demonstrations of the rolling road, trimming and panel-beating, while the company also took the opportunity to unveil its new spray booth, doubling its painting capacity. Next year's event will take place on Saturday 11 October; see www.rawlesmotorsport.co.uk



Prestige models such as the Bentley Continental R and (below) the BMW Z8 look set to rise in value

Classics still booming

The future looks good for classic-car values, according to a panel of industry experts at the first Hagerty valuation seminar, held at the National Motor Museum in September. The mood at Beaulieu was full of optimism – buoyed by recent figures suggesting a rise in values across the classic market of 160% over the past six years.

The panel, which was compered by our very own Simon Taylor and included C&SC contributor Richard Hudson-Evans, was tasked with picking the modern classics that they felt would gain in value over the next five years. Roadgoing derivations of 1980s race and rally icons – the Lancia Integrale and Ford RS Cosworths, for example – were

tipped for success. The panel also picked luxury performance cars such as the BMW Z8, Aston Martin DB7 and Bentley Continental R.

“The majority of purchases are being made with accumulated capital,” said Hagerty’s managing director Angus Forsyth, “as opposed to speculators taking out loans, which suggests that the outlook for the industry remains healthy.”



FAMOUS NAME RETURNS

The Lister Motor Company has announced that it is building a new ‘Knobbly’ Lister-Jaguar. The firm has returned to its roots with a facility in Cambridge, and several members of the 1950s team will join the project. The 1958-type cars (to FIA/HTP Appendix K spec) will wear BHL-C – for Continuation – chassis numbers. See www.listercars.com



FACTORY-FRESH SOFT-TOP

When is a Volkswagen Beetle worth £18,995? When it's an as-new Karmann Convertible that has covered only 429 miles! KGF Classic Cars is offering this ‘Triple White’ 1979 example, a very late German-built car. With just one keeper from new until 2006, the USA Beetle arrived in the UK in December 2010. Go to www.kgfcassiccars.co.uk for details.

Price watch Chevrolet Corvette C1

Author and marque authority Tom Falconer of Claremont Corvette (01634 244444; www.claremont.corvette.co.uk) reckons that, early 1953 cars aside, the remainder of the C1s that ran until '62 are similarly priced: “They are all around £60,000 for a correct restored or original car. The main difference is in how easy they are to sell. For the past five years, the 1958-'60 cars have been the most desirable: people like the more glittery look and the double headlamps. But others prefer the 1956-'57 cars because they are purer.”

As ever, there are exceptions: “You can add at least another £20k for a model with fuel injection – an outstanding ‘Fuelie’ will be £80-100,000. They can be hard to set up with modern petrol, though, and you're unlikely to find one in this country because most of them go back to the States where they are highly collectible.”

‘For the past five years, the 1958-'60 cars have been the most desirable; others prefer the purity of the 1956-'57 cars’

1953 car – is worth six figures because of what it is,” explains Falconer. “People collect the first-year cars and then put them away – they don't seem to drive them much. A '53 with stonking history and all of the details right will fetch \$200k in the States – and, oddly, a restored one probably won't make as much as an original survivor.”

But what if you don't have big bucks to spend? “The '61 cars are probably the cheapest. You can pay as little as £30-40,000 for a rough one with an MoT, but it'll be a US import with the wrong engine and in need of work.”



Later C1s were very different to the early six-cylinder cars, but values remain similar

RECENT AUCTION RESULTS

1957 Corvette conv	£182,700
Mecum, Texas, USA, Sept	
1957 Corvette rdstr	£65,835
Auctions America, PA, USA, Oct	
1957 Corvette 283	£61,074
Artcurial, Monaco, Jul	
1958 Corvette 283fi	£88,257
Artcurial, Monaco, Jul	

CLASSIFIEDS

1954 Corvette	\$79,000, Polo White, rebuilt carbs 001
908 234 2055 (T)	
1957 Corvette rdstr	EPOA, race car, four-speed manual 001
831 430 9940 (T)	



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PORSCHE 993

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The last of the air-cooled 911s is fast becoming a sought-after modern classic, as **Malcolm McKay** discovers

PHOTOGRAPHY **TONY BAKER**



If you want to grab the best 'modern' 911s while they are still cheap second-hand cars, you're too late. Classifieds are full of 911s for £10,000, but they're all newer than the 993, which is rapidly being snapped up by collectors as the most reliable, characterful and usable 911 of all. Designed by Harm Lagaay and Brit Tony Hatter, it received the highest plaudits for its traction, huge torque, new double-wishbone rear suspension, delightful six-speed transmission plus great packaging and practicality, not to mention the engine's superb noise.

Though still featuring the classic dash and floor-hinged pedals, this was an up-to-the-minute supercar, with anti-lock brakes, power steering, electric seats, windows and roof, central locking, alarm, twin airbags and leather trim; air-con was standard, too, on all but the Cabriolet.

It was only in production for five years, but there's a bewildering array of 993s. You can choose between normally aspirated or turbo, two- or four-wheel drive, coupé, targa or Cabrio, six-speed manual or four-speed Tiptronic auto. Porsche also offered a wide choice of wheels, suspension settings, seat styles, interior trim and whatever exterior paint colour you desired.

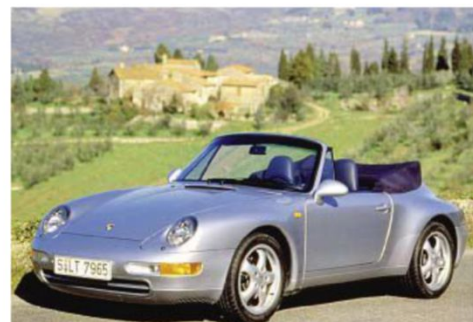
When new, the electric-roof Cabriolet was warmly received: 30kg lighter than the coupé yet impressively stiff, with none of the shake that normally affects open cars. The targa, built on the Cabrio shell, was even stiffer, albeit with a 60kg weight penalty; its glass roof slid electrically inside the rear window. But use has weakened both monocoques to the extent that flex, rattles and squeaks are now expected: the coupé remains the purists' choice. The four-wheel-drive turbo was phenomenally fast and capable, criticised only for being *too* good – with such outstanding grip, you couldn't slide the tail like you could in a two-wheel-drive Carrera.

US cars had 120mm ground clearance, European 110mm, reduced to 90mm with the Sport chassis (which came with 17in rather than the standard 16in wheels). State-of-the-art when it arrived, the power-sapping Tiptronic 'box with steering-wheel buttons to change gear wasn't liked by enthusiasts; expensive when new, autos are lower-priced now. Varioram induction, introduced in '95, helped to redress the balance, improving both performance and economy.

Check any car is what it claims to be: compare underbonnet codes with those on the VIN plate, service book and (later cars) driver's door shut.



993 targa replaced removable panel with sliding glass roof



Popular Cabrio looks a touch awkward after elegant coupé



Rot spots

- 1 Front boot floor, especially around the battery
- 2 Front/rear brake calipers
- 3 Windscreen surround, esp on scuttle (lift rubber)
- 4 Door check-strap mountings on A-posts
- 5 Door window lifters
- 6 Rear screen surround (lift rubber)
- 7 Rear chassis legs
- 8 Rear bumper support tubes
- 9 Silencer heatshields



Six-speed **gearbox** is a jewel: check it's had oil changes and the clutch is OK, or budget c£1500 to replace. A clonk may mean it needs a new dual-mass flywheel



Interior **trim** was to a high standard, but the huge range can make it tricky to find replacements for missing/damaged items. Seats wear on side bolsters



A well-serviced normally aspirated **engine** should do a huge mileage, though turbo units wear more rapidly due to high stresses. Check service history, oil level/colour and look for signs of oil leaks and oil smoke: they may be cheap to fix, but can often lead to major work. Smoky exhausts suggest worn valve guides: £3000-plus to sort



Check **electrics**: repairs are expensive. Heater motors (three) are up to £600 each; electric window motors £186. A targa roof can be especially costly to fix



Front suspension works hard so wear is common in wishbone bushes, balljoints, top mounts, dampers and steering: you can easily spend £3000 putting it right



Ensure the spare wheel and toolkit (inc tyre inflator) are in the **front boot**; look for signs of crash damage in floor and side panels, or rust around the battery



Lack of regular use is the prime cause of **caliper** problems, leading to rusty, sticking pistons. Exchange calipers are costly, but DiY rebuild kits are available



The featured Carrera 4S is for sale with Dove House Motor Co: 01933 354144; www.dovehousecars.com

On the road

Any 993 is a consummate performer. Few are still on base-model 16in wheels: road testers preferred the lower Sport settings with 17in rims, or 18s on the turbo and RS. Non-original big wheels can spoil the ride/handling balance and bigger than 17in is not wise for a targa or Cabriolet because they overstress the shell.

Keep a cool head for the test drive: start the engine and watch for smoke as it warms, then work your way through the gears, checking for smooth changes and powerful thrust throughout the rev range, especially in Varioram cars. Oil pressure should be 5bar at speed when hot. Take a mixed route to assess bump-thump on poor surfaces – a few creaks and rattles on open-top 993s are inevitable unless the car is very low mileage, but they should not be excessive. The suspension and steering do wear and any uncertainty in the handling should be curable with some expenditure on new bushes, balljoints, mountings, dampers and steering rack.

After a good drive, leave the engine running and look at it for signs of leaks and smoke. The turbo is more highly stressed: while normally aspirated 993s will soldier on for ever provided you keep the oil topped up and change it religiously, a high-mileage turbo engine is likely to need a very expensive rebuild before too long.

Four-wheel drive gives much greater security and traction, at a cost of crazy tail-out fun. Choose the car that suits your needs and your driving style: don't overlook the less-fancied Tiptronic targa if it's what you need – city driving, all weathers – get it cheap and enjoy it.



C4S features four-wheel drive and turbo-style 'wide body'

OWNER'S VIEW Mark Elder



"I've wanted a 911 since my boss in the 1980s lent me his Carrera," explains Elder. "Once I had enough money, I tested a 993. It sounded just like that '80s car: a machine with the heart of a dragon. I wanted a four-wheel-drive – I live in Scotland and if you don't go out in the rain, you won't go out – manual right-hooker [C16 option]. After 18 months, Stirlings found my dream car: black, with 27,000 miles. It did break the budget, but has been worth every penny. I've driven it 50,000 miles in seven years. It's had a new clutch, and I recently spent £3000 having the suspension refurbished and set up, which was a worthwhile job. On a trip to Germany, the car really came into its own on the autobahn, feeling calm and in control at 120-130mph."

The knowledge

WHAT TO PAY

Show RS/turbo S	£200,000/130,000
Show Carrera S/turbo	£45,000/65,000
Average pre/post Varioram	£20,000/30,000
Poor pre-Varioram	£15,000

PARTS PRICES

Front bumper	£1084
Brake pads (axle set)	£60-93
Front brake caliper (Carrera)	£539
Clutch kit Carrera/turbo	£483/777
Steering rack RHD (recon)	£594
Motronic injector	£119
Cabriolet hood	£1282

CLUBS

Porsche Club GB

01608 652911; www.porscheclubgb.com

TIPEC 08456 020052; www.tipec.net

BOOKS

Porsche 993 Essential Companion Streather, Veloce
Ultimate Buyer's Guide Morgan, PMM
Porsche 993 Road & Race Cars Howard, CP Press

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TIMELINE

1993 Dec Carrera – 160mph, 0-60mph 5.2 secs
1994 Mar Cabriolet – 159mph, 0-60mph 5 secs
Aug Carrera 4 (4WD); Tiptronic auto offered on Carrera (£2975) – 155mph, 0-60mph 6.3 secs
1995 Feb Carrera RS with stripped-out interior, 3.8 engine, 300bhp, Varioram inlets – 178mph, 0-60mph 4.7 secs; track-biased RS Clubsport with welded-in cage; turbo with wide body, 18in rims, 4WD – 408bhp, 398lb ft, 181mph; GT2, turbo lightweight homologation special, 2WD – 430bhp, 184mph **Sep** targa option; Varioram across range (up 13bhp, wider torque spread, better economy) – 172mph, 0-60mph 4.9 secs; Carrera 4S with turbo body and brakes, uprated suspension
1996 Sep RS build ends; Carrera S (2S) with turbo body; turbo gets stronger transmission input shafts, modifiable ECU; 450bhp GT2 'Evo' arrives
1997 Sep 996 replaces Carrera; last air-cooled 911s are C2S, C4S, turbo and new turbo S with 450bhp, lower suspension, 183 sold – 188mph
1998 Production ends (mid-year)

FACTFILE

Sold/number built 1993-'98/68,029 (46,923 C2, 14,114 C4, 5978 turbo, 1014 RS)
Construction steel monocoque
Engine all-alloy, sohc-per-bank 3600/3800cc flat-six, sequential fuel injection; turbo: twin KKK intercooled turbos, Bosch Motronic management; 272bhp @ 6100rpm-450bhp @ 6000rpm; 251lb ft @ 5250rpm-430lb ft @ 4500rpm
Transmission six-speed manual or four-speed Tiptronic, driving rear or all four wheels
Suspension: front MacPherson struts **rear** double wishbones; coils, telescopic dampers, a-r bar f/r **Steering** power-assisted rack and pinion **Brakes** 12in (304mm) ventilated discs, with servo and anti-lock; turbo/4S 12½in (322mm) **Length** 13ft 11in (4245mm) **Width** 5ft 8-11in (1735-1795mm) **Height** 4ft 2-3in (1270-1300mm) **Wheelbase** 7ft 5½in (2272mm) **Weight** 2948-3315lb (1340-1507kg) **0-60mph** 6.3-3.7secs **Top speed** 155-188mph **Mpg** 13-35 **Price new** £58,995 (Carrera, 1995)

INSURANCE

£479 for a 30-year-old Londoner with full no-claims and a clean licence on a '95 C2 as a garaged second car, agreed value £25k, 5000 limited miles. Lancaster: 01480 484848.

THE ALTERNATIVES



FERRARI F355

Available as a coupé, GTS and Spider, with fabulous V8 and, from '97, paddle-shift 'box.

Early valve guides wore, manifolds crack, roof buttresses rust; otherwise a great Ferrari to own.

Sold/no built 1994-'99/11,373 **Mpg** 15-20 **0-60mph** 4.6 secs **Top speed** 173mph **Price new** £88,965 ('95) **Price now** from £35,000



HONDA NSX

Pininfarina-styled aluminium supercar with potent 3-litre (3.2 from '97) VTEC V6.

Coupé and NSX-T (targa), but Type R not sold in the UK. Superbly built and reliable if maintained.

Sold/no built 1990-2005/18,685 **Mpg** 20-30 **0-60mph** 5.3 secs **Top speed** 168mph **Price new** £68,245 ('95) **Price now** from £25,000

One to buy £26,000

Year of registration 1996 **Mileage** 84,313 **Vendor** Hendon Way Motors, London; tel: 020 8202 8011; www.hendonwaymotors.com **For** Tidy and honest **Against** Usual London wear and tear under its belt

The C2 targa is the 993 people are frightened away from, says HWM boss Anthony Posner – yet the glass canopy and blind on this one work perfectly, and prices of the model appear to have risen by about £7k in the past three years.

Judging by its full service history, with 13 stamps mostly from London dealers up to Dec 2011 and 83,432 miles, this seven-owner 3.6 has always been a London car and has led a typical capital life. There's a bill from 2011 for unblocking the roof drains, adjusting its seal and regassing the air-con. The locks were changed in 2009, and the roof pillars and scuttle resprayed. The bonnet was painted in '06, though there are a few stone-chips on the nose, plus a couple of faint key scrapes in the flanks and some tiny rust bubbles in the driver's door-shut seam. The exhaust is sound and the undertrays are there.

The front seats were refurbished in 2008 and are very lightly creased but not worn, while the rears appear unused. The original carpets are good under Porsche overmats.

The flat-six starts instantly, and its temperature never gets more than a third of the way up the gauge. This is a Tiptronic car, as are many 993s, but the 'box is responsive and you can drive it 'manually' via the right-hand gate. The brakes are smooth and powerful, with good feel.

The MoT expired last December, so it will be serviced and supplied with a new ticket at sale.



Good 17in split-rim alloys wear nearly new Continentals



New gearknob matches refurbished Marble Grey leather



Varioram 'six' shows 3bar at warm tickover, 5bar with revs



C4S is the preferred 993 for many, though purists tend to pick the prettier early cars

Our verdict

Think carefully about your needs before deciding which 993 to buy, because there is plenty of choice out there. Though prices are shooting up, the later cars are still worth a lot more and this differential will fade with time, so don't reject well-kept early models. Buy a cherished 993 that suits you and it should repay with years of reliable supercar fun.

FOR

- Last and most refined air-cooled 911
- Tremendous reputation for reliability
- Prices now appreciating
- Great back-up from many keen specialists

AGAINST

- Complex car with costly parts if it goes wrong
- Turbo won't be cheap to run
- Already looking expensive compared to later/earlier 911s

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Five questions for...



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How long have you been in business?

This time about 18 months, but I actually started way back in 1980, buying and selling RS2000 Escorts before forging a career in the City.

What's your specialism? I tend to concentrate on what I like, which is usually British, although I am always discovering new areas of interest. These are generally the cars of my youth: I still recall every E-type in my home town, who owned it and what colour it was.

What's the one that got away? There are plenty, but maybe the R-type Bentley Continental fastback for £37k, or the DB5 for the price I paid for my new Ford Capri 2.8 Injection in 1984.

What would you never part with? My '62 3.8 E-type. I am restoring it myself, it would be like cutting off my arm to sell it when it's finished.

Which is your favourite event? The tax-free car park at the Goodwood Revival takes a lot of beating.

CASE HISTORIES Cars for sale we've tested this month



Aston Martin DBS V8 p205



1969 Marcos 3-litre GT p212



Porsche 911 RS 3.0 rep p233

Tests are carried out by experts and are a fair reflection of the cars on the day they were viewed. They should not be taken as a full inspection, and buyers must satisfy themselves of a car's condition before purchase. Cars are sold without tax unless stated

PICK OF THE CLASSIFIEDS Great classics you can buy

2000 ALFA ROMEO GTV £2250

W-registration 2.0 Twin Spark coupé in Lusso trim, showing just 37,000 miles and with a lady owner since 2001. Comes with full Alfa service history. Superb.



1979 MGB GT £5000

Just one owner since new. Fresh unleaded engine, 15,600 miles, lowered suspension, GB alloys with 185/70 Avons, stainless exhaust, FSH.



IN THE WORKSHOP Essential products & services guide

NEW FOR DECEMBER

Terry Hoyle's 40-year passion for Ferrari is now shared with serial collector and racer Cliff Fox. **Hoyle-Fox Classics** will further develop Terry's reputation as one of the world's leading Ferrari specialists.



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1954 Bentley 'R' Type Continental



1983 AC Cobra MK IV 427



1952 Jaguar XK120 roadster



Aston Martin Vanquish
Choice of 2



1963 Bentley S3 Continental
by HJ Mulliner Park Ward

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1975 Rolls Royce Corniche. Quite possibly the finest Corniche FHC on the market today, with a genuine mileage of just 43,000 miles from new. It's in stunning condition throughout and drives beautifully.



1962 Jaguar E-Type S1 Flat floor roadster. This January 1962 has spent the past 20 years in a private collection and is in very good condition. U.K. registered on the attractive number plate of 29 PHY. Viewing essential as these S1 E-Types are becoming extremely sought after.



1960 Mercedes 220SE Ponton Cabriolet. 1 of approximately 17 RHD 220SE Cabriolets produced, this extremely rare and stunning Mercedes is finished in Navy Blue with Red Leather.



1956 Jensen 541, 2 owners from new the 2nd owning it for the past 48 years! One of the most advanced yet underrated sports Coupes of this era. Being a 1956 it is eligible for numerous Classic Car rallies. An extremely interesting and charming British Classic.



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1962 Bentley S2 Continental Convertible

Finished in Windsor Blue with matching hood, known history from new, has just returned from lengthy European tour, for further information please call.



1932 Bentley 4 Litre With Saloon Coachwork by Thrupp & Maberley
This rare survivor of a 4 litre coach built saloon has a substantial history file and has had a number of high profile articles regarding its rarity published in a number of Bentley Drivers Club articles and it has been featured in a number of Bentley Specialist Books. There is an interesting piece about the Bentley's previous owner, whose claim to fame was that he drove his Bentley single handedly from Lands End to John O'Groats in under 24 hours. This rare elegant coach built 4 litre Bentley comes with a file of invoices and documents relating to its recent restoration together with current MOT and Road Fund Licence.



1935 Sunbeam 6 Cyl 3.4 Shooting Brake By Mulliners

Several concours first class wins to its credit. Please call for more details.



1973 4/4 Morgan 4 seater sports tourer

Completely rebuilt using all new parts, including 1600 cross flow Ford engine, stainless steel exhaust, new brakes, the list is endless down to the last minute detail. Price to sell at a fraction of the rebuild cost at £25,750 interesting vintage part exchanges may be considered any condition cash either way.



1965 Rolls Royce Silver Cloud III 4 Door Flying Spur by H J Mulliner

This extremely rare coach built aluminium Continental Flying Spur was of a very limited production is one of nineteen models built. The Continental is finished in silver mink with burgundy hide interior and has a comprehensive history file which accompanies it. The Continental is also fitted with air conditioning and is currently taxed and MOT'd and fully serviced ready for any sweeping motoring adventure down to the French Riviera



1927 Isotta Fraschini Tipo 8AS Tourer Coachwork by Carrozzeria Castagna

This phenomenal, exotic, all-weather Tourer was Italy's prestige motorcar and claimed the title of 'best car in the world' along with rivals Rolls-Royce in Britain and Hispano-Suiza in France. Not only were these remarkable luxury grand tourers chauffeur driven statements in leading cities worldwide they were also elegant conveyances in high society and were highly regarded in the racing world, having scored a resounding victory in the tough Targa Florio race and took 2nd place in the Vanderbilt Cup in 1913. Three Isotta Fraschinis were entered in the Indianapolis 500 race becoming the first cars to compete in that event. The list of royal and celebrity owners of the period is a statement in itself hence the company's claim that it produced the 'The Aristocrat of Automobiles' was no idle boast. This beautifully restored example is a rare opportunity for the discerning collector. Not only is the 8AS running beautifully it is also accompanied by a comprehensive history file and would be a dignified entry at any of the world's prestigious concours d'elegance events.

Please call for comprehensive information pack.
Interesting part exchanges considered.



1957 Bentley Continental S1 Fastback

With one owner for 56 years, this wonderfully patinated exquisite Bentley Continental has been regularly maintained & is ready to go anywhere for this season's touring calendar. This increasingly desirable hard to come by Continental has been known to us for over 40 years, please call for information pack.



Bentley Turbo R Coachbuilt Double-Deck Hears

Highway to Heaven transportation for the man who thought he had all incidents covered. Has never been used, for further details please call.



Magnificent pair of cased Purdey's

With second set of spare barrels for number 2 gun. 30 inch barrels with exquisite figuring and provenance. Superbly unmolested and correct. Would consider selling outright or preferably part exchange for interesting classic cars, WO Bentley, '50's Continental or other interesting vintage vehicles. Obviously cash adjustments to be negotiated.



1937 Packard Super 8 Limousine

Superb example having been previously owned by a Scottish aristocratic family, information pack and more detailed photographs available, please call. A snip at £39,950.

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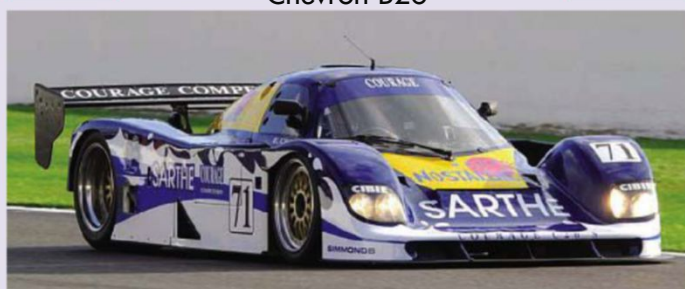
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LAMBORGHINI 400 GT 1968

European 400 GT (Sold new in Italy). Exceptional condition throughout. Body wise very clean, straight, solid and correct. Very nice beige leather interior, Borrani chrome wire wheels etc.



MASERATI 3500 VIGNALE SPIDER

Maserati Vignale Spider in beautiful overall condition! In a restored and technically overhauled condition. Bodywork very clean and solid. Very nice and attractive color scheme.



LAMBORGHINI 400 GT JARAMA

This example has been restored and mechanically rebuild some years ago here in Holland, that you will see not only but also do you notice while driving! Matching numbers.



ASTON MARTIN 15/98 2 LITRES ONE-OFF BY ABBEY COACHWORKS 1939

Has One-off body with cycle wings by Abbey Coachworks. Bills of restoration etc.



BENTLEY 3.5 L TOURER VANDENPLAS MILLE MIGLIA ELIGIBLE 1934

Beautiful Bentley 3.5 Litre which is born 1934. This car is in a perfect condition.



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Facel Vega Facel II	1962	Iso Grifo IR8 Coupé	1972
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Ferrari Dino 246 GT	1971	Porsche 911 E Targa	1971
Citroën Traction 6 cyl.	1950	Triumph TR4	1964
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CASE HISTORIES

WE TEST THE CLASSICS THAT YOU CAN BUY



ASTON MARTIN DBS V8

Year of manufacture 1971 **Recorded mileage** 4338

Asking price £59,950 **Vendor** Runnymede Motor Co, near Beaconsfield, Bucks; tel: 01753 644599; www.runnymedemotorcompany.com

WHEN IT WAS NEW

Price £7979 **Max power** 330bhp **Max torque** 400lb ft
0-60mph 6 secs **Top speed** 162mph **Mpg** 12

This restored V8 pleasingly retains its original fuel injection. Runnymede supplied the car to the previous owner 12 years ago, and he has gradually improved it since with a full restoration by Phoenix in 2003. In the past 12 months, it has been repainted in its original Fiesta Red at a cost of £4500, over a body that's straight apart from a suggestion of a dimple in the driver's door. The original GKN alloys have been refurbished, shod with Federal tyres with lots of tread, and the bumpers have been rechromed – a quality job with only hints of polish marks under the plating. Underneath it's all solid with good outriggers and jacking points, plus a new exhaust.

The Oatmeal hide is original, well creased on the front seats and rather less used on the rear bench. The matching carpets are a bit dirty but not worn, and the dashboard veneer is in excellent condition. There's a modern slide/fold-out Pioneer sat-nav and CD player, which diverts attention from the inoperative air-con by masking the controls. The clock works, though, and there's a nice aftermarket wood-rim steering wheel.

The motor is in tidy order, following an earlier rebuild by HWM, with no leaks, new plug leads and factory finishes. Its coolant is green and to the correct level, while the oil and transmission fluids are cleanish and also topped up. New brake servos reside in the front corners of the engine bay.

It fires easily and runs smoothly, feeling more lively than later cars, with plenty of deep-lunged surge. Oil pressure is at least 70psi warm and running, 20psi at idle, while the oil temperature hardly moved from the stop on our brief drive, and coolant struggled to get much above 75°C. The ignition light stays on but both electric front windows work. The chassis behaves sweetly, there's no slop in the steering, the brakes have nice feel and the auto 'box kicks down on command, with smooth upshifts. It will be sold with original handbook, a good history file and MoT until May 2014.



SUMMARY

EXTERIOR

- Smart; recently repainted

INTERIOR

- Original, bar new carpets

MECHANICALS

- Drives well; engine behaves itself and has strong oil pressure

VALUE ★★★★★☆☆☆☆

For Good refurbished condition

Against Eventually you may need feeler gauges and patience

SHOULD I BUY IT?

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1959 Mercedes-Benz 190SL - marque specialist restored, rare in right-hand-drive, C&SC featured.



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1987 Porsche 930SE Flachbau - detailed history from new, low mileage, marque specialist maintained.



Hand-built in the "Exclusiv" department of Porsche's Zuffenhausen factory, and delivered new to the UK market, via AFN Limited in May 1987 - this excellent, marine blue hued 930SE, has completed a documented 35,783 miles only and was most recently serviced in 6/13. Owned for the last eleven years by a PCGB member, with detailed maintenance by Porsche specialist Dave Griffiths Racing, and recorded in their "flatnose" register; this limited production "flachbau", is a regular "marque display" car at collectors car event's nationwide and is a much cherished, eminently collectible, turbocharged Porsche. **£67,995**

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MGA 1600 ROADSTER 1960: Iris blue with black interior. Chromium wire wheels. Grey wet weather equipment. Wooden steering wheel. Badge bar. Boot rack. Originally supplied LHD to the USA, now RHD and rust free. Drives beautifully and offering scope for improvement to the paintwork in the future. Priced accordingly at just £22,750



ALFA ROMEO 2600 SPIDER 1964: Rosso Red with Charcoal hide interior. Black mohair-soft-top. 5-speed gearbox. A superb example of Touring of Milan's classic 1960's Alfa touring car. One of only 103 RHD examples produced. £57,500



BENTLEY R-TYPE TWO DOOR 'EMPRESS' by HOOPER 1953: Imperial Maroon with a Silversand mid-rib and beige hide interior. Manual gearbox. Electric windows. Very rare 2-door, 4-light example, believed one of only 3 produced. Please call for further details. £74,950



MERCEDES-BENZ E220 CABRIOLET (W124) 1995: Metallic grey with Mushroom hide interior. Black electric soft-top. Alloy wheels. Two owners. 14,000 miles only from new. Fitted with climate controlled air conditioning, electric front seats with driver's memory seat. Totally mint throughout. Ideal for a Mercedes collector. £23,950

JAGUAR MK2 3.8 Ltr 1963: Opalescent Silver Blue with Grey hide interior. Chromium wire wheels. Manual / Overdrive. Webasto sunshine roof. Reuter reclining seats. 20,000 miles only from new. Original Log Book, service book etc. Previously supplied by ourselves 22 years ago! One of the best and most original examples you will ever find. £49,995

MERCEDES-BENZ 300 SL (R107) 1987: Diamond Blue with matching hard-top, blue interior & navy blue soft-top. Flat-faced alloy wheels. Four previous owners. 83,000 miles only from new. Electric windows. £15,995

MERCEDES-BENZ 500 SEC (W126) 1987: Diamond blue with blue hide interior. Flat faced alloy wheels. One owner for many years. 56,000 miles only from new. Air conditioning. Electric sunshine roof, steering column, cruise control and other usual refinements. £12,750

MERCEDES-BENZ 500 SE (W140) 1992: Nautic Blue with Grey hide interior. Alloy wheels. Two owners. 79,000 miles only from new. Full service history. Air conditioning, electric sunshine roof and steering column, cruise control, electric seats etc. Superb example of an early W140 with the same excellent build quality as its predecessors. £5,995

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This Marcos comes with a huge amount of paperwork, one folder of which details the work that Redline carried out on it a couple of years ago. At that time, it was a runner but needed refreshing. The new owner wanted to use the car in competition, so what ensued was, in effect, a total rebuild.

At that point the Marcos had a sunroof, but that has been removed and a new roof panel let in. Up-rated adjustable dampers were fitted, as well as four-pot calipers as part of a dual-circuit braking system, a bigger cooling fan and a modified sump with stainless-steel guard. A look underneath confirms that the chassis is solid, clean and straight, while the suspension components and exhaust are barely worn. The Essex V6 engine is in standard trim, but a heatshield has been added to the carburettor to help prevent fuel starvation. The oil and coolant are both clean and to level.

The panel fit is impressive, and the paintwork is generally very good. There is the odd crack and sign of wear, especially to the window surrounds, but that is to be expected on a car that has been used in historic rallies. The Yokohama A-021R tyres – the spare is similarly shod – have plenty of tread, and the Minilite-style alloys are unmarked.

Getting in is a little undignified, but once there you find an impressively finished retrimmed interior. There is a suede-covered OMP wheel, plus four-point harnesses and a discreet rollcage. It's snug but comfortable, and the V6 fires straight away, settling into a smooth and quiet idle.

On the road, it rides firmly – as you'd expect – but the handling is superb. The brakes feel strong, and the engine pulls smoothly throughout its rev range. There is a long throw to the gearlever but the change itself is nice. Overdrive engages promptly, too. With the up-rated cooling system, there was little chance of it overheating on our drive, but the oil-pressure gauge wasn't working. Redline's Jeremy Kearns suspects the sender unit, and will sort it before the car is sold – when it will also have a new MoT.



SUMMARY

EXTERIOR

- Paintwork lightly worn in places but body has excellent shutlines

INTERIOR

- Almost as new after retrim

MECHANICALS

- Thoroughly sorted

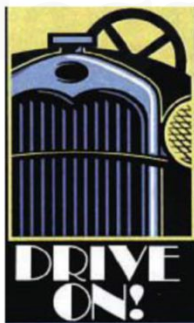
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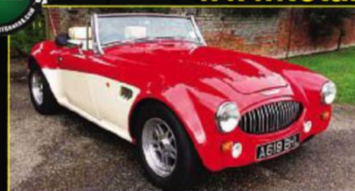
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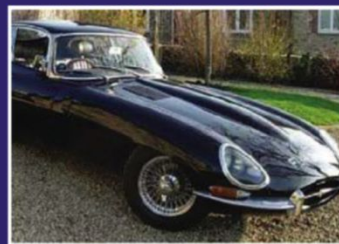
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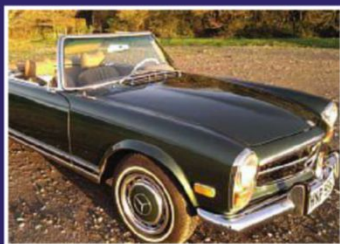
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1996 JAGUAR XJS 4.0 COUPE Last of line 'Celebration' in Spruce Green with Magnolia piped Hide. Two owners, 54,000 miles with massive history file
£11,995

1986 JAGUAR XJS V12 CABRIOLET Topaz with Barley Hide, 43,000 miles with an amazingly complete stamped history- main dealer until 2010, then ourselves
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2002 LEXUS SC430 Black with Cream Leather. Sought after unusual model which doubles as a refined enclosed Coupe and a proper Convertible. 68,000 miles- excellent condition
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CASE HISTORIES

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MASERATI 3500GT

Year of manufacture 1961 **Recorded mileage** 1126 (not confirmed)

Asking price £185,000 **Vendor** DD Classics, Kew, Surrey;

tel: 020 8878 3355; www.ddclassics.com

WHEN IT WAS NEW

Price £5852 **Max power** 220bhp **Max torque** 253lb ft

0-60mph 8.4 secs **Top speed** 137mph **Mpg** 16

Why Maserati 3500GTs have lagged behind the spiralling values of their Ferrari and Aston Martin rivals is a mystery, particularly when you see one as stunningly presented as this Touring beauty. The Dutch previous owner Martin de Vries had invested a fortune in having this car restored by top specialists, but there are no bills or history so far on file with DD Classics to relate who, or how much. "After having all of the work done, he just couldn't stand to see it go," says vendor Daniel Donovan.

The standard of the six-year restoration is top class after de Vries went to great lengths for authentic finishes, right down to having the distinctive boot-floor mats remade in Germany. The paintwork and trim would dazzle any concours judges, with the only criticisms being a little worn chrome on the driver's quarterlight and a slightly high driver's-door edge – though that probably only needs adjustment.

The engine and suspension have been totally rebuilt and, again, are authentically presented without over-detailing. The car is a Series II and has the ultra-desirable option of the early body style with a five-speed gearbox and disc brakes. Modifications include an electric fan and water pump, plus an EZ power-steering pump and an alternator. The underside is mint, confirming that the car has had little use since completion. It's finished off with a fresh set of Borrani wires and Pirelli Cinturatos.

The Maserati proved tricky to start, but once the new plug gaps (all 12 of them) were set correctly, the all-alloy triple-Weber straight-six sounded crisp through the expensive stainless-steel exhaust system.

Both oil pressure and temperature looked healthy during our rush hour urban test-drive. Thanks to the clever assisted steering, the recirculating-ball mechanism is easy to manoeuvre when parking yet still has plenty of feel when up to speed. The suspension needs to settle after the rebuild, but it rides well with no knocks. The all-round Girling discs have a firm pedal, pulling up strong and straight. The car will come with a new MoT.



SUMMARY

EXTERIOR

- Faultless repaint and rechrome

INTERIOR

- Quality leather and carpets; slightly baggy seat upholstery

MECHANICALS

- Fully rebuilt; superbly presented; effective power-steering mod

VALUE ★★★★★★☆☆

For Concours yet great to drive

Against Top money but superb

SHOULD I BUY IT?

Restoring a project 3500GT would cost much more. This stunning car is ready to be enjoyed and ought to upstage a 250 PF Coupé or DB4





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Brussels - Belgium

E-Mail: bernard.marreyt@skynet.be



Hispano Suiza H6B Roadster - 1922

Delivered new to 1-st owner in San Francisco. Rebodyed into actual Roadster in the USA during the 30-ies. Only 4 owners, of which 3 long-term, from new. Completely sorted, no expences spared, by the Hispano Suiza specialist in France. A marvellous prestigious motorcar, ideal for long distance rallies.

Price: ASK



Bugatti T23 Brescia - 1924

Sold new in Portugal and always been in Portugal. Coachbuilt (aluminium) into 3 seater open tourer in 1924 in Portugal. Totally correct & matching numbers. Full history known and confirmed by BOC. Last owner 50 years! In excellent running condition. A very rare find!

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Alvis 4.3 Vanden Plas short chassis Tourer RHD - 1939

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Price: ASK



Bentley MK VI Pininfarina Convertible RHD - 1949

This is a one-off Bentley/Pininfarina masterpiece! Exhibited in 1949 at the Geneva Motorshow when new, and prized at Pebble Beach Concours D'Elegance, Louis Vuitton Bagatelle Paris, Rolls Royce Nationals, etc... when completely restored. Still in perfect, fully restored condition. A stunning beauty! A unique, very usable and extremely elegant collectors car.

Price : ASK



Fiat 1400 Abarth Berlinetta Touring Superleggera LHD - 1950

One of only 3 produced! First owner: Mr. Camillo Livi, owner of Villa d'Este. Full history known. Club Italia historic competitioncar. Perfect Mille Miglia participant!

Price: 115.000 Euro



Aston Martin V8 Manual LHD - 1977

One of only 125 made with this sought after configuration. Very low mileage (43.000) and only 3 owners from new. Very original. Beautiful presentation in original paint (Orchard Green) on fawn leather interior. Completely sorted to European specification.

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BMW Z8 2001 11.000 km
Ferrari 250 GT Lusso 1964

Ferrari Dino 246 GTS 1973
Ferrari 308 GTB QV 1985
Healey 3000 Mk 2 A 1963
Healey 3000 Mk 3 1967
Jaguar XK 120 OTS 1953
Jaguar Mk 2 3.8 1967
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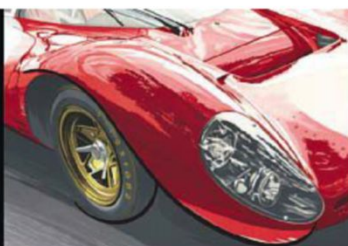


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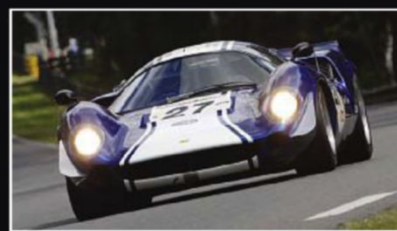
*Lamborghini Islero 1969. Black with red burgundy
leather. #6357. Entirely restored by Kremer. Converted
in "S". Running perfectly.*



*Lotus Elan GTS 1963 entirely prepared in "26 R"
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*Ferrari 250 Lusso 1963. Silver with blue leather.
Recent restoration. Matching. Engine just rebuilt.*



*Lola T 70 MkIII 1967 SL /119. Ex-Peter Revson.
Entirely restored. New engine 5,7 L carbs.*



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Horch 930 V Roadster, 1937, 1 of only 7 built Roadster with coachwork by Gläser, 3,5 lt V 8, 92 PS, extensively restored.



Maserati 3500 GT, 1960, first delivery to Italy (San Marino), ext. restored.



Aston Martin V8 Coupé Series III, '74, autom., only 48.000 mls, beautiful cond.



MB 300 SL Roadster, '60, first delivery France, ext. rest. in Germany 15 years ago.



Aston Martin DB2/4 MK III Saloon, '58, very rare MK 3, older rest., full history!



Porsche 356 B 1600 S T5 Cabriolet, '60, 90 hp, orig. registration doc., restored!



BMW 335 Limousine, 1939, compl. rest., one of the last built prewar BMW.



Horch 830 BK Cabriolet, 1936, ext. restored some years ago, beautiful!



Bentley 3 1/2 ltr. Van den Plas DHC, '36, wonderful orig. condition, full doc.

Bentley S II Continental Flying Spur, '62.
 BMW M6 CSI Coupé, '86, silver, 286 hp.
 De Tomaso Mangusta, 1970, red.
 Ferrari 250 GT PF Coupé, 1959, rosso.
 Ferrari 225 S Vignale Tuboscocca, '51.
 Fiat 125 Vignale Coupé, 1968, rare.
 Horch 853 Sportroadster, 1940, black.
 Jaguar E-Type Serie I 4,2, 1964, white.
 Jaguar XK 140 Roadster, '55, gunmetal.
 Lancia Aurelia GT B20 S, '54, MM eligible.

MB 190 SL Roadster, 1958, restored.
 MB 220 Cabriolet A, 1954, black.
 MB 280 SL Roadster, 1970, white.
 MB 300 d Limousine, 1958, black.
 MB 300 Cabriolet D, 1952, white.
 MB 320 Cabriolet B, 1938, black/red.
 Moyer Modell B Touring Car, 1913.
 Porsche 356 Coupé / Cabrio, several.
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HISTORICALLY IMPORTANT AUSTIN HEALEY 100 – NWD 394 - AN EARLY BUILT AUSTIN HEALEY 100/4 (30th JUNE 1953) - CONFIRMED BY THE BRITISH HERITAGE CERTIFICATE DESTINATION DEALER BEING DONALD HEALEY MOTORS, WARWICK. REPUTED TO BE THE 35th RIGHT HAND DRIVE MANUFACTURED AND PURCHASED NEW BY IAN WALKER - BRITISH MOTORSPORT ICON WHO PLAYED A KEY ROLE IN BRITISH MOTORSPORT IN THE 1950s / 1960s/1970s FORMING "IAN WALKER RACING". HE PROVIDED DRIVES FOR 3 FUTURE WORLD CHAMPIONS - JIM CLARK / GRAHAM HILL / SIR JACKIE STEWART....ALONG WITH A HOST OF OTHER TALENTED DRIVERS INCLUDING MIKE SPENCE, PAUL HAWKINS ETC. THIS AUSTIN HEALEY 100 WAS IAN WALKER'S OWN CAR: (QUOTE FROM "IAN WALKER THE MAN AND HIS CARS" BOOK BY JULIAN BALME, PAGE 18), "AUSTIN HEALEY NWD 394 ONE OF HIS MOST CHERISHED, IF NOT THE FAVOURITE OF ALL HIS CARS". HE USED FOR AN EXTENDED EUROPEAN TOUR, RETURNING THIS CAR TO THE HEALEY WORKS FACTORY TO HAVE THE LE MANS KIT FITTED (AS FEATURED IN THE 1954 / 1955 HISTORIC SEASON). THIS IS DOCUMENTED WITH PHOTOGRAPHIC EVIDENCE. SERIOUS ENQUIRIES, OFFERS INVITED!



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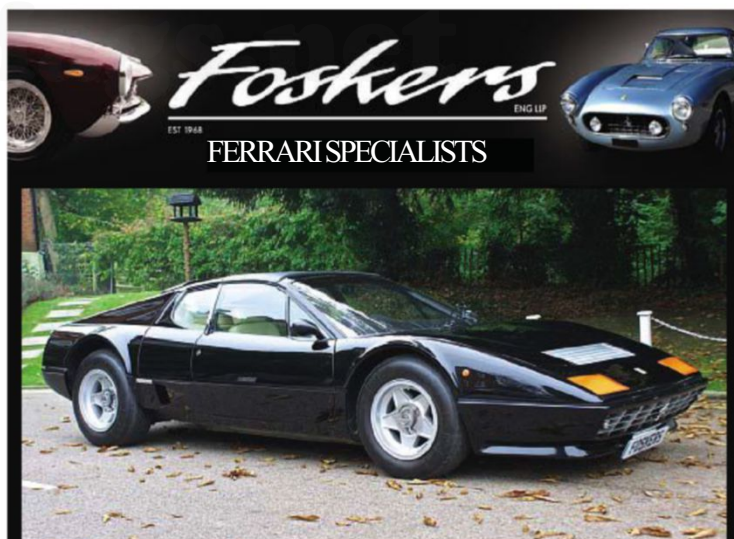


1954 JAGUAR XK120 ROADSTER - ORIGINAL LEFT HAND DRIVE / BEAUTIFUL DARK BRITISH RACING GREEN / FULL RETRIM IN JAGUAR GREEN LEATHER INTERIOR AND NEW JAGUAR WOOL GREEN CARPETS / SAME ELDERLY OWNER FOR THE PAST 45 YEARS / ENGINE OVERHAULED WITH SMALL MILEAGE SINCE / STAINLESS STEEL EXHAUST / GOOD HOOD / SIDE SCREENS AND TONNEAU COVER / NEW TYRES



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1954 AUSTIN HEALEY 100/4 - LEFT HAND DRIVE / IN NEED OF FULL RESTORATION.



FERRARI 512 BB 'TARGA' 1977 £POA

The 512 BB is indeed a rare sight on our roads these days, with only 102 being produced in RHD, but to see a 512 BB Targa is almost unique. This black Targa was converted by Emilio Garcia's 'Autokraft', originally registered in 1977 it is an early 512. Finished in Nero Daytona with Sabbia hide, and black Daytona inserts. It has Cromodora knock off wheels, electric windows and air conditioning. It comes with a very comprehensive service history, and shows only 25,000 miles from new. Offered in excellent condition throughout, it comes with a full service and a fresh MOT. A rather sound investment opportunity.

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CASE HISTORIES

WE TEST THE CLASSICS THAT YOU CAN BUY



MORRIS MINOR 1000 CONVERTIBLE

Year of manufacture 1970 **Recorded mileage** 18,098

Asking price £13,995 **Vendor** Percival Motor Company, Ulcombe, Kent; tel: 01622 851841; www.percivalmotorco.co.uk

WHEN IT WAS NEW (for saloon)

Price £770 **Max power** 48bhp **Max torque** 60lb ft
0-60mph 24.8 secs **Top speed** 73mph **Mpg** 34-40

This lovely Minor didn't begin life as a drophead (production ceased the year before it was made) but was chopped when it changed hands in 2009. It's a typically thorough Canterbury Convertibles job – even the header rail was altered to look like a factory soft-top – and is still in fine order. There's hardly a mark in the Smoke Grey (pale blue) paint, and the chrome is just as good as bar minor pitting on the back bumper. The hubcaps and wheels are mint, sporting barely worn Toyo 155 R14s all round, and on the spare.

All of the critical areas underneath – including sills, chassis rails and the rear spring hangers – look and sound solid, plus there's plenty of grease on the front suspension. It could do with a couple of dabs of underseal on the centre crossmember, but there's plenty everywhere else. There's surface rust on the back axle, which could easily be tidied, as well as a little on the nearside rear spring, while the exhaust is corroded but sound.

The engine bay is excellent, with no leaks plus recent hoses, plug leads and fanbelt. The oil is clear and to the maximum level, but the coolant could do with topping up. There's no unpleasantness on the filler caps, though.

Inside, it's immaculate, with pristine door cards, hardly a crease to the matching blue upholstery and smart Minor 1000 mats over unworn carpet. Even the (probably original) British Leyland static seatbelts are perfect.

The 1098cc A-series took a couple of goes to start on choke but soon settles to an even idle with no timing-chain noise. It drives superbly, with a smooth, light clutch, slick gearchange and wonderfully precise steering. The signature exhaust rasp is spot-on – all the better with the top down. It stops quite well, too, without pulling; there's a bill for £390 from about 10 years ago for a major brake overhaul. The Morris will be sold with a fresh MoT and a history file that includes previous tickets back to '77 to confirm its mileage, as well as the Passport to Service from before that.



SUMMARY

EXTERIOR

● Outstanding, with virtually flawless paintwork and chrome

INTERIOR

● Pretty much how it left Cowley

MECHANICALS

● All just so and still feels tight
VALUE ★★★★★☆☆☆

For Almost like driving a new one
Against Not a factory ragtop, but you can't tell and does it matter?

SHOULD I BUY IT?

Tempting: it's pricey but cheaper than it would cost from the firm that converted it, which is asking £16-22,000 for similar examples



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1936 4 1/2 VDP Style Tourer
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Choice of Two 3 1/2 Tourers

'26 20hp 4 Door Sports Tourer

Original Park Ward, Full 4 seater, lightweight design, with excellent history, recent new cylinder head & driving well; **£67,500**

Good choice of 20hp's - Saloon Cabriolet, Limousine, Sedan



1961 Silver Cloud II

Fabulously original, sound, smart & major Award winner. 58k miles from new, very well looked after & drives like new!
£57,500

1993 Continental R Coupe.
Pale Metallic 'Aurora' Green,
Magnolia leather; £29,500

1947 Silver Wraith Two Door Saloon by James Young

A very early & very handsome Razor edge design – one of three made. Runs & drives but needs re-commission; **£24,500.**

1947 S/Wraith Park Ward Saloon, P100 H/lts; £22,500



'49 Bentley HJ Mulliner MKVI

Major body off restoration in the 1990's about 6k miles a go. Very smart, Beige Leather, Red Carpets. Driving very nicely; **£29,500.**
Good selection of five MKVI Saloons & a Silver Dawn.

1937 PIII Barker Limousine

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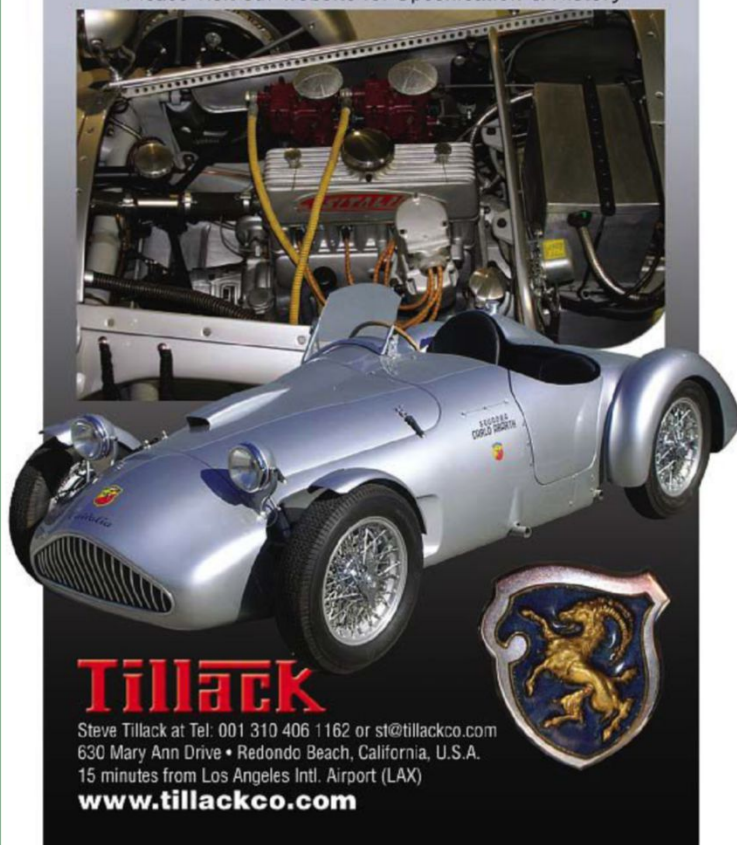
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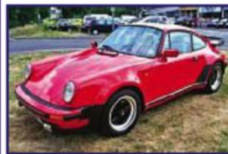
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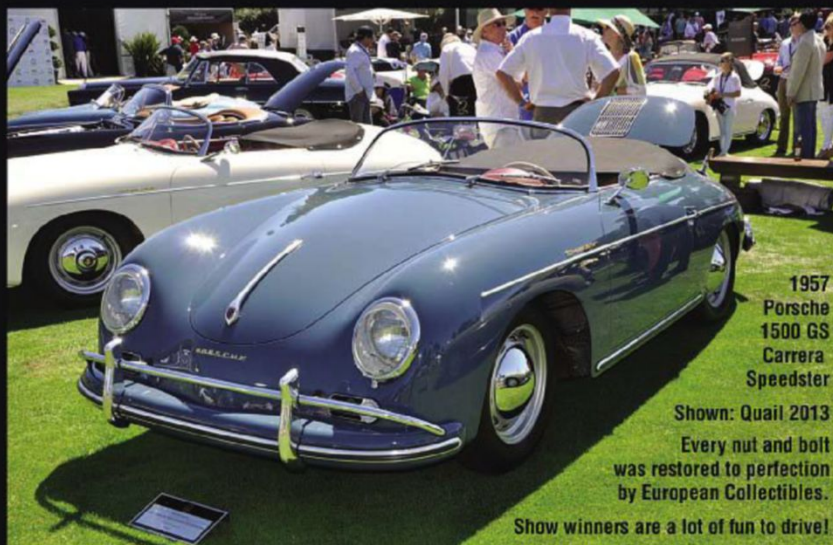
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Price DM64,980 Max power 230bhp Max torque 203lb ft 0-60mph 5.3 secs Top speed 152mph Mpg 17

This 911 was built in 1984 for noted RS collector Lord Mexborough, to preserve his original car before replication was widespread practice. This was Autofarm's project no 84, and originally ran an IROC-spec 3-litre engine with high-butterfly injection, Marelli dual ignition and big-bore exhaust. Mexborough sold the car to Porsche/Can-Am collector and author John Starkey in 1985, and it has had two owners since.

The capacity grew to 3.5 litres in 2006 with a fresh Autofarm engine, which was dyno'd at 311bhp at 6500rpm and 272lb ft at 5500rpm in silenced road tune. The 915 'box was rebuilt in 2007 and in 2008/'09 the owner embarked on a major bodysheet renovation. The overall appearance is good for a competition car, and there's still a timing strut attached to the front above a discreet chin-spoiler splitter. Its wheels aren't scuffed and shod with Michelin TB15s – soft period rubber that suits it perfectly.

The flat-six is clean and tidy with no oil leaks and the mostly stainless exhausts are in good shape, with no heat exchangers but fresh Nylocs and oil-return pipes, plus it sports Autofarm's own air filters.

Inside, there's not much trim – bare floors and roll-cage with some of the paint rubbed off, and not even a gearlever gaiter. The doors are glassfibre with built-in mirror housings (though there's no glass) and the windows are fixed, hence the ventilation holes in the side Perspex.

It's redlined at 7300rpm, yet it's quite benign because it still runs RS cams so it will trickle along in traffic, but rapidly vacates the scene as soon as you stir it through the ratios. It's geared for acceleration (Gurston 33.88 secs, Prescott 46.23 secs), but this could be changed for a taller diff and a heater reinstalled if you wanted to make it more user-friendly. There's also a Cat 1 alarm/immobiliser, though how you'd manage to make off with this undetected is anyone's guess. It will come with a fresh MoT.



SUMMARY

EXTERIOR

- Correct appearance for 3.0 RS

INTERIOR

- Basic; only seat velour can wear

MECHANICALS

- Fierce, yet surprisingly tractable

VALUE ★★★★★☆☆☆

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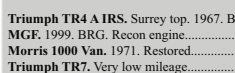
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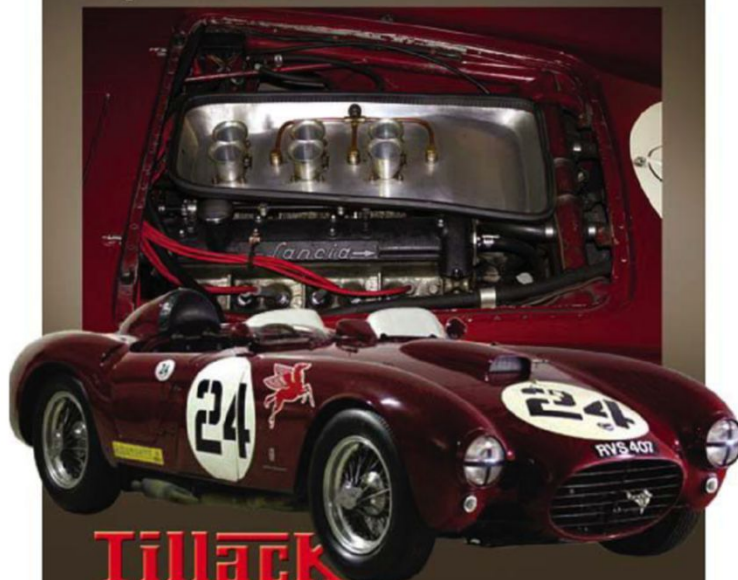
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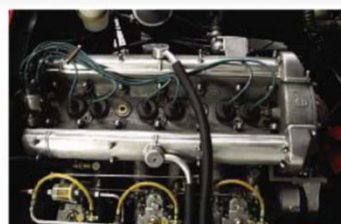
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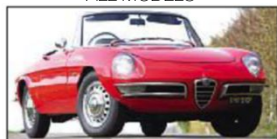
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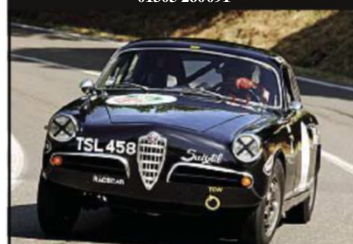


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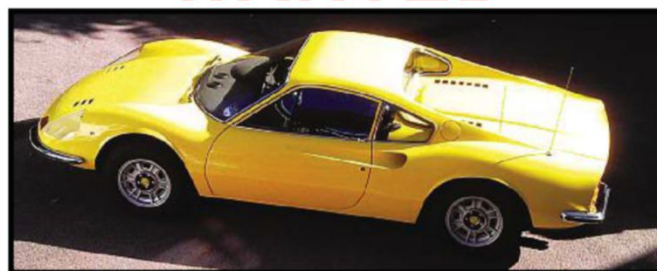
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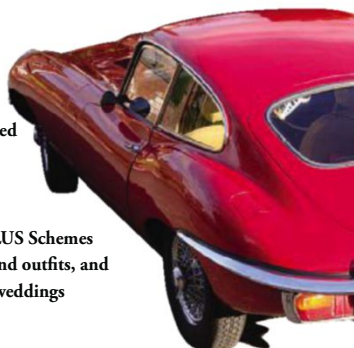


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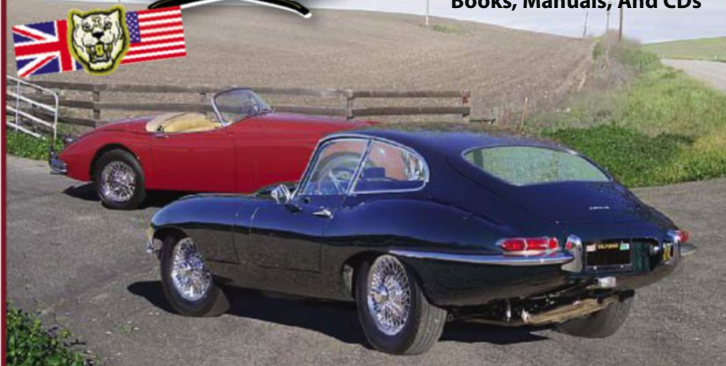
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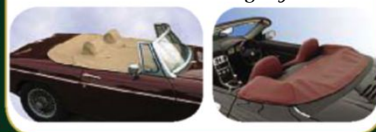


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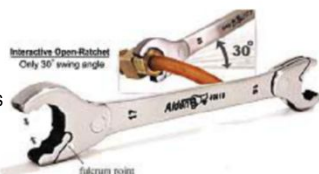


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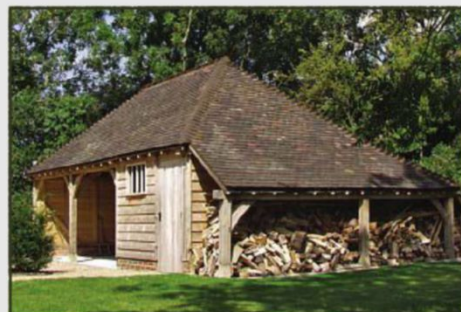
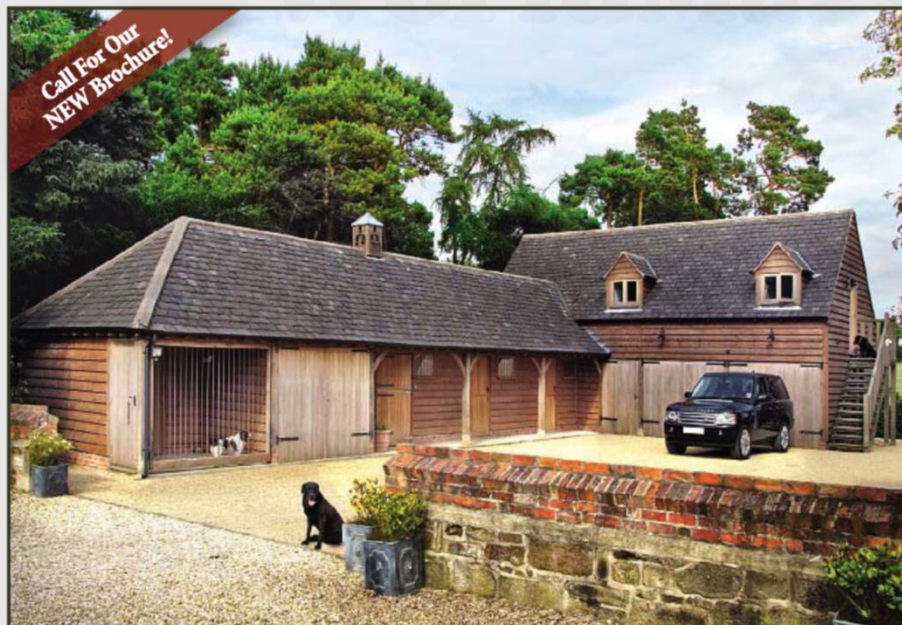
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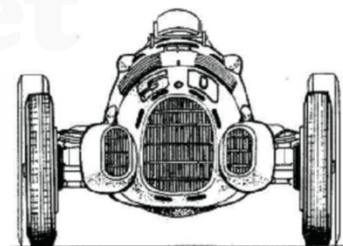
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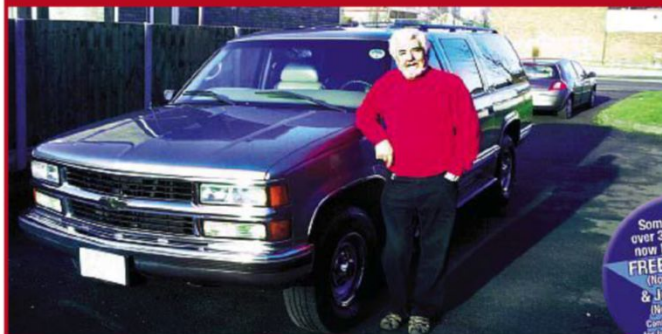
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SLA 7E	Anne
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CHE 573R	Bag
HAW I3Y	Bald
MU57 ARD	Bale
ALI SOP	Bane
DUI DEE	Barb
	Bard
	Base
	Bee
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4 KCR	AYC I
	5 BCK
	1 BDF
	BEK I
	1 BFO
	9 BFR
	2 BFT
	8 BGL
	8 BGM
	3 BGR
	BHE 3
	2 BHF
	5 BJN
	89 BK
	94 BL
	6 BNA

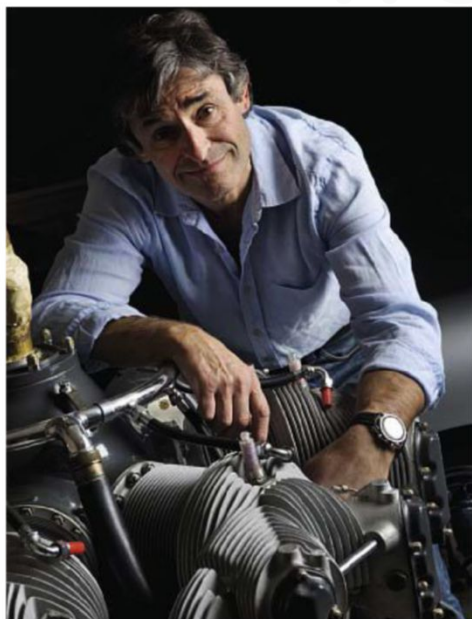
2 BNE	8 CPR	6 ECP	4 FAA	1 GKV	1 JEX	2 KGF	1 LGT	MYH 9	1 PES	RGL 6	1 SGR	1 VAM	WCM 3	2 WPL
1 BNF	7 CWW	5 EDJ	4 FBM	1 GKM	1 JGJ	2 KGR	1 LGW	1 MYP	1 PGV	1 RGN	1 SNJ	1 VAZ	1 WDG	3 WPS
1 ACL	80 CY	1 EED	1 FBR	1 GPN	1 JGN	2 KJF	6 LJT	4 NCT	1 PHG	1 RH	1 SNS	1 VDA	1 WEH	92 WS
3 BRD	3 BO	1 EEL	2 FBS	1 GPR	9 JHS	2 KJF	1 LJV	5 NDL	1 RLF	4 SSW	1 VDP	1 WDK	1 WEK	1 WSG
6 BRS	4 DBJ	1 EEL	4 FCA	3 GTK	1 JHV	4 KJF	3 LKJ	1 NGN	4 PKW	1 RPO	1 STK	1 VFN	1 WTN	1 WTN
32 AO	3 BRV	1 DDW	1 EER	4 FDC	1 GUD	1 JJA	5 KKK	9 LMK	4 PLB	1 RRC	1 TBP	1 VJD	1 WH	1 WVB
1 AST	6 BSE	1 DDW	1 EER	4 FDC	1 GUD	1 JJA	5 KKK	9 LMK	4 PLB	1 RRC	1 TBP	1 VJD	1 WH	1 WVB
6 AVR	1 BU	4 DFT	1 EHA	1 FEG	1 GVG	1 JKW	1 LKJ	1 LNY	1 PNR	1 RSE	1 TBS	1 VJE	1 WKF	1 YB
5 BCK	5 C50	7 DHD	1 EHA	1 FEG	1 GVG	1 JKW	1 LKJ	1 LNY	1 PNR	1 RSE	1 TBS	1 VJE	1 WKF	1 YB
1 BDF	4 CDK	7 DHP	1 EHE	3 FGM	2 HCF	4 JNJ	1 KR	1 LRP	1 NMO	1 PRT	1 RTH	1 VSC	1 WNC	1 YEG
BEK I	7 CDW	1 DME	9 EJD	1 FNB	1 HCO	1 JNL	1 KR	1 LRP	1 NMO	1 PRT	1 RTH	1 VSC	1 WNC	1 YEG
1 BFO	94 CE	3 DHV	3 EEN	1 FNB	1 HCO	1 JNL	1 KR	1 LRP	1 NMO	1 PRT	1 RTH	1 VSC	1 WNC	1 YEG
9 BFR	8 CEL	80 DN	1 ENC	6 FRC	1 HKE	9 JPN	1 KVG	1 LSL	1 NTL	1 PTK	1 RTH	1 VSC	1 WNC	1 YEG
2 BFT	3 CET	9 DNA	67 EP	1 HFE	3 JPY	1 JUK	1 L67	2 LWR	1 NVA	1 PTK	1 RTH	1 VSC	1 WNC	1 YEG
8 BGL	CEZ I	7 DNJ	1 EPM	FSJ 2	2 HGD	1 JUK	1 L67	2 LWR	1 NVA	1 PTK	1 RTH	1 VSC	1 WNC	1 YEG
8 BGM	1 CKK	34 DO	4 EPS	FSJ 2	2 HGD	1 JUK	1 L67	2 LWR	1 NVA	1 PTK	1 RTH	1 VSC	1 WNC	1 YEG
3 BGR	4 CKW	4 DT	6 ER	1 GAJ	HN 4	6 JWJ	4 LCT	1 MFL	1 NXX	1 RBF	5 SDN	1 TRT	1 TOL	1 TOL
BHE 3	CL I	1 DVK	8 ER	2 GBW	7 HNZ	1 JYC	1 LD I	1 MFP	1 ORC	1 RBR	5 SDN	1 TRT	1 TOL	1 TOL
2 BHF	3 CLD	2 DVM	1 ESB	4 GCC	1 HO	7 KAP	1 LD I	1 MFP	1 ORC	1 RBR	5 SDN	1 TRT	1 TOL	1 TOL
5 BJN	1 CNF	1 EAA	1 ESB	75 GE	8 HV	5 KCA	6 LDW	7 MKD	1 PBD	5 RCT	5 SFG	1 TTM	1 TTP	1 TTP
89 BK	3 CNH	1 EAG	2 EV	2 GEK	1 HWS	1 KCK	3 LED	1 MNP	5 PCK	8 RDL	6 SGA	1 TTP	1 TTP	1 TTP
94 BL	1 CNL	1 EAK	9 EV	5 GFJ	1 IT	1 KCW	49 LF	1 MPS	1 PDP	1 RFT	2 SGT	1 TWJ	1 TWJ	1 TWJ
6 BNA	1 CPF	1 EBT	1 EYS	3 GGW	8 JCG	1 KFT	2 LFA	2 MV	1 PEC	1 RFT	2 SGT	1 TWJ	1 TWJ	1 TWJ



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de Cad's heroes

Like many motor-sport legends, fans' favourite and Porsche sports-racing star Jo 'Seppi' Siffert was far greater than his Formula 1 results might suggest

"Seppi's done a 1 min 28.8..." It was on 12 April 1969 that I heard this announcement during qualifying for the BOAC 500 on the Brands Hatch Grand Prix circuit, and for some reason I've always remembered it. Jo Siffert had won the British GP at the same venue a year earlier in Rob Walker's Lotus 49B and recorded the fastest lap at 1 min 29.7 secs. Graham Hill had set the pole time for the same race at 1 min 28.9, so Seppi in his Porsche 908/2 had broken the outright record. The other 908s, driven by Elford/Attwood and Mitter/Schütz, were a full 3 secs behind. If I recall correctly, they were all on the same Firestone YB11 treaded tyres. What he had done was considered all but impossible, yet he had obviously decided to take a leaf out of Moss' book and strut his stuff regardless.

Siffert wasn't a film star, but was as cool as a guy could be back then. Always dapper with his sartorial turnout, he was an excellent example of ambition and ability combined with determination to succeed in his field. He seemed to be racing just about everywhere I managed to turn up, at tracks or the odd hillclimb that would pay a few checkles for an appearance.

Seppi was born and raised in Fribourg and, rather than join his dad's milk business, he decided to go motor racing. No doubt like all skint racers he had to beg, borrow or wheel-and-deal his way through junior events to get to something more serious. In Jo's case it was motorcycling that got him racing in 1959, then Formula Junior. By 1962 he was in a Lotus-Climax F1 car. I suppose it was a bit easier back then, but that was still no mean feat. By 1964 he'd teamed up with Rob Walker and won the Mediterranean GP in Sicily in a Lotus 25, beating none other than Jim Clark by 0.1 secs. He won again in 1965 in a Brabham BT11, pipping Clark by 0.3 secs. Phew! What glorious finishes they must have been.

Jo spoke French and German, and soon came to the attention of Porsche. He was just what it needed: charming, presentable, blindingly quick

Siffert at Brands, a track he loved and on which he was lost, en route to '68 victory in the Lotus 49B



JOSEPH 'SEPPI' SIFFERT

Born 1936 **Died** 1971

From Fribourg, Switzerland

Career highlights 1959 Swiss 350cc bike champion; '61 International FJ champion; two F1 wins (plus three in non-championship); 14 World Sportscar Championship victories

in anything and – importantly – much-respected with good mechanical sympathy and set-up nous. Helping Porsche win the 1968 Daytona 24 Hours and Sebring 12 Hours sealed the deal, and contributed to his Porsche agency in Fribourg.

When the 908 programme started, Seppi was right there. The long-tail cars were tricky and drivers told of white-knuckle runs to get them stable. Jo won the Nürburgring 1000kms in '68 with Vic Elford and in '69 with Brian Redman. He also won the 1970 Targa in the skinny little 908/3. I always thought that was the ultimate

machine: it had c350bhp and weighed less than 600kg with its aluminium frame and copious doses of titanium. The driver's feet stuck out ahead of the front axle and if anybody asked the Porsche folk what happened in a crash, they all started coughing and looked the other way.

Seppi worked on Steve McQueen's *Le Mans* and, though he never had much luck at La Sarthe, he liked being paid to drive and maybe got a chuckle from earning without actually racing.

But don't tell me that fate doesn't rule racing. Imagine Seppi and Pedro Rodríguez, the Gulf Racing Porsche 917 rivals, both in F1 BRMs for '71. Pedro died at the Norisring in a Ferrari 512, Seppi won the Austrian GP, then it all came to a stop in a non-Championship race in October. Brands always was a driver's track, and one of Seppi's favourites, but he didn't expect a suspension link to break. That's all it took for the crash that trapped him in his car, which caught fire and the sport lost one of its finest drivers and gentlemen. 1 min 28.8... Says it all, really. 

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