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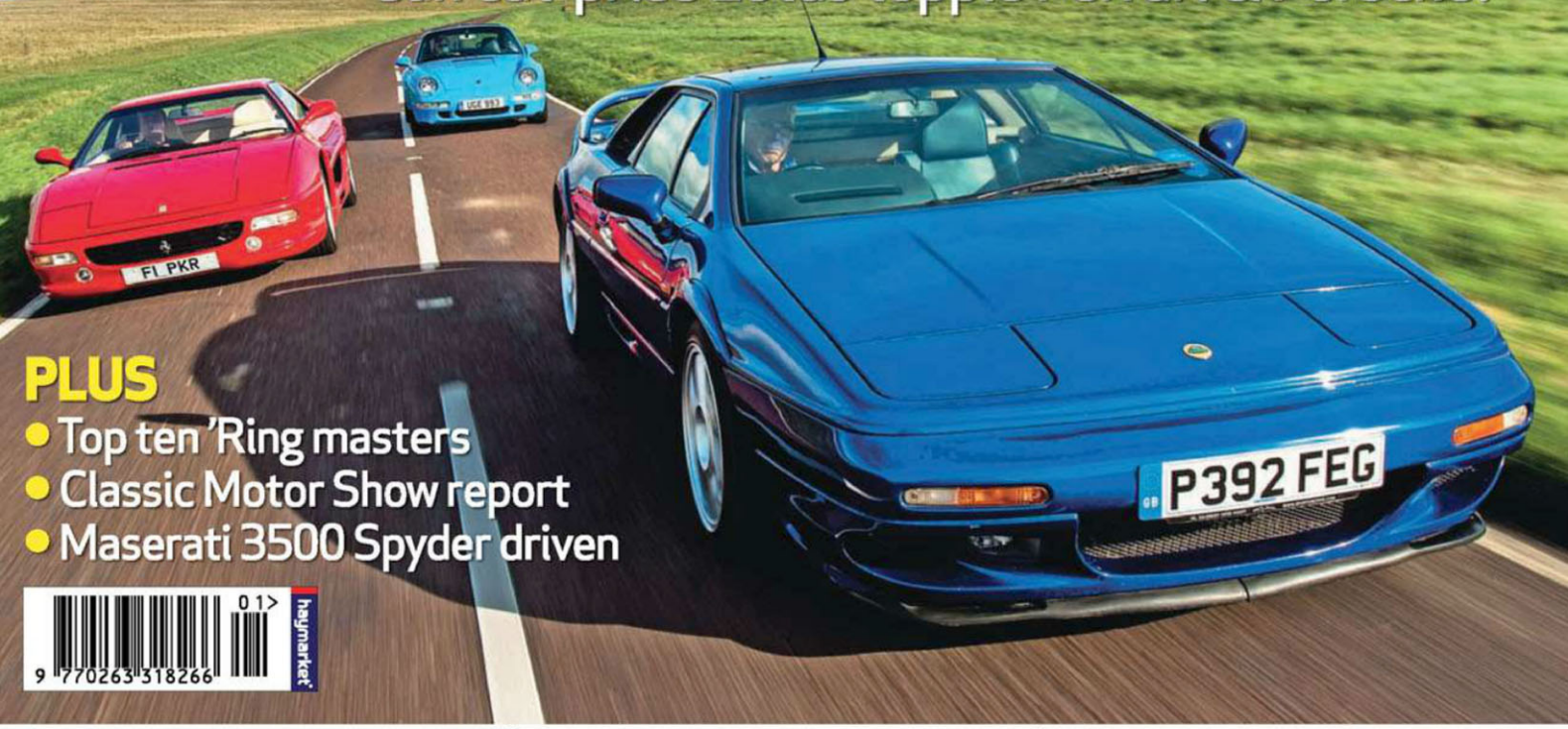
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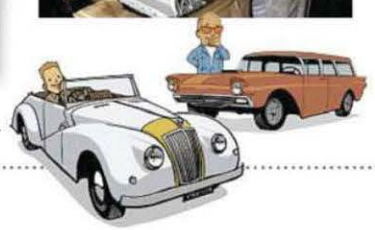


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Editorial

It seems a bit contrary to say it, but I love this time of the classic-car year. Granted, the weather isn't exactly ideal for top-down runs in a cherished roadster, and the corrosive effect of road salt is a constant threat, but there are so many more strands to our hobby than simply driving our cars (even if that remains our favourite bit!).

For many, now is the time to get cracking with a restoration that was put on hold while they enjoyed the summer sunshine, or simply to catch up on the running repairs that will keep their classic in fine fettle for the future. There's a curious pleasure to be had from retiring to the garage – or "man cave" as my wife insists on calling it – to tinker while the rain drums on the roof above, particularly if you're fortunate enough to have power for lights and, ideally, a kettle. As you'll read in *Our classics* this month, Martin Port is doing just that, and I hope to be joining him with serious progress on my own project car in the coming weeks.

Then there's the joy of unwrapping an updated toolkit from family and friends on Christmas day, or some reading matter (I'm asking Santa for an MGB workshop manual), plus the less-frequent but no less fun events that tempt out only the hardiest enthusiasts. That seasonal shift is always heralded by the fantastic Classic Motor Show at the NEC. Turn to p12 for our full report of this indoor spectacular. **ALASTAIR CLEMENTS**

Right down to the wire



It's editor's prerogative that I get to talk about my favourite car from the Footman James Classic Motor Show, even if it didn't win an award on the day. I adored Steve Burkinshaw's 1963 Austin Countryman by Radford, the diminutive Mini 'woodie' sporting a hot twin-carb A-series motor, glorious silver-over-burgundy paintwork (with matching Webasto roof), alloy wheels, a luxurious leather-trimmed cabin and 'RAD 63' numberplates. When I asked the club rep on the Mini Cooper Register's stand if I could have a word with the car's dedicated restorer, I was informed that he was otherwise engaged: "He's in bed – he only finished the car at 12 o'clock yesterday!"

Online offerings



Enjoy Jochen Mass' spirited run in the Mercedes W125 at the Grossglockner GP

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EDITORIAL
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E-MAIL letters.C&SC@haynet.com
WEBSITE www.classicandsportscar.com
MAGAZINE EDITOR Alastair Clements alastair.clements@haymarket.com
EDITOR IN CHIEF Mick Walsh mick.walsh@haymarket.com
DEPUTY EDITOR James Page james.page@haymarket.com
ART EDITOR Martin Port martin.port@haymarket.com
CHIEF SUB EDITOR David Evans david.e@haymarket.com
DESIGNER Mei Hau mei.hau@haymarket.com
WEB PRODUCER Russell Campbell russell.campbell@haymarket.com
CHIEF PHOTOGRAPHER Tony Baker tony.baker@haymarket.com
PHOTOGRAPHER James Mann
EDITORIAL SECRETARY Cathy Wythe cathy.wythe@haymarket.com
EDITOR AT LARGE Siman Taylor simantaylar@stovebaltspecial.com
SENIOR CONTRIBUTORS Julian Balme, Martin Buckley, Jon Pressnell
GROUP EDITOR James Elliott james.elliott@haymarket.com
GROUP EDITOR IN CHIEF Steve Cropley

SUBSCRIPTIONS
UK TEL 08448 488835 **USA & CANADA TEL** 1 866 918 1446
OVERSEAS TEL +44 (0)1795 592976
E-MAIL classicandsports@servicehelpline.co.uk
USA & CANADA E-MAIL haymarket@imsnews.com

ADVERTISING
E-MAIL ads.C&SC@haymarket.com
Commercial/display **TEL** 020 8267 5377 **FAX** 020 8267 5312
Private/classified **TEL** 020 8267 5937 **FAX** 020 8267 5404
ADVERTISING DIRECTOR Ben Guynan
SALES MANAGERS Kane Dalton, Tahir Saleem
SALES TEAM Claire Henderson, Michelle Le Grice, Dan O'Driscoll, Adam Rutter, Jamie Thomas
SPECIAL PROJECTS MANAGER John Deverell
PRODUCTION Sunita Davies (manager), Saba Bonser, Meetal Malhi, Sam Neill, Anna Gray
USA ADVERTISING OFFICE Sharon Spurlin, 14215 River Rat Road, Athens, AL 35611 **TEL** +1 954 579 5280 **E-MAIL** classicads@hughes.net
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PUBLISHING
PUBLISHING DIRECTOR Tim Bulley tim.bulley@haymarket.com
PUBLISHING TEAM Angelina Thompson (publishing manager), Masimba Sagwete (digital product manager), Lucy Harmer (head of subscriptions), Seun Akindele (direct marketing executive), Jamie Ballantyne (head of newstrade marketing) **LICENSING & SYNDICATION** Roshni Sethi (account manager)
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EDITORIAL DIRECTOR Mark Payton
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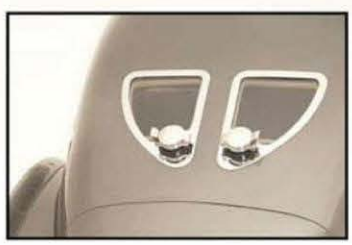
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1939 Bentley 4 ¼ Litre Overdrive
Chassis Number B119MX
Registration Number FLK 966

Delivered new to Lieutenant-Colonel M. Ormonde Darby OBE in May 1940, this is one of the last Deby Bentleys ever built and delivered, and it is interesting to note the delivery date being some months after the start of the Second World War.

Lt-Col. Ormonde Darby himself was also an interesting character. Originally from New Zealand, he was a WWI flying ace in the Royal Flying Corps, and later managing director of Aircraft Disposal Company Ltd, which initially started the disposal procedure of hundreds of surplus WWI fighter planes, later going on to develop the Cirrus aeroplane engine, which famously powered many different aircraft types throughout the 1920s and 1930s.

The car has recently been subject to a no-expenses spared restoration over seven years by very highly regarded Bob Petersen Engineering, and rebuilt to the specification of the famous Bentley Corniche, which itself ran at Le Mans in three years post-WWII.

Difficult to realistically fault in any way, and the feature of a number of important magazine articles, including Octane January 2010, B119MX represents one of the most aesthetically stunning and exacting restorations of a very late pre-war Bentley we have offered in recent times.

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GENTLEMANLY RACER HEADS TO SARTHE

The beautiful 'Embiricos' Bentley ran three times at the Le Mans 24 Hours after WW2, and at its first attempt in '49 owner HSF 'Soltan' Hay and journalist Tommy Wisdom finished an impressive sixth. The 1938 Derby model, fitted with streamlined bodywork by French dentist Georges Paulin, beat all of the works Aston Martin DB2s (see p100) *LAT*



SMOKING TUSSLE AT SILVERSTONE

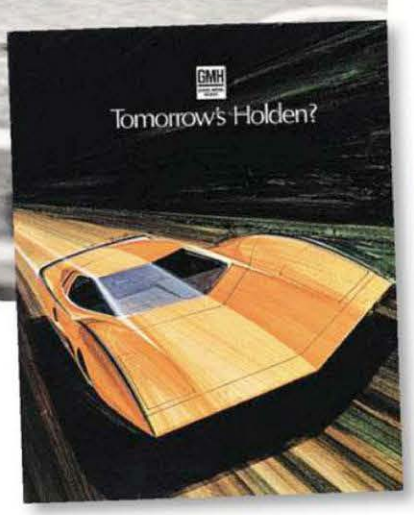
The final Touring Car race of the Historic Sports Car Club's season, at Silverstone on 20 October, had two DKWs battling towards the back of the field. Mick Ryman's green 3=6 just pipped marque rival Tim Bishop's F12 (here leading). Turn to p22 for a full race report, and p138 for the story of the Audi forebear's two-stroke tiddlers *Mick Walker*





MUD-PLUGGING IN A MERCEDES
It's rare to see a veteran car on a VSCC trial, but Roger Collings and bouncer Gareth Graham attacked the Lakeland Trial on 10 November with determined resolve aboard their fantastic 1903 60hp. "We flew up Drumhouse," enthused Collings after the run in the Edwardian supercar. "It's still standard and we don't even have a starter motor" *Phil Jones*

AUTO UNION STEALS THE NEC LIMELIGHT
C&SC would like to say a huge thank-you to Audi Tradition for bringing its magnificent Auto Union D-type from Germany to make a breathtaking centrepiece to our stand at the Footman James Classic Motor Show (see p12). The supercharged V12 Silver Arrow was joined by editor Clements' MG Magnette for the NEC event *James Page*



BREATH OF FRESH AIR
While General Motors-Holden's marketing men spent the 1969 Melbourne Motor Show celebrating the Monaro coupe being awarded Australian Car of the Year, the newly formed R&D team was taking the wraps off 'Tomorrow's Holden', the spectacular mid-engined Hurricane (p116). What a tragedy that it never put the V8 supercar into production *Holden/GM Media Archive*





Riley RM Club went to town with Archie's Auto Sales to tie in with the show's 'What's the story' theme, telling the sales pitch of its favourite car

CLUBS STAR AT BIGGEST NEC SHOW

The Footman James Classic Motor Show was on course to set a record gate for the sixth year running, with early estimates indicating that attendance could be 60,000 – which would be 10,000 up on 2011. "We are blown away by the number of visitors," said show manager Andy Rouse. "It has exceeded all of our expectations and reflects the strength of the classic movement."

The Sporting Bears had another cracking show, pushing its charity funds total past £1m after a £20 donation for a ride in a Bristol from Colin Padley of Dagenham, who has given £1000 over the years and won a trip around Silverstone in a Ferrari racer. About 1000 rides were given from 16-18 November, raising at least £35,000 with gift aid.

Dealers were enthusiastic about the event. "I've been exhibiting since 1988 and I've never sold five cars on the first day before!" said Jaguar specialist Robert Hughes, who shifted eight cars in all. "This year it was '60s stuff, with lots of interest in Mk2 Jags and Daimler V8s. I also sold a left-hand-drive Double Six to a new owner in Biarritz, which was ironic because that's where it where it had come from."

"It was really busy," concurred Neil Garrett, sales manager of Duncan Hamilton, which brought three woodies on its first NEC visit. "We've yet to put pen to paper, but I think we're going to sell the Rover on the back of it." Hurst Park sold three cars on the first day, as did Devonshire Motor Company, while Graeme Hunt got the full £25,750 asking price for a '75 BMW 3.0 CSi.

On the same subject, an inspired Riley RM Club tableau depicting 'Archie's Auto Sales' landed the prize for Best Themed Stand in the C&SC Club Awards. Its display boards featured slogans such as 'You think the cars are dodgy? Wait 'til you see the salesman', while club members wore period clothes to go with the cars. Strong competition came from the Sunbeam Talbot Alpine Register's Monte-Carlo Rally evocation and Club Peugeot UK's 200 series through the ages.

Tom Rollason's unique Aston Atom scooped Car of the Show, by a slender margin from Steve Burkinshaw's just-finished Radford Mini Cooper 'S' Countryman and James Needham's Dino, the first

CAR OF THE SHOW
Aston Martin Atom



"I bought the car in 1985," said a delighted Tom Rollason. "It was a rare opportunity to acquire an important piece of Aston history and it took 10 years of conservation – not restoration – to get it to the state it's in now. It was like an archaeological dig until we found a trace of the 1946 paint as a match. The car did 120,000 development miles during WW2, all of which was documented by Gordon Sutherland, and it has now done more than 250,000. There's even a note to say that David Brown – who drove it after the war – ran out of petrol *en route* to Newmarket races in '46."



IMCR's Fuldamobil, Goggo and Zündapp



John Holden's 1910 Lion Peugeot with VCC





Hanks' saloon (on left), part of superb Aero Minx 80th-anniversary group with Hunter GLSs at 40

right-hooker Ferrari 246GT that starred at Earls Court in 1970.

A 1934 two-door romped away with the Judges' Special prize. David Hanks bought his delightful Hillman Aero Minx Streamlined Saloon when he was 17, and he's now retired. The Hillman Owners' Club gathered four Aero Minxes to mark its 80th birthday, with one from Coventry Transport Museum, another from Brooklands, plus the Tourer and chassis of Tim Green.

Pride of place on The Imp Club stand alongside went to the Bevan and Fraser racer recreations, both owned by Tom Blackwood who has 16 Imps: "My father had them for work, and I used to go to school in an Imp van. Two years ago I bought a Super, so it started from there."



Rochdale F-type fronts Fairthorpe stand



Morris commercials won Best Small Stand



Jowett Javelin project in Leeds City College Restoration Theatre



Trickers with striking Lynx on LFOC stand



Hamilton had loads of interest in woodies



CPUK marked evolution from 202 to 209



Blackwood's homages to Bevan and Fraser

Nearby, a glorious trio of lorries helped the Morris Commercial Club to land the Best Small Stand award. Historic Formula Junior ace John Milicevic brought his '32 T2 breakdown truck, while stock-car racer Steve Bingham showed his 1960 LC5 – lugging the '35 Speedway Supercar dodgem in which he had his first driving lesson aged eight. Dave Wilson bought his '36 C13/60 Luton furniture van in '08 and converted it into a camper, full of fabulous period accoutrements.

Front- and rear-drive examples featured with the Traction Owners' Club (Best Medium Stand), including the gorgeous '32 8CV Rosalie that Jonathan Howard uses for regular trips back to France and the 1920 Type A that Clive Hamilton Gould bought in pieces in '72.

A magnificent group of 14 veterans – such as a 1901 Toledo Steam Carriage, a 1904 Humber Forecar and a 1913 Mors RX Tourer – took the Best Large Stand, while the (Inter)national Micro Car Rally had the edge for the Most Interesting Selection of Cars. How about a remarkably original Fuldamobil S4, just imported from Sweden, a Zündapp Janus that used to be an ice-cream van and a Bond Minicar? Alex Dilks showed the Frisky that he's been rebuilding over the past 12 months: "I found a new, 50-year-old engine for it in Australia."

The lurid, almost-complete Lea-Francis Lynx of Keith and Geoff Tricker – in correct mauve with gold detailing – drew lots of attention, as did the ex-Alex McMillan Climax-engined Rochdale F-type.

Just five points separated the top four in the Meguiar's Club Showcase final – headed by the mint '62 Volkswagen Beetle 1200 Deluxe of Wayne McCarthy. On the Wheeler Dealer Live Stage, Edd China and Mike Brewer restored a 1960 Morris Minor pick-up, sourced by the MMOC. See p164 for more on the Silverstone Auctions sale.

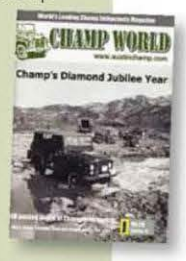
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BEST THEMED CLUB STAND
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Morris Commercial Club

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Traction Owners' Club

BEST LARGE CLUB STAND
Veteran Car Club

C&SC SPECIAL AWARD FOR THE CAR THAT STOLE THE JUDGES' HEARTS
David Hanks' Hillman Aero Minx

CAR OF THE SHOW
Tom Rollason's Aston Atom

CLUB OF THE YEAR
The Wolseley Register

CLUB PERSONALITY OF THE YEAR
Keith Clements, Jowett Car Club (below, on right, with Gary Long of Lancaster Insurance)



Veteran runners defy the elements



JAMES MANN/RAC





1903 De Dion-Bouton nears the finish line

Regent St variety. Above right: Sir Freddie Sowry completes his 50th Run on 1901 Darracq

Torrential rain didn't deter entrants to this year's London to Brighton Veteran Car Run on 4 November. Despite having to battle the weather, 372 pre-1905 machines made it to Madeira Drive from the 449 that started the 60-mile journey at Hyde Park. Five people took part having only purchased their cars at the Bonhams auction two days before the event.

The first to arrive on the south coast was Ian Moore on his 1899 Panhard et Levassor, which crossed the line at 10:21am, and the final official finisher – Derek Payne's 1901 De Dion-Bouton – followed suit some six hours later.

Several famous faces took part, including Nick Mason on his 1901 Panhard et Levassor. Lining up alongside the Pink Floyd drummer were Land Speed Record holder Andy Green plus racers Jochen Mass and Sir Stirling Moss. Former hillclimber Joy Rainey used the event as a warm-up for her forthcoming trip across the USA in her 109-year-old Oldsmobile (www.joy-across-america.com).

The day before the Run, 100 veterans lined up with 200-plus more recent classics for the Regent Street Motor Show, with a display celebrating the Queen's Diamond Jubilee. Clive Boothman's 1902 Napier topped the concours.



Rolls wins in New Jersey

The Monmouth County Concours d'Elegance began as an intimate picnic, where 15 employees of founder Jeff Cruz's construction firm brought their classics. For the fourth running, on 6 October at Hop Brook Farm, there were 300 applications, with 138 accepted.

Pre-War Best of Show was James and Marion Caldwell's 1926 Rolls-Royce Phantom I Newmarket convertible sedan by Brewster; Post-War honours went to a 1955 MG TF-1500 owned from new by Dan Hertz Jnr. A 1957 Cadillac Eldorado Seville earned Gary LoBue the Chief Judges' Award.

Caption competition

The wittiest suggestion to go with our archive photo will win a superb 1:32-scale Revell slot-car of our choosing



A Riley amphibious vehicle in action in 1931. Well, you have to cross a lot of rivers between London and Cape Town. Paddles were attached to the wheels, but it couldn't be steered due to the pontoons. Send your ideas in to Caption Comp (January) at the p8 address or e-mail captioncomp.C&SC@haynet.com with 'January' in the title line. Please include your full postal address.

NOVEMBER COMPETITION

A superb (in number and quality) entry for our stricken Cortina. Contenders included: "These classic MoTs are getting a lot fussier," and, "Thank goodness I stopped before I hit Harold Wilson," both Terence Dilliway's, plus Alvin Cohen's: "Thank you Mr Capes, but in future we'll use our quick-lift jack." But Nick Varlow wins for: "The underseal seems OK, but we may need a new doorhandle."





CARRY ON, MR BOND

After attracting 400,000-plus visitors during 2012, the National Motor Museum's *Bond in Motion* exhibition has been extended to run until 5 January 2014. It has also been boosted by a Land-Rover and two Honda 'bikes from *Skyfall*. See www.bondinmotion.co.uk



ABINGDON ISLANDERS

The MG Car Club of Hong Kong assembled 29 cars at the Avenue of the Stars tourist spot on 3-4 November to mark the club's 30th anniversary. The MGs ranged from Poon Sing Chau's '49 Y-type to Julian Leung Ho's 1996 MGF.



MORE EASTERN MG MANIA

Sinnasamy Maniam took Best of Show at the third Asia Klasika, on 11 November in Kuala Lumpur, for his immaculate 1965 MGB. Jaya JB Tan's '75 Mercedes-Benz 600 won the heart of HRH the Sultan of Johor, whose cars were featured in the special central display.



ZOUTE, ALORS!

The third Zoute GP drew more than 100,000 visitors to the Belgian coast from 4-7 October. The packed programme included a show, tour, rally and the flagship concours, won by Patrick Lapin's glorious Derby Bentley 4¼-litre Continental Tourer by Vanden Plas.

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BEN DILLON

Halls of the Royal Exhibition Building, Melbourne were dripping with glamorous classics



Holden's Torana GTR-X concept was a star



Racers displayed in tribute to 'Black Jack'

Melbourne hosts classic delights

The third annual Motorclassica in the heart of Melbourne drew 16,000 enthusiasts to Australia's premier classic show from 26-28 October. More than 130 cars and motorcycles crowded into the main hall, while clubs filled the courtyard outside with classics ranging from a Jaguar XK to a Dodge Charger.

The focus for 2012 was 60 years of Lotus and the life of Australia's greatest racing driver, three-time F1 champ Sir Jack Brabham. On display were some of his most important cars, including the dirt-track midget racer in which he found his calling, the Cooper-Climax T51 he drove to his first World Championship in 1959 and the incredible Repco-Brabham BT19 that made him the only driver in history to win the championship in a car bearing his name. Brabham himself also took to the stage with racing collaborator – and the 'T' in BT – Ron Tauranac, plus ex-team driver Tim Schenken.

The concours d'elegance was dominated by European cars, but there were a few homegrown entries including a Holden FJ station wagon (one of only three known survivors) and Holden's sleek 1970 Torana GTR-X concept car. Best in Show was awarded to Barry Fitzgerald's 1952 Bentley R-type Continental.

Wrapping up the event on Sunday was Manheim's Collector Car Auction. The headline lots included a Lamborghini Miura S formerly owned by model Lesley 'Twiggy' Lawson's manager, which failed to sell against a guide of AU$1.1-1.25m, and a highly original Bugatti Type 57 that sold to a buyer from Queensland for within its AU$450-550,000 estimate.

OBITUARY



JOHN FITCH b.1917

Although born in Indianapolis, Fitch's indoctrination to motor sport came on a trip to the UK with his stepfather. The sight of ERAs at Brooklands ignited an ambition to race, but plans were put on hold until after his heroic service with the US Army Air Corps during WW2. Early outings in an MG TC led to a fine career as a sports-car racer at Jaguar, Allard, Cunningham and Mercedes, for whom he won the Tourist Trophy co-driving a 300SLR with Stirling Moss (above). After Benz withdrew from the sport in '55, Fitch switched to GM with the Corvette, and later managed Lime Rock. In the '60s he developed the Corvair-based Phoenix GT, but the Ralph Nader saga killed his production ambitions and he turned his brilliant mind to road and race safety.



Could this sight soon be a thing of the past?

French capital to go classic-free

Enthusiasts in France are taking seriously mayor Bertrand Delanoë's threats to ban classics from Paris within two years. The controversial socialist politician has pledged to exclude all cars that are more than 17-years old from within the A86 *autoroute* that circles the capital.

His announcement has caused uproar in the old-car community, which promises to fight Delanoë tooth and nail. The plans wouldn't just have an impact on classics, but also Youngtimers still used as daily drivers, with as many as 350,000 cars expected to be affected overall.

Events diary

Shows, festivals and tours

DECEMBER

5-9 Auto Retro Barcelona Club stands, dealers and Spain's biggest autojumble, in Montjuïc Exhibition Centre. Adults €15, 8-14s €5, open 10am-8pm daily *0034 93 410 59 51; www.autoretro.es*

JANUARY 2013

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

11-13 InterClassics & TopMobiel Celebrating its 20th anniversary at MECC, Maastricht, The Netherlands. Main theme is 100 years of Aston Martin; open 11am-9pm (11), 10am-6pm (12-13); adult tickets €17.50, 8-11s and over-65s €15 *0031 43 383 83 14; www.ic-tm.nl*

22-27 Cavallino Classic Exclusive mainly Ferrari extravaganza in Palm Beach, Florida, USA. Tours, a track day and a concours with Rolls-Royce reunion and an invitation class for cars that meet the ambience of the Mar-a-Lago venue *001 561 994 1345; www.cavallino.com*

FEBRUARY

1-3 Bremen Classic Motorshow Busy event in north Germany, with club stands, cars for sale and automobilia. Open 9am-6pm; adult tickets €15, concessions €13, u14s free *0049 421 3505 525; www.classicmotorshow.de*

6-8 Rétromobile Tour To the Paris show. Classic Grand Touring *01483 281282; www.classicgt.co.uk*

6-10 Rétromobile Porte de Versailles, Paris, with an extra 6000m² of space. Open 11am-10pm (6), then 10am-7pm daily and 10am-10pm (8); adult tickets pegged at last year's €14 price *0033 1 76 77 13 01; www.retromobile.fr*

8-10 Automotoretrò More than 400 exhibitors at Lingotto Fiere, Turin, Italy, with classic cars and 'bikes, plus automobilia and trade stands *0039 011 350 936; www.automotoretro.it*

9-10 Great Western Autojumble Second running of the event at Royal Bath and West Showground, Shepton Mallet *0117 907 1000; www.bccsl.co.uk*

22-24 ClassicAuto International show returns for the fourth time to Madrid, Spain *www.classicautomadrid.com; e-mail: info@classicautomadrid.com*

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

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ROYCES MARK 90 YEARS OF 20HP



PAUL BUSSEY





Clockwise: at Old Warden; Allo's Rippon-bodied car; coupé with opera windows; clever, wood-effect finish

The 20hp Register of the Rolls-Royce Enthusiasts' Club celebrated the model's 90th anniversary with a weekend based at Luton Hoo, Beds, from 12-14 October. It featured a visit to the Shuttleworth Collection at Old Warden Aerodrome on the Saturday tour. Almost 20 cars took part, with four from Jersey, including Geoff Allo who is also a member of the Jersey Old Motor Club.

"We came over on the night ferry and arrived in Portsmouth at 6:30am on Friday morning then drove 127 miles up to Luton Hoo," said Allo. "My 1927 20hp Light Six is thought to be the sole example on the road with bodywork by Rippon of Huddersfield. I was delighted when a photo of it was on the front cover of Jonathan Wood's book on Rippon Brothers, which was the UK's oldest coachbuilder with origins going back to the 1500s!"

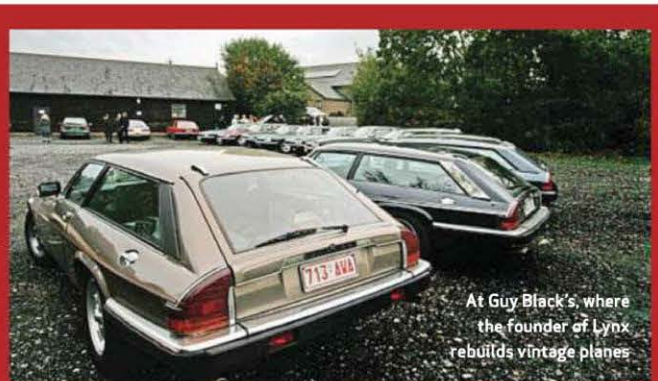
One 20hp was believed to have been on the R-R stand at the 1928 Paris Salon, sporting bodywork by Henry Binder. It was bought new



by Pardee Erdmann and shipped to the USA, where it was sold in 1940 to Charles S Shoup – president of the American RROC from '51-'53.

The car came back to the UK in '91 and its current keepers have clocked up 116,000 miles, including a trip from Bergen to the North Cape and back. The owner has since rebuilt the engine and overhauled numerous mechanical parts, while his wife has reupholstered the interior.

An interesting interloper was an example of the 20hp's successor: a 1933 Freestone & Webb-bodied 20/25 Sedanca Coupé first owned by Maxwell Joseph, who went on to found Grand Metropolitan.



At Guy Black's, where the founder of Lynx rebuilds vintage planes

Lynx effect still going strong

It's 30 years since Lynx transformed Jaguar's XJ-S into the elegant Eventer shooting brake and, for Belgian enthusiast Pascal Mathieu, it was the ideal time to reunite as many surviving cars as possible with their creator Guy Black. Mathieu owns three Eventers and he trawled Europe to find 18 from France, Belgium, The Netherlands, Germany and the UK. Every variant was represented on 20 October, from a TWR model to a restoration project brought from the continent on a trailer. It proved an emotional day for Guy and his wife Janice, who between them oversaw the building of all 68 cars.

After lunch, Black took the wheel of one of the Eventers for a drive to CKL Developments, run by ex-Lynx men Chris Keith-Lucas and Mel Floyd.

Vets enjoy a day at home

The Veteran Car Club of Great Britain, the world's oldest old-car club, hosted an 'At Home' day at its Ashwell headquarters on 16 October. It welcomed senior officers from many other outfits including the Vintage Sports-Car Club, the Bentley Drivers Club, the Rolls-Royce Enthusiasts' Club, the Aston Martin Owners' Club, the Bugatti Owners' Club and the De Dion Bouton Club UK. VCC president Stewart Skilbeck hosted the lunchtime gathering and warmly welcomed the new chairman of the Federation of British Historic Vehicle Clubs, David Whale, who outlined its activities (see over page).

Guests were shown around the extensive library and research facility, plus The Gordon Bennett Trophy and the banner carried by the Pilot Car in the Emancipation Run of 1896 – "surely the most significant event in British motoring history," as Skilbeck put it.

He added: "Nick Pellett's 1914 TT Sunbeam and Tim Moore's 6hp De Dion represented a cross-section of our members' cars. The event provided an opportunity for like-minded clubs to share ideas, looking to the future of our movement. It was amazing how much we had in common despite catering for such a diverse group of vehicles."



Moore's De Dion and Pellett's Sunbeam at VCC in Ashwell



JON PRESSNELL



Late B and GT V8, thought unique on Malta



Superbly turned out GT competed in Mdina. Right: Ciappara's roadster topped concours

Maltese take a shine to the MGB

The idea of a 50th-birthday celebration for the MGB in Malta might at first seem a little unexpected, but the small Mediterranean island-state has a thriving classic-car scene, a historic fondness for British vehicles – and a surprising number of MGs.

So gathering 23 of them for an informal concours in seaside Sliema in late September was no problem for the Old Motors Club of Malta. Most of the 18 MGBs present were roadsters, but there were four GTs, including a race-prepared car getting a little exercise ahead of participating in the Mdina Grand Prix, and a V8 said to be the only example on the island.

The standards of restoration and presentation were very high, and indeed a car recently imported from England already fully rebuilt by a professional company was well down the scorecard relative to locally restored cars.

The contest for the top places was hard-fought, but the winner was not in doubt: Laurence Ciappara's immaculate Citron-yellow roadster was close to flawless, right down to the matt-black wipers that a '73 car should correctly wear.



BMW HOSTS EURO SHOW

Almost 400 mainly classic cars met for the Euro Auto Festival at BMW's factory in Greer, South Carolina on 20 October. Martin Gawlas found his BRG '71 Jaguar E-type S2 in 2008 – all original after 28 years in storage – and had it restored over 2½ years.



CAMPING IT UP IN DORSET

North Devon VW Club mustered c150 vehicles for its Final Fling from 26-28 October, including Alan and Jill Powell of Westward Ho! whose '66 T2 'Splittie' (above) sports a relatively rare Dormobile conversion. The Woolacombe Bay cruise drew a record 74 vans.

Federation update

As my first contribution to our monthly column, allow me to introduce myself. I was elected chairman in October, having previously been director of heritage. My interests span all of the historic vehicle movement as well as motor sport. I was heavily involved with the British round of the World Rally Championship for many years and I still take part in club motor sport as an MSA steward and clerk of course.

My vehicles include a low-mileage Porsche 928 S4 originally registered in Jersey, a pre-production Morris Mini Moke – number six of the initial batch of 10 cars – and a '36 Carter Invalid Carriage that I am restoring. The Carter was owned and driven by one lady for 40 years, which is why I chose to save it. Hopefully, over the Christmas period, it will become a drivable rolling chassis.



Whale's smart Porsche 928 S4 with his wife's lovely 1960 Austin Mini Seven

Next month I will describe the strategy for the Federation and explain how the key elements of Legislation, Research, Heritage & Culture, Trade & Skills and FIVA are complementary to each other. Referring to the Fédération Internationale des Véhicules Anciens also prompts me to say that October was busy. One of my fellow FBHVC directors, Andrew Burt, unfortunately had to resign from the FIVA board on medical advice and I was honoured at the General Assembly in Munich to be elected senior vice president – operations. I also plan to explain why it is critical to have British representation on the international organisation representing the historic vehicle movement.



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



Glenn Fisher, daughter Amanda co-driving

Minis head for the French hills

Three 1964 Coopers were among 17 cars that tackled 1400 miles of spectacular French roads on the Mini Cooper Register's first Minis to Marseille tour from 29 September to 5 October. The historic Mediterranean seaport was chosen because of its long-standing connections with French motor sport, being the starting point for the famous Coupe des Alpes.

The route began in Vienne, from the premises of Automobiles BMC for any last-minute fettling, and took in Charade circuit as one of the first landmarks. The trip also featured a gearbox-testing climb of the 1912m Mont Ventoux, then a scenic descent into the Camargue and a ferry crossing of the Rhône.

Clubs diary

Shows, meets & gatherings

DECEMBER

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

26 Cold Turkey Meet From 10am, at the Ace Cafe, followed by Frozen Fins from 4pm the day after *020 8961 1000; www.ace-cafe-london.com*

30 Classic Winter Restoration Show In the Exhibition Hall, Donington Park, Leicestershire. Andrew Greenwood *01484 667776; www.classicshows.org*

JANUARY 2013

1 New Year's Day Events Brooklands (for pre-'73 cars); Merlin at Haselbury Mill, Crewkerne; Vintage Stony in the Market Square; Hangover Meet from 11am at the Ace (as Cold Turkey). Check local clubs and pubs for meets nearby www.brooklandsmuseum.com; www.merlinevents.com; www.vintagestony.co.uk

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Dodd, on his winning charge, harries Fleming's Elan in the Guards Trophy

DODD LIGHTS UP SILVERSTONE

James Dodd was the star of the day at the Historic Sports Car Club Finals meeting on the Silverstone National circuit, rounding off a season in which he had already delivered some outstanding performances. Elbowing aside dad Graeme, James took their Ginetta G16 to a stunning victory in the Guards Trophy on 20 October.

With 34 cars ahead of him on the grid for the 20-minute race, Dodd's chances didn't look great after an exhaust drama hobbled his qualifying effort. But after he had passed 22 cars on the first lap, anything seemed possible. Sure enough, Dodd scythed ahead of the leading Chevron B8s on lap seven and, over the next 12 laps, extended his margin to nearly nine seconds. It was a consummate display.

Knocked breathless by the progress of Dodd, Charles Allison fended off Steve Hodges in the B8 contest for second, while further back Nick Fleming slayed some more giants in his Lotus Elan to grab the overall title in a tie-break with Mike Malone (Elva Mk7S).

The Formula Junior championship went down to the wire, but a superb season unfortunately ended in a dramatic tangle that sent the Brabham BT6 of David Methley into a roll and Jon Milicevic to hospital for a check-up after they tangled wheels at Brooklands. Thankfully, Milicevic was later sent home, while Robert Barrie steered his Lotus 18 through the drama to take an unexpected title win.

More than three decades after his previous race victory, pensioner Stuart Baird was a delighted winner of the Historic FF1600 event after an enthralling race-long battle with David Wild, as teenager and 2012 champion Callum Grant took the final podium position.

Paul Tooms (Lotus Elan) settled the Historic Road Sports title with another win, while Richard Plant (Morgan Plus 8) headed the 70s Road Sports and Nick Fleming doubled up by winning the Derek Bell Trophy race in his Ralt RT1.

Mike Gardiner dominated the Historic Touring Cars grid in his Ford Falcon, but champion Dan Cox never gave up the chase in his Lotus Cortina. Warren Briggs rounded out the top three in his Ford Mustang.



MICK WALKER/ERIC SAWYER

70s Road Sports champ Paul Tomason's GT6



Methley rolls his Brabham BT6 after contact with Milicevic



Baird leads Wild in Formula Ford thriller

Five questions for...



CALLUM GRANT

The 17-year old won the HSCC's Historic Formula Ford title in his first full season

What was your aim for 2012? I thought I could maybe get into the top three if I was lucky. You've got to get all the pieces together to win a championship.

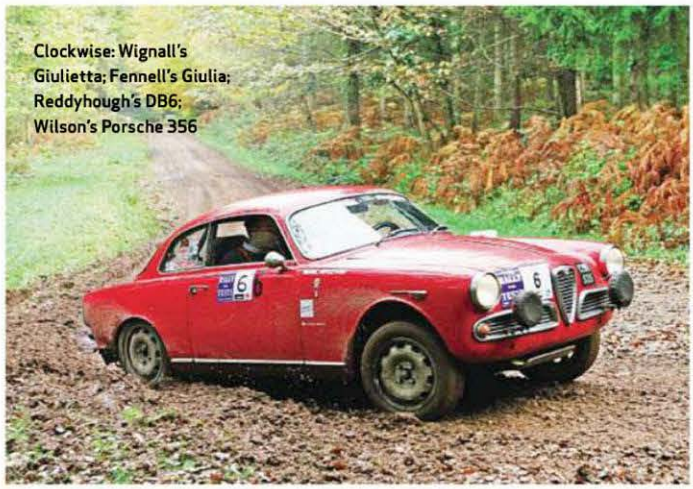
How tough was it? It's been a great season, but I wish defending champion Benn Simms had been out more often. My dad Nigel and I do all the work on the Merlyn, so I was very hands-on. I loved it.

Highs and lows? The Oulton Park Gold Cup for both. It was my local race and I got knocked off on lap two. I fought back to third, but I would have liked to have won.

What else are you doing? I'm also currently studying motor sport at Myerscough College.

What's the plan for 2013? Hopefully I'll race Dad's FF2000 Delta T78.

Wignall wins toughest Rally of the Tests



Clockwise: Wignall's Giulietta; Fennell's Giulia; Reddyhough's DB6; Wilson's Porsche 356





The 11th edition of the Rally of the Tests from 15-18 November was probably the most gruelling to date, and delivered a clear victory for the 1959 Alfa Romeo Giulietta Sprint of Paul Wignall and Mark Appleton. With more special tests than ever before, the route took the 72 starters on a three-day adventure from Torquay in Devon up through Wales, including tests in Epynt and Myherin.

Historic rallying ace Wignall won by the substantial margin of more than eight minutes, but it was the Sunbeam Alpine of Robin Eyre-Maunsell and Peter Scott that led the early stages. They were sidelined by a broken suspension joint, however, and the Porsche 356B of Neil Wilson and Matthew Vokes took the runner-up slot.

'Historic rallying aces Wignall and Appleton won by the substantial margin of more than eight minutes'



Dutch crew Peter Naaktgeboren and Bart den Hartog finished third in their Ford Escort Mk1, but were not eligible for the overall awards because those are reserved for pre-'62 cars. Instead, John Bateson and Mark I'Anson took that position in their Mercedes 300SE.



CORVETTE ANNIVERSARY

Sixty years of the Chevrolet Corvette will be celebrated at the 2013 Rolex Monterey Motorsports Reunion from 16-18 August. Displays will include Le Mans racers and the Grand Sport, while Zora Arkus-Duntov and John Fitch will also be honoured. See www.mazdaraceway.com



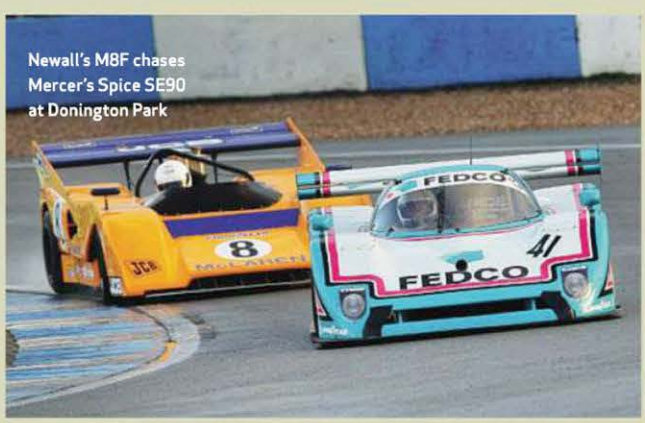
FORDS TO ROCK REVIVAL

A spectacular all-GT40 grid is being planned for the 2013 Goodwood Revival from 13-15 September. The aim is to gather more than 30 for the Whitsun Trophy. The St Mary's Trophy will switch to pre-'66 saloons with V8 machines limited to Galaxies. See www.goodwood.co.uk

ERA tops Goodwood

The VSCC rounded off its speed season with its end-of-term sprint at Goodwood on 27 October. Rob Cobden set the practice pace with his Riley Special, but car failure put paid to his efforts. Ben Fidler made the most of a dry track for his first timed run in ERA AJM1 and clinched the deal with a 104.45 secs lap. Afternoon rain meant that there was no chance of improving so FTD went to Fidler with the ERA having run only once. Tony Lees won the vintage class with his AC/GN Cognac Special, while Ewen Getley did likewise in the Sports Car class with his Bentley.





Newall's M8F chases Mercer's Spice SE90 at Donington Park

Mighty M8F stars at Masters

Can-Am McLarens are a rare sight in historics, so it was great to see Andy Newall wrestling with JCB's 900bhp M8F in the Can-Am Interserie Challenge at Donington on 13-14 October. David Mercer's Spice SE90 had the edge in both races, but Newall held the initial advantage on Sunday as Mercer struggled with gearbox problems.

A mixed field for the '70s celebration race featured a close battle between Alec Hammond's Chevrolet Camaro and Mark Bates' Porsche 911 RSR, with the big V8 coming out on top in wet conditions. American muscle also took centre stage in the Pre-'66 Touring Cars contest with Leo Voyazides setting the pace in his Ford Falcon. Michael Lyons loved every minute of both of his wins in GP Masters in the ex-Rupert Keegan Hesketh 308E, while TVR Griffiths dominated the Gentleman Drivers enduro. Mike Whitaker won after an early scrap with Rick Hall's Cobra.

Sporting diary

Races, rallies, trials and more

JANUARY 2013

4-5 The Exeter Trial Youngest of the MCC's 'Big Three' trials. Peter Lawley *01952 613511; www.themotorcyclingclub.org.uk*

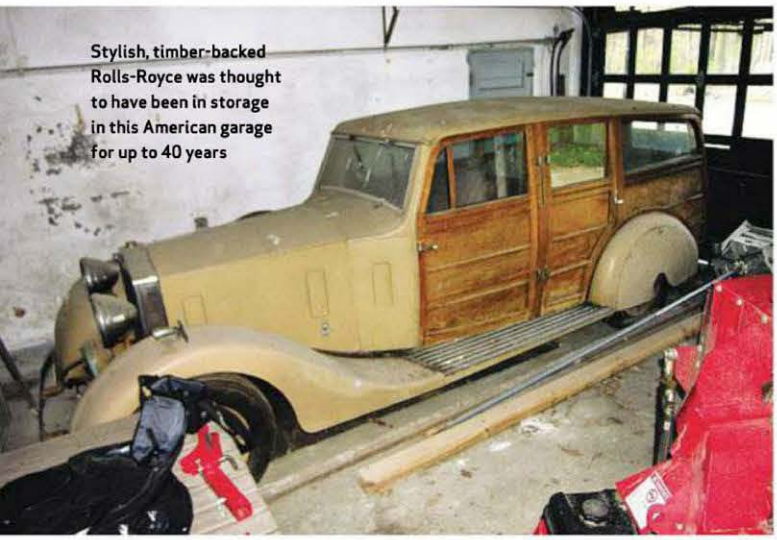
10-13 Autosport International Motor-sport show at the NEC, Birmingham; public days 12-13. *08445 811420; www.autosportinternational.com*

12 Historic Rally Car Register Open Day At the Heritage Motor Centre, Gaydon *01926 645031; www.heritage-motor-centre.co.uk*

20-26 The Winter Trial Homage to the Alpine Rally *0031 578 561115; www.thewintertrial.eu*

25-1/2 Rallye Monte-Carlo Historique Six starting points, with final leg in Monaco *00377 9315 2600; www.acm.mc*

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Stylish, timber-backed Rolls-Royce was thought to have been in storage in this American garage for up to 40 years



WOODIE BY AN UNKNOWN AUTHOR

While all timber-backed estate cars tend to be referred to as 'woodies' these days, earlier British-built examples were originally called shooting brakes. After WW2, when there was a severe shortage of steel, a number of pre-war cars were given a new lease of life with this type of body because wood and aluminium, unlike steel, were not being rationed.

This is what appears to have happened to a 1932 Rolls-Royce 20/25 that was recently acquired by Daniel Rapley after an estimated 40 years in storage in the USA. The Rolls-Royce was first owned by AS Taylor, who is thought to have been an MP. It was originally registered YY 2988 and fitted with a limousine body by Hooper.

"I have no idea who converted it into a woodie," said Rapley. "There was, however, an almost identical car on show in Chicago last year. I purchased the 20/25 from a large estate up at Lake Erie. The Rolls was in storage in a garage, on flat tyres and dry as a bone. The previous owner was an iron-ore magnate who, according to his son, bought it in Britain on a whim during a visit some time in the mid-'60s. The car had an engine problem, with the oil and the water mixing."

No further history of the 20/25 is known, but from the photographs it would appear that a removable spat had been fitted over the rear wheels to give a more modern appearance, possibly some time after it had arrived in America.



Craftsmanship of interior wood is superb



Fault with ohv 'six' took 20/25 off the road



Wagon body replaced Hooper coachwork...



...but it is not known who was responsible

Big Seven, huge project

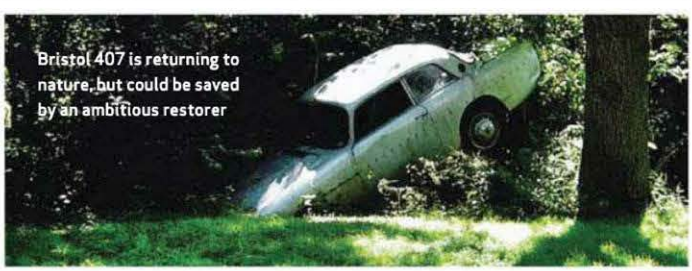
When John Richardson came to the stage in life when his children had left home and he had some spare time, he began to think about restoring an old car and heard of an Austin Big Seven that needed rescuing. "I didn't know what it was, but it had 'Austin Seven' in the title so that was good enough for me," said Richardson. The owner had bought the car in 1983 as a project for his son. They took it to pieces over a weekend, then it stayed like that until Richardson bought it. The previous keeper didn't know where FK 2006 came from and there were no papers with it, but a plate on the dash says that it was supplied new by The Bath Road Garage,



Rotten Austin found in Malvern area...



...near Worcester, where it was sold new



Bristol 407 is returning to nature, but could be saved by an ambitious restorer

A better class of garden gnome

Anthony Goddard sent us this great photo of a '62 Bristol 407, 211 YPJ, in the woods by his home: "The car was bought by a friend in 1978 as a project, but he died before the works took place and it was abandoned in a field. The windscreen was broken, which started a period of decline with the interior exposed to the elements and various fittings being 'removed'. I acquired it in '97 and sent it to Bristol Cars for evaluation, but the general manager said that the works would cost approximately £40,000 plus VAT. A similar car in running order could be had for £20k, so that was that!

"The car is now at peace, as a memorial to my lost friend, and has become a local landmark. It may be for sale – enthusiasts only!" E-mail: tonygoddardarchitect@mail.com

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 lost&found.C&SC@haynet.com and you could win £100!



Suffolk-based Richard Bareham has been out and about, classic-spotting in France. "On a recent trip to The Lot, I drove past a sight that made me stop and grab my camera," recalled Bareham. "I have been a fan of the Panhard for some time, but you rarely see one in the UK; I was delighted to come across three by the side of the road, in need of a little TLC.

"They comprised one B17 and one PL17 – pretty much the same car, but the B is the later version – and a much rarer two-door 24CT. All of them had obviously been parked there for some time with no evidence of any work being carried out – there was fungus growing on the parcel shelf of the 24CT!

"The garage they were found in appeared to be abandoned, so there was no opportunity to talk to the owner. I did do some asking around and the garage had not been operational for at least three years.

"The joy of rural France is that there is the chance of spotting many – mainly French – rusting hulks. I must have counted nearly 20 DS or ID Citroëns, plus dozens of 2CVs and Renault 4s and 5s."





Above left: 24CT coupé is the rarest of the Panhard set. Left: B17 and PL17 saloons

Black Sea Pontiac

Vlad Capotescu has unearthed this slumbering Yank tank in Timisoara, Romania, having heard about it last year from a friend: "I went to see it with another friend who wants to buy an American classic. The car is a '63 right-hand-drive Pontiac Strato Chief that belongs to a retired university lecturer. It is original and hasn't moved for more than 30 years, having been imported from the island of Cyprus where it was sold new. The six-cylinder engine has a low mileage and the car still wears its old Communist licence plates from the '70s! According to Wikipedia, the Strato Chief is the Canadian twin brother of the American Catalina."



Canadian-spec Catalina in Romania



'65 Cooper lives with a family of Mini fans



Largely original interior is remarkably tidy



A-series engine has covered 120,000 miles



One-owner car still has its factory paint

Family transport needs attention

Mini Cooper Register member John Toole still owns the 998cc Austin Mini Cooper that he bought new in '65. It was ordered through Clarke Bros of Welling, Kent and had to be delivered because Toole had not yet passed his test, which he managed some six weeks later!

HGK 891C has done the family proud, having taken the Tooles on honeymoon to the Isle of Skye and on holidays to Europe, including trips to Switzerland, Venice and Belgium. By 1979 it had covered more than 120,000 miles – "all on the original clutch" – and was put away in the garage. "The engine was still pretty good but the body had some rust," said Toole.

He replaced it with a Cooper 'S', which is still in the family with son Stuart. The Cooper survived a house move and it was always Toole's intention to repair and use it again, but a growing family and lack of funds were against him. The original Tartan Red and black paint survives in good condition and it has a very original-looking interior. Stuart is keen to get his father's car restored, but they are rather put off by the prices being quoted.

Look familiar?



Want to track down a lost love or looking for history on your current classic? Send details and pictures to the p8 address or e-mail your requests to lost&found.c&sc@haynet.com



EX-BLIGHTY BENZ

Few Mercedes 500Ks came to the UK, but Winfried Ritter has a Cabriolet that is said to have been sent to England for use by Hermann Göring on a visit that never happened. The car was later registered EYT 114, with the Gumprecht family, and survived the war. In the '50s it was white and based in Falmouth. If you know more, send details via *C&SC*.

DUTCH TRIUMPH RARITY

Jeanna Ind (ngjkind@btinternet.com) is seeking the history of the Wedgewood Blue 1963 Triumph GTR4 Dove she bought in Holland where it had been for two years: "Prior to that, I believe it was in Austria or Switzerland, where it could have been rallied. It's known to have lived on the Isle of Wight and its UK number was YJA 407."



GOLDEN MEMORIES

Richard Washer is looking for his late father's '67 Maserati Ghibli, AM115 100. Bought new by Joe Bojalad of Pittsburg, PA, USA, it was purchased by Dickie Washer in '73. On his death in September 1975, it was sold back to the USA (to Carmel, CA) but is now believed to be in Germany. E-mail: richardetype1@btinternet.com



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

Maker born of a Studebaker snub



Carriage-like appearance of Walter E Mack's 'South Bend' makes it look earlier than 1904



Perched driving position with flat wheel



Engine was by Buffalo Gasoline Motor Co



Patented sprung wheels with solid tyres

Studebaker built its first model, an electric car, in 1902 and an early buyer was Walter E Mack of South Bend, Indiana. He is reputed to have been so disappointed with it that he built his own, with petrol power. RM Auctions offered this car, in amazingly original condition, at its recent Hershey sale.

Mack chose to use a Buffalo engine, plus Taylor patented sprung wheels to avoid the difficulties of early pneumatic tyres. The body was a fairly conventional-style open four-seater and the car was intended for production, but Mack died in 1906 before he had time to exploit it or its clever wheels.

No history of the car is known until 1927 when it was purchased by Charles Fieldhouse, who made it part of his Hubbard Hill Museum in Elkhart, which opened in 1965. This collection was sold in 1971, after his death, to a local enthusiast. In 1999 it changed hands again and the new owner got it running for the first time in 75 years, calling the as-yet unnamed car the 'South Bend' after its home town.

Pre-sale, there was doubt over whether Mack could have built such a car in so short a time, but the paperwork includes original parts invoices and contemporary newspaper reports of it running in 1904. A possible future entry for the London to Brighton Run?



PEELING LINCOLN

This summer, subscriber Jonathan Flower came across a sad-looking 1972 Lincoln Continental outside the resort of Skala, on the Greek island of Kefalonia. "I couldn't get close so had to use a telephoto lens," said Flower. "It looks as if the car has been there for many years, next to a field of cows."



DAUPHINE REBORN

Regular *C&SC* contributor and lover of obscure classics Malcolm McKay found this rather fabulous use for an old Renault Dauphine in his wife Mariel's home city of Jujuy, Argentina. "She couldn't understand why I wanted to rescue it," said McKay. "There are still lots of Dauphines about, all with Gordini engines!"



The Land-Rover as first seen by Williams



Mildewed 4x4 turned out to be the first SII

Farmyard Landie's hidden past

It's not often that your mother gives you a tip-off to find an abandoned classic, but James Williams of the Land Rover Series 2 Club got just that when his mum told him of several Landies on a local farm. The most interesting one was a pre-'61 Series II behind a barn, blocked in by an old tractor.

Williams bought it at scrap value and started scraping the dumb-iron to look for the chassis number. "I spent the next three hours exposing it," he said. "The number read 146800004, which to my amazement made it the first home-market SII built, on 31 March '58."

The car came with no paperwork, but the club was able to trace the registration, VYR 885, and since then Williams has found out some of its history. The early owners are not known, but in '72 it was sold at an agricultural auction to an enthusiast from New Milton who wanted it to tow his boat. It was in a dilapidated state, but he got it roadworthy. It later passed to a family with logging contracts in the New Forest, who fitted the strengthened bumper and bull-bars. In 1984 it was sold to the farmer, who put it behind his barn then promptly forgot about it.

Mystery Car Competition

Win a bottle of The Balvenie Signature 12 Year Old, a hand-crafted single malt (overseas winners will be offered an alternative prize)



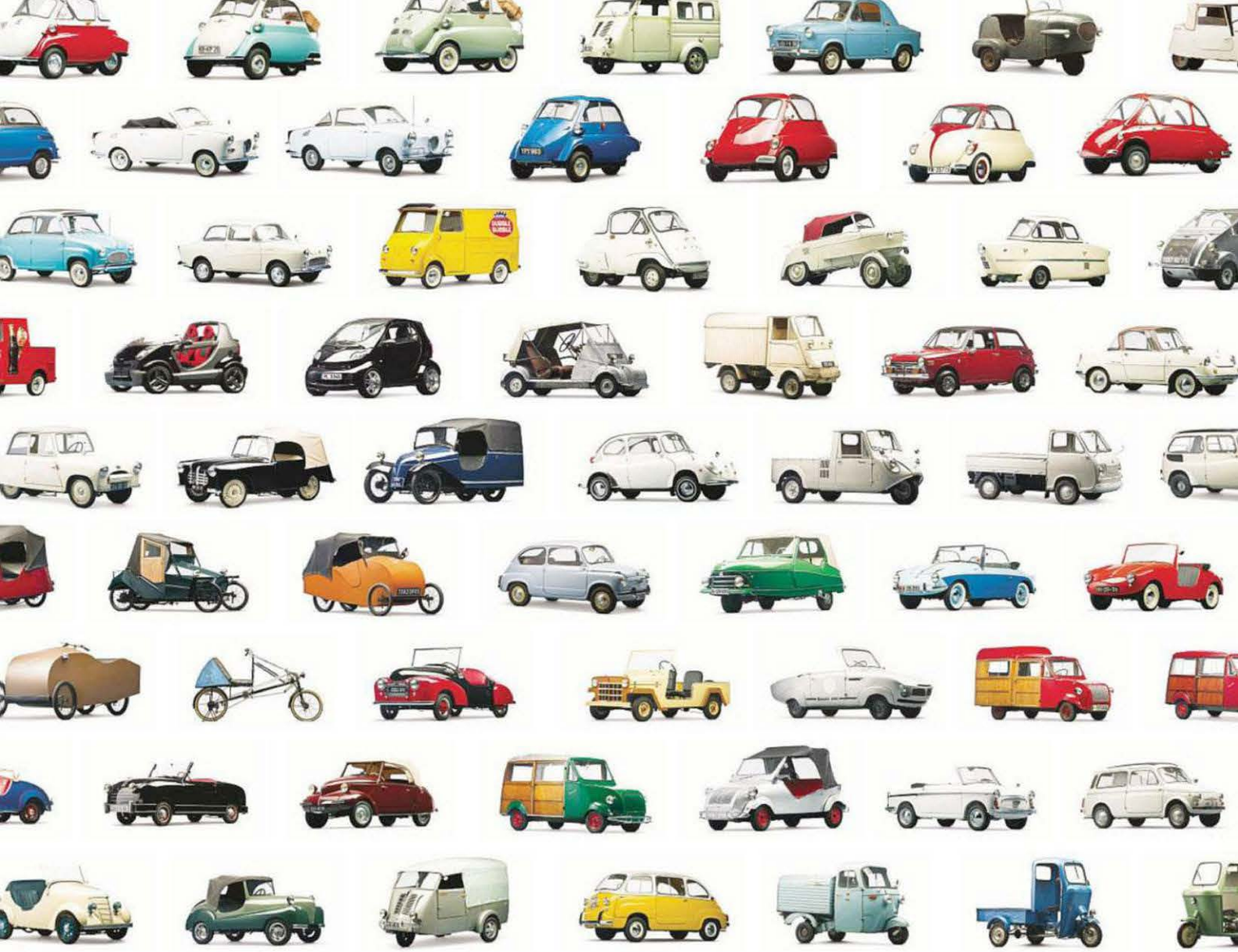
This month's mystery comes courtesy of the reader who built it (who is therefore not allowed to enter), yet it does have some basis in historical fact. But what is it? Send your answer by 1 February 2013 to Mystery Car Competition (January) at the p8 address or e-mail mysterycar.c&sc@haynet.com with 'January' in the subject line. Please remember to include your full postal address.



OCTOBER'S WINNER

Okay, so the Borgward-Hansa was clearly a little too easy for you – we were inundated with correct answers from readers who had identified the 1500 Renn Sport Coupé, as entered for the Le Mans 24 Hours in 1953. Among the better entries were submissions from plenty of familiar names, such as Scott Barrett, Martin Campbell, Georg Bauer, Trevor Blunt, Teresa Morris, Walter Heale, Gerry Barrett, Frans Vrijaldenhoven, Ted Scott and Preben Nørholm. Our winner, however, is Andrew Graham.





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1972 Ferrari 365 GTB/4 Daytona 2 Door Coupe
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Howard O'Flynn was the original owner of this magnificent Daytona. O'Flynn was in banking in New York and one of Enzo's first US clients. O'Flynn stored the car in New Jersey until 1988. He then moved the car to Texas where it remained until being sold in 2011. The car is complete with the complete factory tools and kit, original yellow felt Ferrari dusting cloth, Ferrari 365 GTB/4 original owner's manual and service manual. 9,769 original miles. No Reserve.



1931 Ruxton Sedan
Powered by a Continental 18S; Straight-8 cylinder; 100hp with a 3-speed manual transmission with front-wheel drive. Only 70 miles since restoration. Meticulous concours restoration completed in 2009 using all original components. This is one of eight known Ruxton sedans; one of 19 total Ruxtons in existence. This car was invited and shown at the 2009 Pebble Beach Concours d'Elegance. No Reserve.



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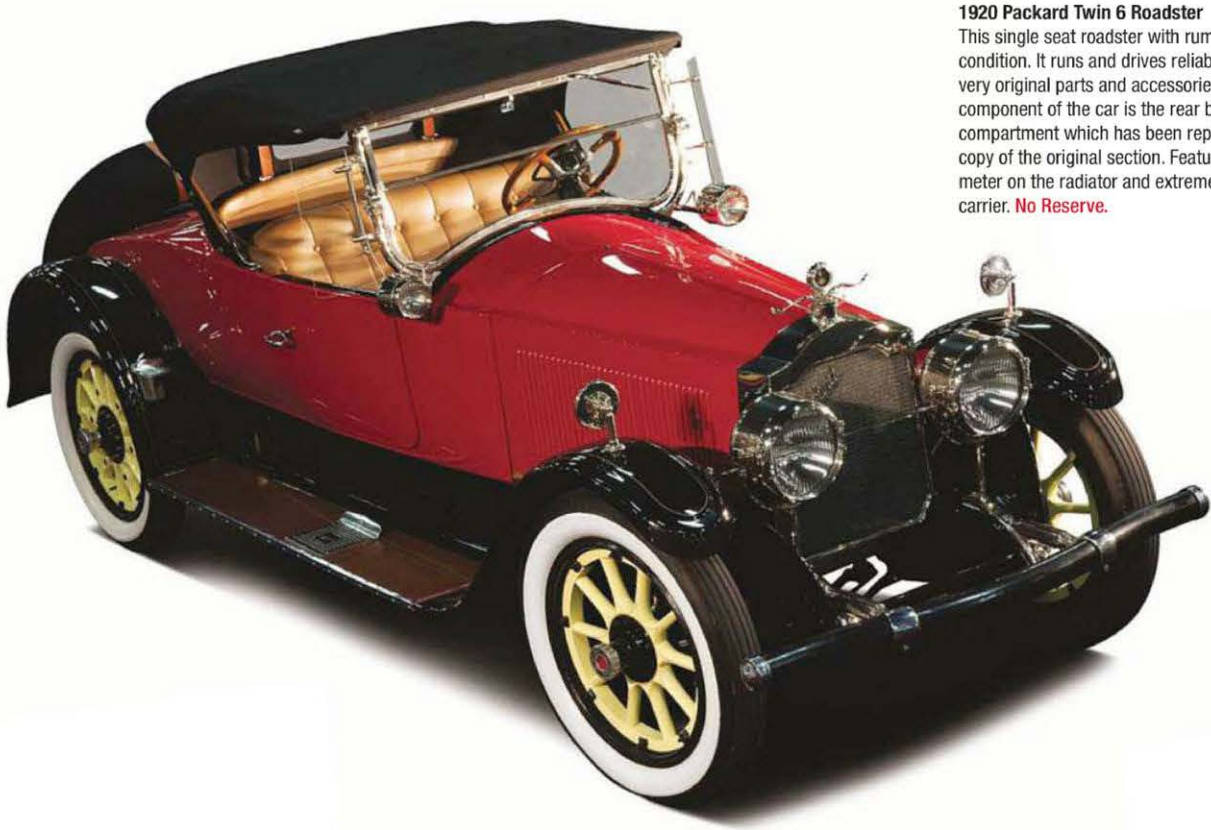
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1920 Packard Twin 6 Roadster
This single seat roadster with rumble seat is in excellent condition. It runs and drives reliably. The car is comprised of very original parts and accessories. The only non-original component of the car is the rear body/rumble seat compartment which has been replaced with a non-metallic copy of the original section. Features a very ornate motor meter on the radiator and extremely unusual rear dual tire carrier. No Reserve.



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Mick Walsh

FROM THE COCKPIT

On my recent visit to the fascinating Museo del Automóvil (see page 57) on the outskirts of Buenos Aires, the packed tribute to Oscar Gálvez captivated me. I'd heard stories about this debonair Argentinian racer but little is written in English about the man who many rated as quick as Fangio and who dominated the epic Turismo Carretera road races. Museum owner Luis Spadafora didn't require much encouragement to relate colourful stories of the multiple champion who he worked for as a youngster.

"While leading the 1949 Buenos Aires-to-Caracas by two hours, Oscar arrived at the crash scene of his brother Juan, who had dived over the side and down a ravine," recalled Spadafora. "Amazingly, he attempted to tow the wreck out but the strain broke the engine's crank. His Ford 'Flathead' would still run on the level but hills were a problem. A friendly rival in a Buick gave him pushes up the steeper inclines and Oscar still won, only to be disqualified for receiving outside assistance. The engine was quickly replaced and Oscar dominated the race back to Buenos Aires."

The Gálvez bothers made no secret of their opposition to Juan Perón's government, and in 1949 Oscar was conspiciously overlooked by his scheme that sent Argentinian drivers to Europe. He would contest only one World Championship Grand Prix, the Argentinian of 1953: he finished fifth in an uncompetitive Maserati.

On a museum wall is a dramatic Alfredo de la María painting of the 1949 Temporada race in which Oscar upstaged not only Fangio, but also a host of overseas stars including Alberto Ascari. Driving an 11-year-old Alfa 308 against the latest Maserati 4CLTs, he gave practice a miss so that its problematic straight-eight could have an oil leak repaired; Gálvez planned to run-in the engine during the race.





Gálvez (left) was outgoing while rival Fangio didn't relish fame. Inset: Temporada glory in elderly Alfa 308, by de la María

The weather was grim and the parkland circuit that had claimed French ace Jean-Pierre Wimille just 10 days before was soaked. But as the conditions worsened so the pace of the local hero increased. Oscar was up to third by lap 11 and chasing Ascari and 'Nino' Farina. To the jubilation of the crowd, he took the lead after Farina stopped for tyres and Ascari's car caught fire. Reports state that the extra weight of the old Alfa made it more stable in the wet, but Gálvez revealed that he had never previously driven the car in the rain because it had "too many chrome parts and I was afraid of rust". Fangio was two laps behind in second place.

While Fangio was cleaning up in Europe, the Gálvez brothers ruled Turismo Carretera – right through to Juan's fatal crash in 1963. Oscar continued for another year, but he too suffered a serious accident and retired to concentrate on managing the works-backed Ford team. Among the aspiring drivers he gave a break to was a young Carlos Reutemann.

My friend Rodolfo Iriarte has vivid boyhood memories of his neighbours receiving visits from

> 'He attempted to tow his brother's wreck out of the ravine but the strain broke his engine's crankshaft'

Oscar: "Even after he retired, his driving style never changed. I remember a friend getting a lift from the Ford factory and arriving looking very pale after a scary, fast run across the city.

"When I was 12-years old, Oscar took me for a ride around the Autódromo Buenos Aires. After a dramatic lap, we stopped suddenly on the main straight, with brakes smoking. Oscar then selected reverse gear and accelerated backwards just a like a stunt driver. His car control was absolutely fantastic."

Oscar's health deteriorated during the late '80s and he died in 1989. Such was the respect for this dashing racer and his brother that the Buenos Aires circuit was renamed after them later that same year.

LES AMIS DU CREDIT SUISSE

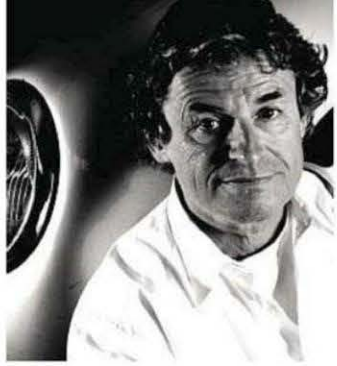


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Alain de Cadenet

INSIDE LINE

The first competitive motor sport events in most countries were hill-climbs and I wonder what the British founding fathers of 1905 might think about today's versions. My recent visit to Prescott for the Bugatti Owners' Club's autumnal bash much surprised me – not least because of the 'modifications' and 'amendments' to its format.

Blatting up the hill was just as it's been for years. The difference was provided by the side-shows. The Las Vegas Dancing Ladies were a definite crowd-puller and blood pressure-raiser for the entrants. A glimpse of female flesh before the green light came on must have been worth at least a couple of seconds off your time.

My good friend John Hewitt was there with his F5000 McLaren M18, which looked the business in shiny British Racing Green. That may have been some of my own paint, because John used to mechanic for me at Le Mans and in Can-Am. Driving 500bhp on sticky tyres does focus the mind, but he seemed extra twitchy: the LVDLs had just happened to parade by as he was going out for his run.

Another joyful sight was the genuine 1920s wooden Wall of Death that had been erected by the main entrance. Equipped with Indian Scout motorcycles, the clock could have been turned back 80-plus years as both 'bikes and riders looked the part. Theirs was a very good show played to a capacity crowd. It's another of those entertainment ideas from a bygone era that still works well today, like wing-walking. It's nice to know that every few years or so there's a fresh batch of rookies to be enthralled by it.

The riding of the 'bikes isn't as easy as they make it look. Much practice is needed to become accustomed to the sensations of giddiness and pulling positive g. I wouldn't mind having a go, though. "It can be arranged," the owner said. "Give us a ring. Bring yer own 'bike."

This Prescott meeting was definitely a family day out and it was great to see kids having a laugh and better still climbing in the cars to get a feel for them; the American steam cars seemed very popular, as did the 1960s single-seaters. Plus there was somewhere to buy a reasonably priced and tasty feed and cuppa.

The Bugatti Trust building was great to visit to see what a good job has been done protecting the history and tradition of the club plus also safeguarding the hill. It had a proper nostalgic feel. I bet they would take shillings and paper quids if you proffered them.

Back to the hill and the sight of a machine that could only have been made in Britain. What was originally the Farley-JAP Cooper, built in 1947, has evolved into a twin-supercharged V-twin brute running on dope plus whatever else might help. Basically it has a chain-driven Shorrocks blower force-feeding a chain-driven Marshall blower that aspirates the JAP lump, which drives a gearbox by chain, which drives the rear axle by – you got it – chain. It's the ultimate Meccano set and much credit and respect must go to Ewan Cameron, who built it and drove it.



Drove it? Launched it more like. He arrived at the start in a cloud of burn-out rubber smoke, black-lined it off the mark and slithered it to the summit. He didn't have time to lift off.

That was not the end of the story, however. While chatting with Ewan, he explained that it was partly because of me that he got the popcorn for racing and JAP engines in particular. Some 40 years ago he and his dad Ian came to my mews garage in London to deliver a Brough Superior-JAP that I had bought from Ian. Ewan got to sit on the 'bike and then have a look around the workshop and get fired up by the welding, turning and fitting that was going on with one of my Le Mans Prototypes.

Ian was at Prescott, too. He was (I think) pleased to hear that his old race 'bike is still safe and sound in the mews. I promised him a ride on it sometime next year to make up for having to sell it in the first place. I also mentioned that it needed a fettle when I got it. Being a good bloke, he offered me my money back!





'He arrived at the start in a cloud of smoke, black-lined it off the mark and slithered it to the summit'



Clockwise, from top: Stanley Steamer wins over a new fan; astonishing Farley-JAP is a mobile chain reaction; Wall of Death wowed De Cad and a packed crowd; Las Vegas Dancing Ladies provide more paddock pizzazz



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PORSCHE



James Elliott

MISFIRE

Millions of parents will wince at the mere mention of Biff, Chip and Kipper. You see, these oddly named children are the 'stars', along with their pet dog Floppy (naturally), of the Oxford Reading Tree books.

This seemingly endless series was designed to teach youngsters to read (so Lord knows why the characters were given such bonkers names), and many grown-ups will have endured endless torturous evenings labouring with their child as they attempt to pronounce such everyday words as 'delicatessen' and 'pterodactyl'.

Yet, while 'helping' my eldest – Charlotte, aged six – to navigate the English language (mainly through repetition, it would seem: "Was that an ambulance?" asked Kipper. "Yes, it was an ambulance," replied Chip. "I like ambulances," added Biff. "Woof," said Floppy) via a bunch of adventures featuring a magic key, I became, somewhat predictably, distracted by the classic car content. Eccentric Uncle Someoneorother drives what is unmistakably a Moggy Traveller (identifiable as a 1000 thanks to the style of badge and, as suggested by the wheel choice, possibly even modified). I am also pretty convinced that Kipper's – or it could be one of the other kids' – teacher barrels around in an Austin A40. A few other interesting things crop up, too. A major row was sparked in the *C&SC* office over whether a recently spotted incidental sleek roadster was a Bentley or a Jaguar (I reckoned the latter), and Chip (or Biff, or possibly Kipper) occasionally has a poster of an Alfa Romeo on the bedroom wall.

This classic-spotting fascination – all right, I admit it, obsession – goes way beyond these books, of course, and is applied to all the kiddie nonsense that has taken over my life.

So, it was a relief to discover that it's not just me – deputy editor James Page brags that Jessica (three) can pick out both the Jag XK120 and the Ford Pop in her *Thomas the Tank Engine* books, while magazine editor Alastair Clements has been indoctrinating six-year-old Elsa with the "super-accurate" *Gumdrop* books pretty well since she first opened her eyes.

I am sure that every other classic car nut is exactly the same, but let's not be too harsh on ourselves – if the cars weren't there we couldn't spot them, so it is really the all-pervading nature of classics at the root of our "weird" (according to my wife) behaviour.

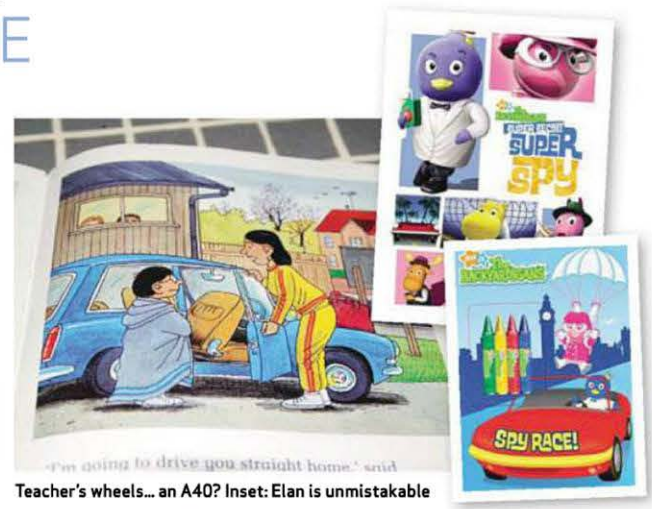
Also, these cameos don't just occur in period media, in which the cars pictured were current rather than classic. Best of all is some of the more recent film and TV stuff, and not just the obvious such as *Cars*. *Barbie* movies (I have two girls, I live in a world of pink) don't throw up much of interest, but *Humph* (cloyingly inoffensive, but occasionally with a recognisable classic outline) and a host of others do.

My undisputed favourite is *The Backyardigans*, a television series starring a group of cartoon animals that don't quite look like the creatures they are meant to resemble, and who revel in singing appallingly.

This frankly surreal Canadian (who could have guessed?) psychedelic effort spawned a feature-length special called *Super Secret Super Spy*. Released in 2007, the 97-minute episode stars Pablo – the one that looks a little bit like a purple penguin – as a spy, singing appallingly (obviously) but mainly zipping around in an incredibly well-detailed Lotus Elan S3. Except for the missing window frames and all of the other bits that are incredibly well-detailed S2 Elan. No different to the real cars in the pick-and-mix approach, then!

The Lotus is packed with Bond-esque goodies and transformation capabilities and, if you can find them, you can even buy spin-off merchandise – crayons or a plastic toy of the Lotus and penguin-type-thing, with neither of them looking anything like they are meant to.

Naturally, assuming that someone on the creative team that put this together had a vested interest in promoting Lotus Elans, I mustered all of my journalistic might to try to track them down and find out why. This largely involved sending a Facebook message to a lady from the production team called Janice Burgess. I tried to explain to her that I honestly wasn't a weirdo, but genuinely wanted to write a column about *The Backyardigans' Super Secret Super Spy* in the world's best-selling classic car magazine, and could she help me out with some background information. That was in March... oddly, I am yet to receive a reply.



Teacher's wheels... an A40? Inset: Elan is unmistakable



Do slotted steels hint at a hot motor in patchwork Moggy?

'A row was sparked in the C&SC office over whether a sleek cartoon roadster was a Bentley or a Jaguar'



Jag provides welcome automotive relief from Thomas & Co

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We are now welcoming entries for our first auctions of 2013:

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17th April
Imperial War Museum, Duxford

15th June
Rockingham Castle, Leicestershire

24th July
The Pavilion Gardens, Buxton

16th October
Imperial War Museum, Duxford

30th October
The Pavilion Gardens, Buxton

27th November
Chateau Impney, Worcestershire







1922 Brough Superior SS80 'Old Bill' (Top Image)
Sold for a World Record £291,200 at Imperial War Museum, Duxford

1969 Aston Martin DB6 MK2 Auto (Bottom Image)
Sold for £242,000 at The Pavilion Gardens, Buxton

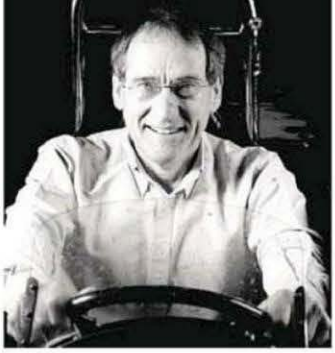
1927 Bentley 3 Litre Speed Model Tourer (Bottom Image)
Sold for £212,800 at Rockingham Castle, Leicestershire

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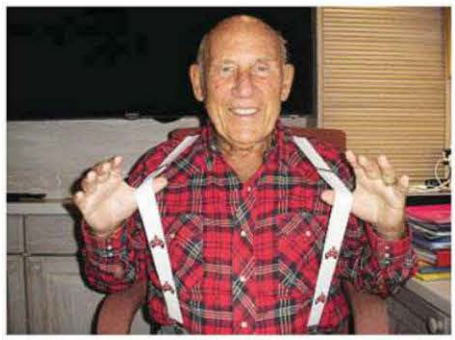
FULL THROTTLE

It's more than 50 years since Stirling Moss' professional racing career came to an abrupt end against an earth bank at Goodwood, in a near-fatal accident that remains a mystery to this day. Unlike 10 of his countrymen, from Mike Hawthorn in 1958 to Jenson Button in 2009, Stirling never won the World Championship (although, but for a very sporting act, he'd have done so in 1958).

What he did do, over a 14-year period, was compete in an extraordinary 585 events. In those days a busy professional racer – and no one liked to be busier than Stirling – didn't content himself just with Formula 1, or just with long-distance sports-car racing, or just with saloon cars. Moss did all of those, as well as F2 and F3, not to mention rallying, record-breaking, even trials. Racing cars were less reliable then, and he actually finished in 434 outings. Of those, he had overall victories or class wins in 231 – a staggering hit rate of 53%. Much later he got back in the cockpit to go historic racing for fun, in a variety of machinery. Only when he was 81-years old did he decide he could no longer go as quickly as he wanted to, and announced his retirement.

Arguing which drivers were the greatest across different generations is pointless: you can't compare Nuvolari with Vettel, or Clark with Senna, because the cars, the technology, the whole way the sport worked, was totally different. But once Fangio had retired, Moss was unquestionably the world's best in his day; and for me he is certainly one of the three or four greatest racers of all time.

He was 32-years old when he crashed at Goodwood. He's now 83. Yet he remains, for the public at large, a household name. It's said that policemen still admonish speeding motorists with: "Who d'you think you are, Stirling Moss?" Today he is busier than ever with public appearances and promotional work, which is why I recently flew with him to the Isle of Man for a businessmen's dinner where he was guest of honour. After the meal I got him up on stage to entertain the 250-strong audience for nearly 90 minutes with his wonderful down-to-earth stories about his racing life.



'The officials disqualified Hawthorn, but Stirling pleaded on his behalf and got him reinstated'



Stirling's Roary braces, top, and over the tramlines in the Vanwall to win 1958 Portuguese Grand Prix

"Today a top F1 driver can earn a million quid a race. In my best year, 1961, I was the highest-paid racing driver, and I earned just over £12,000. That wasn't bad – about the same as a good barrister earned then – but miles away from the multi-million rock-star bracket these guys are in now. But I'm so grateful I was racing then, and not now. Lewis and Jenson, once they've won a race, have to talk to the sponsors and behave themselves; they're never off duty. When we finished our races we could go off and chase crumpet. We had fun then. Yes, it was dangerous. A lot of my friends died, and I went to too many funerals. But you never thought it would happen to you."

As for that unselfish sporting act: of 1958's 10 World Championship Grands Prix, Moss won four, and was second once. But he retired five times, usually when leading, with mechanical ills on the Vanwall. Hawthorn won just one round, but got the reliable Ferrari to the finish eight times, which landed him the title by one point. In the Portuguese Grand Prix Hawthorn spun off, but manhandled his car back into the race to finish second. To bump-start it he had to roll downhill against the oncoming race traffic, and the organisers decided to disqualify him. Stirling, who'd won, pleaded with the officials on Mike's behalf, and got him reinstated. Can't imagine Alonso doing that for Vettel today.

Everywhere Stirling goes he is recognised, and people who weren't born when he stopped racing want to say hello or ask for his autograph. Even a uniformed policeman on duty at Ronaldsway proffered notebook and pencil. Stirling deals with it all very good-humouredly.

One of his many gigs now, to the delight of babysitting grandfathers everywhere, is as the narrator on the animated TV series for toddlers, *Roary the Racing Car*. As we hurried through the labyrinthine check-in at Gatwick, me struggling to keep up with the octogenarian's brisk pace, the bored, gloomy official was suddenly wreathed in smiles when he recognised who was wearing the Roary braces whose metal buckles had triggered the security alarm.


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Martin Buckley

BACKFIRE

I've always been fascinated by the Gordon-Keeble. Not just because it is a beautiful, fast and rare car, but also because it's a noble and romantic British failure, swathed in myth and half-truths. Did Jackie Kennedy really own one, as has been mooted – or Anthony Hopkins? – and which of the 99 built (a nicely evocative figure) was the maroon one without a front bumper that you glimpse getting out of shape on a roundabout behind McGill's Imp in my favourite episode of *Man in a Suitcase*?

In the '60s, the car had an affiliation with the English aristocracy – lots of first owners were titled – but I was alarmed to find, when looking through Charles Giles' rare '94 G-K book, that one of the then-owners looked as if he might be a now-infamous murderer. It seems to be a case of mistaken identity, however, so panic over.

Then I remembered another mystery: not so long ago, a friend of mine spotted a cache of GK1s in a yard in West London. It turns out that they were something to do with a mysterious Hong Kong-based G-K obsessive; whatever happened to him and the cars, and how many Gordon-Keebles does one man need?

A GK1 was the first really exciting classic I got to drive for *C&SC*, in 1989. It seemed to draw from my solitary typing finger wordplay and sentence constructions I didn't know I had in me. It also got me my first interview with a famous car person, stylist Giorgetto Giugiaro, kindly granted by means of the then high-tech fax machine. In the glassfibre it was a thrilling car because it looked feminine but acted macho, with thrusting acceleration, evocative noises and a suggestion of unruliness about its behaviour.

It was also a surprisingly practical four-seater that didn't rust and had plastic seats, yet enjoyed most of the elegance and mystique of a DB5 – a car that is neither as rare, fast nor reliable. It would be all too easy to go Aston-bashing at this point, but it is a curious world that pegs the value of a DB5 at £200k greater than a Keeble, just because a fictional secret agent drove one. Admittedly, the GK1 has a poor record of screen time: even the exhaustively anoraky *Internet Movie Car Database* (www.imcdb.org) only lists *The Green Helmet* (featuring the steel-bodied prototype) and that *Man in a Suitcase* episode.

To be honest, I can't work out why Keebles have not kept pace with Grifos, Monteverdis and the other Euro-American exotics that have exploded in value in recent years. With its space-frame and de Dion suspension, it is more technically ambitious than a Jensen or a Facel and every bit as good-looking, even if the stigma of plastic bodywork is tough to shake off.



A youthful Buckley falls in love with the Gordon-Keeble



Unique De Bruyne GT seems good value at just shy of £25k

'IN THE GLASSFIBRE, IT WAS A THRILLING CAR THAT LOOKED FEMININE BUT ACTED MACHO'

Sadly, finding an unmolested example is a problem for serious collectors, because G-K owners are inveterate modifiers, in good and bad ways. At last year's Classic Motor Show, I had a conversation with a man on the owners' club stand who had a lovely original car, but who couldn't wait to get it retrimmed in leather – a curious attitude in a hobby that increasingly (and rightly) values originality and correctness.

The most messed-up GK1 of all was created in period, the bizarre De Bruyne GT. This odd footnote to the sad G-K story was displayed just once, at the '68 New York show. From a late-'60s perspective, this facelifted car probably made sense to its perpetrators, who wanted to revive the G-K concept for the '70s. John de Bruyne had a Newmarket Ford agency (which explains the proliferation of Blue Oval parts on the restyled dash) and bought the assets of Keeble Cars. He got brother-in-law Peter Fluck to remodel the shell, using chassis 8 as a guinea pig. Yes *that* Peter Fluck, co-creator of *Spitting Image*, the show that nearly sent me into cardiac arrest with hilarity in the '80s, such was its merciless lampooning of Thatcher and her cronies. He now lives in Cornwall; I'd hoped to interview him, but have so far failed to make contact.

The car I'd forgotten about before researching this was the De Bruyne Grand Sport, a Mangusta-like mid-engined creation also styled by Fluck. It had a 327cu in Corvette V8 attached to a ZF transaxle, with BMC 'Landcrab' rack-and-pinion steering that was fitted upside-down in error and worked in reverse (so when you turned the wheel right, the car turned left). The GS was said to do 180mph, though it was later calculated that it would take off at that speed. Wisely, de Bruyne decided to break up the car, what with its trick steering and potential for unintended flight, and cancel the GT project.

The prototype was sold in '69 and I always wondered what happened to it. I'd assumed it had been written off, so was amazed to see it offered for sale by Godin Banks. I was even moved to take a trip to Mereworth to see the car looking surprisingly good, if no prettier. The front end sort of works, but is nothing like as distinctive as Bertone's slant-eyed original. It all goes badly wrong at the rear, where the delicate fins are supplemented by a hacked-off wedge and a pair of inverted Zephyr MkIV tail-lights. Clearly unused for some time (it had been languishing in Wales and there was a connection with Jonathan Ross, or his brother... or something), it was in need of 'recommissioning', that nebulous, catch-all phrase that means anything from plugs and points to major surgery. I don't think it would require much to get it on the road, and you would then have the world's rarest – and ugliest – Gordon-Keeble variant.

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Letter of the month

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Works in progress comes to fruition

Some 20 years ago, while travelling in England, I picked up a copy of the now-defunct *Car Classics*. On the cover was the ex-Pat Moss Austin-Healey, SMO 745, looking very purposeful. I was no stranger to Donald's creations, having owned two Healeys, but that works car really drew me in and I fell in love.

The article said that it was under the care of Jonathan Everard. Leamington Spa, the home of JME at the time, wasn't on our itinerary, but it was added and Everard was very hospitable to the "Colorado Yank" as he took to calling me. He showed me his shop and allowed me all the time I wanted with his other rally machines (there were four) and the Pat Moss car that graced one of his lifts. On a subsequent visit, I took a rubbing of the side vents of SMO 745 to make sure I got them right on my Healey.

My 1963 3000 BJ7 with full works kit, while looking pure old-tech, is loaded with modern upgrades. The most distinguishing of these is the bespoke electronic fuel injection. While the engine looks like a works triple-SU rally motor, it has six injectors hidden under the carbs, managed by a custom-programmed GM computer. When I open the bonnet, 99% of Healey owners never even see it, which is how I wanted it so it didn't detract from the classic look. The development took two years with my good friend Ric Navarro, the real brains behind the conversion.

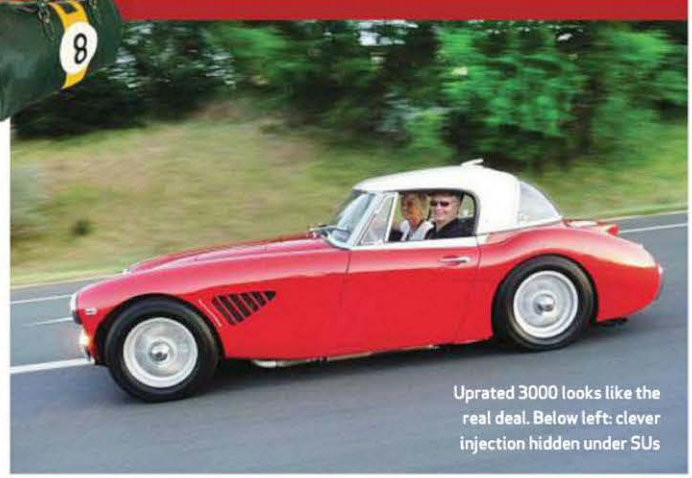
In addition, my version of a works car has a five-speed 'box, air-con, custom suspension, a 400W stereo... in total, there are more than 100 modifications to the original BJ7 donor. I have put 3000-plus hours into the build, including doing most of the fabrication, participating in the EFI development, all the painting and final assembly. The modifications were done to either be transparent to the casual observer or were using common practices of the day. See www.stevesaustinhealey.com

I realise that my personalisations are not appreciated by those who favour an exact copy of the original. But Donald Healey was nothing if not an innovator and I think that he, more that most, would appreciate the thought and technology secreted beneath the cloak of his sheet metal.

In addition to help from the late Everard, I've had great support from Steve Norton of Cape International and, two decades later, I am finally enjoying the results of 20 years of desire and 12 years of build. My Works Tribute Car (in the colonies, the term 'tribute car' refers to one built to look like a particular build group, but not necessarily to replicate a specific car) has received quite a bit of recognition here in the States. It has been on the cover of both local club magazines – *Austin-Healey Magazine* and *Healey Marque* – and *Classic Motorsports* is planning a piece. In car shows, it has gathered several firsts, an award for Best Craftsmanship and a Best of Show.

That said, I didn't build it as a show car. It was built to drive, and drive it does. It is a joy to run around our great Colorado roads and mountains.

Steve Thomton
Larkspur, Colorado, USA



Uprated 3000 looks like the real deal. Below left: clever injection hidden under SUs





Solo? Not so...

Good to see in James Elliott's *Misfire* (November) a bit about Dave Degens, someone I got to know a bit when I owned a Dresda. I think the article contains a couple of misunderstandings, however.

The column says that Degens rode the Barcelona 24 Hours solo in 1970, indicating that he was the only rider. In an article and track test published at the time, however (*Motorcycle Mechanics*, October 1970) reference is made twice to co-rider Ian Goddard.

Similarly, a long article in *The Classic Motorcycle* (January 2002) again mentions co-rider Goddard and includes a picture of Degens, Goddard (both in leathers) and mechanic Phil Stentiford. I'm not trying to take anything away from Dave's terrific achievement in beating all of the factory teams twice, just trying to be accurate!

The article also suggests that the 1970 'bike was a modified Triton, for which Degens was (and still is) famous. Actually, the 1970 'bike had virtually nothing Norton in it, being more 'all Dave's own work'. The frame was of his own design and manufacture, the JC eight-leading-shoe front brake had a lot of input from Dave, the forks were (from memory) REH, as was the rear brake, and the engine was so modified by Dresda that it bore only a superficial resemblance to the Triumph it started out as. Again, an amazing achievement to beat the factory teams.



Dave Degens is a hero, says Allen, but not a one-man-band

I had one of the first replicas made by Dresda after the 1970 win (number 15 from the batch of 20) and it was a superb machine, incredibly fast, compact and agile. There was only one small (literally) problem with it: Dave is 6in or so shorter than me and designed the 'bike around himself! As I moved to the wrong side of 50, it became harder to get my knees into my armpits to get on, so it had to go.

It is sad to reflect that, while one man in a (relatively) small business could build a machine that was as good or better than anything else in the world, the established British motorcycle industry was imploding. At least Dresda is still going.

GJ Allen
Via e-mail



E3 is pick of the saloon bunch, says Wells

Subtle delights

I don't know from where Simon Charlesworth gets his image of Mr '68 Executive (November), but in 1972 I did buy a BMW 2500 to replace my Giulia GT, which was trampled over by revellers outside our South Kensington flat.

Having previously had an 1800, I knew that this saloon was unlikely to attract the attention that bedevilled the Alfa. It was also endorsed by Bill Boddy of *Motor Sport*. I did contemplate an XJ6 and a 280, but found the Jag's steering unnerving and the Merc pedestrian. So satisfying was the E3 that I kept it until the arrival of the E12, another great car.

Charles Wells
Via e-mail



Unique Cleave special is coming back to life

A special Morris

I was delighted to read that Ashley Cleave's exciting Morris is being rebuilt and will hopefully once more be seen delighting spectators and fellow competitors alike (*Lost & found*, September).

In the late '60s in Cornwall, for some strange reason at every hill-climb and sprint that I competed in, I found myself parked next to Ashley in the paddock. He always refused to open his bonnet, much to the frustration of his opposition in the Sports Car Class of up to 1200cc, which consisted of modern Spridgets, Ogles and Marcos. They were always placated by the RAC stewards of the day.

Now, how amazing was this then over-30-year-old Morris/MG? Here are but a few of his results: Tregrahan Hill Climb, March 1970, 24.99 secs, first in class (FTD 22.44 secs, Brian Preston, 1275cc Mini); Torbay Hill Climb, September 1969, 25.05 secs, first in class (FTD 22.24 secs, S Cuff, 1098cc Cooper); Trengwainton Hill Climb, April 1970, 26.52 secs, first in class (FTD 25.91 secs, Spencer Elton, 1098cc Cooper).

In many events over a four-year period, I never once beat Ashley in my 2200cc Triumph TR3, so I hope that Barrie Carter is aware of the special nature of his find. Oh yes, and if my memory is correct, *Motor Sport* did a feature on it some time in the early-to-mid '70s.

Eric Fletcher
Pretoria, RSA

Missing the nail

Gentlemen, I have been a reader of *C&SC* for more than 20 years. I don't subscribe, but have missed very few issues. I have owned two British cars and currently have a 1975 Spitfire. I read the magazine for the good writing, details of cars that are seldom or never seen in the US, and to identify cars in vintage movies – I have loved *School For Scoundrels* and *Doctor at Sea* since the '50s when they first aired on US TV. Your take on the automobile is entertaining and informative.

Time to get to my inspiration for writing this time. I was re-reading the September issue and you road tested an early-'70s LeSabre (*Case histories*). I worked at a Buick dealer for some years and owned two of them. At the end of the article you referred to the Buick Nailhead V8. This engine went out of production in 1966. From '67, full-sized Buicks used a new V8. No parts were interchangeable: these were clean-sheet designs. The smaller unit grew from 300 to 350cu in over time, the larger one from 400 to 455cu in. Buick V8 production ended in '79, remaining V8s being corporate designs from Chevy, Pontiac and Oldsmobile, depending on year and model. I enjoy your occasional looks at Yank Tanks, but perhaps you could use a fact-checker.

Thanks for years of enjoyment. I have cut off some periodicals due to being on a pension, but I don't intend to stop reading.

John Cargill
Illinois, USA



Cover girls

I seem to remember a request for car-themed album covers a few years ago (*Top ten*, May 2009), but I ran across a couple of interesting ones in a rummage-sale job-lot my sister-in-law purchased for $2.

Most were really terrible, but there were a number of disc-jockey promotional albums in the pile from the late '60s. The ones from 1969 are probably good evidence of how difficult life was in the radio business in the '60s for females, but the 1968 albums are all car-themed. There's one of a female driver with an All American Eagle racer, another with a lady in a wedding dress and a Miura, and the last with a woman sitting against the bumper of an AMC AMX with a Nixon and Humphrey sticker on the back (the '68 US presidential candidates).

The sources of the cars are on the front of the album, and seem to be a *Who's Who?* of LA-area dealers at the time (the Miura was from Estes-Zipper; the AMX from Ben Carco's Bonanza Rambler). Sadly I don't have the full set, but I'm sure it's out there somewhere.

Andrew Burns
Via e-mail

Hethel hybrid

Great interview with Martin Ogilvie in the October issue of *C&SC*. As the owner of a Lotus Esprit V8 (and ex-owner of a Europa Twin Cam), it is always a pleasure to read of any insight into Colin Chapman and his staff. But it was the last paragraph, in particular the hybrid aspect, that got me thinking.

As an innovator, I reckon Chapman would perhaps have taken to this 'new' concept a little more readily than Martin gave him credit for. Things such as active suspension probably didn't save weight, but it seems the potential benefits outweighed the disadvantages.

If an engineer suggested that here was a system with the potential for great economy (so you could carry less fuel) or better performance, and that customers would be pleased to pay a premium for it, then would he have turned it down?

Mark R Large
Norfolk

Sports car snip

In November's Porsche Boxster article, a reference is made to the 'hairdressers' car brigade'. As an owner of one of the quoted models, I'd like to speak up in their defence. They may not be true drivers' cars, but they have their positives.

My car isn't rare or old (13 years) so I don't feel obliged to garage it, but has a cover. I cosset it, polish it and buy it occasional goodies. It is reliable, unlike my mate's 'true' classic, which hardly turned a wheel this summer due to various problems. It is comfortable, which makes my family more inclined to go for a ride, albeit one at a time.

On a limited budget, I can enjoy top-down motoring with a fair bit of pace. I've encountered sniffy 'connoisseurs' on occasion, but club members are generally accepting. One said: "If they don't make it, you look after it and it makes you smile, it's a classic!" That'll do for me. Maybe hairdressers have better taste than previously thought.

David Lonsdale
Wokingham, Berks



Lonsdale reckons his Merc SLK is a bona fide future classic

Pedant of the month



Pedant of the month wins an exclusive *C&SC* baseball cap. Send your observations to letters.c&sc@haynet.com



I am writing to correct your misidentification of the classic pictured in *From the cockpit* in the November issue. You identify the two dogs as Wiemaraners, but you are only half right. The russet dog is a Hungarian Vizsla, claimed to be one of the oldest documented breeds, dating back 1000 years. The companion of the Hungarian nobility, they were hunted by the Germans during WW2 and exterminated to the point that only 12 dogs that met breeding standards were said to remain in Hungary. One recently won Crufts and they are known as 'Velcro dogs' for the way they stick to their masters! A wonderful, little-known breed that will appreciate in value in the future – one for the discerning collector.

Glenn Sievewright

Comments and clarifications

In the story *Gone to seed* (Nov), the photo on p115 is not a '1965 Lotus Elan in Bahama Yellow' at all. Close inspection reveals the squared-off fenders, Stromberg bonnet bump and single wheel nut of the S4. Thankfully, mine – though still under restoration – looks better than this one.

Christopher Sawyer

I wonder what part of San Francisco Mick Walsh was in when he saw the 'Colt Tower' (*From the cockpit*, November)? If he'd been near Telegraph Hill he would have seen the Coit Tower, but I haven't been in the city for a couple of years, so maybe there have been some changes.

Mike McCombe

Re p146, November issue: 'Fjords of Sweden'? Perhaps the canals of Gothenburg, or was Norway secretly involved in the Saab 99?

Dr Bob Vass
Sweden has fjords, too – Ed

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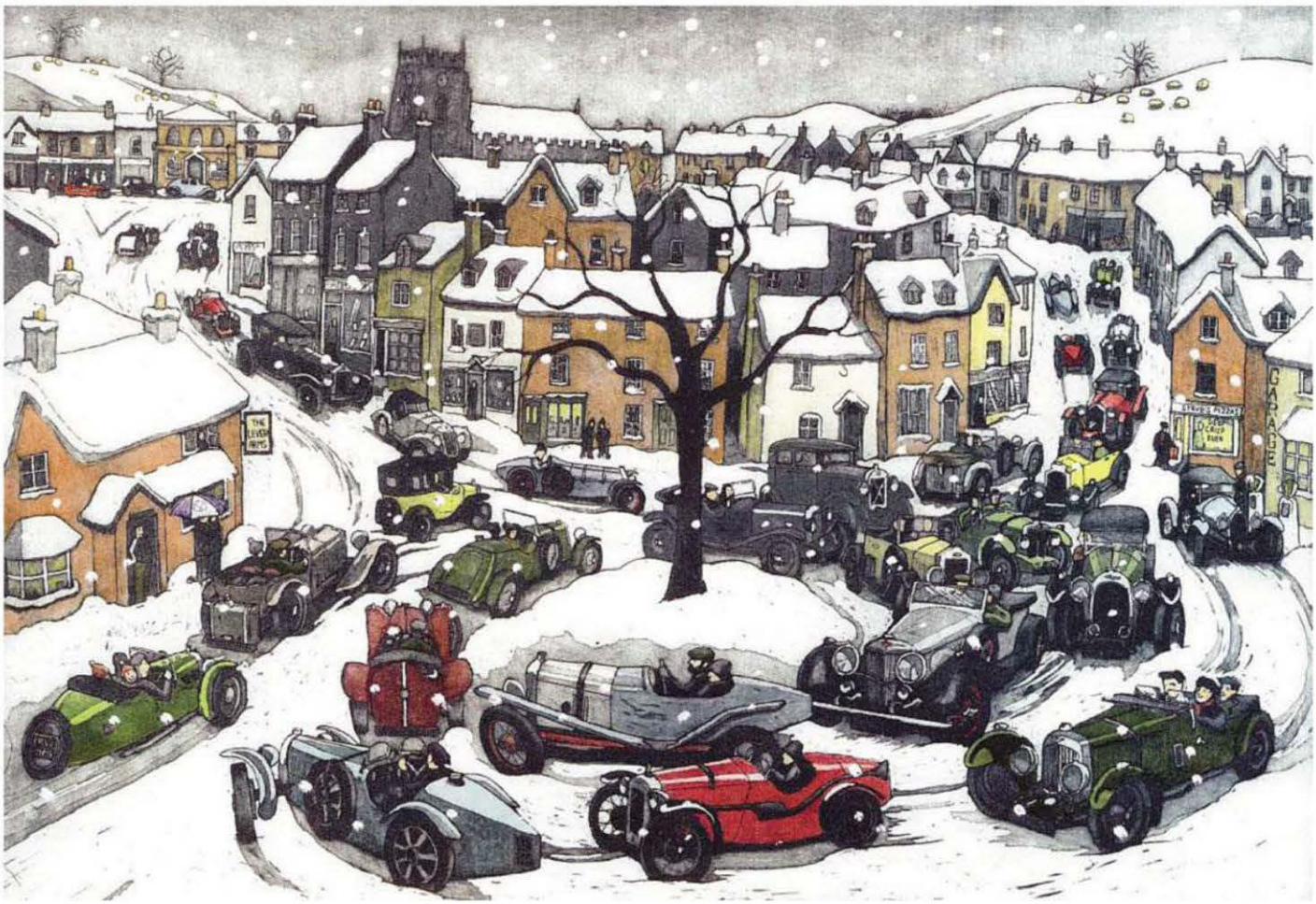
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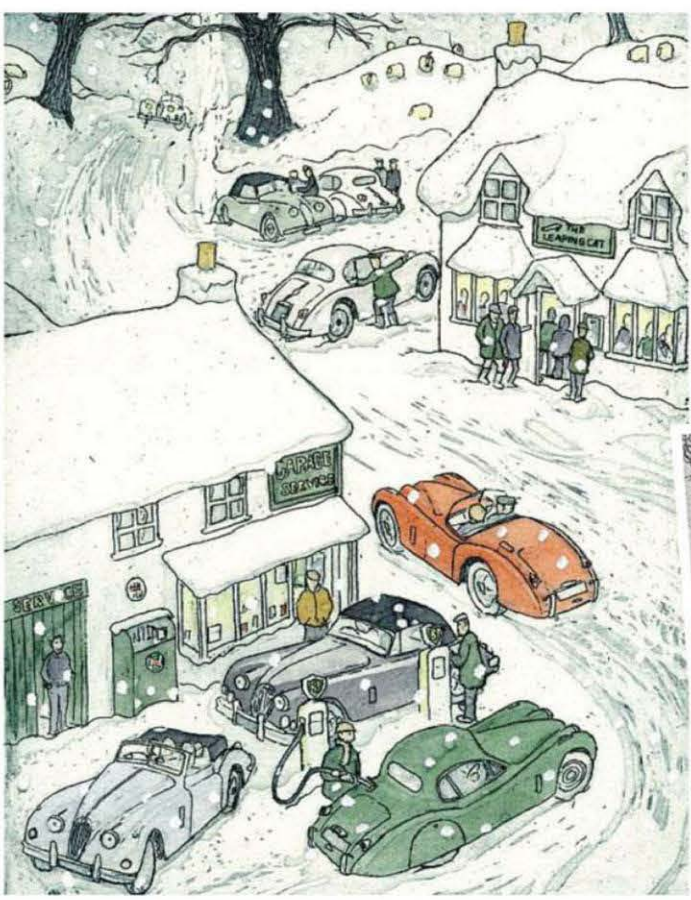
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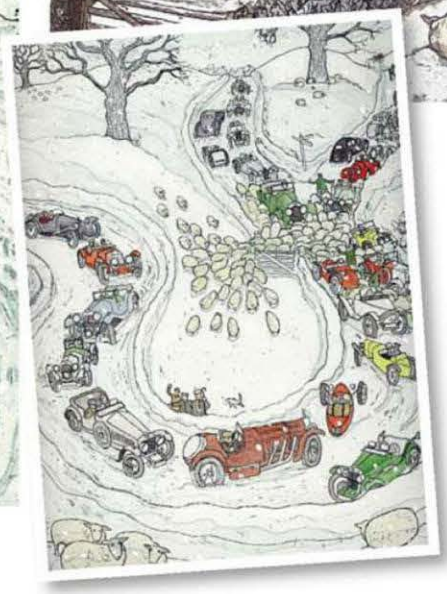
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Clockwise, from left: *White Shepherds* with SSK; XK Club design; *When the Snow Lay Roundabout* featuring GP Bugatti, Austin Ulster and Aston International; the first VSCC design – *Winter's Tailback*

Richard Wade

Fine-art printer's winter motoring scenes

One glance at his packed compositions convinces you that Richard Wade has a real passion for his subject matter. His popular winter scenes began in 2001 when he exhibited at Vintage Sports-Car Club events and newly appointed secretary Stuart Pringle enquired if he'd design it a Christmas card.

"The artworks start with a title: the first was *Winter's Tailback*," says Wade. "I incorporated several of my favourite cars, including the ex-Kenneth Neve Vauxhall 30-98 special that I'd had some great runs in over the Derbyshire Dales. Then people kept suggesting cars that I should include the following year, and I realised that I had made a rod for my own back."

The process of producing an etching is involved and uses traditional methods.

"I start by making a list of cars I want to include," says Wade. "Often the picture will feature something that impressed me that year, such as the ex-Milligan Mercedes SSK that Bonhams sold in 2004; the idea of a £6million car driving in the snow appealed."

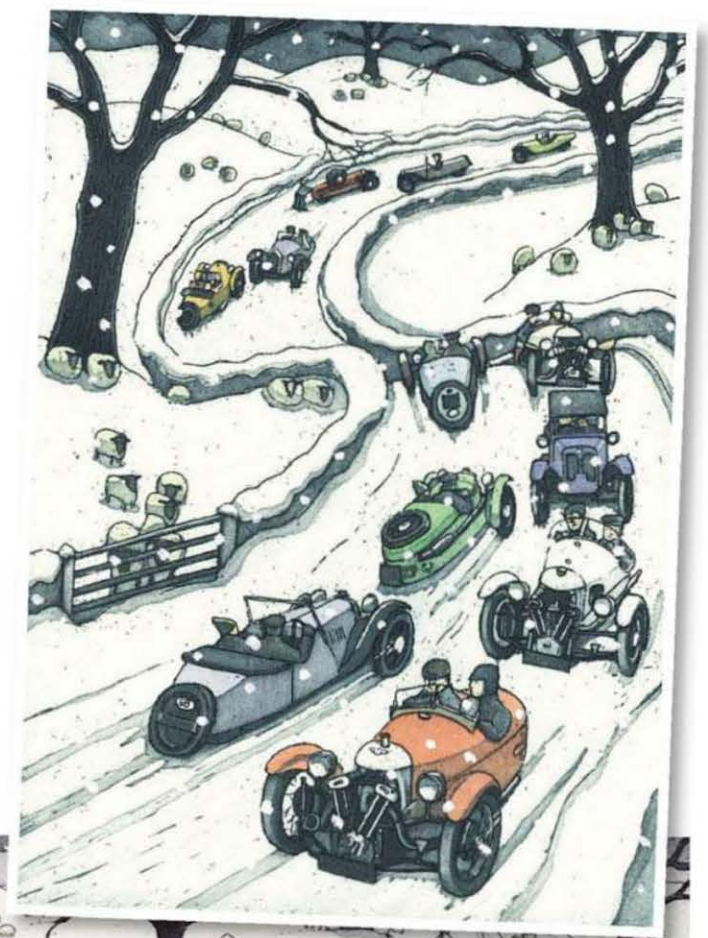
Wade then produces a drawing on tracing paper. This is flipped and redrawn to produce a reversed design he can transfer to a wax-coated plate. With a needle he scratches away the wax and, when dipped in a bath of acid, it's that exposed line that is etched and later holds ink. Further tonal effects are created via acquatint. Once the acid has etched deeply enough, Wade prepares the plate for printing. The final stage involves hand-tinting colour effects with watercolours.

The success of the VSCC card designs led to further commissions from the XK Club and the Morgan Three Wheeler Club but, such is the labour-intensity of the pieces, Wade regularly takes a break to work on simpler designs.

A popular presence at VSCC events, particularly Prescott and Loton Park hillclimbs, Wade often travels in style aboard his treasured Bristol 403: "I love driving it and it's very practical. With its passenger seat out, I can carry all my boxes and a small press." **MW**

Hand-printed etchings start at £40 and special commissions from £250. For more details, see www.richardwade-art.com. Call 01630 657942 or e-mail sales@richardwade-art.com

From top: designs for Morgan Three Wheeler Club and VSCC, the latter is called *Winter's Tale*; note Walker's V8 Darracq





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LOT F243

1966 Corvette Coupe
327/350 HP, Factory Air


LOT F245

1962 Corvette Big Brake Tanker
327/360 HP, Triple Crown


LOT F246

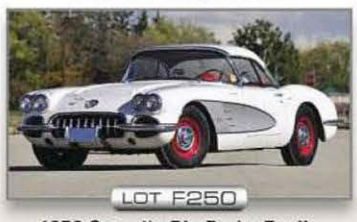
1957 Corvette Race Car
283 CI, RPO 684


LOT F247

1964 Corvette Convertible
327/375 HP, All Original


LOT F248

1958 Corvette Big Brake Fuelie
Bloomington Gold Certified, Duntov Award


LOT F250

1959 Corvette Big Brake Fuelie
283 CI, 4-Speed


LOT S116

1963 Corvette Split Window Coupe
327/340 HP, Bloomington Gold Benchmark


LOT S117

1967 Corvette Convertible
427/435 HP, Bloomington Gold Benchmark


LOT S118

1965 Corvette Big Tank Coupe
327/375 HP, NCRS Duntov Award


LOT S119

1956 Corvette Resto Mod
414 CI, 4-Speed


LOT S120

1962 Corvette Big Brake Tanker
327/360 HP, 4-Speed


LOT S122

1961 Corvette Big Brake Tanker
327/315 HP, Triple Crown

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CLASSIC & SPORTS CAR **BOOK OF THE MONTH**

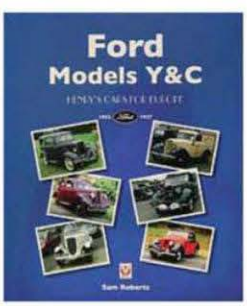
CITROËN DS



Surely the last thing the world needs is yet another book on the *Déesse*, but this English amalgamation of two French titles is in a different league. It's an outstanding showcase for the photography of Daniel Denis, who took a fresh set of pictures for pretty much every variant of the car. Thibaut Amant provides a detailed account of how the model was developed and fascinating info on the specials – translated by *C&SC*'s Jon Pressnell, who rewrote most of the informative captions, too.

Everything gets the full-monty treatment, from the wonderfully original oldest-known survivor to a late-model convertible shot in the Alps. Denis devised an appropriate setting for each vehicle, from a disused factory for an ID Luxe Break to a spectacular rural hillclimb for the Ricou *barchette* and a gravel quarry for the short-chassis Group 5 coupé – still in its '72 TAP Rally livery. If that wasn't enough, he even gained unprecedented access to the super-sized Chapron Presidential limo, built for General de Gaulle, and photographed it in the grounds of the Élysée palace. The same chapter features Michelin's bizarre tyre-test vehicle, a low-loader made from a crashed saloon by Pierre Tissier and a brilliant campervan conversion. This lavish paean to the Goddess should go on to every *Citroëniste*'s Christmas list. **DE**

£40 Daniel Denis & Thibaut Amant, Haynes Publishing. ISBN 978 0 85733 238 7



Ford Models Y&C

This impressive hardback is nothing if not in-depth, with Sam Roberts going into great detail on these small Fords. He covers the founding of the Dagenham plant, the cars' development, production changes and myriad models, including commercials and coachbuilt cars. There is yet more information in the exhaustive appendices. Although it will be an essential reference, it avoids being too dry and there are plenty of archive photos. **JP**

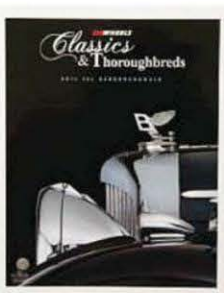
£35 Sam Roberts, Veloce. ISBN 978 1 845844 44 8



Jaguar XK 120 explored

Jaguar disciple and artist Bernard Viart's earlier *XK 140 explored* was a *Book of the month* and it's easy to see why in these 557 meticulously researched pages, with 2500 drawings of every detail of Bill Lyons' stunning sports car. It might appear to be for owners only, but aside from the fascinating drawings there's a fact-packed history featuring – amazingly – fresh photos, plus complete specifications. Excellent. **AC**

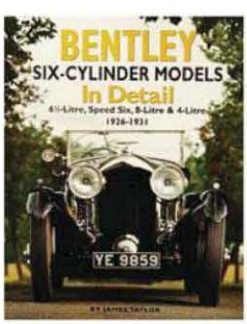
£110 (or £175 for the leather edition) Bernard Viart, Paul Skilleter Books. ISBN 978 1 908658 00 5



Classics & Thoroughbreds

This large-format 184-pager is the collected writings of Adil Jal Darukhanawala, one of India's leading motoring journalists. The diverse subjects range from Daimler Einspur 'bike to R-R Silver Ghost tours, but local subjects intrigue most. If you want to know about the '55 Bajaj Tempo microcar or the first Indian to ride the Senior TT, this bold book will appeal. **MW**

$40 Adil Jal Darukhanawala, Times of India Presentation. ISBN 978 93 80942 79 7



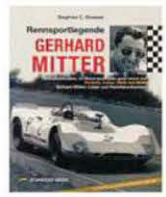
Bentley In Detail

Vintage Bentley books tend to be costly, but fans of Cricklewood's finest will welcome a new pair of affordable works by James Taylor, split into six- (pictured) and four-cylinder models. Each volume presents a full review of engineering, coachwork, and competition. The author has sought out a fine selection of original coachbuilt survivors, to which photographer Simon Clay does full justice. **MW**

£40 each James Taylor, Herridge & Sons. ISBN 978 1 906133 43 9 and ISBN 978 1 906133 30 6

RACER REMEMBERED

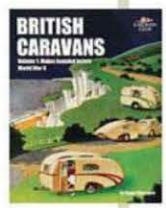
The latest biography from publisher Schneider Media, *Gerhard Mitter*, focuses on the Czech-born ace who died practising for the '69 German GP in an F2 BMW 269. From early Formula Junior success, Mitter's 10-year career – including three works Lotus drives – is featured in this fantastic 272-pager with German text only.



€39.90 Siegfried Strasser. ISBN 978 3 931824 43 3 (www.schneider-text.com)

CLASSIC CAMPING

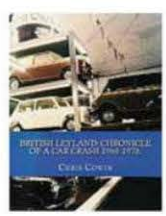
British Caravans by Roger Ellesmere is the first volume of a comprehensive review of pre-war caravan design, in association with The Caravan Club. From Ace to Winsome, long-gone firms get a full history with a wealth of illustrations and evocative period ephemera.



£35 Herridge & Sons. ISBN 978 1 906133 46 7

FALL OF LEYLAND

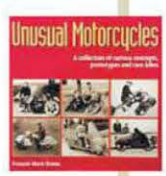
It may look like a dry dissertation, but Chris Cowin's *British Leyland: Chronicle of a car crash* is a highly readable analysis of what was once the world's fifth-largest car-maker. As well as looking at the cars, Cowin fills a crucial gap with his assessment of the Michael Edwardes regime.



£10.99 ISBN 978 1 447756 0 679

WEIRD AND WONDERFUL

First published in French, *Unusual Motorcycles* by François-Marie Dumas is now available in English via Haynes. Anyone who is fascinated by oddball forms of transport will love this great-value book, which includes the revolutionary twin-cam Peugeot GP 500, as well as such weirdies as the Böhmerland 600 and Killenger & Freund.



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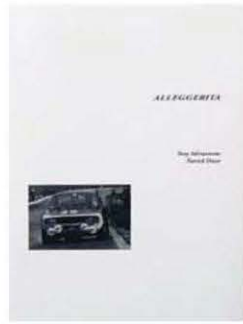
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Alleggerita

First published in 1992, this remarkable review of the Alfa Romeo Giulia GTA has been extensively expanded in a joint production between original author Tony Adriaensens plus Patrick Dasse and Martin Ubelher. Presented in three volumes, the research now includes a definitive register and a fanatically detailed study of the specification of the lightweight coupés. It's a shame that former GTA owners and racers weren't interviewed to give a human element, but the authors have done a remarkable job in listing race records and tracking down historic photos. A nice touch is the reproduced factory handbooks. If you own a GTA, you've got to have this book. **MW**

£299 Patrick Dasse, Tony Adriaensens and Martin Ubelher, Dingwort Verlag Hamburg. ISBN 978 3 87166 065 8



1912 Milwaukee Races

This history of the 1912 Vanderbilt Cup and Grand Prize road event started one wet day at Elkhart Lake in 1972. Rain stopped competition, so racer/historian Joel Finn spent the day ferreting around in local antique shops and found a large leatherette album packed with archive images of these prestigious races, which attracted top American names including winners Ralph DePalma and Caled Bragg. The meeting was plagued by bad weather, challenging crowd control and financial issues, so remained a one-off. Finn does a masterful job as always, recording the full story behind the vivid photographs in the event's centenary year. The accidents, in particular David Bruce-Brown's fatal Fiat S74 smash and the fruitless post-accident care, highlight the bravery of these early heroes. A must-read for anyone fascinated by Edwardian racers. **MW**

$95 Joel Finn, Racemaker. ISBN 13 978 0 964776 96 8 (www.racemaker.com)

CLASSIC MOVIE OF THE MONTH

Motoring moments from big and small screens

The Last Run

George C Scott, who refused an Oscar after his superb performance as the US General in *Patton*, plays ageing Chicago getaway driver Harry Games in this thriller. Having retired to a Portuguese fishing village, Games is tempted out of hiding for one final job to smuggle an escaped convict across the border. His unusual choice of wheels, a prized BMW 503 convertible, features extensively in Richard Fleischer's 1971 film, which starts with Scott fettling and testing the 3.2-litre engine.



A highlight is the dramatic chase on dusty roads when the 503, with escapee Paul Rickard (Tony Musante) hiding in a special compartment, is hounded by rival villains in a Jaguar XJ6 and a Dodge Dart. A supercharger is fitted to boost the V8 BMW's performance, but it's a dummy with a ridiculous dashboard switch heralding whining sound-effects.

Martin Buckley reports that two 503s were used, one written off when it was rolled in a late scene; rumour has it the wreck was dumped in the sea. The second, a camera car, survives, having been rescued and lovingly restored by German collector Franz Schöfmann. **MW**



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1920 **DELAGE CO COUPÉ CHAUFFEUR**
Est : € 100,000 – 150,000



1935 **BUGATTI 57 VENTOUX COUPÉ**
Est : € 250,000 – 350,000 NO RESERVE



1931 **HISPANO SUIZA H6C COUPÉ CHAUFFEUR SAOUTCHIK**
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1962 **FERRARI 250 GT**
Cabriolet Pininfarina
Série 2 with hardtop
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ARTCURIAL MOTORCARS

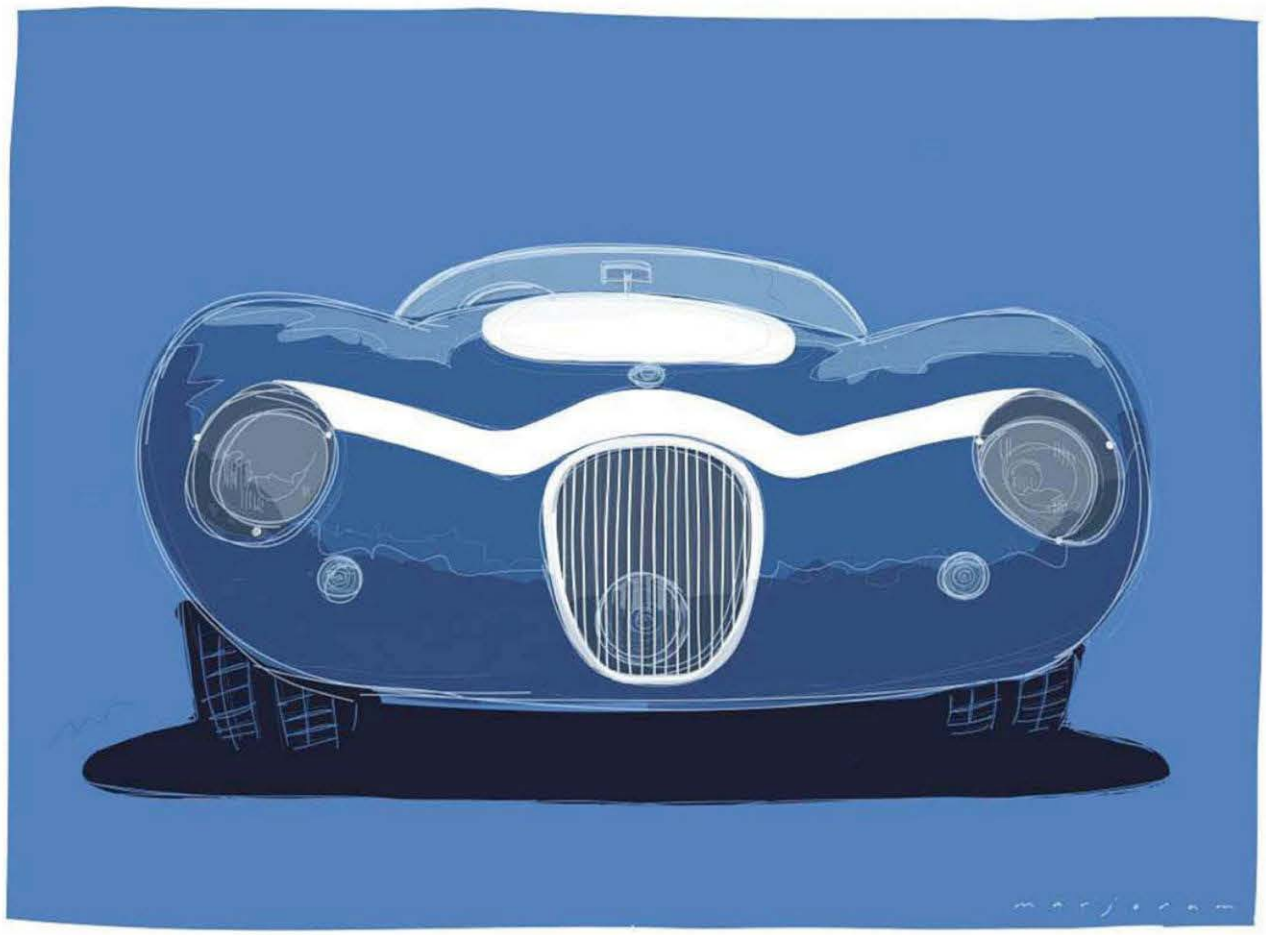
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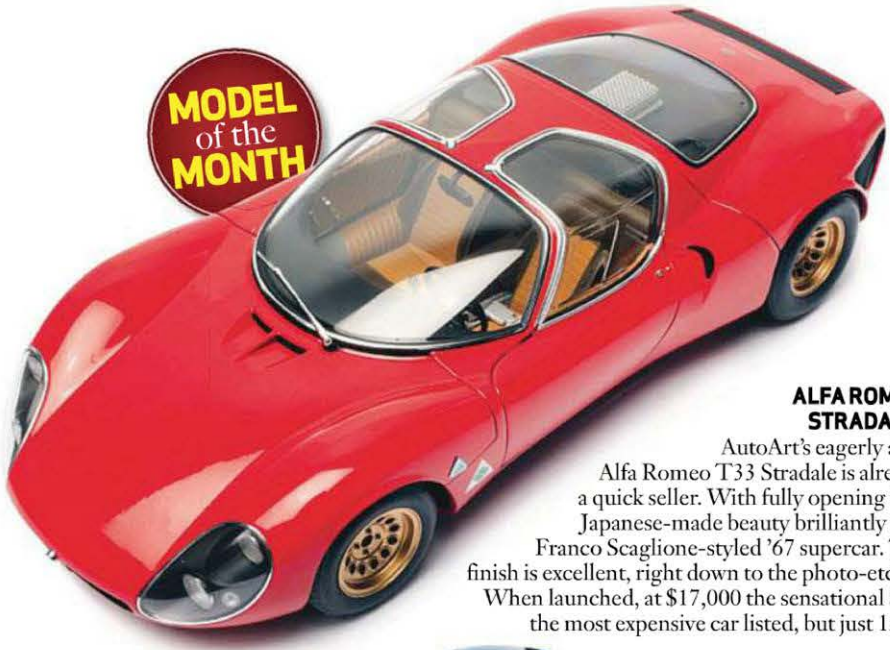
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MODEL of the MONTH



ALFA ROMEO TIPO 33 STRADALE £168.99

AutoArt's eagerly awaited 1:18 Alfa Romeo T33 Stradale is already proving a quick seller. With fully opening features, the Japanese-made beauty brilliantly captures the Franco Scaglione-styled '67 supercar. The model's finish is excellent, right down to the photo-etched badges. When launched, at $17,000 the sensational Stradale was the most expensive car listed, but just 12 were built.



Doors flip up to reveal exquisite detailing...



...as on mini version of 2-litre quad-cam V8

1:18

1 AutoArt's Bugatti Type 57S Atlantic, £256.99

2 TSM's ex-Jackie Stewart '73 Tyrrell 006, £111.99

1:43

3 SMTS's Prince Charles Aston Martin DB6 Volante limited edition with Royal Wedding accessories, £214.99

4 Minichamps' Fiat 500, £37.99

5 Spark's 1959 Chevrolet Impala sedan, £54.99

6 Museo Lamborghini's 1976 Silhouette, £54.99

7 IXO Museum's 1933 Pierce-Arrow Silver Arrow, £33.99

8 Norev's Lancia Flavia Sport Zagato, £39.99

9 Minichamps' Ford Capri RS2600, £35.99

10 Spark's 1966 Ford Mustang Convertible, £59.99

11 Minichamps' ex-Bernd Rosemeyer 1937 Avus Auto Union streamliner, £54.99



Unless stated, all featured items are available from St Martins Models: 10% discount for orders from C&SC readers quoting 'CS0113' (08448 878888; www.diecastlegends.com)

Swapmeet diary

16 December The Exhibition Centre, Donington Park, Derbyshire. 500 tables, 10:30am, £4.50 *01604 846688; www.bpfairs.com*

27 December Hall 18, National Exhibition Centre, Birmingham. 600 stalls, 10:30am, £5.50 *BP Fairs*

30 December Reebok Stadium, Horwich, Bolton, Lancashire. 300 tables, 10:30am, £3 *BP Fairs*

6 January Pavilion Gardens, Buxton, Derbyshire. 150 stalls, 10:30am, £2.50 *BP Fairs*

6 January Kempton Park Racecourse, Sunbury-on-Thames, Middlesex. 200 tables, 10:30am, £3 *02392 381529; www.jmtoys.net*

13 January The Prestwood Centre, County Showground, Stafford. 10:30am, 200 stalls, £2.50 *BP Fairs*

27 January Donington Park. Details as 16 December *BP Fairs*


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Aero SuperSports - 4.8 litre V8, 6 spd. Power: 367bhp. Dry weight: 1180kg. 0-62: 4.5 seconds. Speed: 170mph (273kph)
Morgan 4/4 - 1.6 litre i4, 5spd. Power: 138bhp. Dry weight: 795kg. 0-62: 8.0 seconds. Speed: 115mph (185kph)
Economy (Morgan Range): Urban: 17 mpg (16.4L/100km) - 33.6 mpg (8.4 l / 100km). Extra Urban: 36 mpg (7.9L/100km) - 54.3 mpg (5.2 l / 100km). Combined: 26mpg (11.0L / 100km) - 44.1 mpg (6.4 l / 100km). CO2: 143 - 282g/km

A WATCH WITH DASH



Autodromo has released its first automatic watch featuring a robust Miyota self-winding mechanism. Designed by a team of classic-car enthusiasts and inspired by the gauges of 1950s Grand Prix cars, the Monoposto is a clean, modernist design available with a black or matt-silver face. An exhibition caseback allows the mechanical movement to be viewed. Completing the racing theme is a special leather strap with buckle evoking a bonnet strap.



Just 250 of each face will be produced. Presented in a collector's box, they cost £702.

For the full range or to order in the UK, see www.pageandcooper.com. Overseas buyers should visit www.autodromo.com

STAR CALENDAR

Mercedes-Benz Classic has commissioned Italian Mimmo Rotella to produce 12 prints for its 2013 calendar. From the 1904 Simplex to the 500SE, he mixes models with the movie stars of their era. It costs €29.90. Visit www.mercedes-benz-classic-store.com



SEATBELT FASHIONS

After its successful collection of women's bags made from seatbelt webbing, Harveys has branched out with a range of webbing wallets and washbags. Available in grey or black, the wallets cost £49 and the washbags (right) £58. Visit www.gearboxgifts.com or call 01572 822662.



Perfect period tax disc set

Looking for a Christmas present for a classic-car obsessive, or just want authentic period detail for Goodwood? Earlswood Vintage and Classic has the answer. With licensing from the DVLA, it offers a bespoke, handwritten tax disc to match the era of any car built from 1921-'92.

It also has matching cufflinks and two key fobs, together with a brass Cowey-type disc-holder.



There are offers of £63 (normal price £79) for disc, fobs and cufflinks, or £99 (normal price £124) with holder. To order, call Earlswood on 01451 829615 or visit www.britishtaxdiscs.co.uk

Tribute to Gulf Racing heroes



The latest item in Grand Prix Originals' ever-popular Gulf Collection is the Hall of Fame scarf, which costs €49.90 and is available online via www.grandprix-dakotashop.com

Made from premium cotton, this stylish design is double-faced in plain grey and blue/white check. It also features the evocative Gulf logo and portraits of seven famous Ford GT40 and Porsche 917 aces, including Pedro Rodríguez, Richard Attwood, Jacky Ickx, Derek Bell and Jo Siffert.

3 TO WIN! ENTER AT www.classicandsportscar.com/win

Half an Alfa Romeo Monza

As well as building full-scale Alfa Romeo 8Cs, Argentinian artisans produce a fantastic half-scale version. Although powered by a 12-volt electric motor, the rest of the Monza is amazingly accurate, right down to the leaf springs, friction dampers and cast-alloy steering box. The wheels are Rudge-type wires with centre spinners, while the aluminium bodywork has an extra 4in of cockpit length to accommodate young drivers. It retails at $8000.

For more details, call 0054 341 153 033317 or visit the website at www.automobiliaweb.com



Right car at the right circuit



Monza is the first of a new series of limited-edition prints from illustrator Guy Allen. His plan is to match classics with tracks, and this one features an Alfa Romeo GTA. "These classic Alfas are gorgeous to draw," says Allen.

Next in the series is *Nürburgring* featuring a Porsche 911.

Just 150 of each will be printed and all will be signed and numbered. Measuring 297x420mm on quality art paper, they are priced at £40. This brilliant artist also produces a humorous collection featuring his character 'Felix Petrol' with DS, Fulvia and Safari Rally Escort.

To order, visit www.guyallen-art.com

Automobilia diary

15 December Burzy Veteran Bazar, Chotusice, 80km from Prague, Czech Republic *00420 327 399 248; www.oldtimer.cz/veteranbazar*

16 December Normous Newark Autojumble plus Classic Car Show, Newark and Notts Showground, jct of A1/A6. Entry £4, 10am-4pm *01773 819154; www.pff-uk.info*

30 December Christmas Party Autojumble, Old Market Building, Brook Street, Huddersfield, Yorkshire. Stalls £20, 10am-4pm *PFF (details as above)*

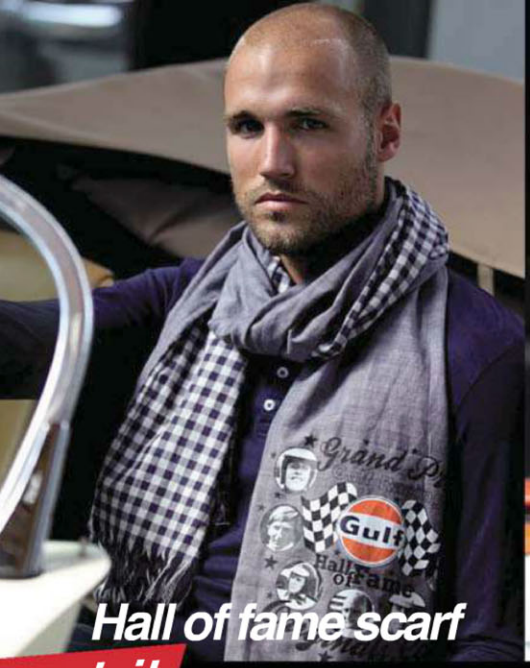
30 December Classic Car and Bike Winter Autojumble, Exhibition Hall, Donington Park, Derbys. £8 per adult, 9:30am-2:30pm *01484 667776; www.classicshows.org*

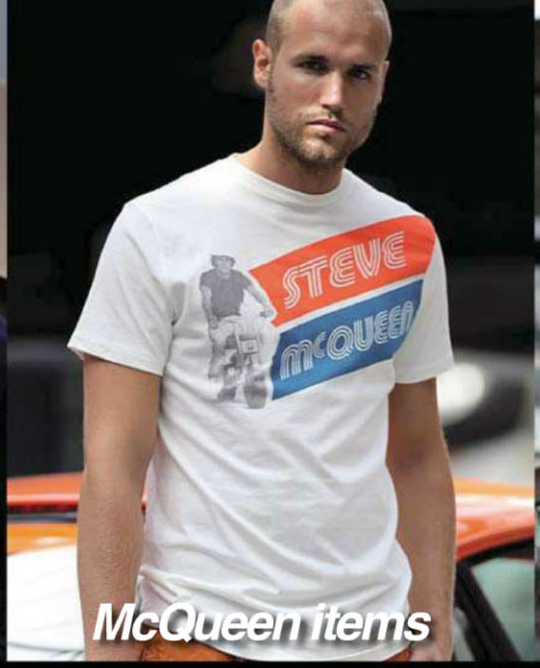
30 December New Year Jumble, Whitewebbs Museum of Transport, Enfield. 9am-2pm *020 8367 1898; www.whitewebbsmuseum.co.uk*

13 January Malvern 4x4 Spares Day & Land Rover Autojumble, Three Counties Showground. 10am-2pm *01697 451882; www.markwoodwardclassicevents.com*

20 January Huddersfield Jumble *PFF (details as 16/30 Dec)*

20 January Malvern 'Drive In' Classic Car & Bike Autojumble, Three Counties Showground *01484 667776; www.classicshows.org*







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TRIBUTE TO LOCAL RACE HEROES

Few motor museums celebrate local history as enthusiastically as Luis Horacio Spadafora's collection. From an early age he dreamt of having his own museum, and 20 years ago he started preparing a building on the outskirts of Buenos Aires. No Argentinian motoring display would be complete without honouring Juan Manuel Fangio, and here a '39 Chevrolet Coupe lines up with two single-seater specials. The Fangio-themed display continues with a tribute to the foray of a works team of Torino coupés to the 1969 84 Hours of the Nürburgring. The five-time world champion was team manager.

Upstaging the Fangio exhibits is the packed corner dedicated to Oscar Gálvez, one of the legendary Argentinian racing brothers. The multiple champion was unbeatable in the epic Turismo Carretera races, and the famous family was local. "I saw them race as a boy, and later worked as a helper in their team," says Spadafora. As well as two Gálvez race cars, there is a huge collection of trophies, photographs and other memorabilia.

The first floor focuses on road cars, with inspired dioramas. Rather than store future restorations away, Spadafora had the ingenious idea of creating a barn-find display featuring pre-war models and stacked microcars. With space limited, the motorbikes are hung from a wall, while in a corner is a 1950s-style garage filled with period tools and petroliana. Argentinian-built cars include two-stroke Justicialista saloon and Furgón pick-up, plus Riley 1500 and Peugeot 403, which were built there under licence.

The highlight for many visitors is a '37 Dodge convertible that was used by President Roosevelt for a state visit, and was later hired by Diego Maradona for his wedding. The car also appeared in *Evita*.

The high standard of presentation continues outside, with movie-style shopfronts, a garage and a recreation of the colourful La Boca district, which all provide backdrops to Spadafora's Routemaster bus and Peterbilt truck.

When a favourite car is beyond budget, or impossible to acquire, Spadafora has respected specialists build it. Nearing completion is an impressive copy of the beautiful Maserati A6GCS Pininfarina coupé, which is based around a 3500GT engine with chassis and body by Pur Sang, the Argentinian company better known for replica Bugattis. Spadafora is a Ford man at heart, and recently built two impressive Flathead-powered machines, a hot-rod roadster and a spectacular V8 motorbike. Both brilliantly demonstrate the quality of his firm's workmanship.

The museum is enthusiastically managed by Spadafora's daughter Gisella, who also hosts educational tours and organises promotions at classic car events. **MW**



Spadafora and daughter Gisella with Gálvez Ford. Below: Justicialista Furgón; Fangio's Chevrolet coupe





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Above: 'barn-find' display forms a useful storage area for the collection's impending restoration projects. Left: Fangio tribute includes replica Maserati 250F and a Chevy-powered racer

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1953 Tojeiro Bristol "LOY 500"

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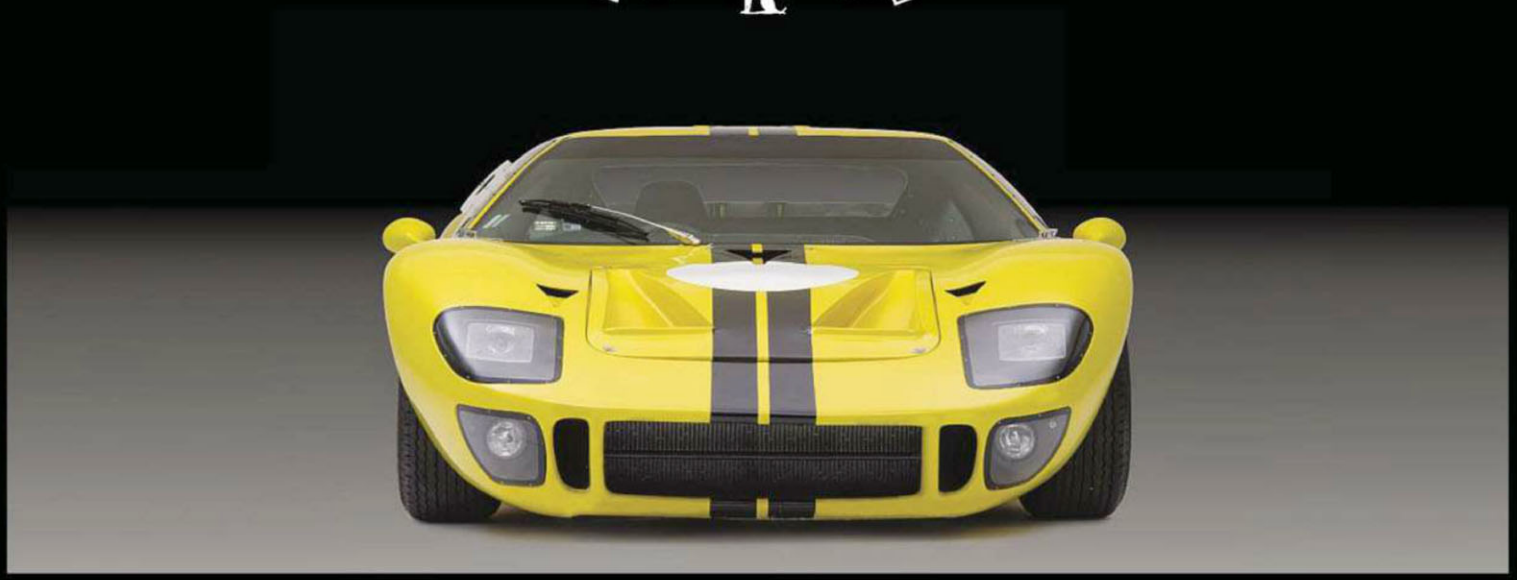
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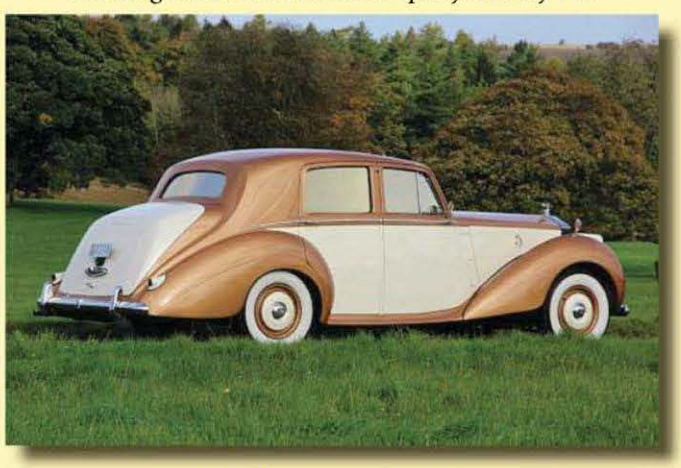
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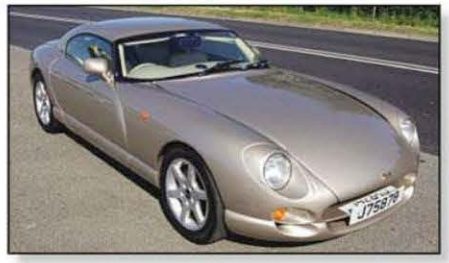

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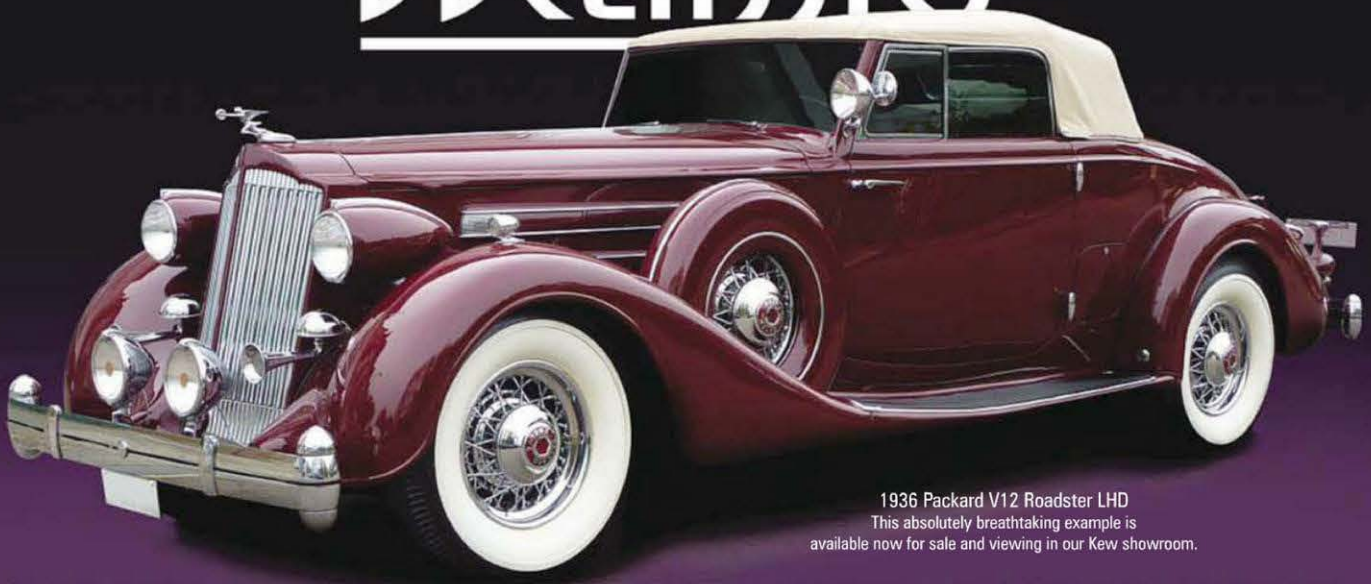
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Rosso Corsa with (special order)Tobacco Full Leather, Starfish alloys, All books, Tools, Documation, 41000 miles only with FSH, A stunning and Original example **£44,950**



1946 REO SPEEDWAGON
LHD matching numbers. Finished in original black with red wheels and grill. Superb mint example. Veryvery rare.
£24,950



1966 AUSTIN HEALEY 3000 MK3 PHASE 2
LHD and matching numbers. BRG with black trim, mohair hood, overdrive, 100 point concours restoration.
£59,950



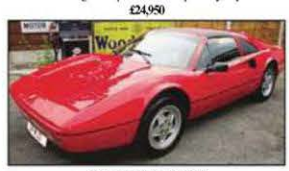
1968 MGC ROADSTER
Mineral blue with black leather piped, black mohair hood, restored to concours winning standards, wire wheels, stainless exhaust.
£26,950



1958 ROVER P4 90
Dove Grey with red leather, one owner for 40 years. Original low Mileage example. All Books & Tools, & Original logbook.
£12,950



PORSCHE RSR PASTICHE LIGHTWEIGHT
By RS Teknik, 7000 miles only, Fetured in 911 and Porsche World, march 2012. Base on 70s Road/Race cars. Stunning.
£39,950



1989 FERRARI 328 GTS
(LHD) 18,000 miles only, all books, tools, documented history, total perfection.
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1956 ROLLS ROYS SILVER CLOUD 1
Oxford blue over ascot grey, two owners, 18,000 miles only. Stored for many years and recently restored to a very high standard.
£49,950



1964 MERCEDES 220 SEB COUPE, (RARE MANUAL)
White with original black leather, and wood trim. One previous owner, several concours wins, the finest on the market.
£34,950



JENSEN INTERCEPTOR 111R (BUILT 2009)
Seen on TOP GEAR. Cost c. £160K, 6.2 V8 Chevy Supercharged unit, 650 BHP. Gregio Iris, full black leather, special brakes, suspension, Music system, etc. 6000 since build. **£95,000**



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



1949 MG TC
Black with red leather and tan Mohair hood. Aero screens. 100 point Concours restoration and the best you will find.
£45,000



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



1973 PORSCHE 911 3.0 CARRERA RS (REC)
Stunning in Porsche Gulf blue. Massive spec, 250+ BHP. Very fast, ideal track/carmoe, tour auto etc. Race papers available.
£49,950



1979 MERCEDES 450 SL SPORTS
Alpine white with original blue leather, 80,000 miles, full service history/hard and soft tops.
£16,950



1935 ALVIS FIREBIRD SPORTS TOURER
A stunning, very rare example. Full history and last owner many years. Original handbook and tools.
£64,950



1954 MG TF MATCHING NUMBER RHD CAR
Ivory white with cherry red leather and black mohair wet weather equipment. Restored to Concours-winning-condition.
£34,950



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



1988 PORSCHE CARRERA SPORT TARGA
Guards Red, with Black leather piped Red. Colour-coaded FUCH Alloys, (G50 Gearbox), 34,000 Miles, FSH, Near Concours.
£29,950



1954 MERCEDES 300 W186 ADENAUR
Very rare manual floor change, RHD example preped for classic rallying. FIVA papers past and present. black with grey leather.
£79,950



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



2011 "NEW" PROTEUS C-TYPE-JAGUAR
Alloy Body, Fuel Injected 4.2 Ltr Engine, Silver with Burgundy Leather. Race Brakes, Harness-Set, Sports Exhaust, 2500 Miles.
£87,950



1980 PORSCHE 930 TURBO
Silver with original blue leather trim. Fuchs alloys, Air-con, one owner, full history. The most superb original example we have seen, very little mileage since recent re-comission **£49,950**



1957 ROLLS ROYCE SILVER CLOUD 1
Two-tone sage green with beige leather, PAS, original RHD example, with all books, tools, etc. 2,000 miles only.
£36,950



1922 BENTLEY 3 LITRE RED LABEL BOB-TAIL
Chassis # No. 91. Early Racing History, and Known to Bentley Drivers Club since 1935. Drives Superbly. Very Very Special.
£POA.



1967 JAGUAR 3.8 MK2 MANUAL/OVERDRIVE
UK matching numbers rhd example. Opalescent blue with blue leather, 47,000 miles only, perfect paint, chrome, original leather.
£44,950



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



1967 JAGUAR 3.4 MK2 AUTO
Met pearlescent red with red leather trim. Power steering, original HMV radio, tools, handbooks, 52,000 miles, matching numbers.
£39,950



2005 MERCEDES SL 55 AMG
Jet black with charcoal leather, AMG alloys, massive spec, key-less go, tints, 36,000 miles with FMBSH, mint example.
£32,950



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.
£39,950



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



1972 PORSCHE 911 2.8T
Road/Race car, AMOC intermarque class Champion. As new and Ready to Race. Please see our Web-site for full Spec Details.
£49,950



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



1988 LISTER JAGUAR XJS COUPE
Manual 480BHP, Oxford Blue, 34000 miles (car no 27 or 33) Stunning.
£29,950

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1960 Rover P4 100, Low Mileage, mint Example • 1952 Rover P4 75, Low Mileage and Original 1990 Alfa Romeo 2000 Spider, LHD, Red,/Tan Mint/Low Mileage • 1969 Porsche 911 T Blue, low mileage, LHD, and 2 owners • 1975 Porsche 911 2.7 (S Spec) Stunning, Matching numbers, RHD.

The School Garage
(MARTIN J DALY) Est. 1979

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1971 JAGUAR XKE SERIES II ROADSTER. The final year of production. White w/ very nice original black leather & matching top. Power steering, factory a/c & chrome wire wheels were optional of the Series II cars and ours has all three. We purchased thtis car locally 20 years ago, then with 70,378 miles, then sold it to the local customer from whom we have just gotten it back in the same excellent condition--now with 73,739 miles. $52,375.



1987 MERCEDES-BENZ 560SL COUPE/ROADSTER. An extremely original local 2-top car w/ all service records since new, very well-kept. Excellent original Anthracite Grey paint & body, replaced--as original--black cloth convt top and very nice original Palomino leather. The car drives beautifully and is accompanied by original manuals and tools. 106,792 miles. $14,350.



1974 ROLLS-ROYCE SILVER SHADOW. Owned for many years by a local RROC member who replaced it only due to us finding him the Radford S II Bentley with which he had fallen in love at the NY 1962 Auto Show. Then owned by a fellow RROC member who has carefully maintained the car for the past 12 years. Beautiful in Pewter over Brewster Green with beige leather piped dark green. Unmolested and excellent!. 93,991 miles. $23,400.



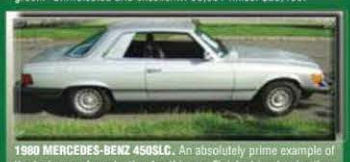
1990 CORVETTE "ZR-1" TWO-TOP COUPE. Very unusual find! 1 of few ZR-1's produced in Turquoise. tan leather, both factory painted & glass roofs and FACTORY MATCHING luggage. Never titled or registered & driven by its only owner @20 miles per year. Absolutely unmarked, 100% original, showroom new w/ original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



1959 JAGUAR XK-150S ROADSTER. The XK-150 was the final iteration of the series initiated just following W.W. II. The quite rare and very desireable "S" version was offered to clients who wanted even more power and performance. Ours was prepared for, but never driven in 1000 mile events and, as such, has been fitted with a 5-sp Tremac trans with original unit still present for a fully numbers-matching "S." Superb throughout. $125,000.



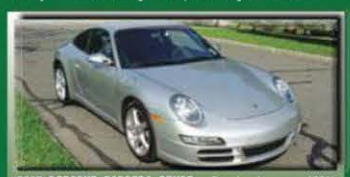
1941 FORD SPECIAL DELUXE CONVERTIBLE A Southern car, fully restored in the 1990's and driven @5000 miles since then. Beautiful in Sheridan Grey with dark red leather and black convertible top with dark red piping. Flathead V-8 engine, 3-speed manual transmission and dual exhaust. Drives as nicely as it appears and it is beautiful! $54,500



1980 MERCEDES-BENZ 450SLC. An absolutely prime example of the last year of production for this car. Finished in classic silver with beautiful original black leather, this is the finest example we have seen in decades! Loaded with equipment including: climate and cruise controls, electric: sunroof, windows, locks, mirrors and antenna, factory Becker "Mexico" AM-FM/cassette stereo, original alloy wheels, etc. Near-perfect body and paint, drives as new. Original manuals and tools. 67,633 miles. $16,500.



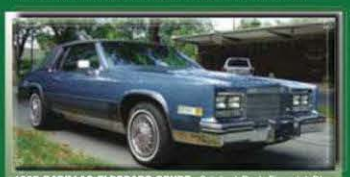
1966 JAGUAR XKE SERIES I ROADSTER. Beautifully restored in original Carmen Red with gorgeous tan leather interior, top and boot. We purchased the car from the estate of its last owner who had purchased the car in California in 1998, following its restoration there. A week-end driver and show car, it scored 98.72 points at a J.C.N.A. Concours d'Elegance in 2003. Original Blaupunkt AM/FM/SW radio, manuals and tools. $88,000.



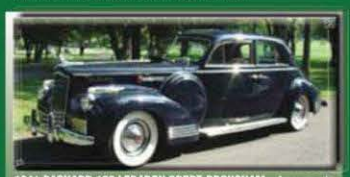
2007 PORSCHE CARRERA COUPE. One local owner, 100% original, near new condition thruout. Arctic Silver, black leather. Every service record since new. All original manuals and tools. Includes 6-speed trans., electric: sunroof, windows, seats (also heated), locks & mirrors, Bose Premium sound, Xenons, 18" factory alloys with colored crests, etc. Full factory warranty to June, 2013 or 100,000 miles. 33,465 miles. $48,500.



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. $98,500.



1985 CADILLAC ELDORADO COUPE. Original Dark Firemist Blue w/ dark blue interior & matching top. A one-family owned car 26 years, driven just over 1,000 miles per year. 4.1 litre, fuel-injected V-8 engine w/ 4-sp auto trans & front-wheel drive, loaded w/ original factory equipment w/ everything working well. Original factory build sheet (framed) is present with all original manuals, extra keys, "Gold Key" documentation, etc. 30,070 mi. $11,000.



1941 PACKARD 180 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. $155,000



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 thruout. Ordered w/ locking cocktail cabinets to each door and chrome grill shell w/ painted vanes. 23,810 miles. $125,000.



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 burl walnut facia, trim and door capping rails, and fitted with options including the requisite 4 factory umbrellas to the boot. Near-new condition! 41,852 miles. $57,500.



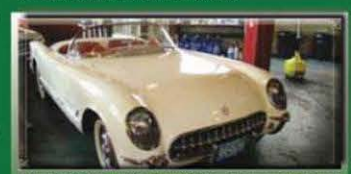
1970 CORVETTE "LT-1" T-TOP COUPE. Beautiful original Sunfire Yellow w/ unmarked black interior & tinted glass. Original 370 h.p., 380 foot pounds of torque, solid lifter engine & 4-sp manual trans w/ power steering & brakes, result in a great performance driver-friendly car. Fitted w/ original AM-FM radio, 15" styled wheels and electric windows. 48,501 miles. $49,000



1962 CORVETTE FUEL-INJECTED ROADSTER. A very rare factory fuel-injected car with both hard and soft tops. Just arriving in our showroom after spending years in a private collection, this is the 4th car which we have obtained from that collection--including a '57 fuelie. White body & hard top w/ black interior In very nice and correct condition throughout. Just arriving!



1973 JAGUAR XKE-V/12 ROADSTER. Purchased new by a local customer from local Jaguar dealership. Kept primarily at Florida home. Carmen Red w/ original tan leather, matching top, carpets & boot. Factory 4-spd trans & chrome 15" wire wheels, absolutely beautiful, orig. owner's manual, tools w/ unused orig. spare wheel & Dunlop Sport radial tire. 49,682 mi. $58,000.



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 thruout. Price yet to be determined.



1995 CHEVROLET IMPALA "SS" SEDAN. GM introduced this car in 1995 as a return of the muscle car, based upon a Police Package Special Caprice w/ an LT-1 engine, suspension & brake modifications, a luxurious cabin in leather w/ all creature comforts etc. Ours is rare in Dark Cherry Red. One owner/driver since new. 100% original thruout. As new! 10,219 mi. $19,500.



1996 ROLLS-ROYCE SILVER SPUR III SALOON. 1 of 507 Silver Spur III, known provenance, near-new condition inside & out and drives great. Beautiful in Magnolia w/ Sandstone hide piped in saddle. Sahara Beige Wilton carpets with matching Mouton overlays & fabulous burr walnut interior trim with matching folding rear tables. All tools, manuals, etc. 55,377 mi. $44,500.



1949 JAGUAR MK V 3-POSITION DROP-HEAD COUPE. Few lhd MK'V's were built, very few w/ larger (3.5 ltr, 6-cyli eng) & fewer-still in the lovely 3-position conv form. Owned by a Pennsylvania couple for past 37 years, who, in the 1990's, commissioned a full body-off-chassis restoration by marque specialists. Glistening black with beautiful biscuit leather and gorgeous polished burr walnut facia and interior cabin trim. 58,757 mi. $95,000.



1963 CORVETTE SPLIT-WINDOW COUPE A documented full restoration in original dark Daytona Blue with navy blue interior. All numbers correct with its 340 horsepower 327 engine, 4-speed manual transmission, signal-seeking radio, etc. Original owners manual and showroom brochure. Drives amazingly well! $79,000.



1958 AUSTIN HEALEY 100/6 ROADSTER. We purchased this correctly restored car from a fabulous collection. BRG w/ tan leather, top, carpets & tonneau cover, 15" chrome "knock-off" wire wheels, twin Lucas road lamps, absolutely beautiful. 6-cyl, twin carb engine w/ 4-speed +overdrive trans result in sprightly performance to match classically British good looks. $48,000.



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 thruout. 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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1966 Porsche 911 Ex-Edgar Herrmann

Spa 24 Hours/Marathon de la Route/Acropolis Rally/Safari Rally/London-Sydney Marathon etc.
Continuous history and restored to an exceptional standard. Chassis no; 304841.



1958 Vanwall #VW9

Probably the most original example. Fitted with engine no; V2 as used at the 1958 French GP. Retained as a show car by Vandervell Products and subsequently sold by them to the current owner.



1957 Lancia Aurelia B20

Exceptional history and restored to a high standard. Previous Mille Miglia entrant. Must be seen.



1981 Lotus 87#4

DFV Iconic JPS car. Competitive for Historic F1 and supplied with an enormous spares package.



1952 Ferrari 212

Vignale Inter Coupe Supplied new as a competition car and winner of the 1953 Coppa Intereuropa at Monza.

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LET BATTLE COMMENCE

Lotus struggled against supercar big boys Ferrari and Porsche but, as **Steve Sutcliffe** discovers, with V8 power the Esprit was a match for the F355 and 993 turbo

PHOTOGRAPHY **MALCOLM GRIFFITHS**


P392 FEG
GB

Back in 1996, when Lady Di was still alive and Tony Blair had yet to take office and promise us all that things would only get better – nice one, Tone, thanks for that sage prediction – Lotus was very much on a roll. The Elise had already been unveiled to deafening applause, and then came the Esprit V8, all 349bhp and 172mph of it. This was the Esprit that every Lotus fan had patiently and quietly been waiting for, ever since Julian Thomson had subtly redesigned Peter Stevens' 1987 facelift and 'The Beckers' (Roger and son Matt) had worked their magic on its chassis. Anyone who'd previously driven a four-cylinder Esprit Turbo knew full well that the car was crying out for a touch more energy. And when it arrived courtesy of Hethel's expensive but homegrown 3½-litre 90° twin-turbo V8, the results were spectacular to say the least.

The price was a mite disturbing at £60,460, as was the car's claimed fuel consumption of just 16.5mpg, but the bottom line was that the latest Esprit had the firepower to deal with just about anything its rivals could throw at it. Considering that those rivals included the highly rated, not to mention brisk and beautiful, Ferrari F355 and the Porsche 911 turbo of the day – the devastatingly effective 993, the first four-wheel-drive turbo that the company had produced – the big-engined Esprit found itself in fierce company.

But, by and large, it could take the heat. Despite the F355 costing half as much again, it was actually a shade slower against the clock. And although the Ferrari was a knee-tremblingly handsome thing in its own right, it was no more dramatic in the metal than the Esprit. The Porsche, on the other hand, was even more expensive than the Ferrari, costing a faintly credible £93,950 (in 1995!) and was at best a misfit visually compared with the longer, lower, more exotic shapes of its mid-engined opponents.

And it was ever thus with the 49-year-old Porsche 911, a situation that remains resolutely unchanged to this day. Nowadays indeed, post-996, the earlier 993 is regarded as the last of the genuinely pretty 911s. While it would be pushing things to call this particular version beautiful – what with its bulging wheelarches, 'whale tail' spoiler and, in this case, a disarmingly bright Riviera Blue paint scheme – beside the 911s that followed it, the 993 looks daintier somehow. Even in *He-Man* turbo specification.

It looks curvaceous, sexy almost, compared with the curiously industrial models that have come since. Even so, the 402bhp 993 was also the first of the 'It's so fast I'm not sure I'm in control of it' 911 turbos. I remember strapping timing gear to this car for the *Autocar* road test of the day, and when the numbers began spewing out of the data machine I couldn't believe my eyes, even though my internal organs – which had been largely putrefied in the process – were aware that something weird was going on.

Zero to 60mph came and went in a majestically painful 3.7 secs, while 0-100mph took just 9.2 secs. That wasn't a great deal slower than the figures we'd generated with a Jaguar XJ220 the year before, and it put the 993 turbo in a league of one against the stopwatch in its day. Even alongside machines as exalted as the Esprit V8 and Ferrari F355.

Not much has changed since, assuming that these three unusually fine examples are in any way representative of their breeds (and they are; all three felt eerily similar to the original test cars that I drove in period). This means that, in any gear and seemingly at any revs, the Porsche rockets away from the other two. I'm not sure why, but that came as a genuine surprise to me, almost 20 years later.

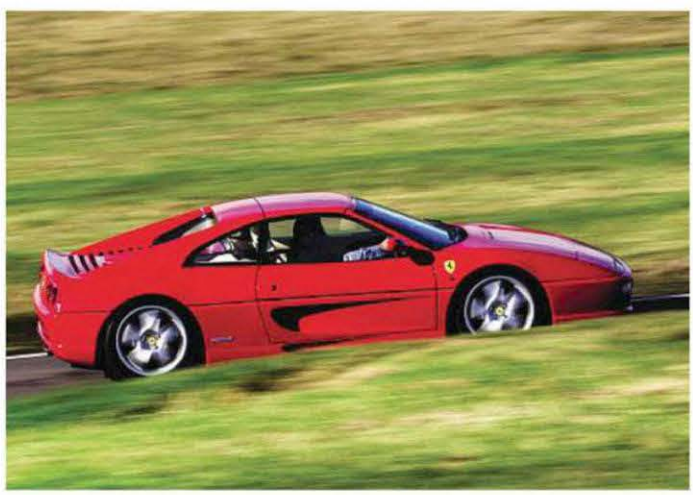
Its low-rev (so theoretically off-boost) response is massively stronger than in the others. You'd perhaps expect that compared with the Esprit because the twin-turbo V8 always did take half a moment to gather its thoughts, but not the Ferrari – in which there are no turbos but, rather, 3½ litres of high-revving, 380bhp flat-plane-crank Maranello V8, the throttle response of which is supposed to be legendary.

Oh, how the realities of time can dilute the romance contained within the memory banks. I'm fairly sure that in 1995 the 993 turbo felt every inch as fast as this one does now, but declaring it to be *that* much quicker than its equivalent Ferrari – or Lotus – may simply have been too awful to consider at the time. Either way, this particular 18-year-old Porsche absolutely murders the others when it comes to raw straight-line acceleration. Once its 3600cc twin-turbo, twin-intercooled flat-six is on-boost and fully stoked (so anything between 2500rpm and











Clockwise, from below: styling is much more elegant than earlier 348; V8 sounds gorgeous at high revs; chunky airbag wheel from '96-onwards; signature five-spokes

FERRARI F355GTS

Sold/number built 1994-'99/11,206
Construction steel monocoque with flat undertray and rear-mounted venturis
Engine all-alloy, dohc-per-bank, 40-valve 3496cc V8, with Bosch Motronic fuel injection
Max power 380bhp @ 8250rpm
Max torque 268lb ft @ 6000rpm
Transmission six-speed manual or paddle-shift automated manual, driving rear wheels
Suspension independent, by double wishbones, coil springs, anti-roll bars and electronic damper control
Steering speed-sensitive power-assisted rack and pinion
Brakes 11¾in (300mm) ventilated front, 12¼in (310mm) solid rear discs, with servo and anti-lock system
Wheels & tyres: front 7½Jx18in, 225/40 ZR18s **rear** 10Jx18in, 265/40 ZR18s
Length 13ft 11½in (4250mm) **Width** 6ft 4½in (1944mm) **Height** 3ft 10in (1170mm)
Wheelbase 8ft 4in (2450mm)
Weight 3142lb (1425kg)
0-60mph 4.6 secs **0-100mph** 10.6 secs
Top speed 173mph **Mpg** 18.3
Price new £90,980 (1995)
Price now £30-65,000

The sublime F355 signalled a return to form for the legendary Italian marque in terms of its mid-engined V8 offerings

'THE FERRARI IS A KNEE-TREMBLINGLY HANDSOME THING IN ITS OWN RIGHT'

the redline) it feels easily the most potent – to a point where, on any road, it just tears away and leaves its rivals for dead.

It's not as if the Lotus or Ferrari are tired or high-mile examples and the Porsche is 'young' in comparison, either. The Lotus pictured has a shade over 41,000 miles on its odometer. It's a two-owner car that's been unsparingly maintained ever since rolling off the production lines at Hethel in 1996. Its paint, wheels, bodywork and even its *Thunderbirds*-style interior are all immaculate. The leather on its heavily sculpted front seats has the feel and smell of today, not yesteryear, which isn't always the case with Esprits. In this condition it's a near-perfect match for the immaculate and 100% standard, 48,000-mile 1995 Porsche we've lined it up with.

As for the Ferrari, it's a rare peach of a car. It's arguably the best of the F355s in that it's a red GTS with a proper roof. As with the others here it's in unfettled specification but with a mere 28,000 miles on the clock. Inside, it feels to all intents and purposes like a brand-new car, apart from a few tiny blemishes around its chromed, open-gate six-speed gearlever.

And between them they are worth... well, that's where it gets interesting, very interesting indeed if your budget is restricted to around




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Giugiaro's original Esprit design had twice been facelifted by the time the dramatic V8 – wings, vents and all – came along









Clockwise, from left: ventilated discs all round; dated but well-appointed interior would be replaced in 1998; Lotus handles beautifully; V8 also used by AC for Cobra 212 S/C

£20,000. Because if it is, you can strike the Ferrari and Porsche from your wishlist immediately. The Lotus, on the other hand, that's another story. As one of just a handful of Esprit V8s currently on sale in the UK (and fewer than 1500 made in total), you might expect the value of a top example such as this to be close to the original list price of £60k, but no. It's actually on sale for just £18,000. Like I say, interesting.

So why is it so cheap compared to the Porsche and Ferrari, both of which are still worth between £45-50k apiece? Two reasons, really. One, it was cheaper than them to begin with, of course, although depreciation has hit it far harder than the others since 1996. And that's because, two, the Esprit V8's reputation has fluctuated over the years – often, but not always, with good reason – to a point where it now looks like the bargain of the century.

We're all aware of the dreaded Lotus acronym, but with the Esprit V8 it seems, or for a time seemed, especially poignant. Developing a V8 engine in-house was, in hindsight, perhaps one of the worst decisions anyone at Hethel ever made. By all accounts, it cost Lotus more to make this engine that it did to make the entire Elise, and what confounded the problem – what very nearly did for Lotus, full-stop – was that, having funded the design and development of its expensive new powerplant, it then failed to find big-name buyers for it elsewhere.

There was a reason for this, too. To begin with, there were rumours – mutterings but no more – that the engine had a cooling problem. This was enough to divert the interests of most potential corporate customers. Especially when the problem turned out to be fact, not fiction, at which point Lotus exacted a small but significant redesign later on in the engine's life.

The other question mark beside the car was its Renault-derived five-speed transmission, which simply wasn't capable of dealing with what the engine could produce. Had it been so, Lotus

LOTUS ESPRIT V8

Sold/number built 1996-2004/1489
Construction galvanised steel backbone chassis, glassfibre/Kevlar composite body
Engine all-alloy, dohc-per-bank, 32-valve 3506cc V8, twin Garrett T25 turbochargers and EFI Technology sequential fuel injection
Max power 349bhp @ 6500rpm
Max torque 295lb ft @ 4250rpm
Transmission Renault five-speed manual, driving rear wheels
Suspension independent, at **front** by double wishbones **rear** trailing arms, transverse links; coil springs, telescopics, anti-roll bar f/r
Steering power-assisted rack and pinion
Brakes 11½in (296mm) front, 11¾in (300mm) rear ventilated discs, with servo and anti-lock
Wheels & tyres: front 8½Jx17in, 235/40 ZR17s **rear** 10Jx18in, 285/35 ZR18s
Length 14ft 4in (4369mm)
Width 6ft 1in (1867mm)
Height 3ft 9in (1150mm)
Wheelbase 7ft 11in (2420mm)
Weight 3043lb (1380kg)
0-60mph 4.2 secs **0-100mph** 10.3 secs
Top speed 172mph **Mpg** 16.5
Price new £60,460 (1996)
Price now £15-35,000

Startling shade of Riviera Blue is a rare colour for the 993 turbo, but it was offered as a factory option when new

'THE 911 WALKS AWAY WITH THE CONTEST, IF ALL YOU SEEK IS PURE SPEED'



could have gifted the Esprit V8 with far more than its 349bhp and mere 295lb ft – because the engine itself, featuring not one but two small Garret T25 turbochargers, could generate way more torque than that on a test bench.

Having said all that, 18 grand! Or, to put it another way, no less but no more than you could spend on a brand-new, albeit well-specified, Ford Fiesta. Tempting is one word you could use. Insane is another, of course, although in this case the service record on our featured car is bulletproof, there have been no key issues worth mentioning over the years, so what you see is very much what you get. Which is to say, one of Britain's most stunning-looking sports cars from the last quarter of a century; a machine that, give or take a heavy gearchange here and there, and the occasional squeak from behind the walnut dashboard, drives every bit as good as it looks.

I remember going to collect a brand-new Esprit V8 press car from the factory once in 1996. I got up in the middle of the night and alighted at Hethel before the sun had come up. Five hours later, I met a colleague in the middle of Wales, eyes bulging, heart thumping, mind convinced that for £60,000 there wasn't a faster, better-looking, more exciting supercar in existence. Its steering and handling, in particular,









Clockwise, from above: vast calipers peek from behind turbo alloys; rev counter centre stage in retro dash; flat-six hidden by intercoolers; flagship 993 is a muscular shape



Supercar market

The equivalent Lotus has always been less expensive than its rivals from Porsche and Ferrari. For a clean, sub-50,000-mile Esprit V8 from 1996 or '97, you're looking at a minimum of £15k, but if you want the superior SE model – or, better still, the GT – you'll need to find almost double that. The Sport 350, of which only 50 were made, is the most desirable of the lot and can fetch up to £40,000.

Even to put a left-hand-drive F355 on your driveway, you'll need to spend at least £30k. But for a truly decent example such as the one featured here, don't expect much change from £50,000. The very best are the 1998-'99 manuals with fewer than 10,000 miles on the clock and full Ferrari service history. For those, you'll need to spend £60-65k.

The 993 turbo is the most interesting of the lot because, of late, values have begun to go through the roof. The car you see here is insured for £50,000 – although its owner Paul Jennings might need to adjust this figure given that similar examples are being advertised for anything between £55-80k, depending on their condition and whether or not they've had the official power pack fitted. Either way, 993 turbos are now worth approximately double what 996 turbos go for. Which is extraordinary given that Porsche threw the kitchen sink at the later car, having been criticised for making the 993 too big and cumbersome when it was new.



PORSCHE 911 (993) TURBO

Sold/number built 1995-'98/6314
Construction steel monocoque
Engine all-alloy, sohc-per-bank, 12-valve 3600cc flat-six, with twin intercooled turbochargers and Bosch Motronic sequential fuel injection
Max power 402bhp @ 5750rpm
Max torque 398lb ft @ 4500rpm
Transmission six-speed manual transaxle, driving all four wheels
Suspension independent, at **front** by MacPherson struts **rear** lateral links, lower wishbones, coil springs, telescopic dampers; anti-roll bar f/r **Steering** speed-sensitive power-assisted rack and pinion
Brakes 12¾in (322mm) ventilated discs, with servo and anti-lock system
Wheels & tyres: front 8Jx18in, 225/40 ZR18s **rear** 10Jx18in, 285/30 ZR18s
Length 13ft 11in (4245mm) **Width** 5ft 10¾in (1795mm) **Height** 4ft 2½in (1285mm)
Wheelbase 7ft 5½in (2271mm)
Weight 3322lb (1507kg)
0-60mph 3.7 secs **0-100mph** 9.2 secs
Top speed 180mph **Mpg** 15
Price new £93,950 (1995)
Price now £40-75,000

were from another world. At the end of the day, however, and having compared the Esprit with a Ferrari F355 on some of the best roads anywhere in the UK, I drove home – in the Ferrari – feeling dazed and confused, but delighted. The Lotus was faster and more exhilarating thanks to its torque (it still is), and had easily the sweeter steering of the two (it still does). But the Ferrari felt more special somehow, and was better built, far easier to drive and made a sound above 6000rpm that the Esprit driver could only dream about (it still does).

It's just as well, perhaps, that a 993 turbo wasn't invited to the party that day. In the cold light of day in which cars such as the 911 turbo tend to shine, it would have walked away with the contest. As it does today, quite frankly, if all you seek in a car is pure speed and composure – the ability to get from one location to another faster than just about anything else on earth.

In truth, though, even the Ferrari – which, shock-horror, turns out to be the slowest of the trio in reality – is way more than fast enough to be going on with. Especially on our increasingly congested public roads, on which there are speed cameras and countless other hazards, preventing you from using even half the performance that cars such as these are capable of producing.

To play the heretic, the raw speed of the Porsche is impressive, yes, but it's also indicative of a problem that too many of today's contemporary sports cars now suffer from – they are too quick, too clinical and too capable to be enjoyed on the public highway because their limits have simply become too high.

But the Lotus and Ferrari aren't like that. They give tactile delights back to their drivers at much, much lower speeds. And both of them will take your breath away, even when standing still. That's a crucial distinction to consider when it comes to the risk and reward of owning and enjoying a 15-year-old supercar.

In this instance, the Esprit V8 looks like, and indeed is, the complete and utter bargain of the group. Experts reckon that prices of well-kept V8s will only go in one direction from now on, however, so perhaps now's the time to take the plunge. Assuming that you have the imagination and the courage to go with it.

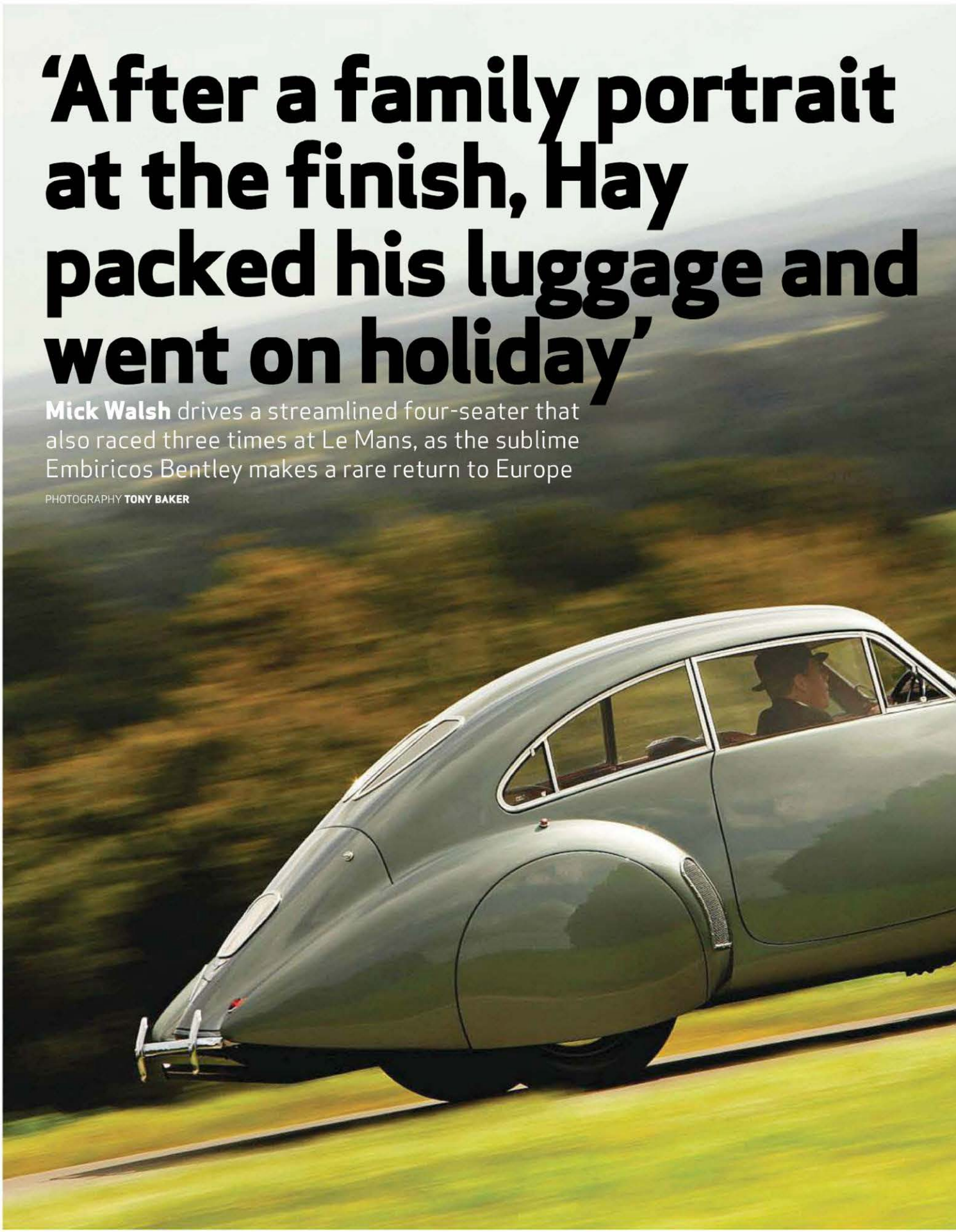
As the chap in the Dr Pepper adverts once said, what's the worst that can happen?

Thanks to *Mortimers Prestige for the Lotus (www.mortimersprestige.co.uk); Darren Parker from James Paul for the Ferrari (www.jamespaul.co.uk); Paul Jennings and www.PistonHeads.com*

‘After a family portrait at the finish, Hay packed his luggage and went on holiday’

Mick Walsh drives a streamlined four-seater that also raced three times at Le Mans, as the sublime Embiricos Bentley makes a rare return to Europe

PHOTOGRAPHY **TONY BAKER**





Best known as the 'Embiricos Bentley' after first owner André Maris Embiricos, this fabulous Anglo-French 1938 streamlined coupé should really be referred to as the Paulin. Its name should celebrate not the Greek shipping and banking tycoon who financed this famous design's development and extensive record-breaking, but rather the talented Gallic engineer and aerodynamicist Georges Paulin who created its windcheating profile. There can be no better way to honour this brave pioneer. During WW2, Paulin operated with the 'Alibi' Resistance group and, rather than accept a British-planned escape, gave himself up to the Gestapo to protect his undercover team. After his arrest and tribunal, he was shot, aged 40, in Fresnes by a German firing squad.

A dental technician by trade, Paulin loved drawing from an early age and was fascinated by mechanical design. He secured a patent for the retractable roof and also designed hydroplanes, but streamlined bodywork was his passion.

Other than Singer, British manufacturers were late developers when it came to the adoption of streamlined styling. While Bugatti, Delage, Adler and Alfa Romeo produced slippery closed cars from the mid-'30s, there were only a handful of independent streamlined designs produced across the English Channel. Arguably the most conservative of manufacturers was Bentley and, as glamorous as many of its range of coachbuilt 'Silent Sports Cars' were, none could truly be called radical and its traditionalist management insisted that radiators remained a key part of any marque's identity. In France, Rolls-Royce and Bentley agent Walter Sleator was struggling to compete against the flamboyant creations of Figoni et Falaschi, Letourneur et Marchand and Pourtout, not to mention the brilliant Jean Bugatti's in-house work. In the age of the new *autobahnen* and *routes nationales*, a sleeker design was evolving.

The turning point in the development of the stunning 'Embiricos' was a visit to Brooklands in April 1936 by two Bentley engineers who, after witnessing the radical Dubonnet Dolphin on test, returned to Derby to demand funding for experimental aerodynamic work. After much resistance, the project was given over to Sleator: if it was a failure, then Bentley directors could dismiss the idea as French. Embiricos, a wealthy connoisseur of fine cars, agreed to Sleator's proposal to develop a new style and both agreed that Paulin was the man for the task. At the time of the approach, Paulin was working on a spectacular Delage D8-120, which was nearing completion in Marcel Pourtout's workshop in readiness for the '37 Paris Show. The same team was enlisted for the special Bentley.

Paulin was clearly inspired by the British commission and, once home from his dental business, he started work on the drawings after hours. By November, a scale model was ready for wind-tunnel testing at Meudon, near Paris, and then at Vickers in the UK. A full-scale wooden buck was completed two months later. The results impressed Bentley and Embiricos, who signed off his deposit for a 4¼-litre chassis, specifying gauges in litres and kilometres. In March '38 it was ready to be shipped to Paris, where the build immediately started in *carrossier* Pourtout's workshop; four months later it rolled out into the Paris streets to begin testing. The cost to Embiricos was FFr59,210, a huge price that could have bought two coachbuilt bodies.

Such was the secrecy surrounding the prototype that Bentley management and engineers became confused about details, and for many years miscredited designer, builder and owner. Pourtout made two trips to Derby, the first a disaster because he couldn't speak English and felt unappreciated, but relations later improved.

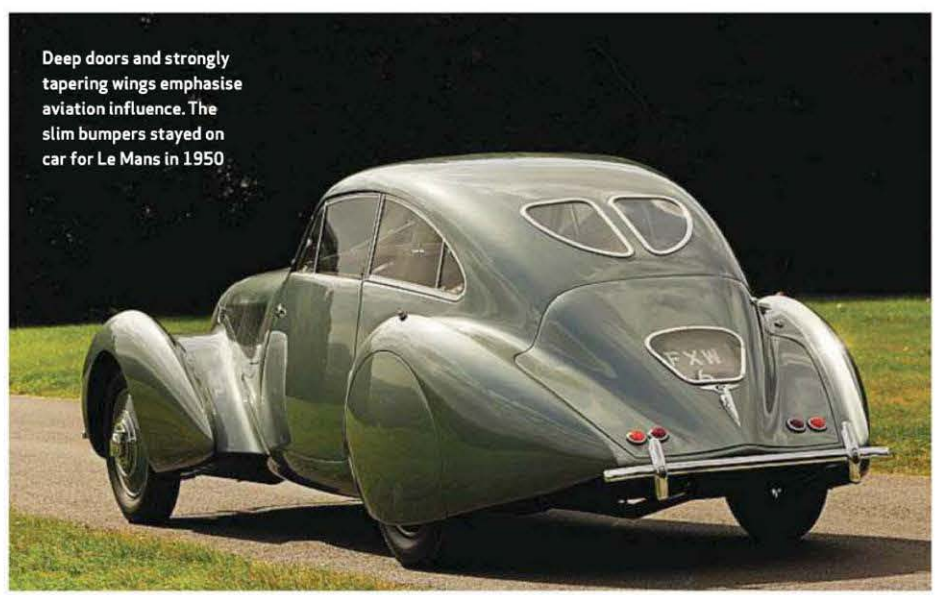
The primary aim of the streamliner was as a high-speed road car, and as a result the interior was fully trimmed with leather seats and carpets. At 1565kg (3450lb), the car was 159kg (350lb) lighter than a standard 4¼-litre, helped by weight-saving features such as Perspex windows. Bentley engineers EW Hives and WA Robertson added performance enhancements including higher 8:1 compression and larger SUs, which boosted power from 125 to 140bhp. Uprated shock absorbers, improved brakes and a 2.87:1 'overdrive' top gear were also specified.

After taking delivery of his expensive coupé, Embiricos generously agreed to let Sleator take it to Montlhéry for some record attempts. The French agent was rated as a superb driver, and confidently set an unofficial one-hour record at 107mph. To promote Bentley's bold new direction, Sleator set out from Levallois on a road run to Germany to test the car on the *autobahn* near Mannheim. All went well, and a return trip was planned with the mission to the beat the 80mph average set by Mercedes, but the weather turned forcing him to call a halt at Ulm. Snow and ice hampered the drive to Paris, but a photograph recorded Sleator looking relaxed at the wheel with the speedometer indicating 112mph. After further runs at Montlhéry, the Bentley was sent to Britain for experienced record-breaker Capt George Eyston to test at Brooklands. Around the bumpy Weybridge banking it averaged 114mph in the hour. Sleator secured for Bentley two places at the 1939 Le Mans, but management had a change of heart and cancelled.

'A PHOTO RECORDED SLEATOR RELAXED AT THE WHEEL WITH THE SPEEDO AT 112MPH'

After a little over a year, Embiricos decided to sell the one-off coupé. The businessman seems to have barely driven the car and may have become frustrated by the lengthy loans for testing and record attempts. On 22 July 1939 it was sold to HSF 'Soltan' Hay but, with the outbreak of war, the Bentley was put into storage. There are, however, a few historic photos of the car fitted with blacked-out headlights: perhaps the temptation to use it proved irresistible.

When the Le Mans 24 Hours was revived in 1949, Hay entered the Bentley with journalist/racer Tommy Wisdom enlisted as his co-driver. The trend for streamliner coupés had developed since Louis Gérard's Delage and the sleek Adlers ran in 1937, so the Pourtout bodywork was specially modified for the 11-year-old Bentley's competition debut. Leather bonnet straps were an event requirement, while twin fuel-fillers sprouted from the split rear window and a triple vent to cool the back brakes was cut into the rear wing. How much of the interior was removed isn't recorded, but alongside the likes of the exposed Delahaye rivals and stripped-out Aston DB2 team cars the Embiricos must have been the most refined car that ever raced at Le Mans. Hay and Wisdom maintained a strict average, purring on through the evening and night. The drama of losing top gear in the final hours put added strain on the smooth 4.2-litre straight-six, yet at 4pm on Sunday it finished a highly impressive sixth, ahead of all of the new Astons.



Deep doors and strongly tapering wings emphasise aviation influence. The slim bumpers stayed on car for Le Mans in 1950

Encouraged by its debut, Hay entered the Bentley again in 1950 but this time with wealthy amateur Hugh Hunter alongside. As always, the car was driven to the event and the privateer team checked in at the Hotel Moderne, where the pre-war 'Bentley Boys' had lodged. Wearing number 12, the still modern-looking design kept its bumpers on and featured a revised exhaust with triple pipes. A second Derby Bentley was entered, Eddie Hall's TT roadster fitted with an awkward-looking hard-top, which finished eighth, six places ahead of the Embiricos.

Amazingly, Hay was back for a third attempt in 1951 with another different co-driver, Tom













Clockwise, from main: aggressive nose, with big Marchal lights; cockpit has traditional English feel; tuned engine with higher compression and bigger SU carbs; streamlined catches and flush handles

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The sleek styling of the Embiricos was developed using wooden models made by Paulin and tested in the wind tunnels at Meudon and Vickers

Clarke. Story has it that the Embiricos arrived at the circuit laden with luggage and children, because Hay planned to continue for a family holiday after the race. The big Bentley plugged away, keeping clear of the super-fast new Jaguar C-types, but it was third time unlucky as dynamo failure slowed progress. The team motored on with failing lights, but the engine refused to restart at the final pitstop. Following a lengthy delay the team managed to coax it into life, but after crossing the line Hay was informed that he'd failed to complete the minimum distance by just four miles. Although it was not officially classified, the distance of 2765km (1728 miles) would have placed the Bentley 22nd, but it still claimed a record for three consecutive Le Mans finishes. The great marque wouldn't return to Le Mans until the Speed 8's debut in 2001.

After taking a family portrait at the finish, Hay repacked the car and, with dynamo repaired, headed off on vacation. *En route* home via Paris, he decided to call in at Montlhéry for one last endurance run. Without a wash or a change of tyres, the sleek grey coupé flashed around the hallowed banking to record 106 miles in the hour, just a mile off Sleator's best in 1939.

Hay was clearly attached to the Embiricos and kept it until 1969, when it was sold by Sotheby's for £4000, a hefty figure for the time. Sixteen years later, the value had risen to £120,000 when auctioned by Coys. At some point it had been repainted an RAF-style blue, but a restoration was carried out when it was bought by a Californian collector. Now a stunning metallic slate, the Embiricos is a regular concours-winner, including Best of Show at Meadow Brook in 2001.

Following a 27-year absence, this magnificent Bentley returned to Europe to mark the 110th anniversary of Paulin's birth, appearing at the Circuit de la Sarthe for the Le Mans Classic where it lapped alongside the Cunningham Cadillacs – coupe and 'Le Monstre' – just as they raced in 1950. Other prestigious outings included the Windsor Concours and the Goodwood Revival, where it won the public vote for Most Beautiful Car in the Earls Court Motor Show. Now back in a private museum in northern California, it keeps company with several seminal pre-war streamlined coupés including the Mercedes-Benz 500K Autobahn-Kurier.

The styling of the Embiricos looks neither English nor French to me, more in the mould of Milan-based *carrozzeria* Touring's aerodynamic bodywork. Without the Bentley badges on the streamlined cowl and bootlid it would be quite a challenge to identify, which explains the Derby management's hesitation about the aerodynamic beauty. Yet I'd certainly argue its case as the finest-looking pre-war British coupé. With nothing more than functional louvres, grille, Marchal lights and flush doorhandles, the Embiricos has a proud purity that contrasts with flashier '30s French designs. My favourite aspect is the beautifully contoured wings that, along with the tapered rears, evoke the aircraft of the era. Only the high, forward grille design detracts and the taut fastback tail is breathtaking.

'THE 13-YEAR-OLD CAR FLASHED AROUND THE BANKING TO RECORD 106 MILES IN THE HOUR'

Open the deep, long, rear-hinged door and even the Perspex windows don't mark this out as a lightweight GT. Getting in rapidly for a Le Mans start must have been tricky because the right-hand gearlever and handbrake obstruct. The metal dash is painted to match the body and packed with switches, lights and dials, dominated by standard black-faced rev counter, redlined here at 4500rpm, and 130mph speedo. Tan leather and cream carpets complement the car's elegant, understated style, while the broad three-spoke wheel is almost buried in your lap.

The Derby gearbox has a delicious slicing action, with plenty of mechanical feel. The ratios are wide, so a double-declutch into second is advised but, once out onto the rolling roads of the South Downs, the Embiricos soon reveals its long-legged refinement. The steering lightens at speed but is sharp and responsive enough to confidently press on. The ride, as you'd expect from a Bentley, is impressive and there's little wind noise; you can't help thinking that Hay and his co-drivers must have been the most relaxed competitors at Le Mans. The brakes are strong and the handling on the tall, narrow tyres feels well-balanced as far as I dare push this unique beauty. The 4257cc ohv 'six' lacks top-end punch, majoring on smooth, torquey grunt.

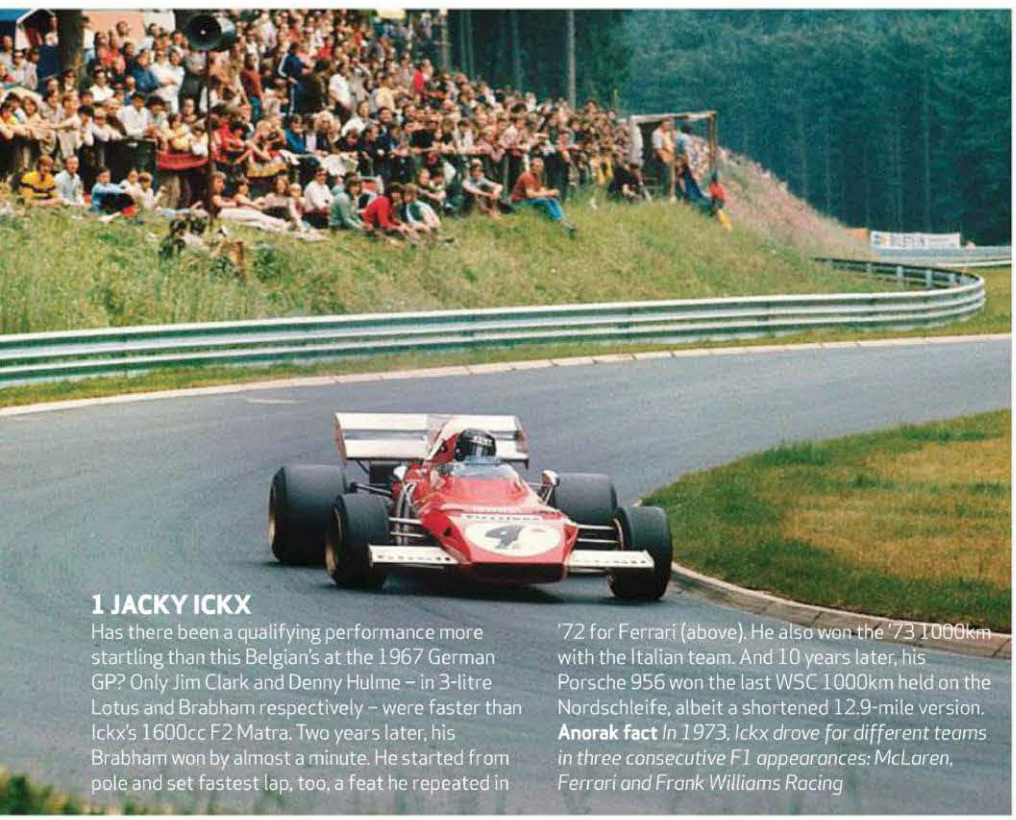
Sitting at the wheel today and looking down that long bonnet, it's difficult to imagine that this gorgeous car, now in concours condition, has such a colourful history, and such a high mileage – by 1939 it had already clocked up 120,000. Graves or monuments rarely do justice to the heroes they honour, but there's no more fitting tribute to Georges Paulin's talent than this beautiful coupé. Seeing it back at Le Mans in 2012 was a special moment.

LORDS OF THE 'RING

Paul Fearnley salutes the drivers who conquered the greatest circuit of them all

The 'Green Hell' of the real Nürburgring – not the modern, scaled-up Scalextric track – was a dangerous place to suffer red mist. Neither did the Nordschleife's 14 miles, myriad and diverse corners, blind crests and big-dipper elevation changes reward the faint of heart. To succeed here required the perfect blend of skill and bravery. It was, by common consent, where the greats were separated from the exceptionally good.

But it was also where outstanding specialists familiar with its every nuance could rise above their usual station and shine. That's why Tazio Nuvolari and Jim Clark have not been included (it's my excuse and I'm sticking to it).



1 JACKY ICKX

Has there been a qualifying performance more startling than this Belgian's at the 1967 German GP? Only Jim Clark and Denny Hulme – in 3-litre Lotus and Brabham respectively – were faster than Ickx's 1600cc F2 Matra. Two years later, his Brabham won by almost a minute. He started from pole and set fastest lap, too, a feat he repeated in '72 for Ferrari (above). He also won the '73 1000km with the Italian team. And 10 years later, his Porsche 956 won the last WSC 1000km held on the Nordschleife, albeit a shortened 12.9-mile version.
Anorak fact *In 1973, Ickx drove for different teams in three consecutive F1 appearances: McLaren, Ferrari and Frank Williams Racing*



2 STIRLING MOSS

He took only a single German GP victory, but it was a great one – 1961. By gambling on Dunlop's soft wet-weather tyre in showery conditions – and painting its identifying green spot black to camouflage his plan – he beat the more powerful Ferraris in his outdated Lotus 18/21. This, though, was the icing. His hat-trick of 1000km wins was the cake. In 1958 and '59, Moss overcame the misfortunes and relative weaknesses of his co-drivers to win for Aston Martin; in 1960, ably partnered by Dan Gurney, he conquered fog, rain and a phalanx of Ferraris to win in Camoradi's Maserati Birdcage.
Anorak fact *Mother Aileen wanted to call him Hamish*



3 JUAN MANUEL FANGIO

Even had he not won the German GPs of 1954 and '56, The Maestro would have been included for his victory in '57. He set lap record after lap record in his Maserati 250F as he recovered from a botched pitstop and hunted down Mike Hawthorn and Peter Collins. He left the mark at 9 mins 17.4 secs, some 8.2 secs faster than his pole lap and 24.2 secs faster than his lap record from the previous year.
Anorak fact *He made his racing debut in 1934 in a modified Ford Model A taxi*



4 BERND ROSEMEYER

It was just his second car race, yet he came within a muffed gearchange of defeating the Mercedes-Benz of Rudolf Caracciola at the 1935 Eifelrennen. The newcomer had the tricky rear-engined Auto Union taped and would deal only in the spectacular for the remainder of his short career. The most incredible of his three consecutive wins here was the 1936 Eifelrennen: he lapped 30-40 secs faster than Tazio Nuvolari when fog draped its cloak, and won by more than two minutes. His margin in the German GP that year was almost four minutes. He broke the 10-minute barrier during practice for the 1937 Eifelrennen – and won – while his pole for the German GP was an astounding 9 mins 46.2 secs. He lost more than three minutes in the race because of a collapsed rear wheel yet finished third, a minute behind the winner.
Anorak fact *He used to taxi his aeroplane on the circuit before parking it in the pits*



5 RUDOLF CARACCIOLA

He won the first car race here – the 1927 Eifelrennen – and remained a factor throughout the pre-WW2 era. Before his hip-crushing crash at Monaco in 1933, he was a daredevil match for Tazio Nuvolari and his performances in lorry-like Mercs against nimble Bugattis and Alfas were incredible: German GP victories in 1928 (with Christian Werner) and '31, plus that year's Eifelrennen. After it, he used guile and finesse to stay on top in the new-generation Silver Arrows: he pipped Bernd Rosemeyer at the '35 Eifelrennen, prevailed at the '37 German GP, and in '39 won the race for a record fifth time at the circuit.

Anorak fact *His 1932 Eifelrennen and German GP successes were achieved in Alfa Romeos*



6 ALBERTO ASCARI

Several judges reckoned that the Italian was superior even to Juan Manuel Fangio in terms of speed, and to be untouchable once established in a lead. But he could overcome problems, too. His hat-trick of German GP victories from 1950 bowled him several strategy googlies: a final half-lap on a rear wheel with pinging spokes; an unexpected stop for tyres; and a splash-of-oil-and-dash. He was so far ahead on the first two occasions that such blips didn't matter, but in 1952 (above) he had to catch and pass Ferrari teammate 'Nino' Farina. In 1953, when heading for a fourth straight win, he lost a front wheel: a problem too far.

Anorak fact *The 1950 German GP did not count towards that year's inaugural World Championship*



7 VIC ELFORD

'Quick Vic' had a photographic memory for a road – and that was before he spent a large chunk of 84 hours here winning the 1967 Marathon de la Route. Competitive in all guises of Porsche's 908, Elford won the 1000km three times. He also starred in qualifying at the 1968 and '69 German GPs, lining up fifth and sixth in an otherwise uncompetitive Cooper-BRM (above) and a privateer McLaren.

Anorak fact *He made his name as a rally co-driver*

8 JOHN SURTEES

Jim Clark finished second just once in his 72-race Grand Prix career. The man who beat him at the 1963 German GP was John Surtees. There was a mitigating circumstance – the Scot's Lotus was running intermittently on seven cylinders – but it was still fast enough to finish 1 min 27 secs ahead of the third-placed car. And Surtees, less than a second slower than Clark in qualifying, was a further 1 min 17 secs down the road. He repeated his victory in 1964, this time starting from pole as well as setting fastest lap, to kick-start a successful title bid. As impressive was his form in Ferrari's sports cars: he set pole and fastest lap at four consecutive 1000km races. He won two of them as well: 1963 and '65.

Anorak fact *He completed a 350cc and 500cc double for MV Agusta at the track's 1958 German motorcycle Grand Prix*



9 JACKIE STEWART

He christened it the 'Green Hell' and it stood for everything he was against – yet never did this unabashed safety campaigner shirk the 'Ring's challenges. You can go a long way in four minutes in a Formula 1 car, even in the pouring rain of 1968, and that was his margin of victory at the German GP. The conditions eased the strain on a fractured wrist and played to the strengths of his Matra's Dunlops, but by any measure it was an astounding performance. Having finished second in 1969 to Jacky Ickx, a fierce advocate of the circuit, Stewart won at the 'pruned' Nordschleife in 1971 and '73 for Tyrrell.

Anorak fact *He shared a Ford Capri with Emerson Fittipaldi at the track's round of the 1973 ETCC*



10 TONY BROOKS

Few drivers have made going fast look so easy – especially here. So the fact that Brooks was violently sick while finishing a lapped ninth at the 1957 German GP shows how jarring a ride his Vanwall, unprepared for the bumps and yumps, gave him. A year later, he emulated Fangio's feat of 1957 by hauling in the Ferraris of Hawthorn and Collins. His victory, however, was overshadowed by the latter's fatal accident. Stylish Brooks, with yeoman support from Noël Cunningham-Reid, also won the 1957 1000km in Aston Martin's DBR1/300.

Anorak fact *His initials, CAS, stand for Charles Antony (not Anthony) Standish*



Traffic light GRAND PRIX

In 1963, enthusiasts could imitate Hopkirk or Clark on the way to the shops, thanks to two homologation specials. **James Page** celebrates 50 years of Mini Cooper 'S' and Lotus Cortina

PHOTOGRAPHY **DAVID SHEPHERD**




HXD 353C

Although the 1960s became a high-water mark for Britain – in cultural terms at least – the decade did not start promisingly. The UK was fading fast as a world power. It kept up appearances, of course, maintaining a proud front, but enjoyed little influence over Kennedy's America, and preferred to remain at the head of the Commonwealth rather than join the new Europe that was being forged by the still-wartorn but rapidly recovering continental powers. By 1963, the economy was on its knees and the growing thirst for satirical comedy proved that Harold Macmillan's 'old order' – the Establishment – was now an object of ridicule rather than reverence. Even when Britain did apply for EEC membership, General de Gaulle delivered a very public and humiliating "*non*".

So the 1960s weren't exactly swinging. Not yet. The Beatles still wanted to hold your hand rather than turn you on, and the Rolling Stones was an earnest rhythm 'n' blues band whose members were concerned that their first single, *Come On*, was too commercial and too rock 'n' roll. But if the musical British Invasion was only just beginning, there was a high-profile sporting arena in which Britannia had ruled the waves for a number of years – Grand Prix racing.

In the 1930s, the UK motor-sport scene had been characterised by the 'right crowd and no crowding' atmosphere at Brooklands. After the war, however, the Surrey oval remained closed and enthusiasts instead took to the numerous disused airfields that were then dotted around the country. Low-key, informal events were organised and participants began to form themselves into more and more clubs. A nation of engineers and tuners emerged and thrived.

Two men graduated from this highly competitive breeding ground into the rarefied world of Grand Prix racing: John Cooper and Colin Chapman. Cooper had made his name building 500cc single-seaters, placing the engine behind the driver because it was the obvious way to take chain-drive from the motorbike engine to the rear wheels. He kept that configuration when he moved into Formula 1, forcing everyone to follow suit by taking Jack Brabham to consecutive World Championships in 1959 and '60.

Cooper had links to BMC because his Formula Junior cars used tuned A-series engines. He also knew Alec Issigonis, who was not exactly overcome with enthusiasm when Cooper suggested that a 'hot' Mini would sell well. The fabled designer had envisaged his saloon being basic transport for the district nurse, not a sports car for boy racers. Even so, he suggested that Cooper approach managing director George Harriman, who gave the concept the go-ahead.

The Mini Cooper appeared in 1961 with a 997cc engine running twin SU carbs, front disc brakes, closer gear ratios and wider tyres. It was an immediate hit as a road car, but it was soon apparent that something rather more hardcore would be needed if the Mini was to remain

MINI COOPER 'S'

Sold/number built 1963-'71/45,629 (MkI/II/III)
Construction steel monocoque
Engine all-iron, overhead-valve 1071cc 'four', twin SU carburettors
Max power 70bhp @ 6200rpm
Max torque 62lb ft @ 4500rpm
Transmission four-speed manual, no synchromesh on first gear, FWD
Suspension independent, at **front** by wishbones **rear** trailing arms; rubber cone springs and telescopic dampers f/r
Steering rack and pinion
Brakes disc/drum, with servo
Length 10ft ¼in (3054mm)
Width 4ft 7½in (1409mm)
Height 4ft 5in (1346mm)
Wheelbase 6ft 8in (2032mm)
Weight 1399lb (635kg)
0-60mph 12.2 secs
Top speed 95mph
Mpg 27
Price new £695
Price now £15-30,000











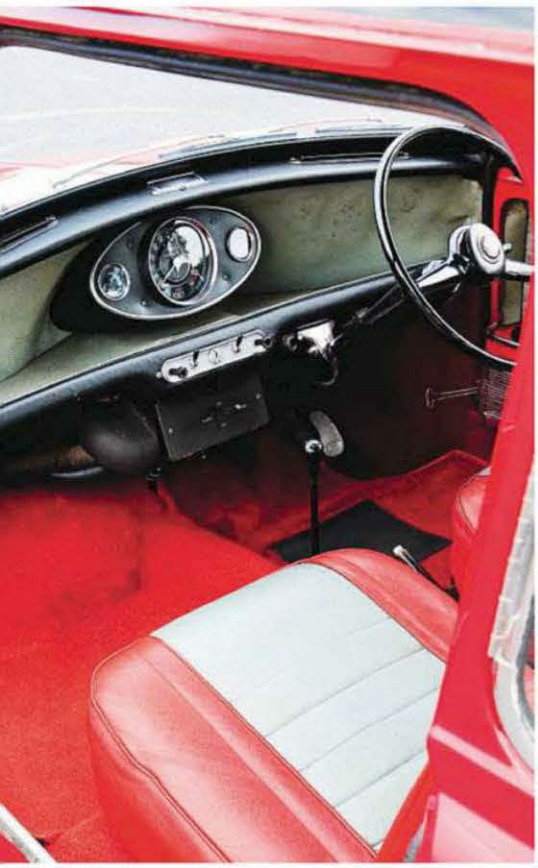




Clockwise, from main: familiar profile with minimal overhangs; twin SU carbs for transverse A-series; 10in steels; test car features original trim



Cooper 'S' is a delight to drive; 1071cc engine thrives on revs. Below: spartan cabin offers plenty of room





competitive in motor sport. The Cooper 'S' was the answer, introduced in May 1963.

The A-series powerplant was bored out to 1071cc and fitted with a nitrided crankshaft, redesigned conrods, a hotter camshaft and larger valves similar to those used in the Formula Junior engines. There were myriad other internal changes, all of which added up to 70bhp – a rise of 15bhp over the Cooper. More importantly, it was better able to cope with race or rally use. 'The new car has been aimed without doubt at the competitively minded,' wrote Patrick McNally in *Autosport*, 'for the materials used, especially in engine construction, lend themselves easily to further development.'

Larger discs and calipers (which were now operated via a servo) meant that shorter driveshafts had to be used, and the optional 4½in wheels enabled the fitment of wider tyres – a tweak that also added 1in to the track. Elsewhere, it remained more standard: inside, for example, lay the familiar generous door pockets, the full-width parcel shelf beneath the central speedometer, and the sliding windows. Not even the 'S' gained a rev counter, but there was a new type of heater.

'THE NEW COOPER 'S' WAS MUCH BETTER ABLE TO COPE WITH RACE OR RALLY USE'

Our feature car was built in October 1963. "Dad bought it in 1971/'72 from a neighbour for £100 because they were emigrating," says owner Mark Feetham. "It was stored off the road for a number of years but has always been kept together. It became my 35th birthday present. Dad gave me an envelope that I thought was vouchers – it was the logbook."

Mini enthusiast Feetham also owns a '66 1275cc 'S' that he uses for hillclimbs and sprints, a '73 MkIII that's currently off the road, plus the

Demon tweaks

Lotus and Cooper weren't the only racing teams to link up with mainstream manufacturers for a 'hot' saloon. In 1967, three-time F1 World Champion Jack Brabham put his name to an upgrade kit for the Vauxhall Viva HB SL90. The 1159cc engine received twin Stromberg carbs, new exhaust manifolds and a wilder camshaft, raising its power to 69bhp. The Australian had previously modified Triumph Herald Coupés by fitting the 1218cc Coventry Climax FWE engine, uprated dampers and a brake servo. He estimated that he had sold c100 through his dealership, Jack Brabham Motors.

John Coombs was one of the most successful privateer entrants of the time, and his relationship with Jaguar led to about 35 Coombs Mk2s being built. Visual clues were kept subtle – an E-type steering wheel here, a bonnet vent there – but the XK engine was rebuilt with, among other things, high-compression pistons, balanced internals, gas-flowed head and a lightened flywheel.

The majority of enthusiasts, however – the ones who couldn't stretch to a new Mini Cooper or Lotus Cortina, to say nothing of a Jaguar –



Brabham Viva boasted 69bhp from its 1159cc engine



Downton became synonymous with A-series upgrades

went down the DiY route. In 1957, John Sprinzel, Len Adams and George Hulbert set up Speedwell. The company dealt mainly with modified cylinder heads and carb conversions for BMC's A-series engine, and employed a workshop foreman by the name of Graham Hill.

But while Speedwell was struggling by the early '60s, Downton thrived. Founded by Daniel Richmond and his wife 'Bunty', it started as a repairs and servicing business, but morphed into a tuning specialist, eventually focusing on the increasingly ubiquitous A-series. *The Autocar* tested a Downton-tuned Cooper in December 1961 – it reached 60mph in 9.6 secs and a top speed of 103mph. 'It really is quite remarkable', the writer stated, 'that so much can be done with what is, after all, a stolid little engine produced in huge quantities for ordinary folk'. And therein lies the reason why these were halcyon days for tuning businesses.

Against the clock

The Mini proved more versatile than the Lotus Cortina in competition, becoming a star of both rallying and racing. The bigger car, especially in A-frame configuration, wasn't as adept on rough surfaces, while the Cooper 'S' swept all before it, claiming three famous wins on the Rallye Monte-Carlo in 1964, '65 and '67. It only missed out on four in a row because of a highly contentious disqualification in '66.

Rallying was BMC's preferred sporting outlet, but John Cooper was permitted to embark on a works-backed circuit-racing campaign in the British Saloon Car Championship and John Love duly won the title in 1962. When the 'S' came along the following year, another John (Whitmore) had to concede to Jack Sears' rumbling Ford Galaxie. One of the advantages of the prevailing Group 2 regulations was that they pitched very different cars against each other via a class system, and the Mini was everyone's favourite giant-killer.

In '64, Warwick Banks won the European title



Jim Clark, Lotus Cortina, Brands '66 – yet another win



Warwick Banks won '64 ETCC, here at Mallory Park

in an 'S' run by Ken Tyrrell, but in Britain the combination of Lotus Cortina and Jim Clark proved irresistible. Clark had been involved in the car's development, first driving one at Snetterton in October 1962, and the sight of this consummate all-rounder drifting and three-wheeling around Brands Hatch or Crystal Palace defined what was undoubtedly a golden age of tin-top racing.

Ford continued to frustrate BMC in subsequent years, even when the Lotus Cortina was no longer its main rival for overall honours. In '65 and '66, an 'S' came second to a Mustang and Anglia respectively.

last of about 100 Sprints that were produced by Neville Trickett in 1970.

"It's like having children," he says with a smile, "you can't choose a favourite. They're all for different things. This one gets a good reaction, though. Not many people know that it's a Cooper 'S' – it just looks like a standard Mini. One day it might need restoring, but I'll try to keep it original. All that's been replaced so far are things necessary to keep it going. You can get the majority of bits for it, but the 1071 was made for only a year, so certain parts – such as blocks and cranks – are harder to come by."

Climb aboard and you are struck once again by the packaging trick that Issigonis pulled off in order to provide so much room in the front. There are, of course, reminders of the car's diminutive stature – the view of the stubby front end, the proximity of the door – and although

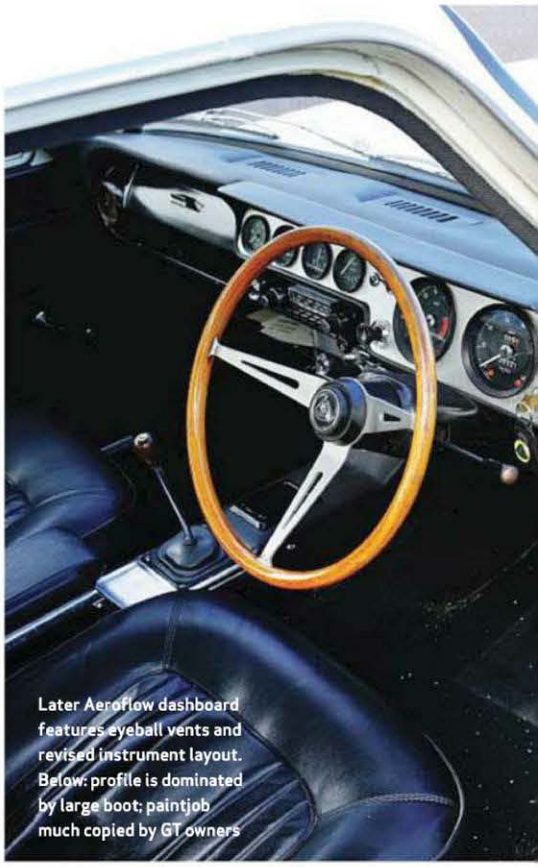
'IT WAS DECIDED THAT THE CORTINA WOULD MAKE THE IDEAL BASIS FOR A GROUP 2 SALOON'

the footwells are spacious, the pedals themselves are packed tightly together.

It must be possible to set off down the road in a Cooper 'S' without a large grin spreading across your face, but you should be deeply suspicious of anyone who does. Its responses are so sharp, its engine so ridiculously eager, its ride so absurdly bouncy – this is fun as distilled as it's possible to get in a road car that boasts a roof and room for four adults. Even the driving position urges you on, leaning forward as you do to grasp that heavily raked steering wheel.

Feetham has instructed me to use plenty of revs – the 1071cc engine needs to be worked hard to give its best. Its fruity exhaust note combines with the transmission whine to offer the full-fat Mini experience, while the gearbox offers short throws and positive engagement.





Later Aeroflow dashboard features eyeball vents and revised instrument layout. Below: profile is dominated by large boot; paintjob much copied by GT owners





Clockwise, from main: the Lotus Cortina is wonderfully poised at speed; Twin Cam makes a great noise; famous 'ban the bomb' tail-lights

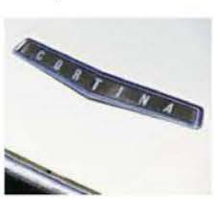






LOTUS CORTINA

Sold/number built 1963-'66/3301
Construction steel monocoque
Engine iron-block, alloy-head, twin-overhead-camshaft 1558cc 'four', twin Weber carbs
Max power 105bhp @ 5500rpm
Max torque 108lb ft @ 4000rpm
Transmission four-speed all-synchromesh manual, driving rear wheels
Suspension: front independent, by MacPherson struts, lower wishbones, anti-roll bar **rear** live axle, coil springs (leaf springs from '65); telescopic dampers f/r
Steering recirculating ball
Brakes disc/drum, with servo
Length 13ft 10in (4216mm)
Width 5ft 2½in (1587mm)
Height 4ft 7in (1397mm)
Wheelbase 8ft 2in (2489mm)
Weight 1847lb (838kg)
0-60mph 10.1 secs
Top speed 108mph
Mpg 21
Price new £1100 2s 11d
Price now £25-50k



The model's trump card, however, lies not with its straight-line performance – it's the fact that, once you're up to speed, you don't have to slow down very often. The direct steering and compact body make positioning the Mini easy, and you can throw it into corners at ridiculous speeds before there's any hint that you're approaching the car's limits. It's not relaxing to drive, but it is hugely entertaining.

While BMC had jumped into bed with John Cooper to produce its go-faster legend, a similarly successful relationship was blossoming between Ford and Lotus. Looking back now – knowing the success that was to come via the GT40, Cosworth DFV engine, Mk1 Escort *et al* – it seems strange to recall a time when the Blue Oval looked enviously at the motor-sport credentials of anyone else. But as the 1960s dawned, the American firm noted BMC's exploits and decided that it needed to inject a little glamour into its image.

Its 105E engine had proved popular with tuners, and Colin Chapman – looking for a powerplant for the car that became the Elan – contracted Harry Mundy to design a twin-cam cylinder-head conversion for, initially, the 1340cc 109E Kent block. After a brief run of 1498cc production units based on the 116E engine, the final capacity was fixed at 1558cc.

Thanks to the Elan and a joint attack on the Indianapolis 500, links between Lotus and Ford became ever closer and, with enthusiastic support from Ford bigwigs Sir Patrick Hennessy and Walter Hayes, it was decided that the Cortina would form the ideal basis for a Group 2 racer. A deal was struck in 1962 that would result in Lotus assembling the cars at its Cheshunt factory from two-door bodyshells supplied by Ford.

Chapman initially wanted to replace the live rear axle and leaf springs with an independent set-up, but Ford insisted that the axle remained. Instead, the Lotus boss came up with a compromise that employed coil springs plus an A-bracket that located on the aluminium diff housing – a solution that put endlessly problematic loads through that area. To reduce weight, the outer skins for the bonnet, doors and bootlid were aluminium, and the car sat an inch lower than the standard Cortina on stiffer front springs and uprated dampers. Wider steel wheels were fitted (5½in rather than 4in) and the front anti-roll bar was beefed-up.

Like the Cooper 'S', this was not merely a hot version of a standard car, it was a genuine homologation special, constructed to enable the model to go racing. Indeed, the sharp clutch and tall first gear attracted much comment from contemporary road-testers. 'The man who drives mostly in towns or traffic would probably prefer the more flexible GT,' wrote John Bolster, before conceding that, 'for really going places on the open road, however, the Lotus is incomparably the better car and is made to be exploited by the press-on driver.'

To the frustration of the suits at Ford, production was a little slow to get going through 1963.



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PORSCHE

From June '64 onwards, and once the homologation requirements had been met, the Lotus gradually became more Cortina. The aluminium panels were replaced by steel and, more fundamentally, the coil-sprung rear suspension (plus warranty-busting A-frame) was replaced with the standard Ford leaf springs in 1965.

David Baldock bought his '65 example on 22 February 1969. "The intention was that it could be a car to hold on to and keep original," he says. "It was something for life. At 23, though, I couldn't imagine being retired!

"I thought I could rebuild it in middle-age, and that's what happened, from 1989-'93. It sat for 10 years prior to that. My wife tried to get me to sell it to put a deposit on a modern car.

"It was stolen once, when I went to watch Spurs vs Chelsea. I got it back with sand in it, plus kids' comics and a few other things. It had apparently been used for a family holiday to Devon. It was missing some interior trim, but it was all available from Lotus at the time."

Inside, the Mk1 feels comfortable and airy. The seats were based on those from the standard Cortina, but the cushions were more heavily padded to offer increased support. The gearlever sits within a centre console that extends rearwards to become a little cubbyhole and armrest. The handbrake is a pistol-grip job, awkwardly positioned underneath the dashboard.

The dash itself was originally a rather stark affair, with the gauges housed in a single pod ahead of the driver. In late 1964, however, the Lotus adopted the Aeroflow dashboard from the rest of the Cortina range. This added face-level ventilation at either end, plus exit vents in the C-pillars, as well as more gauges in an extension to that pod housing.









You sit high, with a commanding view over the bonnet. The wood-rim steering wheel is a delight to hold and, once on the move, it transmits just the right amount of feedback. This is a beautifully balanced car, with superbly weighted steering. If you start to push harder through roundabouts, you sense that the initial loss of grip will come from the front rather than the rear but, thanks to the level of communication between car and driver, there is plenty of time to sort out any 'moments' at these speeds.

The Twin Cam is a treat, revving strongly up to 6000rpm and sounding wonderful as it does so, the twin Webers threatening to suck in the front wings. The acceleration doesn't feel particularly earth-shattering thanks to the tall gear ratios, but on fast roads the precise handling enables you to keep everything on-song.

Both of these cars no doubt benefited from their associations with famous Grand Prix teams although, by the time of the Cooper 'S', John's equipe was already in decline. Yet they were emphatically not glamorously badged marketing jobs of the type so beloved by modern manufacturers. They were thinly veiled competition cars for the road, produced at a time when those upstart *garagistes* proved that they were more than capable of transferring the skills learnt in single-seaters to everyday family saloons.

Thanks to *Goodwood Motor Circuit, West Sussex: www.goodwood.co.uk*

'ONCE HOMOLOGATION REQUIREMENTS HAD BEEN MET, THE LOTUS BECAME MORE CORTINA'







BLOWN AWAY

43 years after being amazed by the debut of Holden's dramatic Hurricane concept car, **Peter Robinson** is bowled over by its restoration

PHOTOGRAPHY **BANDITS & CO/GM MEDIA ARCHIVE**



Today, it's almost impossible to convey the shock, the sense of awe, created by the Hurricane. Nobody had seen anything like its radical, dart-like profile before. Holden as a car-maker was not yet 21-years old, but even so its first concept car beat the comparably shaped Mercedes C-111 by six months and the Lancia Stratos Zero by over a year.

So extreme was the Hurricane that nobody inside or outside Holden predicted a production future for the spaceship car that grabbed the front page of most of Australia's newspapers. It was clear from the first sighting that there was never an intention to build the Hurricane, yet the unique concept did provide a clear window to the future. Most obviously in previewing Holden's own 253cu in (4.2-litre) V8 that arrived in the HT Kingswood and Premier a few months later, staying in service until 1984 (though the 308cu in – 5-litre – version survived until 2000). There was more science fiction-like technology, too, including an on-board navigation system, a rear-mounted camera as a substitute for the lack of a rear window, digital instruments, automatic air-conditioning, oil-cooled front disc brakes, a tilting steering column, adjustable pedals and, most dramatically, no doors.

Instead, the designers came up with a hydraulic one-piece clamshell roof, to ease ingress and egress and overcome the Hurricane's incredibly low stance. It was surely no coincidence that, at a knee-high 39.2in, the Hurricane managed to undercut Ford's GT40 Le Mans hero.

The Hurricane was the first public evidence of creative cleverness from Holden's Research & Development group (hence the RD-001 codename). Bill Steinhagen, the ambitious American chief engineer, established the R&D department in 1965 and was keen to expand Holden's engineering capability – especially in the face of a resurgent Ford Australia – and design expertise. At the same time, Holden's marketing group was eager to build the brand image and, specifically, to generate advance publicity to showcase the new V8 engines then under development. Impressed by the ink an imported Camaro show car garnered in 1968, Marketing and Engineering saw an opportunity to create a Holden concept car. According to an *SAE Journal* technical report, the Hurricane was seen as: 'A project to design and construct a vehicle to explore more fully the complete spectrum of vehicle dynamics, stability, control and safety.'

Bern Ambor, Steinhagen's 1968 successor, was also intent on energising the engineers beyond Holden's staid family car image.

The question of who designed the Hurricane supercar has been mired in controversy. Until now. Weird as it may seem for a car styled just 44 years ago, nobody has been sure whether the Hurricane was penned in Australia by Holden's local designers working with their American colleagues on assignment to Australia, or drawn in GM's Warren design centre.

Leo Pruneau, the legendary American designer who first came to Holden as assistant to Joe Schemansky in mid-'69 and became design director from 1974 to 1983, tells one version: "Joe Schemansky told me years ago that Bill Mitchell, who was GM's VP [vice-president] of design, sent a scale model of a mid-engined sports car to Australia in 1968. There is also a rumour that the model was personally delivered by a young Chuck Jordan [who went on to become GM's VP of design from 1986-'92] for a special show that Holden wanted to put on to impress Mitchell, who planned to visit Holden's then-new design studio."

Peter Nankervis, then a junior designer, had a different version of events: "Holden made a lot of scale models at the time. Ted Schroder, who did the modelling of the HK Monaro [Holden's first coupe, launched in '68], did a number of quarter-scale models and I believe that the Hurricane is based on one of these."

What is confirmed by both Pruneau and Nankervis, however, is that Don DaHarsh, another American designer working at Holden, was in charge of the Hurricane project, at least so far as the styling was concerned.

With Pruneau opening doors at GM's Design Archive, I sent a Hurricane-specific request for information, any information. Eventually, the archive turned up a series of photographs of a scale model – badged Holden – and shot in Warren Experimental Design Studio on 15 July 1968, apparently just before being sent to Australia. There could be no doubts, it was obvious that this model was the inspiration behind the Hurricane. Unfortunately, the detail with the photographs did not identify the designer.

Close examination, however, of one small sketch with the full-sized rendering revealed a near-indistinct signature. Careful enlargement produced: 'Genest 5-14-68.'

Alerted, Christo Datini, GM's lead archivist, tracked down Ken Genest, a former GM designer, now 80 and living in Clinton Township on the shores of Lake St Clair, Michigan. And the man responsible for the Hurricane design. Amazingly, Genest says that he was never aware of the existence of the scale model, nor that Holden took it to concept-car stage. "I made the full-sized rendering in the picture," says Genest. "It was my design. I wouldn't have been making a full-sized rendering of somebody else's. I don't think I ever knew that they made a model and a prototype from it. I did that in Dick Finegan's Advanced Studio 2.

"Yes, the model and car have all the design features of the rendering. But I never had anything to do with a Holden Hurricane. But then, when we were designing the first Corvair [Chevrolet's air-cooled, rear-engined rival for the Falcon] in 1957 or '58, we were told that it was a Holden for Australia.

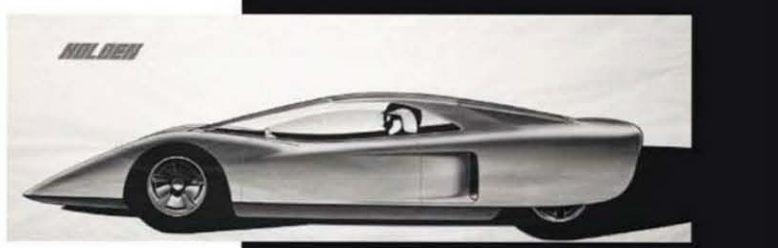
"It was common for management in the '60s to take my design sketches and renderings down the hall to the production studios overnight without telling me. I was a kind of a creativity generator in the advanced studios and they mined my art for ideas to apply mostly to production in the Chevrolet and Buick studios. I think that's what happened here with the Hurricane and I never knew it before now. I very much like the way the car turned out. It looks better than it does in my rendering."

Blow up the rear three-quarter view of the model and the stylised numberplate suggests that 'Taipan' (a favourite name of Mitchell's









Clockwise, from above: Genest's sketch and scale model; red switch operates canopy; dash has screen for rear-mounted camera; V8 is mid-mounted



'THE QUESTION OF WHO DESIGNED THE HURRICANE SUPERCAR – AND WHERE – HAS BEEN MIRED IN CONTROVERSY... UNTIL NOW'



according to Pruneau), rather than Hurricane, was the first choice for a name.

After communication with DaHarsh, Pruneau now believes that it was this model that formed the basis for the Hurricane: "Don thought the model was 'very rough' and made significant modifications to the appearance."

While retaining the overall proportions and basic mid-engined shape, with its vertical air inlet in front of the rear wheels, DaHarsh deleted the sweeping wraparound rear window, shortened the side DLO (Day Light Opening) and opted for a vertical B-pillar. He also preferred super-thin horizontal tail-lights to the bulky vertical lamps of the model, and developed much superior body side surfaces. Interesting, too, to note that the model includes shutlines for conventional doors, rather than the far more complex canopy system adopted.

In an era of Can-Am racers, the Ford GT40, Lamborghini Miura and Dino 206/246, the mid-engined layout ensured cutting-edge credibility. The Hurricane's striking proportions, with virtually no rear overhang, and tight dimensions – try 13ft 5.2in long, 8ft wheelbase and 5ft 11in wide – mean that it is race-car small.

DaHarsh, Ambor, former aeronautical engineer Ed Taylor and body engineer Jack Hutson clothed the steel spaceframe in an epoxy-resin body. The small overhead-valve V8, mounted longitudinally ahead of the rear axle line, featured an external cam drive, solid-lifter cam and Quadra-Jet Rochester carburettor to make 260bhp (gross) at 6000rpm and 260lb ft of torque at 3800rpm – rather more than the production unit's 185bhp. The front suspension, fabricated by hand, was adjustable unequal-length wishbones with coil springs, while most of the rear was borrowed from the C2 Corvette, the transverse leaf spring replaced by coils and dampers. GM's American parts bin also donated a 1961-'63 Pontiac Tempest four-speed transaxle, the bellhousing adapted to fit the Holden block. The recirculating-ball steering featured a slow 24:1 ratio, while the front brakes were a wet design, based on a system used on Detroit's public buses.

The Hurricane's low stance meant that conventional doors, even gullwings, were never going to work. As the one-piece roof, with its massive wraparound Plexiglas windscreen without pillars and wipers, opens, it simultaneously (electrically) raises the fixed seats. Nobody is sure who came up with this idea, but Pruneau remembers a small three-wheeler GM concept from the same era using a similar design. A search of GM concepts shows that XP800, in development through '68 (and launched to the public in '69 as the Chevrolet Astro 111 concept) used a near-identical canopy. From this distance, it's impossible to know if the system was invented for Holden or Chevrolet, more probably it was simultaneously developed for both.

After several motor show appearances through 1969 (and completion of wind-tunnel testing), the Hurricane was loaned to various dealers until the windscreen cracked. It was then stuffed away in the wooden crate that was used to transport it around the country and stored in a Holden Service garage. In around 1985 repairs, which included stripping and repainting the body, were finally carried out. In 1990-'91, first-year Holden apprentices 'restored' the car. From then until 2005, when Holden decided to properly rebuild it, the Hurricane was on show at the privately owned Holden National Motor Museum in Echuca, Victoria and at the Powerhouse Museum, Sydney in an exhibition entitled Cars and Culture. Twice, between the early '70s and 2000, the Hurricane was threatened with destruction. When Pruneau discovered that chief engineer George Roberts had ordered that it be "cut up", he rescued it and deliberately hid it (in Design's workshop) from Roberts. Later, it was saved from Holden's apprentice school students who were about to scrap it because they perceived that it was no longer of any use.

Various GM executives played a role in the Hurricane's revival. Ed Welburn, global head of GM design, noticed the car – it was getting a coat of primer – in early 2006 on one of his many visits to the Holden studios. "I was so excited and immediately asked if it was the Hurricane," Welburn explained at the Detroit show, "As an 18-year old at Howard University [Washington, DC], I saw a photograph of the car. It was one of the inspirations that led me to car design.

"When I realised what it was, I told the guys, 'We've got to restore it.' I saw it the last time I was down there; they've done a great job."

Mike Simcoe, recently returned to Holden after six years at GM design in Detroit and now executive director of General Motors International Operations, says Welburn's help was crucial to getting the ground-up restoration off the ground. The other exec who was prepared to help fund the return to perfection was Mark Ruess, then CEO of Holden and now CEO of GM. In 2006, the car was turned over to Paul Clarke, manager for creative hard modelling at Holden – one of just three GM divisions capable of building concept cars. Recently retired chief engineer Rick Martin reconstructed the Hurricane from archive photos, technical drawings and the anecdotes of many people originally responsible for building the car, including designer Don DaHarsh who had significantly modified the scale model sent from Detroit.

"It's amazing what comes out of the woodwork," says Clarke. "Guys in engineering would come in and go, 'My dad worked on that car,' and when you question them, they give you another lead to follow up."

The car was in very poor condition, and so many parts had been pilfered over the years that the restoration was almost like starting again. The body was breaking down, the original 253 engine was missing, as were the wheeltrims and the arms for raising the canopy. Interior gauges, steering wheel, rear-view camera, even the reservoir for the oil-filled brakes were gone. Much of the car was simply recreated, without adopting modern technologies, although the body was rebuilt using a more durable polyester resin, then repainted a hue close to the original metalflake orange. The bespoke cabin was recreated, the original seats strengthened and retrimmed but most parts being built from scratch. No wonder Clarke is so proud of his team's efforts in restoring Holden's first concept car.

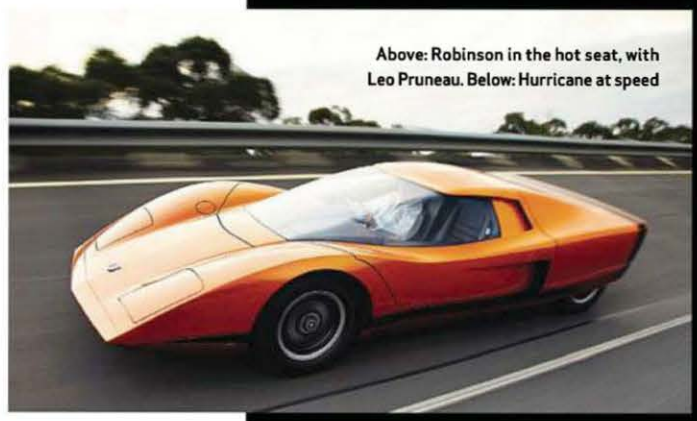
Harnessing the Hurricane

For me, this story starts on Tuesday 4 March 1969, in Holden's Technical Centre, Fishermen's Bend, Australia and finishes almost 43 years later at Holden's Lang Lang proving ground. As one of 31 press invitees to that preview of Holden's top-secret Hurricane on the eve of the Melbourne Motor Show, I never anticipated driving the one-off dream car. At the time I wrote: 'It is doubtful if anybody outside GMH will ever get to drive the car.' Yet, for a few brief minutes on the Lang Lang skidpan, that is exactly what I did on 25 January 2012.

Four decades after the Hurricane's debut, nobody was sure if the car ever ran under its own power. Some former Holden employees believed that the images of it moving at the proving ground were taken at a slow shutter speed, after the car had been pushed. To the delight of those involved in saving the Hurricane, during the restoration Holden made contact with designer Don DaHarsh, who quickly produced his own ancient Super 8 movie footage of the car being driven at Lang Lang.

Getting into the Hurricane involves climbing over the sills and dropping onto the raised seat; the canopy is so well forward that there is a deceptive impression of space. Not so when the seat is lowered and the roof and steering wheel begin their slow descent. It's like being gradually jammed into a compression torture chamber. Head pressed hard against the roof, feet squished against the pedals, my contorted left leg can just engage the clutch. The car moves off, slowly. Up to second and gradually accelerating to around 30mph, you notice the leisurely yet still heavy steering. Every movement is deliberate, measured. Drive? Not in any contemporary sense, more like guiding a very rare and ancient machine, just to say you've done so. Even if it took 43 years.





Above: Robinson in the hot seat, with Leo Pruneau. Below: Hurricane at speed







'IN AN ERA OF CAN-AM RACERS, THE FORD GT40 AND THE MIURA, THE MID-ENGINED LAYOUT ENSURED CUTTING-EDGE CREDIBILITY'



Clockwise, from main: seats rise with hydraulic canopy; camera mounted beneath the tail-lights; 'box pokes through rear grille; proud Holden lion

Glamour... without the glitz



With thoroughbred pedigree and looks to tempt West Coast millionnaires, is the 3500GT Spyder the Maserati that has it all? **James Elliott** gets behind the wheel on its home turf to find out

PHOTOGRAPHY **MASERATI SPA/JAMES ELLIOTT**

It must have been difficult for motor manufacturers to keep up with the demands of the rapidly expanding economies of the developed world in the 1950s. As the USA thrived and the majority of Europe emerged from austerity, the booming wealth – and the voracious appetite for high-priced trinkets that came with it – turned car-makers' initial post-war business models on their heads.

As a result, spurred on by renewed economic optimism, most of the prestige sporting marques followed a set path through the latter part of the decade and into the early 1960s. Step one was to drop a peppy, race-bred engine into an opulent (and luxuriously priced) GT. Step two was to bow to public pressure, particularly from North America, and churn out an open-top variant a couple of years later.

They were all at it, leaders in the field being Ferrari with its various 250s and Aston Martin with the DB4. Today, these top-spec high-performance cars are highly prized and valued accordingly. Not exactly forgotten, but always (and inexplicably) lagging behind – certainly when it comes to price-tags, except when new when it was monumentally expensive – was the inevitable rival offering from Modena.

The Maserati 3500GT Vignale Spyder, as the name suggests, was spawned by the 3500GT, the sexy 3½-litre hard-top launched to general acclaim in 1957 and packing a derivation of the 350S sports-racer's straight-six motor. Despite the vast majority of the 2000 coupés being built by Touring, Maserati surprisingly spurned the *carrozzeria*'s own drop-top proposal when it appeared at Geneva, instead turning to Vignale to create the convertible 2+2 version.

Generally accepted to have been penned by the prolific Giovanni Michelotti, the Spyder was a svelte and understated beauty, the latter quality, along with the more hardened-enthusiast nature of its badge, perhaps explaining why it has become the overlooked member of the trio.

That and the fact that, by Maserati standards, it was considered a bit of a mongrel, even if that did mean only that the driveline was largely bought-in. There was the staple ZF 'box – at first a four-speed, later a five – double wishbones for the front from the Jaguar Mk2, Girling brakes and a Salisbury differential in a range of ratios plus a limited-slip option. Even Maserati bigwigs donned sackcloth and ashes to explain away the Vignale as a British car with an Italian body.

The styling is all-Italian, though, and sensational. It's far from petite, even on a wheelbase shortened some 4in from the coupé, but there is a delicacy that mimics the Ferrari 250 and offers the same sensuous curves, melding the necessary baubles efficiently into the metalwork.

Inside, it is equally welcoming. Sure, the occasional rear seats of the coupé have been reduced to little more than a pair of seat bases wedged on either side of the transmission tunnel behind the sumptuous, well-padded front chairs, but there is space aplenty for the two ahead of them. The hood folds neatly and unobtrusively, and the rear might just be usable with it down, but the mere thought of being in the back with the roof raised is pretty unpleasant. That's not where you want to be anyway. The wide and comfortable driver's seat is where it's all at.







Clockwise, from left: Automotoclub Storico Italiano plaque spoils the stylish dash; sweet-riding 3500 corners with aplomb, but is no sports car; subtly glamorous looks; perfectly sited gearlever on left-hand side of transmission tunnel





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With electric windows and all manner of then-decadent trappings, the cabin is a glorious place to be. Peering through the big Nardi three-spoke wheel, you spy a cluster of large Jaeger dials nestled in a clear, Aston-esque binnacle directly ahead of the driver. The speedo hints at an optimistic 250kph, while the rev counter circles to 8000rpm, the entire last 3000 of it in the red. There are all the usual minor gauges, plus – as is the wont on upmarket Italian fare – oil temperature as well as pressure readings. The rest of the dash is a picture of restrained simplicity, a brushed panel interspersed with a few switches, and below them a simple heater with two sliding controls.

The driver's footwell narrows but is spacious enough, which it needs to be to house the three big pedals straight in front (at least they are in a left-hooker; in the handful of right-hand-drive cars they are quite offset).

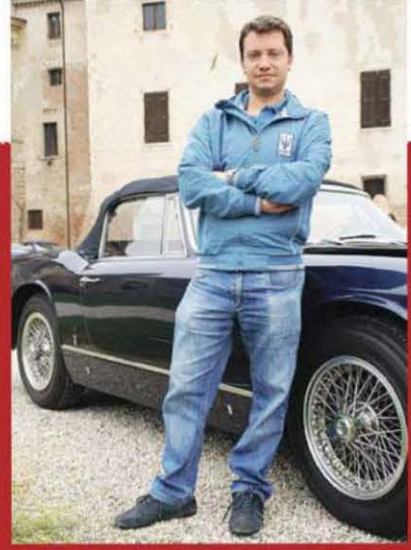
Fire up and the gruff pitter-patter of that thoroughbred undersquare 'six' is intoxicating. Unlike the all-injected Mistral, you could have your Vignale – as here – with a trio of Webers, which not only adds to the fuel efficiency but also, according to owners, greatly reduces maintenance costs. As you pull away, you get your first sense of one of the car's highlights, its barrowful of low-down torque and superb tractability. Soon you are up to speed, snicking the slender wand lever as it works beautifully through that slick German 'box, accompanied by successive bursts of energy through the twin pipes.

Push the Maserati harder and you start to appreciate all of those hefty British and German underpinnings. Giulio Alfieri, the mastermind behind this model and its siblings, wanted the marque's luxury cars to be reliable as well as beautiful, to banish perceptions that fragility was the price you paid for performance. You certainly feel the benefit of that philosophy on the road. Maserati actually made the discs, but there is no mistaking the Girling system and the braking is sharp and responsive.

The ride is cosseting, but firms up the harder you drive the car, while the steering is light –



Right: Jaeger and Lucas dials nestle behind three-spoke Nardi wheel, sited perfectly within driver's line of sight. Below: the 3500GT is a relaxing tourer, at home on the smooth and sinuous roads of its Modena birthplace

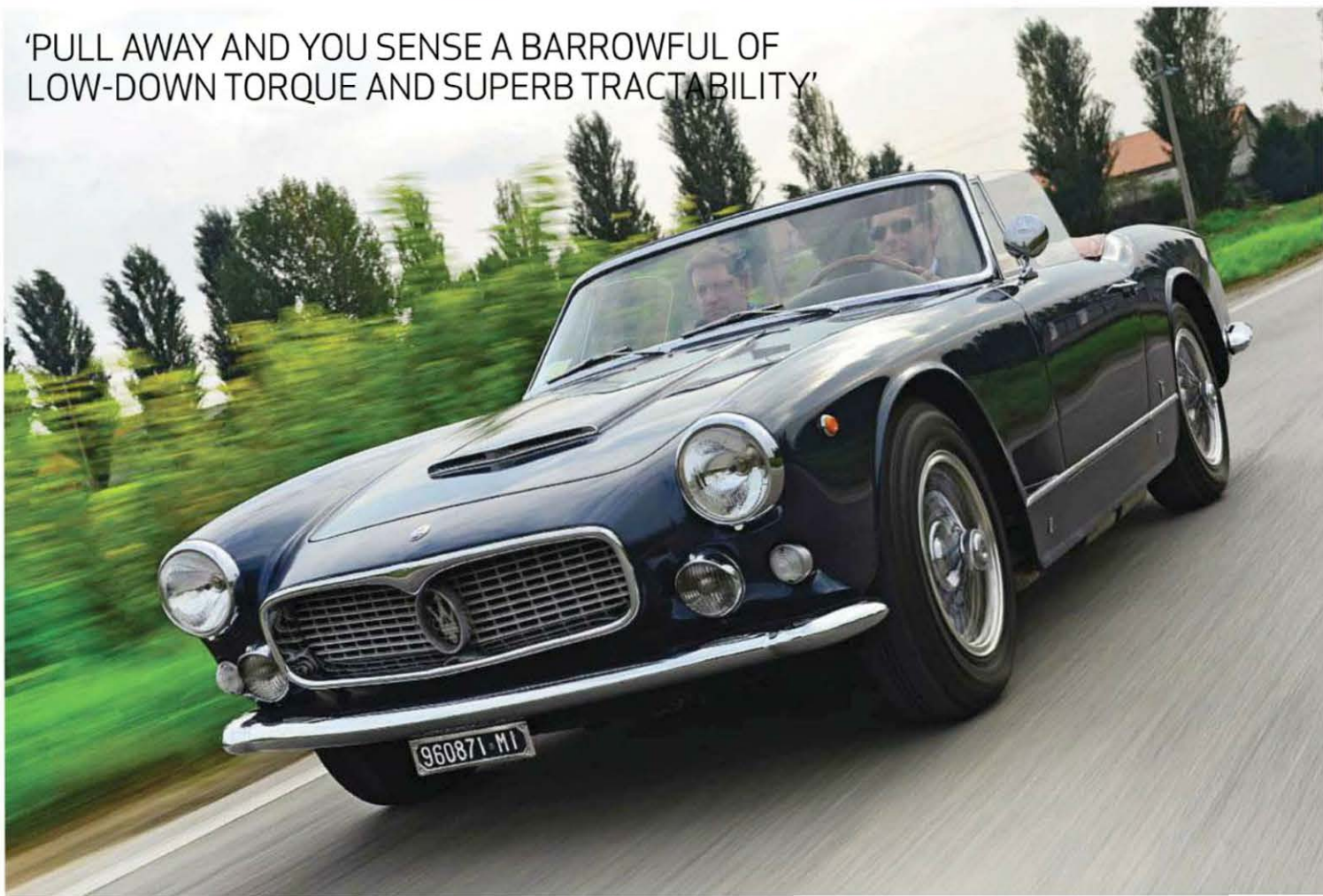


Keeping it in the family

Claudio Ivaldi doesn't show any guilt that he "inherited" this car because, in doing so, he sort of saved it. His father, a well-known collector with all manner of Italian exotics to his name, was about to offload the less rare and less expensive Vignale because he was finding it increasingly difficult to drive. That's when his son, vice president of the Maserati Club in Italy, stepped in and begged him not to.

Father and son struck a deal whereby Claudio would take on the car, but also all the running costs and maintenance. He hasn't regretted it for a moment, and would never part with the Spyder. It is looked after for him by local guru Gandini, whose boss worked on the Maserati production line in the '60s, and has so far been relatively affordable to maintain and enjoy.

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perfect for enthusiastic driving, but perhaps a fraction too light for pushing the Vignale beyond that level of commitment.

Riding on 185 R16 radial-shod Borrani wires, this 3500GT corners more adroitly than I remember from previous drives, but you still wouldn't want to be feathering it on the limit as you would an Aston, just as the Vignale's scuttle shake tempers the most gung-ho driver. There is no question that the Spyder is a wonderful tourer, however, with a highly impressive lick of speed (for its era) when you wind it up, rather than a pure driving machine.

But does it matter that the Vignale doesn't perform or handle like a racing car? I think not, because that's not what it was built for. It was created to satisfy a burgeoning elite who mainly equated performance simply with speed. They wanted to cross continents rapidly and in comfort. And they wanted to look damned cool while doing it. For Italians, the glamour (if not the sentiment) of *La Dolce Vita* was becoming a reality not just an aspiration, and few cars better embodied this sentiment than the Vignale Spyder. In all of those respects, Maserati scored a bullseye. The fact that anyone with a passion for motoring got all of that, plus a pretty fine-handling car with a sublime soundtrack from one of the loveliest and smoothest straight-sixes imaginable, was just a bonus.

So what of prices today? When it was new, this car would have set you back close to £6500, a terrifying amount of cash in the late 1950s, on a par with its rival from Ferrari and close to twice the price of a DB4 convertible. Today, though, either a contemporary Ferrari 250GT Pininfarina Cabriolet Series II – by far the cheapest of the open-top 250s, you don't even want to think about Californias – or the DB4 will set you back at least twice the cost of the Maserati.

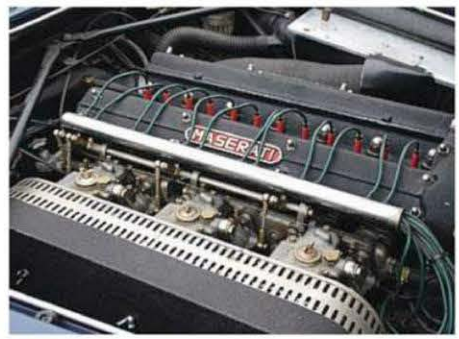
Are they worth the difference? Maybe, if what you want above everything is a Ferrari or Aston badge, but otherwise probably not. In fact, you could argue that the Maserati should be the one that is twice the price of its rivals.

So buy now, it's an investment. In joy.

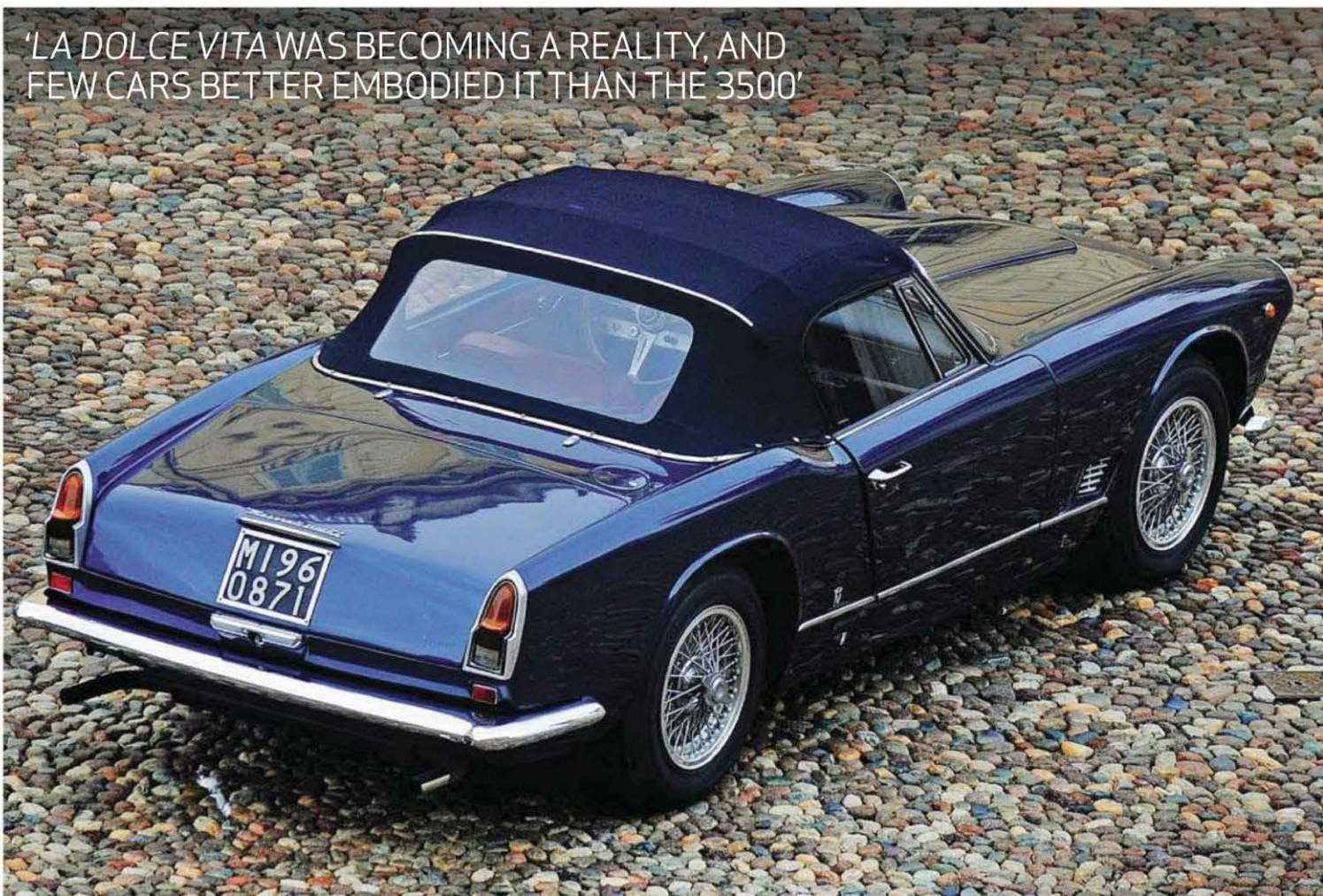
MASERATI 3500GT SPYDER

Sold/number built 1959-'64/242
Construction steel chassis, steel body
Engine all-alloy, dohc 3485cc straight-six with twin spark-plugs and three Weber 42DCOE carburettors
Max power 220bhp @ 5500rpm
Max torque 253lb ft @ 3500rpm
Transmission ZF five-speed manual, driving rear wheels via a Salisbury differential
Suspension: front double wishbones, coil springs **rear** live axle, semi-elliptic leaf springs; telescopic dampers, anti-roll bar f/r
Steering recirculating ball
Brakes Girling discs all round, with servo
Length 14ft 7¼in (4450mm)
Width 5ft 4½in (1635mm)
Height 4ft 3½in (1310mm)
Wheelbase 8ft 2½in (2500mm)
Track: f/r 4ft 6¾in/4ft 5½in (1390/1360mm)
Weight 3042lb (1380kg)
0-60mph 8.4 secs **Top speed** 137mph **Mpg** 19
Price new £6346 (1962) **Now** £120-170,000





Clockwise, from right: chromed details add a touch of class, without being showy; glorious twin-plug 'six' is equipped with Webers, but you could have Lucas mechanical injection; seductive shape, even with the hood up









FASTEST SMALL FIAT IN THE COUNTRY! THAT'S RADBOURNE'S

AMAZING

IT'S a newcomer to club racing—but already it's showing Minis and Imps the way round Britain's circuits. That's Radbourne's racer, an 850 Fiat-Abarth which really is something special.

After a two-year lapse, this little car is putting Radbourne—the London Fiat and Abarth main dealers—back out in front in motor racing. Built by Abarth as a racer, the Fiat was raced for two seasons in Holland until it was bought for Radbourne at a cost of £1,500. Ex-works, they cost a tidy £2,500—but they're quick!

Radbourne director John Ashstead will drive the car in all 1969 Owen-GEC BARC Saloon Car Championship rounds, and brother Geoffrey will drive in other club races. Already the car has collected two firsts and three second places in five races, giving John a healthy lead in the Championship.

WORKS CAR

Why is the car so quick? If you don't already know, Abarth is to Fiat as Cooper is to Mini—so when Abarth take a Fiat 600 and make it into an 850 racer, you're getting a works car. They take the 600 block, bore it and stroke it to 850 and put in a nitrided crank. With a shorter stroke than the 850 Fiat block, higher revs can be used, and John takes 8500 as a limit, occasionally over-running to 9000 without apparent harm.

Head is an aluminium cross-flow Abarth eight-port, offset with two twin-choke Weber 40 DCOEs giving a barrel per cylinder—and that's some power. A conservative estimate of bhp is around the 80 mark. Gearbox is a works-modified 5-speed, with a choice of 5 gear ratios for different circuits. There is no synchro, and the helical gears have been retained rather than using costly straight-cut cogs.

NO WHEEL-WAVING

All this gets on to the road through Campagnolo alloy wheels with 6 in. Dunlop R7s rear, 5½ in. front. Suspension is lowered—and chassis is the older type—'you don't get any of those wheel-waving antics of the latest works-Abarths,' says John. 'I feel safer with all four wheels on the ground.'

So all four wheels stay on the ground—and I can assure readers they do, as I have raced against this car and been right behind it through corners at Silverstone. It's as quick as a Mini on the right line, although at times (especially in the wet) it can be very twitchy indeed. A limited slip diff is a definite aid to cornering.

All this, plus the stripped Fiat 600 bodyshell which Abarth supply, makes a weight of about 12 cwt—and some 850 Minis can be less than 10 cwt. So it's revs which count, and Radbourne reckon that top speed when suitably geared is over 115 mph.

The inside of the car is bare of trim to keep the tin risk down, and is finished as most all racers be. Only the driver's seat is retained—saloons do not have to carry passenger seats any more. The instruments are basic; there is rev counter, oil and water temp gauges and oil pressure gauge. If the oil begins to get too warm, a switch on the dash brings an extra cooling fan into operation.

SPECIAL EXTENSION

Oil cooler and water radiator are mounted in a special fibre glass Abarth extension on the nose of the car for maximum efficiency—and they serve this purpose well.

So those are the ingredients of a very successful club saloon—granted, you pay for it, but with a good range at Radbourne's, there is no reason why anyone should not convert a road-going Fiat 600 into an Abarth racer for one hell of a lot less money.

FAVOURED IN ITALY

In their native Italy, the popolino Fiats are as common in racing as they are on the road—and many Continental drivers favour the little cars for saloon racing both on the club and international levels. Works-entered Fiat-Abarths have always been impressive in international racing—particularly on high-speed circuits such as Snetterton and Thruxton. Radbourne in fact raced a Fiat in Group 2 a couple of years ago, with John as the driver then, but the present 850 should prove itself considerably faster.

Owner of the present car is actually Mini-7 Club Chairman John Stanton, who has quite a few racers to his credit. He approached Radbourne to ask if they would be interested in racing a Fiat again, so they prepare it, etc.

It can only do good to club racing in this country to have something different from the hordes of Minis and Imps which dominated 850 saloon racing—until along came the Radbourne rocket!

MARK COLE

HOT CAR

"We built Abarths under licence, and charged £1 per cc"

Lincoln Small of Radbourne Racing – the legendary Italian tuning firm's UK agent – explains its novel pricing methods to **Richard Heseltine**

PORTRAIT **TONY BAKER**



Clockwise: Small's large collection includes a 595 and Nardi wheels, which he also distributed; Mark Cole's June '69 review of John Anstead's 850TC in *Hot Car* – Small in driver's seat; period press shot

They say never go back, although word obviously hasn't reached Lincoln Small. Abarths feature strongly in his remarkable car collection. He can't stay away from them. But then this affable Londoner did sell – and even build – them first time around.

"I registered the Abarth name in the UK, too, you know," he smiles almost conspiratorially. "I'm sure that Fiat owes me some money!"

So why the marque of the scorpion? "I wish I had an answer," he replies. "I've been interested in cars ever since I was a boy. By the time I was about 15 years of age, I recognised that what I really lusted after were Italian cars and, when I was old enough, I bought a Fiat 600 from Jack Barclay of Berkeley Square. It was well known as a major Rolls-Royce and Bentley specialist but it also had the Fiat concession at that time."

Not long after that, Radbourne Racing was formed with brothers Geoff and John Anstead, operating solely as a Fiat dealership in the first place: "That would have been September 1965. I was 21. The way it worked in those days was that you ordered new cars from Jack Barclay. You phoned up and said, 'Can I have a Fiat 600, please?' and they would send you an invoice. You would then transfer the money. As a dealer you were given a 17½% discount and you were discounting 10% to the public, but then you had to go off with a pair of trade plates and drive the car back. When they talk of a delivery charge, we really did have to pay someone to go and collect the cars. We were based in Isleworth initially, but then moved to Holland Park where we had a showroom and a workshop."

Opportunity then came knocking: "Abarth had fallen out of love with Tony Crook, who'd had the concession previously. Abarth was only interested in competition and Tony was solely interested in road cars, which I found strange because he had been such a successful racer himself. Had Tony bought a car, installed a driver and just done a few races each year, Abarth would have been happy and we likely wouldn't have got a look-in. It was only much, much later in our relationship that I learned why they were so keen that we ran a racing car: Abarth had an agreement with Fiat whereby it was paid a sum of lire every time a Fiat-powered Abarth won a motor sport event.

"We were knocking our brains out in the British Saloon Car Championship and were lucky if we even got a telegram from the factory. Around that time there was a guy called Wally Pratt, a nice old boy who had a Fiat 600 with some Abarth bits on it. He'd enter a Sevenoaks & District sprint and win the 850cc class, and then maybe do the same at a Woburn Park hillclimb. Wally would receive bottles of wine, presents, you name it. They loved him because nobody in Italy knew or cared what the event was, only that an Abarth had won *something*. The deal with Fiat represented a major part of Abarth's income.

"At the very start, we took a Fiat 2100 estate and trailer over to Turin and negotiated the concession. We met Carlo Abarth – well, we did after he kept us waiting for three hours – and managed to get a 1000 Berlina Corsa for Geoff and John to race, hence the trailer. We also ran an 850TC and contested the 500km European Touring Car Championship round at Snetterton in 1966 as part of the works effort. It was an interesting time." If not necessarily a profitable one: "Abarth was always on at us, 'Why don't you sell racing cars?' The answer was simple: cost. Most foreign racing cars at that time were smuggled in, what with Purchase Tax and so on. Customs officers would take one look at something exotic and say, 'That's going to cost you thousands.' So we'd reply, 'Er, we borrowed it from the factory. It's not ours.' We'd then have to give a list of races that it had done, or was going to do. 'Erm, the Woburn Park hillclimb...'

"We did sell one or two, but they weren't far off Ferrari P3 money. From our point of view, racing cars didn't make a profit but motor sport gave us lots of publicity, which we needed. Ultimately, we reached an agreement with Fiat whereby we would build Abarths under licence: 595s, 695s, the SS version, 850OTs, 1000OT coupés and the rest. We priced them at £1 per 1cc – £595 for a 595 and so on."

Suitably bolstered, Radbourne Racing developed a case of vaulting ambition. It would become a car manufacturer. During a visit to the Corso Marche factory, Small noticed a batch of incomplete Abarth-Simcas built in 1962-'64. Seizing the moment, he negotiated a deal with Abarth managing director Lorenzo Avidano for 30 bodyshells. "Everyone seemed to love the shape of that car," Small says, "so we had this crazy idea that we could build them with push-rod engines rather than the expensive twin-cams. No problem. Well, no problem other than it almost bankrupted us! Geoff Anstead took control of building the car and deserves credit for in effect designing the thing. It took 15 months of development [with the first car being completed in mid-'68].

"We didn't just stick in an engine from a 124 because the whole car needed re-engineering. Geoff built each one with two mechanics and it was a heart-rending experience when we had to pull the plug. By the end we were desperate for money and I sold the last one [of eight] at a regular car auction. I managed to buy it back in 1984, though. We ended up selling the unused shells. They went all over the world."

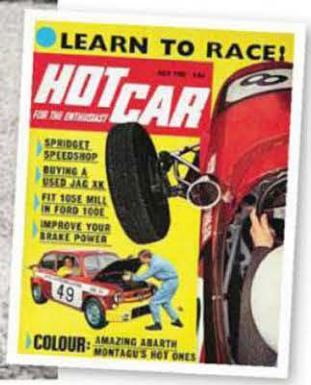
Radbourne Racing would bounce back, as much through its adaptability to new circumstances as anything: "We were pretty well connected because we also had the Weber concession, which was a wonderful entrée to other things. We had the UK rights to Cromodora, Borrani and so on. We had Nardi for a while, too, and also bought in a Fiat 500-based off-roader called the Ferves Ranger. I think we sold all of two cars. It was a clever design, though. I remember taking one up the Upper Richmond Road before driving straight over Putney Common to avoid a traffic jam. This wasn't really the done thing but it was a lot of fun!"

The road ahead was, however, littered with potholes: "In '71, Fiat took over Abarth and that made life difficult. It went a bit sour so we got increasingly involved with Giannini instead. We

Above: 1000OT Coupé with Radbourne's twin-cam engined 124SS, which inspired Fiat's Special T. Right: Radbourne-assisted works team at Snetterton 500 race; Costas Los at Brands in ex-Soper X1/9







Right: brochures for 850 and the Abarth range; John Anstead's 850TC won under-850cc saloons race at Snetterton, '66. Andrew Mylius won sub-1000s in Radbourne car that day. Inset, below: '69 *Hot Car*

knew that Radbourne Racing as a name carried some weight, but we also realised that we had to step back from competition – from doing all these funny things – and be more businesslike."

With equal predictability, this sensible approach didn't last long, even if competition arrived from an unlikely – and local – source: "One day we were informed that there was this guy in Bayswater who had acquired the Abarth concession so we paid him a visit. This casino owner, Frixos Demetriou, had an amazing showroom that was mostly full of straightforward Vignale stuff – Fiat Samanthas, Evelines and so on. It turned out that he also 'had' Francis Lombardi, which just happened to be making the same car as Abarth. I mean exactly the same car, just badged differently. But it didn't really matter to us and I don't think he made much money out of it. I can still see those Gamine 'Noddy cars' of his. Come to think of it, we did a few of those to Abarth 695SS spec. Demetriou was a colourful character, that's for sure." The Cypriot subsequently perished after a runaway tank crushed the Gamine he was driving.

"When we were just selling cars, times were pretty good," Small continues. "At that time we had the Wimbledon and Kensington showrooms, and 124 Coupés were selling well, plus we were importing Fiat Dinos, too.

"We then got distracted doing special cars: our twin-cam 124SS saloon was copied wholesale by Fiat for what became the 124 Special T. We also did some hot 128s that were inspired by what Scuderia Filipinetti was doing.

"Then the X1/9 came along and we converted them to right-hand drive. It also allowed us another opportunity to get back into racing. We chatted to Gian Paolo Dallara about buying one of his lovely racing X1/9s and then ran it in ModSports using our own engines. Later on we did our own car, which wasn't as pretty but was more aerodynamic." Radbourne's driver was future Touring Car colossus Steve Soper.

By 1980, though, the Fiat adventure was over: "The franchise was underperforming, what with the whole rust scandal, so we took the decision to go with Renault. To sum up the difference: if Renault brought out a new car, it made a sports version; something you could sell and also race. Fiat had the 124 Coupé with a 1438cc engine, which was too small for the 1600cc class. The



125 had a 1608cc engine, making it too big. Renault had the balls to make cars such as the Turbo 2 – for which we did the right-hand-drive conversions – and the Alpine A110, which was very much a French Abarth."

By the end of the '80s, Small the driver was competing in historics aboard assorted Brabhams while also helping to establish Formula Renault in the UK. Then in the early noughties he sold his stake and left the motor trade. Time moves on, but Small is clearly still smitten by all things Abarth. Asked by way of a parting shot what he thinks of the recent marque renaissance, he ponders the question for a moment before replying: "Fiat had zero interest in the sporting side when Radbourne Racing was competing. When we had the Soper X1/9 we trotted along to see them about getting some support. We were offered an Autovox radio. We could always sell it and use the money! It's good to see Fiat investing in the Abarth brand, though, but I still say they owe me some money..."





Rocky mountain high

Mick Walsh is elated by the revival of the fabled Grossglocker hillclimb, as the hills echo to the roar of supercharged greats

PHOTOGRAPHY **HARRY STEININGER/MICK WALSH**

There are few of the great motor sport venues that haven't been revived for historic events, but the legendary Grossglockner retained near-mythical status since the last time the Austrian pass was closed for a flat-out blast was in 1939. This year, however, thanks to the determined vision of Schloss Dyck Classic Days founder Marcus Herfort, the spectacular 15km climb to the finish at 2428m was restaged on 20-21 September for the first Grossglockner Grand Prix. "The idea started after a challenge from a friend who claimed I'd never make the top in a BMW Dixi," said Herfort. In summer 2010, an optimistic Herfort set off at the wheel of the German-built Austin Seven: "With only 15hp and three speeds, I knew it was going to be tough for the 747cc Dixi, even a sports. We used second gear twice and drove the rest in first. At one point, we passed a mountain-bike rider and had a long conversation as we crept by. Later, we had to stop to let the engine cool and he passed us again. We made the top and I won the bet."

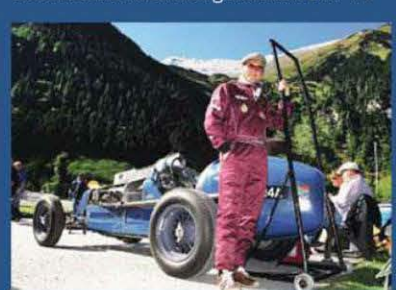
That light-hearted attempt inspired the idea of running a retrospective at the Grossglockner: "The locals were excited about it and open to the event, but said it would never happen. The pass is State-owned and the biggest challenge was compensating for the lost revenue. The road toll is €32 and on average there are 2500 daily visits. There was no question of holding the event at the weekend, but eventually the authorities came around to closing the road for two weekdays in September. The planning took 18 months."

With only 75 slots to match the pre-war runs, the entry filled within six weeks of the event's launch. Not surprisingly, German and Austrian enthusiasts first heard of Herfort's ambitious plans and secured a place. The original climb ran only three times – 1935, '38 and '39 – so the programme had to reflect the Grossglockner's history with 56 pre-war machines. Extra groups included a tribute to Veritas and other post-war German specials, plus a limited 1950-'65 class ranging from Jaguar XK120 to Porsche 910.



ERA R4A
Jean Robert Grellet

Following in the wheeltracks of Richard Seaman was German ERA fan Grellet. At the opening event in 1935, the English rising star pushed R1B hard up the newly opened pass to finish second in the 1500cc *voiturette*, and Grellet was on similarly competitive form: "With lots of torque and a preselector 'box, the ERA is great for the hill. I love the instant power. This is the first time I've been to the Grossglockner and the road is brilliant. I've done the Monaco historics, but this is better; my challenge is to get up in under 10 mins. We had a few moments on the snow at the top, plus a Mercedes in the middle of the road held me up, but it's the history of the car and the place that is special. It's good to continue the hillclimbing tradition of R4A."







Event hero Jochen Mass said the Grossglockner was one of his finest runs in the mighty Mercedes-Benz W125: "It's such a privilege to drive it here." Far left: Hans Herrmann at speed in the Porsche 550

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Gian-Pietro Rossetti's Talbot blasts by Marmot warning sign. Below right: Reck's dream drive in Alfa

Due to the high altitude – the craggy peak towers over the scenic valley at 3798m – the weather was always going to be a risk for Herfort's team. Heavy rain the day before the event led to snowfall at the top of the pass, causing headaches for the organisers. Snowploughs were dispatched at dawn to clear the first fall, resulting in lengthy delays, but by late morning the road was clear. After the ominous start, the combination of glorious autumn sunshine and dazzling white peaks produced a stunning snowy backdrop at the finish. Running as a regularity, the Grand Prix gave entrants one practice run before attempting to match as closely as possible their three timed ascents. In effect, you could drive as fast or as slow as you desired.

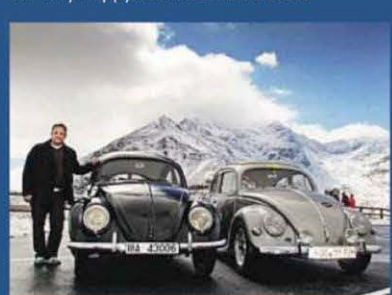
The chance to race up the Grossglockner on closed roads attracted some impressive entries, including several machines that ran at the original events. None were more frustrated than Kurt Hasler with his Maserati 8CM, chassis 3015, which competed in the opening climb in 1935. The magneto drive broke after one run, forcing him to park for the rest of the event. "I completed one run, which was absolutely fantastic," said Hasler. "Compared to Klausen, this pass is like an *autobahn*." Jürgen Ernst struggled to get his Bugatti Type 45 to run on all 16 cylinders, while others including Peter Reck with his Alfa Romeo relished every moment: "I've owned the Monza for 20 years, and this is one of the best routes I've driven. We had a superb blast in convoy to the start with friends in a Delahaye 135S. The Alfa is a quick car, with plenty of horsepower and progressive handling. There's nothing like it for powering out of the hairpins. It's perfect for the hill: my best is 11 mins."

Grossglockner lies in the heart of Porsche country – after WW2, Ferdinand Porsche relocated his design studio to a timber mill in Gmünd, just over the valley, and he lived in nearby Zell am See for a period before he could return to Stuttgart. It therefore seemed fitting that the marque should sponsor the event. Several cars entered had direct links to the great engineer, including a prototype Volkswagen in celebration of his 1938 entry at Grossglockner, a Mercedes SSK featuring his supercharger



VOLKSWAGEN
Christian Grundmann

Almost upstaging the thoroughbreds was the early Beetle of passionate collector Grundmann. "Ferdinand Porsche entered two here in 1938, so we had to come back," said Grundmann. "This is chassis six, one of the earliest survivors. It was discovered in Russia in a sad state with a DKW engine in the front. The restoration was my first reported on the internet, and enthusiasts all over the world helped with rare parts and pictures. Recently, we've found a very early engine in a lock-up in Vienna. It's a strange feeling bringing the Beetle back. In 1938 it was the slowest car at 21 mins and, with only 23bhp, it's hard work on the climb. We struggled on the first runs and did much of the hill in first, but with tuning we started using second and shaved off six minutes. I'm very happy with a 25 mins best."



History of the hill

The Grossglockner stands with Mont Ventoux and Pikes Peak as one of the greatest hillclimb challenges, yet it ran only three times during the '30s. The construction of the road was an amazing feat, taking 3200 engineers and labourers 26 months to complete, and to mark its opening the first hillclimb was staged in 1935. The loose surface of compacted gravel and sand, with punishing pavé on the hairpins, proved a treacherous undertaking for entrants – particularly motorcyclists. Mario Tandini took FTD up the 12-mile course at 14 mins 42 secs in a Scuderia Ferrari supercharged GP Alfa Romeo Tipo B, from Richard Seaman's ERA.

The second event wasn't held until 1938, when plans to run the full 33.5km – including a dangerous downhill section – were aborted after drivers staged a sit-down protest. Eventually, the course was limited to just the lower 12.6km section to Fuscher Törl. No one could touch the *Bergmeister* (champion of the mountain) Hans Stuck, who gunned the V16 Auto Union C-type through low cloud on a much-improved surface



Ferdinand Porsche entered two Volkswagens in 1938



Seaman's ERA roars off towards second place in 1935

to a winning time of 10 mins 42 secs ahead of Hermann Lang, who trailed by just 3 secs in a specially prepared Mercedes W125. Lang had practised for days prior to the event and was determined to win the following year when the W125s returned featuring steam cooling and twin rear wheels. The event was again restricted to the lower course and times were combined over two runs. HP Muller headed the first session for Auto Union from Lang, before rain and thick fog engulfed the course. "That was the toughest, most uncomfortable drive of my life," concluded Lang, who had to sit in the W125 for several minutes after his winning second run to calm down. Compare his two times – at 8 mins 55 secs and 11 mins 12.6 secs – and it's easy to appreciate the terrible conditions.

The Grossglockner was never revived, in part due to poor road conditions after WW2 when military convoys had ripped up the surface. By the time Austria's highest mountain pass had been rebuilt, these epic hillclimb competitions were impractical to organise, but the famous road became a must-drive for enthusiasts.

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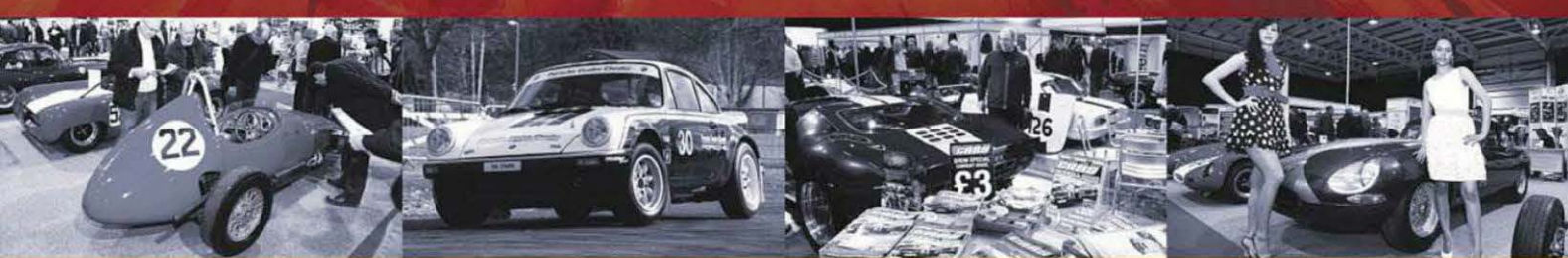
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ATALANTA SPORTS TOURER
Thomas Henne

Not seen for more than 30 years, the rarest sports car in Austria was this '38 Atalanta. "I love English cars and own a Jaguar XK140 and Bentley R-type," said Henne, "but wanted something pre-war. We found this highly original car in a Dutch collection and I loved its unique style. Just 20 were made and it originally had a Gough engine. When I have more money and less sense I'll rebuild it, but at present it has a Lagonda unit. Hillclimbs are my favourites; we've done the Arosa and Gaisberg, but Grossglockner is the greatest. It's a good feeling to be at the first one."



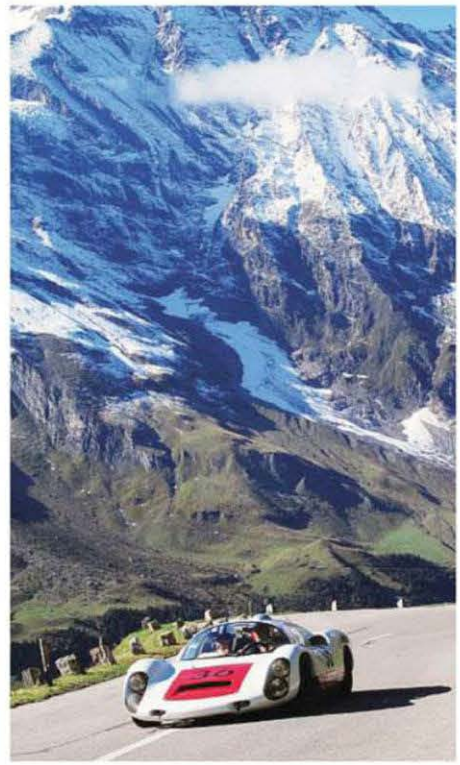


design, and a Porsche 550RS driven by Hans Herrmann. The 84-year old defied the low temperatures to gamely push the colourful ex-Carrera PanAmericana racer to the peak.

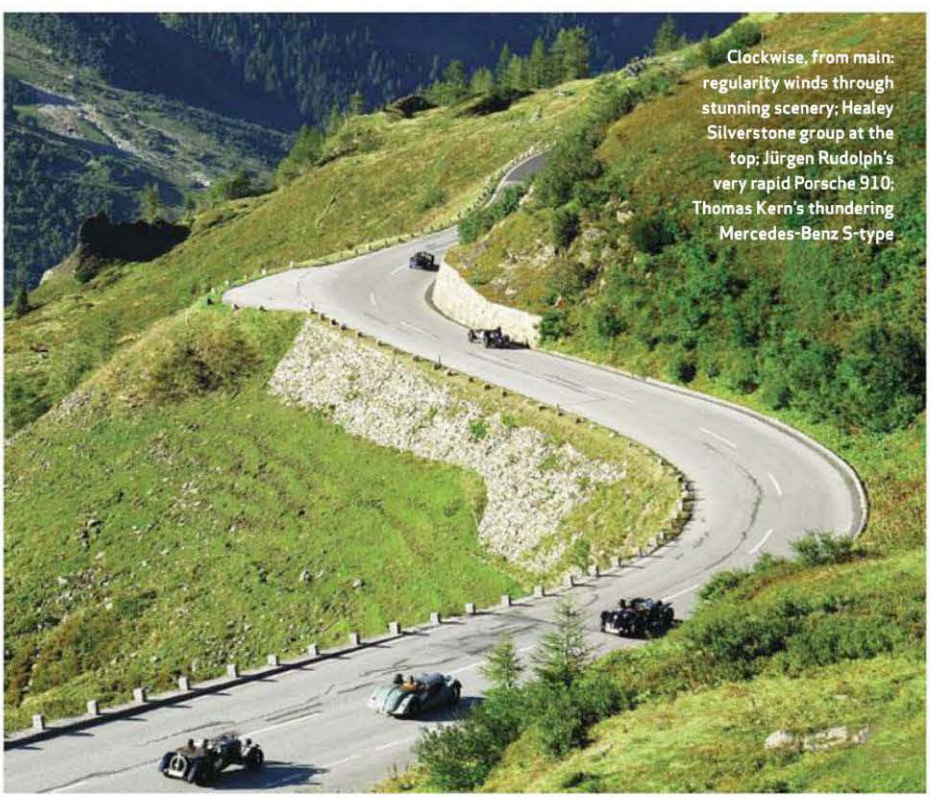
Sadly, Audi wasn't tempted to bring an Auto Union C-type to honour Hans Stuck's 1938 victory, but the great coup was inspiring Mercedes-Benz to run the fearsome W125 with Grand Prix ace Jochen Mass at the wheel. No stranger to the Alps, where he regularly escapes for solo trips on his Harley-Davidson, Mass didn't need any persuasion to drive the historic 1937 single-seater up the famous pass. Fresh from starring at the Goodwood Revival, the W125 had been back to the factory to sort its rough running at high altitude before being transported to Grossglockner. "The car runs beautifully now, better than at Goodwood," enthused Mass. "We're using second out of the hairpins and pulling 200kph on the longer straights. The engine has so much torque, which makes it perfect for hillclimbing. I love the mountains so this is a special experience for me. Driving this great car up the Grossglockner on a beautiful day – it doesn't get better than that."

The sight and sound of the stunning Silver Arrow as it powered up the pass was worth the trip alone. With the deafening exhaust echoing all along the valley, it sounded like two W125s in action or the ghost of '39 winner Hermann Lang chasing Mass up the 15km route.

The entry of Peter Kraus was a talking point in the paddock. The popular German singer, who did the vocals on the local version of Little Richard's *Tutti Frutti* and was greatly influenced by Elvis Presley, is an avid classic car fan. Kraus entered in his Jaguar SS100, but the back axle broke during the first practice run, leaving him stranded on a hairpin. For the rest of the day, Kraus was happy to sit on a stone wall and watch the event. There can be few more historic or beautiful places to break down.







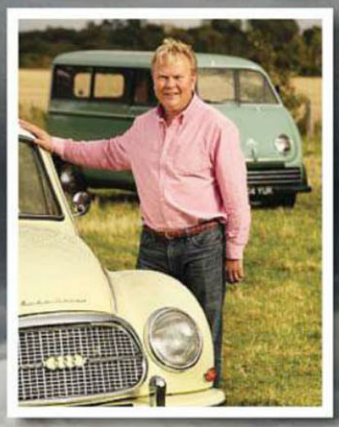
Clockwise, from main: regularity winds through stunning scenery; Healey Silverstone group at the top; Jürgen Rudolph's very rapid Porsche 910; Thomas Kern's thundering Mercedes-Benz S-type

BUICK SHAFER 8
Heinz Bachmann

With both pre- and post-war competition history at Pikes Peak, the '31 Shafer 8 was the ideal choice for the Grossglockner. "We bought it in America in 2010," said Bachmann. "It's powered by a 4.6-litre Buick straight-eight so it's easy to maintain, and it's very fast on alcohol." Three cars were built for the 'Junkyard Formula,' based on a special chassis made by Rigling and Henning in Indianapolis. It has a wonderful history, including competing three times at the 500 from 1933-'35 driven by Phil 'Red' Shafer. We get to run with pre-war Maseratis and Alfas, but for a fraction of the cost."



Two-stroke champion



DKW *über*-fan Fredrik Folkestad introduces **Martin Buckley** to his remarkable collection, which charts the rise and fall of Audi's forebear

PHOTOGRAPHY **TONY BAKER**


286B

Clockwise, from main: early cars featured a slatted, body-coloured front grille before chrome took over; 1000S four-door badged as an Auto Union; stylish Coupé version; useful Universal with split/fold seats; ring-a-ding two-stroke; early cabin has austere charm

You could be forgiven for thinking that, for official Audi historians, the DKW marque is a slightly uncomfortable chapter in an otherwise tidy story. These famous and once highly respected 1-litre, two-stroke cars merit scant attention in most biographies of the group, despite the fact that they were its bread-and-butter offerings throughout the 1950s and half of the '60s, and evolved to become the technical nucleus of its modern Audi product.

For 15 years after the war, these likeable and idiosyncratic saloons, with their charmingly bulbous lines and smooth-but-smoky three-cylinder engines, had a devoted European following. A DKW was the obvious choice for buyers who wanted a car that was upmarket of a Beetle, but also more interesting and credible than a gaudy German Ford or a tinny Opel. These cars established many of the values associated with Audi today: good build quality, rational front-wheel-drive packaging (with the engine mounted longitudinally ahead of the front axle line) for the kind of stability and handling that earned them a fine reputation in international rallying. Streamlined shapes and high gearing made these DKWs very much a product of a country where it was already possible to cruise at high speeds for long distances.

DKW *is* Audi. Dampf Kraft Wagen was formed in 1904, albeit under a different name, initially producing pipe fittings before moving into military equipment. Then, in the '20s, it became a significant manufacturer of two-stroke motorcycles, with an advanced range of two-cylinder, transverse-engined, front-wheel-drive cars following from 1930-'39. From the start,



DKW was the dominant partner in the Auto Union alliance of 1932, having taken over the Audi marque some four years earlier. With no market for big middle-class cars at the time, Auto Union allowed the Audi name to lie dormant after WW2, before resurrecting it in the mid-'60s as a rebranding exercise for a new generation of four-stroke, four-cylinder cars that would finally banish the two-strokes.

It was not dogma that kept DKW faithful to the two-stroke, because it did have its advantages in terms of fewer moving parts (no valves, no oil pump) and simplified maintence (no need to change the oil!), which many still considered an acceptable trade-off for the inconvenience of adding oil to your fuel. But in an increasingly affluent West Germany, this outdated technology was running out of credibility by the early 1960s. It was not easily adapted to the bigger, more powerful engines that the market was demanding, and it somehow had a whiff of poverty motoring about it that aligned it with the miserable Wartburgs and Trabants that the East Germans were driving.

Auto Union had found itself in the Russian Zone in 1945, and initially only re-established











itself in the West as a parts outlet to service the pre-war 'Deeks' that were still in use in Germany and nearby countries. Its first post-war car was the F89 of 1950, with a pre-war 700cc twin mounted longitudinally in a new chassis, all-independent transverse-leaf suspension and hydraulic brakes. The car had been previewed in '39 as the three-cylinder DKW F9, Auto Union's answer to the Volkswagen, but only prototypes were built before the war got under way.

Some 60,000 examples of this car, known as the Meisterklasse, were built in a leased factory in Düsseldorf before the Sonderklasse version appeared in 1953, using the three-cylinder 896cc engine that had been seen before the war. With its four needle-roller big ends and pressurised crankcase, this engine could take the new 3=6 DKW to 75mph (nifty for a sub-1-litre car in the mid-'50s) and the '3=6' name was a reminder that the power-on-every-stroke engine had the smoothness of a six-cylinder.

AFN of Isleworth was the UK concessionaire, and there was a British DKW Owners' Club as early as 1951 (the first in the world). It still exists to this day, making up in enthusiasm what it lacks in membership: there are between 20 and 30 DKWs on the road here. One of the keenest of its number is Fredrik Folkestad of Gloucestershire, comfortably the most prolific collector of the marque in the country. He kindly made time to pull out nine of his best examples, covering the complete history of the three-cylinder cars.



'POPULAR IN NORWAY, DKWS HAD FAMOUSLY GOOD HANDLING ON SLIPPERY SURFACES'

Sonderklasse

Folkestad's oldest car is a 1955 3=6, with the two-door 'export sedan' body, featuring a central pillar from which the door is hinged. Widened by 4in for 1956 and with a restyled grille (which you have to remove to get at the points), this basic shape went through to 1963 and it was in this form that it became a familiar and successful rally machine and European Touring Car Champion in 1954. DKW claimed that the two-stroke engine was 'almost maintenance-free' and promoted the rugged qualities of its separate box-section chassis with floating rear axle and Duplex drum brakes. Like almost all of his DKWs, Folkestad's 3=6 was bought in Scandinavia, where he finds that there is a good supply of surprisingly rust-free examples; in the really cold northern parts they don't bother putting salt on the roads, so the survival rate is good. "They were popular cars in Norway when I was kid," he recalls. "Probably because people were familiar with two-stroke technology from Saab." The fact that two-strokes start easily in the cold, and that the DKW's handling was famously good on slippery surfaces, no doubt helped.

The saloon was rapidly supplemented by Karmann-built two- and four-seater convertibles, plus an estate version called the Universal with 22sq ft of load space (the wheelbase was slightly longer), a side-hinged rear door and a payload capability of 893lb. Naturally, Folkestad made sure he added one to his collection. Bought in Sweden as a project, it has had a three-year restoration with 175 hours of welding.

Folkestad believes it to be the only Universal on the road in the UK and, with its fresh paint and immaculate interior, it looks stylish as well as useful, with the feel of something that is a purpose-built estate rather than a grudgingly converted saloon. The rear door opens wide to reveal a low rear deck and split/folding rear seats: was it the first estate car to have these?

From 1958-'63 the 'big' DKWs became Auto Unions. Folkestad's 1961 1000S four-door shares the same wheelbase as the Universal. Unlike the two-door car, its curved rear screen is a one-piece item and the proportions are subtly changed, with the scuttle moved forward. A slightly optimistic five-seater, it does feel big for a 1-litre machine, the feeling of spaciousness aided by the flat floor (no propshaft tunnel or gearbox hump). In 1000S form, it has 50bhp and synchromesh on first – useful for a car in which you have to use the bottom ratio quite a bit to keep momentum in hilly terrain – plus a better thought-out ventilation and heating system.

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Clockwise, from main: mini-T'bird looks are the 1000SP's most distinctive feature, but don't expect similar performance; fins were claimed to aid stability; plush cabin

With its glamorous cream steering wheel and opulent seats, the four-door is promoted in its brochure as a car for gracious living, with mink stole-wearing ladies taking trips to the opera. As Folkestad points out, however, that image doesn't quite square with the trail of blue smoke that follows the 1000S everywhere. Still, the new 'Lubrimat' system for '61 (automatically feeding oil into the engine, in proportion to revs and load) at least meant there was no more fiddling with cans of oil when the time came to fill up.

To me, the prettiest of this group of early cars is the pillarless 1000S Coupé from 1963, with disc front brakes, fake wood on the facia, cloth trim, front-hinged doors and a Mercedes-like thermometer speedo. You wind it along on a column gearchange that initially doesn't seem to be the best feature of the car, with first and third at the bottom of the gate, but the synchromesh is good and you are soon finding the gears easily, the movements being short and crisp. You need third for any meaningful acceleration below 35mph, because there is not much torque and, at 18mph per 1000rpm, top is relatively tall – a clue to the car's character as a highly competent all-day *autobahn* cruiser.

Rev it hard and the two-stroke, with a separate coil feeding each spark plug, sounds lusty and willing. Using just the first stage of the throttle travel, the 1000S will cruise at 60-70mph; press beyond that initial movement and you get more acceleration, the last 5-10mph of top speed and a sub-30mpg thirst – hefty for a 1-litre engine.

The thing that dates it as a first-generation front-drive car is the poor lock; otherwise, it takes corners flat, with no fuss and a pleasing feel to the egg-shaped wheel that operates smooth, accurate rack-and-pinion steering.





'IT'S HARD TO RECONCILE THE SP'S RAKISH LOOKS WITH THREE CYLINDERS AND 1-LITRE POWER'

Auto Union 1000SP Coupé

The 1000SP was the glamour car of the Auto Union line-up, a low two-seater Coupé or convertible with bodywork subcontracted to Baur. The Coupé was launched first, at the 1957 Frankfurt show, and marketed as the connoisseur's choice, a luxury sports car with civilised features such as reclining seats and a more powerful 55bhp engine with twin carburettors and higher compression. Each SP engine was hand-selected from the 1000S production line, then specially balanced and given an 'SP' serial number. The rest is technically contemporary with the 1000S saloons and coupés, with the same four-speed gearbox (with closer ratios), freewheel and, later, ATE front disc brakes and automatic lubrication. The Roadster arrived in 1961 and is the rarest of the SPs, with only 1040 made compared to around 5000 Coupés.

It was claimed that the fins helped stability at speed, but they were really a fashion item that made the 1000SP look so much like a Thunderbird it was a wonder Ford didn't sue. The 1000SP outlived the saloon by two years, and surviving examples are the most sought-after and valuable of the two-stroke cars. A few right-hookers were sold in Britain but, at almost £2000, they were rather expensive for a 1-litre car so were never a common sight.

Folkestad doesn't use his 1959 SP Coupé all that much; in fact, he hasn't had it on the road in two years and finds it a slightly awkward car to drive. Another Swedish import, it has a rare type of air filter found only on about 50 early cars. Driving the SP, I can understand his ambivalence towards it; the saloons, with their upright driving positions and rounded styling, seem much more what these cars are all about and it is hard to reconcile the rakish looks of this substantial Coupé with three cylinders and 1-litre power – it looks as if it should have a straight-six at the very least. I suspect one would have a different view of the SP in roadster form, but the Coupé

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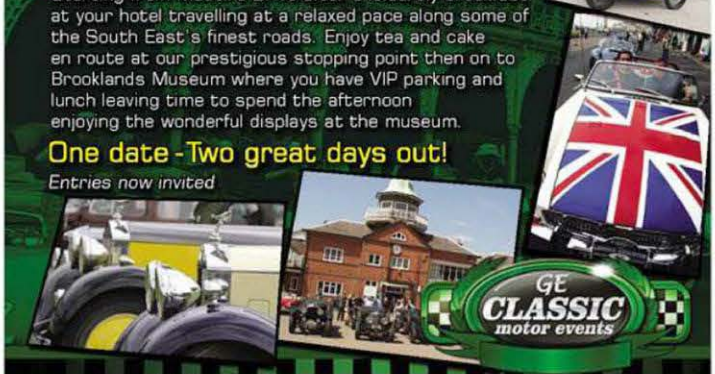
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From top: boxy shape means huge space inside, with folding passenger seat; two-dial dash; engine set low to avoid internal intrusion – fixed lights peer through bonnet

'THERE'S NOTHING VERY *SCHNELL* ABOUT THIS BUS WITH SAD-PUPPY LOOKS, BUT IT IS FUN'

goes pleasingly with an almost exotic thrum to its engine plus the same excellent steering and handy front-drive cornering characteristics as the 1000S. The big white steering wheel and voluptuous reclining seats make it feel grown-up and sophisticated, but you have to hone your sensitivity to get the best out of the gearbox when working the column change, which leaves little allowance for wrong-slotting.

Schnellaster Kombi

DKW had a proud tradition of commercials going back to the '30s, based on the 700cc F7 passenger car and among the first front-wheel-drive delivery vans. This theme was continued into the '50s with a range of vehicles borrowing from the interim two-cylinder, 700cc DKW F89s. Marketed as the Schnellaster (Rapid Transporter), its comic styling hid advanced themes such as a drivetrain neatly packaged ahead of the cabin, with the engine mounted transversely; all of this in 1949! With the load space just 16in off the floor and access through a single side-hinged door, it was an adaptable and versatile platform – in many ways the precursor to the modern front-drive van, although at the time it was outsold by the VW alternative.

They were built until 1962 and were highly popular outside of West Germany in Spain and





Argentina, where they were built under licence for many years after German production ended. From 1964, there was a modern variety of 1-ton Schnellaster that looked very like a British Commer, but it is the early ones that collectors go for. They came as the panel van, a pick-up and a minibus or Kombi, as seen here. A 1955 800cc two-cylinder model (the three-cylinder version arrived that year), this example started out as a mobile bank in Sweden; you can still see where the safe and the wood-burning stove were fitted. With two cylinders, four speeds and 30bhp, there is nothing very *schnell* about the little bus but it is fun with its sky-high driving position, ultra-low gearing and sad-puppy looks. Folkestad is not afraid of tackling long trips in it, either; he cruised back from Sweden at 45mph.

DKW Junior 40S, F12 Roadster

As the 1-litre Auto Unions and DKWs became more elaborate and upmarket towards the end of the '50s, they began to lose a traditional element for economy-minded buyers. The 1960 DKW Junior was a successful attempt to regain the interest of this market with a cheaper, smaller model with more contemporary styling and a shorter-stroke version of the three-cylinder engine giving 34bhp from 741cc.

The Junior still had a separate chassis, but with a conventional dead rear axle on trailing arms and sprung by torsion bars inside the chassis crossmember. There were lower wishbones at the front – again on torsion bars – inboard drum brakes and different driveshafts that, of course, had to take the braking loads. Folkestad's Junior is a 40S, a model that was unique to the UK and developed by the local importer. Only two are known to survive. The basis of the conversion was a gas-flowed, higher-compression engine with polished and opened-out manifolds, plus different carburettor jets. These changes cost £39 and added 5mph to the top speed, as well as lopping a massive 14 secs off the 0-60mph time. Other changes included a central foglight and laughable veneered door-cappings – basically two pieces of stained balsawood screwed to the tops of the doors. Folkestad bought this car from its first owner in the mid-'90s.

It looks dinky and quaint on its tiny 12in wheels and has a much more tinny and cheap feel than the earlier generation of DKWs and Auto

Cute F12 has understated transatlantic style. Above right: better trim in F12; laughable door-cappings of 40S. Below: dinky 12in rims for entry-level 'Deek'

Unions. Such opinions were voiced at the time, causing a better-equipped 800cc De Luxe on 13in wheels to be offered in '61. The Saxomat vacuum-clutch system was a reasonably popular option on all Auto Unions and DKWs (except the 1000SP), but this Junior is the only car in Folkestad's collection to have it. You still have to move the gearlever around, but there is no clutch pedal; touching the lever – still column-mounted – operates a microswitch that dips the clutch.

The Junior begat the F11 and the F12 in 1963. These had a tidier version of the Junior's styling, with a squared-off roof and less-pronounced peaks over the headlamps. The F12 was the 40bhp, 889cc version with front disc brakes, the F11 its 34bhp sister with drums and a simpler interior specification – only one sunvisor, no door on the glovebox, no cigarette lighter.

Easily the most collectable of these smaller cars is the F12 Roadster, a factory convertible built to the tune of fewer than 3000 examples between 1964 and '65. It has most of the characteristics of the 1-litre cars, its uneven tickover smoothing out to that amazing straight-six-like hum with an enthusiastic appetite for revs that makes the acceleration seem better than it is. The steering is light and precise, rarely betraying the F12's front-wheel drive, and in these smaller cars the column change was fully sorted with a conventional pattern (first and third uppermost in the gate) and strong synchromesh throughout. There were some right-hand-drive Roadsters, but this left-hooker is thought to be one of only three or four examples in the UK. They do have quite a following, though. "There's a guy in Norway who has one in every colour, all in as-new condition," says Folkestad, who has a particular fondness for the car.



Auto Union DKW F102

The 1000S models had their origins in the '30s and were well overdue replacement when the F102 was introduced in 1963. The curvy streamlining of the Sonderklasse was replaced by a rational, angular and glassy three-box look that foreshadowed Audi styling of the late '60s and early '70s but, surprisingly perhaps, the two-stroke was thought to have continued potential. It was still a triple, built along the same general principles, but up to 1175cc with 60bhp and more torque. This was a car with determinedly middle-class aspirations, with a large boot, reclining seats and five-seater capability. There was lots of legroom in the back from a 3in-longer wheelbase than the 1000S, though it was narrower and slightly lighter thanks to modern monocoque construction at last. Torsion-bar suspension all round took its inspiration from the Junior, but at the rear the dead axle had a spring that doubled as an anti-roll bar.

The sealed cooling system and radiator mounted conventionally in front of the engine were innovations for DKW, plus the inboard front discs would be favoured by Audi for decades to come, but 6V electrics were deemed adequate and the four-speed column shift still







'DKW PUSHED THE FACT THAT MAINTENANCE WAS ONLY NEEDED EVERY 6000 MILES'

had a freewheel. DKW pushed the fact that maintenance was only needed every 6000 miles and continued to preach the benefits of a lubrication system that automatically injected fresh oil into the engine from a transparent reservoir.

The F102 had two doors at first, a four-door following in '64, the year Volkswagen bought Daimler-Benz's stake in Auto Union. DKW production ended in '66 and thus crossed over for a year with the four-cylinder Auto Union Audi (note that 'Audi' was a model name at first, rather than make), precursor to the Audi 100 and the modern generation of cars from Ingolstadt. Its high-compression, Mercedes-designed engine was a legacy of that company's 88% controlling interest in Auto Union between 1958 and '64. In fact, this basic engine design was used by Audi well into the '90s.



Tellingly, in a 16-page introductory brochure to the new car, there isn't one mention of DKW, despite the fact that the new Audi was undeniably the old F102 lightly made over with a longer nose (to accommodate the bigger, canted-over engine) and rectangular headlamps.

Folkestad's F102 came from Sweden, but they are rare even in Germany – where rust got most of them – and close to extinct in the UK, where they were only imported for 12 months. On a brief drive, the F102 feels like a refreshing step into the '60s with its big glass area, lots of elbow room and sense of austere functionalism inside. The column gearchange blunts this late car's driver appeal and it is only marginally livelier than the 1000S. The top speed is estimated at 85mph, but with the two-stroke you could have cruised at that speed all day. The steering, brakes and ride have a feeling of unruffled '70s competence and stability that must have made the F102 a distinctly superior form of transport if you only had a Cortina or a Minx to compare it to.

As well as policemen seeming younger, a sign of middle age is the increased difficulty of telling one modern car from another when you walk down the high street. These DKWs and Auto Unions seem emblematic of a period in which technical variety and difference in everyday cars was still celebrated; a time when, in the face of creeping homogeny, you could still tell the maker of the car by the noise it made and, in the case of DKW, by the smell.



F102 was a clear shape of things to come from Audi. Above, l-r: front indicators neatly integrated into the wings; cabin is roomy and looks refreshingly modern

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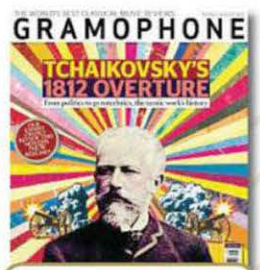
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David Vacelet and Emilie Velut, proprietors of Hotel Villa Romaine, pose with Boo


Boo and Seumas Cowley's identical '65 4.2


Len examines the recalcitrant fuel pump


Guichards' E shed exhaust on speed hump



Jaguar E-type

Run by Gaynor Cauter
Owned since December 1980
Total mileage 105,904
Miles since June 2012 report 329
Latest costs £375

HAVING A BLAST ON THE BASTIDES

With the summer hols upon us, Boo was raring to go thanks to my partner Len's efforts in the carburettor department. New downpipes had cured the rude noises emitting from the rear end, and I even gave it a bath – probably why it rained all the way to the Périgord Noir.

This year's Rallye des Bastides was the 10th and organiser Bertrand Guichard had promised it would be special. We arrived at the Hotel Villa Romaine in Carsac to see some familiar cars already there. We love this rally because the regular contingent of mostly French and Belgian friends turn up every year. Emilie Velut and David Vacelet, who run this superb hotel, welcomed us as we parked alongside Alain Coudert's early XK120 roadster. Up rolled the Prétats in their '72 Dino, followed by Christian Lalarderie in his '59 Corvette.


Darl'mat of Dubuis with mechanic Gilles

There were plenty of Jaguars – Jeff Whitaker from Guernsey in his XK120, Seumas and Jill Cowley with their white Boo lookalike, plus the Roynettes in a Willow Green 120 roadster. Alain and Sophie Dubuis arrived in a 140, with son Charles behind in Alain's amazing 1937 Peugeot 402 Darl'mat, but the XK that raised the biggest cheer was that of Jean-Pierre Maurice from Belgium, whose wife Isabelle did every single Bastides Rally until she died of cancer last year, aged 47.

A second Dino led a procession of more superb cars: a '39 Salmson, several Healeys, three MGs, a rare DB Le Mans and a Type 35 Bugatti. Add to these Hervé Ogliastro's beautiful Figoni-bodied '37 Delahaye and Le Mans Classic racer Leo Malet de Roquefort's superb Alfa 6C replica, and you get some idea of how the car park looked.

Day one took us on a 200km run to Saint-Emilion, but not before Boo's fuel pump packed up. I emptied the boot and Len dug it out of the offside rear wing. While he was cleaning the points, someone pulled up in an Audi, jumped out and, to my surprise, shook me by the hand. It turned out he was one of our loyal band of expat readers and a regular follower of Boo's exploits – running or otherwise!


Serge Boulay owned third white S1 on trip

'Our spectacular route took us past perched villages and medieval castles – and down a few dead ends, too'

The pump was easily fixed, but Seumas kindly lent me a spare just in case. Christian wasn't so lucky with his Corvette's fusebox, which shorted out, causing a small fire. Unfazed, he phoned his mechanic in Bordeaux and, a couple of hours later, rejoined in a Porsche 911 RS.

Our route took us along spectacular roads, past perched villages and medieval castles – and down a few dead ends – to the impressive four-star Hôtel Grand Barrail. Unfortunately, Bertrand had done the recce in his 1969 Land-Rover instead of his E-type, so he hadn't factored in the speed bumps in the drive. First to arrive were Christian and Laurie Guichard in their E-type 2+2 and promptly ripped off its exhaust, so Len and I produced some spare brackets from the boot and helped to re-fit the system.

Our surprise visit turned out to be to the legendary Château d'Yquem, home of the world's finest Sauternes. On a tour of the cellars we saw bottles dating back to the 1800s, some of which sell at auction for over €100k. Not surprisingly, we didn't even get to sniff them.

You can get blasé about châteaux, fine food, great roads and magnificent hotels, and it was almost a relief to head back to the Villa Romaine for a relaxing evening with our friends. Apart from the fusebox and the exhaust, there were a few other mishaps. When the offside shock-absorber mounting broke on Jean-Pierre's XK, Len patched it up sufficiently to get the car to a garage while I rang SNG Barratt. It was 4:30pm UK time but they still managed to get a new set of dampers to the hotel the next day and Jean-Pierre was soon back on the road. My other half wasn't so lucky with a Delahaye's brakes, so Hervé rang home and, by the time we reached the hotel, his Type 35 Bug was waiting for him. *C'est la vie!*

The Bastides is easily our favourite rally and our names are already down for another fix of automotive and foodie paradise in 2013.



Lotus Elan +2

Run by James Elliott
Owned since March 2012
Total mileage 21,859
Miles since December 2012 report 602
Latest costs £625

BELTING UP FOR THE SCHOOL RUN

There has been something of a miracle. My last running report ended (well, more sort of tailed off) with the words: 'I hope to be transporting the Elliotts *en famille* by the time you read this.' And lo! It came to pass, as much to my surprise as everyone else's. The car was in near-daily use anyway, but without fulfilling its primary purpose of ferrying the kids around. When Port's Thatcham Classic was looming, the impending family day out finally spurred me into action.

Though when I say 'spurred into action', the only action I took was to haul the Lotus around the North Circular on a Friday afternoon to *C&SC*'s perennial seatbelt problem-solver Quickfit in Stanmore.

I outlined my requirements to boss Stuart Quick and, after closely inspecting the car and investigating the options, he reckoned that, given my girls' ages and sizes (six and four, both tiny), four-point harnesses were the safest way forward for at least the next few years.

"Brilliant, I need it in a week," I replied, doing a runner. When I returned the day before Thatcham, the job was done. Beautifully. The harnesses barely intrude and don't affect the rear sight-line at all.




Stuart Quick decides best system for +2


Neat brackets anchor harnesses to chassis


Elliott's cherubs now love travelling in +2

Off-the-shelf kits are available, but Quickfit was determined to make sure that all the harness points were anchored to the backbone chassis, which necessitated a lot of bracketry, but the extra rigidity was a compelling argument.

Master of webbing Pawel Podchorodecki took me through his showreel of the work and it was mighty impressive. I do like it when people record their efforts so diligently, so you know exactly what has been done and what is lurking behind the trim without having to tear it all out for a reassuring peek.

Of course, the real verdict could only come from Charlotte and Lucie. But not at Thatcham because, due to some last-minute hitches, I ended up travelling solo, feeling guilty every mile of the way that I had put the Quickfit boys under so much pressure for nowt.

Even so, it was a brilliant drive down, sharing the M4 with Taylor's Stingray and meeting a load of friends (old and new) at the West Berkshire event before heading home through atrocious weather in convoy with Clements' Magnette.

Shortly afterwards, I enjoyed another great trip when I popped up to Hertfordshire to visit the Veteran Car Club's magnificent HQ, and to lower the tone in its splendid car park. Having taken the direct route on the way up there, I enjoyed the final, non-motorway stretch to Ashwell so much that I got my special Lotus-branded map out and plotted a route home that involved a lot more country roads.

Despite the disappointment of being *sans famille* at Thatcham, since then I have become aware that, without that impetus, I might have gone months or even years without getting the job done.

Instead, the +2 is now capable of doing the work that I used to justify buying it. Not only do the girls adore the "little red car" to look at, but now they're boasting to their friends about going to school in it, too. The belts themselves are comfortable for them, plus easy to put on and adjust for me, holding them securely in their seats.

Now, if I could just unteach Lucie the unflattering song she has picked up somewhere – her mother I expect – and enjoys singing loudly on all occasions: "Twinkle twinkle chocolate bar, Daddy's got a rusty car."


Quickfit recommended that four-point harnesses would be the most secure for the Lotus

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Bentley Sedanca

Run by Simon Taylor
Total mileage unknown
Miles since October 2011 report 868
Latest costs £368.24

IGNOMINY ON A MAIN BUS ROUTE

Rolls-Royces and Bentleys were meant never to break down. Very, very occasionally they might 'fail to proceed' – in which case one was advised to order one's chauffeur to contact the factory, which would despatch an engineer post-haste to reinstate forward motion.

My beloved 1937 Bentley 4¼, ever since its first-rate mechanical rebuild by A & S Engineering four years ago, has never failed to proceed. So I've never thought twice about subjecting it to 21st-century motorways, or to the hectic scramble of London traffic. But on a hot day in August, as my wife Pearl and I were working our way through the smokey jams of Fulham, the engine coughed, and went silent.

Harwood Road is a main bus route running south from Fulham Broadway into Chelsea's Kings Road. It's quite narrow, and has yellow lines running its entire length lest anyone should be insane enough to consider stopping. But we stopped. Fortunately I was able to use our dying momentum to bump two wheels up onto the pavement, but it was still barely possible for the double-deckers and heavy trucks to squeeze past. While Pearl directed traffic and rewarded all the glares and glowers with a sweet smile, I inserted my upper half with no great confidence under the bonnet. I'd always been taught that any breakdown will be due to one of two things: lack of fuel, or lack of sparks. According to my clumsy diagnosis fuel was getting through, and the pump was clicking regularly but not hysterically. Which meant it must be electrical. And I'm hopeless at electrical. There was nothing for it but to ring the AA.

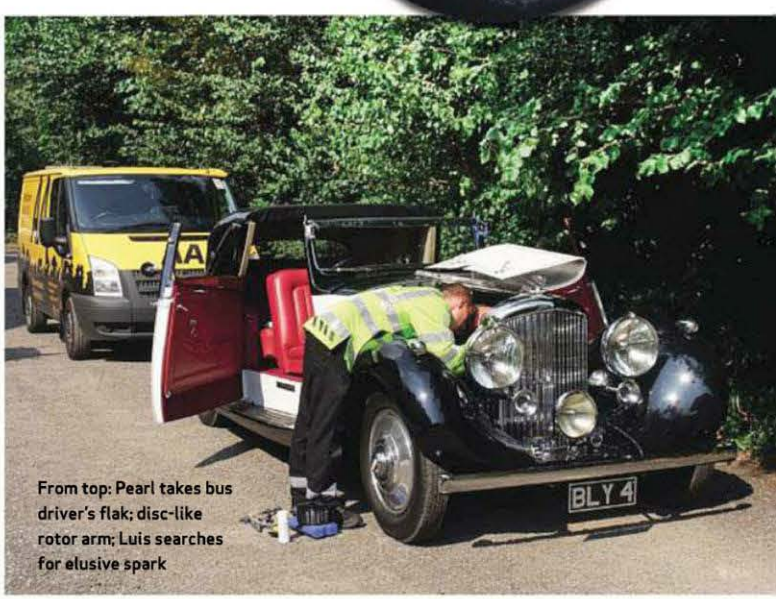
Meanwhile, among the traffic inching past, I spied a police car. Would the two coppers on board offer some encouragement, advice or at least sympathy? No: the officer sitting in the front-left seat merely wound down his window and intoned the inevitable words, "You can't park there!" before they inched on down the queue.

In due course a yellow van arrived. Our friendly AA man, Luis Alvarez, quickly came to the same conclusion as me. By then the car had cooled down, and more in hope than in expectation I tried the starter again – and the Bentley burst into life. We bumped off the pavement and continued on our way, Luis kindly agreeing to follow us home to Chiswick in case it stopped again. It did, of course, fortunately in the quieter environs of Barnes Common where I was able to park off the road. With his infinitely better skills and diagnostic equipment, Luis reckoned that the problem was the distributor, although a visual check, including the disc-like rotor arm, showed nothing obvious amiss. At that point we admitted defeat and summoned a low-loader, which took the forlorn and silent Bentley plus me to Feltham to confront the ever-cheerful Colin Mullan. He's always a source of comfort on such occasions because, whatever happens, he's seen it all before.

"It'll be the rotor arm," he said. "Sometimes you get an internal crack in the Bakelite. If it's tiny you can't see it, and it only shorts when things get hot. Then when it cools the car will sometimes start." Gospel according to St Colin.

Derby Bentley rotor arms don't grow on trees, but my friends at Frank Dale & Stepsons in Brentford, as well as having all those mouth-watering Rollses and Bentleys for sale, carry an excellent stock of period parts. Vincent Roma's the man there who knows almost everything and has almost everything, and of course he had the correct rotor arm.

Back at Colin's, in it went: and the car started on the button and ran perfectly. I've now ordered another, which will live in the toolkit. Bentleys have twin fuel pumps and twin coils, each ready as a stand-by if one should fail. Now mine will have twin rotor arms, too.



From top: Pearl takes bus driver's flak; disc-like rotor arm; Luis searches for elusive spark

THANKS TO
- Luis Alvarez of the AA
- Vincent at Frank Dale & Stepsons
- Colin Mullan, as always

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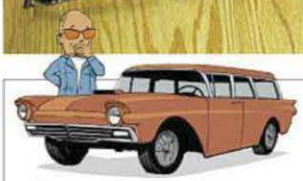
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Ford Ranch Wagon

Run by Julian Balme
Owned since June 2003
Total mileage unknown
Miles since May 2012 report none
Latest costs $105

CANDYMAN HAS GASSER IN SIGHT

For four years, I've been carrying a dog-eared photo of a chromed badge that sits on the rear wing of the Ranch Wagon. It's the only external piece of brightwork that I want to keep, but I've only ever had the one of course. Hence every year said photo gets shown to various Ford traders around the showground at the Hershey Fall Swap Meet. It's a 'rare piece' and, frankly, any hope of finding a second one has long been considered futile.

This year my wife Karen joined the boys on our annual pilgrimage to the 'sweetest place on earth', not to keep a check on our spending, but more on the promise of oddball items of Americana that I'd told tales of from previous trips. Armed with comfortable shoes, we set out on what has now become a military operation, scanning rows of tables groaning under the weight of rusty treasure. Halfway through the first morning, Karen said: "Isn't that the badge you're looking for?" Having seen that the stand in question was full of Mopar parts, I replied in the negative without even glancing up. "I think it is," she insisted. In three hours, Karen had found something that I'd spent four years searching for. And at the bargain price of $35!

Another fine discovery was a chromed air cleaner that looked as if it had come off an early Don Prudhomme rail. I'm not sure how I will be able to utilise it, but at 20 bucks it couldn't stay in Pennsylvania. A Cal Custom adaptor to fit it to a Holley, also found at Hershey, means it will more than likely make its way on to the Wagon's engine.



Mrs Balme noticed rare script badge at Hershey, then her old man found the airbox



Exterior flatted and primed: top coat next



One-piece bonnet matches the underside

Meanwhile, back in Essex, progress on the bodywork has been coming along nicely. The Ford was a Del Rio-trimmed model, or at least parts of it were, which meant that it had a stainless-steel panel and spears running along its flanks. The locating holes for these were filled after the shell had been dipped and, on the one-piece front end, Simon and Shane at The Paintbox rightly decided to grind and file everything back so that, when it's revealed, the inner metalwork will be as clean as the outside. Once it was prepped, their pal Nick at Hi-Lite mixed and supplied the paint for the inside of the bonnet and the back of the front wings as an exact match for the Ermine White of the underside.

The insides of the doors have also been sprayed the same colour, leaving just the exterior. This isn't going to be subtle and, after my next trip to Coggeshall, home of The Paintbox, I will have a shopping list of flake and candy hues for Bee Bee, House of Kolor's UK agent. Having seen the sample, I can't wait.

THANKS TO

- The Paintbox: 01376 563859
- Hi-Lite: 07850 940165
- Bee Bee Refinishing: 01787 475581



Citroën GSA Spécial

Run by David Evans
Owned since March 2007
Total mileage 161,016
Miles since July report 6793
Latest costs £575.40

EXHAUST BLOWS THEN LHM LEAKS

It's never a good idea to even think 'it hasn't cost me that much lately', because something will break. In the Citroën's case, what started off as a fruity rasp while I was driving around Nantwich one weekend had become a full-on broken-exhaust bellow by the time I'd returned to London. It sounded good, though!

The system had rusted apart where the centre piece meets the back box and there wasn't enough left on either part to strap them together with a bandage kit. So I took the silencer off and hoped that there wouldn't be any of the boys in blue around when I drove it to Chevronics in Hitchin to have the car fixed. It needed both bits replacing and Rob Moss diagnosed the smell of petrol as the fuel-filler



New boots fitted by Billy Boots, who else?



Vic Brown replaces back box at Chevronics



Evans' reservoir bodge didn't stem leak



With Dalziel's lovely Pallas SE, Silverstone

neck, but it can be repaired. Sounds like another job for the duct tape.

Other than that, YLC has mostly been behaving itself. It needed two Michelin XZXs on the front before our trip to La Sarthe (*Our classics*, October '12), sourced from Longstone and fitted around the corner from work at Teddington Tyres. Billy Boots was chuffed to see the GSA and couldn't remember the last time that they'd had one in.

While we waited to board the ferry, I had a quick look to investigate the comedy rear lights. "It's like a Christmas tree when you're reversing!" as Port put it. The cause was nothing worse than intermittent and dirty contacts on the aged circuit boards. Once we'd pitched up at Le Mans, the Citroën seemed to spark a few memories for people on the campsite, so thank you to everyone who came over for a chat.

Then, when I least expected to see another GSA, I spotted Ian Dalziel's immaculate Pallas SE with the SeMantics group at the Silverstone Classic. I'm not a Citroën Car Club member, but SM guru Andrew Brodie kindly told me to fetch mine over from the boggy area by the Morgans. Which I did, but by then the SMs had gone home – though I had a nice chat with Ian and his wife, who also have an SM.

While I was doing what passes for a major service – air, oil and fuel filters, plus cleaning the plugs and generally faffing about – I worked out why the hydraulic warning light had flickered on. One of the low-pressure return pipes to the LHM reservoir had split. It last went four years ago, but this time there wasn't enough left to trim the broader end and push it back on. They're NLA, though fortunately Chevronics has a scrap GSA that yielded a perfect second-hand item.

THANKS TO

- The Chevronic Centre: 01462 455280; www.chevronics.co.uk
- Longstone Tyres: 01302 714072; www.longstonetyres.co.uk
- Teddington Tyres: 020 8943 9550; www.teddingtontyres.com



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AC Buckland

Run by Martin Port
Owned since October 2007
Total mileage 9499
Miles since October report none
Latest costs £7.41

INSPIRED BY A CHANCE MEETING

After the previous running report on the AC, I felt ashamed that progress had been rather slow, so I'm glad to say that I immediately got cracking and one of the first jobs was to blast the rear leaf springs. To start with, I unwrapped the bindings that covered the shackles at each end and was pleased to see just how well the metal beneath had fared thanks to a good covering of grease.

Although the rest of the spring didn't look quite as good, a couple of hours with the soda-blaster (and a helping hand from blasting addict James Page) nicely removed the accumulated dirt and rust.

With the engine being a major stumbling block in the restoration, I figured it was time to take stock and make some firm plans. The first step was to gather everything together, which meant a trip to see James Goldstraw at Grace Engine Developments. He had initially taken on the task of removing the original (and broken) steel liners from the block, and had recently begun work on the cylinder head for me. The head itself was vapour-blasted to make examination easier, but fortunately Goldstraw couldn't see any particularly worrying signs – only a couple of broken valve guides. He had also cleaned and refaced all of the valves so at least they will be ready to go back in once new guides have been fitted and the valve seats recut.

In the meantime, Goldstraw tasked me with the job of cleaning up the inside of the block. He confirmed that it appears to be free from cracks, which is good for a block of this age, but the surface corrosion on the inside of the water jacket would need dealing with before we went any further.

Collecting everything meant that I could lay out the engine and try to arrange old and 'new' parts in order to make a complete unit for overhaul. I ended up with a set of six potentially usable second-hand steel liners with matching pistons and conrods – all in standard size, as opposed to the +20-thou ones that came out of the engine. The next job is to clean these up, remove any weighting from the conrods and have the wet liners honed.

Away from the workshop, I had a pleasant surprise at the Thatcham Classic in October. A gentleman approached me and announced that he had something that may be of interest. He handed me several ACOC news *Bulletins* from the 1960s and opened one to reveal a photograph of PAR 419 at Brands Hatch in '66. "1966? That means the driver must have been Michael Fines-Allin," I announced.

"Yes," he replied, "pleased to meet you." Fines-Allin was the fourth owner of the AC and had popped down to Thatcham from his Buckinghamshire home. Overjoyed, I felt it only fair to take him to see the car across the other side of town and I think he was glad I did – kindly brushing aside my apologies for the current state and regaling me with stories from his time as owner, including one about the time the bonnet took off while he was driving down the M1, almost decapitating him before landing on the motorway behind! It turned out that my recent activity with the restoration had been a good thing for Michael – inspiring him to dig out his Turner from the garage and make a start at getting it back on the road. As a parting shot, he dangled a carrot before me: he had kept the AC's original bootlid badge and promised to let me have it once the car was nearing completion.

I was also rather pleased when John Spencer from the ACOC e-mailed several scans from 1953 copies of the club *Bulletins*, which finally provided me with information relating to first owner Harold Day's entry at Goodwood. I am keen to get hold of original copies of these: number 41 (July/Aug '53), and number 42 (Sept '53), because they would be great for the history file. If you can help, please get in touch: martin.port@haymarket.com.

On the off-chance, I put the date – 25 July 1953 – into eBay, and it came up with one item: an official programme for the Goodwood Motor Circuit Members' Meeting on that day! Two days and the princely sum of £7.41 later, I was the proud owner of the racecard, which showed HF Day and his AC as entry number 108 for the last grid of the day: a five-lap handicap race at 5:45pm.



They all need cleaning, but it looks as if these could form the basis of the engine rebuild...



Old friends finally reunited after 43 years



Fines-Allin and PAR 419 at Brands Hatch



Water jacket will require careful cleaning



Rear springs: before and after blasting



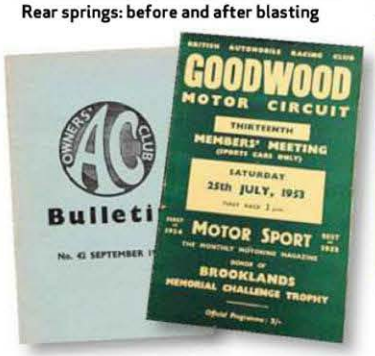
A few of the refaced valves to be reused

STRENUOUS DAY. Harold Day, who won the Concours with his 1952 Buckland, writes to say that he competed in the Chichester M.C.'s Concours the day before, taking second place and winning his Class. Apparently only two cars got more than 200 marks out of a possible 270, and Harold, who scored 246, was pipped by one mark for first place by a Riley, which thus took the Duke of Richmond and Gordon Cup.

Harold also competed at Goodwood on July 25th—the Buckland being the first A.C. to race there. He ran in the last event of the day—a 5-lap Handicap—and finished 4th, 15 seconds behind the winner. Our President, John Cooper, also ran in this event, driving his blown Alfa Romeo into 6th place, 5 seconds behind Harold.

And as we go to press we hear that H.F.D. came second in our Point-to-Point on August 30th. Still, more of that, later . . .

The ACOC Bulletin report from 1953





Day's entry in Goodwood race programme

THANKS TO

- Grace Engine Developments: 07779 223001
- Michael Fines-Allin
- Millar Soda Blasting: 07747 013123; www.millarsodablasting.com

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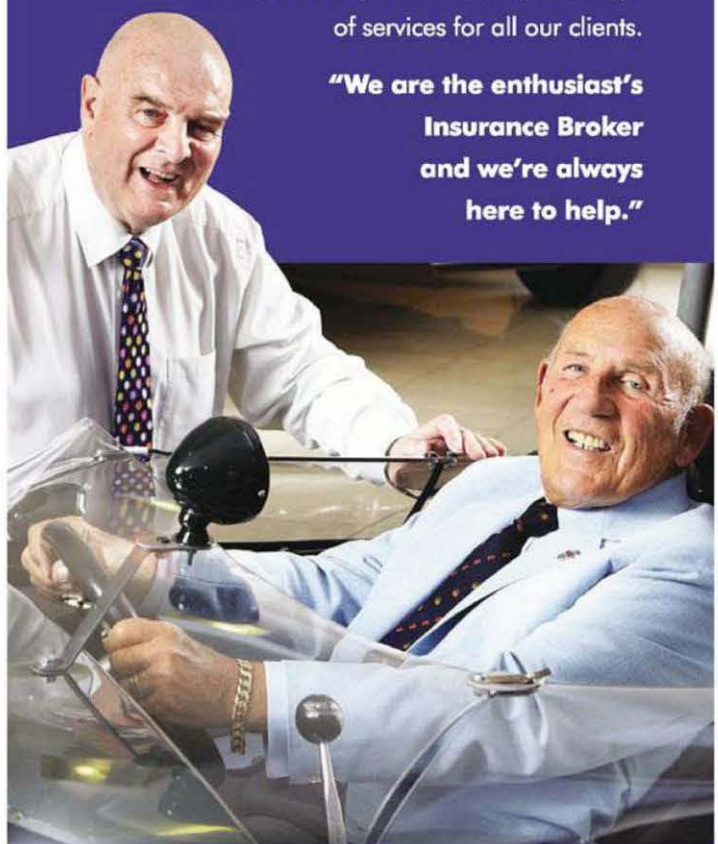
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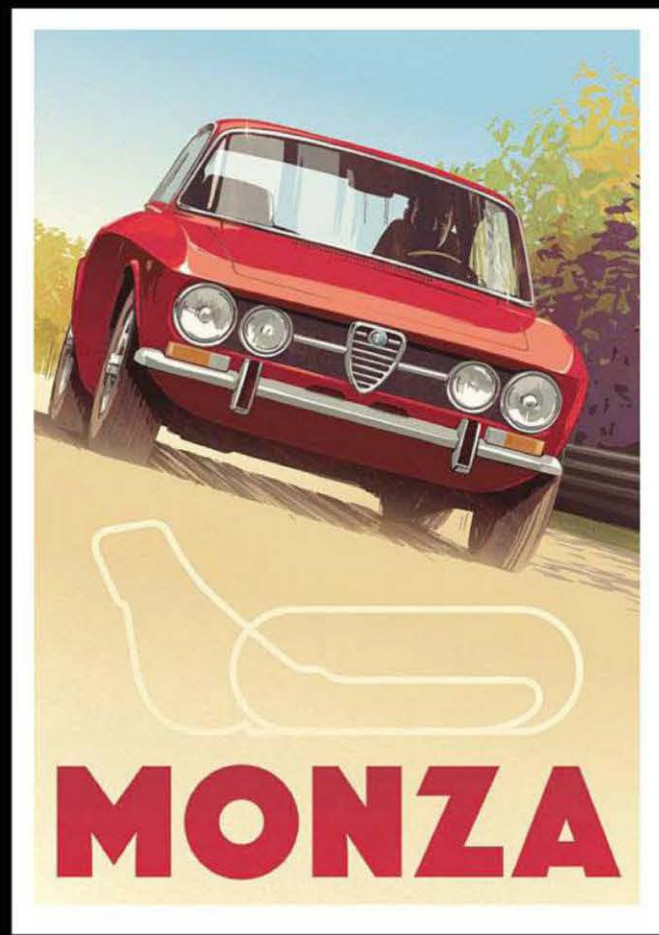


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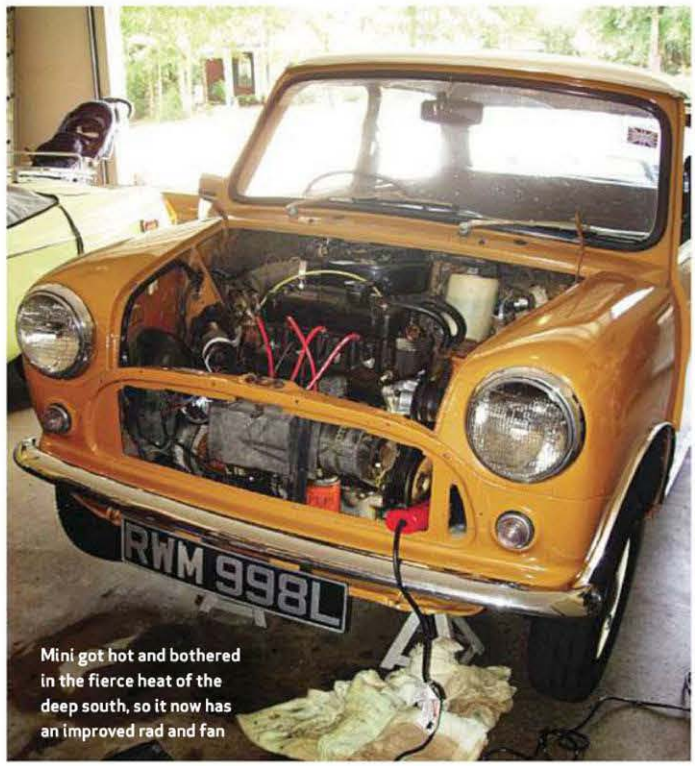
KIWI FINDS SWEET HOME ALABAMA

In most corners of the world, a classic Mini painted in a nondescript shade of brown wouldn't merit a second look. Plonk one down in the deepest of the deep American south and it is nothing short of a sensation. Purchased as a 50th-birthday present to myself, this little car scratched several itches I've carried since my teen years: a classic Mini in right-hand drive in a cool colour. As they say, two out of three ain't bad.

Minis were sold in the US until it became obvious to BMC that they would not meet safety regulations proposed by the federal government. In all, a little over 10,000 of them found homes in America prior to being withdrawn from the market in 1967. The Mini carried on in Canada until 1979, with various changes that included larger impact bumpers, head restraints and more padding to the interior.

Fast-forward to the 21st century and the importing of Minis has become a cottage industry over here. The US federal government now allows non-compliant vehicles to be imported provided that they are at least 25-years old. Naturally, as unchanged as the classic Mini appears to be to the novice, more than a few that hadn't reached their majority age slipped past customs. Not so the Mini in my garage.

The itch turned into a fever in 2005 and I began the hunt for one already landed in the US. I looked at several via the internet and found a few that met my criteria at a vendor in South Carolina. I enlisted the help of my pick-up-owning



Mini got hot and bothered in the fierce heat of the deep south, so it now has an improved rad and fan



Kiwi learning to drive on 'wrong' side of the road on a local club run. Right: at Fairhope British Car Fest


Grandson Will Chadwick prefers Mini to B

younger brother to accompany me in case I found the perfect car. It turns out that the one that I went to purchase, a 1962 model, was sold by the time we arrived. There were several more cars there to consider, so I looked for a dry-suspension, 998cc manual-gearbox model. And 'Kiwi' was the pick of the bunch.

It's a New Zealand-built 1973 Mini 1000 DeLuxe, showing just over 51,000km on the clock when we inspected her. The body and subframes appeared solid and the A-series engine sprang to life with strong oil pressure. Test-driving it brought a huge grin and sitting on the 'correct' side of the car posed few challenges. I was hooked, but my bargain-hunting nature took over and I made an offer that was declined by the vendor. A week later, the seller and I began negotiations and eventually we found a combination of price concessions and 'deal sweeteners' that parted me from my sack of coins.

Once again, my brother and I set out, this time on a non-stop 30-hour round-trip that brought the Mini to its new home in south Alabama, alongside the 1976 MGB roadster that I've owned for almost 20 years.

Getting to know the Mini was hampered by the searing summer heat along the American Gulf Coast. Midsummer temperatures of 90°F-plus caused no end of hot running. So the first major work involved fitting an uprated radiator, fan and additives to help it keep its cool. Speaking of keeping cool, I am embarrassed to admit that it was several months before I realised that the knob for interior heat needed to be pulled out to turn off the flow of water to the heater...

While it may be the smallest car on the road here – Smart ForTwos tower over Kiwi – it certainly brings a smile to the faces of those who see the Mini. It is not at all uncommon to see it being photographed in car parks or even while stopped at junctions. Children are drawn to the car and I never fail to invite young people to sit down and try it for size.


Monster pick-up dwarfs Mini at the mall



'Test-driving it brought a huge grin and sitting on the "correct" side of the car posed few challenges'

My favourite experience was the day my wife and I drove to a coffee house in a small artists' colony where we street-parked nearby. When we stepped out of the shop, we saw that one of the local lawyers had parked his Rosso Corsa F355 next to the little Mini. The Ferrari was being ignored while several people posed for photos with Kiwi.

Perhaps the meek shall inherit the earth after all.

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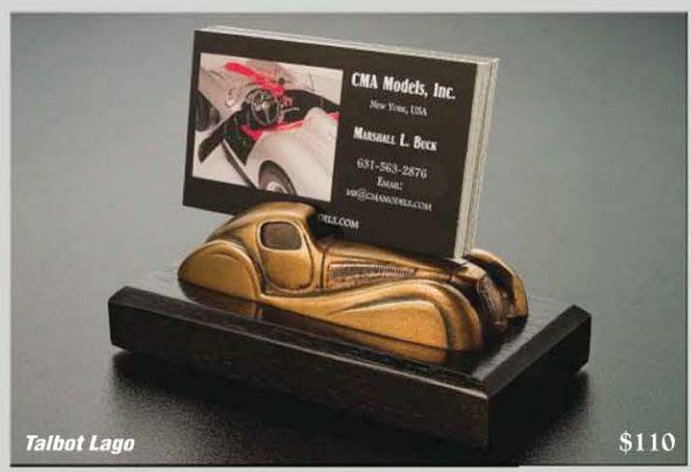


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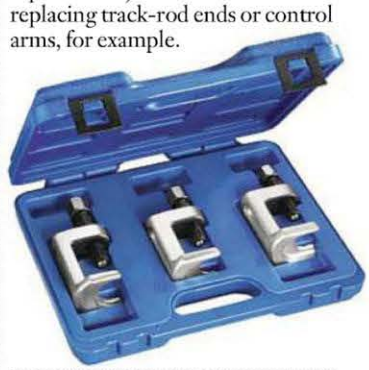


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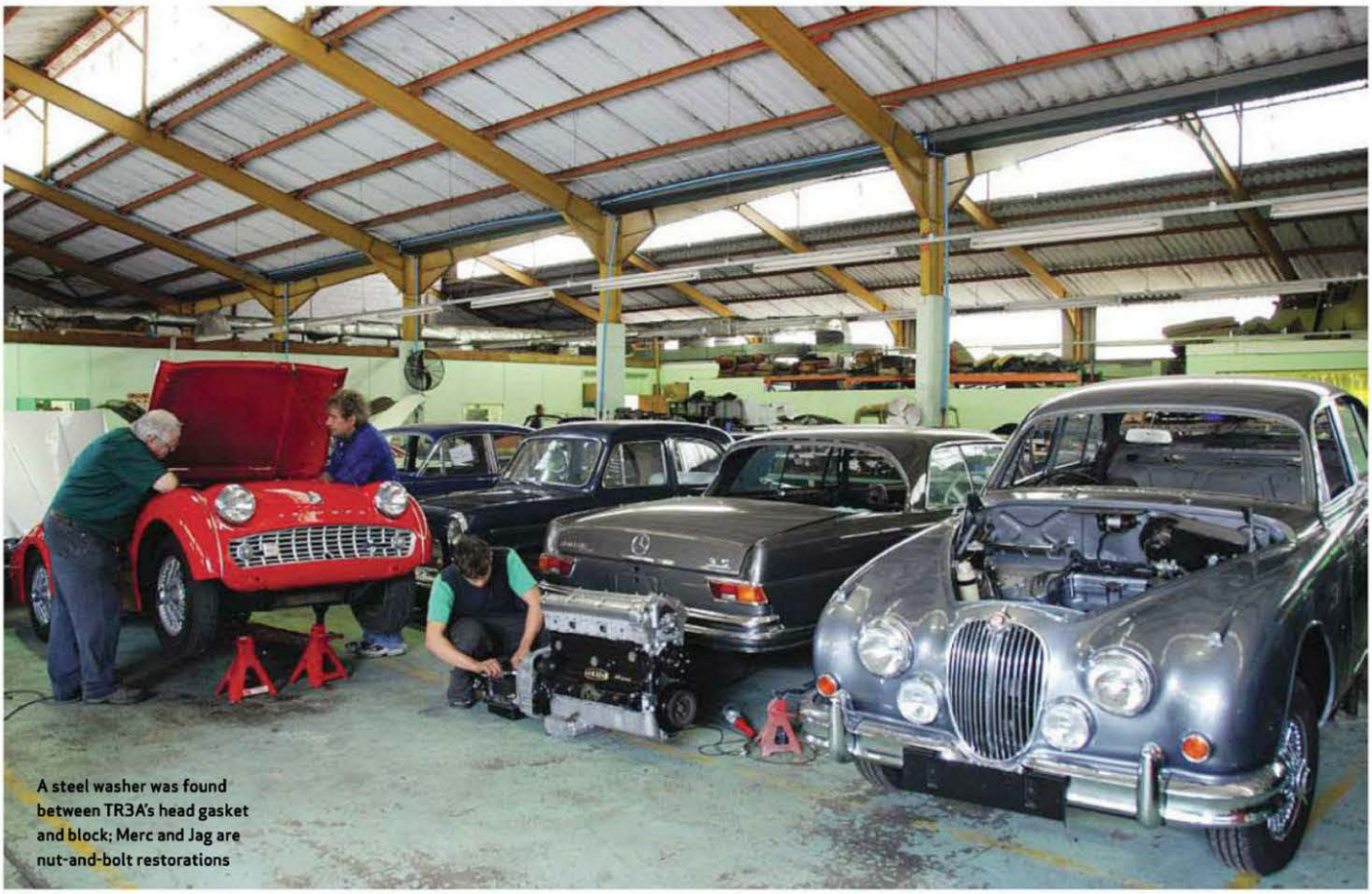
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www.speedkingtools.com



A steel washer was found between TR3A's head gasket and block; Merc and Jag are nut-and-bolt restorations

CAPE'S CLASSIC CRUSADERS

Classic Car Clinic

Location 99B Bofors Circle, Epping Industria, Cape Town, SA
Staff 11 **Tel** 0027 21 534 8302
Web www.classic-car-clinic.co.za
Specialism Bodywork & restoration
Prices R450 (c£32.50) per hour

South Africa has a healthy appetite for classics thanks to its fantastic weather and British-car assembly during its colonial past, but restoring them can be a challenge because of high import duties on spares and a dearth of specialists. No wonder Cape Town's Classic Car Clinic, a one-stop facility in the city's Epping industrial area, has gone from strength to strength since it opened 10 years ago.

"It's a hobby that turned into a business," says owner Nic Joubert. "Initially we serviced and restored Jaguars, but the company wasn't happy about us using its trademark when it returned to the country so we diversified."

Joubert teamed up with brothers Graham and Stephen Mesecke, who had been in the restoration business for years as Ferris Brown and had a flair for metalwork. Today's Classic Car Clinic covers all aspects of restoration, from bodywork and mechanicals to trimming and woodwork. Paintwork has recently been brought on-site via an outside contractor.

The restoration and servicing of Jaguar XKs, E-types and Mk2s (which were assembled in South Africa) are staples, along with upgrades. "We have done conversions to five-speed gearboxes, independent rear suspension and fuel injection," says Joubert. "And air-conditioning is very popular."

There's plenty of variety, too: the firm recently did the cambelts and clutch on a Ferrari 308, and a 1977 Lincoln Continental was in for a brake overhaul when *C&SC* visited. Other ongoing restorations include a Mercedes-Benz 280SE 3.5 and a Peugeot special.

"The Peugeot was built up in the 1940s and used in hillclimbs," says Graham. "It's getting a full rebuild. We could make it all blingy, but it's a museum piece and needs to look like a museum piece."

Also nearing completion is a 'Chinese Eye' Bentley Continental. "Its underside was so rusty it looked like lace once we had stripped it down," says Graham. "And the bonnet had been made to fit with copious amounts of filler after the original went missing; we ended up slitting it down each side and adding aluminium to correct the shutlines." Stephen crafted its rear wings from scratch. A Mulliner-bodied 'razor-edge' MkVI is benefiting from similar treatment.

Another challenging bodywork project was a 1937 MG SA that was 80% restored when the man doing the work passed away. "Someone else made the doors and they didn't fit, so we made new ash frames and skins to correct the swage lines," says Stephen, who reckons that being willing to tackle anything is key to the firm's success. "In South Africa, we pretty much make do with what we have. A lot of skills have disappeared over the years, so we do things that are out of the ordinary. It's important to learn the techniques and get our guys to try them out." **Graeme Hurst**



Chris Joseph rebuilds Jaguar XK8 engine



Mk2's trim is assessed by boss Nic Joubert



Noel Hopes readies Jag 420 seat for Mk2



RM posted an impressive sale rate of 84% at its Battersea date in October


Ferrari 250GT reached £1.96m at RM sale



Bonhams made £94k for oldest Vauxhall

AUTUMN SALES SHINE IN LONDON

RM Auctions closed its 2012 schedule with a sale at London's Battersea Evolution on 31 October. Although its expected headline lot – a 1955 alloy-bodied Mercedes-Benz 300SL Coupé – failed to sell after stalling at £2.4million, there were plenty of strong results elsewhere. A 1959 Ferrari 250GT LWB Berlinetta Tour de France crossed the block much earlier in the evening when the venue was still packed, and came out as the fixture's top seller by reaching £1,960,000.

Two highly anticipated lots were sold back-to-back. A 1964 Aston Martin DB5 that was bought new by Sir Paul McCartney and used by the Beatles legend for six years made £344,400. That was followed minutes later by the Alfa Romeo 6C-1750 GS that Tazio Nuvolari drove to victory in the 1930 Tourist Trophy. Having sported drophead coupé bodywork by James Young for much of its life, the Alfa was fitted with a replica racing body when it was restored, and achieved £784,000 on the night.

Aston Martins were much in evidence – 11 were offered in total, with mixed results. A 1964 DB5 convertible made an impressive £632,800 but the ex-Innes Ireland DB6 shooting brake didn't reach its reserve. Nonetheless, the fixture amassed a total of £13.96million, with a sale rate of 84%.

Bonhams held its own London auction on 2 November, with a veteran-themed sale just ahead of the London to Brighton Run. The company managed to shift all 14 lots for a total of £1.61million – a record haul for the annual New Bond Street fixture. The star was a 1903 Vauxhall that is thought to be the oldest example of the marque in existence. Ordered new by company boss Percy Kidner, it has spent much of its life on loan to the Science Museum. It eventually reached £94,460.

Three lots, all built in 1904, accrued more than £200,000 apiece, underlining the growing appeal of veterans. The top seller was a Delaugère et Clayette 24hp at £225,500, while a Richard-Brasier 16hp hit £223,260. A Wilson-Pilcher that had never previously been sold, and was believed to be the only remaining example, made £203,100. Walter Wilson helped to design the first British tank and developed a preselector gearbox that was used by, among others, Daimler, Riley and ERA.

Big money for little Fiats

The star performer for Silverstone Auctions on 17 November was a 1971 Fiat 500L that once belonged to David Cameron. The Prime Minister bought the car in 1998 as a present for his wife Samantha; it achieved £18,480 against a pre-sale estimate of £8000. Another '71 500L also exceeded expectations by fetching £17,000. Other highlights of the sale, which was held at Birmingham's NEC during the Footman James Classic Motor Show, included a 1960 Aston Martin DB4 Series II that reached £224,000, plus a quartet of Volkwagen Beetles. Included in the latter was a split-window '53 example that achieved an impressive £23,100.

The firm reported a 64% sale rate and a total of £1.32million for its final 2012 event; we'll have the full results list next month. Silverstone is set to begin its 2013 schedule with an auction at Race Retro on 23 February – see www.silverstoneauctions.com



Rare Aston DB4 Series II made £224k



Fiat 500 pair both performed well



Bargains roll into Norfolk

Anglia Car Auctions' sale on 3 November turned up a number of budget sports cars. A selection of Porsches included a 1979 911SC targa, which looked good at £7350 despite having covered 160,000 miles; an '84 924 complete with MoT (above) that reached just £475; and an '86 928 at £2677. A Mini 1275GT that is thought to be the only one in Brazilian Brown Metallic, and was a retirement gift to a BL manager, reached £8820.



MERCEDES STARS IN SURREY

Barons continued its recent run of success with Mercedes SLs by selling a 1962 190SL for £31,900 on 30 October. Other highlights of the event included a '56 Ford Zephyr MkII Convertible (£22,000) and a low-mileage 1965 Fiat 500D (£7920).



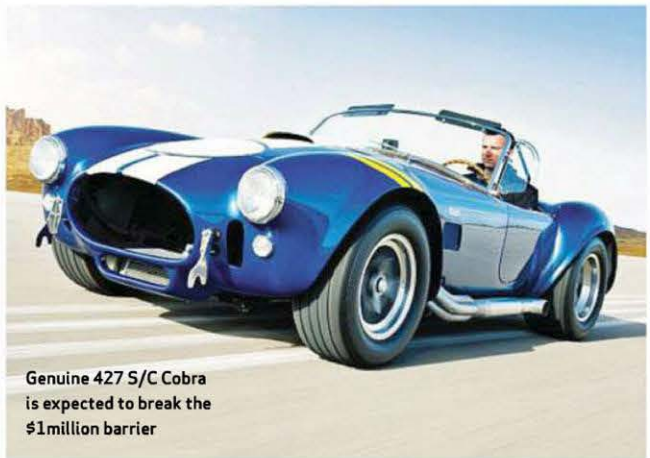
LANDIE BUSTS ESTIMATE

A Land-Rover that was modified for Sir Winston Churchill, and presented to him on his 80th birthday, sold for £135,450 at Cheffins on 20 October. The 1954 Series 1 carried a pre-sale estimate of £50-60,000.

AUCTION DATA PUBLISHED

The latest *Classic Car Auction Yearbook* is now available via Chaters. Compiled by Adolfo Orsi and Raffaele Gazzi, it covers the major international sales from August 2011 to July 2012. Cars are listed by marque, with a detailed description for each. See www.chaters.co.uk

Coming soon to auction



Genuine 427 S/C Cobra is expected to break the $1million barrier

SHELBY TRIO LEADS THE WAY AT RM'S SCOTTSDALE DATE

The standout lots among the early entries for RM's 18 January sale in Phoenix, USA are three Shelby models. The first is a genuine, fully documented 1967 427 'Semi-Competition' Cobra. One of just 29 S/C examples built, CSX 3045 boasts an impressive history, including an extensive racing career, and was formerly part of the John Mozart Collection. It carries an estimate of $1.4-1.7million. Joining it in Arizona will be a 1963 example built to competition specification for Lance Reventlow ($750-950k) and a '65 Mustang GT350R ($750-950k), one of just 33 built. Ferrari is also due to feature strongly via a '66 275GTB ($1.2-1.6million) and a '54 Europa Coupé ($800,000-1million).

LIGHTWEIGHT PONTIAC ON OFFER



'Swiss cheese' Pontiac is one of only 14

One of only nine remaining Pontiac Catalina Lightweights will cross the block at Russo and Steele's Scottsdale, USA auction on 16-20 January. Built for drag-racing, the special Catalinas were stripped out and lightened via holes drilled into the frame – hence the 'Swiss cheese' nickname. Just 14 were produced; the Russo and Steele example was raced in period by Harold Ramsey and has recently been extensively restored to concours standard. See www.russoandsteele.com

TIMEWARP TRIUMPH AT ACA



Waxoyl has protected the Spitfire well

This Spitfire is due to be sold by Anglia Car Auctions on 19 January. The then-new and unregistered 1500 was won as a raffle prize in 1981 by the vendor's father. He promptly decommissioned it and had Waxoyl liberally applied. The car was placed into a container without being registered and stored until October 2012. The protective coating is still in place, although the team at ACA will be carefully removing it before the sale. See www.angliacarauctions.co.uk for details.

BRITS ON SALE AT THE NEC



Metro 6R4 is an early entry for the NEC

Coys will return to the Autosport International Show on 12 January for its annual date at Birmingham's NEC. Cars consigned so far include British classics such as a 1962 Jaguar E-type roadster, a '53 XK120 roadster, a '53 Austin-Healey 100 and a '67 Triumph TR4. A '75 Porsche 911 RSR recreation is also listed, alongside an '86 Metro 6R4 and an '85 Peugeot T16. The sale will take place in Hall 20. Log on to the firm's website at www.coys.co.uk for more information.

The Auction diary

DECEMBER

18 Barons Sandown Park Racecourse, Esher, Surrey. Viewing 3-7:30pm 17 and pre-sale 18. Auction 1:30pm *02380 668413; www.barons-auctions.com*

JANUARY

12 Coys Autosport International, NEC, Birmingham. Viewing 11 and pre-sale 12 *020 8614 7888; www.coys.co.uk*

13-20 Barrett-Jackson West World, Scottsdale, Arizona, USA *001 480 663 6255; www.barrett-jackson.com*

16-20 Russo & Steele 18601 North Scottsdale Road, Scottsdale, Arizona, USA *001 888 608 0763; www.russoandsteele.com*

17 Bonhams Westin Kierland Resort & Spa, Scottsdale, Arizona, USA *001 415 391 4000; www.bonhams.com*

18 RM Arizona Biltmore Resort & Spa, Phoenix, Arizona, USA *001 310 559 4575; www.rmauctions.com*

18-19 Gooding & Co Fashion Square, Scottsdale, Arizona, USA *001 310 899 1960; www.goodingco.com*

19 ACA The Cattlemarket, King's Lynn, Norfolk. Viewing on morning of sale, auction pm *01553 771881; www.angliacarauctions.co.uk*

22-27 Mecum Osceola Heritage Park, Kissimmee, Florida, USA *001 262 275 5050; www.mecum.com*

25 SWVA Parkstone, near Poole, Dorset. Viewing 9am, auction 11am *01202 745466; www.swva.co.uk*

FEBRUARY

7 Bonhams Grand Palais des Champs Élysées, Ave Winston Churchill, Paris, France. Viewing 6 and pre-sale 7 *020 7447 7440; www.bonhams.com*

8 Artcurial Rétromobile, Porte de Versailles, Paris, France. Viewing 7 and pre-sale 8 *0033 1 42 99 20 56; www.artcurial.com*

10 Charterhouse Royal Bath and West Showground, Somerset. Viewing 9 *01935 812277; www.charterhouse-auctions.co.uk*

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

UK RESULTS

CAR	YEAR	COND	SALE	PRICE
Abarth 750 GT Zag	1956	supb/restd	RM	£74,800
AC Ace 2.6	1954	exc/restd	RM	£128,800
Alfa Romeo 6C-1750 GS Testa Fissa	1930	exc/restd (o)/hi	RM	£784,000
Alfa Romeo 6C-2300	1934	exc/restd (o)	RM	£280,000
Alfa Romeo 6C-2500S PF cabriolet	1948	exc/restd (o)	RM	£184,800
Alfa Romeo Giulia SS lhd	1963	exc/restd (o)	RM	£67,200
Alfa Romeo Spider 2.0	1984	vg/recom	H&H	£4816
Amilcar CS	1926	exc/restd (o)/hi	Coys	£41,100
Armstrong Siddeley 14hp saloon	1937	vg/v.orig/fo	ACA	£6300
Armstrong Siddeley 17hp Burl saloon	1935	p/restn (m)	Charterhouse	£2970
ASA 1000 GT lhd	1964	vg/restd (o)	RM	£36,400
Aston Martin DB4	1960	supb/restd	RM	£235,200
Aston Martin DB4 racer	1961	vg/restd/mods	RM	£156,800
Aston Martin DB5	1964	exc/restd/hi	RM	£344,400
Aston Martin DB5 convertible	1964	exc/restd/orig int	RM	£632,800
Aston Martin DB6	1967	vg/restd (o)	RM	£89,600
Aston Martin DB6+Webasto	1967	exc/restd	RM	£151,200
Aston Martin DBS V8	1971	g/refurb/oo	Coys	£21,850
Aston Martin V8	1975	vg/restd/gh	H&H	£24,080
Austin 10 Cambridge	1937	g/restd (o)	R Edmonds	£3850
Austin 1100	1973	f/restn (s)	R Edmonds	£154
Austin A35	1956	f/restn (s)	R Edmonds	£1210
Austin A35 van	1964	exc/restd/1098cc engine	ACA	£6615
Austin A40 Farina	1960	f/refurb/restn (s)	R Edmonds	£506
Austin Mini Cooper	1966	f/orig/lm/oo	Charterhouse	£17,600
Austin Seven 4-seater tourer	1930	exc/restd (o)	R Edmonds	£10,395
Austin-Healey 100	1953	exc/restd/mods	Coys	£29,900
Austin-Healey 3000	1960	exc/restd	ACA	£33,600
Austin-Healey 3000	1966	vg/restd (o)	Coys	£25,875
Austin-Healey 3000	1967	exc/restd	H&H	£37,520
Austin-Healey Sprite	1959	exc/restd/fo	ACA	£10,500
Barré 4-seater tonneau	c1903	g/restd (o)/retrim	Bonhams	£133,600
Bentley 4¼-litre Pear sports-tourer	1936	exc/restd (o)	RM	£98,000
Bentley 4¼-litre Man Eg sports-saloon	1937	vg/restd (o)	RM	£22,500
Bentley MkVI F&W	1952	exc/restd (o)	Coys	£41,100
Bentley MkVI Wilk special	1948	vg/orig	H&H	£18,080
Bentley R-type	1954	exc/restd	H&H	£22,680
Bentley R-type Continental fastback	1952	supb/restd/hi	RM	£532,000
Bentley S2 Continental	1960	supb/restd	RM	£218,400
Bentley S2 Continental	1961	supb/restd	H&H	£192,640
Bentley T	1975	vg/restd (o)/gh	H&H	£6944
BMW 2800 lhd	1969	supb/orig/vlm	Coys	£32,200
BMW 3.0 CSL	1972	vg/restd (o)	Coys	£25,300
BMW M635CSi	1987	vg/v.orig	Coys	£6900
Buffum Stanhope 4-cylinder	1895	f/restn (s)	Bonhams	£113,500
Bugatti Type 57C Stelvio	1937	exc/restd	RM	£616,000
Bugatti Veyron	2008	supb/orig/vlm/oo	RM	£579,600
Cadillac F 4-seater tourer	1905	exc/restd (o)/hi	RM	£57,500
Chevrolet Bel Air 265	1956	exc/restd	RM	£42,560
Chevrolet Bel Air 265	1957	exc/restd	RM	£40,880
Chevrolet Corvette 327	1962	exc/restd	RM	£78,400
Chevrolet Impala 283	1961	exc/restd	RM	£23,520
Chevrolet Impala 327	1962	vg/restd (o)	RM	£20,160
Chevrolet Impala SS	1965	vg/restd (o)	RM	£28,000
Chevrolet Impala SS327	1963	vg/restd (o)	RM	£22,400
Citroën DS21 lhd	1974	f/refurb/restn (s)	ACA	£1837
Citroën DS21 IE Chap convertible lhd	1970	exc/restd	RM	£126,000
Citroën CX25 Prestige auto	1986	vg/repaint/orig int	ACA	£3465
Citroën GSA X1	1983	exc/v.orig/lm/oo	ACA	£5040
DAF 33 Variomatic lhd	1974	vg/repaint/orig int	RM	£7280
Daimler Sovereign	1967	g/refurb/fo	H&H	£3842
Daimler Sovereign 4.2	1969	f/repaint/restn (s)	ACA	£2257
Daimler SP250	1962	exc/restd	Coys	£38,900
Daimler V8-250	1967	f/restn (s)	ACA	£3202
Darracq 6½hp 4-seater voiturette	1900	vg/restd (o)/fo	Bonhams	£85,500
Darracq 6½hp tonneau	1901	g/restd (o)/non-runner	Bonhams	£59,740
Datsun 280SX	1981	exc/restd (o)	ACA	£3136
Delaugère et Clayette 24hp	1904	supb/restd	Bonhams	£225,500
De Dion-Bouton trike	c1901	f/restn (s)	Bonhams	£23,000
De Dion-Bouton Q 6hp 2-seater tonneau	1903	vg/refurb (o)	Bonhams	£70,940
Ferrari 250GT lhd	1958	exc/restd	RM	£235,200
Ferrari 250GT Tour de France lwb	1959	supb/restd/hi	RM	£1,960,000
Ferrari 250GTE lhd	1961	exc/refurb	RM	£140,000
Ferrari 348GTB	1993	exc/v.orig/fsh/lm	Coys	£23,000
Ferrari 365GTB/4 Daytona	1971	supb/restd/orig int	Coys	£206,100
Ferrari 365GTB/4 Daytona lhd	1970	supb/restd	RM	£319,200
Ferrari Dino 246GTS	1974	supb/restd	RM	£224,000
Fiat 500D	1965	exc/restd (o)/lm	Barons	£7920
Ford Anglia 100E	1959	f/restd (o)	ACA	£1995
Ford Capri 1600	1970	vg/restd	H&H	£9856
Ford Consul-Cortina GT	1964	exc/restd	ACA	£13,650
Ford Corsair 2000E	1967	supb/restd	ACA	£8610
Ford Escort Mk1 1.6	1968	exc/restd/mods	ACA	£6405
Ford Model T 4-seater tourer lhd	1914	vg/restd (o)	ACA	£12,810
Ford Model T doctor's coupé lhd	1927	g/restd (o)	H&H	£7280
Ford Mustang 289 convertible lhd	1966	vg/restd (o)	RM	£21,280
Ford Mustang 289 convertible lhd	1967	vg/restd (o)	H&H	£13,440
Ford Popular Deluxe	1960	g/refurb (o)	R Edmonds	£1430
Ford Zephyr Mk2 Highline convertible	1956	supb/restd	Barons	£22,000
Ford Zodiac	1969	f/refurb	ACA	£1575
Gladiator 10hp side-entrance tonneau	1903	vg/restd (o)	Bonhams	£186,300
Hillman Minx	1934	exc/restd	ACA	£8400
Hudson Terraplane Challenger	1934	exc/restd (o)/orig int	Barons	£6820
Humber 12 T&M 4-seater dhc	1937	g/restd (o)/recom	H&H	£14,560
Humber Sceptre Mk1	1965	f/refurb	Charterhouse	£1760
Humberette Royal Beeston 6½hp	1904	vg/restd (o)	Bonhams	£48,000
Iso Grifo S1 racer	1966	exc/restd/mods	RM	£128,800
Jaguar E-type S1 3.8 fhc	1961	f/restd (o)/hi	Coys	£42,750
Jaguar E-type S1 4.2 fhc lhd	1965	vg/restd (o)/repaint	Coys	£31,050
Jaguar E-type S1 4.2 fhc lhd	1967	exc/restd/orig int/fo	Coys	£44,950
Jaguar E-type S2 2+2+Webasto	1970	vg/restd (o)	ACA	£22,000
Jaguar E-type S3 fhc	1972	exc/restd	Barons	£18,260
Jaguar E-type S3 fhc lhd	1973	vg/restd (o)/eng rblt/oo	Coys	£16,675
Jaguar E-type S3 roadster	1971	g/restd (o)	H&H	£24,080
Jaguar E-type S3 roadster	1972	vg/restd (o)	H&H	£35,840
Jaguar E-type S3 roadster	1973	vg/restd (o)/fo	Coys	£24,150
Jaguar E-type S3 roadster	1974	exc/v.orig/lm	H&H	£44,166
Jaguar E-type S3 roadster	1974	vg/restd (o)	Charterhouse	£30,800
Jaguar Mk2 3.4	1961	vg/restd (o)	ACA	£7500
Jaguar Mk2 3.8	1960	vg/restd (o)	Coys	£14,950
Jaguar MkIX auto	1959	vg/restd (o)/repaint	H&H	£11,200
Jaguar SS100 2½-litre	1936	supb/restd	RM	£266,000
Jaguar XJ-S HE	1982	f/restd/orig int	ACA	£2940
Jensen C-V8 MkII	1965	exc/restd	H&H	£29,120
Jensen Interceptor	1969	exc/restd	H&H	£19,600
Jensen Interceptor convertible	1975	supb/restd	RM	£61,600
Lagonda 3-litre	1933	p/restn (s)	R Edmonds	£30,000
Lagonda 3-litre dhc	1955	g/restd (o)	H&H	£38,640
Lamborghini Espada S3	1975	vg/restd	H&H	£16,800
Lamborghini Miura P400S lhd	1970	supb/restd	RM	£397,600
Lancia Aurelia B20 GT	1951	exc/restd	RM	£78,400
Lancia Aurelia B24S convertible+hdtp	1956	exc/restd	RM	£173,600
Lancia Stratos	1973	supb/restd/hi	RM	£249,200
Land-Rover S1 80	1949	g/restd (o)	R Edmonds	£9460
Land-Rover S1 80	1949	f/restn (s)/2.0 engine	Cheffins	£2520
Land-Rover S1 80	1954	f/v.orig/hi	Cheffins	£135,450



Zagato-bodied Abarth 750 GT was offered by RM with no reserve, and sold for £74,800



Italian-built Amilcar CS, £41,100 at Coys



A35 needs restoring, £1210, R Edmonds



39km-from-new BMW E3, £32,200, Coys



Charming 1900 Darracq, £85,500, Bonhams



Ford Zephyr convertible, £22,000, Barons



Superb Jensen C-V8 made £29,120, H&H

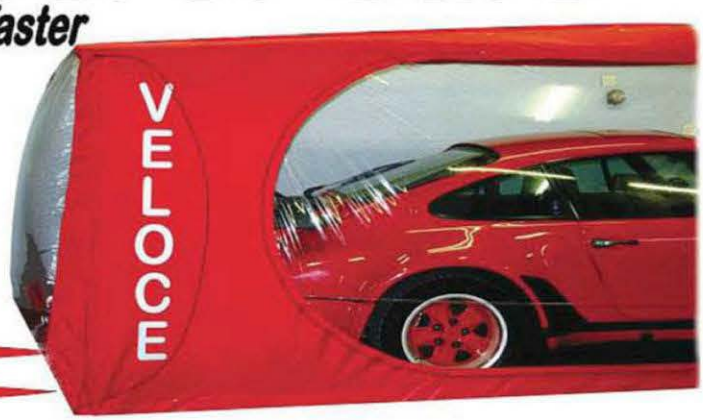
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Anglia Car Auctions

CLASSIC CAR AUCTION
Saturday 19th January
Gates open 10am. Sale starts 1pm.

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- NATIONWIDE TRANSPORT
- ALL LOTS DRIVEN THROUGH
- VALUATIONS



1981 Triumph Spitfire 1500
Only 161 miles. Unregistered.
Photo shows car still coated in protective waxoyl.



1925 Trojan Utility Car
Fascinating History

A further early entry is a 1936 MG PB - details available on the website

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KINGS LYNN, PE30 4NB

www.angliacarauctions.co.uk

UK RESULTS

CAR	YEAR	COND	SALE	PRICE
Land-Rover S2 109	1979	f/restd	SWVA	£2518
Land-Rover S2 station wagon	1984	vg/restd	ACA	£3150
Land-Rover S2 Safari+hdtp	1984	f/restn (s)	SWVA	£1100
Lotus Seven S1A	1959	vg/refurb/no ID	H&H	£20,720
Lotus Elan Sprint fhc	1972	exc/restd/fo	H&H	£16,385
Lotus Elan +2S 130	1973	vg/restd	H&H	£8680
Lotus Esprit S1	1978	exc/v.orig/gh	RM	£23,520
Lotus Excel SE	1986	vg/repaint	SWVA	£1908
Lotus Excel SE	1988	exc/restd/orig int	ACA	£3990
Maserati Ghibli Spyder	1970	exc/orig int	RM	£257,600
Marcos GT	1962	p/restn (s)	H&H	£11,872
Mercedes-Benz 190SL	1959	exc/restd (o)	Coys	£47,700
Mercedes-Benz 190SL	1960	vg/restd	H&H	£49,280
Mercedes-Benz 190SL lhd	1958	vg/restd (o)	RM	£50,400
Mercedes-Benz 190SL lhd+hdtp	1962	vg/refurb (o)/fo	Barons	£31,900
Mercedes-Benz 200D	1979	vg/repaint	SWVA	£1908
Mercedes-Benz 220A cabriolet	1951	supb/restd (o)	Coys	£40,550
Mercedes-Benz 220S cabriolet lhd	1958	supb/restd	RM	£72,800
Mercedes-Benz 230 lhd	1971	g/repaint/orig int/oo	ACA	£1375
Mercedes-Benz 230SL	1967	exc/restd	Coys	£32,200
Mercedes-Benz 230SL+hdtp lhd	1964	supb/restd	RM	£47,600
Mercedes-Benz 280SE 3.5 convertible	1970	exc/restd	RM	£134,400
Mercedes-Benz 280SEL	1977	exc/restd/orig int/hi	ACA	£6700
Mercedes-Benz 280SL+hdtp	1983	vg/restd	ACA	£8500
Mercedes-Benz 280SL+hdtp	1984	g/restd (o)	SWVA	£4293
Mercedes-Benz 280SL+hdtp	1980	exc/restd	Barons	£5720
Mercedes-Benz 300SL lhd	1957	supb/restd	RM	£448,000
Mercedes-Benz 350SL	1971	g/refurb (o)	R Edmonds	£1870
Mercedes-Benz 350SL+hdtp	1981	exc/v.orig/gh	H&H	£5152
Mercedes-Benz 380SL	1980	vg/restd (o)	R Edmonds	£5500
Mercedes-Benz 500SLC lhd	1981	vg/refurb (o)/recom	H&H	£5824
Mercedes-Benz 600 Pullman	1969	p/restn (m)	RM	£11,200
Mercury Cougar lhd	1969	f/restn (s)	ACA	£2520
MG 1300	1970	vg/v.orig/fsh	Charterhouse	£4400
MGA 1600	1959	exc/restd (o)	Charterhouse	£18,150
MGA 1600	1960	exc/restd	Coys	£20,125
MGA Twin-Cam	1959	vg/restd (o)/orig int	H&H	£24,640
MGB	1964	exc/restd	H&H	£8250
MGB	1973	vg/restd (o)	SWVA	£4664
MGB	1974	vg/restd	ACA	£5880
MGB	1974	g/restd (o)	R Edmonds	£3465
MGB	1977	vg/restd (o)/recom	R Edmonds	£3520
MGB	1979	exc/restd	ACA	£2520
MGB	1979	f/restn (s)	ACA	£875
MGB	1981	exc/orig/vlm/oo	H&H	£9072
MGB+hdtp	1964	vg/restd (o)	H&H	£5824
MGB GT	1967	g/repaint/mods	R Edmonds	£3190
MGB GT	1975	g/restd (o)	Charterhouse	£1485
MGB GT	1981	g/restd (o)	SWVA	£1000
MGB GT+Webasto	1978	vg/restd	R Edmonds	£1540
MGB GT+Webasto	1978	vg/restd (o)	SWVA	£1908
MGB GT V8+Webasto	1976	exc/restd/lm	Coys	£14,950
MGC	1968	vg/restd (o)	H&H	£14,560
MG Midget	1967	vg/restd (o)	R Edmonds	£3850
MG Midget	1971	f/restd (o)	Barons	£1550
MG Midget	1973	p/restn (s)	SWVA	£1300
MG Midget 1500	1975	exc/restd	H&H	£4816
MG Midget 1500	1978	vg/restd	R Edmonds	£2200
MG Midget 1500	1979	vg/restd (o)	SWVA	£3101
MG Midget 1500+hdtp	1977	f/restd (o)	ACA	£775
MG J2/P	1933	f/restn (s)/n.orig	R Edmonds	£9020
MG M-type	1930	vg/p.restd/restn (s)	Charterhouse	£7920
MG PA	1934	exc/restd (o)	Coys	£20,125
MG TD	1952	exc/restd	H&H	£25,200
MG TD	1952	g/restd (o)/ex-lhd	Charterhouse	£13,500
MG TF	1955	exc/restd (o)/unleaded	Coys	£17,825
MG YA	1949	vg/restd (o)	R Edmonds	£6490
Mini 1275GT	1975	exc/restd/sh	ACA	£8820
Mini Clubman	1973	exc/restd/orig int/fo	H&H	£5040
Morris 10/4 coupé	1938	vg/restd (o)/gh	H&H	£8120
Morris 10/4 saloon	1935	g/restd (o)	H&H	£3024
Morris 1000 Traveller	1968	f/restn (s)	Charterhouse	£2860
Morris Eight tourer	1937	g/restd (o)	Charterhouse	£5830
Morris Mini Cooper 'S' 970	1964	supb/restd/mods	Coys	£23,138
Morris Minor	1948	exc/repaint/hi	H&H	£9520
Morris Minor	1955	g/repaint/orig int	R Edmonds	£2475
Morris Minor 1000	1962	g/restd (o)	Charterhouse	£1900
Morris Minor 1000	1962	f/restd (o)	ACA	£1175
Morris Minor 1000	1969	vg/restd (o)	H&H	£2128
Morris Minor convertible	1961	g/restd (o)/orig int	SWVA	£2120
Morris Minor convertible	1967	vg/restd (o)/hi	H&H	£1695
Morris Oxford MO	1953	vg/restd (o)	R Edmonds	£2970
NSU Ro80	1973	f/refurb/V4 engine	ACA	£1075
Ogle SX1000 GT	1963	exc/restd (o)/hi	RM	£14,560
Opel Manta 1.9SR	1972	exc/refurb/fo	Barons	£2970
Opel Monza GSE	1985	g/recom	Cheffins	£1260
Osca 1600GT lhd	1963	supb/restd	RM	£162,400
Pontiac Fiero GT lhd	1986	vg/repaint/orig int	ACA	£1475
Pontiac Toredo De Luxe	1941	exc/restd/fo	H&H	£11,200
Porsche 356SA 1600S cabriolet	1959	exc/restd	RM	£89,600
Porsche 911SC targa	1979	vg/refurb	ACA	£7350
Porsche 911 Supersport targa	1989	supb/v.orig/fsh/lm	Coys	£25,875
Porsche 911 turbo convertible	1988	exc/repaint/orig int/hi	SWVA	£20,300
Porsche 912 lhd	1966	exc/restd	ACA	£26,250
Porsche 912 lhd	1966	vg/restd	ACA	£18,900
Porsche 924	1984	g/refurb	ACA	£925
Porsche 924	1984	g/repaint/orig int	ACA	£475
Porsche 924 Le Mans	1980	vg/refurb	ACA	£1025
Porsche 928S	1986	vg/repaint/orig int	ACA	£2677
Porsche 928S	1989	vg/refurb/sh	SWVA	£3392
Porsche 928 S4	1989	vg/restd/recom	H&H	£4592
Porsche 944	1989	g/repaint/orig int	ACA	£1890
Porsche 959 Komfort	1988	supb/orig/vlm	RM	£308,000
Proteus Jaguar C-type replica	1998	supb/orig	H&H	£75,040
Renault 5 Turbo	1980	g/refurb	Coys	£32,200
Renault Dauphine Gordini	1958	g/restd (o)	Charterhouse	£4290
Renault Type C 3½hp tonneau	1900	supb/restd	Bonhams	£55,000
Richard-Brasier 16hp tonneau	1904	vg/restd (o)/refurb	Bonhams	£223,260
Riley 1½-litre	Unknown	f/restn (s)/no ID	R Edmonds	£1485
Riley 2.6	1956	vg/repaint (o)/fo	H&H	£8736
Riley Nine Monaco	1933	exc/restd/eng fault	R Edmonds	£12,320
Rolls-Royce 20/25 Wind	1934	exc/restd (o)	H&H	£37,520
Rolls-Royce Phantom I torpedo-tourer	1928	exc/restd (o)/hi	RM	£285,600
Rolls-Royce Phantom II Continental Carl dhc	1932	exc/restd (o)/hi	RM	£280,000
Rolls-Royce Phantom II GN sedanca de ville	1934	f/orig/fo	RM	£61,600
Rolls-Royce Phantom II Ran 3-position dhc	1931	exc/restd (o)	Coys	£153,300
Rolls-Royce Silver Cloud	1958	vg/restd (o)/sh	H&H	£17,920
Rolls-Royce Silver Cloud II Pilk convertible	1963	exc/restd	RM	£106,400
Rolls-Royce Silver Cloud III MPW dhc	1964	vg/repaint/fo	RM	£91,840
Rolls-Royce Silver Shadow II	1977	vg/repaint	ACA	£5670
Rolls-Royce Silver Shadow II	1979	exc/restd/hi	H&H	£8960
Rolls-Royce Silver Spirit	1985	exc/repaint/orig int	ACA	£3570
Rover 12 P1 six-light saloon	1935/'36	p/restn (m)	Charterhouse	£2530
Rover 90	1957	vg/restd	Charterhouse	£3740
Rover 90	1958	vg/restd (o)	Charterhouse	£5610
Rover 90	1959	vg/restd (o)/gh	H&H	£4928



Lotus Elan +2S 130 featured leather interior and looked good at £8680, H&H Duxford



Esprit had plenty of history, £23,520, RM



Charterhouse's pretty MGA hit £18,150



NSU had a Ford V4 engine, £1075 at ACA



Rare Opel Manta reached £2970 at Barons



Wild Renault 5 Turbo made £32,200, Coys



Restored 1900 Renault, £55,000, Bonhams

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UK RESULTS

CAR	YEAR	COND	SALE	PRICE
Rover P5B	1970	g/restd (o)/orig int	ACA	£3465
Standard Eight	1954	f/recom	R Edmonds	£1128
Standard Ten	1956	supb/restd	ACA	£7140
Sunbeam Rapier H120	1976	vg/restd	SWVA	£2756
Sunbeam-Talbot 90	1953	g/restd (o)	H&H	£3360
Swift 12hp 4-seater tourer	1923	vg/restd (o)/hi	H&H	£8736
Swift 14/40 4-seater tourer	1926	vg/restd (o)	R Edmonds	£9020
Triumph 2000 auto	1973	vg/restd	ACA	£1575
Triumph Herald 13/60 convertible	1968	exc/restd	ACA	£8085
Triumph Herald 13/60 convertible	1971	vg/restd	SWVA	£4770
Triumph Spitfire	1978	vg/restd	ACA	£3097
Triumph Spitfire 1300	1973	vg/restd (o)	ACA	£1575
Triumph Spitfire Ashley GT	1965	vg/restd (o)	SWVA	£3551
Triumph Stag	1976	g/restd (o)	H&H	£3360
Triumph Stag+hdtp	1971	exc/restd	SWVA	£6466
Triumph Stag+hdtp	1974	supb/v.orig/gh/lm/fo	H&H	£14,560
Triumph Stag+hdtp	1976	vg/restd	R Edmonds	£3740
Triumph TR2	1955	exc/restd	H&H	£17,920
Triumph TR250	1967	exc/restd/ex-lhd	H&H	£16,950
Triumph TR3A	1958	exc/restd	H&H	£17,584
Triumph TR5	1968	exc/restd	ACA	£26,775
Triumph TR6	1971	vg/restd (o)	ACA	£6615
Triumph TR6	1972	exc/refurb/oo	H&H	£8400
Triumph TR6	1973	vg/restd	H&H	£5936
Triumph TR6+hdtp	1972	f/restn (s)	ACA	£3255
Triumph TR7	1976	g/refurb	H&H	£1380
TVR 400SE	1990	g/repaint/orig int	ACA	£3097
Vanden Plas 1300	1972	exc/v.orig	Charterhouse	£4950
Vauxhall 5hp	1903	g/v.orig/hi	Bonhams	£94,460
Vauxhall Victor estate	1972	vg/restd	ACA	£1837
Vauxhall Viva HA De Luxe	1966	f/v.orig/recom	H&H	£880
Volkswagen Beetle 1200	1971	vg/restd	ACA	£4200
Volkswagen Beetle 1200 lhd	1961	f/refurb	Charterhouse	£1650
Volkswagen Beetle 1200 lhd	1963	vg/v.orig	RM	£10,080
Volkswagen Beetle 1303 Kar cabriolet	1978	vg/v.orig/lm	Charterhouse	£6600
Wilson-Pilcher 12/16hp	1904	vg/mech refurb/hi	Bonhams	£203,100
Wolseley 12hp 2cyl 4-seater tonneau	1904/'05	g/restd (o)	Bonhams	£85,000
Wolseley Six	1973	vg/repaint	ACA	£1785

USA HIGHLIGHTS

CAR	YEAR	SALE	PRICE
American LaFrance speedster	1923	RM	£41,509
Auburn 852 s/c cabriolet	1936	RM	£86,478
Bentley MkVI	1947	RM	£15,220
Buick 90 7-seater phaeton	1932	RM	£42,201
Buick F 5-seater phaeton	1909	RM	£34,591
Cadillac Eldorado convertible-coupe	1953	RM	£117,610
Cadillac Series 62 convertible-coupe	1942	RM	£40,252
Cadillac Series 62 convertible	1947	RM	£76,101
Chevrolet Chevelle SS454	1970	Mecum	£59,314
Chevrolet Corvette	1960	Mecum	£62,264
Chevrolet Corvette 327/340	1963	Mecum	£50,943
Chrysler C300	1955	RM	£43,239
Chrysler Town and Country roadster	1946	RM	£89,937
Chrysler Town and Country saloon	1948	RM	£37,734
Columbus 1000 Electric Stanhope	1906	RM	£32,862
DeSoto Airflow coupe	1934	RM	£34,591
DeSoto Fireflite Indy Pacesetter convertible	1956	RM	£72,642
Duesenberg J	1929	RM	£498,113
Duesenberg J dual-shield barrel-side phaeton	1931	RM	£812,893
Ford Deluxe station wagon	1940	RM	£35,975
Ford Galaxie 500XL Sunliner R-code	1963	RM	£55,346
Ford Model A rear-entrance tonneau	1903	RM	£166,038
Ford Model T	1909	RM	£31,132
Ford Model T	1912	RM	£33,308
Ford Mustang 289 convertible	1965	RM	£31,132
Ford Mustang Mach 1 429	1971	RM	£42,201
Ford V8 DeLuxe roadster	1932	RM	£53,616
Ford V8 DeLuxe station wagon	1933	RM	£43,585
Ford V8 Victoria convertible	1932	RM	£96,855
Frazer Manhattan	1950	RM	£31,132
Imperial Crown	1962	RM	£39,780
Kaiser Deluxe	1949	RM	£35,975
LaSalle 4-seater phaeton	1929	RM	£32,862
Lincoln Continental	1940	RM	£25,597
Metz Two runabout	1910	RM	£31,132
MGA 1600	1960	RM	£15,220
MG PA	1934	RM	£31,132
Oldsmobile 442 W30	1970	Mecum	£62,893
Packard 18 tourer	1909	RM	£83,019
Packard Caribbean convertible	1953	RM	£35,975
Packard Caribbean convertible	1954	RM	£83,019
Packard Eight phaeton	1930	RM	£55,346
Packard Standard Eight	1948	RM	£38,050
Packard Super Eight 1004 5/7-seater tourer	1933	RM	£96,853
Packard Twelve all-weather collapsible-cabriolet	1938	RM	£86,478
Packard Twelve convertible-coupe	1933	RM	£283,648
Packard Twelve convertible-saloon	1933	RM	£95,126
Packard Twelve Victoria convertible	1933	RM	£224,843
Pierce-Arrow 36hp 3-seater runabout	1909	RM	£121,069
Shelby GT350 convertible	1968	RM	£57,075
Shelby GT500 convertible	1968	RM	£72,642
Studebaker President speedster-coupe	1955	RM	£43,239
Stutz SV-16 cabriolet	1931	RM	£96,855

Only cars believed sold are listed. Prices include buyer's premium, but not the VAT payable on it



Sunbeam-Talbot 90 was MoT'd and ready to go, and looked like a sound buy, £3360, H&H



Tidy Triumph TR2, £17,920, H&H Duxford



Charterhouse got £4950 for VdP 1300





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CLASSIC PRICE BOOM IN HERSHEY







Clockwise: plenty of Mustangs; $100k for Ford 'Deuce'; XJ-Ss on the up. Inset: superb Colony Park

The Hershey Fall Swap Meet may not be the perfect place to buy an American car, but as a barometer of market trends the Car Corral at this vast Pennsylvania autojumble takes some beating. Whereas in the past fresh restorations were popular, at this year's event from 10-13 October it was all about low-mileage, unrestored classics.

Some were believable, though, perhaps inevitably, most of the timewarp cars were less desirable four-door models. A notable exception was an unmolested 1932 three-window Ford Coupe. Being so popular among hot-rodders, the bone-stock 'Deuce' was priced at an eye-watering $100,000.

Station wagons have become quite the thing recently, with numerous 'long roofs' sporting surfboard manufacturers' decals in the rear window, a result of their vendors' attempts to make them appear 'cool'. Many looked as if they had been tarted up for the weekend, but there were two notable gems, both with $30,000-plus price-tags: a 1957 Oldsmobile Fiesta and a '59 Mercury Colony Park, complete with wood trim.

Mustangs continued to be in plentiful supply, the number of 'notchbacks' making it easy to barter a bargain with everything from restored four-speed V8 cars to untouched six-cylinder grocery-getters filling the parking lot.

With its 50th anniversary in 2013, a model firming up in prices was the Buick Riviera. These cars have been undervalued for years, but a beautiful 1963 metallic green example made its second corral appearance, this time with a higher ticket price than it wore last year.

Of the oddball Europeans – and there's always a good number at Hershey – a couple of standouts included what looked like a very sound Citroën SM. Showing just over 58,000 miles, the car was owned by a mechanic specialising in the French marque who was asking $24k or best offer. That looked even more attractive when viewed beside a diminutive Fiat 600 and Goggomobil TS250, both priced at a thousand bucks more.

New Citroëns for old

Specialists in popular classics have long suggested that parts supply is so good you could build a brand-new car. The 2CV Shop has done just that. "We have put the 2CV back into small-time production," says the firm's Gemma Payne. "We're currently providing around 20 cars a year for the UK market and a number of them are also being shipped back into France."

These 'new' Citroëns are based either on customers' cars or from its own stock, and rebuilt to the buyer's spec, starting with a new chassis with a lifetime guarantee. Nothing new? Perhaps not in concept, but the Wiltshire firm is offering a fixed-price deal: £8650 plus VAT and parts, including the chassis. See www.the2cvshop.co.uk





'New' 2CVs are based on fresh chassis, but aren't cheap at £10,000-plus

HEALEY FANS HEAD TO HANTS

Austin-Healey specialist Rawles Motorsport held its fifth Open Day at its Upper Froyle base near Alton, Hampshire on 13 October. As you might expect, Big Healeys were predominant at this annual 'thank-you' event, but there was also a good selection of other marques among more than 120 classic cars on show – such as Jaguars, a Ferrari 250GT PF Coupé, MGs, Porsches and many others – in addition to some 16 examples being offered for sale.

Star cars included an ex-Mille Miglia Healey 100, the 100M of Donald Healey's Mexico Rally co-driver Roy Jackson Moore, plus a Rolls-Royce Silver Dawn, a 1934 Fraser Nash, a '38 Rover 12 and the 1989 Motor Show ERA Mini from the collection of the former CEO of British Leyland. For more details, see www.rawlesmotorsport.co.uk





MG takes centre stage at the opening of the new Movendi showroom in Bruges, Belgium

New player in Belgium

On the evening of 19 October, leading Dusseldorf-based prestige dealer Movendi opened the doors to its all-new showroom in Bruges, Belgium before an audience of international guests. The operation will be headed up by pre-war-car enthusiast and historic rally competitor Sandra Kowalski, assisted by Bernhard Kerkloh, and the duo were on hand for the launch at the firm's listed premises in the historic city.

Also present was an impressive group of top-end classic cars, headed by a stunning and rare 1935 Mercedes 500K Cabriolet A and including a 1950 Ferrari 166 Inter, an ex-Stirling Moss Tojeiro-MG, a 1959 Porsche 356 AT2 coupé and a 1934 Lagonda M45 T9.

Despite the fanfare of the opening, Kowalski was keen to stress that the firm's approach will be quite different: "The intention is to sell and buy cars in a very discreet way, with confidentiality for the buyer and seller." As a result, all visits to the Bruges showrooms are by appointment only.

Movendi is planning another event in February; for further details, see www.mo-vendi.de or e-mail kerkloh@mo-vendi.de



VETERAN RARITY STOLEN

Classic fan and policeman Michael Lynch has asked *C&SC* to help find a 1902 Oldsmobile Model R stolen on 25 September in Harrogate. The AXS 980 plates have been found, but the car can be identified by its radiator – in the vertical rather than horizontal plane – brass Holley carb and a 2x3in repair to the cylinder head. Call North Yorkshire Police (01904 618691) quoting incident no 12120160967 or e-mail mick.lynch@northyorkshire.pnn.police.uk



AS-NEW E30 PAIRING

How's this as the ultimate gift for a BMW M3 fan? Not one, but two 1990 minters being sold as a pair, for a whopping £159,995! Both are desirable 238bhp Sport Evolutions, one in each standard colour (one Jet Black, one Brilliant Red), and both show fewer than 20,000 miles, having come from the same collection. To find out more, see www.4starclassics.com

Price watch Lotus Cortina

"Buyer beware," warns Rikki Nock of the Lotus Cortina Register (www.lotuscortina.net). "They can fetch big money, especially at auction, but they're not always 100% correct. An early one should have the A-frame rear suspension and alloy panels to be worth the £48,000 or so they are fetching." If your budget won't stretch to that, try a later, leaf-sprung version, or an earlier car that has been converted to this more robust set-up: "They generally come in at 20% less than one with the A-frame."

Not that this is the limit. Sprinkle in a little competition history or well-known owners and the asking price can get very large: "It's pretty much name your price. A lot of cars change hands away from public view."

'Sprinkle in a little competition history or a few well-known owners and the asking price can get very large indeed'

The days of cheap projects seem to be firmly over, too: "We've seen a rusty project on eBay recently with a £26k asking price." Even replicas based on lower-spec Cortinas can realise up to £15k: "There's nothing wrong with them, but down the line the truth can be forgotten so it pays to get a car checked thoroughly." The Register offers a checking service at £50 for club members, and £100 for non-members, plus expenses.

The Mk2 was a different animal. Originally the Ford Cortina II Lotus, it was soon renamed the Ford Cortina Twin Cam. Regardless of the name, all were built at Dagenham rather than in the Lotus factory, with most interiors to GT spec. Values have been creeping up and you'll now pay £20-25k for the best. Again, though, make sure that you're getting the genuine article.



Jim Clark and the Lotus Cortina were a near-unbeatable pairing in British saloon racing

AUCTION RESULTS

1965 Lotus Cortina £41,250
Historics, Brooklands, Sept 2011

1963 Lotus Cortina £34,500
Bonhams, Goodwood, June 2011

1964 Lotus Cortina SE £43,700
Bonhams, Goodwood, June 2011

1964 Lotus Cortina £31,900
Barons, Sandown Park, May 2011

CLASSIFIEDS

1963 Mkl €65,000, FIA papers, aluminium panels, A-frame *0049 689 784 693 (T)*

1969 Cortina II Lotus £23,500, 800 miles since rebuild *01676 533949 (T)*

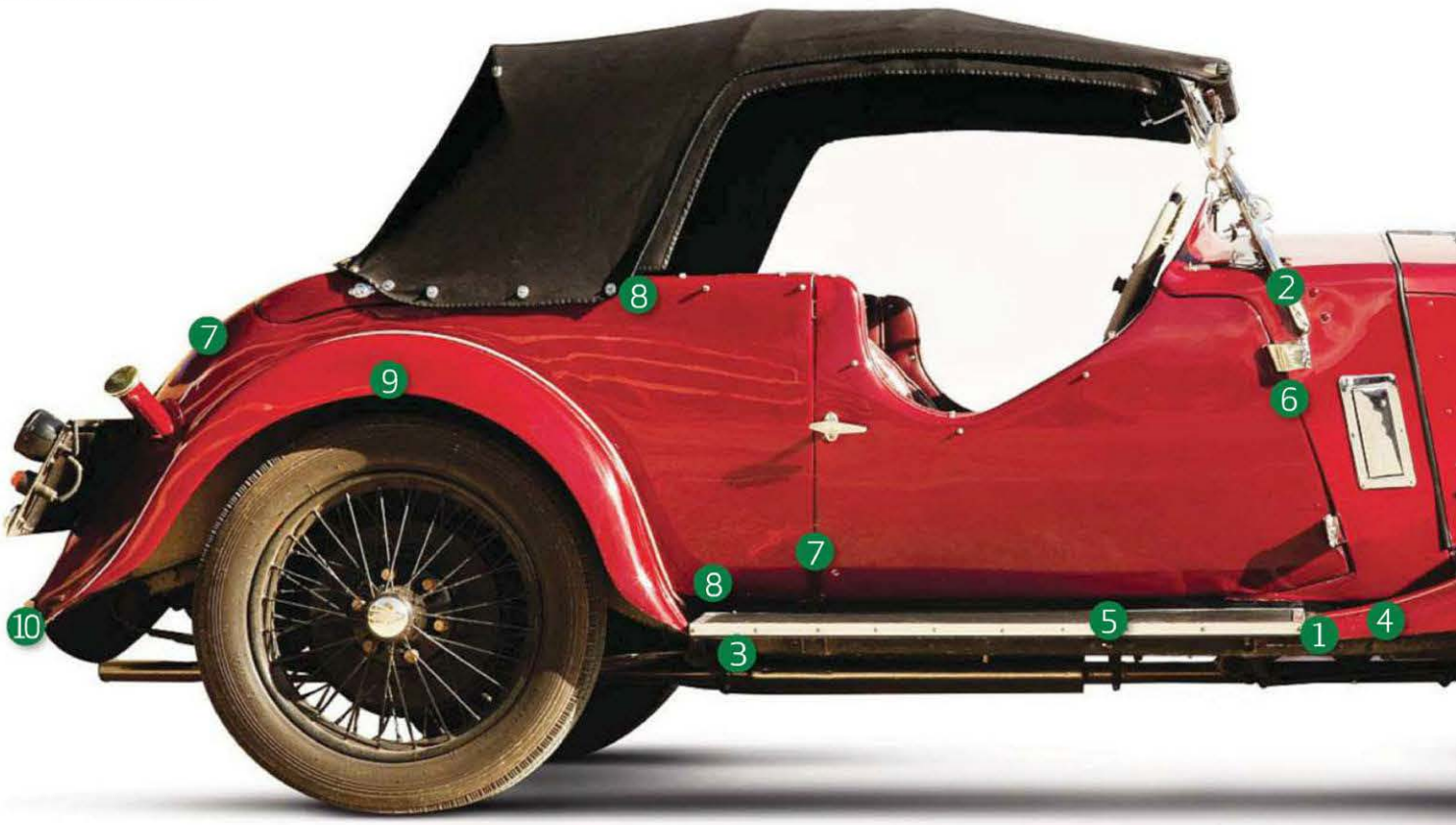




RILEY NINE

The 'Wonder Car' of the late 1920s makes a remarkably usable vintage classic, as **Malcolm McKay** explains

PHOTOGRAPHY **TONY BAKER**



It can be hard to establish how a particular vintage car was regarded when new, but the Riley Nine was viewed as exceptional from the start, when it was called the 'Wonder Car'. It wasn't just Percy Riley's special twin-camshaft engine; the cars were also noted for Stanley Riley's contribution – their low build, spacious interiors, refinement and outstanding performance.

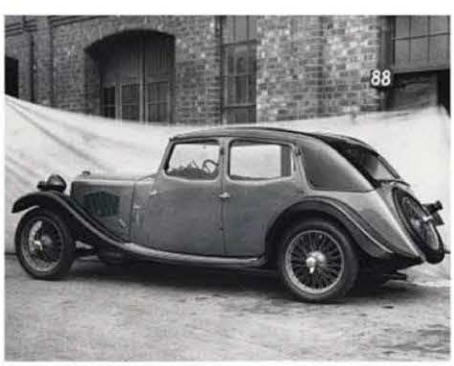
The engine was revolutionary, with hemispherical combustion chambers and overhead valves inclined at 45°, operated by two camshafts mounted high in the sides of the block. It melded the performance of a dual-overhead-cam motor with the easy servicing of a pushrod unit.

Also well thought-out was the drivetrain. Cars of that era had flexible chassis and bodies that compromised their handling, but Riley minimised this. Firstly, the engine and gearbox were firmly, but not solidly, mounted to the chassis, so that they would add to its stiffness without transmitting too much vibration. Secondly, a torque-tube drive was used (except 1935-'37 9hp Merlins, when the chassis was stiffened), which transmitted much of the suspension and braking loads via a solid tube around the propshaft to the substantial 'box-mounting crossmember in the centre of the chassis. This minimised the loads that had to be carried to the relatively weak rear.

The Riley was quite conventional to drive for its time: only the gearbox layout was back-to-front, with the third-fourth plane to the left of first-second. Early cars also had the gearlever and handbrake mounted to the driver's right.

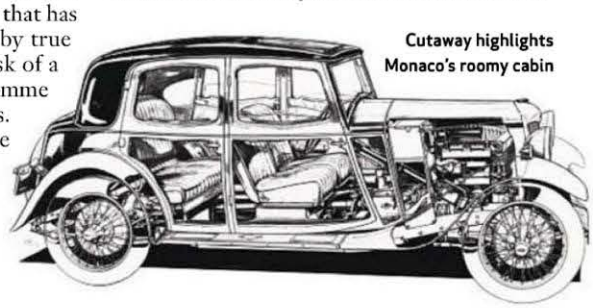
The Nine's myriad production changes are impossible to list in full here. Modifications were made to the chassis, bodies, engine, gearbox, drivetrain, fuel system, dash, brakes and more. Plus Riley offered many options, from twin-carb Sports engine tune to alternative 'box and axle ratios. Inexperienced restorers can wreak havoc by fitting the wrong parts or swapping bits that aren't compatible. If you can find a car that has been maintained over a long period by true marque experts, you can avoid the risk of a long and expensive rectification programme – even on apparently mint, restored cars.

Sports-racing models such as the Brooklands and Imp command high prices and copies, based on cut-down saloon chassis, abound (as do specials of all kinds). All have their place, but do not be hoodwinked into paying full price for a copy: get expert advice.



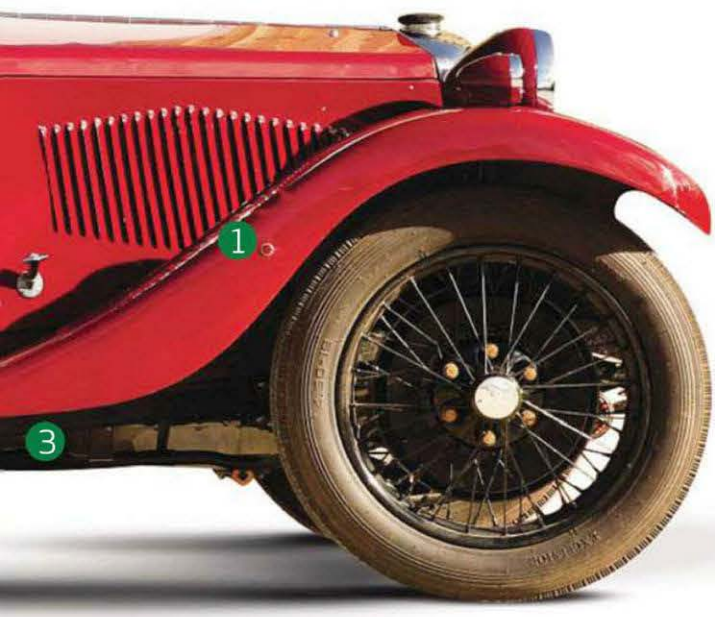
Streamlined Kestrel body was offered on various models

Cutaway highlights Monaco's roomy cabin









Rot spots

1. Wings/attachment points
2. Windscreen pillars on alloy-bodied saloons can crack
3. Chassis side members by body mounts, notably boxed types
4. Cable tray (chassis offside)
5. Wood/steel floors decay
6. Door-hinge mounting areas are prone to rust/damage
7. Iffy door/boot fit indicates poor rebuild or weakness
8. Rot in wood-framed bodies, esp near windows/chassis
9. Wings/attachment points
10. Cracks below bootlid from its weight, notably saloons



Double-declutching essential on all cars, bar those with overdrive or Preselecta **gearboxes**; knob alongside (on cable-brake cars) permits cable adjustment



All parts can be found to rebuild **front suspension** if it's worn, but can cost £2k if it needs new stub-axles and kingpins, so frequent lubrication is sensible



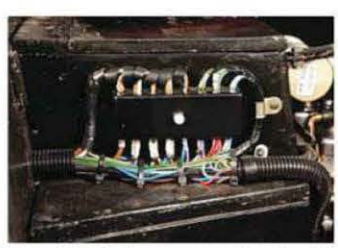
Oil pressure should be 40-50psi at 40mph in top; with no filtration, changing oil every year or 2000 miles and regularly dropping sump to clean are wise precautions. There were many changes to the **engine** during production: this car has a dizzy instead of its original magneto, but many had distributor/coil ignition as standard



With a worn pre-'34 **steering box** (1in play at rim OK), you can turn gearwheel to a new section; post-'34 you can't. The switch at the end fails if oil/grit gets in



A higher **axle** ratio improves cruising, but may affect flexibility with heavier bodies; axle/halfshafts uprated '29-on. Cable brakes effective when well set-up



The original **voltage cutout box** should be here, but is hard to find and costly; modern fusebox and wiring, as here, give peace of mind in today's motoring



Thermosyphon cooling is perfectly adequate if the **radiator** is not silted up: having it properly rebuilt is costly, so check its operation rigorously



Sporty dash packs a full set of instruments, while ignition advance-retard and mixture are on wheel

On the road

A well-maintained Nine should be quiet and smooth. If it is not (and many aren't), it may take half a day to put right, or it may be expensive: only an expert can tell which. Talk to the Riley Register about any potential buy to see what is known of its history. So many changes were made during production that it can be bewildering to the novice – and for many mechanics.

Look for 45-50psi oil pressure at speed and no excess rattling, knocking or smoke from the engine, with smooth if not necessarily rapid acceleration, climbing gentle hills in top gear. Check that all of the controls work, that the dynamo charges with the headlights on – oil can leak from the engine into it, but can be cured with modern seals – and that the wiring is safe.

The manual gearbox should be quiet in third, if whiny in other ratios, and change cleanly with double-declutching down and careful matching when changing up. Preselectas are a delight when properly set up, but are heavy and complex. If it slips, expect a costly 'box or clutch rebuild.

Different types of centralised lubrication mechanisms for the suspension and steering swivels were fitted on all Nines; they are effective if not blocked. When driving, coast in neutral and listen for a clinking behind the gearbox, denoting a worn universal joint: replacement means engine/gearbox or rear axle out.

With four-wheel brakes and relatively light weight, a Nine should stop smartly and straight: if it doesn't, attention is required. If the car leaps about on a bumpy road, worn dampers, shackles, kingpins and steering bushes are likely.



Clever design helps Riley to handle superbly for its age

OWNER'S VIEW
Bruce Fox



"I had a 1934 Monaco in '63," recalls Fox, "and I replaced it with a Lynx Sprite in 1965. I came back to Rileys when I bought this car in 2005. It had a great early history, winning many trials awards with its first owner. It was expensively but poorly rebuilt in '92, then improved by its next owner. This disappearing-hood two-door Lynx was offered for only one year: it has the Sports twin-SU engine. I've made a few subtle improvements, including the LED fuel gauge: I'm making a few for other owners now! The engine rebuilt in '92 lasted only 10,000 miles and was beyond repair: Hamlins built another for me. You really have to find the right people to work on these cars: this one had the wrong clutch, which never worked properly."

The knowledge

WHAT TO PAY

Show/rebuilt Imp/Brooklands	£100,000
Show/rebuilt tourer (average)	£35,000 (£20k)
Average late saloon (project)	£12,500 (£5k)

PARTS PRICES

Rebuilt engine	£3-8000
Crankshaft	£1752
Piston set	£274-294
Dynamo rebuild	c£500
Magneto cap	£139
Front stub-axle	£582
Swivel-pin kit	£141
Brake shoes (axle set)	£120

CLUBS

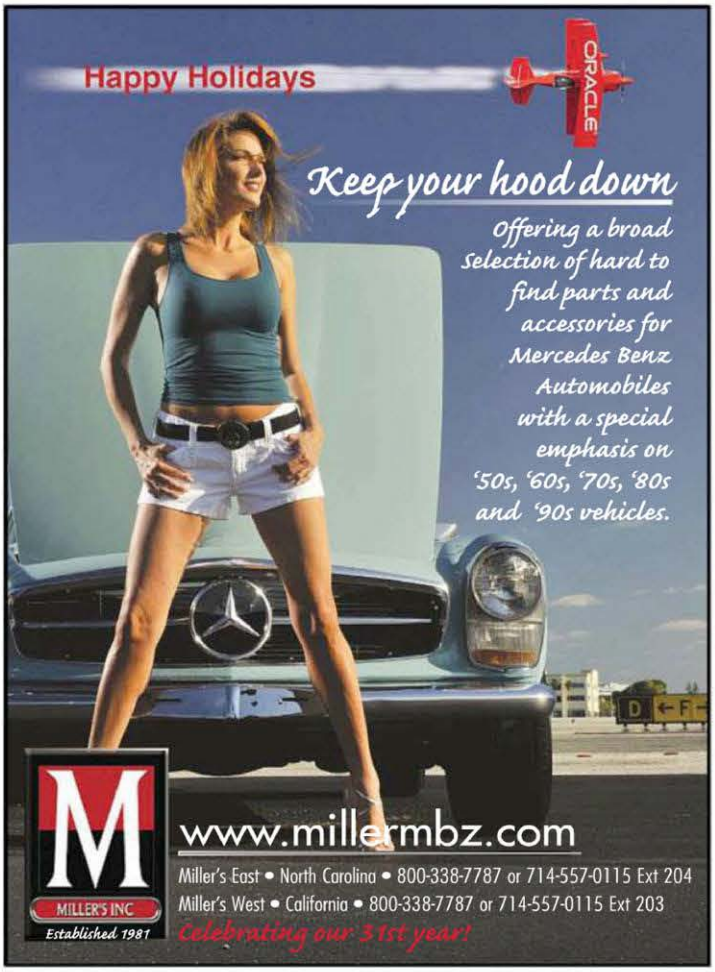
Riley Register 01621 891094; www.rileyregister.com
Riley Motor Club www.rileymotorclub.org

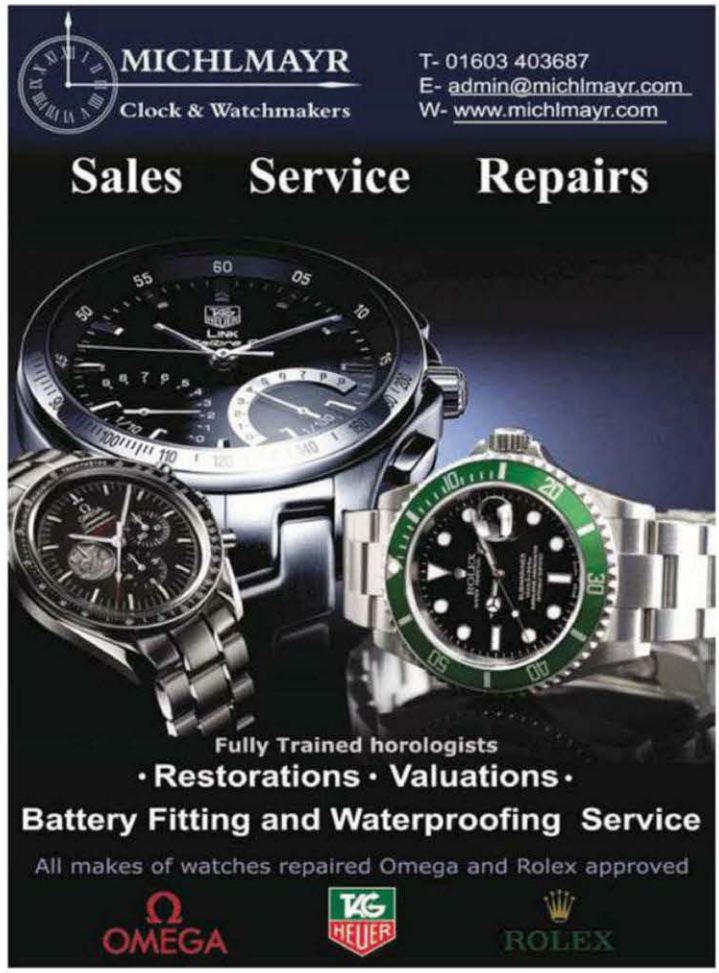
BOOKS

Riley As Old As The Industry David Styles, Dalton Watson **Riley Sports Cars 1926-'38** Graham Robson, GT Foulis
Riley The Production and Competition History of the Pre-1939 Riley Motor Cars Mercian

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TIMELINE

1926 Oct: Nine launched at London Motor Show
1927 Production begins: tourer and Monaco saloon; 2str tourer with dicky and San Remo 4str saloon added later in year, plus 2str Brooklands Speed Model on 8ft wheelbase
1930 Nine Plus: stainless trim, fuel tank moves from scuttle to rear; Monaco & Biarritz saloons, Brooklands Sports, Open tourer & 2str Coupé
1932 Dropped-chassis 'Plus Ultra' available
1933 Range: Monaco, Ascot, Gamecock, plus new Kestrel & Falcon saloons, Lynx 4str tourer, Trinity 2str tourer, Lincock 2str coupé, March special
1934 Imp 2str sports (on 7ft 6in w/b); saloons steel-bodied; Preselecta offered; chassis boxed
1935 Monaco, Kestrel, Lynx and Imp only
1936 Merlin saloon replaces Monaco; Kestrel modified; other bodies dropped
1937 New Monaco replaces Kestrel; Touring Saloon, with three-speed, two-synchro 'box
1938 Victor saloon only; Nine discontinued

FACTFILE

Sold/number built 1926-'38/c29,500
Construction steel chassis, steel/wood/alloy/fabric saloon/coupé/tourer/sports bodies
Engine all-iron, twin-side-cam 1087cc 'four', with single Zenith, Solex or SU carburettor, twin Solex or SU carbs, or four Amals (Brooklands); 27.7bhp @ 4000rpm-50bhp @ 5000rpm
Transmission four-speed manual (no synchro) or ('34-on) ENV/AS Preselecta, driving rear wheels
Suspension solid axle, semi-elliptic leaf springs, friction dampers f/r; torque tube (not '35-'37)
Steering worm and wheel; from 1935, worm and segment **Brakes** to 1929, 10⅛in rod drums; 1930-'35, 13in cable drums; '36-on, 11in Girling rod drums **Length** (saloons) 12ft-13ft 10½in (3658-4229mm) **Width** 4ft 7-9½in (1397-1460mm) **Height** 5ft 2in (1575mm)
Wheelbase 7ft 6in-8ft 10½in (2286-2705mm)
Weight c1750-2500lb (c800-1135kg)
0-50mph 26 secs ('37 Mon) **Top speed** 60-80mph
Mpg 30-40 **Price new** £298 ('33 Lynx/'34 Imp)

INSURANCE

£99.38, for a Londoner, 30: full no-claims/clean licence on a '33 Lynx as a garaged 2nd car, value £35k, 5000 ltd miles. Lancaster: 01480 484848.

THE ALTERNATIVES



MG L-TYPE MAGNA/ K-TYPE MAGNETTE
MG settled on 1087cc for its mid-range car, but a Wolseley-based ohc 'six' producing 39-41bhp, or 120bhp blown. Tourer, saloon and sports bodies were fitted to the desirable K and L models with this engine.
Sold/no built 1932-'34/981 **Mpg** 25-32
0-50mph 18 secs **Top speed** 75mph
New £445 ('32 K-type) **Now** £20-150,000



SINGER NINE SPORTS
With a compact body, ohc twin-carb 972cc engine and close-ratio 'box, the four-seater Nine Sports saloon/tourer was competition-orientated; also came as a two-seater and in high-performance Le Mans spec.
Sold/no built 1932-'37/c7500 **Mpg** 28-36
0-50mph 29.2 secs **Top speed** 64-75mph
New £185 ('33 Sports tourer) **Now** £10-40,000

One to buy £14,450

Year of registration 1930 **Recorded mileage** 12,381 **Vendor** Mark Morris, near Leicester; tel: 07970 527652/0116 230 3323 **For** Usable, sorted and drives well **Against** Won't win you a concours

This MkIV isn't cosmetically perfect, but it's in charming and probably nearly original condition – at a keen price. The body has been extended at the rear at some point, and re-covered, plus the bonnet is newish. It's all in fair shape, with decent paint. The radiator surround is not dinged and is pleasingly dull, matching the doorhandles, and there are now flashing indicators. The leather is fresh, and the vinyl hood is in serviceable order. There are sidescreens, too, probably in the boot, but the socket-heads in the locks are rounded off, so it can't easily be opened. Under the boot is a fabricated fuel tank, moving from atop the scuttle where we now find the battery. The engine is tidy and leak-free, wearing a later SU carb and choke pull, and the magneto sits on spacers.

The car starts readily and drives sweetly with a slick gearchange once warm – no need to pause on upchanges, just snick it straight through, and a light double-declutch on the way down. The speedo was having an off day, but it cruises at 40-45mph. There's no slop in the steering plus the chassis and body feel taut and wobble-free, though hands off it wanders to the right – which could be tyre pressures – and conversely pulls to the left on the brakes, but that could be needing adjustment or due to lack of use. Oil pressure is a healthy 50psi, but there isn't a working temperature gauge. A splendid motor for VSCC events at not much more than a top Austin Seven.



Riley is in sound, solid fettle, with half-worn Dunlop tyres



Smart interior, with recently reupholstered leather seats



Engine has topped-up coolant; its oil is near max but dark



Multiple permutations included two-door Lynx with vanishing hood, sold for a year

Our verdict

The Riley Nine was an exceptional car in its day and is still capable of giving enormous driving pleasure in the 21st century, provided you find a really good one. Check the specification carefully – there were so many alterations – to be sure you're buying the best model for you. Try to find one with impeccable recent history and have it checked by a marque expert.

FOR
- High-performance engine for its time
- Easily tuned for more power
- Low build and rugged design give good handling
- Spares availability: Riley Register and others
- Among the most usable vintage cars

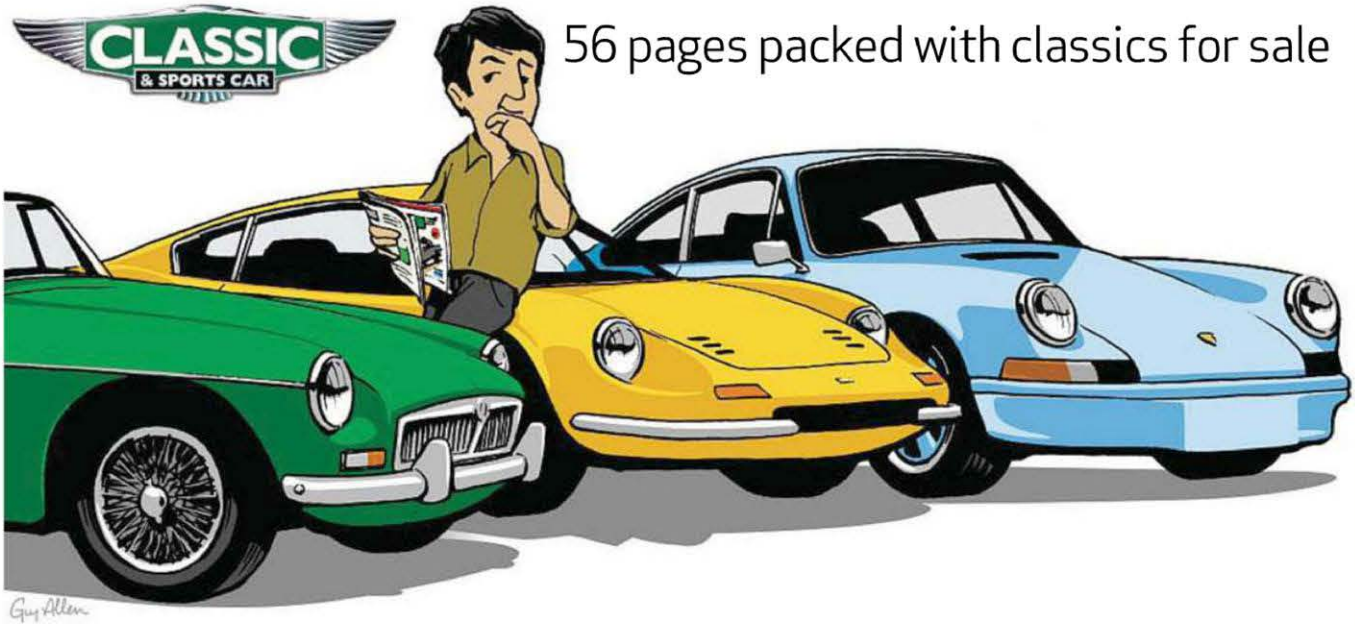
AGAINST
- Only sports models can cruise at 60mph-plus
- Costly versus less sought-after contemporaries
- Expensive to put right if not rebuilt correctly

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Bentley	3 ½ litre Van Vooren Pillarless Saloon		1935	original
Bentley	S1 Continental Park Ward Fixed-Head	LHD	1956	restored
Talbot Lago	Monoplace Décalée Grand Prix/Sports		1939	restored
Delahaye	135 M Chapron Cabriolet-Roadster		1937	restored
Mercedes-Benz	600		1970	restored
Mercedes-Benz	450 SLC 5.0		1979	original
Citroen	DS 21 Cabriolet Usine		1970	restored

Ferrari	250 GT Pinin Farina Coupé		1959	restored
Ferrari	412 Automatic		1987	32'900km
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Maserati	Khamsin		1979	original
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Alfa Romeo	1600 GTA Stradale		1965	original
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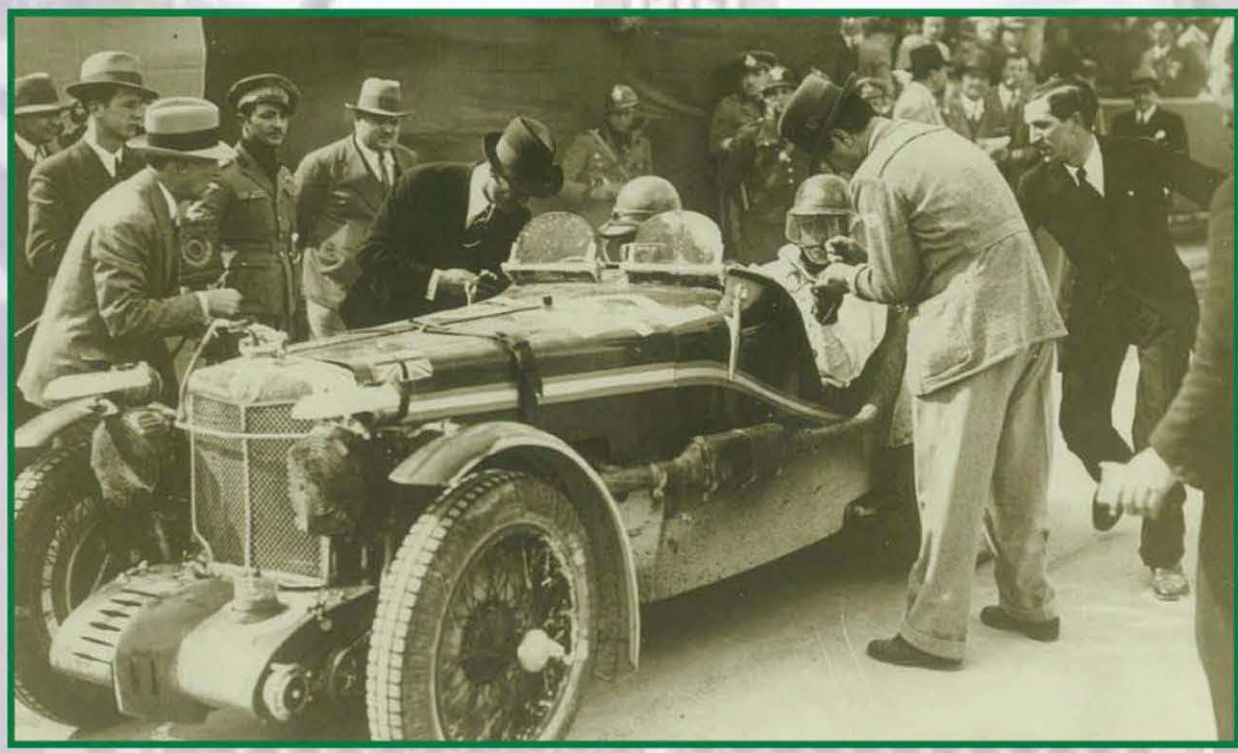
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Lovely Semi-Razor edged Park Ward Coachwork, very sound & smart throughout. Crisp engine, sound coachwork, good history;
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1934 Barker PII Continental
Delightful & very attractive with one family since 1968, much good work inc. major engine work & Quality re-paint. Good history, drives really well!
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Very Handsome Silver Wraith, strong Coachwork, just out 40+ year ownership. Dark Blue with lovely Blue Leather Interior. Excellent Woodwork, Cocktail Cabinet & Rear Sunroof!
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Year of manufacture 1962 **Recorded mileage** 32,205
Asking price £29,990 **Vendor** Oselli, Great Horwood, near Buckingham; tel: 01993 849610; www.oselli.com
WHEN IT WAS NEW
Price £2352 **Max power** 147bhp **Max torque** 209lb ft
0-60mph 14.1 secs **Top speed** 102mph **Mpg** 15

This low-mileage Daimler is in glowing condition, with a wonderful history. It had been owned by a father and son from nearly new until 2004, when it went to Ireland. The car retains a 3M underseal guarantee from 1963, and has various other nice bits of paperwork including duplicate buff logbook and a letter from the previous seller confirming the low mileage, which is backed up by old MoTs dating to 1981: there are also tax discs back to '66.

The body is straight and the paint even, with excellent chrome and trim. The only criticism is that, under the repaint, the radii of the rear door cutouts are a little freehand, but the arches are good. It rides on proper tall crossplies (Dunlop Super C49s) and, though they allow the car to squirm around, they are just in keeping. The original interior is simply beautiful, the well-patinated leather having a lovely feel, the timber cappings good save a few light scratches and fine headlining. Best of all, the little details such as tiny warning lamps are all present and correct, while the same goes for the exterior marker lights. Underneath it's solid, with plenty of grease on the steering joints and a surface-rusted exhaust.

It's near concours under the bonnet, with refinished air filter and ancillaries, the only minus being that someone has been at a couple of the Jubilee clips and bolt heads with silver paint. The oil is clean and near the 'max' mark, the coolant to level with antifreeze of sufficient strength.

It starts instantly, idles in that happy 'you can hear every valve lifting' way, and the 4-litre 'six' builds enthusiasm stealthily via the auto 'box as it hurls the best part of two tons of proud British workmanship forward until you are fairly thundering. The brakes pull up straight, but only after being pumped. They probably just need bleeding, because it has been standing for a while. The kickdown is responsive and the low hold functions. There's no oil-pressure gauge, but temperature sits a third of the way up at c140°F.

This timewarp survivor is sold with original handbook and a new MoT.





SUMMARY

EXTERIOR
● Crisp and sharp, on top and below
INTERIOR
● Original and superbly settled in
MECHANICALS
● No worries; a gearbox leak will have been attended to
VALUE ★★★★★★★☆☆☆
For Condition; surprisingly wieldy
Against Bulk; soft brake pedal
SHOULD I BUY IT?
A magnificent wafter that's deceptively capable: it makes you feel like a '60s town mayor. Twice as much as a decent Rolls-Royce Silver Shadow but twice the value

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1954 Lancia Aurelia B20 GT

- **Desirable 4th Series car with interesting history**
- **Concours restoration just completed**
- **Eligible for Mille Miglia and other Historic Events**

This highly desirable Mille Miglia-eligible 4th Series Lancia Aurelia B20 GT has recently emerged from a near concours restoration, and is now resplendent in its original Powder Blue with grey cloth trim. The first owner was reputed to be Italian aristocrat Count de Boyle, friend of Enzo Ferrari. This RHD B20GT features a 2.5 litre aluminium engine, the most powerful of the series, producing 118 bhp, and is mated to a de Dion rear end. The engine was fully rebuilt with all new bearings, pistons, valves, etc. The car also features the coveted Nardi floor gear change and a wood-rimmed Nardi steering wheel.

As a 1954 4th Series car this B20 GT is eligible for many historic events including the Miglia Mille, Targa Florio, Goodwood Revival, and the Monte Carlo Historic to name but a few. £POA

250 GTO Recreation FIA HTP



D-Type Jaguar XKD 544



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1953 Aston Martin DB2



1927 Bentley 3-Litre



Healey 100S Endurance



Lister-Jaguar BHL 146 FIA HTP



Semi-Lightweight Comp



1962 Semi-Lightweight Roadster





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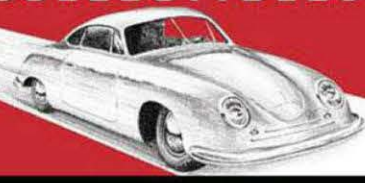
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Lamborghini 400 GT2+2







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1992 Porsche 964 Carrera RS Lightweight 6,000 miles from new!



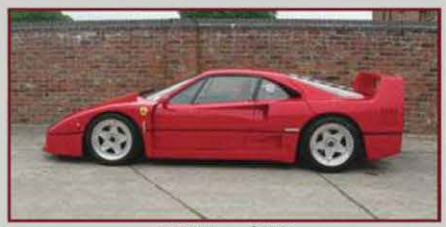
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RHD, 4 speed gearbox Silver Birch, Black interior, 2006 comprehensively documented restoration, including 4.2 litre unleaded upgrade.



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RHD, 2 previous owners, 3500 miles, Nero Daytona exterior, Daytona Crema interior, yellow calipers, Scuderia shields.



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1972 911S 2.4 RHD Light Yellow	1992 911 964 C4 Coupe Choice of 2
1972 911S ST Recreation Orange	1995 911 993 GT2 RHD Physical Car
1973 911E RHD 2 owners Silver	1998 911 993 Turbo Choice of 2

Featured Cars 1961 356B/1600 Cabriolet, 1992 911 964 C4 Coupe White



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MATRA - FORD MS 630 Chassis 05











The Matra – Ford MS630 was raced in 1967 and 1968 in numerous events and shown an interesting speed. At the 1967 Paris 1000km Pescarolo was much quicker than the JWA GT40s and at Le Mans 1968 the pair Servoz/Pescarolo was about to win the race with the MS630 V12 but retired due to a tyre explosion.

This wonderful "one off" car was recenlty built upon original drawings by ex. Matra people with authorisation from Matra. Accordingly it received a Matra number and chassis plate, as the original Matra-Ford chassis 02 was later converted with Matra V12 engine then no more Matra – Ford were existing. It was then decided to authorize the building from the missing link between the MS620 and 650, so the legendary line of Matra Prototypes is now complete.

The car has been extensively tested and revealed a fantastic chassis balance. The very modern car's design weighting only 820kg and fitted with a high performance GT40 powerplant would be a serious pretender in historic racing series.

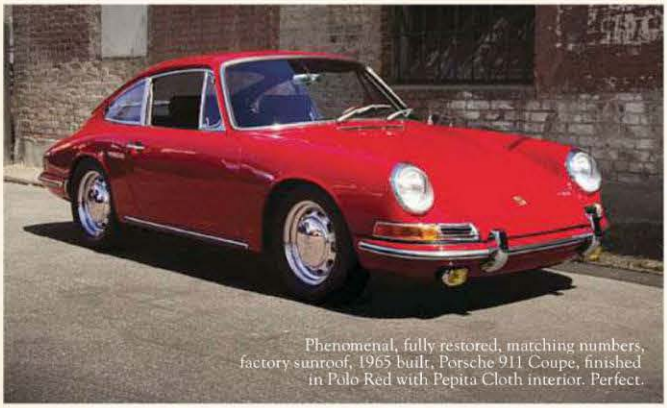
From the four cars build in period one was destroyed, one still belongs to Matra and two are privately owned and not raced. The MS630 chassis 05 is a unique opportunity to acquire a fabulously quick and easy to maintain authentic Matra Sport Prototype.

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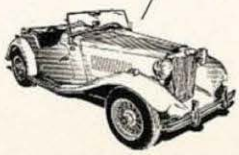


Genuine, one California owner from new, matching numbers, 1959 Porsche 356A Convertible D 1600 Super, finished in Meissen Blue with Black interior, no accidents or rust ever. Lovely.

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Ferrari 246 GT 1971
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Maserati 3500 GTi 1962
Lovely car, ground up restored.



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Asking price £490,000 **Vendor** Motorvation, Sarratt, Herts; tel: 01923 268555; www.motorvation.cc
WHEN IT WAS NEW
Price £5973 **Max power** 250bhp **Max torque** 217lb ft
0-60mph 7.2 secs **Top speed** 150mph **Mpg** 13

Only 200 275GTSs were built, including 14 right-hookers, intended as a 'softer' tourer than the GTB and with different bodywork. This stunning left-hand-drive example spent most of its life in the US, having been supplied to Luigi Chinetti Motors in New York and, via various US dealers, has more recently resided in Switzerland, but it has English registration.

Repainted from bare metal in the US in its original Giallo in the '80s, the front was redone when it arrived with a meticulous UK owner and it's still blemish-free, with few miles covered lately. There's no rot in the structure, the floors aren't rippled and the brightwork is good, with straight grille slats. The Borranis were new in the '90s, wearing decent BF Goodrich tyres with plenty of tread. The boot trim and carpets are original, plus the hood is excellent. The leather is most likely a retrim, though it is settling in nicely, while the carpets and dashboard (including the top) are pristine.

Under the bonnet, the inner wings are excellent, with factory spot-welds. The triple-carburettor 3.3-litre V12 is in the correct finish, with no leaks, fresh coolant and oil to levels, plus new oil filters. It fires quickly with no smoke or rattles, just a lusty bass rumble from the newish Ansa exhaust, which is suspended on recent-looking hangers. You need to avoid second in the '90s-rebuilt transaxle for the first few miles, but it's a blast – and not just from the tailpipes. There's plenty of poke to pull the fairly tall gearing and the all-independent chassis is faithful, tracking straight and true, with firm brakes. Oil pressure sits on a solid 5bar, whatever the revs, with coolant temperature steady at 175°F.

The price may look high compared with the £400,000 paid for a near-identical car at Bonhams' Goodwood Revival sale, but this car is much nicer, plus it has a factory steel hard-top (available by separate negotiation), and there's a fitted cover. It's sold with its first logbook, original sales brochure, some history and service books, plus an MoT until 9 April.





SUMMARY

EXTERIOR
- Straight with fine paint and trim

INTERIOR
- Leather mellowing gracefully

MECHANICALS
- Appears in rude health; not many miles on rebuilt transaxle

VALUE ★★★★★★☆☆☆☆

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1904 Darracq 15 hp four cylinder - £269,500


1904 Cadillac 8 hp single - £89,950


1905 Sunbeam 12/14 - £89,500


1907 Minerva Type M – £135,000


1913 Austro-Daimler 14/32 - £79,500


1913 Wolseley 24/30 - £95,000


1915 Napier 16/20 hp - £52,500

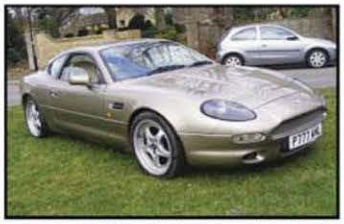

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1950 Aston Martin DB2 fully restored some years ago to concourse and little used since. £145,000



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1963 Aston Martin DB5 convertible. This is the very first DB5 and restored to concourse condition. For more details and pricing please see our web site!



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Ferrari 275 GTB/2	1965
Ferrari 365 GTB/4 Daytona Comp.	1969
Ferrari 512 BBi	1981
Ferrari 512 BBi	1982
Ferrari 360 Modena N-GT Michelotto	2001
Bizzarrini 5300 GT Strada	1964



Bizzarrini 5300 GT Strada

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ASTON MARTIN DB SHORT CHASSIS VOLANTE, 1965, Winchester Blue/Blue/ Blue top, 1,000 miles since complete concour restoration, 5-speed ZF transmission, LHD, 1 of only 37 manufactured. ***$P.O.A.***



ASTON MARTIN DB6 VANTAGE VOLANTE, 1967, California Sage Green/Natural/Tan top, 5-speed ZF manual transmission, Rare Factory Vantage engine specifications, Restored, RHD. ***$P.O.A.***



ASTON MARTIN V8 VOLANTE, 1988, Windsor Red/ Magnolia/Parchment Everflex convertible top, 49,000 miles from new, Fuel Injected, Automatic transmission, one family from 1988 to 2011, fully serviced, repainted and converted to European chrome bumpers, recent 1st in Class at the Road America Concours d'Elegance. ***$185,000.00***



ASTON MARTIN DB4 SERIES IV COUPE, 1961, Sea Green/Red, 1-Original Owner from New!, 80,000 Original Kilometers, Recent mechanical overhaul and New Paint, 4-speed David Brown gearbox. ***$P.O.A.***



ISO GRIFO 7.0 LITER COUPE, 1967, Ruby Red/Tan, 5k miles since restoration, This 7.0 Liter Grifo #, "The Ennezeta" is believed to be the last Grifo remaining on the assembly line when the factory closed in 1974. It is well known in Iso Owner's Club circles. ***$265,000.00***



BERTONE "MANTIDE", 2009, Bianco Fuji/Charcoal and Red bespoke Alcantara interior, This is the only "Mantide" based on the Corvette ZR1 created by designer Jason Castriota and produced by Italian coachbuilder – Stile Bertone. The following link tells the story of the creation of the Bertone Mantide: www.insideprojectm.com ***$P.O.A.***



FERRARI 246 GTS DINO, 1972, Rosso Corsa/Black, 31,000 miles from new!, Restored, Documented by Massini, Full Service records from new, Exceptional in absolutely every way! ***$298,000.00***

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1964 3.8 Jaguar E-Type Series 1 FHC RHD
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1964 ASTON MARTIN DB5. RHD. ZF 5 speed. This magnificent example has led a particularly pampered life since leaving Newport Pagnell back in June 1964. Meticulously maintained by experienced Aston Martin engineers throughout her 96,000 mile life. Each of her previous custodians (last one for 16 years) have treated her with the proper respect, correct care and devoted attention deserved of such an immaculate and *highly original* example (21,000 miles in the last 36 years). Price guide: - £400,000.

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1925 Bentley 3-4½ litre Speed Model Red Label Tourer

Chassis number 1162, engine number SR1407SS. This extremely lively and competitive 3-4½ has the benefit of an A type gearbox, hydraulic brakes and is fitted with an overdrive and electric fans, having been in long term ownership the Bentley is now driving beautifully and is MOT'd and taxed. Please call for an information pack on this all-rounder 3-4½ Bentley, interesting part exchanges considered preferably a Derby or a 1950's Continental but all interesting cars considered.

1962 Bentley S2 Continental Convertible

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Lola T 210 / 212 SL 09 . .1970 . Ex Bonnier, HElmut MArko Team Evergreen/ Le cadenet. Impressive Palmares. Rosso Bianco collection . Car has been completly restaured to be competitive in race today.



Jaguar Type V12 1973 . Silver with black interior . Automatic. only 54 000 miles . Really stunning.



Ferrari 212 Inter Pininfarina 1953 • #0277 • Classiche Ferrari approved. Original colour.



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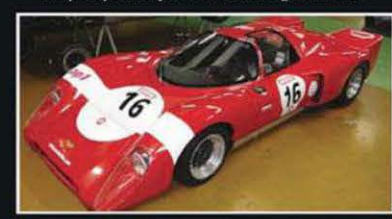
Lamborghini 400 Gt 2+2 1967 . Overhauled restored. Dark grey Havane interior. Mint condition.



Maserati 3500 GTi . 1962 . Blue with splendid red original interior. Complete file & histoty known. Rare sunroof . 8000 kms engine.



Aston Martin DB 5 RHD . 1964. Dubonnet Rosso black leather. 3 owners car . recent engine and complete file . Very nice car with original interior.



Chevron B 16 . 1970 . Car is ready to race with new Engine alloy bloc . Spares + a second engine . Winning car in the last past 10 years in VdV & CER.

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1984 Rolls Royce Corniche named aptly after the road linking Nice to Monte Carlo where this car was designed to be driven. This particular example is an extremely rare 5000 series FHC with an interesting history possibly being the last registered. Royal Blue metallic St James Red hide.





1953 Rolls Royce Silver Wraith. This stunning Silver Wraith has covered 94000 miles from new and is the best example we have seen for many years. Features include P100 head lights, electric division, picnic tables, foot rests and drinks compartment.

1990 Bentley Continental has covered just 35000 miles with F.S.H. It features cocktail cabinets in both doors, contrasting maple and walnut woods and all the usual Bentley refinements. Finished in Tudor Red with Magnolia leather piped red and in excellent condition throughout.





1964 Bentley S3 Adaptation. Converted in the early 90's by Pilkingtons with no expense spared. Chassis B482EC was then sent to Rolls Royce at School Road to be detailed and completed. Beautifully finished in Masons Black with Tan leather. The finest S3 adaptation we have seen.

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AC Mk1V semi competition car . Built at AC Cars Brooklands in 1988 this aluminium bodied car was sold new to Vintage Cobra racer Bill Bridges , as with all his cars they are prepared properly and this car features a Mathwall engine and is a serious package for any AC enthusiast contact us for details.

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AC Superblower manufactured at AC Cars Brooklands. 17000 miles. 2 previous owners. Black alloy coachwork with black leather trim and mohair weather gear. Recent Brooklands Work's service. In exceptional condition throughout. Cherished number COB 427X optional £enquire



AC 378 GT Zagato. We are pleased to announce our prototype AC 378 GT Zagato is back at Brooklands after its recent stay at Zagato in Milano. Contact us for details regarding bespoke specification and placing an order. The car is featured in the recent Autoltalia publication.

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Rolls-Royce Phantom I Hooper Open Tourer (1926) RHD. Ex-president of Spain.



Bentley S1 Continental by James Young (1958) RHD. Very rare : only 11 built.



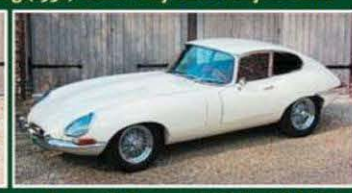
Jaguar Mk1 3,4 Litre (1958) LHD



Jaguar XK150 OTS 3,8 Litre (1960) LHD



TVR Griffith 200 FIA (1965) LHD



Jaguar E-Type 4,2 FHC (1966) LHD



Triumph TR5 (1968) LHD



Innocenti Mini Cooper by Pavesi (1973)



Authi Mini Cooper 1300 (1973) LHD



Morgan Three Wheeler (2012) LHD

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Stunning condition. Three owner car, long term ownership. Dutch plates and papers. Fully restored and mechanically rebuild.



Aston Martin Volante V8 LHD
From second owner with only 10.075 km's from new!!! Brought/imported into Holland in May 2008 (Sold to the second Owner).



Porsche 356 C | 1965
This car is in a fully restored and overhauled condition! Technically perfect,and sublime driving. Of Course, "Matching Numbers".



Triumph Roadster 2000 | 1948
RHD and in a STUNNING condition. Has been fully restored and mechanically rebuild into every detail into the highest level!



Mercedes-Benz 190 SL | 1955
LHD and in a stunning overall condition. Fully restored and mechanically rebuild 8 years ago. Beautiful beige full leather interior.



Maserati Ghibli 4.7 Coupe | 1971
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Ferrari 365 GT4 Boxer	1974	**Mercedes 220A Convertible**	1952
Nash Healey LeMans Hardtop	1954	**Ferrari 308 GTB Drysump**	1978
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CASE HISTORIES

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FIAT 2300 FAMILIARE

Year of manufacture 1968 **Recorded mileage** 54,393
Asking price £12,995 **Vendor** European Classic Cars, Winterbourne Monkton, Wilts; tel: 01793 812266; www.europeanclassiccars.co.uk
WHEN IT WAS NEW
Price £1427 **Max power** 117bhp **Max torque** 136lb ft
0-60mph 14.4 secs **Top speed** 99.6mph **Mpg** 20

The 2300 Familiare is one of the rarest and most desirable '60s estates. Fiat built them in fair numbers from 1961-'68, but only three are known of in the UK. This car was sold new by Huxfords, the Hampshire Fiat agent.

The big Fiat looks stately in dark blue with red vinyl seats and whitewall Dunlop SP Sport tyres. A late example, it comes with all of its MoTs from 1971 onwards, but was off the road between 1990 and 2000, when it was refurbished by one Roy Nash and generated a large number of receipts. It spent two years in Luxembourg, but has been back in the UK for four years.

At first glance, the Fiat looks immaculate and for the most part it retains that impression when inspected more closely. The rear bumper has some pitting in the chrome, however, and there's a crack in the offside rear light lens. The Fiat badge on the front grille looks faded, too.

There are bubbles in the paint on the offside rear arch and scuttle, plus the beginnings of microblistering on the front wings. On the positive side, the shutlines are factory-standard and the car has a solid, well-built feel.

It has near-perfect seats and door cards but the effect is spoilt by an unsightly modern radio and speakers. The padding around the dash is collapsing slightly, but the carpets are good throughout. The Formica load deck is nicely preserved, plus the spare and complete tool-and-jack set are consistent with the clean condition and modest use the Fiat has had.

The Familiare is disappointing under the bonnet and would repay a detailed clean. An ugly modern battery doesn't help, neither do the tired-looking brake and clutch master-cylinder reservoirs. The green coolant in the header tank is well up, as is the oil level. Strident air horns are fitted.

The 2300 is a delight to drive, with a crisp, lusty feel, its throaty 'six' having no overheating, oil-pressure or charging issues. The steering is a touch heavy and ponderous, but the column shift is easy once mastered.

Sold with 12 months' MoT, the car's paperwork shows its 54,393 recorded miles to be genuine. The history has been fastidiously archived and includes the owners' handbooks, green logbook and other niceties.





SUMMARY

EXTERIOR
- Sound, tidy and mostly original
- A few bubbles want catching

INTERIOR
- Lovely, but needs a period radio

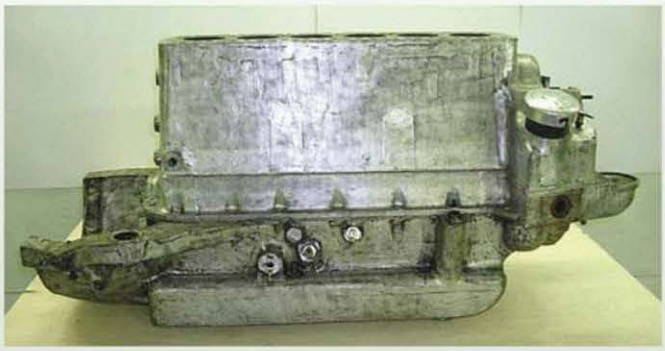
MECHANICALS
- Spot-on from what we can ascertain, and drives as it should

VALUE ★★★★★☆☆☆☆
For Cool and rare; great condition
Against Needs some detailing

SHOULD I BUY IT?
Find another for a start! We love it, but would like to see the paint issues sorted at this money: this is at least a potential haggling point

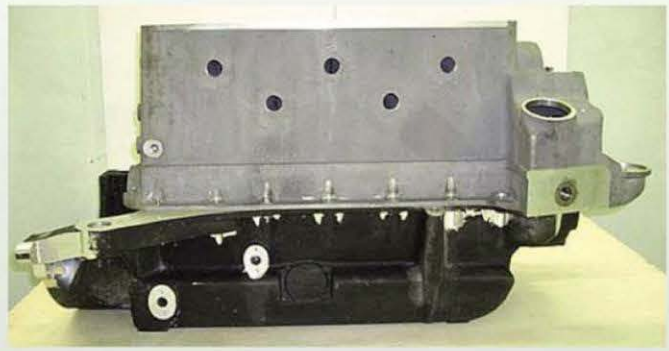
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The engine above is a 1931 Talbot AV105 racing engine which has been in my possession for 46 years. It has an aluminium cylinder block and a magnesium sump. Clement Talbot assembly drawings dated March 1931 in the archives of the STD Register illustrate this engine and clearly show the aluminium block and an identical sump. Both drawings are titled "Engine for 105 Racer".

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FORD GT40 REPLICA,
Factory BUILT BY MDA,YEAR 2009

Rosso Corsa Red with White stripes and Le mans painted grille,302 engine with Webbers on FAV manifold,ZF 5 Speed gearbox,Special flywheel and clutch package,Full Roll cage,AP Racing brakes,Bare alloy underside panels,Air con & heater,Black leather interior,BRM alloy wheels with Avon tyres,Very low mileage, A very rare and sort after replica

P.O.A



1950 Jaguar XK 120
(UK car,matching engine/chassis)

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(Colour Black)

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T Reg, Halcyon Atlantis, Cream leather interior, power steering, cd player, full service history, mileage 49k, recent chassis out riggers. Work carried out by Sebring International. stunning condition.

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2009 Mac-1 200bhp Kitcar
KAWASAKI NINJA ZX10R

Motorcycle Engine that produces 200bhp, Power commander for the engine and correctly mapped, K&N performance filter, Willwood Brakes front & rear, Rear Defuser, Roll Cage, Cobra Seats, Performance Alloy Wheels,Carbon wrapped front cycle wings, bonnet and rear arches, Mileage 6,300

£10,995



1980 Capri S 3.0
Essex Engine

Colour Black, S… …y… …ileage 65117, stunning … …year. These cars are getting very rare. Price Reduced.

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Sebring MX 3.5 V8 (1996)
(3.5 Rover V8)

5 Speed manual gearbox. Private Reg which relates to the model of the car, Gleaming Black paintwork with stunning chrome bright work,tan leather interior with walnut dash and door cappings, full weather gear, luggage rack, chrome rollbar, classic looks but with modern running gear, a real head turner.

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Replica, 5.7 440 Chevy Engine

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(Ex factory built car)

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Mitsubishi EVO IV,
(P Reg)

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1971 Ferrari 365 GTB/4 "Daytona"



Red with beige hide and black carpets. 9" rear wheels. Past Ferrari owners club concours winner. One of the first 400 cars built with the Plexiglass nose. The 31st of the 158 that came to the UK.

A very well known car featured in magazine Superclassics, driven by Sir Stirling Moss in ten page article, as well as Performance Car magazine, Brian Laban's book "Classic Ferraris - The Legend on the Road", Keith Bluemel's book "The Original Ferrari V12" and Chris Rea's album "Road to Hell".

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Ferrari 330 GT 2+2 — £99,950

1965, 55,830 Miles

Finished in Argento silver with Nero trim this 1 of 500 built cars worldwide has matching numbers with the early history from the Maranello archives. Orignially an Italian car it moved to the US and recent work has been carried out by Tom Yang and Francois Sicard totaling around 25,000USD before its importation into the UK.

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Ferrari F40 — £369,990

1991, 21,757 Miles

1 owner from new and has only been serviced by the supplying Italian Ferrari dealer. Finished in Rosso Corsa with the usual Rosso fireproof seats this example is a Cat and adjustable suspension model. Still present is the plastic protection covering sills and the white plastic which covers the kick plate.

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430 Coupe
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£76,990



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£51,990



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2003, 7,456 miles
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RACE
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1992 Venturi 400 Trophy • 2005 Aston Martin DB9

Race
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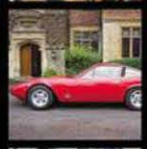
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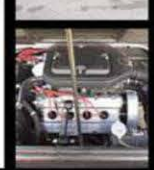

1973 Ferrari 365 GTC/4 - *one owner*
Red with tan hide and carpets. Air conditioned, self levelling rear suspension, power assisted steering. One of only 31 imported into the UK. 45,600 miles with the one and only owner. **£94,990**






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1969 Porsche 911e: Factory Silver w/ red & electric sunroof, Needs to be done but priced to sell. $18,900



2002 Porsche GT2 Twin Turbo Coupe: MSRP when new was $205,000. 29k original miles, in excellent condition. $79,900



1962 Porsche Carrera 2 Cpe: Paint to sample, leather, lighting option, deluxe horn ring & wood wheel all listed on COA.



1958 Porsche T2 Speedster: Just finished restoration, original body, floors, factory Silver car that is show ready. $269,000



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MORGAN PLUS 8

Year of manufacture 1992 **Recorded mileage** 18,917
Asking price £29,500 **Vendor** Melvyn Rutter, near Stansted, Essex; tel: 01923 725725/726605; www.melvyn-rutter.net
WHEN IT WAS NEW
Price £24,821 **Max power** 190bhp **Max torque** 230lb ft
0-60mph 6.1 secs **Top speed** 121mph **Mpg** 20.1

This galvanised-chassis Plus 8 has had much money spent despite its tender miles, with bills for £7500 in the past decade for cosmetics including paint (which sadly includes the wiper arms: must have had some left over) plus new seats, hood and carpets. There's a full service history from Melvyn Rutter, the last stamp from 2005 at 14,831 miles. Its extras include a Moto-Lita wheel, stainless luggage rack and side exhausts, badge bar, rod mirrors, mesh grille and Cibié spotlamps, plus chrome rear light and reflector plinths and latest-type fuel caps. There are also Aeroquip brake lines, plus a shallow lockable storage box in the passenger footwell.

The paint is good save a couple of bubbles on the nearside front wing and hairline cracks around the headlamps. Its alloys aren't scuffed. There's a mint P6000 spare, plus the same on the front – but half-worn and 20 years old so they want changing – and barely used Michelin Pilots on the rear.

Inside, there's a German-type dash with VDO instruments and excellent veneer; Aero-type high-back seats (not the originals), sporting unworn leather; plus a roll-hoop and harness, though the standard belts remain, too. The hood, sidescreens and mohair tonneau cover are excellent.

The motor is clean and tidy – its oil golden and to maximum – with no leaks, plus coolant a good colour and to level. The alloy V8 fires instantly and the sidepipes give a lovely crackle. Oil pressure is 45psi at anything over tickover when warm, right for a Rover V8, while temperature settles at 80°C. The steering is light, with a tiny hint of play at the straight-ahead; there's a little shake though the wheel, but that'll be flat-spotted tyres from standing. The firm brakes bite strongly: just as well because Plus 8s at 950kg are enormously accelerative and this one's right up to the mark.

The price looks keen compared with an early narrow-body V8, or against Big Healeys, which have been on the up. It will be sold with a new MoT, tax until the end of November and a nice registration number, too.





SUMMARY

EXTERIOR
● Impressive; some new paint with only a few minor blemishes
INTERIOR
● Mostly fresh, and looks it
MECHANICALS
● Low mileage and feels healthy
VALUE ★★★★★★★★☆☆
For Super overall condition
Against The front tyres might be better on the back
SHOULD I BUY IT?
Needs nothing so appears a good bet, though if you need a slightly more discreet example Rutter has one of those as well

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1955 Jaguar XK140 FHC BRG/Tan. CWW. Stunning with 5-Speed. Well restored some time ago. £49,850


1996 Aston Martin Virage Volante Buckingham/Cream. 24,000 miles. Perfect. £29,980


1951 Jaguar XK120 Roadster Green/ Green Suede, C-Type seats, Monza Cap. Nut & bolt rebuild. £79,800


1972 Aston Martin V8 F.1. Auto Green/Black. Lovely original car. £29,750


1955 Rover 60 Dove Grey /Red hide. Simply the finest. £7,450


1954 Bentley R Type Manual. Blue over Black/Grey hide. Power Steering. Show condition. £29,850

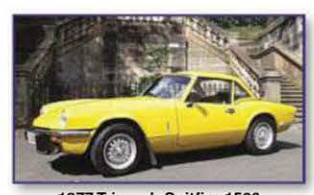

1963 Austin Healey 3000 MK11A White/Ice Blue – Blue trim. Older restoration. Ready to use. £26,980


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1995 Aston Martin Vantage Twin Supercharged RHD. Auto. Chassis #70027. Brecon Anthracite Metallic, parchment hide piped Anthracite, 24K miles F.A.M.S.H. Service book, MOT's & service invoice file. Outstanding throughout. **£69,950**



1952 Aston Martin DB2 Coupe Chasiss No LML/50/126. Superb racing provenance! Raced by George Abecassis, Bill Monk, David Laing & Angela Brown. Campaigned in 1999 Tour De France Auto 2000 Round the World Rally 2002 Le Mans Classic 2003 Mille Miglia 2004 Le Mans Classic 2005 Mallory Park races 14th BRDC Silverstone 9th. **£129,950**



2001 Bentley Continental R Mulliner RHD wide body Le Mans front wing vents and wheels. Black Saphire, linen hide piped royal blue. 40K miles. F.B.S.H. 2 owners. Mint condition and very rare. **£59,950**



1955 Ford Thunderbird. RHD. Manual 3 speed plus O/D. LHD. Soft top, port hole hard top. Electric windows & seats. Rear Continental pack. Tinted glass, heater. Lots of chrome detail. New soft top. Ground up restoration. Absolutely superb. **£44,950**



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1972 Ferrari 365 GTB/4 Daytona RHD. European spec. Delivered new as a road car to Singapore and cosmetically converted to Group 4 spec. Fantastic road, rally or track day car. UK registered. EU tax paid. **POA**



1958 MGA 1500 Roadster. RHD. Jet black, red leather interior, piped grey. 5 speed conversion. Chrome wire wheels. Front discs, oil cooler, concealed CD. Soft top, tonneau. Total nut + bolt restoration. Magnificent. **£28,950**



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Rolls Royce Silver Shadow Series 1 1977. Private Reg No 9000 LJ. One of the last chrome bumper models built. Metallic Silver Sand over Walnut. Gun Barrel Straight body work with perfect unrestored sable hide upholstery and original lambswool rugs. Automatic Power Steering. Electric windows and seats. Ice cold air conditioning, Central Locking, Tinted Glass Etc. This Stunning example was purchased by the last owner from Grange Motors 29 yrs ago and has only covered a genuine 37,000 miles from new. The car has recently had a major service, including a full brake overhaul. Supplied with all tools and original wallet containing all books and complete service history as well as the original build specifications from Rolls Royce and original sales invoice. Unrestored and in exceptional original condition in every aspect and drives like new. £21995



Fiat Abarth 850 TC Nurburgring Specification 1963. This stunning little car started life as a 600d with the obligatory suicide doors and later in its life being in incredible corrosion free condition was professionally rebuilt to replicate an Abarth 850 TC using many correct and difficult to find original Abarth parts including cylinder block, exhaust, large split sump, twin choke carburettor and large dynamo pulley. The engine was rebuilt to 850 TC Nurburgring Specification by marque specialists Carallo in Turin. The watercooled engine is cooled by a radiator to the front. The braking system has front disc brakes and the suspension has Abarth specification springs and dampers, Campagnolo 5 1/2 inch magnesium wheels are fitted. The interior is beautifully finished in red and white leather, with Abarth instruments and Nardi steering wheel with Abarth horn push. The car has all the correct Abarth badging and the iconic propped open engine lid. It would be very difficult to find a 1963 Fiat in this condition and hugely expensive to build to this specification. Great fun to drive Incredible Condition £24995



MGB Roadster MK1 1963 (Rare Early Pull Handle Model) Built in January 1963, 6 months into production, REG No.5797BH Old English White with red leather upholstery, Detailed Engine Bay, Full Tonneau Cover, Original Spoked Steering Wheel. Original Disc Wheels with Vredesteins. This exceptional UK supplied matching number car still retains its original 3 Bearing engine which has been professionally rebuilt and dynamically balanced. Supplied with the original valuable transferrable cherished registration number 5797 BH and a comprehensive history file containing the original handbook, heritage certificate, a plethora of invoices for servicing and maintenance and 20 expired MOTs. Last owner for 16 years. Exceptional condition in every aspect including panel fit and the underside. Drives superbly. £14995



Fiat 850 Sport Spider Abarth Upgrades. Right hand drive. 1973. Powder Blue with black upholstery, black hood and hard top. Four speed manual, mini light wheels and Abarth upgrades. This stunning, corrosion free car was imported to the uk in 1991 and subsequently was converted to right hand drive. The last owner, for 16 years, has carefully kept and maintained this car. The car has just had a full service and brake system overhaul with new discs, Pads and Hoses. Supplied with manuals and documented history. Exceptional condition. Drives superbly. Very rare, especially in right hand drive with Abarth upgrades and in this condition. £13995



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MB 300 d Cab. D, 1959, ex Jimmy Page, 65 prod., rest., history, perfect.



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Talbot Lago T 26 Record Conv., '48, 'Henri Chapron' Coachwork, restored.



MB 300 SL Roadster, 1960, extensively restored by 300 SL specialists.



AC Ace Roadster, 1957, RHD, well doc., rest. by Sanderson/Tayler, MM eligible.



Ferrari 500 Mondial PF Spider, 1954, engine 750 Monza, american race hist.

AM DB 2/4 Saloon, 1956, twotone grey, rest.
Bentley S I, '59, ivory, nice cond., LHD.
EMW 327 Cab., 1954, sensational orig.
Ferrari 365 GTB Daytona Spider, 1972.
Iso Rivolta Fidia, 1970, dark blue.
Iso Rivolta IR 300, 1966, ext. rest.
Jaguar C-Typ Comp. Roadster, '53, FIA-pap.!
Jaguar E S I 3,8 ltr. Roadster, '63, grey.
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MB 630 Pullmann Limousine, '28, 2-tone.
MB 500 Nürburg Voll&Ruhrbeck Cab., '34.
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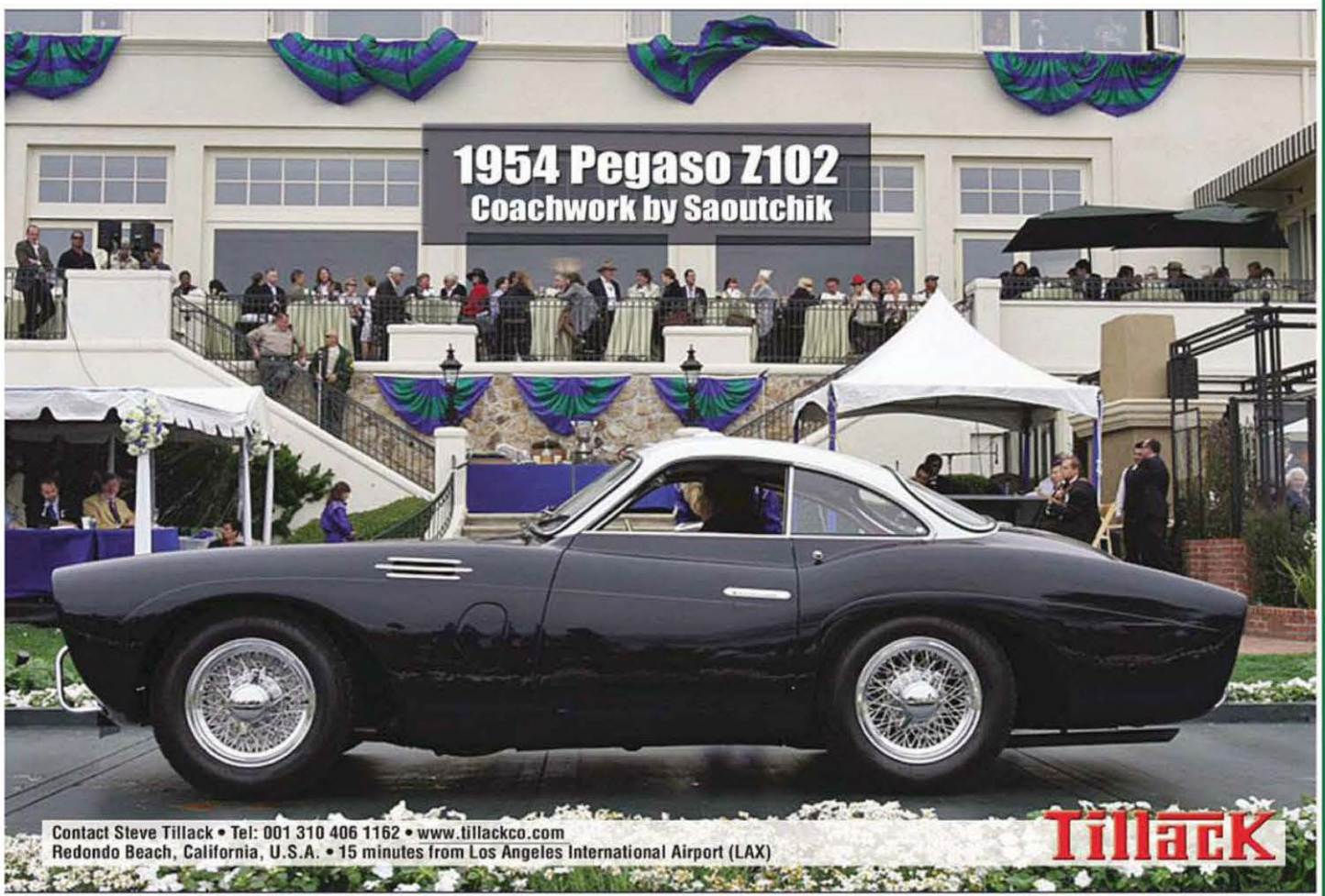
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This one, from Dutch ownership, was recently rebuilt having been off the road since the '60s. Its aluminium panels sit well on a fresh ash frame. The paint is good save a couple of cracks around the 'screen supports.

The leather, carpets and door trims are recent, plus the wipers will be refitted when the overhauled motor returns. Its tyres are unworn Avon SM MkIIs, a pattern that will be familiar to riders of older sidecar outfits.

Under the bonnet, the regulator is new and there's a more modern distributor replacing the original magneto, on a fabricated aluminium drive, and the head bolts look recent, as does the fuel filter. The radiator is full to the brim with green coolant, and the oil is clean and to the full mark.

The 832cc sidevalve 'four' starts readily and is surprisingly torquey, with maybe more to come because it is running-in, but it's happy at 35-40mph. Its oil pressure reads c20psi, warm. The three-speed gearbox is quite hard work – with assertive double-declutching, it plops into the gears easily, but getting it to let go of third is a pain. Things improve as it warms, though. The brakes are fairly effective, but the pedal is a little awkward so you have to go in over the top for full effect. It has flashing indicators, plus the semaphores still work. The car comes with original buff logbooks up to 1942 and continuations up to '70. It will be sold with UK registration if required, hopefully with its original number, and 12 months' MoT.





SUMMARY

EXTERIOR
- Body straight with good panel fits, newish paint. The hood and sidescreens are excellent as well

INTERIOR
- Retrimmed and carpets replaced

MECHANICALS
- Engine rebuilt as part of the restoration and still running-in

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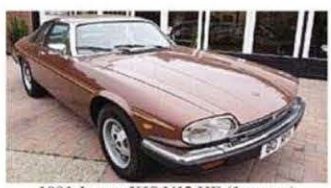
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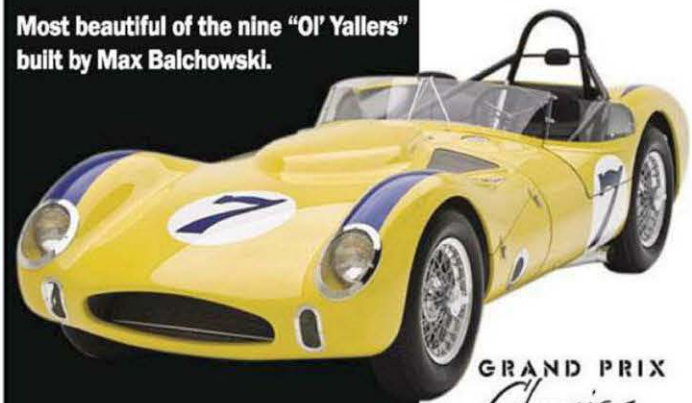
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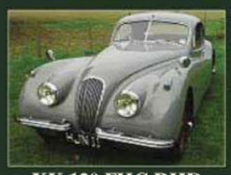
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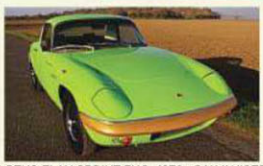
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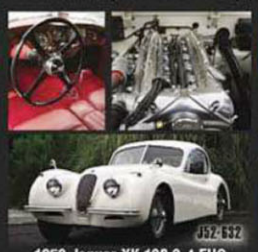
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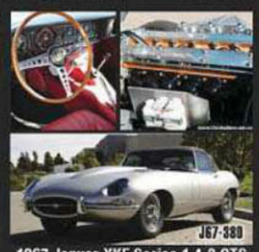
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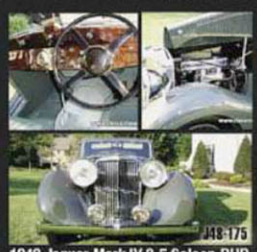
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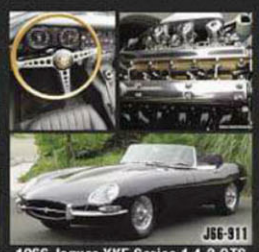
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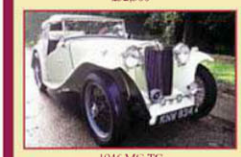
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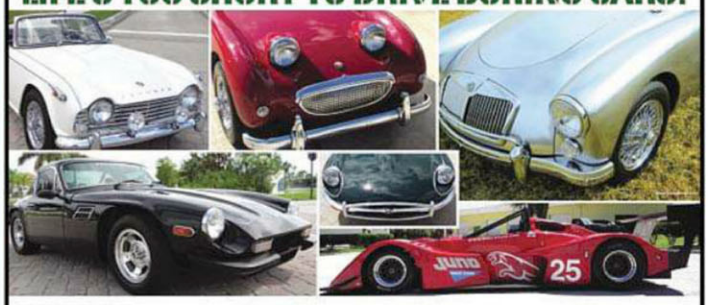
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MARCH 16th – 17th 'CLASSICAL SPECTACULAR'
Saturday- Coach from our Weybridge hotel to The Royal Albert Hall for the 'Classical Spectacular' concert. Sunday - Classic car tour to the RHS Gardens at Wisley, Surrey.

APRIL 26th – 28th SPRING CLASSIC TOUR
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JUNE 2nd – 8th NORTHUMBERLAND & SCOTTISH BORDERS
Holiday tour of this spectacular region with visits to Alnwick Castle, Cragside, Wallington Hall, Chester's Roman Fort and Floors Castle.

JUNE 25th – 26th MID – WEEK TOUR
Touring South Somerset with visits to The National Trust's Montacute House and The Fleet Air Arm Museum, Yeovilton.

AUGUST 16th – 18th SUMMER CLASSIC TOUR
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SEPTEMBER 3rd – 17th NORTHERN SPAIN
Holiday tour with ferry from Portsmouth to Santander followed by The Picos de Europa Mountains to Leon. Then on to Santiago de Compostella before returning to Santander for the return ferry.

OCTOBER 18th – 20th AUTUMN CLASSIC TOUR
South West Wales with visits to Pendine, Tenby, St Davids and The National Botanic Gardens Of Wales.

DECEMBER 6th – 8th CHRISTMAS CRACKER
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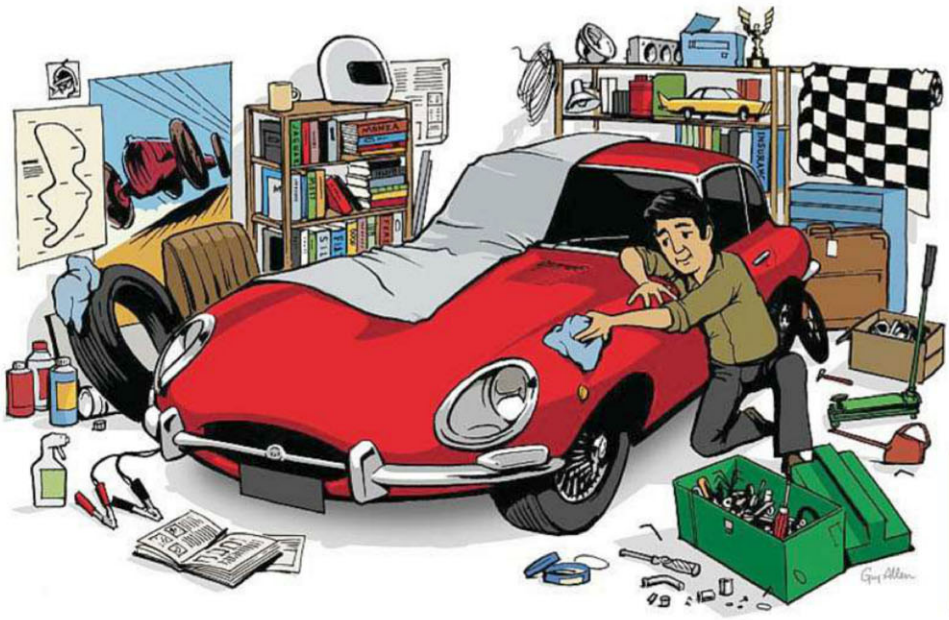
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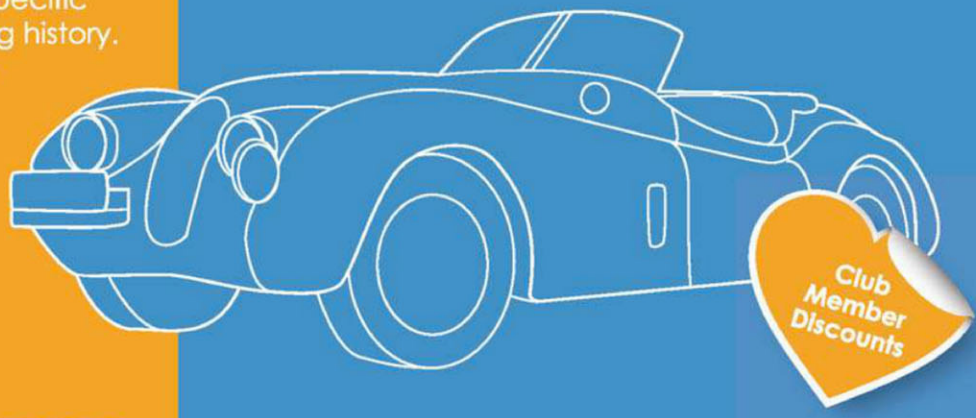
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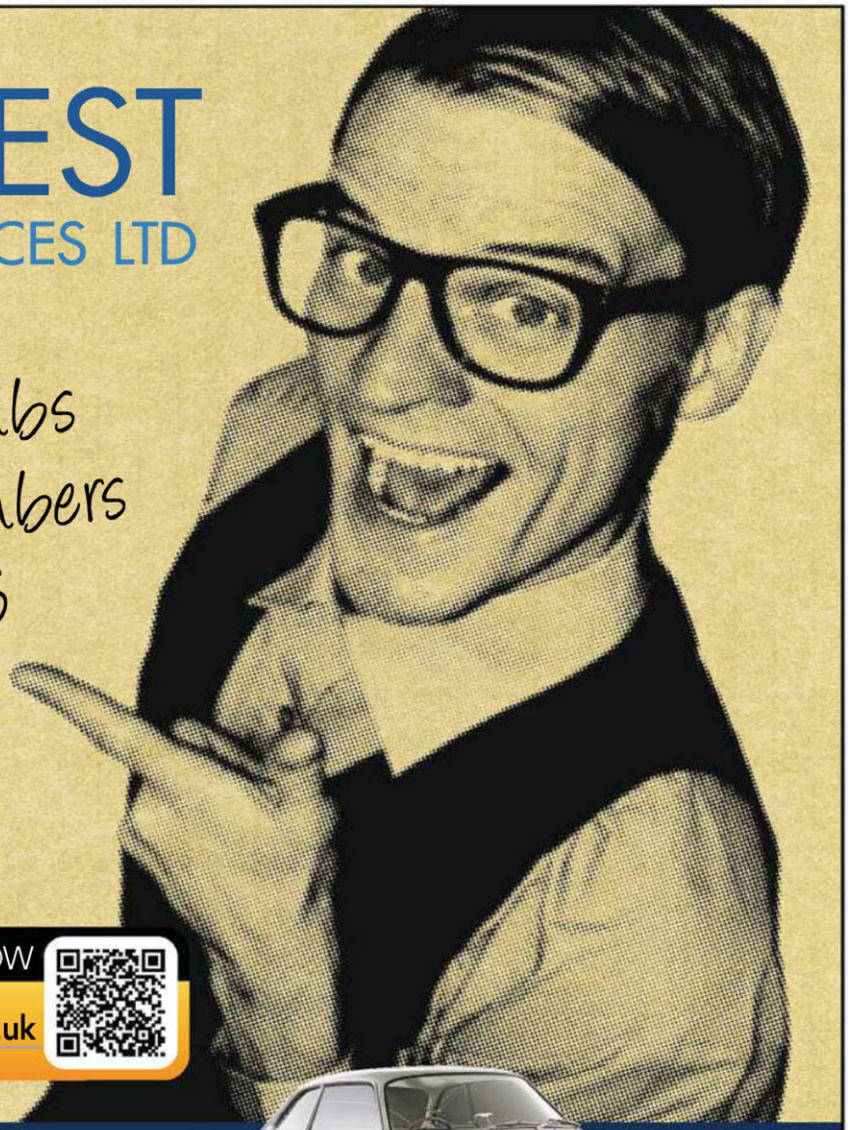
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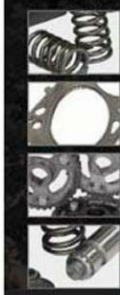
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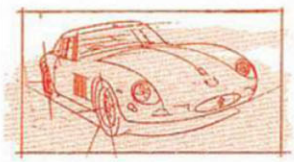
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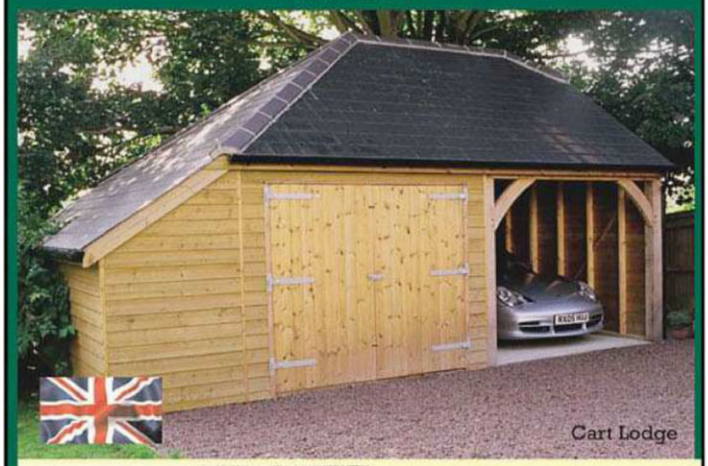
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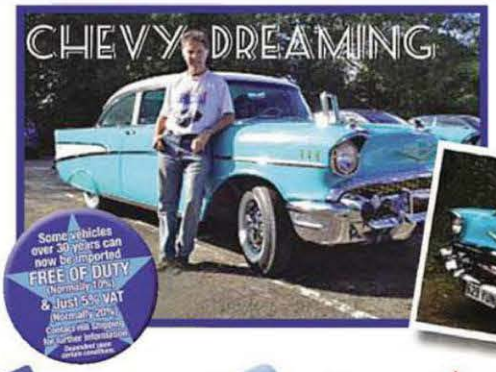
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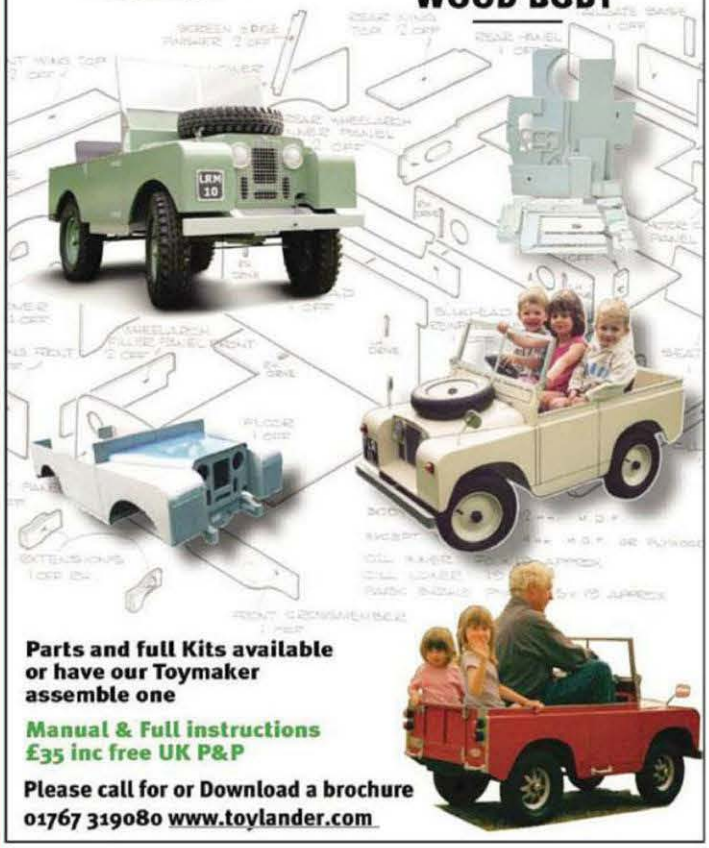


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Now Senior contributor, *C&SC* (and inveterate wheeler-dealer)
***C&SC* career** 1988-'97 and 2004-date
First classic Jaguar S-type
Dream classic Maserati Ghibli

'We've never been ashamed to be delighted and fascinated by old motor cars'

As we take down the last of the birthday decorations, **Martin Buckley** muses on how *C&SC* might look in 30 years' time

In three decades *Classic & Sports Car* has changed a lot, but also surprisingly little. It's fatter, glossier, more in-depth and scholarly today than it was in 1982, yet recognisably the same in the way it celebrates the glamour and excitement of old cars of all eras, while remaining authoritative, inclusive and unstuffy.

I formed that opinion of it in '82, aged 15, and through the many subsequent changes of editor, publisher and price that view has never really faltered. It has proved resistant to attempts to usurp its position as market leader and established itself remarkably quickly, despite its nearest rival having had the market to itself for nine years.

But there was ample room for something fresher to fill the void for a generation of enthusiasts who wanted to read about more recent cars, the 10- or 15-year-olds that were starting to look interesting by the early '80s. For me, this is where *C&SC* scored massively: it liked the cars I liked and that were relevant to me, rather than doing endless features on old sports cars I'd never seen. It treated Austin Metropolitans with the same respect as Ferrari four-cams, and that belief in a broad church has kept it strong for 30 years, combined with a sense of continuity of flavour. It has evolved slowly rather than startlingly in the way it looks and feels, a comforting certainty in a rapidly changing world and perhaps an acknowledgment that people who like old cars don't really like change.

Neither have its readers been especially partial to attempts to woo them from the righteous path with the 'lifestyle' aspirations of other publications. I'm so glad they (I hope) don't want features on cigars and powerboats, or chin-stroking pieces on architecture or vintage sunglasses. They just want to read stories on cars: on driving them, the people who designed them, their history. This magazine has never been ashamed to be deeply fascinated and delighted by old motor cars. Fast or slow, cheap or costly, rare or commonplace.

But this was meant to be an essay on how the title might look in 2042. Will it still be printed, or only downloadable to a 'tablet', the text running beside new and archive film? By then, cars of today may be the mainstay. Vehicles of the '50s, '60s and '70s will be revered pieces of heritage, as distant to the youngsters of 2042 as Edwardians seem to us now, and you will only be able to drive them wearing a health-and-safety hi-vis vest. Entire swathes of once-everyday cars such as Cortinas and Hunters will be almost extinct, or at least vastly outnumbered by silver Aston DB5s, by then so valuable that only a handful of people will be able to afford one.

I think we'll be writing a lot more about classic Japanese cars, and the oddities and 'grey' imports of the recent past will be coveted, as long as electronic maladies don't kill them off. Electric cars? Hold me back! A comparison test of 2012 hybrids is not a mouth-watering thought from where I'm sitting, yet it is not too great a leap of imagination to picture a drive story on a McMerc SLR, or a *Buyer's guide* on bargain Bentley Continental GTs. With the passage of decades and sufficient perspective, we will look at these cars differently. It will happen, because I've seen it in my own lifetime over and over again.





Bentley GT test is easy to imagine, says Buckley. Prius (inset) prompts a shudder

As for the *C&SC* team, I can't see that changing much. Stricken with RSI and medicated for his eBay addiction, Clements will still be looking for that ideal commuter classic and thinking of converting his beloved Suzuki to run on hydrogen. Port will be putting the final touches to his AC restoration, and David Evans – now just a mega-brain in a fish bowl, connected to a laptop so he can compile the index – will be on his 10th front panel (a correct early one), fourth set of doors and 14th engine rebuild for the '02. James Page? He'll look exactly the same, as will his MX-5. Bastard.

Somehow, I can't imagine Mick Walsh looking much different either. With that picture in the attic and deft applications of Grecian 2000, the octogenarian editor in chief will have run out of ex-Nazi Mercs and Mille Miglia Alfa 2900s to write about, but he'll be hanging in there. Track tests could be a challenge, but with the right winches he'll be as determined as ever to evoke the romance of the cockpit.

I've worked with mostly great people and some right idiots in my time here, but the current bunch is the most dedicated of the lot. In my early days, staff tended to drift off to pastures new at regular intervals, chasing pound notes and loftier positions. No such dilettantism today: this lot seems to be going nowhere, and that's good.



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