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THE BIG PICTURE

Great collections are not about numbers or value, but are driven by fervent enthusiasm – none more so than the choice set of Belgian Hubert Fabri. From the most original Bugatti Type 35 (front, centre) to a sorted Lamborghini Miura SV, all 15 were acquired for the pleasure of driving and racing, be it retracing the Targa Florio or roaring up the Great St Bernard Pass. Originality and history are also key factors, as illustrated by the remarkably preserved ex-King Leopold Bugatti T59 (front, right). Now the time has come for the collection to move on, with these automotive legends consigned by Gooding & Co for its first European sale in London on 1 April (see p47). We hope some of our all-time favourite cars find equally appreciative homes, and aren't stashed away from public view. **MW**

Welcome

There are a few events on the classic calendar from which I am happy to take a break every other year, but Rétromobile in Paris (p12) isn't one of them. For me it's the first-footing of the classic season, the first opportunity to catch up with friends and get a proper fix of great cars after the winter. It's an event that's full of optimism and incredible quality. And it's not alone; every time I wander the halls or fields of a large-scale classic gathering, I marvel at the efforts of the people who put together these amazing selections of vehicles.

From my (very) limited experience of doing it myself, I know how hard it can be to wheedle, cajole and in many cases plead on your knees to get the right machinery for a perfect display. So I can only thank and applaud those who do it year in, year out – not just François Melcion and the Rétro team, but all of the major curated events, from Pebble Beach to the NEC.

With that in mind, it seemed right this month to celebrate great classic people as well as fabulous cars. From Paul Regan's very personal tribute to stepdad Al Parkes and his lifelong love affair with a rare Reo (p124), via Felix Furtak's mad dash across Africa in a chopped Lancia Beta (p120)

to João Lacerda's mission to track down and revive his late father's Simca racer (p104), these stories reveal the human side of our hobby. I hope you enjoy them as much as we have.



ALASTAIR CLEMENTS

Editor in chief



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‘Each of the 912, 914 and 912E has its detractors, declaring them not to be “proper” Porsches, but all are true enthusiasts’ cars’



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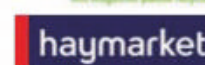
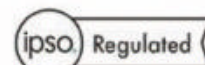
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PARIS SALUTES MILANESE GREATS

Rétromobile maintains its reputation as one of the most anticipated classic events of the year, drawing the world's finest to the French capital

WORDS & PHOTOGRAPHY **C&SC TEAM**



'Few Alfa sets will match this compilation, which included the ex-"Raph" Béthenod Tipo B and the ex-Scuderia Ferrari team 8C Monza SF32'

There might not have been an imposing centrepiece like the Berliet truck of 2019, but there were highlights aplenty for the 122,000 attendees at *Rétromobile*, held at Porte de Versailles Expo in Paris from 5-9 February.

Alfa Romeo's 110th birthday was celebrated with an amazing set of Milan's finest organised by Swiss specialist Lukas Hüni. Twenty stunners headed by seven pre-war 8Cs and the awesome 16-cylinder *Bimotore* Grand Prix titan fronted the minimalist black stand.

Few collections this year will match this compilation, which included the ex-Raphaël Béthenod Grand Prix Tipo B *monoposto* '5006' and the ex-Scuderia Ferrari team 8C Monza SF32 with magnificent Brianza bodywork. Standing out among mostly *rosso* beauties was the famous green Monza, chassis 2211130, which is now a regular on

the Mille Miglia. Both the Tipo B and green Monza were owned and raced by charismatic English privateer Antony Powys-Lybbe, who drove them to Irish events.

The ex-Marchese Filippo Theodoli TZ1 and a trio of SZs, including two rare *Coda Troncas*, were matched with the only 2000 Sportiva coupé outside the factory Museo Storico and a fabulous ex-Autodelta Tipo 33 TT3.

Some of Bertone's more bizarre and outlandish designs were arranged modestly in one corner of the halls, contrasting its status as one of the show's headline features and the striking nature of the cars. Most peculiar of the models on loan from the Volandia di Somma Lombardo Museum were perhaps the BMW Pickster and Suzuki Go that were positioned with their flatbed tails side by side. They were joined by the wedge-shaped Ferrari 308GT Rainbow, Citroën Camargue, and Citroën BX-esque, Volvo 343-based Tundra, plus the Lamborghini Genesis (see panel).

Tatra was another pre-show star attraction, claiming pride of place on the bridge that links two of the halls and recounting the long history of the marque. Central to the timeline was a silver T87



Saoutchik Pegaso was unmissable with its striking combination of red bodywork and colourful walled tyres



Bertone display was diverse, including Suzuki Go and BMW Pickster (top) and wild Ferrari 308GT Rainbow



Unique Lancia Astura Coupé by Carrosserie Pourtout made its immense presence felt

presented in a sandbox, a nod to its 111,000km round-the-world trip with two Czech adventurers.

Coachbuilt specials are now less of a feature of the Paris show, but a one-off French-bodied Lancia was much admired. The gorgeous 1938 fourth-series Astura was ordered new by Marquis de Montaigne and delivered to Carrosserie Pourtout for a unique coupé body. Hidden away during WW2, this two-tone blue Astura was discovered in a garage near Liège in 1965 and was owned for many years by great French collector Serge Pozzoli. Now, current owner Jeroen Branderhorst is keen to learn more about the Astura's early history.

Wowing all visitors to dealer Tradex was one of the most beautiful sports-racers of all: a Ferrari 330 P4. Chassis 0858 has a spectacular history, beginning the 1967 season as a works team car in which Mike Parkes and Ludovico Scarfiotti drove to second place at both its Monza 1000km debut and at Le Mans. The body was later converted to *barchetta* style and then modified into a Group 7 350 Can-Am Spyder, driven by Jonathan Williams and Paul Hawkins. Now back to its first body style, it would

OUR STAR CARS OF THE SHOW



LONGCHAMP-DE COUCY 350

Rétro just wouldn't be Rétro without spotting something very small, very French and very odd. This year's top candidate for me was this charmingly narrow little 1953 streamliner, on loan from the Musée Auto Moto Vélo in Châtelleraut. The unique prototype's name comes from its makers: Longchamp, its chassis and body builder; and de Coucy, an engineer with a passion for record-breakers. Power comes from a supercharged 350cc engine, which must sound amazing through its four side-exit pea-shooter exhausts. That, combined with the wind-cheating shape and lightweight construction, gives it giant-killing performance. **AC**



TATRA 77

In some ways it's a sad reflection on Rétro that my shortlist was drawn primarily from dealers and auction houses, the exception being courtesy of the organisers. And so the Tatra 77 that made up part of the display celebrating the Czech marque was top of my pile. It helped that, of the 249 produced, the example on display was immaculate, finished in a deep blue tinged with purple that enhanced the Art Deco streamlining perfectly. The slightly lower roofline, the dominance of the front wheels; the T77 made the future look elegant. It's no wonder the design was so influential to both Chrysler and Lincoln in the early '30s. **JB**



Tatra's lineage drew constant attention, not least the intrepid adventurer T87 and immaculate 603 (top right)



Renault's large expanse featured curios such as the 'Tank' speed-record car and Torino (left), and V8-powered Prototype H (right)



Le Mans museum honoured Henri Pescarolo's career



Škoda's battered aluminium-bodied 1100 Sport



BERTONE GENESIS

If a manufacturer posted a picture of Bertone's Lamborghini Genesis online today, probably claiming it to be all-electric and autonomous, the response would be feverish. Yet it's older than me, having been shown at the 1988 Turin motor show. Within its centre-hinged doors is an almost modular set-up, with spinning seats in a 2x1x1 layout – in place of the front passenger is an LP5000 V12 from the Countach... Surrounded by more striking cars, including the Volvo 343 alongside that bears more than a passing resemblance to the Citroën BX front end, the Autobianchi Runabout and Ferrari 308 Rainbow, the Lambo lived longest in the memory. **JP**



FERRARI 312P

To launch a new book on the Ferrari 312P, the sensational 1969 prototype chassis 0872 drew crowds to Historic Cars' stand. Publisher and photographer Reinhard Klein recalled seeing the low red prototype driven by Chris Amon and Pedro Rodríguez at the Nürburgring 1000km, an event he attended with his father in 1969: "It was my first motor race and that Ferrari was one of the most beautiful cars I'd ever seen. It's great to publish a book on the fantastic 312P, 50 years later." Story has it that Enzo restrained designers Giacomo Caliri and Franco Gozzi from fitting aerodynamic aids so as not to spoil its looks. **MW**

be great to see and hear the prototype at the Le Mans Classic as a tribute to Parkes and Scarfiotti.

The final remaining example of its eventual replacement, the 312P, was also on hand to promote a new McKlein book (see panel). The sleek sports-racer was based on the Grand Prix 312 and built for the Prancing Horse's return to the category following its withdrawal in protest at rule changes.

Rétromobile provides European manufacturers the chance to delve into their history, and home marque Renault opened the floor to fans to decide which cars should be freed from its heritage collection to be on display. Among the chosen few was a brown US-spec Fuego Turbo and an IKA Torino; surprisingly, a mere 5 TX was opted for rather than a Turbo. Lamborghini, meanwhile, shone a light on its Polo Storico division, with a bare Miura shell beside a super-rare Jota.

Peugeot went back to the future by compiling its early attempts at electric motoring – including a 106, even. Not to be outdone, compatriot Citroën displayed a recreation of its own adventurer, the Golden Scarab that crossed the Sahara in 1922. To celebrate the



The SM is near indistinguishable beneath Frua coachwork – likewise for the transporter



Automobilia stalls offer delights for all budgets and ages, with pedal cars new and old, plus ultimate garage gear



Citroën made an impression, aided by its many clubs such as SM Club de France (below)



Ferrari produced one of the shapes of the '60s, and the show, with the 330 P4 sports racer



ALFA BOXER FLAT-12 REVIVED

A visit to the stand of foremost preservation and restoration specialist Jim Stokes at Rétromobile is guaranteed to reveal another fascinating project. Centre-stage was the little-known Tipo 160 engine that is being rebuilt for a German client. This 2.5-litre flat-12, designed by Giuseppe Busso, was planned to generate 285bhp at 10,000rpm and power a four-wheel-drive Grand Prix challenger that featured a bizarre seating position overhanging the rear axle. Alfa Romeo director Orazio Satta Puliga cancelled the project in 1952 after two engines were built; the other is displayed in the Museo Storico Alfa Romeo in Arese.

"When we opened the engine up we found carbon in the bores, so it must have run," said Stokes. "The plan is to fit it into a 6C-3000-style GT sports car, with just rear-wheel drive to start with."

With 12 individual Dell'Orto carburettors, and needle-roller bearings, this boxer returning to life will be a fantastic way to celebrate Alfa's 110th birthday. Stokes' Alfetta recreation is also coming back to the UK and will compete at the Goodwood Revival in the Richmond Trophy.

half-century of the GS, Citroën enlisted French designer Tristan Auer to rework its interior for a unique collaboration.

Yet it was specialist SM2A who produced the most fitting and varied celebration of 50 years of the Citroën SM, with a Frua-bodied SM loaded on to an SM-based transporter. The SM Club de France brought the first production model, a 24 Hours of Spa racer and, as an homage to founder André's famous advertising campaign, an illuminated mini Eiffel Tower.

No Rétro would be complete without an absolute change of pace, which was ably provided by a curated display of tractors. The usual suspects of Porsche, Volvo and Lamborghini were represented, but so too were Citroën, Renault, Fiat and even Alfa Romeo.

Likewise the stalls of automobilia were an Aladdin's cave, easy to get wonderfully lost in. From all manner of electric ride-ons to spare parts, prints and books, it had just about everything possible.

The 2021 dates are 3-7 February.



Clockwise from top: coffee plantation Porsche, Alfa Romeo and Lamborghini



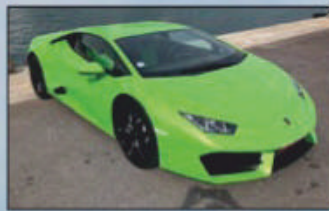
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Owner Andreas Mohringer (in wheelchair) with his Ferrari and the Best of the Best committee at the trophy presentation

FERRARI VOTED BEST OF THE BEST



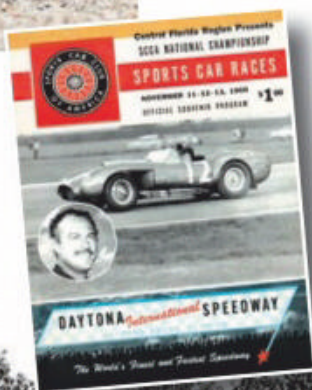
PETER SINGHOF/MICK WALSH

One of the greatest 1950s sports-racers, the 1958 Ferrari 335S best known as the 'Super Testa Rossa', won the prestigious Peninsula Classics Best of the Best Award in the French capital on 6 February.

The world's top collectors gathered in the underground car park of The Peninsula Paris hotel for the dramatic announcement of the first Ferrari to win in the award's five-year history, and none were more surprised than Austrian owner Andreas Mohringer.

"For a pure racer to win was a shock, because you expect it to go to a pre-war coachbuilt car," said Mohringer. "But the event must move on to attract a new generation of enthusiasts. It's a great credit to restorer Paul Russell, and to Sergio Scaglietti and the Italian craftsmen who built this fantastic car."

From above: Ferrari has been superbly restored to North American Racing Team livery; 335 on Daytona programme; racing at Elkhart Lake, 1959



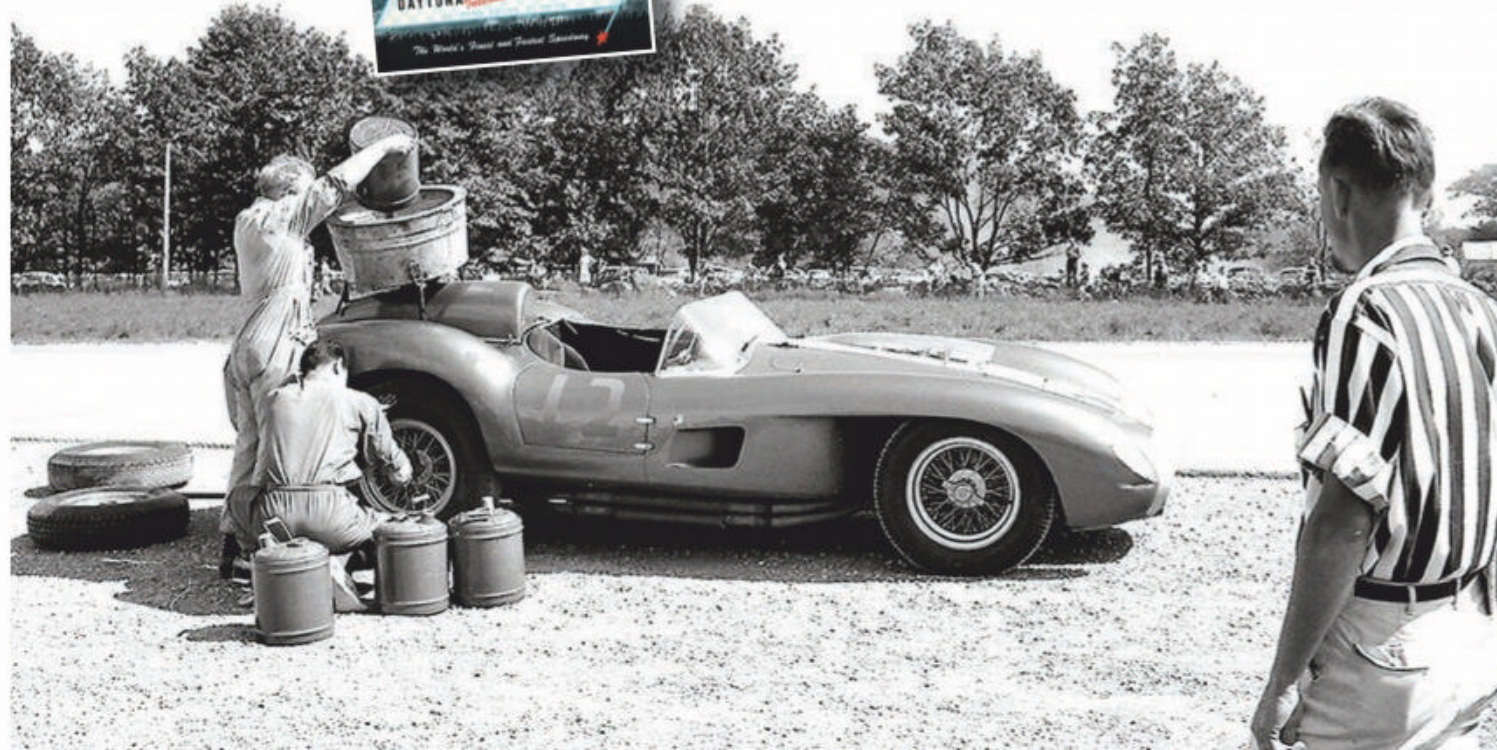
The sensational 390bhp, quad-cam 4-litre Ferrari won Best of Show at the 2019 Cavallino Classic to qualify for the eight-car Paris showdown. Painted red when acquired by Mohringer, chassis 0764 was put back to its original grey-and-white NART colours – as campaigned by Alan Connell in America – after consultation with specialist Egon Zweimüller.

That was to prove to be an inspired decision.

Many applauded the judges' choice, though some more traditional collectors present felt the fearsome racer was not sufficiently elegant.

This year's eligible show winners broke several patterns in the award's history, with three British cars and only one American in the shortlist (*News & events*, February). Not only was the 335S the first post-war winner, but also the first racer. Appropriately, 1961 World Champion Phil Hill always rated this ultimate series (315S, 335S, and 412MI) as his favourites.

"For a pure racer to win was a shock – it's a great credit to Sergio Scaglietti and the Italian craftsmen who built this fantastic car"



America picks prettiest roadster

A 1932 Ford scooped one of the custom car world's most coveted prizes, America's Most Beautiful Roadster, at The Grand National Roadster Show in Pomona, California, from 24-26 January.

The long-running annual indoor show gathers some of the biggest names and wildest customs in the industry, with 490 roadsters, hot rods and muscle cars attracting more than 50,000 enthusiasts over the course of the weekend.

Just 10 finalists vied for the top gong, with Monte Belsham's '32 Kugel Muroc No 4' taking the \$12,500 prize. Builder Jerry Kugel's name was added to the 9½ft-tall perpetual trophy, joining a list of giants of the hot-rod world that includes George Barris, Boyd Coddington and Chip Foose.

One of 10 Highboy roadsters by Kugel, the car was commissioned by Nick Barron and later modified by Squeeg's Kustoms in Arizona.

Beneath the sumptuous paintwork lies a Chevrolet LS1 engine mated to a 4L60-E transmission.

Competition for the Al Slonaker Memorial Award, which honours the event founder and recognises non-roadsters, was fierce. The trophy went to Ron and Vicki Ernsberger's stunning 1936 Willys Model 77, built by The Tin Man's Garage, Illinois. Finished in Ferrari Rosso Mugello, it has a scratch-built cab, bed and wings, with power from a 498cu in hemi V6.

A special display – Drag Racing Then and Now – gathered some of the most significant cars to grace the quarter-mile including Shirley Muldowney's 1977 Top Fuel dragster, the first to take an NHRA professional series crown with a woman at the wheel (see p110).



Kugel Muroc '32 was voted Most Beautiful. Right: '36 Willys winner



LAUDING THE AURELIA

'Lancia Aurelia 1950-2020: timeless myth' has opened at the Museo Nazionale dell'Automobile di Torino. The 18-strong exhibition includes Aurelia B10, B12, seven B20s, B24S Spider, Viotti B53, Bertone B52 and a trio of coachbuilt B50s. It runs until 3 May. See museoauto.com



MARCOS RACES BACK

The Marcos LM1800 raced by Jem Marsh at Le Mans in 1968 will return to La Sarthe for the Classic from 2-5 July in the hands of Jem's son Chris, who has brought the car back to the UK from Sweden. It is expected to be one of four Marcos cars at the biennial meet.



MARTYN GODDARD

RAC award for youth

The Royal Automobile Club has confirmed the date for its second Historic Awards, which will return to the Pall Mall clubhouse on 26 November. Recognising the importance of continuity in the historic motoring movement, the Club has added a new category for the 2020 Awards, which will be presented to the person the judges see as this year's most deserving Young Achiever. That brings the total number of awards to nine, with each category adjudicated by an independent panel of experts from the historic motoring world.

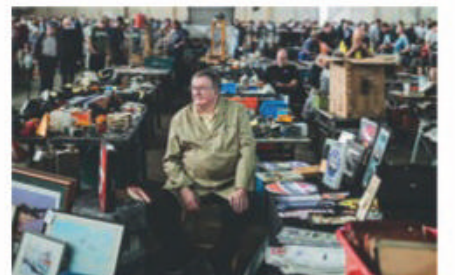
Nominations open on 18 March; for details of all the categories and how to enter, visit royalautomobileclubhistoricawards.co.uk

BRISTOL PASSION MARKS TONY CROOK'S CENTENARY

Family, friends, former colleagues, employees and enthusiasts gathered at the BRDC Clubhouse at Silverstone on 15 February for a commemorative lunch marking what would have been the 100th birthday of the late Thomas Anthony Donald Crook, who passed away in 2014.

Organised by Peter Mann and Crook's biographer, Michael Barton, the event's menu was chosen by Crook's daughter, Carol, to reflect her father's taste. There was a display of Crook's personal items and articles from the Bristol Owners' Heritage Trust archive, along with a line-up of vehicles that the racer-turned-salesman and eventual supremo of Bristol Cars had owned or raced. This included the Cooper-Bristol T24/25, the first Bristol 400 and both 406Ss.

The absent guest of honour dominated the post-lunch speeches, while outside there was the spectacle of hardy souls competing in the 65th Pomeroy Trophy – a view of which Crook would no doubt have approved.



JUMBLE SALE FOR BICESTER

The next Bicester Heritage Sunday Scramble, to be held on Drive It Day, 26 April, will have a new feature: an autojumble. Head to Hangar 113 to browse classic trade and art stands. Tickets are on sale now and selling fast. See bicesterheritage.co.uk



BEAULIEU AT THE DOUBLE

'Simply BMW' on 19 July and 'Simply British Classics' on 20 September have been added to Beaulieu's bulging calendar of 'Simply' events, bringing the total to 13. The latter is wide-ranging, welcoming all pre-1980 classic cars built in Britain or by a British brand. See beaulieu.co.uk/events



Campbell's grandson Don Wales pilots the famous Sunbeam at Pendine Sands

Blue Bird is closer to flying again

In its centenary year, the multiple Land Speed Record-setting Sunbeam 350HP has been fitted with a new, more robust gearbox as its revival continues at Beaulieu's National Motor Museum.

The original transmission has been missing since after WW2, with an unsuitable 'box from an Albion 35HP in place before the Sunbeam took residence at Beaulieu. That also meant there was no transmission brake, unlike on its original unit.

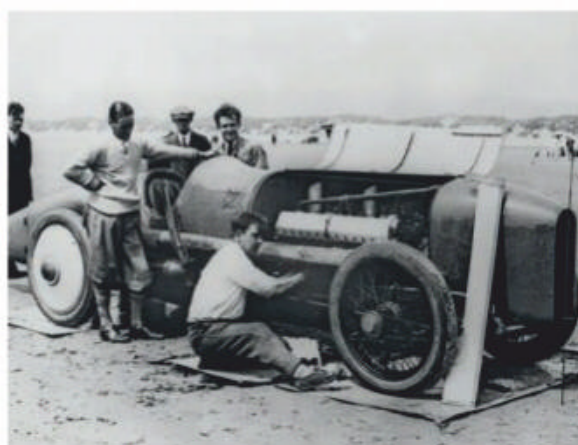
A more fitting Bentley C-type 'box has been adapted, with custom mounts for the chassis. An original transmission brake and propshaft will be installed in due course.

The Louis Coatalen-designed Sunbeam set speed records at

Brooklands in 1922 with Kenelm Lee Guinness, and later became the fourth car of Malcolm Campbell's to assume the name Blue Bird. Campbell set two Land Speed Records with it, taking the pace race past 150mph on Pendine

Sands in 1925 when he beat his first benchmark from 10 months earlier.

A full rebuild, including of the 18.3-litre V12, was completed in 2014 ahead of a low-speed run at Pendine in 2015 to mark the 90th anniversary of Campbell's final run.



The Sunbeam's new gearbox (left); the 350HP with Malcolm Campbell at Pendine in period



Youngtimers in Bremen

Modern classics starred at the best-attended Bremen Classic Motorshow yet from 31 January-2 February. Among the highlights were the DTM rivals Mercedes 190E Evo and BMW M3 with the Klut-Blech Szene Club and a sales hall devoted to youngtimers.

Spirit of the Show went to a Lloyd Alexander Frua coupé, and the Best Club Presentation award was won by the Lanz-Bulldog-Club Oyten-Backsberg eV.

CLASSICS ENJOY A WARM WELLINGTON WELCOME

More than 400 cars attended British and European Car Day at Trentham Memorial Park in Wellington, New Zealand, on 9 February.

For decades reserved for UK cars, the event was opened up to Continental marques three years ago. And for the second successive year, the prize for best club display was awarded to a non-British brand's club, the local branch of the BMW Car Club. Numerous other clubs were on display, including Armstrong Siddeley and Sunbeam along with popular makes such as Ford, Jaguar, Morris and Porsche.

Among the more unusual cars gathered at the park were two Ford Consul Capris, a Fiat 2300 Familiare estate – one of just two remaining in New Zealand – and an early 1957 'suicide-door' DKW Sonderklasse. Like the Fiat, the 'Deek' has had just two owners from new.



Minis were not in short supply at this summertime festival in New Zealand



IN CLARK'S WHEELTRACKS

A new 50-mile Jim Clark Trail has been launched by The Jim Clark Trust. Starting and finishing at the museum in Duns, it passes Clark's grave and more. Download a free map of the route with sat-nav waypoints from jimclarktrust.com



WEB RESOURCE HOPES

The Association of Heritage Engineers aims to establish an online hub of knowledge that is easy for the classic car community to access. To assist the AoHE, send your submissions to associationofheritageengineers@gmail.com



AUSTIN'S RUGBY SEVEN

Chris Blakey (above), who drove an Austin Seven from Russia to Japan for the Rugby World Cup, will return to the National Austin 7 Rally at Beaulieu as guest of honour on 5 July. It is the 58th running of the event. Find out more at beaulieu.co.uk/events



WIZARDS OF AUS

The All American Car Show near Melbourne, Australia, on 16 February drew more than 500 original, restored and customised classics. An unmolested Holden FJ was a head-turner, joined by Cadillacs, Fords, Dodges, Chryslers, Plymouths and more.



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Two-tone Buick Roadmaster turned heads and even brought matching suitcases to display



Pontiacs and Plymouths at the busy show



Patriotic Pontiac Bonneville and pink Caddy

Americana lights up Down Under

Martinborough, about an hour's drive from New Zealand's capital Wellington, sits in the heart of a major wine-growing district. From Thursday 23 until Sunday 26 January, however, it hosted the sixth Cruise Martinborough.

The entry of around 200 cars consisted primarily of American V8s, plus a few Holdens and the odd European-based machine, such as a Mk3 Zephyr ute. As well as taking over The Square on the Saturday, participants were able to enjoy the excellent driving roads of the Wairarapa region. Not only

that, but they could also sample the nearby Masterton drag strip.

Although some 1960s American models were assembled in New Zealand, arriving in completely knocked down form, many mid-century US cars have been imported more recently. The great variety on show at Martinborough highlighted exactly that.

There were Mustangs of almost every model, including a Shelby GT500, and lesser-seen cars such as late-'50s Buicks, Oldsmobiles and Pontiacs were a welcome sight. So too were a couple of Packards,

one of which was a smart 1956 Caribbean convertible. Among the Corvettes was a superbly original 1960 model its current keeper bought from its first American owner in 2011.

A Ford Country Squire showed off its 'wood' panelling, and an eye-catching 1956 Buick was displayed with lovely matching green-and-white suitcases. With a smattering of hot rods and 1930s models, the sight and sound of so many Chevilles, Monaros, de Villes, Galaxies and more brought the town and its vines to life.

Obituary

ERHARD SCHNELL 1927-2020

Erhard Schnell, 'the father of the Opel GT', has died aged 92. He started at Opel in 1952 and developed the '65 Frankfurt show's Experimental GT that was later launched as the Opel GT. He was also behind the shape of the original Corsa and the Calibra, which he said was his favourite car. He retired from Opel in 1992, but continued to appear at events.



HISTORIC EMANCIPATION RUN MEDAL REUNITED

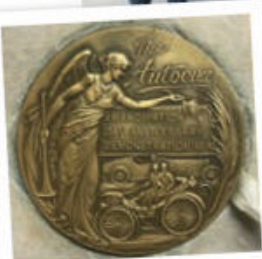
The finisher's medal awarded to Richard Shuttleworth for completing the 1928 revival of the Emancipation Run has returned home with its inclusion in The Shuttleworth Collection. Its whereabouts were unknown until recently, when a deal was struck with a private collector. Motorsport consultant Nick Pellett, who arranged the transaction, presented the collection's chief executive, Rebecca Dalley, with the award in late January.

For just the second revival running of the 1896 Emancipation Run, aviator and racer Shuttleworth bought a four-cylinder 12HP Panhard that's believed to have participated in the 1898 Paris-Amsterdam. He won a race against time to enter, finishing the gearbox the night before, and with three passengers on board he saw the finish of 'The Brighton' to be awarded his medal.

His Panhard became the first car in The Shuttleworth Collection, and it will be displayed with the medal at 'Race Day: The Spirit of Shuttleworth' on Sunday 4 October at Old Warden Aerodrome, Beds. Find out more at www.shuttleworth.org



Panhard (above) and medal (left) reunited



Federation update

It was very special to be invited by our French colleagues, the Fédération Française des Véhicules d'Epoque (FFVE), to contribute to their display at the wonderful Rétromobile. My Rosengart Sutosix SuperSept Coupé formed part of the FFVE's exhibition of electrically powered vehicles. Its Rosengart electric motor was created in 1940 as a substitute for the Austin Seven engine that propelled many of Lucien Rosengart's cars.

It was also a mini pilgrimage to see where the first owner of



Whale's classic electric coupé on show at the Paris Expo Porte de Versailles

the SuperSept Coupé was based in 1938. Monsieur Champion ran a restaurant and wine bar on the bank of the River Seine in Issy-les-Moulineaux, less than 3km from Rétromobile, in an area populated by automobile factories such as Voisin, Jean Gras and workshops for Peugeot and Citroën. And very interesting it was, too, although sadly none of the original buildings survive. It was fascinating to spend a week at the show and I am particularly grateful to the board of the FFVE for their kind hospitality.

As the UK leaves the European Union and we declare our mutual intentions to practice *l'entente cordiale* in the future, what better way to promote Anglo-French historic vehicle relations?



DAVID WHALE
FBHVC CHAIRMAN

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CLASSIC DIARY

All the shows, festivals, tours, meets and races that matter

MARCH

5-8 Amelia Island Concours d'Elegance Florida show celebrates its 25th anniversary 001 904 636 0027; www.ameliaconcours.org

5-8 Phillip Island Classic Historic racing festival in Victoria, Australia 0061 3 9877 2317; vhrr.com

6-8 Antwerp Classic Salon Abarth takes centre stage at this Belgian show featuring clubs, displays and a concours 01932 351640; www.antwerpclassicsalon.be

8 Malvern Drive-In Classic Car & Bike Autojumble At the Three Counties Showground, Worcs 01484 667776; www.classicshows.org

14 Malcolm Wilson Rally Popular event in the Lake District, with 16 classes www.malcolmwilson.co.uk

14-15 British Cars & Lifestyle Brit-focused show in the Dutch city of 's-Hertogenbosch 0031 073 523 3301; www.britishbest.nl

20-22 Avignon Motor Festival

One of the biggest shows in France, with 3000 cars – including Ligier JS2 and Renault 5 displays – and 500 dealers 0033 4 90 83 27 29; www.avignon-motor-festival.com

21-22 Autumn Festival Historic racing in New South Wales, Australia 0061 2 9988 4743; hsrca.com

21-22 VolksWorld Show 2020

A feast for fans of Bugs, Transporters and Campers. Sandown Park, Surrey 07375 554420; volksworld.com/vw-show-sandown

22 Brooklands Mini Day At Brooklands, Surrey 01932 857381; brooklandsmuseum.com

25-29 Techno-Classica Essen See *Pick of the month*

27-29 Classic Car & Restoration Show

The more practical aspects of the hobby are to the fore at the NEC, Birmingham 08448 586758; www.necrestorationshow.com

28-29 78th Goodwood Members' Meeting See *Pick of the month*

APRIL

3-5 The 12th Flying Scotsman Rally for vintage and veteran cars, from near Chester to Gleneagles 01235 831221; www.endurorally.com

3-5 Veterama Hockenheimring

Vast marketplace-based show with 500 classic cars for sale plus parts, tools, automobilia, books and more. Hockenheim, Germany veterama.de

4 God Save the Car Festival 2020 See *Pick of the month*

4-5 Dix Mille Tours du Castellet 2020

Popular event with seven historic grids moves from autumn to spring 0033 1 42 59 73 40; peterauto.peter.fr

5 Malvern Festival of Transport

Includes the Malvern Classic Car Show, Classic Motorcycle Show and the Mini & Spares Day. At the Three Counties Showground, Worcs 01484 667776; www.classicshows.org

5 Simply Aston Martin At Beaulieu, Hants 01590 612345; beaulieu.co.uk

17-19 Oldtimer Show Bills itself as Central and Eastern Europe's largest Oldtimer festival and features 500 classics plus concours, clubs, displays and more. Budapest, Hungary oldtimershow.hu

17-19 La Jolla Concours d'Elegance

Upmarket concours on the Pacific coast near San Diego, USA. Last year's Best in Show was a 1935 Duesenberg Gurney Nutting, so expect a high-quality field www.lajollaconcours.com

17-19 Gasparilla Concours

d'Elegance Second running of this show in Tampa, Florida 001 813 714 1019; gasparillaconcours.com

19 MG and British Marques Day

At Brooklands, Surrey 01932 857381; brooklandsmuseum.com

For full event listings, visit www.classicandsportscar.com/calendar

Pick of the month March



TECHNO-CLASSICA ESSEN 25-29 MARCH

Germany's Techno-Classica is big. Really big. We're talking more than 1250 exhibitors, 2700 cars for sale and 200 clubs big. But size isn't everything, and fortunately this superb show is also packed with quality throughout its 12 halls. This year there will be a special Alfa Romeo display to mark the Italian brand's 110th birthday, with 1910 24HP and 1928 6C-1500 Super Sport among the offerings, plus celebrations of 40 years of the Fiat Panda and Audi quattro, 100 years of BMW's boxer engine and 125 years of Škoda. 0049 2407 17300; www.siha.de

Looking ahead

78th GOODWOOD MEMBERS' MEETING 28-29 MARCH

If you're lucky enough to be going to this year's instalment of Goodwood's most exclusive track weekend, you're in for a treat. There will be a high-speed demonstration by the double F1 title-winning Lotus 72 and its competitors, and another featuring the 1980s enduro-racing Jags of Tom Walkinshaw Racing. Plus, in a first for the event, there will also be a rally sprint starring the likes of the Audi quattro and Lancia Delta Integrale. 01243 755055; goodwood.com



GOD SAVE THE CAR FESTIVAL 4 APRIL

Another European celebration of all things British (see also British Cars & Lifestyle in the listings above), God Save the Car will bring up to 400 cars and 'bikes to the historic Monthéry Autodrome near Paris for what promises to be a fun-filled day out. Period British dress is encouraged, and this year there will be a tribute to the Austin Seven that broke a 24-hour record on the banked track in 1928. Oh, and if you need another reason to go, *Classic & Sports Car* France is one of the organisers. 0033 1 69 80 17 00; parisautoevents.com



Left: after just missing the overall win, Bellini/Tiberti took the Eberhard Trophy. Below: WRC champ Biazon in GTV



Last year's winners, Guido Barcella and Ombretta Ghidotti, took third in a Porsche 356C

FIATS DOMINATE THE DOLOMITES

With a 280-mile route taking in 13 Dolomite mountain passes, six regularities and 65 time trials, the Winter Marathon certainly kept the 85 competing crews busy from 23-25 January.

Leg one on Thursday evening was something of a prologue, covering around 55 miles. From the off, 2019 winners Guido Barcella and co-driver Ombretta Ghidotti seized the advantage in their 1963 Porsche 356C, building a slender five-point lead over the 1937 Fiat 508C of Andrea Luigi Belometti and Massimo Bettinsoli. With Edoardo Bellini and Roberto Ottorino Tiberti (1937 Fiat 508C) and Roberto Pini and Lorenzo Galletti (1956 Porsche 356A) tied for third and still very much in striking distance of the leaders, it was all to play for heading into day two, with 80 crews still in contention.

The Campo Carlo Magno pass kick-started leg two on Friday afternoon, the beginning of a challenge that would end in the

small hours of Saturday morning. After more than 220 miles, the Fiats of Belometti/Bettinsoli and Bellini/Tiberti had edged past Barcella/Ghidotti to claim a 508C one-two, with Barcella/Ghidotti completing the podium, well clear of fourth-placed father-and-son crew Fabio and Marco Salvinelli



Top Fiat was winning 508 of Andrea Luigi Belometti and Massimo Bettinsoli

(1954 Fiat 1100/103). Sergio Mazzoleni and Edrisio Carrara ('63 Porsche 356SC Coupé) were the best performers on the regularities.

Two-time World Rally Championship Drivers' champion Miki Biason, together with Nina Stefanelli, took a '68 Alfa Romeo 1750GTV to 62nd overall.

After the rally proper, it was off to the frozen lake in Madonna di Campiglio for two further competitions. First was the Blizz Timing Trophy for the rally's pre-war entrants, where Winter Marathon 2020 victors Belometti/Bettinsoli were narrowly beaten by Vincenzo Bertoli and Alberto Gamba, in another Fiat 508C.

Indeed, it seemed nothing could stop the little 508s, even in the following Eberhard Trophy, a knockout challenge for the main rally's top 32 finishers. Bellini and Tiberti were back on the podium once again, this time a step higher, seeing off the Salvinellis' Fiat in a hard-fought final.



McRae lifts a wheel in typically committed style as he pushes Impreza to FTD

GEOFF RIDDER



Howard in ex-McLaren Stanford Special



Oldest runner was Ferner's '31 BSA FW32

Foot to the floor for Millen's annual party

Alister McRae made it four victories in a row at the Leadfoot Festival on 8-9 February, in a drama-filled top 10 shootout during which two cars crashed off the Hahei driveway on the New Zealand hillclimb's final day.

Event founder Rod Millen in the 1994 Pikes Peak World Record Toyota Celica and Sloan Cox (2004 Mitsubishi Lancer Evo 8 Hillclimb

Special) both had off-track excursions prior to McRae posting a 48.31 secs time in the late Possum Bourne's 1998 Subaru Impreza.

There was some consolation for Cox, who set a new course record of 47.86 secs during qualifying. It was a satisfying win for McRae, who beat sometime World Rally Championship driver Hayden Paddon (Semog Crosskart) in

a machine that was 22 years older.

The field of more than 100 entries welcomed a fantastic mix of race, rally and purpose-built cars, including Barry Howard in the 1947 Bruce McLaren Stanford Special, once raced by its namesake. The oldest vehicle to complete all five runs was a 1931 BSA FW32 driven by Ray Ferner, with a best time of 61.66 secs.



FORD LANDS MONTE GLORY

Henrik Bjerregaard and Jaromir Svec took their Mk2 Ford Escort RS2000 (above) to victory on the 23rd Rallye Monte-Carlo Historique from 29 January-5 February. The duo had led the event for three days, but only ever by a small margin and they didn't have it all their own way.

Karolis Raisys/Ilya Zakmans (Jaguar XK150 fhc) topped the opening regularity stage, and Christian Bonnet/Eléna Solomatina (Alfa Romeo Giulietta TI) and Jean-Luc George/Michel Perin (Ford Escort RS2000 Mk2)

tied to lead the second, before Bonnet/Solomatina incurred a five-second penalty.

Third on the fifth regularity was enough for Bjerregaard/Svec to take the overall lead, which they never relinquished – consistency rather than stage wins being the secret of their success. Some 23 secs further back were Rafael Fernandez Cosin/Julen Martinez-Huarte (Lancia Fulvia HF 1.6), just 10 secs clear of third-placed Juan Carlos Zorrilla-Hierro/Marcos Gutierrez-Dominguez (Volkswagen Golf GTI).

ACM/JO LILLINI

Storming to Sywell wins

Some 55 hardy souls braved Storm Ciara on 9 February to take on the Sywell Historic Sporting Trial in Northamptonshire.

A pretty dry first lap meant clear rounds for 10 competitors, but that was before the rain and sleet arrived. Come the end of lap two, only Dave Oliver (Facksimile) and Mark Howse (Impunity) in the Post Historic class retained a clean sheet, with Historic frontrunners Mitch Wood and Ian Wright, both in Cannons, on three marks apiece.

It was a slippery final lap with further sleet and new hill layouts, but Oliver and Wright mastered the conditions to take Post Historic and Historic honours respectively.



CHARLIE WOODING



Paddock profile MICK STOREY



Car 1975 Citroën 2CV
Series Classic 2CV Racing Club

"It all began with a drunken conversation in a pub back in 1995! Along with some friends I wanted to enter the Mondello Park 24-hour 2CV race – but they all dropped out so I raced with another team. At the end of the season I bought the car for £400 and I've never looked back! My first (and only) victory, at Brands Hatch after 22 years of trying, was a very happy day, but 2013's 24-hour race at Snetterton, where I shared with my daughters, was most special!"

ADAM LINES/MARIA COOKE



RAC SPA/LEITHON.BE

NOT SUCH A MEEKE EFFORT

Ex-WRC contenders Kris Meeke and Seb Marshall won the Belgian Legend Boucles, Bastogne, from 31 January-2 February in a Ford Escort. "Covering such special stages with an old car, without being allowed to make notes, is a hell of a challenge," said Meeke.



SHELSLEY BIRTHDAY BASH

Classic Nostalgia will return to Shelsley Walsh in Worcestershire on 20-21 June, marking 115 years of motor racing at the venue. Expect '60s historic racers, Group B rally cars and more, with Lotus being this year's featured marque. Visit www.classicnostalgia.co.uk



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Ravaged by the elements and rescued from Alabama, the 1969 Jaguar E-type was bought for just \$1000

SALVAGED E-TYPE GOES WORLDWIDE

Enthusiast Rodney McDonald spotted an advertisement in a local newspaper in Fairhope, Alabama, USA, for a clearing-out sale that included a 'Jaguar XK-E' among the list of items to be sold.

"My friend and I were early arrivals at the waterfront home that was the site for the sale," explains McDonald, "and we were told that the owners of the estate were asking \$2000 for the old Jaguar, with removal required within 48 hours." The 1969 E-type fixed-head coupé was complete, but had been under seawater twice after hurricanes Ivan and Katrina struck the Gulf Coast of America.

"The seller also stated that, in the event that no one had purchased the car by 2pm, the price would be halved," says McDonald. "We took a chance on the 50% discount and departed. We returned promptly at two o'clock and, to our delight, the E-type was unclaimed. We wrote the seller a cheque just as another chance-taking buyer arrived!"

The Jaguar was loaded on to a recovery truck and delivered to his friend's garage, where the duo gave it a closer inspection: "All of the opening panels had to be gently

prized open due to the corrosion from the salt water. The interior was a total loss, and the boot and floor panels had been mostly eaten away. Water had risen to the top of the dashboard, making the instruments almost useless.

"We decided that the car's highest calling was as a spares

'The 1969 E-type fixed-head coupé was complete, but had been under seawater twice during hurricanes Ivan and Katrina'

donor and we set out to remove as many useful mechanical, body and trim pieces as we could, then offered them to restorers of other E-types. To date, we have shipped parts of the Jaguar to buyers all across the USA, as well as to the UK, Germany, Italy, Argentina and even Australia.

"Sadly my friend and partner in this endeavour passed away recently, but this project – along with the restoration of his own 1964 Jaguar E-type fixed-head – reinforced the camaraderie that our hobby creates."



Damage was extensive to the left-hand-drive E-type, with most body panels very corroded



The engine had seen better days but, stripped for parts, this Jaguar has kept others going



Clockwise from left: off to its new home after more than 30 years' rest; Monza hemmed in by vegetation; ready for restoration

Entombed Opel Monza gets new lease of life

A recent advertisement for an Opel Monza with no pictures didn't get many responses, but Samuel Waller decided to give it a try and wasn't disappointed. He met the vendor, a gentleman in his 80s, in Romford, Essex. "The car was a 1979 Series 1 Monza 3-litre showing just 48,000 miles from new," says Waller. "We had to chop away the vegetation in order to drag it out."

The owner parked the Opel in 1986 when he got a company car, and never touched it again: "I think he just liked the car and couldn't bear to get rid of it. The Monza was only six years old when it was laid

up. It's a truly remarkable survivor."

Although most Opels were sold in the UK as Vauxhalls, the Monza was an exception, offered alongside the Vauxhall variant, the Royale Coupé. Waller and a friend now plan a full restoration, aided by the former registrar of the Vauxhall, Royale Monza Owners' Club International, who has offered his help in sourcing some obsolete parts. "The car is extremely solid due to being inside for so long," adds Waller. "Our plan is to keep the Monza as original as possible, while giving the car a mechanical overhaul to get it back on the road."



THE TIME IS NOW FOR SUPER-RARE HILLMAN

Jon Mitchell of Florida recently joined the Hillman Owners' Club to learn more about a 1934 Hillman Minx Sport Beetleback two-seater he bought in bits in 2015. It was thought to have been bodied by Arrow coachworks, but it is almost certainly the work of Carbodies.

Mitchell had owned a number of British cars, but when he saw the Hillman beside Frank Zampa's garage in Macon, Georgia, he took pity on it – partly because neither of them then knew what it was.

AVX 427 was first registered in Essex to the Rev Joseph Edwards of Walton-on-the-Naze, who sold it to US serviceman John Leonard Fitzmorris. He took the car home to Louisiana when he left England and in 1983, James Sillars of Georgia bought the Minx from Fitzmorris' grandson. Some time before 2005 Norm Cantrell purchased the car, believing it to be an Aero Minx. By then it had a 1953 Hillman engine,



Mitchell is unravelling the secrets of this two-seater Minx, one of only five survivors

and a 1939 engine also came with it. Zampa acquired it in 2005.

"It was in very poor condition, with many missing pieces," says Mitchell. "Were it not so rare and nice looking, it might not have been worth restoring." It's thought the Minx was last on the road in the '50s, and is one of five survivors.



Minx's rarity has given it a second chance



Canadian Humber hasn't moved in a while

No picnic for Snipe wagon

Reader Brian Jones has discovered a c1965 Humber Super Snipe Series V Estate on a corner lot in the town of Lévis, Quebec, directly across the St Lawrence River from Quebec City. It doesn't appear to have been used recently, says Jones: "Alongside, there is a Cadillac Eldorado that looks as if it has been hit simultaneously at both ends, along with a tasteful arrangement of old car seats and tyres to form a picnic area!" Jones believes that Super Snipe Estates are now rare, especially in Canada.



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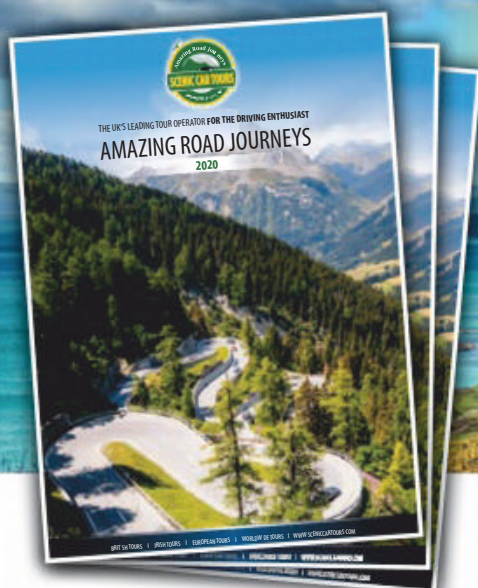
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Clockwise from main: wash revealed original black under yellow paint; Dart in its new home; being loaded after rescue

Abandoned Dart is set for revival

Adam Ford and his siblings in Pittsburgh, Pennsylvania, were wondering what they could buy their car-enthusiast father for his 60th birthday. They remembered that he had admired a Daimler SP250 in a YouTube show about Jay Leno's collection, so they located a good example seven hours away in Indianapolis and bought it. Dad was understandably delighted!

The following year they were displaying the car at the Pittsburgh Vintage Grand Prix when they were approached by Bill Monsrola, who said that he had a similar but unrestored car. He lived locally, so Ford later went to meet Monsrola and the story of his acquisition of the Daimler was intriguing.

In 2003, the outbuildings of a nearby farm were badly damaged

by a storm and there was a classic car poking out from one of the collapsed structures. After passing the location regularly, Monsrola noticed that nothing was being done to repair the barn. He approached the farmer, suggesting that he could help move the car into a better building. "If you can remove the car, it's yours," was the reply. Monsrola knew nothing

about Daimlers, but decided to take it on and, after plenty of work with a chainsaw, the car was cut free.

Monsrola had every intention of restoring the SP250, but he was a busy family man and the car was just stored. Ford has now been able to buy it, with the stipulation that, when it is completed, Monsrola will be the first person to drive it.

Ford has joined the Daimler and Lanchester Owners' Club, and hopes to start the restoration as soon as he has completed that of his 1955 Chevrolet Corvette.



Acadiane and Méhari are among several of each 2CV variation in the field

Abandoned haul of Citroëns could now be available to buy

READER FIND OF THE MONTH

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

Living in rural France, Pete Stevenson often spots old French classics lying abandoned outdoors near his home in Puy de Dôme. "This line-up of 2CVs looks like a ghost classic car show," he explains of this latest spot in a local village. "As well as the more familiar saloons, the selection includes an Acadiane – the van version of the Dyane – a round-

headlight saloon and three Méharis. Sadly, they have all been sitting on the grass for at least 10 years and when someone showed interest in buying one, the owner offered, 'I'll let you restore it, but I get to keep it.' The French are a canny lot."

Undaunted, Stevenson made further enquiries and discovered that the owner of the cars (and the

land) has since passed away and the vehicles will be sold. His son Julian Croyet is managing the sale, and explained that some are ready to find new homes and even have paperwork. Others, such as the Méharis, are considered to be part of the estate and will have to go through a probate process.

In addition to the Citroëns, there is a 4.2-litre Jaguar XJ6 in the field, complete with 'pepperpot' alloys, which Stevenson thought might amuse Martin Buckley: "It could

be yours for €1000, complete with the wildlife under the bonnet!"

If you are interested in buying any of the cars, email owner Croyet via babison@outlook.fr



Mouldering Jaguar XJ provides a contrast

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Despite best intentions to restore the Cortina – and educate others – it now needs saving



Crayford has been off the road for 22 years



Seats lost in one of the Ford's many moves

Rare Crayford seeks fresh home

If ever a car needed some love, it's this 1975 Ford Cortina GT with Crayford convertible conversion. Owner Marc Powell had five consecutive Cortina daily drivers before moving on to other classics, but then returned to Fords: "I fancied a Mk2 Crayford Cortina but the ones I saw were scruffy."

He found GOV 218N in Kent in May 1993; it had been in an accident, but a new offside-rear quarter had been fitted. Powell drove it back to Liverpool and used it regularly until 1998 when he took it off the road, garaging it at first and later storing it outside.

He applied for a restoration course, but it was full so he agreed that the students could work on the car: "It was stripped of its interior and braced all round inside to keep its shape and strength." When the course ended, the car had to be moved and Powell found it had received some panel damage, plus

"I was shocked to see how much it had deteriorated – I would be okay with the mechanicals, but the task of welding it is too great"

various items had gone missing.

The Cortina moved to a friend's workshop but no work was done so it returned to Liverpool, by then minus its seats, and was stored outside under a sheet. Last year, Powell finally went to retrieve the Crayford: "I was shocked and disappointed to see how much it had deteriorated. I would be okay with the mechanicals, but the task of welding it is too much for me."

He feels the Cortina, one of 400 converted and around 25 survivors known to the Crayford Convertible Car Club, needs a good home. Email marcrp1@gmail.com

Look familiar?

Want to track down a lost love or looking for history on your current classic? Send details and pictures to the p10 address or email your requests to alastair.clements@haymarket.com



KNOW THIS AUSSIE ABARTH?

In 1992, Australia-based Adrian Walmsley bought a 1963 Abarth coupé, first registered in 1971 as NEV 110J, from Worcester solicitor John Sampson; it was thought to be a Radbourne-converted car. He'd love to trace previous keepers. Email adrian@fewwordsphotography.com.au



MEMORABLE EUROPA

For a short period in 1974, Maggie and Neill James owned a Lotus Europa, TAM 149J. "It's still a car that stands out in a total ownership of some 45 vehicles," says Neill. It remains on the road, and the couple would like to make contact with the current owner. Email neilljames1@sky.com



WANTED: HISTORY LESSON

Gareth Richardson has fulfilled a boyhood dream with the purchase of a 1962 Jaguar E-type S1 3.8 fhc, 3071 PK. He would like to trace the early history of the car, which has several Coombs modifications. Email gareth.r.richardson@uwclub.net



MICHAEL WARE

Former curator of the National Motor Museum, Beaulieu. Send submissions to waremichael29@gmail.com

NEW LEASE OF LIFE FOR SCRIBE'S SWISS STUTZ

To many, the name Stutz conjures the two-seater Bearcat roadster, but in the 1920s and '30s it built high-end sports and luxury cars. The DV32 used the 'vertical eight', with '32' referencing the number of valves. It had a dropped chassis with worm-drive rear axle, which allowed sporting coachwork to be fitted.

In 1932, one such chassis was ordered by American writer CF Huston Miller who lived in

Switzerland. He took it to Viennese coachbuilder Armbruster for a four-door sports sedan body with an unusual sunroof that scrolled down to fit into a space behind the rear seat, and a boot and luggage rack for long-distance touring. Carefully stored in wartime, it was taken back to the USA when the owner returned to South Carolina in 1957. It was sold through *Antique Automobile* magazine in 1970 to Bill Pettit's

Museum of Motoring Memories.

After a Christie's sale of the museum's contents in 1998, the Stutz returned to Switzerland and was partially taken to pieces for restoration. It has recently been purchased by Christoph Grohe, who has reassembled it and started the engine. "It is amazingly smooth-running and the odometer reads 27,163 miles," says Grohe, "just three miles more than in 1970!"



Four-door Stutz is now in the care of Swiss specialist Grohe. Right: 32-valve 'eight' is running once more





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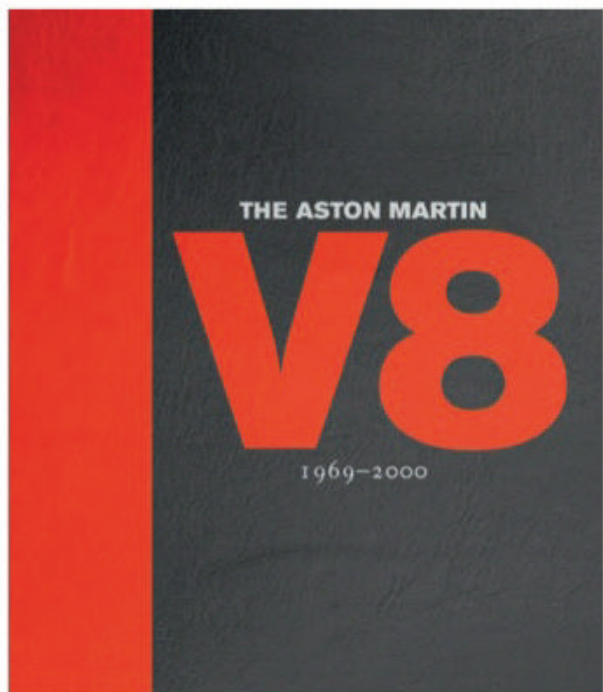
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Book of the month



THE ASTON MARTIN V8 1969-2000

Book of the month rather than book of the people, there's no escaping the eye-watering price-tag attached to Palawan's latest offering: £750, with the final 50 books costing £250 more (the initial run at £600 is sold out). But to focus solely on the cost of Russell Hayes' 523-page epic is to do a disservice to what is one of the most in-depth and complete retellings of the Aston Martin V8 story that has ever crossed the editorial desk at C&SC.

The production value alone of the quarter-leather offering (one of just 300, supplemented by 100 leatherbound and 50 bespoke editions) goes some way to justifying the expense. Beautifully bound, the work is a weighty tome in every sense; a huge paving slab of a book finished in slate grey with mandarin orange accents, with a similarly impressive separate 251-page model register, the set wouldn't look out of place in the grandest of living rooms. But while the production quality is impressive, it is surely outshone by the content.

Serial Aston Martin owner and V8 fan Rowan Atkinson provides the foreword, promising that no stone has been left unturned. He isn't wrong, with 12 bursting chapters charting the entire history of the range, beginning with an overview of the Tadek Marek-designed engine's development and

spanning all of its applications, from the first-generation DBS to the Vantage, V8 Coupé and Volante that saw out previous millennium.

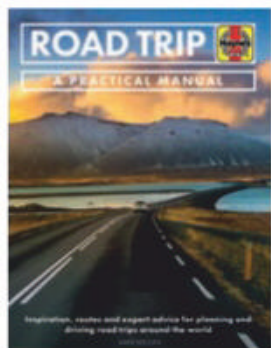
The first chapter sets a tone of accessibility and completeness that continues throughout, with information presented in an easy and straightforward manner, adding colour with a focus on personal recollections from the people involved that makes the reader feel close to history.

A superb assortment of imagery has been gathered from a wide range of sources, the large format of the book giving them plenty of room. Excellent black-and-white photographs often span two pages, all of which encourages you to look at the detail in a way you otherwise couldn't. The same treatment is given to diagrams and cutaway drawings sourced from periodicals such as *Autocar*, which give context to the sometimes complex engineering developments. Photographs from owners and snippets from the Owners' Club archives help add a warm and personal feel. Gems are littered throughout, such as a photographic contact sheet detailing the effect of an engine fire in a DBS fitted with a development V8 and the Virage show car post-1988 crash test, along with countless interesting stories from the periphery – such as the bonkers V8-powered, Vauxhall Magnum-based John Pope Special.

Hayes has created a thorough work that is informative and entertaining in equal measure. It is exhaustive but at no point dull, and is sure to have as much appeal for the casual automotive historian as it does marque obsessives and V8 owners. Our enthusiasm remains tempered by the missed opportunity presented by a more affordable edition, but that doesn't detract from what is a truly impressive history.

Credit where it's due, this is a great read. **GM**
£750-£1000 Russell Hayes, Palawan Press
(www.palawan.co.uk)

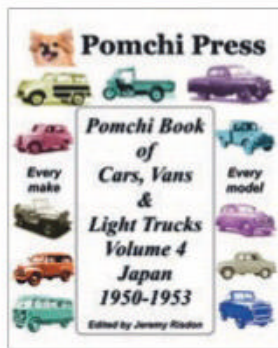
'Gems are littered throughout, such as a photographic contact sheet detailing the effect of an engine fire in a DBS fitted with a development V8'



Road Trip

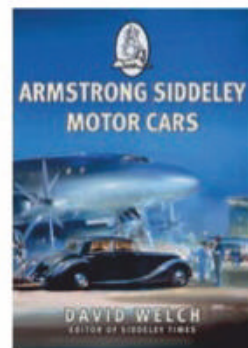
It could be the subject matter, but instantly *Road Trip* doesn't feel like a usual Haynes Manual. Just look at the cover: it's a welcome refresh.

The 180-page guide opens with 'how to plan the perfect trip' and is broken into regions, with tourist boards, Shutterstock and author Mike Breslin providing the capable photos. He offers personal insights, which can feel more diary-like but there is good variety. The 'Budget loop' of Europe could be a bit of an ask, all 5000 miles of it, but most are good launching-off points. **JP**
£22.99 Mike Breslin, Haynes Publishing.
ISBN 9781785215933



Pomchi Book of Cars, Vans & Light Trucks

The fact that this book even exists is a credit to one man's dedication to documenting every car and company created. This latest instalment, volume four, covers Japan's moving *en masse* from bicycles and three-wheeled vehicles to passenger cars, sowing the seeds of the motoring giants of today. Photo quality is poor, but, as a reference to obscure and long-lost Japanese cars and trucks, there is nothing quite like it. **DC**
£28 Jeremy Risdon, Pomchi Press.
ISBN 9781697819786



Armstrong Siddeley Motor Cars

Siddeley Times editor David Welch's historical guide is physically lightweight, yet the content is anything but. He admits this is no technical resource, more a celebration of the cars and those who made and drove them, which perhaps contributes to its easy-to-read feel. His affection for and deep knowledge of the marque bursts from its 96 pages, with many interesting images – some never previously published. **LP**
£14.99 David Welch, Amberley Publishing.
ISBN 9781445685991



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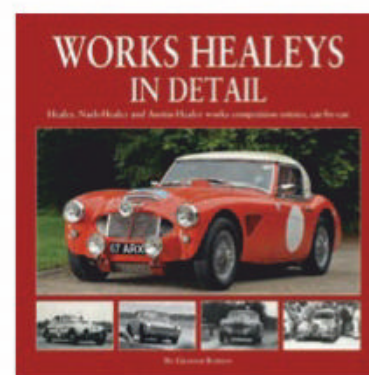
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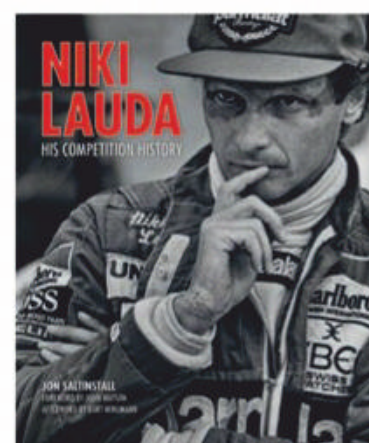
Works Healeys in detail

There's been no shortage of books dedicated to the Healey story over the years, but the competition cars have been covered in considerably less detail, an oversight renowned motoring historian Graham Robson addresses with his latest tome.

Robson navigates the choppy waters with his usual dexterity and attention to detail, no mean feat given the often confusing and sometimes little-recorded histories of each – some of which shared numberplates, were never road-registered, or didn't survive to tell the tale.

After a brief introduction to the Healey dynasty, everything is detailed from the firm's high-speed runs and record-setting at Bonneville and Montlhéry to the 100 and 100S works racers, the later 100/6 and 3000's rallying exploits, the Sprites and Le Mans prototypes. Each car is given its own section outlining its history and race results, with fine archive imagery and some modern shots from Simon Clay.

There are one or two grammatical and typographic oversights that you wouldn't expect to find in a book of this quality, but nothing that detracts from what is a fascinating delve into the works Healeys. To have all this information gathered in the same place will be manna from heaven for marque enthusiasts, and interesting for the rest of us. **GM £40** Graham Robson, Herridge & Sons. ISBN 9781906133795

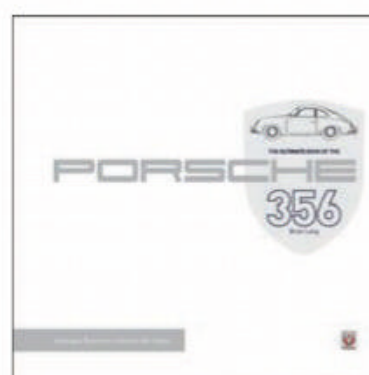


Niki Lauda: his competition history

Niki Lauda was so much more than just a racing driver. After retiring from "driving round in circles" to start the first of his airline businesses, eventually his competitive urge led him to return to the track to claim a third Formula One title with McLaren to add to his previous two with Ferrari.

This brilliantly researched 376-page book covers in detail every single race Lauda competed in. Local news and European motor racing reports supplied the necessary information and results, supported where possible by fantastic photos. The early images are a real treat because many have never been published before, from his first hillclimb in a Mini Cooper 'S' to a Porsche 911S and beyond.

Excellent layout and great image selection, paired with short, sharp race reports, combine for a fascinating way to chart the career and tell the story of one of the very best racing drivers there has ever been. **DC £60** Jon Saltinstall, Evro Publishing. ISBN 9781910505465



Ultimate book of the Porsche 356

Leatherbound, and limited to just 356 copies, this is an appealing proposition from the off. Technically a third edition, it is heavily reworked because the last two were, so says author Brian Long, 'a little lightweight' and 'not up to the standards I set myself nowadays'.

That sets expectations even higher, ditto its title, but Long can be pleased with the results. Well laid out, with press clippings matched with Porsche's archive imagery, the text chronologically presents the history of the 356 and the family behind the marque. The original scans of pamphlets are in German, but they're worthy inclusions nonetheless.

The captions can be vague, but the rest is thorough and exhaustive. Even the colour codes are listed with each chapter.

Though costly, at 256 pages it's a good size, hefty in weight, and its overall presentation ensures it should stand out on your bookshelf. **JP £356** Brian Long, Veloce Publishing. ISBN 9781787112131



The vehicle registration AG 1 was issued by Ayr County Council in 1925

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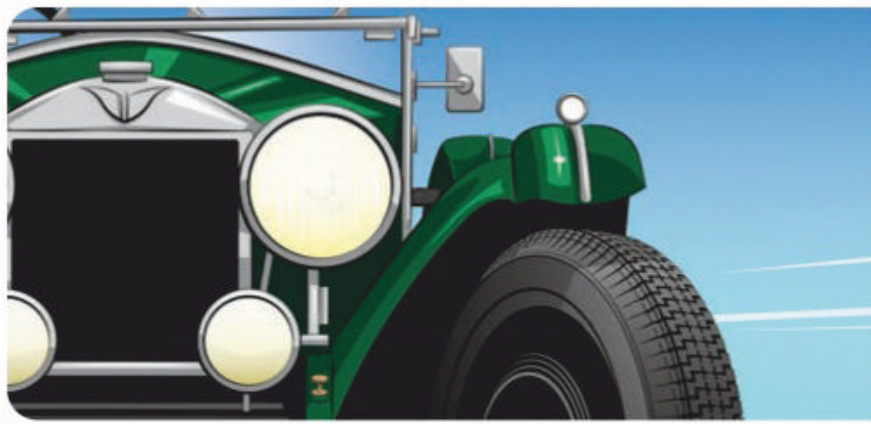
old registration a special appeal, similar to that of an antique.

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Model of the month



FERRARI 512S BERLINETTA

Top Marques, 1:18, £245.99

This solid-resin miniature perfectly captures stylist Filippo Sapino's spectacular 512S Berlinetta concept, which was the first 'wedge' body design fitted to a Ferrari. Given its debut at the 1969 Turin Motor Show, the Pininfarina styling study was based on the dismantled 312P Spyder that Pedro Rodríguez had crashed in the 1969 Monza 1000kms following a tyre blowout on the main straight. After being renumbered 002 and fitted with a 6-litre Can-Am engine block just for show, the yellow sensation was towed by a digger around a quarry near Como for a dramatic photoshoot by Rainer W Schlegelmilch prior to its Turin unveiling. The model makes a perfect trio with CMC's superb 1:18 312P Spyder and Coupé racers.



1:18

1 Schuco's Porsche 911S, £150.99

2 BBR's 1965 Ferrari 500 Superfast S2, £379.99

1:43

3 Neo's 1930 Duesenberg Model J Tourster, £108.99

4 Matrix's 1960 Jaguar XK150S 3.8 Fastback by Hartin, £101.99

5 Neo's 1952 Cunningham C3 Continental Coupe Vignale, £84.99

6 Minichamps' Michael Schumacher '93 Portuguese GP Benetton B193B, £89.99

7 Matrix's Bob Tullius 1974 Jaguar E-type V12, £101.99

8 Neo's 1930 Packard 733 Standard Eight Touring, £108.99

9 Spark's Niki Lauda 1972 Belgian Grand Prix March 721X, £59.99

10 Spark's Ayrton Senna 1987 Monaco Grand Prix Lotus 99T, £59.99

11 Spark's Renzo Zorzi 1976 Brazilian Grand Prix Williams FW04, £59.99



Edited by Mick Walsh. Unless stated, all items are available from Diecast Legends (08448 878888; www.diecastlegends.com); 10% discount for orders from C&SC readers quoting 'CS0420'

MIGHTY POWER FOR MINIS

High-torque starter motor specialist Powerlite has created a new model aimed at classic Minis that were originally fitted with a verto flywheel and pre-engaged starter. The MicroStart is claimed to be the lightest, most powerful starter built for the Mini, with a 1.3kW output. It weighs just 2.4kg and is only slightly longer than a ballpoint pen, with a nose cone machined from solid aluminium. Priced at £358, it comes with a five-year manufacturer's warranty. www.powerlite-units.com



Bright thinking

We've seen power banks with a light, but have you seen a light featuring a power bank? The new Clarke COB15CR is a rechargeable 15W work lamp with a USB port for charging devices. It has three brightness settings, an impressive maximum output of 1200 lumens, takes six hours to charge and runs for two hours. Priced at £23.98, it has a carry handle, adjustable stand and IP54-standard waterproofing. www.machinemart.co.uk



Bung beater

Bulkhead grommets can be a real challenge when rewiring a classic, but tackling stubborn bungs is now much easier with the launch of Laser Tools' wire insertion tool. It comprises a screwdriver-style handle, plus four tubes of varying lengths and widths. Simply push the tube through the grommet, then pass the wire through the hollow centre. At £62.81 it's not cheap, but it is a great idea. www.lasertools.co.uk

Bugatti racers show their true colours

Cockpit Boutique produces a wide range of motoring-inspired printed scarves, and its latest offering features a series of colourful profiles of the iconic Bugatti Type 35. The design highlights European racing colours including French blue, Italian red, German white, British Racing Green, Dutch orange and Belgian yellow. The cotton scarf measures 180 x 25mm and costs £79. www.cockpit-boutique.com; info@cockpit-boutique.com



Airborne Aston

This dramatic unpublished photo of the Aston Martin DB4GTZ '2 VEV', as driven by Andrew Hedges in the 1964 Paris 1000kms on the Montlhéry circuit, is a new limited-edition print from Art Speed Gallery. Masterfully retouched, *Flying Zagato in Paris* comes in four sizes, priced from €4500. www.artspeedgallery.com

Tested this month

KÄRCHER WD4 VACUUM CLEANER

Simplicity is the name of the game with this hardy workshop vacuum cleaner from Kärcher. Two clips separate the body and lid, while the dust bag simply clicks into place. After that, it's just a case of plugging it in and switching it on.

There's only one speed setting, but the 1000W motor provided plenty of suction to leave our test car's carpets clean and tidy. Various attachments are supplied, including a 'wet to dry' floor tool that makes short work of puddles and spills. That means it's perfect for jobs that would stop a less capable vacuum cleaner in its tracks.

Kärcher's WD4 is a no-nonsense, simple and effective shop vac in the brand's trademark bright hue, with impressive build quality and, at £129.99, a tempting price-tag, too. **GM** www.kaercher.com



8/10



8/10

BILT HAMBER DOUBLE SPEED-WAX

Marrying great value with impressive performance, this £14.95 set includes a 250ml tin of wax, a foam applicator and a microfiber cloth. The wax is easy to apply and remove, with a little going a long way. It leaves a beautiful shine and a hard-wearing layer that should last months; rain still beads weeks after application. It is hard to beat for the price. **GM** www.bilthamber.com



Pint-sized Porsche plaything

British designer Cameron Treeby has designed a miniature GT for the Playforever range. Inspired by the iconic Porsche 911, the toy measures 17.5cm long and is made from ABS Plastic and rubber, with a tough, high-gloss UV coating. The Luft Sportscar is ideal as a children's playroom floor racer, or an adult's desktop distraction in the office. It is available in four colours – green, orange (above), grey and black – and priced at £35. 01865 883061; www.meandmycar.co.uk

The art of tyres

The Michelin Heritage Collection has produced a fantastic range of nostalgic designs starring the famous Bibendum figure. Among the prints is a fun alphabet poster created back in the 1930s, featuring the Michelin Man in 26 amusing poses. Production is limited to just 200 copies, and the screenprint is priced at €59. A range of other prints, as well as Bibendum figurines, model cars and even cufflinks, is also available. collectors.michelin.com



Foley tribute T

The late cartoonist Barry Foley, also known as 'Catchpole', was a popular feature of *Autosport* in the '70s. He crafted wooden sculptures of hero drivers and designed race-car liveries, too. Foley's friend Ivan Dutton has now produced a T-shirt featuring his Bugatti cartoon. Priced at £8, it comes in three sizes. 01844 339457; info@duttonbugatti.co.uk



NOCO BOOST XL GB50

'Small but mighty' is the best description of this powerpack. Its compact dimensions make it easy to stick in your classic's boot without you really knowing it's there, other than to offer peace of mind, while its built-to-last feel hopefully means it will do just that. Reverse-polarity protection is a welcome safety feature, too. Its 1500A output has proved more than enough to get any of C&SC's classics back up and running. The manufacturer even claims it'll do up to 30 starts on a single charge, which should keep most going for a good while, but we'd keep an eye on its level of charge. When it finally needs more juice, this is done via USB – which also means it can be used to charge mobile phones, tablets and the like – and it comes in a neat bag. One final useful feature of this \$189.95 unit is its integrated LED torch. **LP** no.co



9/10

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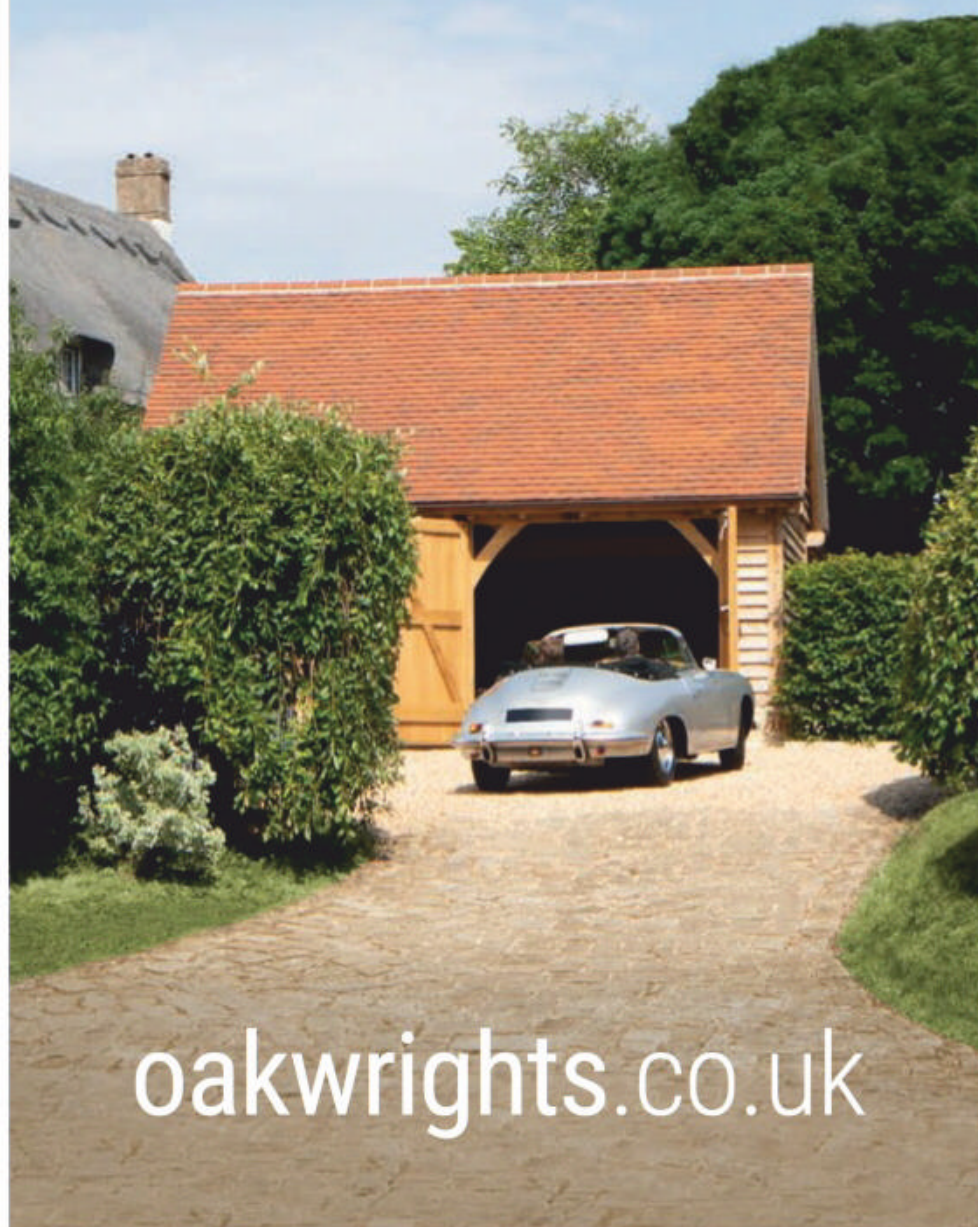
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Mick WALSH

Trips with pals often include 'best-of' lists, with regular topics including films, cities, beaches, books, walks and pubs, but most often cars. With the announcement last month of the 'Passion of a Lifetime' auction at Somerset House by Gooding & Co, dream collections became the theme of a recent trip to Rétromobile.

Travelling with buddy Julian Balme, 90 mins on the Eurostar flew by yet my enquiry about top five cars required plenty of thought. Anyone who knows Balme won't be surprised that there was a strong Ford bias to his fantasy quintet, headed by the *über*-cool black Doane Spencer '32 Roadster. All of Balme's choices had a Blue Oval link, including the ex-Ronnie Buckman GT40 detuned for road use; the Edsel Ford Lincoln Continental prototype; Nick Matranga's Mercury custom; and his own '54 Carrera Panamericana Lincoln Cosmopolitan, source of one of my greatest motoring adventures.

Rétromobile is a truly international show, and along its miles of aisles you're guaranteed to bump into friends, heroes and collectors. Auctioneer David Gooding made his debut to promote the London sale. Knowing Gooding's deep knowledge of great cars, I asked for his top five and his highly original list didn't disappoint. First up was his father's wonderful Mercer Raceabout, followed by an Alfa Romeo 8C-2300. "It must have genuine coachwork," clarified Gooding, "maybe a Long Chassis Le Mans car." The final three were a Bugatti T35 – "unblown and very original" – the Ferrari 250TR '0704' and a pre-1915 Rolls-Royce Silver Ghost: "I love great cars that carry more than two people."

Few collectors are more enthusiastic than William 'Chip' Connor and Bruce Meyer, who both have sublime sets, but what would be their dream five? Connor nominates a batch headed by cars he yearns to drive, but are impossible to own: "The 300SLR Coupé would be top, followed by a W154 or W125." These Mercedes titans would be joined by a 'Blower' Bentley, a 250GTO and the Bugatti Type 57SC Atlantic: "Nothing equals it for beauty and style."

Meyer has broad tastes – as his own collection confirms, ranging from iconic hot rods to the ex-Von Neumann Ferrari 625. "The Scarab is top for me because all the guys involved were hot rodders, including my hero Phil Remington," says Meyer, who also includes pal Connor's 'Blower', his own historic Cobra (C&SC, Feb '11),

'My own top five changes all the time, but they each have to have a purpose – from weekend motorsport to romantic escapes'

From top: Gooding in ex-King Leopold T59 at Rétromobile launch of his London sale; incredible Bugatti trio of (l-r) T35, T57 Atalante and T59



the double Le Mans-winning GT40 and the fabulous '65 Le Mans class-winning Ferrari 275GTB: "My cars have to be driveable, and that fantastic Ferrari has everything – history, a great shape and you could still use it every day."

Bugatti specialist Tim Dutton's stand is always entertaining. Dutton has a rich experience of matters Molsheim and has been closely involved with the awesome trio offered by Gooding & Co on 1 April, but his own choices are wonderfully diverse. His top five features one Bugatti – an unsupercharged Type 35 – but the rest are more attainable: "I'd have to have a Ford Capri race car. They were formative in my life, after my first drive at 17." Also included are a Lotus Seven – "It has to be an S1, pre-crossflow 1100" – and an early 911: "It has a lovely blend; enough power to do everything you need, without putting you in a ditch at 150mph. The last for me would be an F40. Loads of power and no driver aids. Everything after that was too nanny state."

Also at Rétro was Ken Gross, author and former Petersen Museum curator. "I'd keep my '32 Ford 'Highboy'," he says. "It's my favourite rod. Then I'd add a Bugatti Type 57SC Atalante, John Mozart's Alfa 8C-2900, the ex-Freddie McEvoy Talbot T150C-SS 'Teardrop' and a Ferrari 250GT SWB SEFAC hot rod."

My own list changes all the time, but they each have to have a purpose. Joining the Scarab for weekend motorsport would be a Vauxhall 30/98 for VSCC trials; an Alfa 8C Spider for romantic escapes; a Bugatti Type 35 to further understand Ettore's design; and a Cobra 289 to blow away any woes. I'd love to know your top five.



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**DISCOVER
THE DIFFERENCE**



Simon TAYLOR

It's human nature. Looking back, you always think your younger years coincided with the Great Days. As a radio and TV commentator I went to virtually every Formula One race for 24 years, from 1975 to 1999, and I loved every lap. Today I only go to the occasional race to comprehend how things are now, and I don't go out of my way to watch it on TV. The technology is astonishing, but for me the magic has gone.

It's not necessarily the fault of what F1 has become: it's my fault for comparing it to my Great Days. For younger enthusiasts, no doubt, their Great Days will be now. But when I remember the battles and the victories that I described, I think about the people. Everyone – drivers, team bosses, mechanics, the press – was part of the paddock family. Almost all were approachable, most were friendly, and many were much larger than life. We stayed in the same hotels and flew on the same planes. Few private jets, no multi-million salaries and no super-celebrities. Or rather, no drivers who thought they were super-celebrities.

Today the drivers are remote and protected from real life, and the whole thing seems controlled, stage-managed, predictable. It's all brilliantly televised, but actually being there can be an arid experience, especially at some of the newer circuits built for modern F1.

In the 1970s and '80s every track was different. At Interlagos, the huge crowd's swelling worship of Senna was awe-inspiring. The old Zeltweg was rural, green hills surrounded by mountains, beautiful and unspoiled. Monaco, then as now, was rather nasty, filled with rather nasty people; but Monza was passionate and partisan, with history oozing out of the Tarmac.

To be fair, some of the great tracks, such as Monza and of course Spa, still host F1. One of my favourites was Montreal. I used to stay in the heart of the city, and sitting in a pavement café the night before the 1978 race it seemed appropriate, in the cultural *à la carte* that is Montreal, to be eating bouillabaisse and drinking draught Guinness. On a bar stool nearby was a startlingly beautiful girl wearing equally startlingly short hot pants.

When the Grand Prix was in town everybody cruised the streets, and in the slow-moving queue of Corvettes, Porsches, T-buckets and Jeeps there was a police car, a lone patrolman at the wheel. As it drew level the girl unfolded herself from the bar stool, ambled over to the

'I walked along the fence by the 180mph straight. Suddenly, in a shrieking burst of sound, a missile blasted by, 20 feet away'



cop car, put her head in the open window and subjected the patrolman to a lingering, extrovert kiss. This held the traffic up for a while, but nobody minded. It was all part of the atmosphere of the race weekend.

The following morning, eschewing my VIP car park pass, I strolled to the subway station two blocks from my hotel and took a train, jammed with excited fans. We rattled under the St Lawrence and on to the Île Notre-Dame. As I walked past the futuristic casino building and along the fence beside the 180mph straight, Sunday morning warm-up began. Suddenly, in a huge shrieking burst of sound, a missile blasted by, 20 feet away. Two lads in front of me, carrying between them a large beer-filled coolbox, looked at each other, and grins of astonished delight spread across their faces.

A little further on, pressed up against the wire fence, was an old lady, a print dress under her plastic mac, fingers firmly in her ears as the cars howled past. The same expression of astonished delight lit up her lined face.

For her, as for me, it was one of the Great Days – made all the greater by the unforgettably brave Quebecois Gilles Villeneuve scoring his first victory for Ferrari.

And now Chase Carey and his team have pledged to breathe new life into Formula One. For starters, they need to think about how to rekindle the atmosphere of those Great Days.



1978: the great Gilles wins at home. Top: fans climbed the trees for a better view

MOTORSPORT IMAGES

M U S T A N G

Ford



D O N ' T G O Q U I E T L Y



Model shown is a Mustang GT 5.0 V8 Fastback Manual Petrol.
Fuel economy mpg (l/100km): Combined 23.9 (11.8). *CO₂ emissions 278g/km.

Figures shown are for comparability purposes; only compare fuel consumption and CO₂ figures with other cars tested to the same technical procedures. These figures may not reflect real life driving results, which will depend upon a number of factors including the accessories fitted (post-registration), variations in weather, driving styles and vehicle load.

*There is a new test used for fuel consumption and CO₂ figures. The CO₂ figures shown, however, are based on the outgoing test cycle and will be used to calculate vehicle tax on first registration.



Martin BUCKLEY

When I think of Daimler Majestic Majors, two people spring to mind: Ronnie Kray, and Ernie Warrender. Ronnie 'The Major' drives one in the 1990 film *The Krays*, about the life and times of those noted East End sporting personalities. And Ernie? He is not a gangster, or even the scariest office-equipment business owner you'll ever meet, but he is certainly one of the UK's most enthusiastic Majestic Major owners.

"I couldn't afford a Lotus Cortina, a Capri or a Mini Cooper like my mates," says Warrender, "so I bought a Dart, which I loved – even after the bonnet popped open and hit my girlfriend on the head. Then I found out they did a big saloon with a V8 twice the size; I just had to have one."

Ernie has never owned the ex-Ronnie Biggs car, or Lord Brabazon's 'FLY 1'. Thinking about it, Lord B seems to have been the only truly savoury character who owned one in period: somehow it's no surprise to hear the National Front had a Majestic Major as a staff car.

In the late '80s there was also my pal Adam, who shared my penchant for thirsty, rust-prone, unfashionable Brit saloons but, because he had a job, was in a better position to indulge himself. First came a maroon Major that deposited the contents of its auto 'box on his mum's drive each evening; later there was a horrible white car, painted courtesy of Dulux (including the seats) for the bargain end of the wedding-car trade.

At the age of 20 it was hardly the chick magnet Adam required. With his pudding-basin haircut and slender frame, he cut a strange figure in this big, municipal vehicle, which burbled like a muscle car but looked as if it was on the way to a shotgun marriage where the budget had been blown on Iceland sausage rolls and cheap lager.

I always thought the limousine had better-balanced looks; when Adam was limping around in his end-of-life saloons, their long-wheelbase siblings could still be found working in the match/dispatch trade. Ernie has owned two limos, including the famous 'Pakistani Embassy' car from *The Italian Job* (and *Villain*).

These stretch Majors turn up quite often in '60s films: think of the summit meeting with a black DS, a Volga and a Cadillac in *Casino Royale* (the awful '66 version), and the first *Stephoe & Son* film, with chauffeur Victor Madden making good use of the limited-slip diff as he rushes Harold to his doomed wedding in 197 FLY.

'It burbled like a muscle car, but looked as if it was on the way to a shotgun wedding where the budget was blown on cheap lager'

Below, from top: limo's 18in stretch results in a balanced shape; Edward Turner's hemi gives superb pace. Inset: three-owner wreck was the last built



One of the myths that swirl around these cars is that William Lyons canned a Daimler-badged, Turner V8-engined version of the MkX because it would have been quicker than his Jaguar; one prototype is said to have topped 130mph with ease. Another is that the 4.6's quoted 220bhp is on the conservative side, because that was all Daimler's dynamometer read to. Certainly they were among the world's fastest six-seaters, at 123mph, and made very quick hearses. The dear departed Ian Grange of Southern Car Sales once told me a story about chasing a Majestic hearse up the M1 at 130mph in an E-type, with the pallbearers laughing at him from the back seat.

More recently, Ernie has 'gone bigtime' and become a serial buyer of '50s Bentleys and R-Rs. And yet he has never lost his fondness for the big Daimler: he currently has an early car with rare factory luggage that, I suspect, is a keeper.

One he will part with is a 1968 car in Jaguar Opalescent Green. At some point it had a prang and was left to rot, something these cars do better than most. "So what?" you might say. The thing is, chassis 137891 happens to be the final Majestic Major built, and is thus the last true Daimler – all subsequent models being badge-engineered Jaguars. If you buy it, Ernie will even throw in a donor car – you'll need it, but if any Majestic is worthy of restoration, then this has to be it.



ATHENS TO ROME

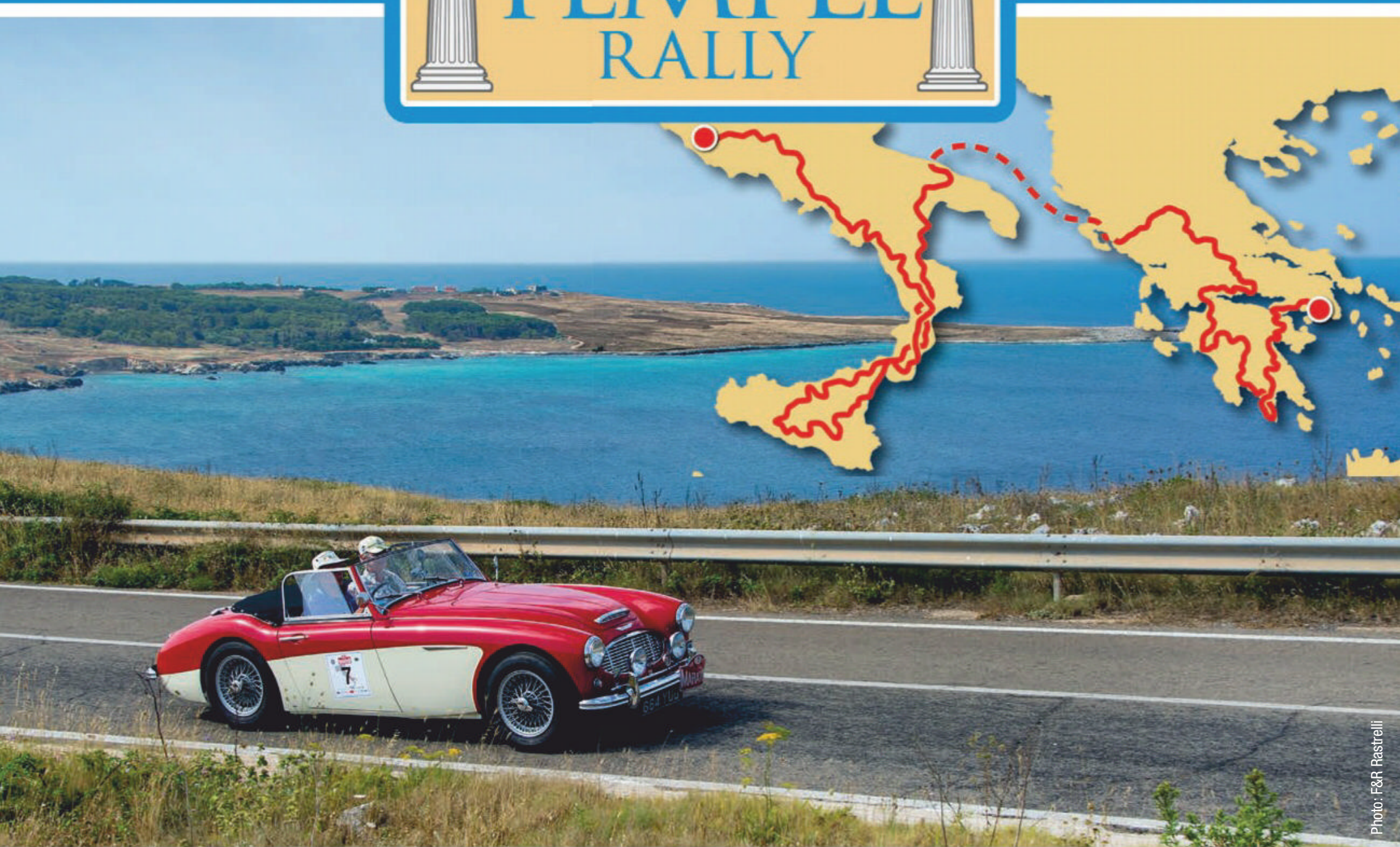


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Letter of the month

Old friends reunited for a dream trip down memory lane

Thank you for putting a mention of my father's Healey Silverstone in *Lost & found* in the January issue, and for pointing me in the direction of the Association of Healey Owners. It's been quite an adventure.

Phil Robinson of the AOHO was extremely helpful, and KYL 689's current custodian is a member. Sadly Dave Gleen, who bought the car in '76, lives in Australia, making a quick trip to reunite Dad with the car rather difficult. However, Dave got in touch after Phil passed on my details, and was able to tell me that he bought the car from Jon Cuff near Blackpool in 1975(ish), and when he imported it in '79 it was one of four Silverstones in Australia. It was actively campaigned in historic racing from 1983-2006, and is now mainly used for fun.

I was pleased to hear from Dave, but things didn't end there. Phil and AOHO chairman Terry Wright hatched a plan to get Dad in a Healey, and within days Phil was in touch to tell me to get Dad to Bedfordshire on 23 December to meet Warren Kennedy of Classic Restorations, whose collection of Healeys includes

a supercharged Silverstone – an upgrade my father had longed to do.

My sister and I wanted it to be a surprise so, after telling Dad we were going to visit family, we headed to Classic Restorations – a veritable Aladdin's cave of Healeys. It was priceless to see my father's reaction.

We spent a few hours walking around the workshop, with Terry on hand to give his encyclopaedic knowledge. Then Warren opened the doors to another barn to reveal a recently restored Silverstone. As the Riley 2.4 erupted into life, I instantly knew why Dad had fallen for the car.

Dad became a 20-something again as he jumped in for a spin with Warren at the wheel. Then Warren insisted that Dad should take a turn and, as if he last drove a Silverstone yesterday, he was soon guiding the car expertly.

Meanwhile, Phil was also able to speak to Sir Michael Leighton, who owned chassis D7 after Dad and shared a picture of it with its green paintwork changed to red. The final piece of the puzzle so far is that I've also heard from Mark Fleuriot, who saw the magazine and got in touch



Dudley Rickard gets back in a Silverstone at last. Inset: his old car, now painted red

ALEX RICKARD

with further revelations about the car. His father owned it twice, once in the 1950s – when he had some success in competition – and once in 1976, when a friend heard that the car was for sale and he bought it back for £2500. Sadly, two weeks later the same friend sold the car to Dave for £4500 without Fleuriot Snr's knowledge; he never spoke to him again!

The AOHO has been incredibly helpful, and it's amazing how a car can bring people together from around the world. This has helped me compile a dossier for Dad to help him keep

these memories alive. It's heartening to know that D7 is in rude health and enjoying a graceful retirement in Australia. I doubt that Donald Healey had any idea of the life one of his creations would have, and its impact on those around it.

Dunstan Rickard
Via email



Write to alastair.clements@haymarket.com. Letter of the month wins a personalised Carvolution sketch; see www.carvolutioncompany.com



Reader Carty has been inspired to commission his own DS Grand Palais

Visit to the Palais

Jon Pressnell's article in the February edition captured my imagination. The super-special Citroën DS Grand Palais, designed and built by Gérard Godfroy and Christophe Bihr, is stunning.

Towards the end of the story it was clear Messrs Godfroy and Bihr would be keen for serious enquiries from the UK, and Pressnell passed on my enquiry to Godfroy who

quickly responded. I am excited to tell you that we will be travelling to France early in May, and have arranged to meet to discuss the process of building our very own Grand Palais. In the meantime, I start the search for a good (but not perfect) right-hand-drive, fuel-injected DS23 donor car.

Your article might just be about to change my life!

Anthony Carty
Via email

Chevy chase

I have owned my 1978 Corvette for almost 30 years and obviously have considerable affection for the third-generation 'soft-bumper sharks'. But reading 'The Glass Menagerie' (January), I forgave Julian Balme's opening admission in his review of the 1978 Corvette as I read on.

It was refreshing to read text almost entirely complimentary of a car so many of us love! Phrases such as 'plush' and 'tidy handling' are hardly applied to Corvettes by journalists on this side of the Atlantic, and I doubt that the C3's build quality has ever been so praised. I can't help thinking that Balme's impression owes as much to Phil Otley's efforts as to the workforce at St Louis – the featured car is clearly a beautiful example.

However, Balme states that it is not certain which engine the car came with from the factory. Given Otley's attention to detail, I am sure that he is well aware that by 1978

the original engine specification of every Corvette is easily identified from the VIN. The fifth digit relates to the unit fitted at the factory – in 1978 'L' denoted an L48 185hp unit, and '8' the higher-output L82. It is clear that Otley has retained the look of the L48, with Chevrolet Blue valve covers and the single snorkel air cleaner at the very least, but it is indeed relatively easy to extract the extra horses from an L48 to provide the almost L82-like performance that Balme so much enjoyed.

Stephen Irons
Via email



Irons' Corvette C3 pays a visit to La Sarthe

Pedant of the month

Pedant of the month wins a C&SC baseball cap. Send your observations to alastair.clements@haymarket.com



I read the February issue with pleasure, including the stories of Lt Col Michael Davies about his Auto Union (*Letters*). Before I became a Citroën dealer, I sold DKWs and Auto Unions.

Regarding the article on the 'Monstre of Paris' DB-Panhard, in the '60s I also sold Panhards. I'm surprised the story talks about a 'two-stroke engine'. I assure you that Panhard units were two-cylinder four-strokes. They were rather special: the inlet and outlet valves were closed by torsion bars.

Since Panhard was part of Citroën by then, Citroën dealers also repaired Panhards.

Piet Admiraal

Comments & clarifications

Regarding the Pontiac Grand Safari in the February *Case histories*, '73 was not the final model year for the Glide-Away tailgate. The feature first appeared on all GM full-size (aka B-body) station wagons from Chevrolet, Oldsmobile, Pontiac and Buick in 1971, and continued through to 1976.

Pete Kraus

With regard to January's interesting story on glassfibre sports cars, the reference to the Ginetta's Imp underpinnings is only partially correct. The G15 does use Imp rear trailing arms, but the front suspension is Triumph Spitfire, modified to take the Walkletts' own anti-roll bar. This, and the Triumph steering rack, explains the remarkable turning circle.

Ray Knight

Great story on the Alpina C2 (January) but Westerham is in Kent, not Surrey.

Paul Tyler



Partners in time

Mick Walsh's *From the cockpit* on preservation in your November edition inspired me to go out to the garage on a dank, cold January day to start my '63 Morgan, a monthly winter ritual throughout my 40 years' custodianship of the Plus 4. Hook up the battery, a spray of starter fluid, a touch of the key and the faithful Triumph engine coughs into life, testament to the longevity and durability of its kind.

Mick's essay has special meaning for me and the Morgan because for all those 40 years of ownership, I've been dedicated to maintaining it for what it is: a cherished old car with 100,000-plus miles on the clock.

It has been maintained and repaired as necessary, but never restored or tampered with, and the wood is still good thanks to it never having been driven in the rain. The now inappropriate paint is its only departure from 'factory' in this day of absolute originality, but even that is showing its 30-year patina.

Short of catastrophe, there is no reason it will not outlast me, which is the least that it deserves.

Larry Emrick

Vancouver, Canada

Life imitates art

Looking at February's Amilcar story I thought, 'I did a painting of that car!' Rummaging in my archive (the garage), I found the watercolour I painted all the way back in 1987. I worked – and still work – from life, so I spent a few days standing behind an easel at Bernard Harding's home back then. The Amilcar seemed impossibly exotic with its Swiss-watch engine and supercharger.

Bernard wasn't impressed enough to buy the painting, though a little later it netted me a job offer in a design studio. I had been



Slade's 1980s painting of 'our' Amilcar C6

building up a living from painting but from then on, for three decades or so, I became an illustrator and a writer. Only recently did I venture away from landscape and figure work and back to cars, drawing a friend's Bristol at the Bicester Super Scramble. Life's directions are anything but predictable.

Tim Slade

Via email

Red-hot Brits

Classic & Sports Car is an excellent magazine, generally filled with well-informed and fascinating articles – now here comes the but –

but January's article by Greg MacLeman on the Alpina BMW made a passing remark about the early 1970s and its 'lukewarm platter of British cars' such as the Allegro and Marina.

Could I point out that the Allegro and Marina were very successful mainstream cars in the UK, whereas the BMWs tended to be expensive

yuppy fashion accessories, yet the 1750 Allegro could show a BMW 1602 a clean pair of heels at three-quarters of the price. As for the 2002, a Triumph Dolomite Sprint could have beaten it hollow – and often did on the track – for again about 75% of the price. Logically, this must have made BMWs feel rather less than lukewarm.

Those BMWs also certainly had their limitations. I recall a test day in the '70s when we were let loose on a wet Goodwood circuit in the then-current range, but they prudently hired a couple of racing drivers to chauffeur potential clients around in the 2002 turbos. They soon had to abandon these demos because even these highly skilled drivers found it impossible to complete a lap without swapping ends when the turbo kicked in mid-corner. I vividly remember that even the more prosaic models had seriously scary handling on a wet track, many not making it back in the same state they left.

Sadly, the ill-informed journalistic trait of the 1970s and '80s, rubbishing anything British, seems to have continued into the 21st century. Back in the '70s, when the German press was praising the dreadful VW Type 3 and the French press was doing its best to find something good to say about the Renault 15, the British press delighted in making the worst of anything local, particularly if it had a British Leyland badge. This rubbed off on the views of the general public and the politicians, who consequently failed to support their home car industry – unlike the Germans and French, who bailed out their own failing manufacturers on a number of occasions.

So come along motoring scribes, before making throwaway remarks about lukewarm Brits have a drive in one and then compare it to the foreign equivalent – if you can find one that hasn't rusted away, or whose Bosch electrics haven't long since given up the ghost.

Chris Johns

Warwick



BMW's can't hold a candle to a well-driven Dolly, says Johns



Hale snapped the Probe in his work car park

Probe in the wild

Reading your feature on the Classic Motor Show (January), the picture of the Adams Probe 16 brought back memories going back 50 years. In the late '60s and early '70s, I was a warranty claims assessor with Ford Motor Company based in Thames House at Gants Hill, Ilford. My boss, Robin Gibbons, who liked cars that were a little different, one day pulled into the management car park in the famous *Clockwork Orange* car, which he had acquired from The Chequered Flag garage. I believe it had an Austin 1800 engine and, at the time, suffered from overheating problems (no doubt sorted by now).

After a rummage through an old album I found this photo I took from my window. I do recall that mention of 'Robin's Probe' always raised a smile in the office.

Trevor Hale

Long Melford, Suffolk



Hostler's pretty Encore replica of the Elite

Plastic? Fantastic!

I much enjoyed January's articles on GRP sports cars. Having owned four Elans and a Europa Twin-Cam between 1967 and '93, I am a big fan of the type. The Elite was out of my range by the '80s, so we built our own Ford-powered replica, which was registered in 1992.

You state, however, that 'Matty's car left Hethel in 1962'. I have to remind you that Lotus didn't move from Cheshunt to Hethel until '66!

John Hostler

Brundall, Norfolk

Mini goes green

Looking at the latest ULEZ and EU regulations, the way to save the planet is to scrap the cars we have and build bigger, heavier, costlier hybrids and EVs, with shorter lifecycles, using more of the Earth's resources. Claims for 'plug-in' hybrids of 100mpg-plus for the EU tests are more like 40mpg in the real world. My 57-year-old Morris Mini-Minor beats that.

EVs need to be half the price with twice the range, but we'll still have those toxic batteries. Low weight is the only efficient way to go. I'm off to see if I can fit in a Caterham; I think I'll also tuck away an up! GTI before efficient cars are banned altogether.

Richard Carter

Milborne Port, Dorset



Carter's Mini: the ultimate green machine?

Allez les bleus

I loved the October issue. The article including the Peugeot 504 and Cropley's words on the Citroën Ami 6 brought back memories. French cars of the 1960s and '70s were supreme rough-road cars built for African conditions, where I lived at the time. Attached is a photo of *trois Français* in Nairobi in '75. I had seven Renaults in all, from 4 to 16. Such comfortable cars no longer seem to exist today.

I also enjoyed the MX-5 articles. I had 1994 1.8 'Clubman' edition, fully equipped including a tonneau, for which Mazda incorporated stud mountings in the dashboard.

Ian Bickerton

Western Australia



Kenyan Peugeot 504, R16 and Citroën Ami



IN THE MAY ISSUE*

Alfa Romeo 8C Monza

Flat-out around Goodwood in the ultimate pre-war supercar



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*On sale 2 April, contents subject to change

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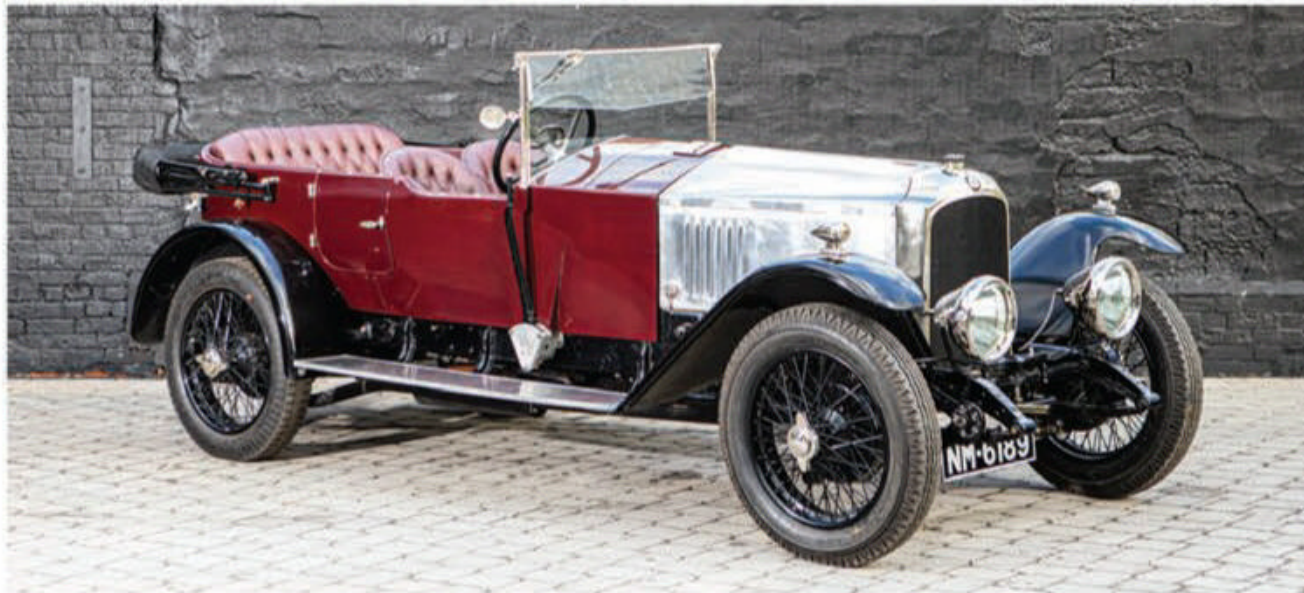
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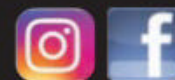
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1960 argento/rosso

Ferrari 250 GT Cabriolet Serie II
1960 rosso rubino/nero

Ferrari 250 GT Cabriolet Serie II
1961 grigio argento/rosso

Ferrari 330 GT America
1964 blu scuro/blu scuro

Ferrari 275 GTB/2 Shortnose
1965 nero/pelle orange

Ferrari 275 GTB/2 Longnose
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Ferrari 275 GTB/4
1967 grigio argento/nero

Ferrari 330 GTC
1967 azzurro/nero

Ferrari 365 GT 2 + 2
1970 celeste gainsborough/nero

Ferrari 246 GT Dino
1970 azzurro/nero

Ferrari 365 GTB/4 Daytona Plexi
1970 giallo/nero

Ferrari 246 GT Dino
1971 rosso/nero

Ferrari 365 GTS/4 Daytona Spider
1971 rosso/beige

Ferrari 365 GTB/4 Daytona
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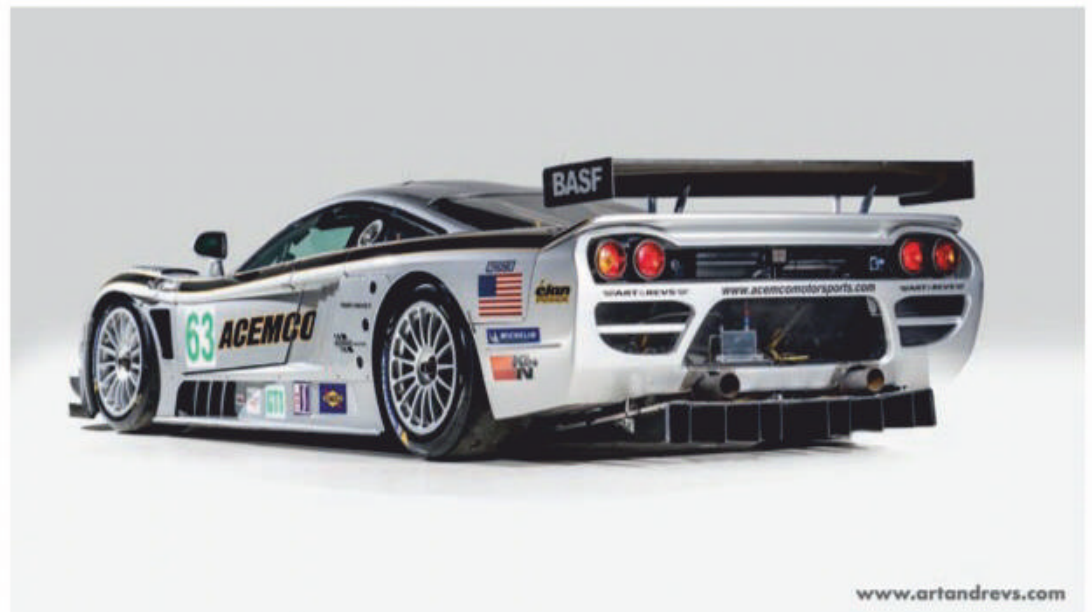
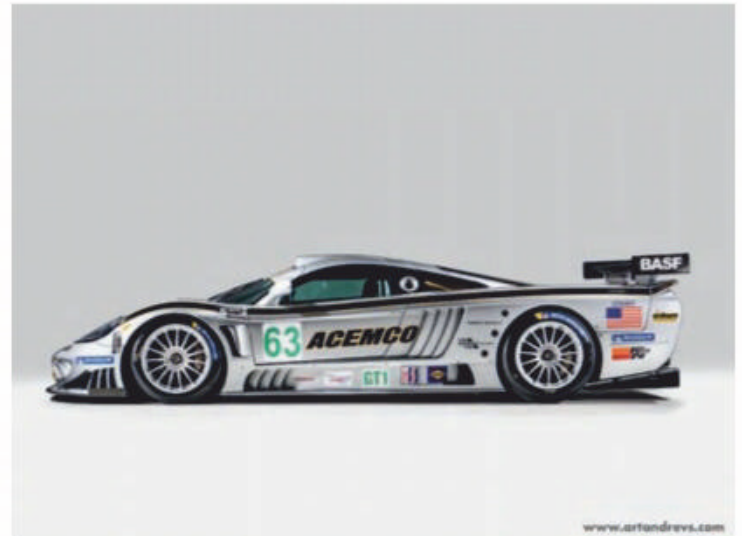


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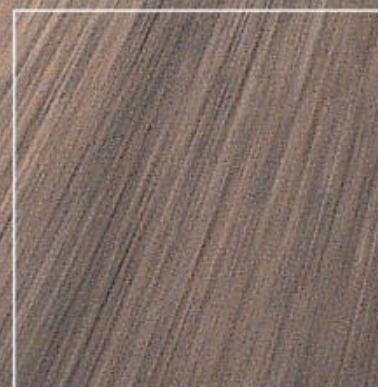
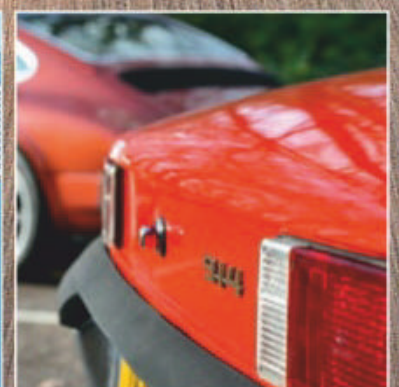
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PORSCHE FOUR ALL

Once the butt of the 'poor man's Porsche' jibes, the four-cylinder 912E, 912 and 914 are now rightly revered for their individual appeal

WORDS **JACK PHILLIPS** PHOTOGRAPHY **WILL WILLIAMS**

Set aside your preconceptions and there is a certain foresight to the Porsche 912. Consider that today Lamborghini, Alfa Romeo, Porsche, Maserati, Aston Martin and soon Ferrari are all making vast money-spinning executive SUVs for the masses with the sole aim to bolster the bottom line, and indeed Stuttgart has once again introduced a four-pot baby Porsche, and the original 'entry-level 911' is a car that shouldn't be sniffed at.

That theme of broadening the customer base threads throughout the often-maligned four-cylinder Porsches gathered together on, as chance would have it, the best and brightest day between two name-worthy storms. Each one of the 912, 914 and 912E has its detractors because of an almost universal snobbery that declares these not to be 'proper' Porsches. But all are true enthusiasts' cars, and some of the best enthusiast examples you'll find in the UK.

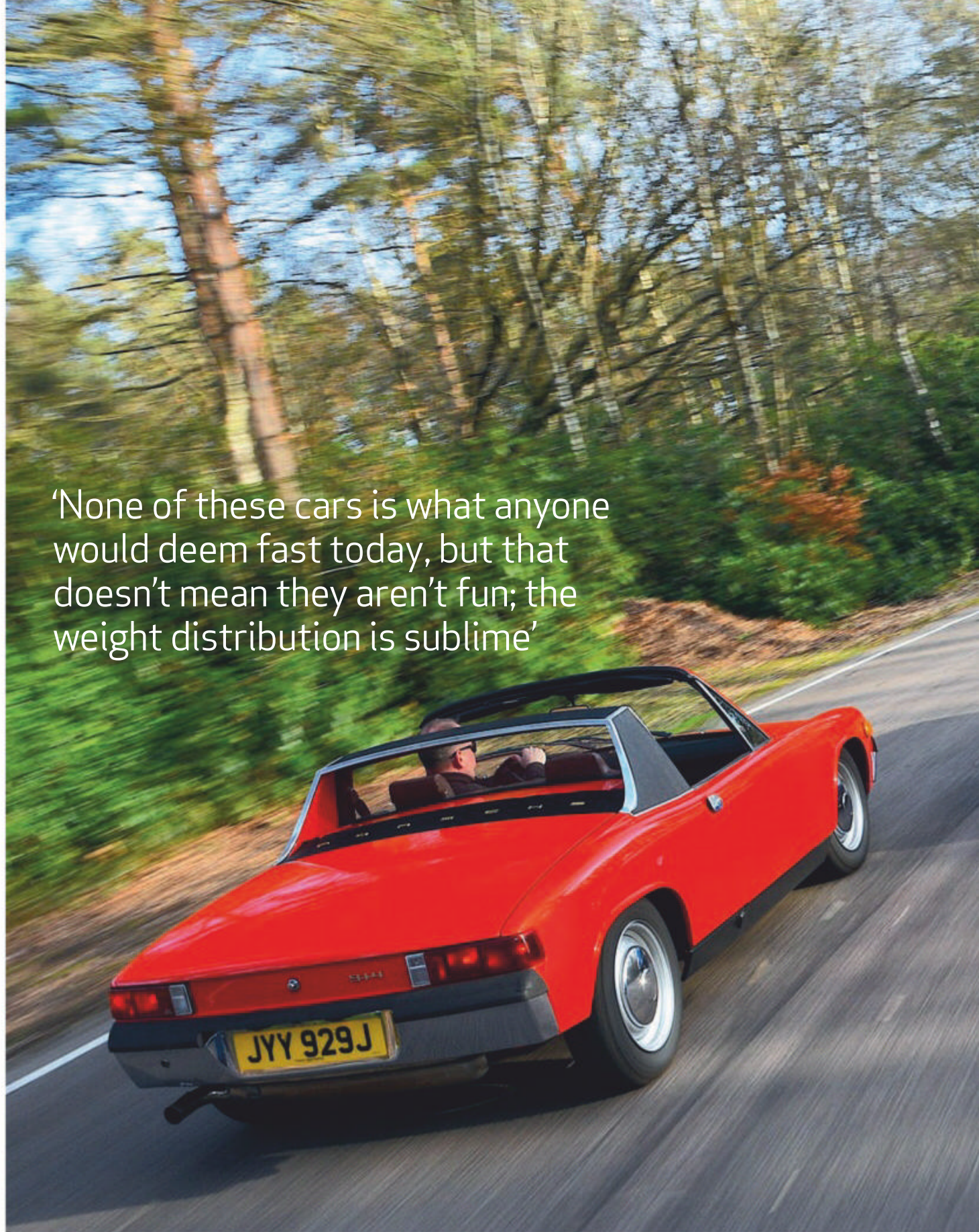
Volkswagen is the inevitable elephant in the room, and at the root of why this trio was so overlooked for so long. But VW, its letters there but hidden away on some models, and non-existent on others, has also been a bond for the past half century that has united owners, and offered a means into the Weissach marque.

The 912 – or 902 until Peugeot used its then-great might to claim ownership of such names soon after the model's unveiling at the 1964 Paris Salon – was a straightforward evolution. It combined the 356 and the 911, the car that first made Porsche's name and reputation and the car that would take the firm to unprecedented heights. It was always in the business plan, too, because development of the six-cylinder 901 and a four-cylinder for the 902 ran concurrently.

When it came to the production car, though, the new experimental 2-litre 'four' was shelved in favour of using the discontinued 356C's Typ 616 because of the sheer number of surplus engines. That meant a twin-Solex 1582cc, and 90bhp, but it was ageing, having first been installed into the 356A 10 years earlier, in 1955. But it was still largely a Porsche unit. *Motor's* 1964 review of the 365SC even opens with the assertion that: 'The Volkswagen ancestry is, if not obscure, at least not so apparent.' Barely a part hadn't been tweaked, changed or improved by the Stuttgart engineers.

The same cannot be said of its descendent – and replacement – the 914. This was a genuine collaboration between the two manufacturers that eventually soured. The 1.7-litre, 80bhp injected four-pot boxer engine bolted into the middle of Porsche's new chassis in 1969 was lifted straight out of the back of a Volkswagen Type 4. By the middle of the decade it had been slightly reworked by Porsche, with a bigger bore and longer stroke to create the 1971cc powerplant that was used for the 914 2.0 in 1970 and the US-only, 1976-only 912E.

'None of these cars is what anyone would deem fast today, but that doesn't mean they aren't fun; the weight distribution is sublime'



Where there can be no cries of "VW!" is on the exterior styling. Stationary, the 912 and 912E are barely distinguishable from their more celebrated brethren – the 'pre-'73' 911 and Carrera 3.0 respectively. "I took my 912 to the Sunday Scramble," says owner John Macdonald, "and because I follow the hashtags on Instagram, I saw that people were tagging it as a 911..."

"I have always been into VWs – my first car was a Beetle – and my first Porsche was a 914 because I thought that was my way in to an air-cooled Porsche. But the classic shape of the 911 and 912 never went from my mind, so I sold that and my split-screen van to get this."

It was the shape that also drew Ian Lindsay-Watson to his 912E (E for *einspritzung*, denoting the fuel-injected engine). "I bought it after seeing *The Bridge*, the Scandinavian detective drama, because I loved the shape of the lead character's Olive Green 911. I got this, then decided I needed the bigger one, too, so I got a 3-litre! The 912E has better handling because of the lighter rear end: you can crash a 911; you'd do well to in this. The E is my car of choice: it conjures the '70s VW spirit."

Yet the 914 – which perfectly splits the 912s, having been launched in the final year of the

original, 1969, and built until 1975, the year before the stopgap 912E was launched into America while the world awaited the 924 – is more of a visual departure. "People don't know what this is," explains our 1971 example's owner, James Grayston. "That breeds curiosity, and I've had people ask me if it's a Fiat. The only Porsche badge is on the rear decklid – an American 914, such as this, was sold as a Porsche; the European version has the wolf and Wolfsburg castle on the steering wheel, and Volkswagen hubcaps. They also have a VW-Porsche badge on the back."

The only VW badge to slip through the net here is on the hazard-lights switch on the dash.

The more time spent with these three cars, the more apparent the 914's place as the midpoint becomes. The 912 is loud inside – enough even for it to become intrusive and 'tiresome on a motorway' to *Autocar* in 1965 – and the 914 is, too, in a seemingly more intentional manner. It's not helped here by its targa top, while the E is perfectly quiet.

The 912 and 914 both have tall and rangy gearsticks, which combine with their lengthy linkages to make them at times vague, and in line with them lies the stout, floor-mounted heater lever. As contemporary road-testers



Angular, mid-engined 914 stands out among the rears of the year. Right: 912's sweet-revving flat-four is sourced from the later 356 and is all Porsche



Attractive 912 cabin has the most classic appeal, with quartet of distinctive dials and aluminium dash strip

PORSCHE 912

Sold/number built 1965-'69/28,333

Construction steel monocoque

Engine all-alloy, air-cooled, ohv 1582cc flat-four, with two Solex 40 PII-4 carbs

Max power 90bhp @ 5800rpm

Max torque 90lb ft @ 3500rpm

Transmission four-speed manual (optional five-speed), RWD

Suspension independent, at **front** by MacPherson struts, anti-roll bar

rear semi-trailing arms; torsion bars, telescopic dampers f/r

Steering rack and pinion

Brakes discs

Length 13ft 8in (4163mm)

Width 5ft 3in (1610mm)

Height 4ft 4in (1320mm)

Wheelbase 7ft 3in (2211mm)

Weight 2138lb (970kg)

0-60mph 13.5 secs

Top speed 115mph **Mpg** 33

Price new £2467

Price now £25-60,000

found, it's easy to select fourth rather than second from the dogleg first in the 912, while the short slot into second in the 914 doesn't confidently feel in gear after the long-throw first. Both traits take some getting used to but, the owners assure, get used to them you do. In the E, the excellent shorter throws engage with a very Porsche, very mechanical clunk every time, the slightly more prominent transmission tunnel enabling a stubbier lever that encourages quicker and more precise gearchanges. It is thoroughly satisfying where the others take care, its heavier floor-mounted clutch full of feel. Part of that can be put down to the newly rebuilt 'box in 'our' 912E. "Third gear was shot and oil was

coming out at a rate of knots," explains Lindsay-Watson, "but it was away for just four days."

None of these cars is what anyone would deem fast today, but that doesn't mean they are not fun. The weight distribution is sublime in each, the tiny flat-four barely taking up half the rear bay of the 912. "It looks nicer than a 911 in there," says Macdonald. "A friend asked me once what the space in front of the engine is for!"

The 914, meanwhile, is genuinely mid-engined, and of the three feels the best through the bends, hinting at why it spawned six-cylinder racers, whereas the pin-sharp steering of the E makes you want corners to be ever longer and ever more sweeping. All are flat and docile in

a very good way. Perhaps the real trick here is the lack of grunt; as the 911 became more powerful, more of its horsepower was being left unused.

As the revs rise, each car similarly awakens, sounding closer to sweet than the less-appealing low-down clamour. None can touch the 911's 'six' in that respect, not that it really bothers you when you're behind the wheel – each of which is different. The large 912's feels of its age, bigger and slower; the 914's sits low in your lap, forcing your hands higher round the wheel, but doesn't obscure the view ahead; and the E's non-standard Momo is small and the most comfortable, not least when pushing through corners. Feedback is felt most through the 914's, however.



From a standing start it's a close battle, but the earliest car makes up for being slowest to 60mph by offering the highest top speed



"I hate it when people say it needs more power. It wasn't meant to be fast and it's still quick enough – quicker than your average hatchback"



Flat dash and upright wheel in low-slung 914, which shares organ throttle and wand-like lever with the earlier 912

PORSCHE 914 1.7

Sold/number built 1969-'76/118,978

Construction steel monocoque

Engine iron-block, alloy-head, air-cooled, ohv 1679cc flat-four, Bosch D-Jetronic fuel injection

Max power 85bhp @ 4900rpm

Max torque 109lb ft @ 2900rpm

Transmission five-speed manual, RWD

Suspension independent, at **front** by wishbones, damper struts, torsion bars **rear** semi-trailing arms, coil springs, telescopic dampers

Steering rack and pinion

Brakes discs

Length 13ft 1in (3985mm) **Width** 5ft 5in (1650mm) **Height** 4ft (1220mm)

Wheelbase 8ft 1in (2450mm)

Weight 1982lb (899kg)

0-60mph 11 secs

Top speed 110mph **Mpg** 26

Price new £2261

Price now £10-30,000

The 914 is also the most spartan inside. Its super-'70s cabin, with brown seats and carpet, feels short and wide, the thin seats touching the bulkhead behind. "On the fuel tank it says it's a 2+1," explains Grayston, "but there are no belts on that middle 'seat' and you wouldn't want to use it." There is a radio, though, unlike in the earlier car with its attractive blanking plate, but you wouldn't use that, either, owing to the clattering, raucous noise right behind your ears.

Whether any is ever found wanting for power is best answered by their owners. "The 914 is fast enough, but it's not a car to tear around in," concedes Grayston. "The gearing is long, too – at 70mph it's turning at well under 3000rpm."

"I hate it when people say it needs more power," adds Lindsay-Watson of his 912E. "It wasn't meant to be fast. It's still quick enough – quicker than your average hatchback. You can probably push it to 125mph on the *autobahn*."

This trio knew exactly what they were getting when they took the plunge into four-pot ownership, consciously deciding on these more leisurely Porsches. Coincidentally, the 912 and 914 might even have the exact same – and perhaps famous – starts in life, via Jacksonville, Florida. "They're potentially Brumos cars," reveals Macdonald, bringing instantly to mind the dealer team's iconic red, white and blue RSRs. "Jesse, the guy I bought my 912 from in Sweden – and who I have to credit with all the work – sent me a screenshot of its 'birth certificate' and it's a 1965 build, so a first-year car, but registered in America in '66." The 356 was still available Stateside in late '65, hence the 912 being held back to avoid cannibalising sales. There were no such problems in Europe.

"I always wanted an early 912 because of the design: the smaller doorhandles, the script on the back, the narrow body. It encapsulates everything that is early Porsche, with form following function. And it's a three-dial car." It's now four, because of the later addition of a

matching VDO clock to the right of the speedo; later cars had the five-dial binnacle of the 911.

The padded dash, rather than body-colour metal, defines it as a late-year car, too. There were subtle tweaks in the restoration, such as a slight lowering, an uprated exhaust and the optional Fuchs wheels. "It's had a bare-metal respray back to its Golf Blau and a sympathetic restoration – even the lenses are original, and he polished everything up without rechroming," Macdonald says. "I fell in love with it as soon as I saw it on Instagram and booked a £50 flight. Unbeknown to me, I'd actually seen and liked it on there before. He paid me the ultimate compliment when he said, 'I'm not going to sleep tonight because I have mixed emotions: I love this car but I know I have to sell it. My biggest fear was that someone was going to come over with the money and I wasn't going to like the guy.' When I was back at the hotel I sent him a text saying, 'I hope you sleep well tonight,' just joking, and he said, 'I'm really pleased that it's going to you.' It meant a lot that he was happy to sell it to me, and we're now friends. He's a lovely guy." Lovely enough to include in the deal the Heuer rally timer that is clipped to the dash.

While Macdonald is only starting life with his 912, Grayston – who counts a 944 as his daily driver – is well accustomed to his 914, having bought it eight years ago: "I wanted orange, and didn't want to spend too much. Auto Atlanta in Georgia specialises in 914s and I saw this on their site. I was told it was a good car, but needed paint. Within three months I'd got it, for \$6000 when it was \$2 to £1 – so it was cheap."

But for stainless-steel heat exchangers and a Scart exhaust, the 914 is very standard, even down to the wheels. "Fifty cars went to Brooklands last year for a 50th-anniversary event and 49 of them were on alloys," Grayston says. "This came with the 5½J steelies on, and it looks great. People want Fuchs alloys so the steel wheels have become really rare because



Expert's view MAX LEVELL, REVIVAL CARS

Few know 912s like Max Levell, who not only owns specialist Revival Cars, but also drove one from London to Saigon (C&SC, May '11).

"Where the 911 has rocketed up and then fallen a bit, the 912 has been a slow burner," says Levell. "Prices have been gradually appreciating, but they're still undervalued. I've had one for 20 years – I paid £3000 and drove it home. Now, a project would set you back £15-25,000 – anything less is really parts value. For a usable 912 you can spend between £25,000 and £40k, and up to around £60,000 for a top car."

"Servicing is really the same as a 911 – if the engine goes it's 911 expensive. But that doesn't seem to be putting anyone off: in fact, we have clients who have expensive collections that tell us they don't want a 911, they specifically want a 912."

"Steel wheels are becoming sought-after: when people were making their 912s look like 911s they put on Fuchs wheels; now people want their 912s to look like 912s."



VW 2-litre, a larger version of the 914 unit, sits low in the 912E's engine bay. Below: Momo wheel sets off vinyl cabin

PORSCHE 912E

Sold/number built 1975-'76/2099

Construction part-galvanised steel monocoque

Engine iron-block, alloy-head, air-cooled, ohv 1971cc flat-four, with Bosch L-Jetronic fuel injection

Max power 86bhp @ 4900rpm

Max torque 93lb ft @ 4000rpm

Transmission five-speed manual, RWD

Suspension independent, at **front** by MacPherson struts, anti-roll bar

rear semi-trailing arms; torsion bars, telescopic dampers f/r

Steering rack and pinion

Brakes discs

Length 14ft 1in (4291mm)

Width 5ft 3½in (1610mm)

Height 4ft 4¾in (1340mm)

Wheelbase 7ft 5½in (2272mm)

Weight 2557lb (1160kg)

0-60mph 10.1 secs

Top speed 113mph **Mpg** 33

Price new \$11,940

Price now £25-40,000

they were just binned; I have two sets with Porsche trims. One might go on my 912 project, but I may sell that; I'll never part with this."

Naturally, the beautiful Sienna Metallic 912E has its own American backstory, too. "It started at a dealer in Augusta, Georgia, then moved two miles across the border to North Augusta in North Carolina and stayed there for years," explains Lindsay-Watson. "Then it was sent to a US Air Force base in Germany with an officer, before he sold it to Kansas, and I picked it up just after it had been imported to the UK."

"I looked at a few – one was gold with cookie-cutter wheels and a Jake Raby six-cylinder conversion – but I wanted it to be original. This one had blistered paint but no rust, and I lived with it like that for a few months until my mum had it resprayed for me as a 40th-birthday present. It had been sitting for 13 years and done only five miles in that time, and was completely static for the last 10. We literally just did the oil, plugs, the usual stuff and I didn't take it back for a service for 3000 miles – it didn't miss a beat. They're so resilient. The most amazing thing about this car is the chassis number: it's 930 and, because this is the G-series, it's the 930 shape."



That figure also places it right in the middle of the 2099-car run. Oddly, despite the model being some way down the list when it comes to the most special Porsches, it is possibly one of the rarest in the UK: one of fewer than 10. The American overriders remain and have proved their worth, according to its owner: "I was out once and a friend came running over to say someone had just hit my car. It had jumped maybe a metre out of its parking space but there wasn't a mark; the Audi A1 had a huge dent!"

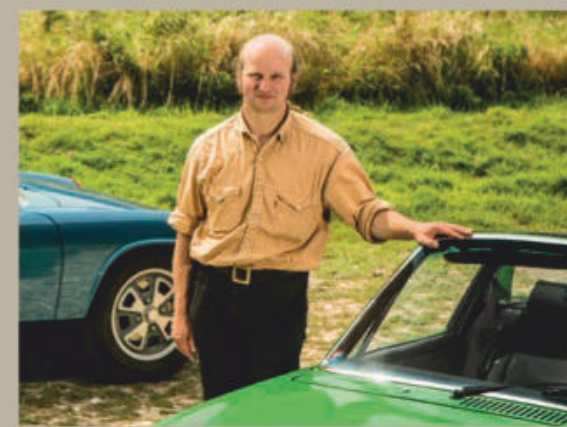
Canny investors and enthusiasts have been making hay on the four-pot 911's values – *C&SC*, meanwhile, is now on its second art editor who regrets once letting one go for peanuts. Such was the reputation and the lack of enthusiasm for the cars. How we've all missed out, it appears. The 914 is perhaps the most attainable, but days of deals such as Grayston's are long gone. And for cars of this quality you're looking at 911 money.

Not one of our owners bought their car with plans for investment, but to use. The phrase "not a garage queen" came from each more than once, and the cars are all the better for it.

As for which has come away with the best deal, that depends on what you want from your everyday Porsche. For the purest looks it has to be the 912. For B-road bashing it's the 914. For an all-rounder with modern comforts the 912E wins hands down. But for me, someone who has always yearned for a 356 and dreams of an early 911, it has to be the missing-link 912.

Yet there will still be many for whom the choice is difficult for entirely opposite reasons. Prejudice can't be shaken off overnight, or with a few thousand pounds added to their values. Perhaps, though, those preconceptions might now be misconceptions for some.

Thanks to Revival Cars (revival-cars.com); DDK Online (ddk-online.com); Kevin Clarke (914@porscheclubgb.com); Nick Trott



Expert's view KEVIN CLARKE

In the world of 914s, one man's name crops up more than anyone else's: Kevin Clarke, 914 Register organiser for the Porsche Club of Great Britain and serial owner. "People say 'I like your 914' now," he says. "Before, they would ask what it was. A few years ago, when the 911 had its jump in values the 912 followed, and then the 914. The Karmann Ghia used to be maybe three times as expensive, but now they're about the same."

"A project is around £6-7000, and a usable one is about £15,000 but might still need attention. For one like James' it's at least £20k now. The 1.8s are similar to the 1.7s, whereas the 2-litres are more desirable and about £26,000. As for the 914/6, some in Germany are well north of £100,000. Values have levelled out but they'll continue to rise, just maybe without another jump."

"Because it's a VW Type 4 engine the parts are available and servicing is pretty reasonable. It varies, though, because the suspension and parts of the 'box are Porsche."

ON THE FRINGES?

Life as a four-pot Porsche owner can be one of battling against the tide, neither fully in the Volkswagen world nor a paid-up member of the Porsche scene. Until now, according to our three owners.

JM “My first car was a Beetle, but there was always that connection with the 356, because you’d often see kit cars at VW shows. There is a definite crossover now between the two scenes and these cars are welcome on both sides, which didn’t used to be the case.”

ILW “Well, the 912 is half Porsche and half VW, really; those two [912E and 914] are full VW engines. And collaborations

happen everywhere now, at Aston Martin, Mercedes – even Renault and Nissan.”

JG “You have to remember that Porsche wouldn’t have used the engines for nothing. But the reception is definitely softening, it’s mainly just ignorance.”

ILW “People often say, ‘Oh it’s not a 911,’ but I also have one of those and I use them differently. My 912E isn’t for overtaking, it’s for enjoyment.”

JM “That’s it! We have these cars because we wanted them, and to enjoy them. It’s no different in other scenes, though: VW in the ’80s and ’90s got really out of

hand, with people damaging cars that had turned up that weren’t VWs. You’d have people going round saying, ‘Well *that’s* not standard,’ but that wasn’t the point. If you look at the ‘bike shows, all sorts of things are now accepted that weren’t, such as kids doing up Cubs. The Porsche community is going the same way.”

JG “I think there can be snobbery from the six-cylinder 914 owners – they wouldn’t want a ‘four’. But to me it’s just a decent little car. It’s still there online, too, among the keyboard warriors.”

ILW “People that can’t own them and never will, probably...”

Owners (l-r) Ian Lindsay-Watson (912E), James Grayston (914) and John Macdonald (912) swap stories of fighting the snobbery towards their four-pot Porsches





STUTTGART SAVERS

With a fantasy budget of £10k and a pack of brave pills, we set out to discover whether the cheap Porsche is myth or reality

WORDS **ALASTAIR CLEMENTS** PHOTOGRAPHY **C&SC/PORSCHE**



924

1976-'88, 150,617 built
FROM £3000

For so long the whipping boy of the used Porsche market, with its VW-sourced engine (for early examples, at least) mounted up front and cooled by, of all things, water not air, the 924 is at last seeing an upturn in its fortunes. And that should come as no surprise: even the 125bhp cars are brisk, with four seats and sweet handling. It still makes our list, however, though the MoT'd £1500 cars have disappeared, replaced by a more sensible entry level of twice that, with nice cars beginning at around £5k. The good news is that our budget gives the pick of 2-litre, 2.5-litre S and even 168bhp turbo, even if £10k-plus is now being asked for the very best.

928

1977-'95, 61,056 built
FROM £7000

It's hard to believe that the consummate modern GT is now more than 40 years old, such is the youthfulness of Anatole Lapine's styling. More than all of its cousins, however, the 928 is the car in our list that should be approached with caution. If it's sneaking under £10k, it's likely to be a less desirable S2 or the more ubiquitous S4, and you can expect well over 100,000 miles, an auto 'box and questionable provenance – which means you must go into any purchase with eyes wide open. Check the history for regular servicing, and look for accident damage or signs of ill health from the all-important, all-alloy V8. If in doubt, call in the professionals.

944

1982-'91, 140,286 built
FROM £4000

Shedding the VW-by-Porsche associations of the 924, the 944 was a thoroughly competent 2+2 with more muscular bodywork, balancer shafts to add refinement to its 2.5-litre all-alloy 'four' and a transaxle 'box giving it superb handling. And the sheer number of 944s on offer within our price range makes it the pick of the current crop of bargain Porsches. You can choose from 2.5, 2.7, Lux, S, S2 and even Cabriolet for less than £10k, which brings power to your elbow as a buyer. You won't find a turbo at that kind of price, but instead we'd try to track down an example of the much-improved 3-litre S2 with around 100,000 miles and sensible history.

968

1992-'95, 11,242 built
FROM £8500

Don't be fooled: the picture above shows a Club Sport, but you certainly won't be getting into that hallowed model for £10,000 – or even double that. Set your sights a little lower, however, and with a bit of patient shopping around you might just luck in to a very leggy standard 3-litre, most likely a Tiptronic. Even this entry-level 968 is not a car to be sniffed at, building on the qualities of the 924 and 944 with a 240bhp motor and a few styling nods at the 928 to create one of the great all-rounders: fast, comfortable, refined and stylish. We found a few coming in under budget, albeit with almost enough miles on the clock to get you to the moon...



911 (996)

1998-2005, 92,662 built
FROM £9500

Surely the phrases '£10,000' and 'Porsche 911' are like oil and water, they simply don't mix? But they do, and unfortunately so can the oil and the water in your 996's engine if you are unlucky enough to suffer catastrophic IMS bearing failure. Buy wisely, however, and you have the Holy Grail: a Porsche 911 – and a rather brilliant one – for the price of a decent MGB. Here in the dregs of the market choice is dictated by fashion, with Cabriolets, targas and Tiptronic autos being the order of the day. Buy on condition rather than spec, interrogate the service history for signs of ongoing care, and bring in expert help to avoid nasty surprises.

Boxster

1996-2004, 160,578 built (986)
FROM £3000

Once dismissed as a car only for those who couldn't afford a 911, the Boxster today represents one of the cheapest routes into a usable Porsche. Buy carefully and ownership of this beautifully balanced mid-engined roadster – a spiritual successor to the 914 – can be hugely rewarding, particularly if you stretch to the 266bhp, 154mph 3.2-litre Boxster S, tidy examples of which are within reach towards the upper end of our budget. If you're nearer the bargain-basement level, check carefully for accident damage, worn suspension and knocking from the engine, particularly on the early 2.5s, which could indicate an imminent very big bill.

Cayman

2006-'11, n/a built (987)
FROM £9000

Answering those armchair critics for whom the Boxster was the 'hairdresser's Porsche', the fixed-roof Cayman used the same basic mechanicals and platform as the second-generation roadster in a stiffer, more focused package. With a 3.4-litre flat-six mounted amidships, the 291bhp Cayman S that was launched at the 2005 Frankfurt show was a genuine 170mph car, with the same impeccable poise and sublime steering as its open sibling. Be warned, though: only pre-facelift cars with a patchy history or interstellar mileages – or both – sneak inside our nominal budget, so negotiate a warranty if you can when buying from the trade.

Standard

1957-'63, c12,000 built (218)
FROM £9000

The marque has a century-long tradition of agricultural vehicles, and an air-cooled diesel tractor is certainly the quirkiest way into an open Porsche. Today they are generally bought by completist collectors to round off a Stuttgart set, and it's hardly the most practical of purchases – unless you happen to have a field that needs ploughing – but should prove simple to maintain and a guaranteed draw at shows. Our budget won't stretch to a stylish Super or 3.5-litre Master – which can fetch upwards of £50k – or specials such as the vineyard and coffee-plantation workhorses, but might just land you a tidy example of the 1.6-litre Standard.

BAND ON THE



RUN

The gorgeous 250GT SWB Speciale was Bertone's riposte to Pininfarina's *berlinetta*, yet this one-off was an unlikely workhorse for a California musician

WORDS **MICK WALSH** PHOTOGRAPHY **MATHIEU HEURTAULT**





Luxurious cabin is trimmed in deeply padded leather, with diamond-stitched quilting to the sills and tunnel, and Bakelite steering-wheel rim



It's hard to believe that Giugiaro was just 23 when he penned the 250 Speciale. Below: wooden body buck in Bertone's Turin workshop

The stories of one-off coachbuilt Italian exotics, particularly Ferraris, can be oddly unexceptional. Too often they are stashed away for years, their owners nervous of driving them or unable to afford to maintain them, before they are saved and restored for concours glory. But the colourful life of the beautiful Ferrari 250GT SWB Berlinetta Speciale gives this fabulous car an individuality that perfectly complements its striking style.

Built by the legendary proprietor of Carrozzeria Bertone to impress Enzo Ferrari, and designed by a 23-year-old rising star, it was the talk of the motor show circuit in 1962. Five years later it was being driven around California by a drummer, clocking up thousands of memorable miles before it eventually joined the impressive fleet of a super-wealthy collector in Mexico.

Fastidiously restored several times in recent years and now fantastically valuable, the unique shark-nosed 250 SWB Lusso, chassis 3269, has a special aura even sitting silently. It's easy to picture key moments in this unique Ferrari's



past. As the blue beauty's smooth, flowing form reflects the early morning sun, it conjures the busy scene in the Bertone works at Corso Canonico Giuseppe Allamano 46, where the coachbuilder's talented Torinese artisans hammered out steel sheets to fit around the shapely wooden buck. Then thoughts drift to the car's later life in Los Angeles, and the V12 coupé roaring along Highway 15 in the late afternoon *en route* to a gig in Las Vegas, its contented musician driver surrounded by his pearlescent-painted drum kit.

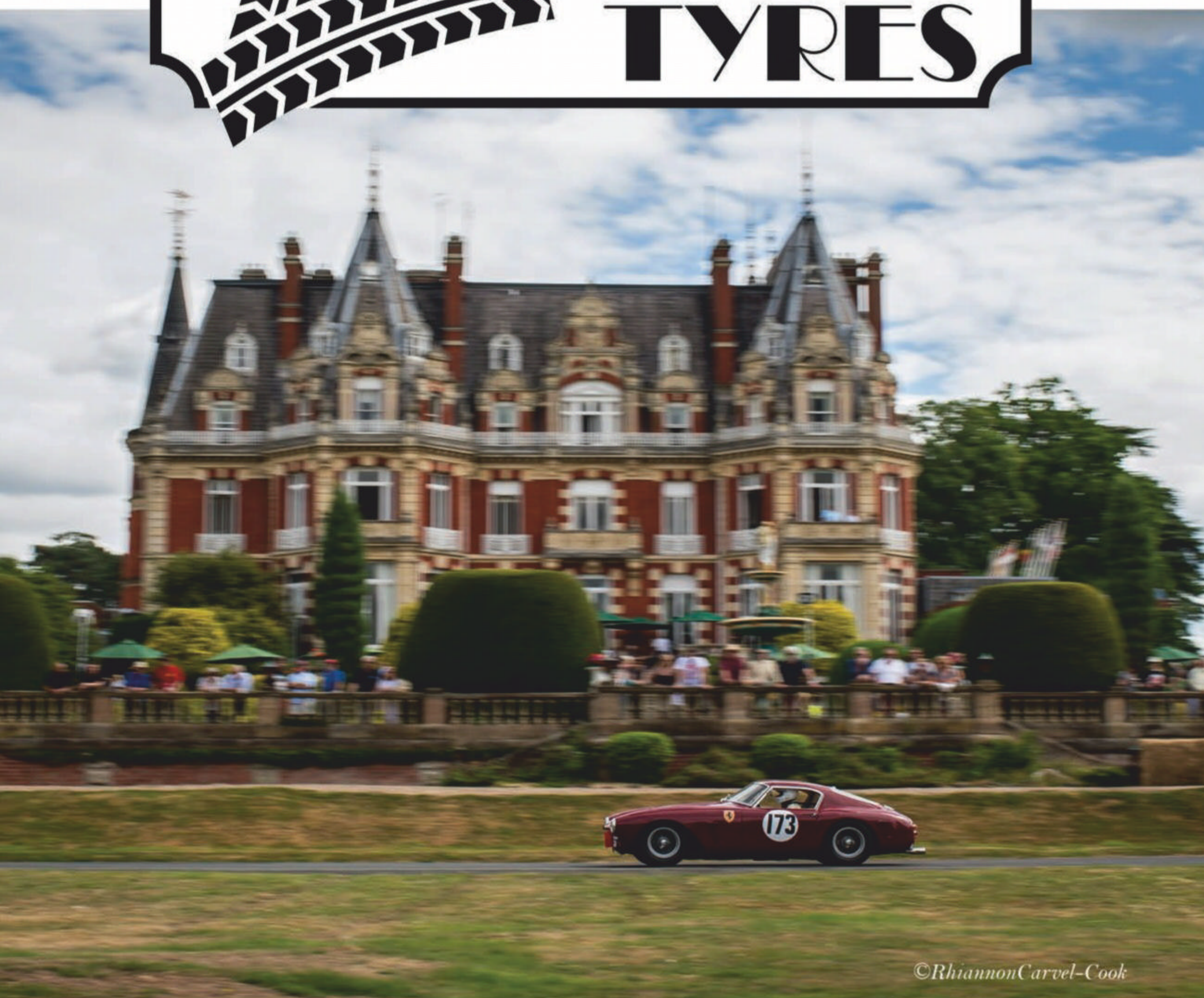
The sensational 'sharknose' 250GT was born out of Nuccio Bertone's frustration that his Turin neighbour Pininfarina was the favoured *carrozzeria* of Ferrari. Business was good, with lucrative contracts for Alfa Romeo, BMW and NSU, while a succession of one-off designs had dramatically promoted the family business around the world. Stylist Franco Scaglione had left Bertone in 1959, and his replacement was the brilliant young talent Giorgetto Giugiaro, who had already made a strong impression from the age of 17 working at Fiat Centro Stile under Dante Giacosa.

By his 23rd birthday Giugiaro had already created several motor-show sensations for his new boss, including the Aston Martin DB4GT Jet and a bespoke Maserati 5000GT for the Shah of Persia. His third assignment at Bertone was a one-off Ferrari 250 for Genoese industrialist Enrico Wax; the two-tone coupé featured a glassy roofline, a flatter shape than Pininfarina's iconic *berlinetta* and special cast-alloy Campagnolo wheels. Luxury was the prevalent impression when the design was revealed at the 1960 Turin Salon, with its tailored luggage and plush trim, but Bertone heard no word of approval from Enzo.

Balanced shape has a thrusting nose, flowing back to the neatly styled rump – less aggressive than the more overtly sporting Pininfarina design



Longstone CLASSIC TYRES



©RhiannonCarvel-Cook

Mrs. Longstone, tyre -testing in a borrowed Ferrari at the fabulous Chateau Impney



+44(0)1302 711123
www.longstone.com

Never one to give up, and with news of a revised *lusso* version of the 250GT, Bertone decided late in 1961 to try again to attract the interest of Ferrari. A complete SWB chassis, 3269 GT, was acquired from Maranello – some histories claim it was a gift from *Il Commendatore* – to develop a luxurious design for Nuccio's own use. Story has it that Enzo spotted Bertone arriving at his factory in the prototype Iso and asked, "Why he doesn't he drive a proper car?" Bertone's response was that he felt it wouldn't be fair on Pininfarina to produce one. "Who says so?" responded 'The Drake'. "I'll give you a chassis." Naturally, Bertone's star designer was given the challenge of creating a car to possibly replace the now familiar Pininfarina SWB.

Although Giugiaro clearly had a thing about split-grille front ends at Bertone during the early '60s, his sketches for the new Ferrari acknowledged the distinctive 'sharknose' style of the firm's then-current racers, headed by the Championship-winning 156 F1 car. Sweeping back from the aggressive twin nostrils flanked by single headlights, the sexy profile featured bold side vents behind both front and rear arches. The window frames of the tall cockpit created a harmonious rhythm, while the neat fastback rear incorporated a large bootlid and clever use of Chevrolet Corvair tail-lights to avoid the hassle of Italian patents for new designs. The voluptuous lines weren't typical of Giugiaro's portfolio, and some teased that he'd found one of Scaglione's old sketches for the Giulietta SS.

Inside the cockpit, Bertone really went to town with a full *lusso* theme. Deep, pleated burgundy leather seats and quilted panel trim were stylishly complemented by a distinctive painted-metal dashboard matched to the Blu Notte Metallizzato body. Black-faced Veglia instruments were angled towards the driver, while an expensive radio, electric windows and a bespoke black Bakelite steering-wheel rim all enhanced 3269's unique style. Final body details



From top: repaint in maroon during Bill Karp's ownership; painted silver, Ferrari takes part in the Las Vegas GP parade at Stardust International Raceway



FERRARI 250GT SWB SPECIALE

Sold/number built 1962/1

Construction steel chassis, steel body

Engine all-alloy, sohc-per-bank 2953cc 60° V12, three Weber 40 DCZ6 carburettors

Max power 240bhp @ 7000rpm

Max torque 183lb ft @ 5500rpm

Transmission four-speed manual, RWD

Suspension: front independent by double wishbones, coil springs, anti-roll bar
rear live axle, semi-elliptic leaf springs, radius arms; telescopic dampers f/r

Steering ZF worm and sector

Brakes Dunlop discs, with Bendix servo

0-60mph 6.3 secs (standard car)

Top speed 144mph

Mpg 14

Price new £6666 17s 2d (standard car, 1961)

Price now £15million-plus

included a Ferrari badge and specially cast stallion on the nose, while Bertone shields enhanced by a double flash were fixed to the wing sides. A set of polished Borrani wires completed the spectacular styling and the boss was clearly proud of the project, which was selected for public debut at the Geneva Auto Show in March 1962. The 'sharknose' was the toast of the halls, but the Italians had to wait for a special *carrozzeria* exhibition in the new Biscaretti Museum in Turin to view it.

Amazingly, within months of completing the car Bertone instructed his team to make several revisions to 3269 GT, including a complete change of colour to silver and adjustment to the badging such as the removal of the large brass emblem on the nose. How much Bertone used the Ferrari isn't known, but it must have hurt that Enzo never officially recognised the design, despite the press accolades. A full wooden body buck had been made, so Bertone was clearly hoping for a series, but across town Pininfarina had already signed off the new-style Lusso that was unveiled at the '62 Paris Show.

Despite the promise to Ferrari that he would never part with 3269, the silver show car was sold just 12 months after its Geneva debut to automotive parts specialist Italo Musico. The fabulous one-off stayed in the Milan area with following owner Gerda Anna Speckenheuer before, in December 1966, it was traded in with local Ferrari dealer Gastone Crepaldi. Some reports claim that Grand Prix ace Lorenzo Bandini briefly owned 3269 before his death at Monaco. As with so many exotic secondhand Ferraris it then headed across the Atlantic, shipped out of Genoa to California with a batch of cars to Pete Civati, an Italian car fan who lived in Redondo Beach, Los Angeles County.

Civati never kept cars long, unlike the following owner, Bill Karp, a rock drummer who lived in Hollywood.



The Bertone Ferrari became a familiar sight around Los Angeles, with Karp using it as his daily driver for the ensuing 13 years. “I was a professional musician and the 250GT was my only car,” recalls Karp, who still runs a 550, his fourth Ferrari. “I used to load my kit inside – including my 18in bass drum, which fitted fine on the front seat. We were playing rock ‘n’ roll, but nothing in Nick Mason’s league! I took the Ferrari to recording studios, clubs and Vegas lounges, often playing six nights a week; it was a great daily. It was my first Ferrari; I was just a kid, and I bought it not knowing how special it was. Two great guys at Modena Sports Cars in Los Angeles looked after the 250. They said it was the best-running Ferrari in town because I drove it so much. I was a really lucky guy because I’ve never had a real job.”

Even in a car-crazy city such as Los Angeles the ‘sharknose’ always stood out, and Karp used to park it discreetly away from the studios so others didn’t get jealous. “When I first bought the car it had a one-off bronze Prancing Horse on the grille, but I was playing at some not-so-great clubs so I took it off because I didn’t want it to disappear. I still have it, and would really like it to go back to the car.”

The Ferrari continued to attract interest wherever it went, and Karp was asked if he’d allow the coupé to feature in the movie *Marlowe*, a 1969 thriller starring James Garner and Bruce Lee. In the final cut, 3269’s cameo – still painted silver and wearing black California plates – was brief, but there’s no mistaking the sleek shape.

Other requests included the organisers of the first Las Vegas Grand Prix, when Karp’s car joined a parade of Ferraris around the Stardust International Raceway. Strother MacMinn, a stylist and lecturer at the Art Center of Design



Triple Weber 40 DCZ6 carburetors sit atop Gioacchino Colombo’s all-alloy V12 masterpiece



in Pasadena, was always on the lookout for cars to inspire his students, and asked Karp to bring the ‘sharknose’ up to the college for the day for photography and sketching classes.

Eventually, exhausted by the long hours and continuous travelling in the music business, Karp switched to stunt-driving for movies and commercials. “I was working on the set of *Charlie’s Angels*, and the director spotted me parking 3269 out of sight from the studio,” he recalls. “I felt embarrassed about driving a Ferrari, but he came running over and said, ‘Wow, what a great car!’ From then on, he always sorted a special place for me to park. He was



Above, left-right: distinctive, shark-like nose was inspired by the Championship-winning 156 Grand Prix machine; Bertone crest beneath pronounced side vents

a real car guy, and when I mentioned that the 250 was originally painted another colour, he pulled up the rubbers and found the blue.”

Although the interior remained original during Karp’s ownership, the body changed twice – first back to blue, and then to maroon. The latter repaint was done by Dean Jeffries, the Hollywood customiser who famously painted the ‘Little Bastard’ script on James Dean’s Porsche and built some of the most famous TV and movie cars including the Monkeemobile.

Right from first buying the 250GT Speciale, Karp received continued interest from dealers and enthusiasts wanting to buy it: “I’d just done a trade on my house so my wife and I could buy a new home in Los Angeles. I bought the Ferrari not really knowing what it was, and had planned to sell it on to get some more cash. I remember in the first week I got a call from somebody asking if I had the Bertone Ferrari. I had to put him on hold and run into the garage to check the name on the side. He wanted to buy it, but I enjoyed driving it so much I decided to keep it. A few days later the owner of Ferrari of Beverly Hills invited me over to lunch so he could see the car. His offer was higher than the first guy, so I figured it was something special.”

During the following 13 years of ownership, Karp clocked up nearly 100,000 miles in 3269 until young Ferrari fan Ed Niles made him an offer he couldn’t refuse. Niles, now a hugely respected Maranello authority and a former



Although it lacks the raw edge of the race-bred factory SWB, the refined Bertone has a unique character of its own

president of the Ferrari Owners' Club of America, had purchased the SWB for Italian car collector Lorenzo Zambrano of Monterrey. The Mexican millionaire's impressive collection included more than 300 cars at one point, and eventually the other Bertone 250GT SWB, 1739 GT, would be parked alongside 3269.

Although Karp had driven the rare coupé extensively throughout his ownership, the car remained very original aside from its repaints. Zambrano decided to put the unique Ferrari back to its first silver colour, and 3269 was dispatched to specialist Steve Tillack's workshop in Redondo Beach. When completed, the stunning design was a star of the selected events it appeared at, garnering many concours Best of Show gongs. The one-off has featured in several books, including *Fantastic Ferraris* by Antoine Prunet in 1987, when the respected French historian selected the greatest 30 machines from Maranello for Peter Vann to photograph.

In 1995 the great Ferrari was re-restored by Gainesville, Texas-based specialist Bob Smith Coachworks, who put the body back to its second colour scheme of dark blue. Top awards in later years included Best of Show at the 1997 Louis Vuitton Concours at Bagatelle, Paris, on its first return to Europe for 30 years.

Zambrano, the head of cement giant Cemex, kept 3269 GT until his death in 2014. The following year it was offered as the headline lot at Gooding & Co's Pebble Beach auction,

where it was sold back to Europe for \$16.5m, a record auction price for a 250GT at the time.

Refreshingly, unlike many former owners of exotics that are now worth a fortune, Karp has no regrets: "It was such a great daily driver and I enjoyed every mile. It makes me sad that the car isn't driven any longer. I sold it just before the prices went crazy but feel lucky to have owned

'The smooth, fluid steering, lusty power delivery and balanced chassis combine with the sumptuous finish to give an exotic feel'

and driven it when I did." He might not have his old Bertone SWB any more, but Karp still plays his treasured DW drums, and now gigs with his son: "They don't fit in the 550, though, so I have to transport them in my Range Rover."

During our photoshoot in Switzerland, I can't resist a rare blast in one of my favourite roadgoing Ferraris. Despite its huge value, the trusting owner kindly agrees. In contrast to the other SWBs I've driven, this car immediately

feels more a luxurious *gran turismo*, its steel body, full glass windows and plush trim adding extra weight. There's a quality, handmade feel to every stylish detail, and although the performance isn't as urgent or raucous, the added refinement has a lasting appeal. The smooth, fluid steering, lusty power delivery, wonderful mechanical gearchange and balanced handling are all fantastic, and combine with the sumptuous finish to give this one-off 250 SWB an even more exotic feel. A radio in a classic Ferrari might be heresy to diehard fans, but this gorgeous machine was conceived for fast, refined motoring and the greatest road trips are often enhanced by a choice soundtrack.

On Swiss roads the ride is supple, the smooth surface disguising the dated live rear axle, and out of bends the 3-litre V12's delivery is sublime, as power swells up to a heady 6000rpm. The ANSA quad exhausts have muted the engine's symphonic roar a shade, but somehow you feel the performance rush even more. After just a few miles, it's easy to see why Karp kept 3269 so long. He must have relished every trip in this fabulous car, well tuned by trusted mechanics. As I turn off, it's easy to imagine the 'sharknose' howling back across LA from another late gig on deserted freeways, the engine feeling sharper in the cool night air. With the radio tuned to KLRA, maybe Lesley Gore was singing *California Nights* over the V12's baritone. Bill Karp was a very lucky man. 



“I had seen photos,
I was sure my father’s
I just didn’t



car would one day be mine. know when”

This Simca is back tearing around the roads it once knew
– after more than a decade’s wait for one persistent son

WORDS **RICHARD HESELTINE** PHOTOGRAPHY **MANUEL PORTUGAL**

The road stretches from here to who knows where. The backdrop, a mountain range, isn't just big, it defines bigness, your main points of focus being the battered Armco and the steepest of drop-offs. This isn't the ideal place to be analysing a racing car that is precious rather than merely valuable. All eyes are on you.

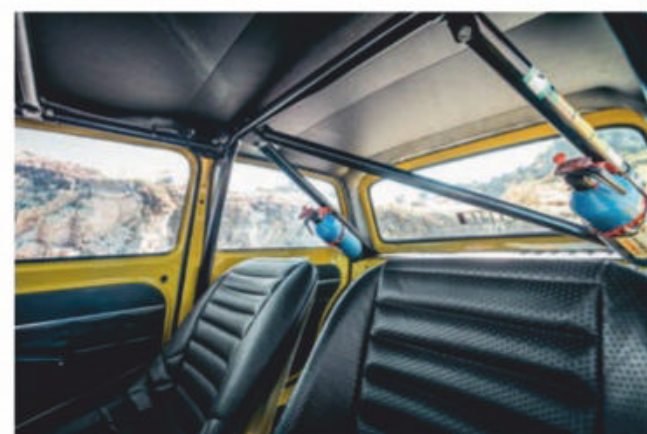
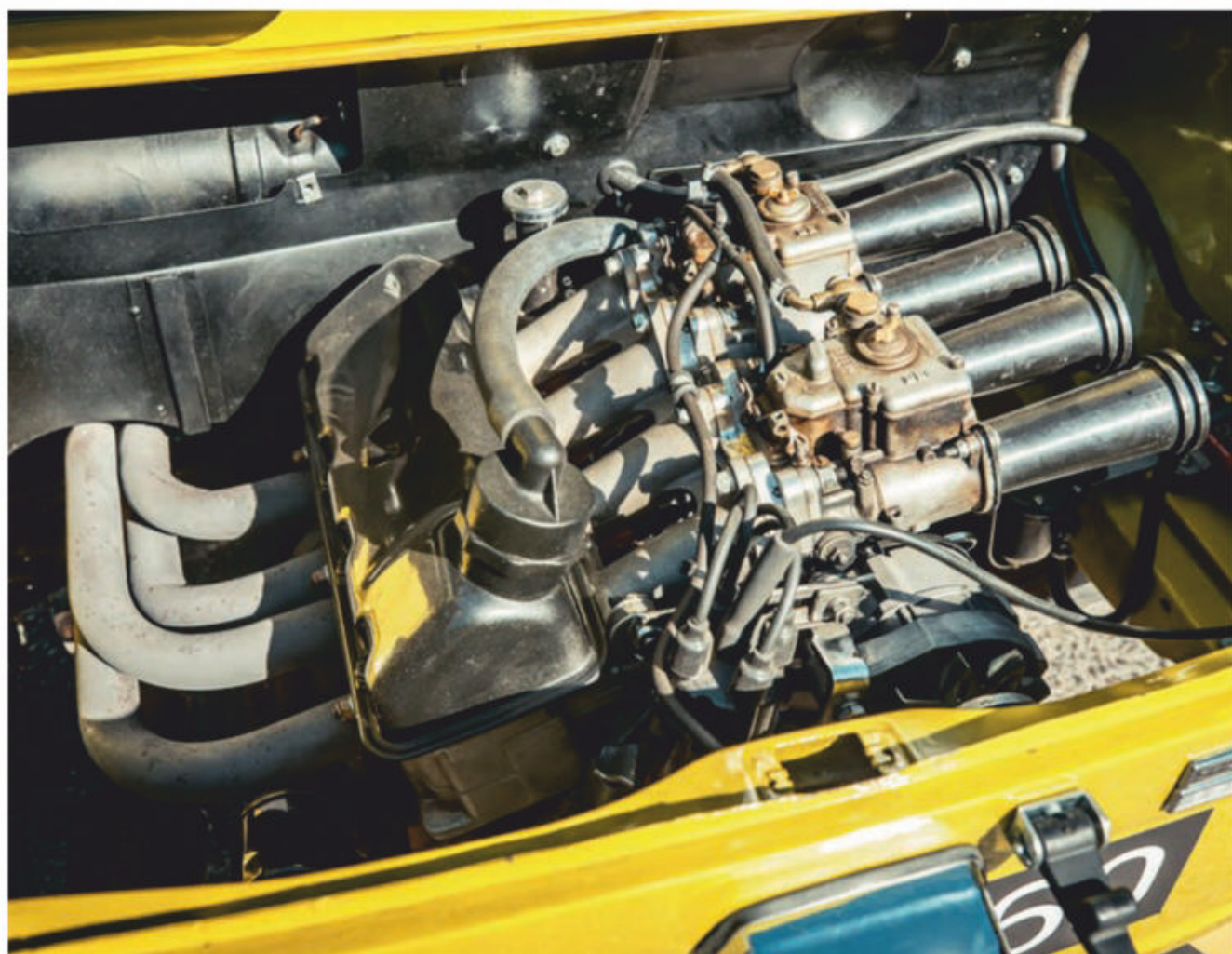
The unruly cacophony from out back crowds all other thoughts; the 1.3-litre four-banger sounds implausibly potent despite its mere 86bhp. There is nothing so sissy as sound-deadening here. Throw in super-sticky tyres and unyielding dampers, and all sense of normality evaporates.

The car's owner, João Lacerda, likens his Simca 1000 Rallye 2 to a go-kart, and the analogy is apposite. It sounds busy, the twin Webers gurgling and spitting, the blare from the exhaust being commotion itself. The shift movement of the four-speed 'box is short across the plane and a little vague with it. As such, it's easy to grandma your gearshifts, should you try and rush it. The pedals are spaced in such a manner that you contort your ankles to an unnatural cant to double-declutch effectively. With little weight over the front, the Simca darts back and forth, the steering ultra-direct if not overly communicative. And then you relax, loosen up and begin to understand its foibles. Lacerda is nothing if not generous; many among our party have had a go in this car and they all rave about it.

After half an hour spent blatting the Simca up and down a hillclimb course, your appreciation of this little buzzbomb soars. It feels agile and free from heft, but it does weigh only 860kg or thereabouts. It is huge fun, even if you struggle to outrun most locals in their well-driven hatchbacks – the course is a main thoroughfare through Caramulo during weekdays. Local knowledge – and talent – is everything.

For Lacerda, this beautiful area of northern Portugal is home, and his route to and from work. The Simca has seen plenty of action at this historic venue since its restoration was completed in 2011, too. It isn't pampered, that's for sure, but Lacerda has invested far more in its renaissance than money alone.

This car is a familial touchstone. It was raced in period by his father, Jerónimo, who sadly lost his battle with cancer at a tragically young age. Buying the car and returning it to era-correct perfection became an almost Ahab-like obsession. "My father lived in a world of classic cars and motor racing," says Lacerda. "His father, João, was the founder of the Museu do Caramulo and participated in several events at Vila Real and other Portuguese circuits. He also went to internationals at places such as Brands Hatch, Silverstone and Monaco as a spectator, and often took my father with him. He then began racing in 1971 when he was 21, in the



Clockwise from top: screaming four-pot; original extinguishers represent Lacerda's exhaustive work; dials nod to the track

"The car was in good condition, but the owner didn't have much interest in selling it." Cue an agonising 13-year wait'

Datsun 1200 Trophy. The series was very popular at the time, and Portuguese stars such as Francisco Fino, Manuel Gíão, Quico Ribeiro da Silva and Joaquim Moutinho started out in the championship. It proved competitive because the cars were run in near-standard Group 1 spec.

"My father's racing was interrupted at the end of 1972 when he went to fight in the Overseas War [also known as the Portuguese Colonial War] in Mozambique. He tested sporadically whenever he was in Portugal, but didn't race."

He returned to the track in anger for 1975 in the national touring car series aboard his daily driver, the Rallye 2 that had previously been campaigned by Santinho Mendes. "My father would change to slick tyres when he was at the circuits," Lacerda says. "Otherwise it was a Group 1-spec car so, again, largely unmodified apart from safety things such as the rollcage. He raced in the 1300cc category, and made his debut at Estoril in July but was forced out by a



Period photographs underline a son's meticulous attention to detail to honour his father's racing exploits



Nimble steering and flat cornering helped the Simca be a David among Goliaths in period. Team Simca badging a tribute to works fettling



puncture. A month later he ran it at the Vila do Conde street track on the Algarve, known by some as our Monaco circuit, and won his class. He then decided to invest a little bit of money and sent the car to the Simca Racing Team in Lille. At that time, the Simcas were very competitive against larger-engined cars and my father's Rallye 2 received some upgrades. Unfortunately, he didn't get a chance to race it."

Ravaged by his illness, Jerónimo became an onlooker as his newly hotted-up Simca returned to the race track at Estoril in late 1976. "He asked João Nabais to drive it in his place. He dominated the class but gave up his place to [fellow Simca runner] Edgar Fortes on the last lap," Lacerda says. "Edgar was fighting for the championship. My father was just 25 years old when he died. My grandfather then sold the Simca to a dealer in racing cars."

The Rallye 2 racked up more silverware, subsequent keeper António Adam loaning the car to Fortes for a hillclimb staged in Penha in 1977 after his own car had been thrown out of scrutineering. He won his class. The Simca continued to be hillclimbed and raced into 1977, with Adam entering but failing to finish the following year's Estoril 500km. Ownership then passed to veteran all-rounder and sometime Hillman Imp and Clan Crusader driver Veloso Amaral, who developed the car yet further and even entered the 1983 Portuguese Rally, a round of the World Rally Championship. It didn't last the distance. The old stager was active as late as '85 before it was finally pensioned off.

For João Lacerda, finding his father's old car had been at the back of his mind until his cousin Tiago was tipped off as to its whereabouts in '94. "I had seen photos and home movies of my father racing the Simca," Lacerda recalls, "and I was sure the car would one day be mine. I just didn't know when. It had been owned by two other guys after Amaral and one day Tiago handed me the name and details of the person who now had it. I was 18 years old at the time and contacted him immediately. The car was in Tomar, central Portugal, and was in good condition, but the owner didn't have much interest in selling it. I had to be patient." Cue an agonising 13-year wait: "At the end of 2007, he contacted me regarding some parts for another car. I made him an offer for the Simca and a week later it was back in Caramulo."

While in remarkably sound, rust-free condition, the car had been accessorised with all manner of trinkets, not least Rallye 3-style plastic addenda. "It had been disfigured!" Lacerda laughs. "In 2009, the restoration adventure began, the initial stripdown taking place in the private workshops of the Museu do Caramulo. However, I sent the engine to Lisbon to be restored by a real expert in this sort of car, Tobias Martins. I decided to do everything from scratch, and set about taking off all the paint – all four layers – by hand. I didn't want to damage the



“I was keen to retain as much originality as possible, and even the fire extinguishers are the ones that were on the car when it was new”



A patient Lacerda finally with his prize, having persuaded a sale, and today with the finished product at home in Portugal

bodyshell by having it sandblasted. It was a very long process, but worthwhile. By the time I was finished, the unpainted 'shell – the meat of the project – was in really good shape. It then became something of a jigsaw puzzle.” One that had only a few missing pieces.

“I decided at the start that I would restore the car to the same specification as when my father won his class at the Vila do Conde circuit in 1975,” Lacerda explains. “I was immensely fortunate in that I was able to borrow a similar car from my close friend Tiago Raposo de Magalhães, which acted as a template. The hardest part was finding the correct components for the gearbox. That, and some bits of trim that I sourced via eBay, specialists in France and so on. I was keen to retain as much originality as possible, and even the fire extinguishers you see here are the ones that were on the car when it was new. If anything, the one thing that was most time-consuming was replicating the decals. After a year or so I had one big kit to put together.”

Following a respray, a further year was spent assembling the Simca, the only deviation from the script being the addition of a few engine

tweaks. A hotter cam and the Webers in place of the original Solex set-up resulted in, “A little more power and an extra 1500rpm or so.” The target for showcasing the newly restored Simca was the 2011 Caramulo Motorfestival, its first motorsport outing of any kind since the 1985 Camélias Rally. “I completed all the work barely a week beforehand and was able to do only a little testing,” Lacerda recalls. “There were a few teething problems, including the distributor timing, but not much. I drove it on the hillclimb and it was a very special moment.”

Lacerda owns several interesting cars, and has access to several more, but the Simca is predictably his favourite: “It is very special, obviously, because of the connection to my father. That, and for the effort I put into the restoration. I am fortunate in that my wife Cecilia is also passionate about motor racing and loves the Simca, so it isn't just my car. I will never sell it. The car belongs here in Caramulo. It never should have left.”

Thanks to Adelino Dinis and Museu do Caramulo (www.museu-caramulo.net)



Period-correct decals proved troublesome but eventually successful, including Koni's Lauda celebration. Right: Simca wears its race trim well

TOP TEN

FAST FEMALES

Shining a light on the trailblazers who overcame prejudice and criticism to compete at the very top

WORDS JAMES PAGE

Motorsport has a long history of talented female competitors, from pioneers such as Dorothy Levitt to current hotshoes including W Series champion and Williams junior Jamie Chadwick.

That's been the case across all of its various disciplines, too: Violette Cordery was the first woman to be awarded the Royal Automobile Club's Dewar Trophy thanks to her long-distance record-breaking during the 1920s; Betty Haig won a Gold Medal on the 1936 Olympic Rally in her Singer; Lella Lombardi is still the only woman to score a Championship

point (well, half a point) after finishing sixth in the 1975 Spanish Grand Prix. The list goes on, and there should be honourable mentions for the late Joy Rainey – hillclimbing being a particularly happy hunting ground for female drivers – Annie Soisbault, Sheila van Damm, Janet Guthrie and Katherine Legge.

With the eye-watering budgets that are required to reach the upper echelons of modern motor racing, it's certainly not getting any easier for women to follow in the wheeltracks of those mentioned above. In 2014, Susie Wolff became the first female in 22 years to take part in a Grand Prix weekend when she ran in practice at Silverstone. Let's hope we don't have to wait quite so long for it to happen again.

1 Patsy Burt

Patsy Burt, like Pat Moss (number 3), started out on horseback and was an accomplished rider. Her father had been a racing driver before the Second World War, but not until she was in her mid-20s did Burt follow him into four-wheeled competition. That was initially via rallying, before moving on to circuit racing, but without doubt she's best remembered thanks to her considerable success in sprints and hillclimbs, both in the UK and continental Europe.

She first broke the Shelsley Walsh Ladies' Record in 1957 – it was bettered later that afternoon by Roberta Cowell, who'd been born Robert Cowell before gender reassignment surgery – and the following year Burt became not only the first lady to climb Shelsley within 40 secs, but also the first to score points in a round of the RAC British Hillclimb Championship.

By 1967 she was running a McLaren-Oldsmobile in her distinctive pale-blue livery, and in June she set a Shelsley Ladies' Record of 31.87 secs that stood for more than a decade. The same car also powered her to the 1970 British Sprint Championship title.

Anorak fact The strut fixed to cars in speed events in order to break the timing beam was first used on Burt's McLaren and is known as the 'Burt Strut'



Patsy Burt's pale blue was known as Burt Blue, seen here on her McLaren-Oldsmobile at Oulton-Villars in 1967



JOHN RITCHIE



MOTORSPORT IMAGES

2 Desiré Wilson

The daughter of a motorcycle racer, Desiré Wilson started competing in Midget racing and Formula Vee in South Africa. After winning the local 1976 Formula Ford title, she headed to Europe to tackle a FF2000 campaign but money was always tight. With the support of John Webb, however, she raced in Sports 2000 and broke into the Aurora AFX F1 Championship.

While her career included qualifying for the 1981 South African Grand Prix in a Tyrrell, racing single-seaters and sports cars in America, and three Le Mans, she's habitually referred to as the only woman to have won an F1 race – the second round of the 1980 Aurora season at Brands Hatch.

Even more impressive were her performances in that year's World Sportscar Championship after Webb arranged a drive for her with Alain de Cadenet, who became a huge fan. Together they won consecutive races at Monza and Silverstone, despite a period running on slicks in the wet in Italy and being penalised a lap during the latter.

Anorak fact Wilson's childhood nickname was 'Boots' because she used to kick people in the shins to get their attention



Moss aboard a Ford Anglia on the 1963 Rallye Monte-Carlo. She retired, while her husband-to-be Erik Carlsson won

MOTORSPORT IMAGES

3 Pat Moss

Any discussion of the greatest drives in motorsport history inevitably soon gets around to Stirling Moss on the 1955 Mille Miglia in a Mercedes 300SLR. The man himself, however, has long argued that his sister Pat's win on the 1960 Liège-Rome-Liège was even better. Simply finishing this gruelling event was an achievement in itself, but Moss and her trusted co-driver Ann Wisdom (daughter of Tommy and 'Bill') outlasted and out-drove all of the other crews to take a famous victory in their works Austin-Healey 3000.

Five times a winner of the Ladies' European Rally Championship, Moss was part of the BMC squad during the late 1950s and early '60s, and won the 1962 Tulip Rally at the wheel of a Mini Cooper. The surface, conditions and type of rally didn't matter: Moss was a frontrunner everywhere. She finished third on the dusty 1962 East African Safari Rally and the snowbound 1965 Rallye Monte-Carlo, and second to Pauli Toivonen on the 1968 Rally Sanremo. Only in the '70s, having started a family with her husband and fellow rally legend, Erik Carlsson, did Moss ease into retirement, her place in motorsport history secure.

Anorak fact Moss' earliest competition success came riding a horse at junior international equestrian events, and she was a member of the British showjumping team before focusing on cars



MOTORSPORT IMAGES



4 Danica Patrick

Without doubt the most high-profile female racer of the past 20 years, Wisconsin native Danica Patrick had to put up with more than her fair share of naysayers throughout her career. In fact, various generations of the Petty family have been particularly critical of her over the years.

She might have been a marketing dream, but underwriting that was serious talent. She qualified and finished fourth in the Indianapolis 500 in 2005, picking up Rookie of the Year honours ahead of the likes of Sébastien Bourdais, Patrick Carpentier and Ryan Briscoe. She also claimed three pole positions that year. In 2008, having moved from Rahal Letterman Racing to Andretti Green Racing, she won the Indy Japan 300 at Motegi.

In 2012, Patrick switched full-time to NASCAR, and the following year became the first woman to claim pole position for the illustrious Daytona 500 – she is one of an exclusive list of drivers to have led both that race and the Indy 500.

Anorak fact Patrick made a guest appearance in a 2010 episode of *The Simpsons*, entitled 'How Munched Is That Birdie In The Window?'



Forget the 'best female in drag racing' moniker, Muldowney was the best around in her prime

5 Shirley Muldowney

Like so many legends of the quarter-mile, Shirley Muldowney got hooked via street racing – in her case when growing up in New York. A fiercely competitive character, she was a genuine pioneer: the first female to be licensed to run in the NHRA's Top Gas division, the first to advance to the NHRA finals in Top Fuel, and the first to break the six-second barrier. She was also the first driver in the professional classes, male or female, to win three NHRA Top Fuel Championships.

Not even a huge accident in Montreal in 1984, when tyre failure pitched her off the strip at 250mph, could stop her. Despite serious injuries to her legs, hands and pelvis, she returned to the sport and, in 1989, became the first woman to enter the 'four-second club' with a pass of 4.974 secs at 284mph.

Anorak fact Muldowney posted a career-high speed of 320.20mph at the 2001 US Nationals. She was 61 years old...



NHRA

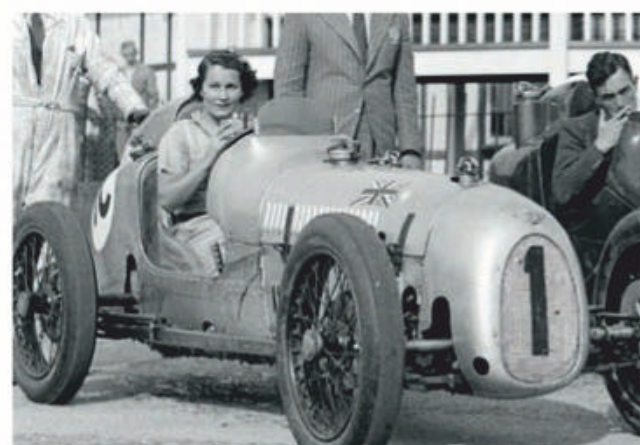


MOTORSPORT IMAGES

7 Lyn St James

Although she began racing in SCCA events during the early 1970s, most of Lyn St James' biggest results are made even more impressive by the fact that they came much later, when she was already into her 40s. She won the GTO class at the 24 Hours of Daytona in both 1987 and '90, and in '92 she became the first woman to win Rookie of the Year at the Indy 500 (in 12th). At the age of 45, she was also the oldest driver to claim that award. It remained her best result at the Brickyard, but in '94 she qualified sixth – one place ahead of Nigel Mansell. In '91, she made her second appearance at Le Mans in an all-female team that included Cathy Muller and Wilson, but their Spice failed to finish.

Anorak fact St James won her class at the 1979 Nürburgring 24 Hours. One of her teammates in the Spirit AMX squad was actor James Brolin



MOTORSPORT IMAGES

6 Elsie 'Bill' Wisdom

Elsie Wisdom excelled at Brooklands and Shelsley Walsh. At a visit to the Worcestershire hillclimb in 1930, the correspondent from *The Motor* condescendingly wrote, 'Mrs Wisdom took the sharp steep S-bend in as pretty a little skid as you could wish to see', but the following year she broke the Ladies' Record in her supercharged Frazer Nash. In 1932, two years after her husband Tommy had entered her into the Ladies' March Handicap at Brooklands, she teamed up with Joan Richmond in a Riley to defeat the men in the 1000 Miles Race.

She gained a 120mph badge at the Surrey venue at the wheel of the fearsome Leyland-Thomas that same year, and her career included outings at Le Mans, the Mille Miglia and, after WW2, the Monte-Carlo and Alpine rallies.

Anorak fact Wisdom was referred to as 'Bill' by her family because she grew up with six brothers and would always join in their games



MOTORSPORT IMAGES

8 Kay Petre

On the face of it, the pairing of petite Canadian-born Kay Petre and 10-litre V12 Delage was a strange one. But she lapped Brooklands at nearly 130mph in her first outing, with a special seat and modified pedals. In 1935, she and Gwenda Stewart went head-to-head for the Ladies' Outer Circuit record – Petre edged it at 134.24mph. "Jolly good show," said an unconvincing Stewart for the news cameras before going out and breaking the record.

Petre was quick in a wide range of cars and in various disciplines. She won on Brooklands' Outer and Mountain Circuits, set the Ladies' Record at Shelsley Walsh and raced three times at Le Mans. Sadly, her career was all but ended by a serious accident in 1937 when her Austin was hit by Reg Parnell's MG at Brooklands.

Anorak fact Petre was visited in hospital by Bernd Rosemeyer, who left her the flowers from his Donington GP winner's garland



GETTY

9 Gwenda Stewart

Born Gwenda Glubb, this courageous character chalked up most of her motorsport achievements while married to her second husband, Colonel Neil Stewart. She twice raced at Le Mans and holds the distinction of having posted the final Ladies' Outer Circuit lap record at Brooklands – 135.95mph, which she set in 1935.

During the mid-1920s, Stewart moved to France so that she could make use of the banked oval at Montlhéry. There she set numerous benchmarks over various times and distances, many at the wheel of her Derby-Miller; she also upped the lap record to 147.79mph. As if that wasn't enough proof of her considerable bravery, she even posted a best of 118mph at Arpajon in a highly modified Morgan three-wheeler, then married to third husband Douglas Hawkes.

Anorak fact Stewart drove ambulances during both WW1 and WW2, and was apparently a skilled lathe operator



GETTY

Stewart shared a Derby with Charles Worth at the 1935 Le Mans (19). Top: at Montlhéry in 1934



Mouton with Autobianchi A112 Abarth on the 1977 Rallye Monte-Carlo; she finished 24th, fifth in class

10 Michèle Mouton

If Pat Moss has a rival as the First Lady of rallying, it's surely Michèle Mouton. Her earliest outings were as a co-driver, but when her father bought her an Alpine A110 she swapped seats and her career took off. The diminutive Frenchwoman upset some fragile male egos along the way – officials stripped the Alpine's perfectly legal engine following her class win on the 1975 Tour de Corse – but her talent was clear.

When Audi committed to a World Rally Championship programme with the quattro for 1981, it hired Mouton to drive alongside Hannu Mikkola. Victory in Sanremo made her the first and as yet only woman to win a WRC rally, and the following year she came within an ace of claiming the title after winning in Portugal, Greece and Brazil. Mouton's top-level outings became more sporadic from 1984, but she broke the Pikes Peak record in 1985 en route to overall victory, then won the 1986 German Rally Championship for Peugeot. That year marked the end of Group B, and she decided it was a sensible time to retire.

Anorak fact After Bobby Unser made some disparaging remarks about Mouton at Pikes Peak, she replied: "If you have the balls, you can race me back down again"



SOMETHING BORROWED

Based on BMW mechanicals, Bristol's 400 became one of the marque's best and most important models

WORDS **MARTIN BUCKLEY** PHOTOGRAPHY **JAMES MANN**

It is not quite fair to describe the first Bristols as reconstituted pre-war BMWs. In the first of many wise early decisions made by the men of the Bristol Aeroplane Company at Filton, and having acquired the rights to build the 326, 327 and 328 through the War Reparations Board, it decided to make its new car an amalgam of the best components from the Bavarian marque's celebrated pre-war range. The combination had never been offered in a single package before: the 326 saloon's stiff 9ft 6in-wheelbase, torsion-bar-suspended

chassis; its own version of 327 Coupé body; and, best of all, the 328's superb straight-six.

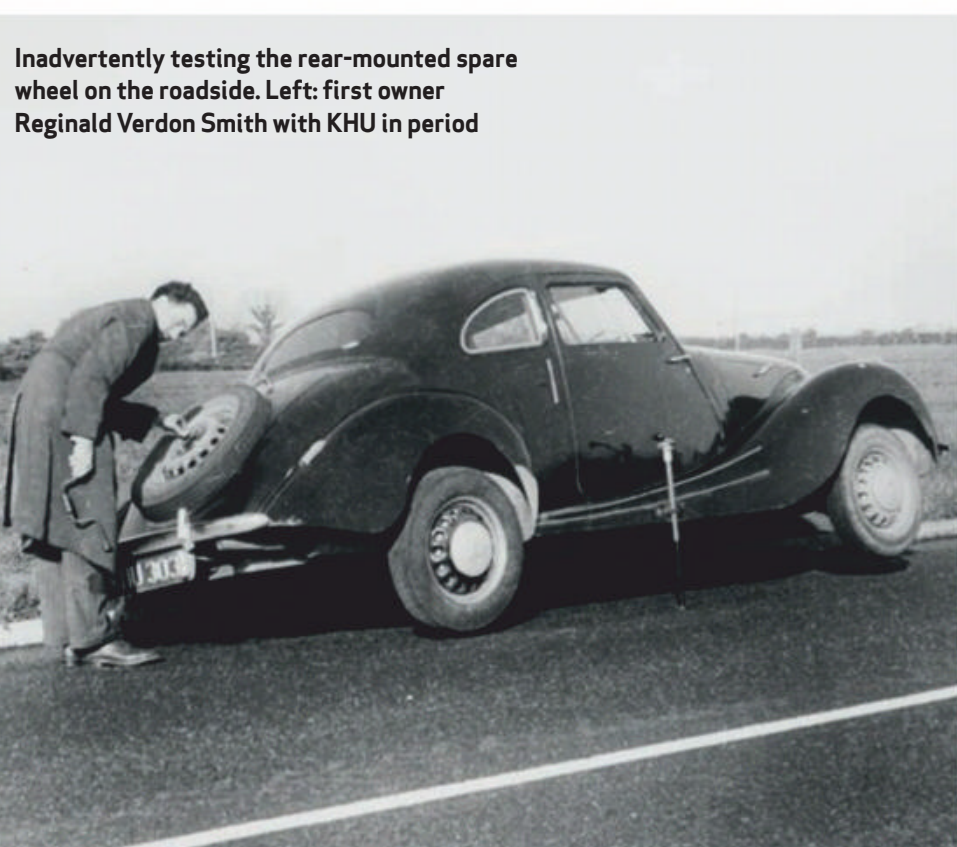
With its distinctive twin valve-chests, alloy head – with very direct inlet porting for mixture flow – and a deep, strong iron block, this cross-pushrod 2-litre marvel was probably the high point of pre-war Teutonic road-car engine technology. There is something almost chilling in the fact that the Germans were testing these engines with fuel injection before war broke out.

Bristol made do with three sidedraught SU carburettors and the resulting 1971cc, 90mph close-coupled four-seater provided the template





Comprehensive buff logbook confirms KHU 303's provenance, and multiple stamps per year do likewise for the mileage



Inadvertently testing the rear-mounted spare wheel on the roadside. Left: first owner Reginald Verdon Smith with KHU in period

“My father marvelled
at the light steering
and gearchange,
and the comfort on
bad roads compared
to his Bentley”



Not fast, but a capable cruiser
with a surprising top speed, the
400 is an appealing proposition
for long-distance touring

for the marque's reputation for the following 60 years. It would cruise in the 80s when the average British 2-litre could barely top 70mph.

No subsequent Bristol model sold in anything like the same quantities (700 cars, many going to Australia and other right-hand-drive territories) or had such a strong visual link to its German progenitor. The West Country re-imagining of the 327 coupé was roomier, probably more slippery, but nothing like so dashing as the low-slung Autenrieth-bodied original. If the genteel, bulbous 400 seemed perfect for a well-heeled post-war businessman, the 327 looked as if it should have been piloted by a Luftwaffe officer with an eye patch and a fencing scar.

While certain later classic Bristol elements such as all-aluminium bodywork and the famous wingbays were missing from the steel-panelled, ash-framed, slightly matronly 400, there is an argument that says Bristol never built a better car in terms of competition pedigree and sheer quality. Examples competed honourably on the Mille Miglia, Targa Florio and Rallye Monte-

Carlo, and, Borg & Beck clutch and Lucas electrics aside, the car was an in-house production. Bristol even made its own shock absorbers and door locks, while applying standards of inspection and superior metallurgy that really were of aircraft-industry levels.

Plans to build the car at Filton to keep at least part of the 50,000-strong wartime workforce occupied when military contracts ended had been mooted long before peacetime, even before the brief alliance with AFN Ltd owner HJ Aldington. The all-round excellence of the 700-odd BMWs he had marketed in England during the 1930s was well appreciated by anyone with a feel for efficient, fine-handling cars. His contacts with top-level German management and engineers – several of whom were in jail – at the bomb-ravaged Bavarian Motor Works opened the necessary doors for BAC to acquire the plans and rights for the firm's pre-war range.

Aldington would prove to be of invaluable help in developing the 2-litre engine because of his pre-war experiences selling and competing

in the 328. It is well documented that he became disenchanted by the pace with which Bristol worked and, in some ways, the low volume, specialist appeal of the 400 itself; he favoured a mass-production approach based on the simpler 326 saloon. Bristol and AFN parted company not long after the 1947 Geneva launch of the 400, leaving the inhabitants of Filton and Patchway to build this hugely expensive £2400 connoisseur's machine in the sort of moderate numbers that suited the naturally cautious mindset of an aeroplane maker.

Reginald Verdon Smith and George White were the two young BAC managers, and sons of directors, charged with making the family firm's new car division work. The cousins ran 400s as company cars and it was perhaps inevitable that the cars in question would end up, 70 years later, under Richard Hackett's care at SLJ Hackett, the Bristol specialist based in Warminster. Hackett, former right-hand man to Tony Crook, doesn't go back as far the 400 but he remembers selling them secondhand for just £195 in the 1960s.

The BMW influence is notable, not least in the kidney grille on the 400's nose; bootlid-mounted spare wheel was a later development



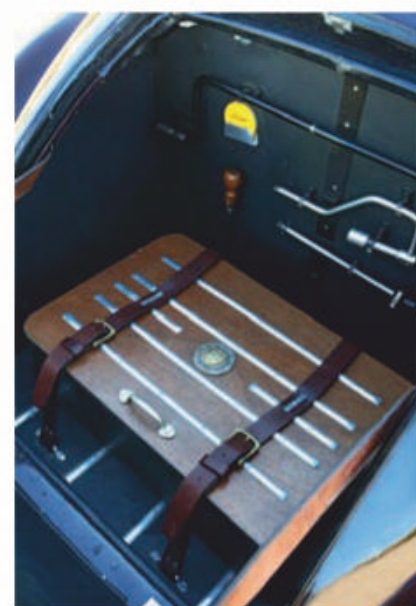
The ex-Reginald Verdon Smith car is KHU 303. First registered in May 1947, it was the ninth production 400 and the BAC demonstration car featured in *The Autocar's* road test in 1948. It also took part in a story on European touring printed in *The Motor*.

It was a development car, too, used for testing the revised boot with the spare tyre moved to the now bottom-hinged bootlid, the wind-down rear window and the blade-type bumpers that replaced the 'curly cowhorn' design. These features tend to separate early handbuilt 400s from later, more productionised ones, when they were being created at the giddy heights of four cars per week. At the end, production 400s overlapped slightly with the much roomier, more modern-looking 401.

Assistant to George White's father, Sir Stanley White, Verdon Smith was joint managing director of Bristol Cars from 1952, having given up his legal training to join the firm during the war. He became chairman in 1955. As Sir Reginald Verdon Smith, he would become vice-chairman of Rolls-Royce and chairman of BAC between 1969 and '72. It was 'Reggie' who took the decision to continue development of the Olympus jet engines in defiance of government directives that favoured the Rolls-Royce Conway; had he done as he was told there would have been no ready-made engines for Concorde.

Before the Second World War he ran an Alvis Speed 20 and, like George, a Derby Bentley that he drove hard, covering huge distances visiting shadow factories around the country after being seconded to the Ministry of Supply.

Post-hostilities he tested the 400 prototype extensively on the Continent and established that, among many other observations, better ventilation was needed – hence the wind-down rear window. Prior to the 400 he had a BMW 327 with the first Bristol-developed version of Fritz Fiedler's cross-pushrod engine.



Three SU carburetors feed the 2-litre straight-six. Above: period toolbox remains in the boot

When RVS took on a 401 as a company car in 1951, the 400 was passed to his wife and later became a pool vehicle at the Filton works before being sold off in the mid-'50s with a big mileage. It ended up in Surrey at some time but had migrated back to the Bristol area by 1967, at which point it was dismantled for a restoration that never quite gained momentum.

In 1998 it was sold again, still stripped down, to Peter Osmond of Somerset and by 2010 KHU 303 was back on the road. Enter, in 2015, current owner William Verdon Smith, son of Sir Reginald, who spotted KHU advertised and simply could not resist.

"I was born in 1948, so I remember the car very well, particularly playing with my stick-on toy steering wheel on the dashboard," he says. "And the two accidents... The first one happened when the fly-off handbrake released while we were sitting in the car with our

grandmother in the passenger seat as my mother popped into a shop in Clifton. It was in gear, but it's a freewheel first so off it went down the hill, over a crossroads and into a wall. I flew forward and hit my head on the 'screen.

"The second encounter, with mother at the wheel, involved a motorcycle – luckily with no major medical issues."

Since acquiring the car, chartered surveyor and former long-term Aston Martin DB MkIII owner Verdon Smith has fitted overdrive – not standard until the four-door 405 – a remote gearlever and a brake servo. Despite having a standard 85bhp engine, with a Type 100A block from the 403 fitted probably by Filton before the car was sold off, he finds the 400 quick and engaging to drive across country.

"It's not about how fast it is," he explains, "but the way it does things; its gives you back what you put in. I remember that my father



BRISTOL 400

Sold/number built 1947-'50/474

Construction steel and aluminium panels over wood frame, steel box-section chassis

Engine iron-block, alloy-head, cross-pushrod 1971cc straight-six, triple SU carburettors

Max power 80bhp @ 4200rpm

Max torque 106lb ft @ 3500rpm

Transmission four-speed manual, crash first with freewheel, RWD

Suspension: front independent, by transverse leaf springs and wishbones **rear** live axle, torsion bars; lever-arm dampers f/r

Steering rack and pinion **Brakes** drums

Length 15ft 3in (4648mm)

Width 5ft 4in (1625mm)

Height 4ft 11in (1498mm)

Wheelbase 9ft 6in (2895mm)

Weight 2464lb (1117kg)

0-60mph 19.7 secs

Top speed 91mph **Mpg** 26

Price new £2374 **Price now** £25-66,000

marvelled at the lightness of the steering and the gearchange, and the comfort on bad roads compared to his Bentley.”

The younger of this 400 pair, JSV 823, was originally registered BAC 1 and used by George White and his wife.

Later knighted, he became chairman and managing director of Bristol Cars, working alongside Tony Crook when the car business was separated from the aerospace activities.

His working life was cut tragically short by an accident in a 410 in 1969, but as a young man he probably did more than anyone to get the concept of a Bristol-built car under way, mooted the idea to his father and uncle as early as 1941.

Having lost its BAC plate, JSV was sold abroad and on its return was restored and fitted with a sports engine giving an alleged 150bhp. It appears to sit slightly lower, on its adjustable torsion bars, than the RVS car.

It's hard to reconcile the tall, pre-war appearance of the 400 with the later, full-bodied cars. The interiors are narrow, with poor over-the-shoulder vision, and you sit low pondering the advance/retard controls – a reminder of the low-quality ‘pool’ petrol of the era – and ENOTS chassis lubrication button on the floor that is to be depressed every 90 miles, but only if you are wearing slim shoes. Strangely, the radio was standard but the heater wasn't on the 400.

Sliding windows were fitted to liberate elbow space in the rear-hinged doors. The semi-bucket seats feel good and the detailing in the cars, from the delightful roller-blind sunvisors and the hand throttle to the tiny rear-view mirror, feels delicate but not fragile.

The tune of the engine in JSV, the George White car, is all lumpy cam and high compression – so probably on the margins of what is desirable on the road, with nothing much in top below 40-50mph. This at least gives you every excuse to exploit the beautifully light,



Roller-blind sunvisor is a feature of the 400's nicely appointed cabin, with wood finish and tactile switches

quick gearbox, with its nicely distributed ratios for a handy 70mph in third, and make full use of the throaty and sonorous rev range. The Verdon Smith car is more refined and flexible, and in any case driven with such relish and gusto by its owner that it is hardly any slower on the road.

The 400s have a compact and together feel that slightly escapes some of their later brethren, as the Bristol marque sought to offer more space and comfort. It's odd to consider that the BMWs on which they were modelled were already a good eight years out of production in 1948, yet it is hard to think of a car of the era with a more roadable combination of light, accurate steering and agile roadholding combined with such a comfortable and level ride.

As a means of cross-Britain transport in a country still more than a decade away from its first motorway, I doubt there was anything more effective than a Bristol 400 in the late 1940s and

early '50s. You can get along in them pretty well now, not just as a passenger but also as an organic element of the drivetrain, co-ordinating hands, feet, eyes and ears in an unapologetically mechanical, unassisted vehicle that goads you to urge it on. It is a process that is never a chore but in many ways a kind of relaxation, because all the controls are such a tactile delight.

These are not remotely quick cars by any modern measure, yet somehow the sweetness of the gearchange is a lovely match to the well-oiled, mechanical efficiency of the steering and the urgent, responsive feel of that lusty and willing engine. Within a few minutes of taking the wheel, you are totally engaged.

If that's not the mark of a great car, then I don't know what is.

Thanks to Richard Hackett of SLJ Hackett, where both 400s are for sale (www.sljhackett.co.uk)



INTO THE HEART OF DARKNESS

When Felix Furtak rolled his Lancia, rather than give up he cut off its roof for a trans-African adventure

WORDS **GRAEME HURST** PHOTOGRAPHY **FELIX FURTAK/GRAEME HURST**

“**T**here was no road, just thousands of tracks running in our general direction and a large barrel as a marker every few kilometres. If you missed the barrel and got lost, you died.” That rather terrifying memory from German-born Capetonian Felix Furtak sums up the challenge involved in crossing the Sahara as part of a trans-African odyssey he embarked on nearly 30 years ago, long before the days of GPS and mobile phones.

It’s a journey that came about as a result of a bar-room dare. And one for which the risks could arguably be mitigated to a large degree by your choice of wheels – or multiplied if, like Furtak, you opted for something with a reputation for dodgy reliability. Such as a

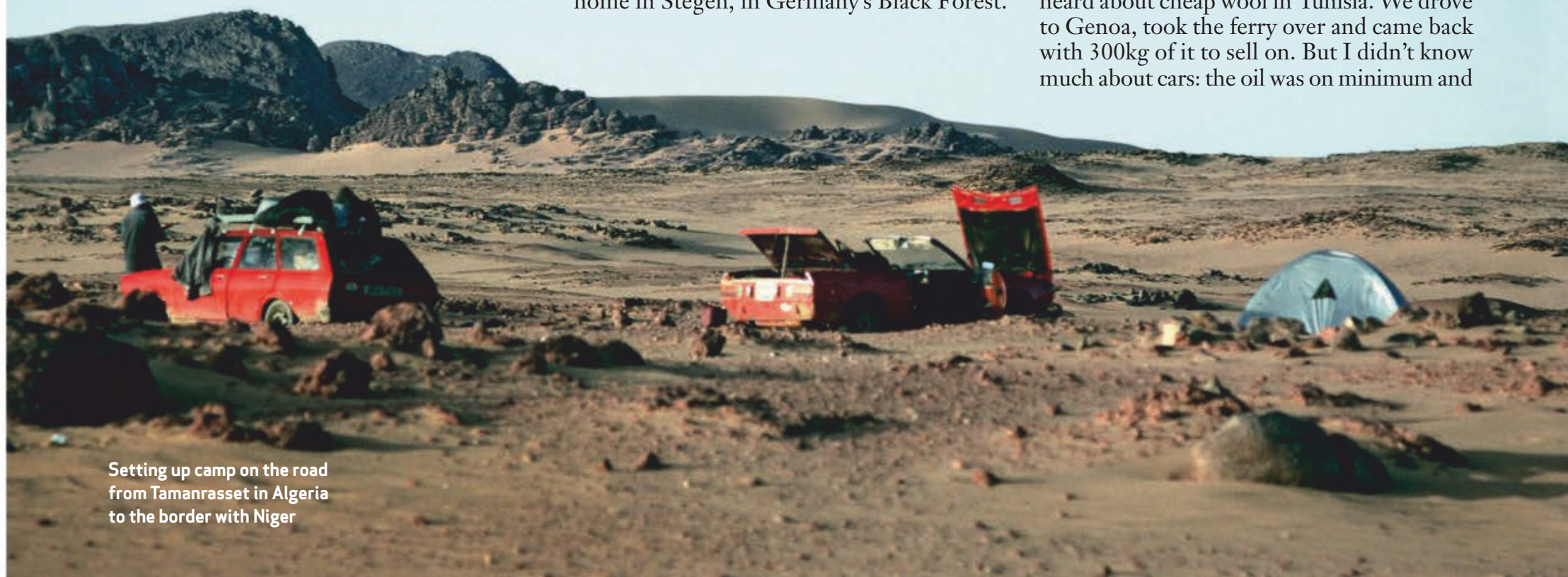
Lancia Beta. That’s right, the then 27-year-old traversed the Sahara – and indeed the whole of Africa – in that much-maligned, rust-prone model that sounded the death knell for the Italian marque in the UK in the ’80s.

Making the choice yet more farcical was the fact that Furtak’s Beta had already covered more than 160,000km and had been the subject of an engine swap after its motor seized while crossing the Alps. Oh, and it had lost its roof when, following another breakdown, the trailer hauling it rolled. But that’s just part of the backstory to Furtak’s relationship with his 1975 Lancia, a car his father bought nearly new and that Furtak illicitly bought back as a student after it was sold to fund his studies, a decade before he tackled the Sahara in it.

“My father wanted to impress my mother so he came home with the Beta,” recalls Furtak, who was just 12 years old when the stylish coupé appeared on the driveway of the family home in Stegen, in Germany’s Black Forest.

“It was a year old and very shiny and red – anyone would’ve been impressed.” Apart from his mother, it seems, who wasn’t very taken with the car: “She found it terribly impractical because she only used it to go shopping. We lived 500m from the shops but it would never start.” A few years later the Beta was sold to kick-start her son’s engineering career, but the youngster was far from impressed. “I really wanted the Lancia, but my father said it was no car for a student,” adds Furtak, who evidently didn’t agree. “I dropped out of my studies – I was living a wild life, as you do at that age – got a job and saved up to buy back the Beta.”

Unsurprisingly, that news didn’t go down well at home: “My father said, ‘You were supposed to become an engineer, not buy yourself an Italian sports car.’” Papa was adamant that young Felix would not be able to afford to run the Beta, but his son came up with creative ways to raise cash: “A friend heard about cheap wool in Tunisia. We drove to Genoa, took the ferry over and came back with 300kg of it to sell on. But I didn’t know much about cars: the oil was on minimum and



Setting up camp on the road from Tamanrasset in Algeria to the border with Niger



The Lancia joins a pair of more appropriate expedition vehicles aboard the MV Liemba on Lake Tanganyika. Bottom: Beta in the Sahara near the Algerian border



From left: strut spacers fabricated from wood, fitted in Tamanrasset; on the road to Bakavu, Congo; washing sand from the bellhousing in the Congo River



"I didn't know much: the oil was on minimum but I thought, 'It'll be okay.' Then it went 'clonk' and stopped"



I thought, 'It'll be okay.' Then it went 'clonk' and stopped. Suddenly the trip got very expensive."

Swapping the seized lump with a unit from a breaker, along with other subsequent shoestring repairs, led to Furtak becoming better acquainted with Lancia mechanicals. So much so that he began trading in parts to earn a crust, selling the Beta to make way for other Lancias.

At around the same time, Furtak's parents put pressure on him to pick up his studies so he enrolled for an engineering degree in Salford, England. Naturally, the relocation didn't dampen his entrepreneurial spirit and he was soon doing a healthy trade in Lancia bits on the side, after discovering the depth of affection for the marque in the UK. Flush with funds, Furtak was able to buy back his Beta – by then a non-runner – and place it in storage outside Salford until he could get it back on the road.

Ironically, it did see the road – but not in the way he intended: the car ended up on its roof while Furtak was towing it to Manchester, and the insurance company wrote it off. Undeterred, he bought the wreck and chopped off the remains of the roof to create a Spider, with the chassis suitably strengthened after some hasty calculations.

By that stage the open-top Lancia was the subject of some good-humoured ribbing among the young German's mates – which brings us to that wager, made shortly after he moved back to his home country. "Felix, you and your old scrap will never get anywhere," one friend said, to which Furtak was quick to retort: "I bet you 500 Deutschmarks I can get it across the Sahara before Christmas!"

That was in October 1991, and an ambitious boast given that the car wasn't road-legal after its decapitation. Furtak hauled out his structural sums and hastily obtained approval before applying for a Carnet de Passage. He and mate Ian 'Rob' Robinson boarded a ferry to Tunisia in mid-December, which meant they had to move it to get through Africa or risk losing the bet.

The Trans-Sahara Highway was challenging but manageable, thanks to substantial sections of Tarmac. But that changed once the pair got to Tamanrasset in Algeria and the blacktop gave way to sand. Some 500km of it to be precise, stretching all the way to Niger with nothing other than those tracks and barrel markers.

Fellow travellers in a local camp tried to deter the duo from attempting the trek alone, so they joined up with a couple of Germans who were driving a diesel Passat loaded with (bizarrely) a toilet and various other household fittings. Their companions were keen to team up because their car had a leaking head gasket. "They had cooking equipment but no tools," chuckles Furtak. "For us it was the other way around."

In preparation, the intrepid German found a backyard mechanic to fabricate a sump-guard and set of strut spacers (fashioned from wood) to raise the body. Unsurprisingly the going was

tough, with the Beta suffering sand ingress into the bellhousing that caused the clutch to slip, and the heavily laden Passat frequently getting bogged down. Furtak's workaround was to avoid using the clutch: "I would drive around in circles until the Passat guys had dug their car out."

The clutch played up all the way to Kanu in Nigeria, where he was able to source a new plate from a local Fiat agent. By that stage he had won the bet and, although his partner in crime opted to bail out by flying home, for Furtak the adventure bug had bitten. Buoyed by his winnings, he decided to press on all the way to South Africa. That meant going through Cameroon and the Central African Republic. And, of course, the Congo. Which, judging by the state of the vehicles coming the other way, presented new challenges: "The cars were all beaten up and the people were totally finished."



Felix Furtak and his family in Cape Town today with their well-travelled Beta, 1971 Zagato and 1974 2000HF

"Back in Europe nobody wanted the Lancia, but in Africa everyone offered to buy it – one guy wanted to go hunting with it!"

After conquering the Sahara, however, the world's most enthusiastic Beta owner was ready for whatever the jungle could throw at him, including muddy tree-lined roads that made sliding off risky. When he did get stuck, he'd sit tight until a passer-by could lend a hand. But no sooner had he set off on this second leg before the clutch was up to its old tricks. Keen to avoid the six-hour stripdown needed to sort it, Furtak came up with a creative solution: he convinced the owner of a four-wheel drive to lower the Lancia by rope into the river, so he could run the drivetrain in the water and wash out the sand from the bellhousing. The stunt worked, although the clutch release bearing was soon screaming after losing its grease in the process.

This impromptu baptism took place in Bumba, by which time Furtak had been on the road for a month. From there, he decided on

a break from the hazardous jungle and loaded the Lancia on to a barge from Kinshasa to Kisangani. Although the car's arrival didn't go down well with fellow passengers who were transporting livestock, it was a hit at the various ports. "Back in Europe nobody wanted the car, but in Africa everyone offered to buy it," recalls Furtak. "One guy wanted to go hunting in it!"

Once in Kisangani, Furtak headed to Bakavu with a Congolese student as his copilot. The route was seriously challenging, with progress often at walking pace as the pair negotiated the potholes. Despite the care, there was still drama: "The tank was holed and we were losing petrol, but the student used soap to repair the leak."

After finally making it to Burundi, Furtak reckoned that he deserved another 'cheat' and boarded the *MV Liemba*, the WW1 warship that's been plying the length of Lake Tanganyika

as a ferry for more than a century. The boat took him and the Lancia to Mpulungu in Zambia, but any thoughts of an easy run south to Lusaka dissipated when the car refused to start. "A camshaft seized and the tensioner had gone," says Furtak. Congo mud had found its way into the tensioner bearing, with dire consequences.

With no engineering shop nearby, he convinced two chaps in a Range Rover to tow him to the Zambian capital... more than 800km away. There he soon had the engine in bits, only to make a startling discovery: the flickering oil light, which he'd put down to Italian electrics, had been trying to tell him that the

oil pick-up had been blocked by the sump being dented more than 1000km earlier.

With funds drying up, Furtak crossed Zimbabwe in less than a week before stopping in Johannesburg, where the local Lancia agent sponsored a new sump to replace the Beta's heavily repaired item. From there it was an easy drive to Cape Town, which he reached on 5 March after driving 15,515km in just 74 days.

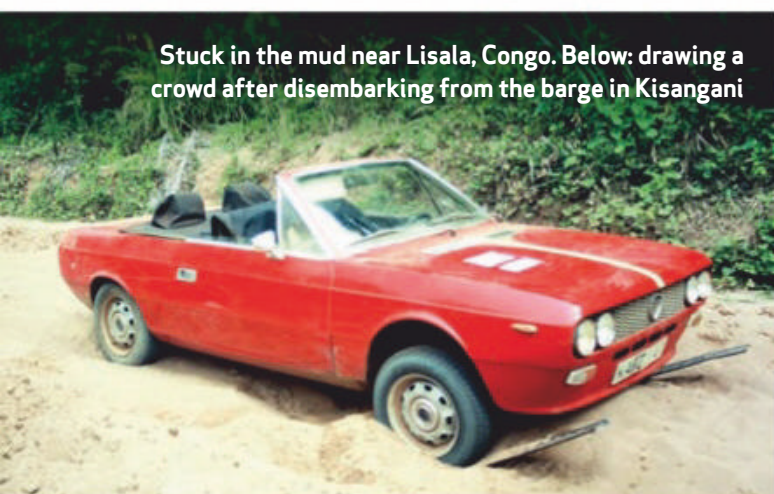
The Beta was shipped back to Germany, and Furtak returned to trading Lancia parts for a living. But his Beta adventures were far from over: in May 1995 the car was submerged in water after a river in his home town of Feldrennach burst its banks and the deluge flooded his workshop. When a move to new premises didn't work out, he elected to put the Beta (and several tonnes of spares) into a couple of containers and head back to Cape Town permanently. There he would go on to acquire a stash of Lancia parts from TAK Motors, the marque's former South African agent.

Fast-forward 25 years and Furtak, now married with two children, runs a thriving global trade in Lancia bits. And his Beta? Still in daily use, complete with the scars of the Sahara. All thanks to a flippant bar-room bet.

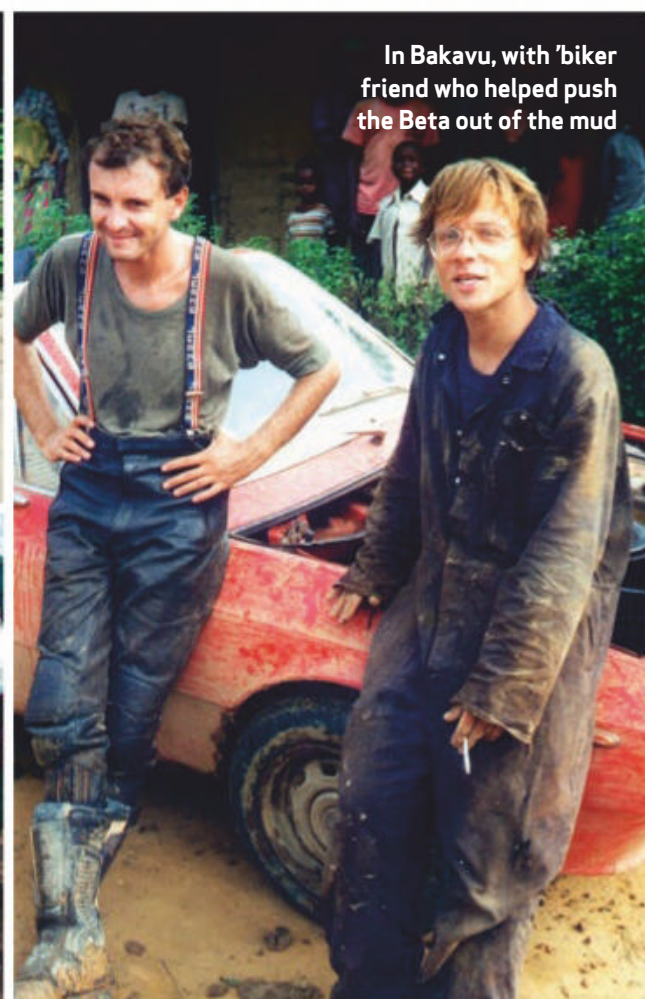
Thanks to Felix Furtak, Lancia Auto SA (0027 21 447 7616; www.transafrica.lancia.cc)



Trans-Sahara Highway convoy, on the way to Tamanrasset, Algeria. Above: Lancia joins the livestock on the barge from Lisala to Kisangani



Stuck in the mud near Lisala, Congo. Below: drawing a crowd after disembarking from the barge in Kisangani



In Bakavu, with 'biker' friend who helped push the Beta out of the mud



Journey's end, the Cape of Good Hope. Above: clutch replacement in Nigeria



A FAMILY AFFAIR

Al Parkes' 1934 Reo joined his household before he did, and never went. Seven decades and two rebuilds later, it's in ruder health than the day it left the factory

WORDS **PAUL REGAN** PHOTOGRAPHY **WILL WILLIAMS**

It's 1973, and Al Parkes has decided it's time. For too long his father's old Reo Flying Cloud has served as little but a brooding hunk of metal beside the family's suburban home in Ann Arbor, Michigan. He has petrol, spark plugs and enthusiasm – but it hasn't run since before he was old enough to remember.

At this time Parkes is in his early 20s and life already has many ingredients of the American Dream. He has ditched university for a career with McDonald's, feet on the first rungs of a corporate ladder but heart set on owning one of the hot rod-era V8s that regularly shake the drive-through window. His father, Don, is an engineer and there's barely any distance between apple and tree when it comes to things mechanical.

The Reo's straight-six coughs on its first taste of gasoline in more than two decades. The last time it moved without the help of a tow was in the moments before Don was forced off the road into a ditch in '53. The front bumper was buckled and the wing bent – and with a growing family, a replacement vehicle with more seats was an easier prospect than repair.

And so the Reo sat, disturbed from its slumber only when the Parkes family moved home. Like a stray dog it followed from garage to barn to driveway, including the one upon which it now sits rocking rhythmically to the tune of its tired starter motor. Another cough. A longer splutter. Then it fires – filling the neighbourhood with thick white smoke, and Parkes' head with dreams of a full restoration.

It was the beginning of a journey with the Flying Cloud that would go on to last most of a lifetime. This Reo has been part of the Parkes family for longer than its owner – 71 years and counting – so he has lived a full spectrum of

experiences with the coupe, from unexpected child's toy to retirement plaything.

"My first memory of the car is in the family barn when I was about five years old," he smiles. "We used to run up the fenders and leap off into bales of hay, hoping to avoid bruising from those great big chrome headlamps."

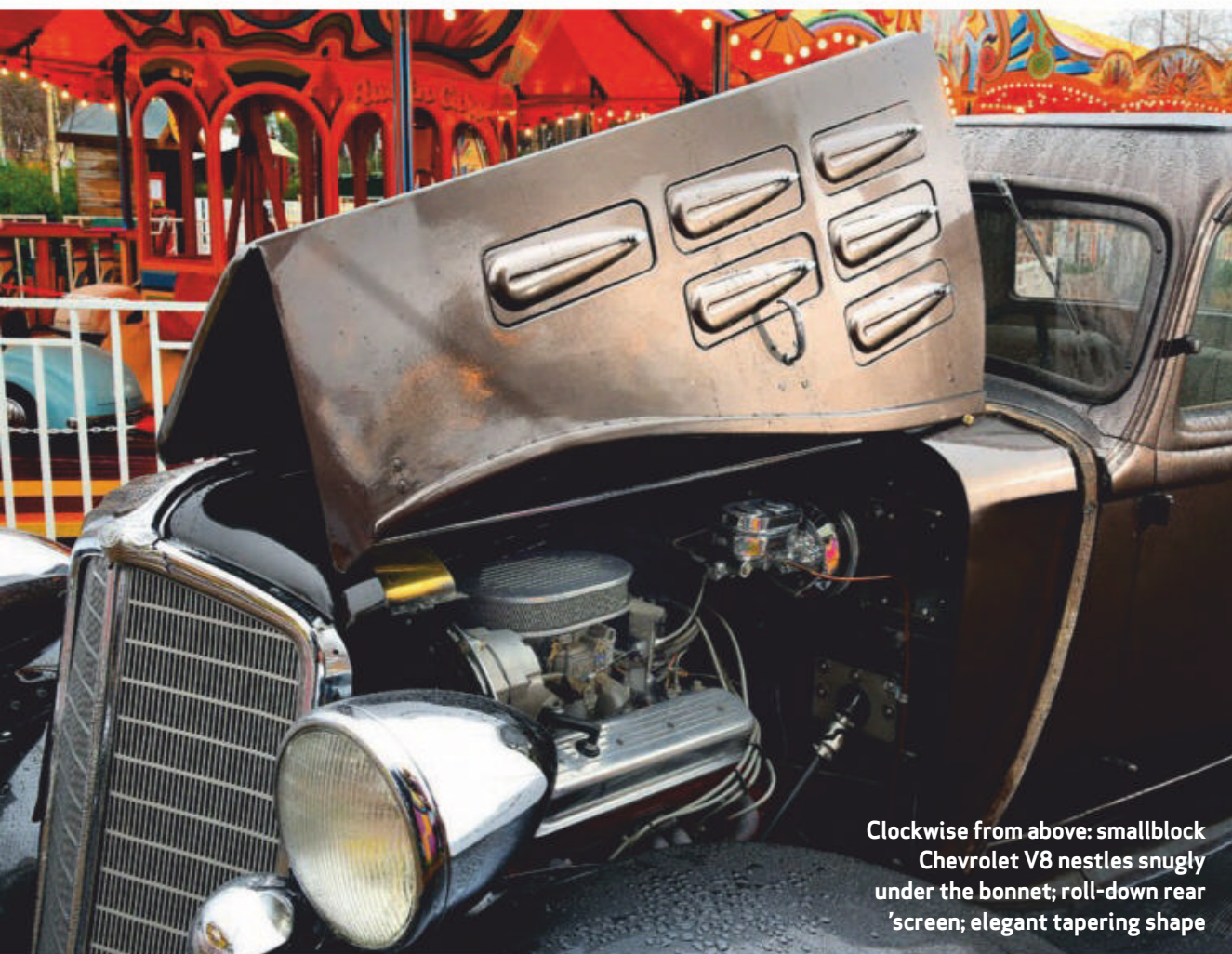
At that time the 'Old Brown Reo', as it came to be known, was probably only about 20 years old, but such was the pace of car design in those days it already felt like a relic. Living so close to Detroit, the streets were always full of the latest models and even though Parkes' father was rarely in the market for new metal, he would



Right: owner Parkes. Above, from top: the family, with father Don at the wheel, after first rebuild; the Flying Cloud joins the family in '48 – with Al's big sister Carla (in nappy!)







Clockwise from above: smallblock Chevrolet V8 nestles snugly under the bonnet; roll-down rear 'screen; elegant tapering shape



frequently chop and change from used car lots. Somehow the Reo lingered, in stasis between jalopy and classic. “The first time we saw any value in it was in the early ’60s, when a guy walked past the house and offered my dad \$1000 for it,” Parkes recalls. “I never thought to ask him why he said no; he worked six days a week and any time left was given to his hobby, flying planes.”

The car’s value – sentimental, at least – was creeping up. Don had owned the Reo for only a few years before the accident, having traded down from a 1948 Buick with onerous finance repayments. It had been well kept in the hands of a local doctor and perhaps he felt it too good to scrap, or that someone else would reap the benefit after an easy repair. Either way, there was never an active decision to keep it, but equally no desire to let it go. Instead it waited for familiarity to mature into nostalgia, and for that moment in 1973 when Parkes would crank it over.

A few years after that white smoke engulfed the family driveway, the Reo was sent to a local mechanic to make it roadworthy. Parkes would divert a portion of his restaurant salary each month, and in return the garage worked through the faults left by years of inactivity. Michigan, despite the extreme winters, was fairly kind to the car – there might have been snow, but the climate was dry enough overall to hold back serious corrosion. The wooden planks that make up the cab floor and timber in the doors and roof were rot-free, but rust had attacked some of the metal, so the car was stripped back to the chassis for what was to become its first rebuild.

Evenings, meanwhile, were spent delving into the past. Parkes knew little about the marque besides a pop culture reference provided by the band R.E.O. Speedwagon and that its founder – Ransom Eli Olds – was also responsible for the firm that became Oldsmobile. He discovered that Reo emerged in 1904 after a boardroom dispute spurred Mr Olds to leave and start a rival business. The cars were of good quality and soon outsold those of his former factory, but it was

“I remember seeing shiny patches of lead-loading – it made me think of the hours of craftsmanship that went into the shape”

trucks that would make Reo a household name (that, and the 40 million records sold by the musicians who assumed their moniker).

Further digging revealed that Parkes’ car was one of 170 Deluxe Coupe models built in 1934 and sold via a showroom in downtown Detroit. These differed from the more common Business Coupes by offering a rear rumble seat, which folded out from where the boot would have been to provide open-air transport for occasional passengers. A roll-down rear window prevented those in the back feeling like luggage, but Parkes’ siblings nevertheless recount stories of travelling inside the cab on the rear parcel shelf instead.

Optional shatterproof glass was selected by the first owner, along with a semi-automatic ‘Self-Shifter’ two-speed gearbox (a rumoured \$2m technical development at the time that would help threaten Reo with bankruptcy). This featured a T-shaped handle under the dashboard that allowed the driver to move between ratios without using the clutch – the pedal being deployed only to encourage the car off the line.

This, along with the other mechanicals, was nursed back to life as part of the refurb. The bodywork was repaired and fresh paint applied (albeit in an unsuitably fashionable shade of mustard over brown). “During the works they took the cab and wings back to bare metal,” says Parkes. “I remember seeing shiny patches where lead-loading had been carried out by the factory in the ’30s. It really made me think of the hours of craftsmanship that went into that shape.”

It is a work of art. Sculpted lines flow from the cab roof down the edges of the bonnet, merging into each other before reappearing to form a wrinkled nose above the grille. A dozen crafted vents – opened and closed individually with little chrome handles – helped the original 268cu in flathead ‘six’ stay cool on warmer days, while the long rear end is resolved with a swooping curve that tucks behind the chrome bumper. Ransom E Olds might have beaten Henry Ford to the production line (true story), but his workers clearly were not in a rush.

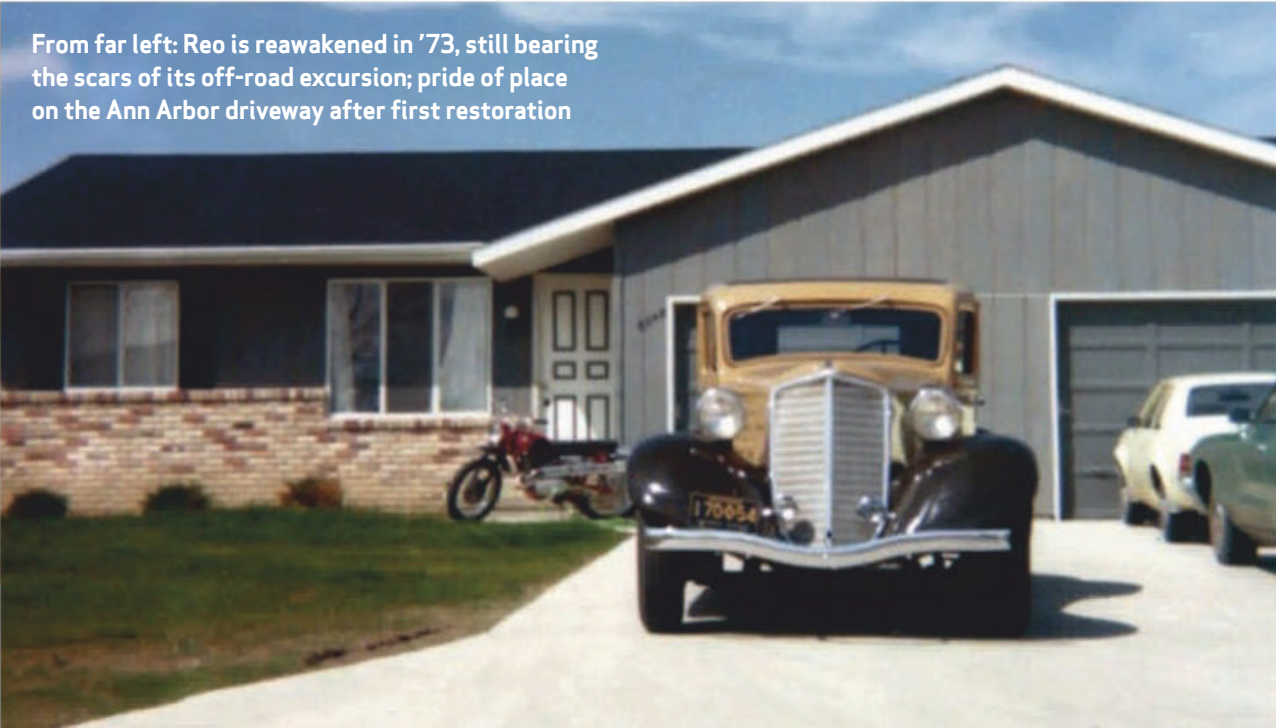
The restoration was hardly hasty, either. The garage chipped away between other jobs and as Parkes progressed towards management, the car inched closer to roadworthiness. By the time it rolled refreshed on to the Ann Arbor asphalt, long hours at work allowed Parkes time for few miles – occasional local events (including a town parade with Ronald McDonald waving from the rumble seat) were all the Reo would achieve.

Fate, it seemed, was conspiring to return the Flying Cloud to the storage it had only recently escaped. It was bounced between garages and lock-ups while Parkes’ career took him further afield, until a new job meant a move overseas.





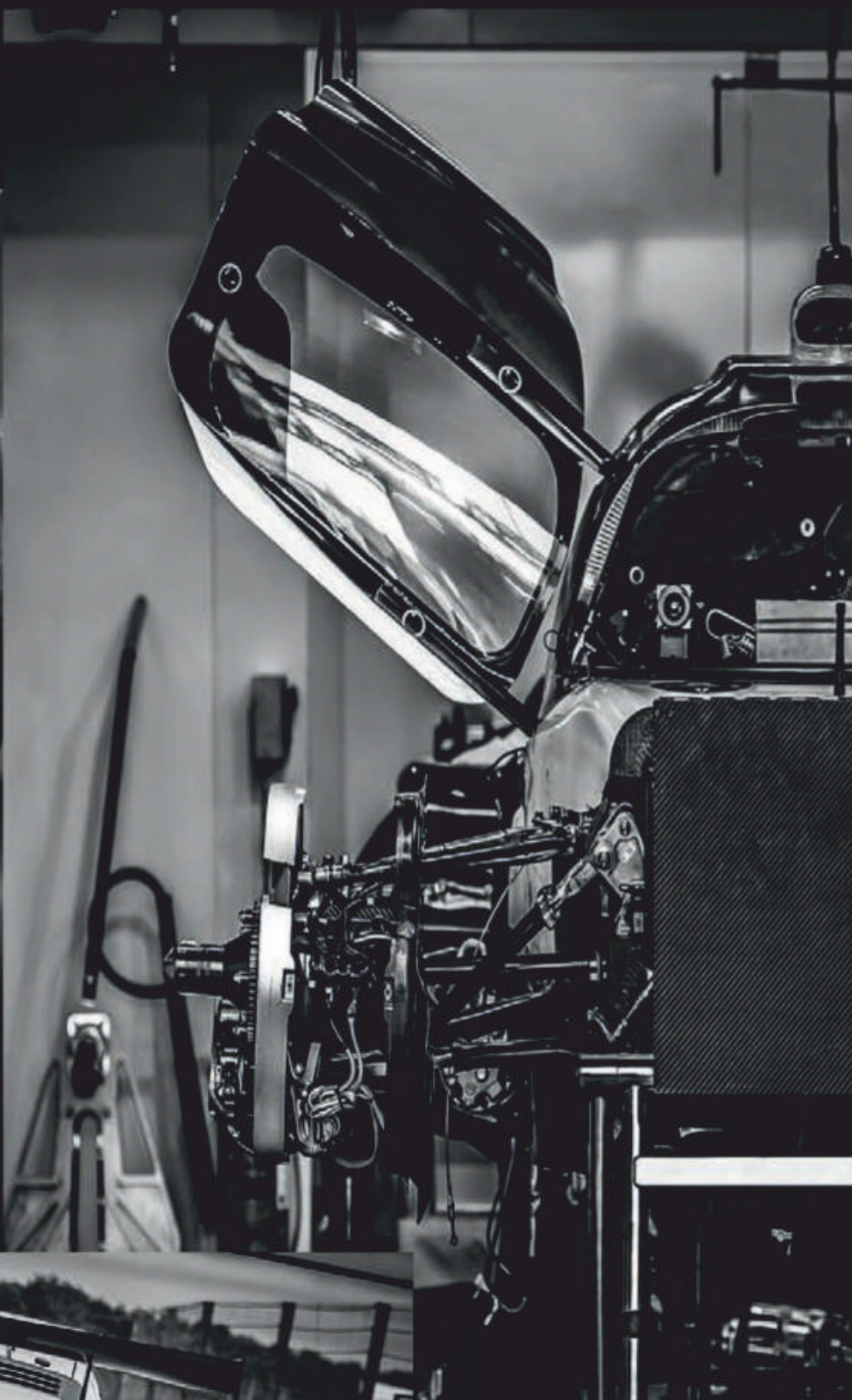
Professional retrim is in a paler shade, but the ambience of the original car survives, including the wonderful wood-effect dashboard and dials



From far left: Reo is reawakened in '73, still bearing the scars of its off-road excursion; pride of place on the Ann Arbor driveway after first restoration



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The car was sent back to the custody of his father in the '90s, where, besides occasionally taxing his engineering skills to bring more reliability or remanufacture obsolete fittings (such as a cast for a missing step to aid access to the rumble seat), it was simply kept warm and dry.

It would be more than 10 years before Parkes returned to the US and retrieved the Reo. The rebuild was by then older than some modern classics and the work was showing its age. Infrequent use over the years that followed meant sticking brake cylinders or perished fuel pumps, and the short ratios of the Self-Shifter gearbox made longer trips almost unbearable. Memorably, the car gained a reputation in one of its home towns for featuring in – but never once completing – the annual 4th of July Parade.

A dilemma was fighting its way to the front of Parkes' mind. What was the purpose of the Reo, besides static family treasure? What fate would befall the car if its only function was to demand cheques be written for storage? Thoughts turned to adjustments that favoured usability. "This decision took nearly a decade," he admits, shuffling in his chair. "Keep it original or make it turnkey reliable for the family to use. It was a conversation that spanned three generations."

In six decades, the Reo averaged less than one journey per year, yet those years added up to a lifetime of reasons why the car would never be sold. The true value of this car lay in its ability to be an active part of Parkes family life and, to an extent, the creative engineering talent of Al's father had already started the car on a journey away from pure originality to achieve this.

In 2012, just ahead of Parkes' retirement and move with his British wife to the UK, it was decided that a further sympathetic refresh would begin, carried out on both sides of the Atlantic and preserving original character where possible. Stand in front of the car now and only a handful of details – twin exhausts, fat tyres and ride height – give away the effort; otherwise the Reo is very close to the factory aesthetic.

The original colour was green, but Parkes chose an autumnal two-tone faithful to the 'Old Brown Reo' family memory. The interior was professionally retrimmed in a paler shade, but the dashboard still reflects its '30s heritage and all of the dials and fittings have been restored. Father Don even fashioned a replacement window winder for that rear 'screen.

Things get a little less conventional under the skin. The second rebuild included chassis mods for rack-and-pinion steering, double-wishbone front suspension and disc brakes – much of the work by Adrian Smith at Buckland Automotive. Before leaving the US, Parkes sourced a rebuilt Chevy V8 and Turbo-Hydramatic three-speed 'box, which was slotted into the blasted and repainted chassis along with a rodders' favourite Ford rear end. That sturdy wooden floor was, remarkably, still good for another 60 years.

'Only a handful of details – exhausts, tyres and ride height – reveal the effort; otherwise the Reo is close to the factory aesthetic'

"The V8 was tuned by the shop in Texas," says Parkes, "at around 400bhp it's overkill, but the car drives really well." It sounds magnificent, too: those twin pipes are burdened only by a pair of straight-through silencers, so almost every crackle is audible when asking for more power. The Reo will cruise happily at 70mph – an incongruous sight in motorway traffic, with that long, Deco-style bonnet reaching ahead of you and reflections of much more modern metal dancing over the chrome headlamps.

It's a controversial package. The Reo Club of America counts only four 1934 Flying Cloud coupes in the world, so you'd have to travel some distance to find another. Whether you wince or applaud the modifications depends on which era of US automotive history you most identify with – that of the birth years early in the previous century, or the hot rods of the *American Graffiti* cultural age. Being rebuilt with parts correct to the latter period, and not completely beyond the point of no return, the Reo is a blend of both.

But to Parkes this is of little consequence, because his car will never test the market. His duty as family custodian is to prepare the Flying Cloud for the next chapter. As he stands on his own driveway, this time as the parent with his own sons, at least he knows when they turn the key that the Old Brown Reo will start.

Thanks to Dreamland Margate (dreamland.co.uk)



Second restoration involved rather more extreme works, and getting everything positioned perfectly took skilled craftsmanship. Ubiquitous hot-rod parts include Mustang II front end, smallblock Chevy V8 and '70s Ford 9in rear



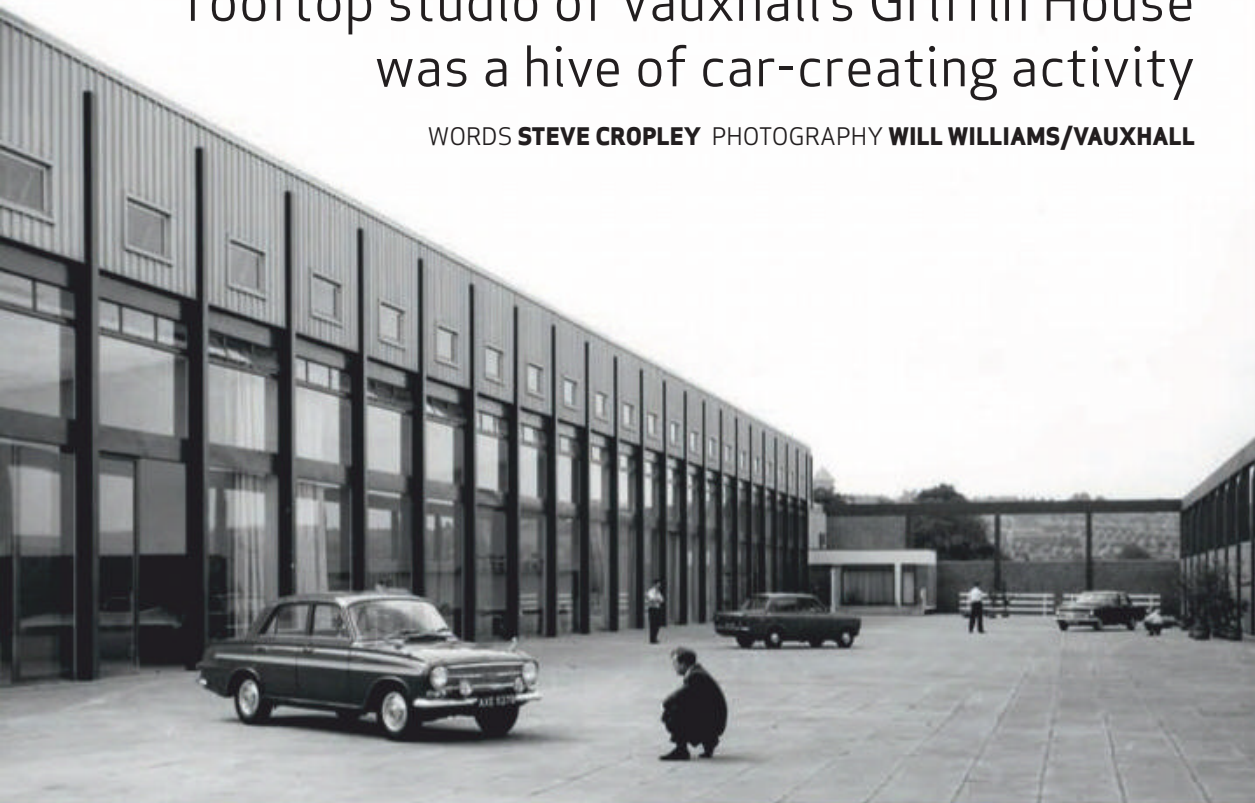
Clockwise: Parkes may raise the Flying Cloud's stance, but it certainly has presence; rumble seat for occasional use only; Deco-style dials

INSIDE LUTON'S

For a golden period from the mid-'60s, the rooftop studio of Vauxhall's Griffin House was a hive of car-creating activity

WORDS **STEVE CROPLEY** PHOTOGRAPHY **WILL WILLIAMS/VAUXHALL**

IDEAS FACTORY

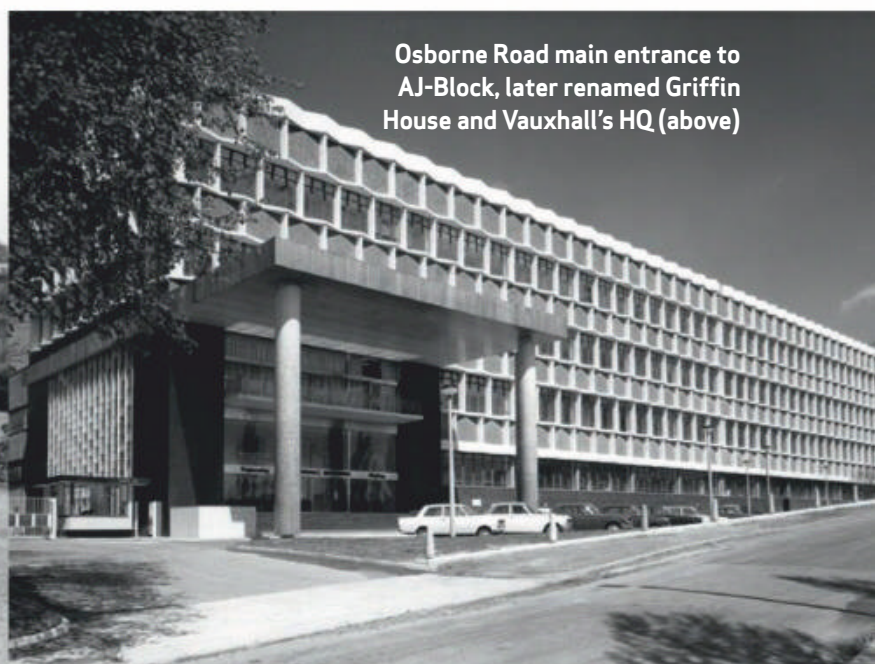


The rooftop viewing area remains remarkably intact today, with Viva HB, XVR and HP Firenza on display. Above: '61 FB VX4/90 is inspected in the daylight





Director David Jones (on left) with new HA Vivas as the £2.5m AJ-Block takes shape behind



Osborne Road main entrance to AJ-Block, later renamed Griffin House and Vauxhall's HQ (above)

When last May Vauxhall Motors moved out of Griffin House, its headquarters for more than half a century on the outskirts of Luton, it left behind much more than mere memories. The building contained the remains of one of the world's finest and most productive car design studios of the 1960s and '70s, major elements of which were still in remarkably good condition.

This venerable building, built specifically for the creation of cars, was commissioned at the end of 1964 as the Vauxhall Engineering and Styling Centre (known internally, less romantically, as AJ-Block). From the very beginning it did much more than just provide workspace for people who made cars. It built and encouraged perhaps the most prolific and fascinating phase in Vauxhall's 117-year car-making history, setting some of Europe's finest designers to work on often-exotic tasks that were entirely unfettered by the requirements of global markets, as they would be today.

Almost as soon as it became clear that Vauxhall was moving, C&SC began negotiating with the

building's new owner, BWI, to make one last nostalgic visit – accompanied by some well-known car designers who had built their careers there, plus a selection of the company's most memorable concept cars and production models. Late last year we were able to pull it off, visiting the crucible of creativity with Peter Birtwhistle, Ken Greenley and John Heffernan, each of whom will forever have his name against at least one of the company's most iconic models.

Vauxhall's Engineering and Styling Centre was designed to be one of five independent car creation centres in non-US parts of the GM world, fully capable of making cars of its own. As Vauxhall's director of styling, Englishman David B Jones, explained at the time, this place could take ideas as drawings on a simple sheet of paper then design, engineer and develop them within until it had a car that was ready for production. And it did so, repeatedly.

The idea seems incredible today, when global car designs must share multiple components to have any chance of profitability. But GM's idea in the 1960s was that each of its car production hubs, nearly identical in capability, should produce unique cars for its surrounding markets. The era didn't last, mind. Its heyday ran roughly



JOHN HEFFERNAN

Vauxhall Victor FE

Heffernan is best known for his design partnership with Ken Greenley, which grew out of a meeting at Luton. This produced the Aston Martin Virage (after the pair won a competition staged by Aston boss Victor Gauntlett) and the Bentley Continental R, unveiled at Geneva in 1991. High values put on these cars today show just how they are admired, then and now.



PETER BIRTWHISTLE

Vauxhall Chevette HS2300

An RCA graduate who began his career at Luton, Birtwhistle worked for Vauxhall until he joined Audi in 1977 (where he styled the short-wheelbase Audi Sport quattro), then Porsche and Mazda where he worked first on the image-changing Xedos models then several successive generations of Mazdas. He has worked in design in Germany for more than 30 years.



KEN GREENLEY

Vauxhall High Performance Firenza

Greenley spent his early years at Luton, where he met John Heffernan and the pair later co-operated on various designs. Greenley styled the quirky but advanced Panther Solo2 and was later head of the Royal College of Art's automotive design course. As resident designer for Korean manufacturer SsangYong, he penned several generations of models.

from the advent of the Vauxhall Viva HA (September 1963) to the late 1970s, when it dawned on GM's bigwigs that vast sums could be saved (and few customers would be disaffected) if Opel and Vauxhall built the same cars and badged them a bit differently. Still, for close to two glorious decades Luton created its own Vauxhall cars and Bedford trucks, and some of the world's most beautiful and far-sighted concept cars into the bargain.

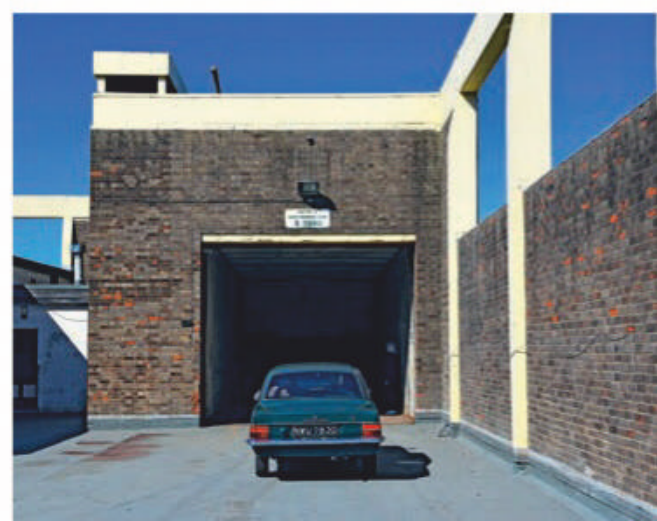
The place was huge, given that in the beginning it was intended for nothing but car creation. No marketing, no admin, no dealer liaison. During the build phase it was described by architectural critics as 'one of the most effective examples of industrial architecture in Britain', and soon after its opening a proud Vauxhall brochure proclaimed, very much in the parlance of the day, that its inmates were '2000 men with a single objective'. Which was to produce unique Vauxhalls and Bedfords.

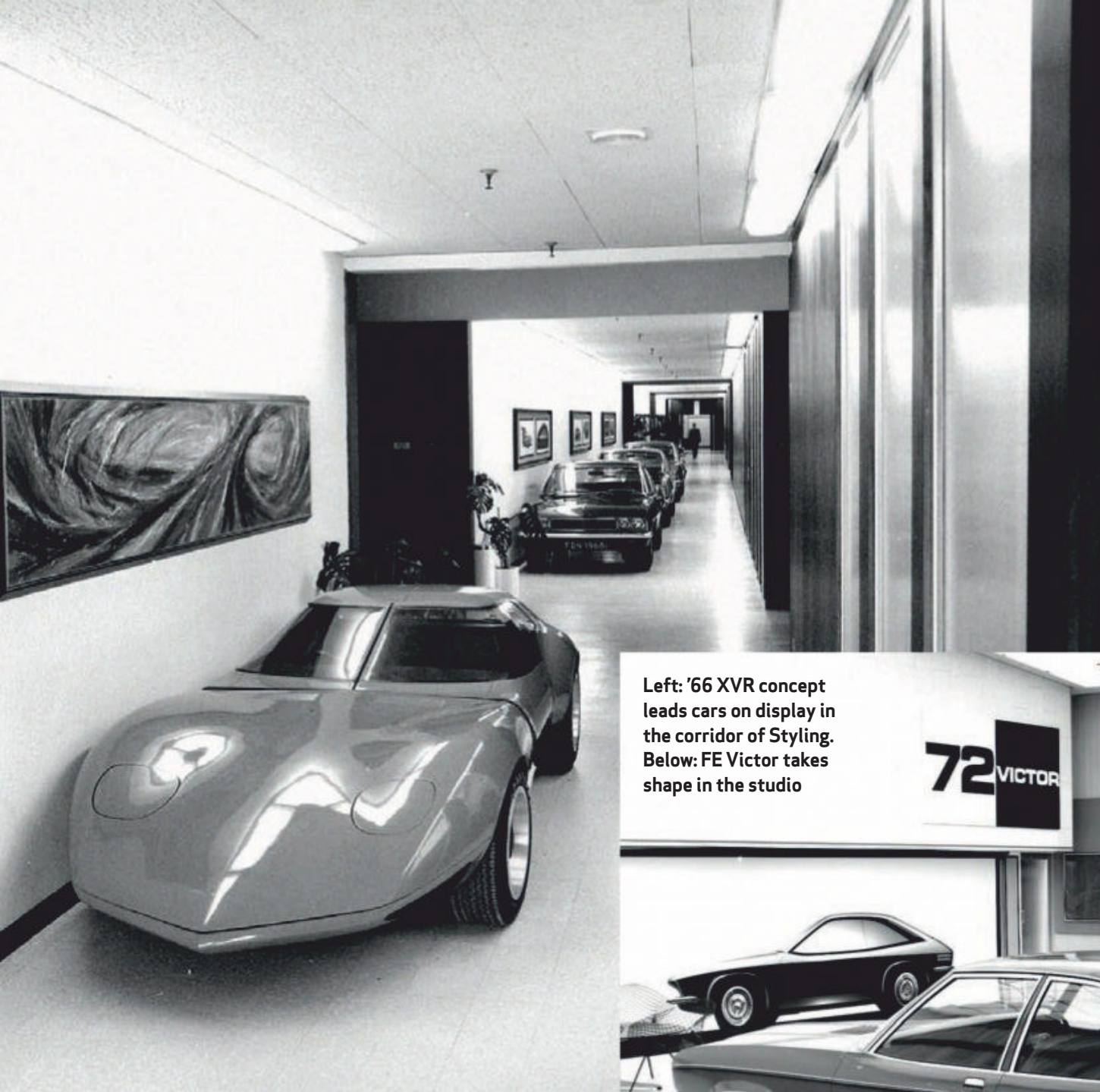
The ground and first floors of the Engineering & Styling Centre were given over to 500 engineers and their drawing boards. On the third floor were 350 more design draughtsmen, busily bringing ideas to reality. On top of all that stood the super-secretive design department, a collection of six studios and a separate, bigger inside viewing space, lavishly supported by its own engineering library, fabrication shop, trim shop, parts store, sheet-metal workshop and even a fully equipped surgery. The design boss, a true potentate in this little world, had a large, glazed office at one end of the open-air viewing gallery, equipped with a private kitchen, bathroom, boardroom and even various choice pieces of custom-designed furniture worthy of his taste.

"Luton was built to be the best design studio in Europe," explains Peter Birtwhistle, a Royal College of Art design graduate who spent his early years at Luton before moving on to Audi, Porsche and Mazda, "and no one disagreed with the idea that it was."

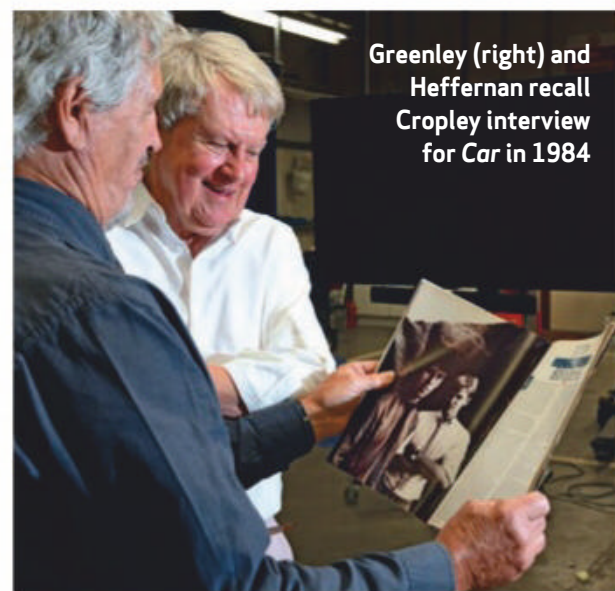
The studios were connected at the rear by a corridor, used both to give access to the workshops behind and to provide display space for the profuse output of Vauxhall and Bedford concepts and near-production vehicles. The double-height design studios all looked out, through floor-to-ceiling glass (with sunshades to guard its secrecy), on to a vast outdoor viewing area – with generous parking space for upwards of 30 cars and trucks and a high wall protecting its perimeter from prying eyes. A huge lift, still working, took

From top: '80s Bedford TL Aeroliner design still adorns the wall; artworks were often added by studio bosses, such as this stained-glass window; HB Viva heads for the lift





Left: '66 XVR concept leads cars on display in the corridor of Styling. Below: FE Victor takes shape in the studio



Greenley (right) and Heffernan recall Cropley interview for Car in 1984

'properties' up from and down to ground level.

Secrecy was paramount: when a tall block of flats was erected within sight of the confidential parts of the design centre, the company sent representatives to check that residents could never overlook the open-air viewing gallery. When an even taller crane was employed, a volunteer was encouraged to ascend to the operator's seat to ensure that even this unlikely perch didn't yield too much visual information.

Like designers everywhere, Vauxhall's creatives took trouble to make their domain a special environment. Ken Greenley, who first set foot in the building in 1965, remembers the attempts of design boss Jones to surround the viewing space with a romantic atmosphere. He allowed several large dogs (Dalmatians) the run of the place and had an aquarium filled with carp built just outside his office. There was a dovecote in the early days, but the specially imported white birds rapidly cross-bred with suburban pigeons and their guano soon clogged the hinges of the design director's door to his viewing deck. A more practical era ensued...

There were some extraordinary characters, too. Jones gave way to tough-talking American Leo Pruneau, whose work on the original Chevy Camaro heavily influenced the shape of the 'coke bottle' HB Viva, a Vauxhall whose styling is still much admired.

GM's legendary global design boss Bill Mitchell visited Vauxhall once a year, bringing with him the authoritarian atmosphere for which he was famous. Several designers of the time remember him kicking the nose off a full-sized clay whose shape he didn't like, before stalking out with an order to "have that fixed by the time I'm back from lunch".

'There was a dovecote, but the birds cross-bred with pigeons and guano clogged the hinges of the design director's door'

Wayne Cherry, Pruneau's understudy, was a much more emollient American and a kingpin at Luton for many of its heyday years. He arrived more or less fresh from Art Center College having briefly been part of GM teams that designed the Camaro and Oldsmobile Toronado. He arrived in Luton in 1965 as Pruneau's assistant, working immediately on the seminal Vauxhall XVR concept, a car whose viewers still see it as ultra-modern.

The equally influential SRV concept soon followed, winning Luton a reputation for eye-grabbing creativity that has never been forgotten. Cherry, promoted to assistant design director in 1970, then took over the big job in 1975. He was always a stylish figure, noted for his eye-catching habit of driving a Ferrari

308GTB to work. Greenley remembers the director's reaction to Britain's first Nissan Cherry: "Wayne thought it was horrible, especially since he shared the same name. He never really took the Japanese seriously."

Perhaps the last major achievement of the Luton design era was the highly influential 1978 Equus sports-roadster concept, which was never built for production but was the surest-possible sign that 'wedge and edge' design was approaching fast.

By 1983 GM had reversed its view of car manufacturing economics, rapidly consolidating the engineering design of Vauxhall and Opel products in Rüsselsheim, Germany, with Cherry still in charge. And that's largely how things stayed until Cherry returned to the USA in '91.

The Vauxhall Engineering & Styling Centre kept going until the mid-'80s when GM sold Bedford, and there really was nothing more for it to do. Ironically, Vauxhall's success increased. GM filled the building with hyperactive sales and marketing people – apart from the dormant design studio space – and sales kept rising until they peaked at 17.6% of the British market in 1993. But behind all that, a remarkable design era had unceremoniously ended, and nothing like it will ever be repeated. 

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GT CONCEPT An elegant one-off from the late '60s, this has distinct overtones of Maserati, showing how far Luton designers were allowed to stray out of regular Vauxhall territory. The car's mechanical package is unknown – it may not even have had one.



BEDFORD CHASER The Chaser was a funky off-roader made from a short-wheelbase CF van, but with a military-spec 4x4 system. Everyone liked the idea, but the name didn't appeal to Vauxhall bigwigs: "How can we have a car named after a drink?"



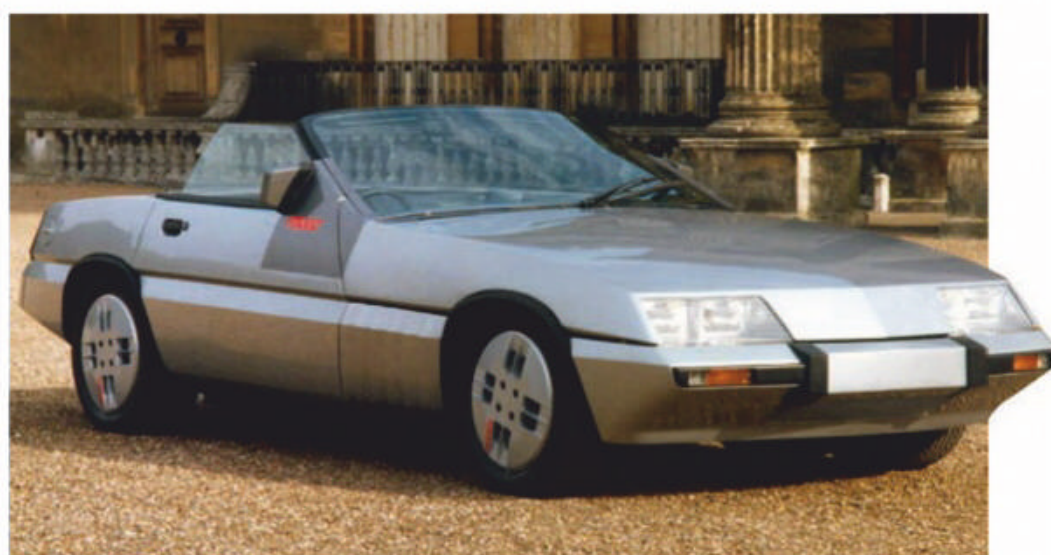
SE100 A tiny Vauxhall concept, the SE100 was an attempt to modernise the Mini and beat its space efficiency, as this comparison picture shows. The number in the name appears to refer to the car's overall length in inches (8ft 4in against the Mini's 10ft).

GRIFFIN HITS & MISSES

Join us as we delve into the vaults of the Vauxhall Heritage Centre in the company of long-serving archivist Andrew Duerden



VETTURA An early front-drive concept, the 1965 Vettura drew clear influence from the Studebaker Avanti, even though it was aimed at family buyers. One Vauxhall engineer caused a fuss by using this super-secret photograph as his Christmas card and circulating it among his friends.



EQUUS This much-admired sports car proposal from the late 1970s was probably a creative peak for Luton and Vauxhall design boss Wayne Cherry. Based on a Panther Lima, it showed how edge styling was the next big thing. The car is now believed to be in California.



BEDFORD CG80/CG90 This tiny, remarkably stylish small van concept from the '70s appears in the archive in both CG80 and 90 guises, the number perhaps referring to the wheelbase in inches. It's believed to have been proposed with Viva mechanicals.



BEDFORD R-TYPE The various R-type concepts followed a 1970s trend to produce different bodies on the same basic design. Nissan and some Italian styling houses had the same idea. The pick-up and van are shown here, but there was also an estate.



SCAMP A practical-looking Vauxhall from 1972, the Scamp got far closer to production than many. It has the character of an Austin Metro, nearly a decade before BL's car hit the market. Vauxhall designers liked this one, and produced a variety of body iterations.

TOURER DE FORCE

Descended from a Grand Prix racer but with seating for four, this unique Maserati Tipo 26 was born for the track but in retirement has become a sublime long-distance machine

WORDS & PHOTOGRAPHY **MICK WALSH**





High-performance two-seater sports cars with detuned Grand Prix mechanicals were a regular development in the early days of motoring, but supercharged four-seaters were a rarer breed. During the late 1920s and early '30s, Mercedes-Benz and Alfa Romeo built the famed S-type and 8C for long-distance races, but the scarcest of these exotic pre-war 'tourers' was the 1930 Maserati Tipo 26 Sports, a long-chassis design developed for England's most prestigious race, the Brooklands Double Twelve, and the Irish GP. Today, just one of these *lungo* Tipo 26s survives of the two special orders to the Maserati family – better known as *Il Fratelli*.

The fledgling concern, funded by a spark-plug business and the patronage of wealthy enthusiasts, had developed a reputation for competitive twin-cam machines, handbuilt with pride at its small Bologna base. The sleek, supercharged two-seaters had impressed Max Morris, director of London carburettor manufacturer RAG Patents Ltd. In late 1930, with backing from mystery Irish millionaire RA Garston, and encouraged by British-based Italian Edgar Fronteras, Morris ordered two special Maseratis to promote his firm.

To match the four-seater regulations for the over-1500cc class in England, the frames were extended by 150mm with deeper, thicker rails to take the detuned 2.5-litre twin-cam straight-eight. The cars were supplied with bonnet and scuttle but no rear bodywork, retaining the Tipo 26's distinctive sloping radiator – albeit mounted higher, with a larger core.

The planned debut was the Double Twelve on 9 May 1931, a two-part 24-hour race around the torturous Brooklands track. Who built the body isn't known, but the style contrasted with the factory racers. Featuring a wood frame clad with Rexine, plus four seats and a full-length hood, the long-chassis Tipo 26 had a dynamo, starter and lighting system. To demonstrate his products, Morris replaced the Weber with an RAG carb and the cars were prepared by LC Rawlence & Co on The Cut, near Waterloo, under the supervision of engineer RA 'Dickie' Oates, who carried out much of the testing.

Just one car – chassis 2518, as featured here – was finished in time for the Double Twelve, to be driven by Captain George Eyston and Giulio Ramponi, who was both a top mechanic and a trusted pilot. The second car, for Fronteras and Oates, didn't make the start. The team included 28-year-old Walter Ernest Wilkinson, a talented spannerman who later went to work with Ecurie Ecosse and BRM. Better known as 'Wilkie', the Londoner had his first experience as riding mechanic in the Maserati. Sitting alongside Eyston around Brooklands at 120mph was never forgotten, as he recalled in his autobiography: 'After the 8am start, for almost the whole of the first 12 hours we drove right up at the top of the banking, close to the unprotected rim. At first it was a terrifying experience, and even after I got used to it, it was still somewhat shattering.'



Steeply raked radiator is shared with the two-seater factory racers, but the wood-framed, fabric-covered four-seater body is bespoke

At speed on the rough surface, with Hartford friction dampers locked, the chassis took a pounding: 'The Maserati leaped and crashed over the bumps, slamming into the concrete with bone-jarring force... The racket from the exhaust, even with the compulsory Brooklands silencer, was deafening.' As if that wasn't enough, Wilkinson had little protection with only a small aeroscreen, linen flying helmet and goggles, but most painful was the heat from the gearbox and exhaust, which badly burnt his leg. The conditions took their toll on the car, too, with Eyston and Ramponi forced to stop as Wilkinson jumped out to fit new wing stays. 'These were only minor problems,' he concluded. 'The car went very fast all day, like a proverbial bomb.'

Frustratingly, on the last lap of the first race (Brooklands couldn't stage night events so the race was split across the weekend) the crown wheel and pinion cried enough after a brutal landing on the Byfleet Banking. On hearing the

grinding, Ramponi pulled off the track. No spare axle was available, so the car was withdrawn.

Two months later the two cars, chassis 2518 and 2516, were taken to Dublin for the Irish GP. Thanks to local patron Madam Garston, the budget was stretched to enlist Giuseppe Campari as star driver in the second car. When teammate Eyston discovered how much the Italian's riding mechanic was being paid, he insisted that his man's fee should be equal. 'That £20 was the biggest sum of money I ever had in my working life,' Wilkinson recalled – and he certainly earned it in the dramatic race around the 4¼-mile course across Phoenix Park.

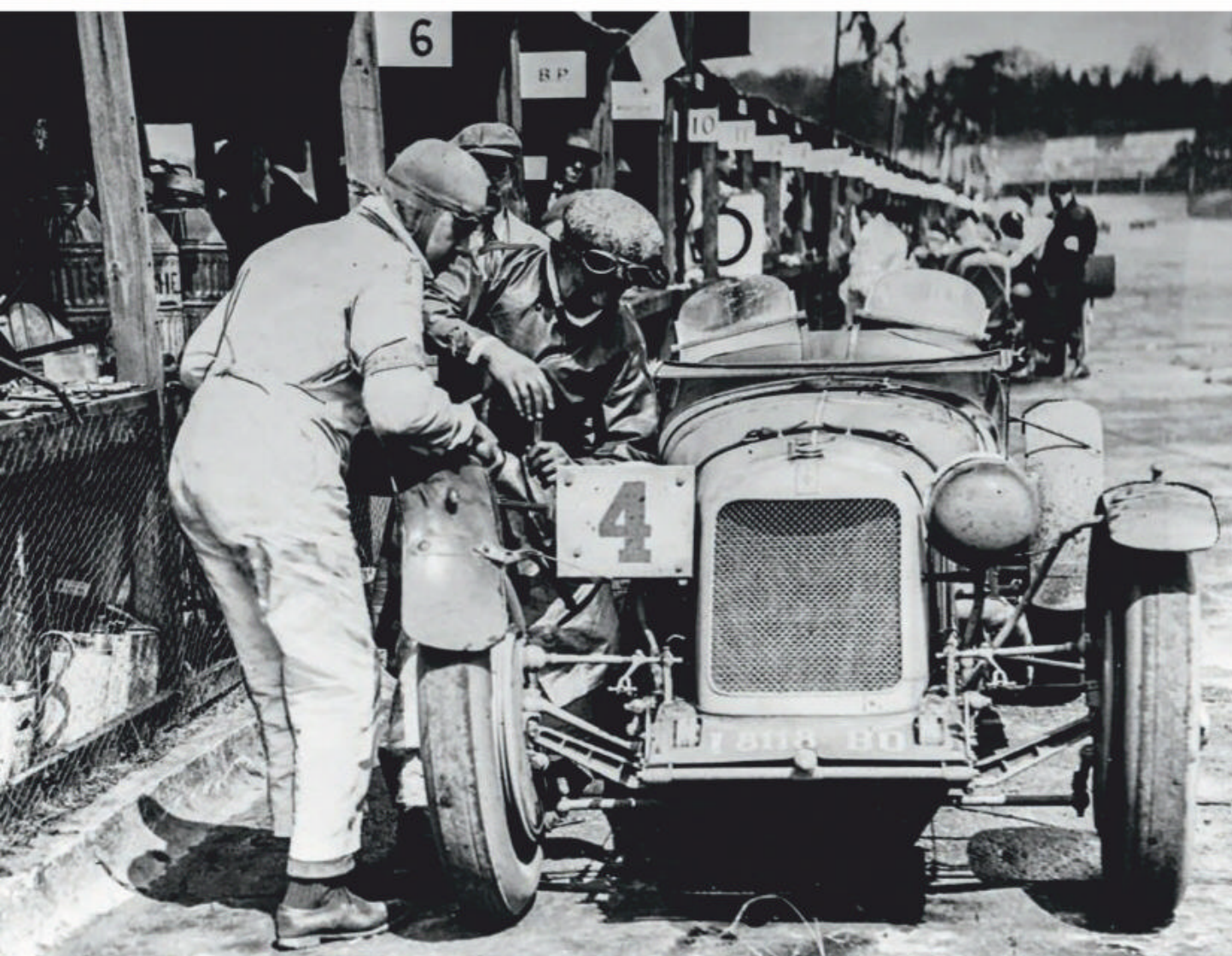
Maserati's main rival in the Éireann Cup for over-1500cc sports cars was the first Alfa 8C, chassis 2111002, which had been ordered by 'Bentley Boy' Henry 'Tim' Birkin. The Zagato-bodied Long Chassis was completed late by the factory, so chum Clive Gallop collected it days before the race and drove straight from Milan to Dublin. Despite the event falling a week before Le Mans, entries included the Hon Brian Lewis in a works Talbot 105, a pair of privateer S-type Mercedes headed by Lord Howe, plus an Invicta Low Chassis and an elderly Austro-Daimler.

After the problems at Brooklands, Wilkinson devised an oiling system worked from the cockpit via a grease gun and flexible pipe, so the axle could be topped up during the race. The hard-working engineer also fabricated a quick-refuelling funnel. The Maserati proved fast in

'The Maserati leaped and crashed over the bumps, slamming down into the concrete with bone-jarring force'



From top: snug cockpit has the feel of a thoroughbred, but with room for four; the famous Trident crest of the Maserati brothers



Tipo 26 Sports in the pits at Brooklands for the ill-fated 1931 Double Twelve. It would retire with axle problems

practice, with Campari timed at 120mph on the straight compared to Birkin's 115mph in the Alfa, but the Italian machinery was no match for the thunderous S-types, headed by Howe.

Race day arrived cold and damp, with more rain forecast, but huge crowds turned out to see Campari and they weren't disappointed. When the president of the Republic dropped the flag, a maroon fired over the stand and a spectacular battle began. Birkin made a demon start, sliding along the wet grass to pass the Mercedes, but by the end of the first lap Howe and BO Davies were leading Campari from Birkin, with Eyston's Maser close behind. Howe soon equalled Rudi Caracciola's 1930 lap record at 91.3mph, but behind the S-type the Maseratis were running strongly. Eyston passed the Alfa to give the Trident team the lead on handicap, and when the rain arrived the pace of the German big guns slowed dramatically. As lightning flashed across the dark sky, the deluge turned biblical and Birkin's wet-weather confidence carried him into the lead on the waterlogged course.

While Eyston struggled with flooded ignition, Campari charged after the Alfa, but again Maserati's fortune faded. Birkin was in his sights when the Alfa's tail slid wide at Gough corner and the Italian was sprayed with mud and stones, smashing his goggles. With fragments in his eye, Campari reluctantly returned to the pits for attention from a surgeon, leaving a nervous Ramponi to take the wheel. The mechanic was

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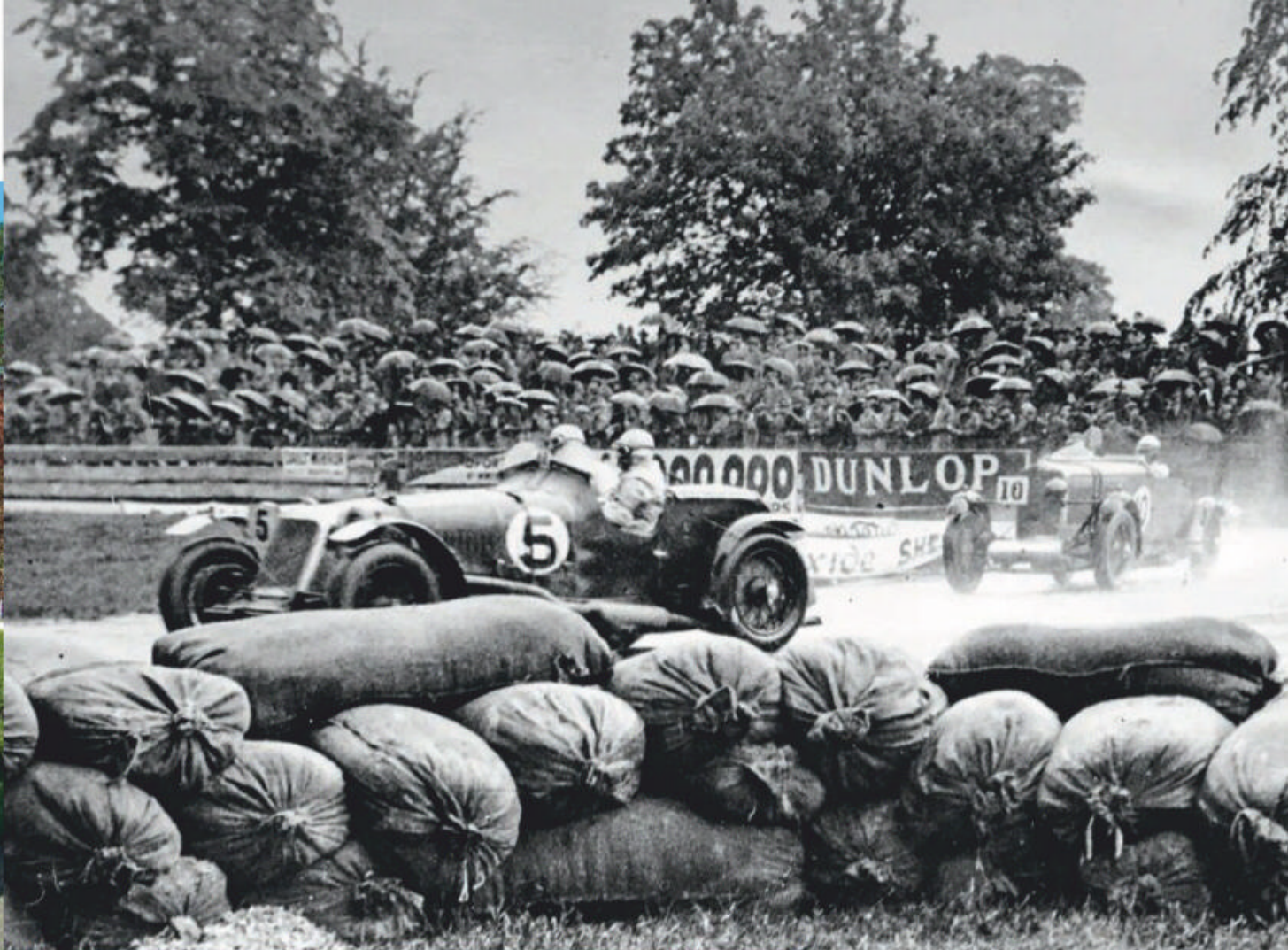
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Spare wheel sits in a neat recessed well in the tail; complex hood had to be remade from scratch



no match for Campari's pace and, after learning of the car's lower position, the famous ace was spotted in the middle of the pit straight with a bandaged eye, waving down Ramponi so he could retake the wheel. From a lap down, and now using only one eye, Campari produced one of the drives of his career as he stormed through the field. The Irish crowd loved the spectacle, cheering all around the course, but luck and low fuel were against him and he finished three minutes behind the Alfa in second, while Eyston took fourth in the other Maserati.

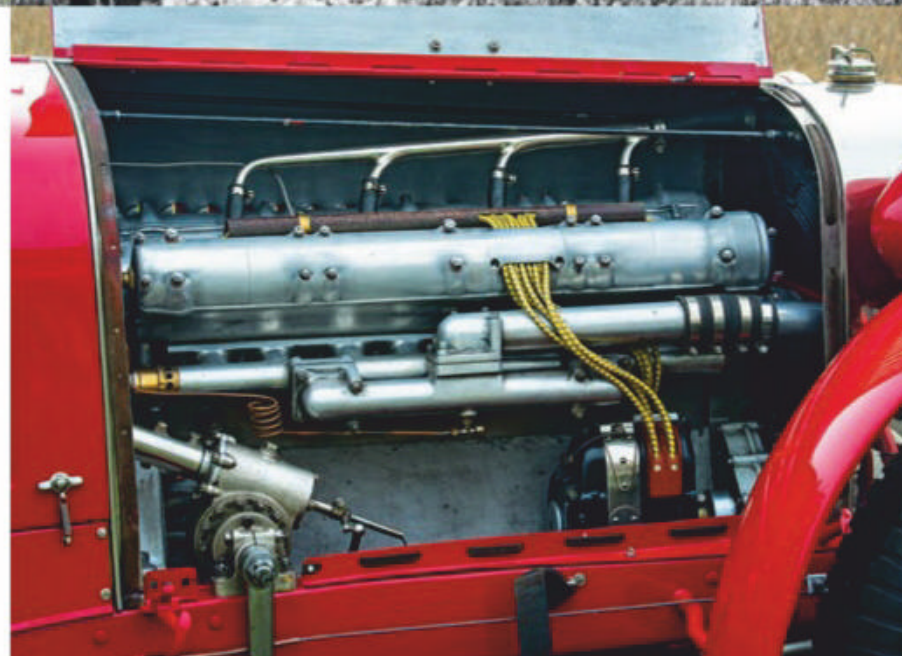
Pathé footage of the race reveals the differing styles of Birkin and Campari in the wet, the English baronet all over the road while the Italian masterfully drifted his Maserati. You can imagine the excited conversations over Guinness as fans dried out in the Dublin pubs.

The team entered just one more race, the RAC Tourist Trophy. With Campari now back in an Alfa, Eyston came eighth and Fronteras failed to finish a lap after head-gasket failure.

Like so many businesses in the early 1930s, RAG was knocked out by the Depression and, as part payment for debts, Oates claimed ownership of both Maseratis. Campari's chassis 2518 was sold on and continued to race at Brooklands, before later being thrashed around the sands at Southport and Saltburn. While the second T26 Sports ended up in South Africa, 2518 was enjoyed on the road until the engine threw a rod.

After WW2, an Autovia V8 and then a Ford flathead V8 were tried, but thankfully the great car was saved by the Hartley brothers in 1952 and restored by Maserati fanatic Anthony, the talented engineer lovingly returning 2518 to authentic specification, complete with RAG carb. Whenever the rare and highly original Tipo 26 appeared at events in the 1960s and '70s it attracted huge interest. Hartley kept 2518 for nearly 57 years before his collection was auctioned by Bonhams in 2012, when it sold for £1.6million – a veritable bargain when compared with the huge values of Alfa 8C rivals.

The sole surviving Tipo 26 four-seater was entrusted to Sean Danaher, who has worked on a vast range of Bologna greats. His passion for the marque came from his father Bob, and as



Above: Campari's Maserati holds off the charging Talbot of Lewis in the Irish GP. Left: supercharged twin-cam straight-eight is a jewel

"The longer chassis gives it a better ride and more directional stability than the GP cars; the increase in weight also steadies it"

a youngster he helped his dad restore the ex-Nuvolari 8CM for Colin Crabbe. That indoctrination launched a career of rebuilding, testing and racing historic Maseratis, and the arrival of the ex-Campari four-seater marked a full circle. "Among enthusiasts, Hartley was a bit of a lone wolf," recalls Danaher, "but at a Maserati Club event in the late '70s I got a ride with him in 2518 around Castle Ashby. It felt much more civilised than other pre-war Maseratis I'd driven, thanks to the user-friendly tune and rattle-free wood-and-fabric body."

Four decades later, that very car arrived at Danaher's Suffolk workshop for post-auction sorting, and again in 2015 for a cosmetic rebuild to authentic Irish GP style. The body was sent to Graham Moss to have the original wood frame repaired and re-covered with Rexine before a repaint. Danaher then turned his attention to remaking the distinctive scuttle and 'screens

so the lost hood could be remade: "It was a struggle with no photos or drawings, but Graham was a great help. Now with a hinged front it stows neatly away." The rear seating has also been improved for more comfort and legroom.

Danaher re-mounted the front Hartford dampers inside the repainted chassis

and remade the distinctive apron. The wing stays, radiator and headlamp supports were all returned to original style, and the car was given a thorough mechanical rebuild because the new owner wanted to enjoy driving it. An exhaust system was made including a Brooklands-style fishtail so the original could be saved. During testing, Danaher's observations from that first run in 2518 were confirmed: "The longer chassis gives it a better ride and more directional stability than the Grand Prix cars. The increase in weight also steadies it. The steering is high-gear and hard work at low speeds yet very direct. The cable braking is adequate, but on a par with a Bugatti. With wider ratios and extra flywheel weight, the beefy gearbox took getting used to as I found myself changing too quickly."

For Danaher, the Maserati straight-eight is one of the most exciting units of the era: "We've put it back on a Weber, which has a flat-spot from idle but the mid-range is impressive and then it really goes, with a 105mph top speed. This softer tune gives 145bhp at 4500rpm. With nearly 20cwt (2240lb) it's not going to compete with a lightweight Frazer Nash on the track, but this would make a fantastic fast tourer for a run around the Scottish distilleries."

Were I the lucky owner, I'd take this awesome machine to Ireland to retrace the Phoenix Park course, before heading across the country for a road trip along the Wild Atlantic Way.

The Volkswagen Karmann Ghia and Renault Floride are charming takes on the same drop-top ideals, but one has a cult following and the other is all but forgotten

WORDS **CHRIS CHILTON** PHOTOGRAPHY **WILL WILLIAMS**

CHIC TO CHIC





Long before it was relegated to a posh trim level on Ford saloons, Italian *carrozzeria* Ghia was ramping up the desirability of other ordinary European family cars. Not by adding an extra helping of velour and some ersatz dashboard tree, but by drawing on its long history of styling sports cars and race-winners for Fiat, Alfa Romeo and Lancia to create machines that managed almost entirely to hide their humble origins, and confer a new-found cool on their manufacturers.

The Renault Floride and Volkswagen Karmann Ghia are two perfect examples. Based on the simple, honest and affordable Dauphine and Beetle respectively, this elegant rear-engined two-plus-two pair was like nothing else you could buy in either showroom.

Volkswagen was the first of those brands to benefit, launching its Beetle-based coupé in 1953, though it didn't dream up the idea itself. Instead, the Karmann Ghia was conceived by the two companies that bear its name and presented to Volkswagen, which could hardly say no.

Wilhelm Karmann's company was already building Beetle convertibles for Volkswagen and he was keen to bolster that partnership. Luigi Segre, asserting his control at Ghia, was striving to push the company into new international relationships. Sparked by a conversation between the pair, Segre acquired a Volkswagen Beetle and set about modifying it before presenting the finished prototype coupé to Karmann later in 1953. By November Karmann had presented the car to Volkswagen, which liked what it saw and approved the plan. Two years later the model was released to a world that would, in the following two decades, buy almost 450,000 examples of the coupé and its cabriolet sister that arrived in 1957.

A huge proportion of those Karmann Ghias arrived in the lucrative US market that Renault was also keen to crack. Looking for a way to help the French firm emulate VW's Stateside success, North American dealers suggested to Renault at a conference in Florida that they come up with something sexy to drive showroom traffic. And they weren't talking about a Brigitte Bardot marketing shoot, though they got that, too, as it turned out, plus brochure photographs by Frank Horvat – a name usually on the pages of *Vogue*.

Fortunately for those dealers, Renault boss Pierre Dreyfus gave the green light to a sporty-looking two-plus-two, and by 1958 the car was ready for customers. But the name badge differed depending where those customers were located. Cars built for Europe were called Floride, a nod to the location of the conference that started it all, and US dealers, worried about offending the other states, got the same car badged Caravelle, a moniker borrowed from a contemporary French passenger jet and one all markets would adopt after 1962.

Seeing the two side by side gives a stark reminder of how radically car design changed in the few years that separate them. The Karmann Ghia's integrated wings must have looked dramatically modern to Beetle owners used to separate fenders and running boards, but its swoopy rear haunches and bulbous nose date it from the immediate post-war period of modernity, rather than the crisp-edged version from the decade that followed. There are echoes

of the Studebaker Champion in its triple-peaked nose, and such a similarity to Virgil Exner's 1953 Chrysler D'Elegance concept in the rear arch line that Segre is believed to have sent Exner an early production Karmann Ghia as a thank you.

No matter where the styling cues come from, or which of the several Ghia employees rumoured to have had a hand in the car's styling really did create the finished shape, it's hard not to be impressed by what Segre's team was able to do from a Beetle base. But there was more involved here than simply dropping a new top on the Bug's floorpan. Karmann's modified chassis resulted in a coupé that was wider, longer and lower than the Beetle, while the upper body styling incorporated an aggressively raked 'screen and a bubble roof that appeared to float over impossibly thin B- and C- pillars.

'The Floride was as shockingly different from the Dauphine as the Karmann Ghia was from the Beetle'



Volkswagen unit was forever being tweaked, seen here in 1967 53bhp 1500cc spec – up 19bhp from launch a decade earlier



Huge wheel declares the Volkswagen's cruising pretensions



Coachbuilders' names collide in suitably elegant fashion

Losing those pillars altogether, the Karmann Ghia convertible appeared at the 1957 Frankfurt Motor Show, again built by Karmann, and this time with no input from Ghia. Karmann designed the conversion in-house, pinching some of the coupé's rear luggage space but managing to retain the fold-down occasional rear seat. Also kept was the elegant profile when the plush three-layer mohair roof was in place, meaning gripes were limited to inferior visibility and worries of scratching the small plastic rear window. That last fear was banished with the switch to glass in 1969, the year after Daryl Collier's superb Oriole Yellow car first fired.

Collier's is classic KG: the perfect combination of small rear lights and bumpers that pre-date the 1970s uglification, with high-set headlamps and triple-ribbed air intakes in the nose that arrived for the 1961 facelift. This, and not the earlier pre-'61 'low-light' models, is what comes to mind when most people think Karmann Ghia.

But what springs to mind when they think Floride? Possibly only a typo on their toothpaste tube unless they're old enough to remember these Renaults first time around. Despite a healthy production run of almost 120,000 units, Renault's convertible is a fairly rare sight today.

Tony Nappin certainly remembered it, and



Beetle origins are all but gone from the outside, its proportions obviously longer and pillarless lines much cleaner

this is by no means his first Floride. In fact it is his third, and he has owned this stunning S for more than a decade. He's so smitten by Renaults that he hasn't owned another make since swapping a Fiat for a Dauphine in '59.

Nappin's current Floride was delivered to the UK then shipped from Liverpool to Nigeria, where it lived for four years in the early 1960s, hence the WAN (West Africa Nigeria) plate on its tail. When the owners returned to Britain so did the Renault, being used sparingly for the first few years and not at all for the following 35.

Ghia contracted the job of styling the Floride to Pietro Frua, who had earlier worked for Maserati on various A6Gs and would go on to design others, including the Mistral. What he came up with was as shockingly different from the Dauphine as the Karmann Ghia was from the Beetle. Where the donor Renault saloon looked as sharp as a kids' cutlery set, the dapper Floride appeared sophisticated and urbane, with its crisp lines, fins and double coves on the flanks, the lower of which must surely have been pinched by Ford for the 1964 Mustang. That is

not the only suggestion of blatant pilfering in this tale. If you think the headlight treatment on the vaguely amphibious nose looks a little bit like the MGB of four years later, you won't be surprised to hear Renault thought so, too.

Available as a fixed-head coupé, a soft-top cabriolet and a convertible with a removable hardtop, only the absence of a traditional radiator grille suggests the relatively long-bonnet, short-deck Floride isn't a conventional front-engined, rear-drive sports car. But with no gearbox, propshaft or exhaust to complicate the

Daryl Collier VOLKSWAGEN KARMANN GHIA

"I was thinking about buying an old Porsche or Mercedes Pagoda when I got talking to VW specialist Type 2 Detectives at Goodwood and ended up buying this car in 2017," remembers Essex-based Collier. "Johnny Abbott at VW Java had repainted and trimmed it when it arrived here from the USA in 2005, and I've had the dashboard replaced and the dials reconditioned – which wasn't cheap! I've also had the rear decklid stripped and repainted to sort some minor rust."



Tony Nappin RENAULT FLORIDE S

"I owned an early Floride and later Caravelle in the '60s and bought this one a dozen years ago," says confirmed Renault obsessive Nappin. "I didn't want a project, I wanted something I could use and this car had just been restored by its previous owner after being laid up for 35 years. I've not had to do much to it at all beyond routine maintenance. I've got several more Renaults including a 4CV, and my daily driver is a modern Laguna Coupé. But I can't see me selling this."



VOLKSWAGEN KARMANN GHIA

Sold/number built 1955-'74/444,300 (Type 14)
Construction steel platform chassis and body
Engine alloy-crankcase/head, iron-barrel, ohv
1192/1285/1493/1584cc flat-four, single/twin
Solex carburettors or Bosch fuel injection
Max power 30bhp @ 3700rpm-54bhp @ 4000rpm
Max torque 56lb ft @ 2000rpm-87lb ft @ 3000rpm
Transmission four-speed manual, driving rear wheels
Suspension transverse torsion bars, parallel trailing arms,
telescopic dampers; front anti-roll bar
Steering worm and roller
Brakes drums; front discs from Aug '66
Length 13ft 7in (4140mm) **Width** 5ft 4in (1630mm)
Height 4ft 4in (1325mm)
Wheelbase 7ft 10½in (2400mm)
Weight 1782lb (810kg)
0-60mph 28.8-21.3 secs
Top speed 73-85mph **Mpg** 30-40
Price new £1166 (Coupé, 1960) **Price now** £10-30,000

RENAULT FLORIDE S

Sold/number built 1959-'68/117,113 (inc Caravelle)
Construction steel monocoque
Engine rear-mounted, iron-block, alloy-head, ohv
956cc 'four', with single Solex carburettor
Max power 45bhp @ 5500rpm
Max torque 48lb ft @ 3300rpm
Transmission four-speed manual, driving rear wheels
Suspension independent, at **front** by double
wishbones, anti-roll bar **rear** swinging half axles,
radius arms; coil springs, auxiliary rubber springs f/r
Steering rack and pinion
Brakes discs all round
Length 14ft (4260mm) **Width** 5ft 2in (1570mm)
Height 4ft 4in (1310mm)
Wheelbase 7ft 5½in (2267mm)
Weight 1645lb (746kg)
0-60mph 17.6 secs
Top speed 89mph **Mpg** 45
Price new £1168 **Price now** £6-17,000



front-end packaging the floor is flat, though the steering wheel and pedals are slightly offset to the left. And if the fabulously comfortable, thickly padded seats and rather upright windscreen suggest GT rather than sports car, the splattery sound of combusted fuel being shot from the non-standard stainless-steel exhaust teases that it might be good for more than touring.

The gearstick – and it really is Lowry-level stickish – is a bit of a stretch and, though the four-speed 'box had migrated from optional to standard by this point, there's no synchro on first. But the change is beautifully light, requiring the merest of touches to move between ratios.

That's just as well, because the 956cc in-line 'four' between the rear wheels is a pot that needs regular stirring. Early Florides used the 845cc engine from the Dauphine that made 37bhp, and are marked out by functional air inlets in the lower bodywork coves that direct a cooling blast to the radiator sandwiched between the engine and the rear bulkhead. In 1962 the Floride became the Floride S to signify the new five-bearing-crank, overhead-valve 'Sierra' engine inherited from the Renault 8, which, at 45bhp, promised a substantial performance boost.

That increase has long since been nixed by the rise in performance of other cars on the road. The engine feels eager, responsive and

impressively smooth; you can imagine it feeling fantastic in something the size of an Austin A40. But tasked with hauling around a body this big it feels out of its depth in modern traffic. Nappin suggests that if you like the idea of the Floride but need more zip, it's worth hunting down a '64-on Caravelle with the 55bhp, 1108cc upgrade.

But no Floride or Caravelle ever claimed to offer genuine sports car performance. Neither did the Karmann Ghia, Volkswagen even poking fun at the car's torpidity in adverts. Ghias might have looked twice as fast as a Beetle, but with the same engine and around 200 additional pounds to lug it was smoke and mirrors.

The 34bhp 1192cc flat-four in early Ghias received a boost to 40bhp in 1962, before becoming a 50bhp 1300 in 1966, and a 53bhp 1500, such as the one in Collier's car, a year later. The engine is surprisingly quiet, more so than the stainless-piped Floride, and like other air-cooled Volkswagens the gearchange is light, its gate as vague as a fairground tarot reading. But the big difference compared to the Renault is the amount of torque the 1500 offers: 78lb ft at just 2600rpm, compared with just 54lb ft in the Renault. Even the final 60bhp 1.6 Ghias struggled to break 20 secs to 60mph (1200s took nearly 30), so that torque never makes this Ghia feel truly quick. It does at least lend an effortless

quality that fits perfectly its laid-back nature.

Laying back in this US-market Ghia's driving seat means sitting on the left, though like the Floride it was available in both left- and right-hand drive configurations. The seats are less comfortable than the Renault's, and the high-set, floor-mounted brake pedal requires some ankle dexterity. Those brakes comprise a disc-front and drum-rear set-up, though early models came with drums all round. So did the first Florides, but by the time Nappin's was built Renault was fitting discs at all corners – advanced stuff for the early 1960s, and probably rather belt-and-braces given the modest performance.

But it's the steering that separates these cars. The Ghia's worm-and-sector system feels breezily light, giving the entire car a similar feel and the quick-ish gearing feels surprisingly modern. Yet it is also disconcertingly non-committal around the straight ahead, only really connecting you with the front wheels once the torsion bar-sprung front end has started to push the weight to its outside front tyre.

The Floride, with its double-wishbone front end and a more sophisticated rack-and-pinion set-up, tries harder to convince you that you're in a sports car. The steering feels weightier at low speeds, and better keys you in to what those tiny 135-section front tyres are doing.

'No Floride ever claimed to offer genuine sports car performance – neither did the Karmann Ghia'



Hints of Amphicar to the nose. Below right: serial Renault owner Nappin is on to his third Floride/Caravelle



Horizontal speedometer both dates and updates the dash compared with the Ghia



Tidy and tiny 956cc four-cylinder is less torquey of the two

But it absolutely lacks the ultimate poise and enthusiasm for changing direction that characterises the real sports car of the age.

No, the Floride's strengths lie elsewhere: its superior ride quality, impressive turning circle and the fact that, with so little performance, you're probably never going to be going fast enough for the swing axle's rear-wheel camber changes to get you into trouble.

Caravelle production continued until 1968, by which time around 117,000 Caravelles and Florides had found homes. But the Karmann Ghia soldiered on into the 1970s, far outliving the other Karmann Ghia, the razor-edged Type 3-based T34 that joined it in 1961. The original Ghia eventually bowed out in 1974

when it was replaced, both in VW showrooms and on Karmann's production line, by the new Golf-based Scirocco. In total, more than 364,000 Ghia coupés and almost 81,000 convertibles left the Osnabrück factory.

Karmann would go on to build cars and bodies for the likes of BMW, Ford, Mercedes, Porsche – and Renault and Volkswagen again – before filing for insolvency in 2009 and being swallowed into the VW empire. And Ghia? Following Segre's death the company eventually fell into the hands of Alejandro de Tomaso, and survived long enough to work on his Pantera before being sold to Ford in the early 1970s.

Today, the VW's bigger production number helps explain why, if anyone recognises these cars at all, it's the Karmann Ghia that registers most. But there's also the Volkswagen factor to, well, factor in. Old Volkswagens are generally considered cool and desirable in the way old Renaults aren't, with the result that you could buy a great Floride for £15-20k, but might pay half as much again for a really top-drawer Karmann Ghia. That you could buy a fine, and much faster – but far less exotic – MGB for thousands less shows just how far these slow but sensual pseudo-sports cars really have come from their humble roots.



Pinin Farina's svelte rear treatment produces a strong contrast to the more formal conventional Rolls-Royce front

SILVER DAWN RE-DRAWN

Meet the unique Rolls-Royce coupé that combined Crewe, Milan and Turin via the pen of Pinin Farina

WORDS **MARTIN BUCKLEY** PHOTOGRAPHY **JAMES MANN**

Not much is known about *Commendatore* Luigi Bressani, other than that he lived in Milan and was very rich; wealthy enough to spend the equivalent of £10,000 (£316,000 in today's money) on a single automobile for his personal use. The car in question was not merely transportation but a Rolls-Royce Silver Dawn with a one-off two-door coupé body by Pinin Farina of Turin. It was, reputedly, the most expensive car in the world in 1951, twice the price of the HJ Mulliner R-type Continental fastback of the following year.

The idea of a Bentley sports saloon was already well established by then. Five Pinin

Farina MkVIs were built, the round-shouldered grille lending itself more readily to the sleeker, full-bodied forms the Italians were evolving throughout the 1950s. The results were mixed, a telling commentary on how even Farina struggled to reinterpret this very English idiom.

For instance, his slab-sided 1949 effort on the MkVI (later produced under licence in a short series by Facel Métallon in France as the Cresta) has travelled much less well than the beautiful, one-off 1954 R-type Continental built by Farina for Charles Attwood (*C&SC*, May 1988). In between came a less happy 1952 R-type Coupé with lines closely mirroring 'our' Pinin Farina Dawn, but with its headlights placed awkwardly on the outer extremities of the wings and a wraparound rear 'screen.



The standard production Silver Dawn, introduced at the Toronto World's Fair in 1949, was the first Rolls-Royce to be offered with left-hand drive from the factory since the Phantom II; it was also the first to have fixed shutters on its radiator. To date, it is still the firm's most compact production model and was promoted as an 'owner-driver' Rolls-Royce, which in Standard Steel saloon form would be an exclusively export model until 1953.

Of the 761 Dawns built through to 1955, just 64 were coachbuilt; of those, only the Farina car and one each by Chapron and Ghia – neither a pretty sight – were bodied outside the UK.

Chassis SCA43, fitted with engine S90A, was ordered through the Italian Rolls-Royce agent Mastorelli of Rome, invoiced at £2020 (a mere £200,000 accounting for 70 years of inflation).

It was laid down at Crewe in the summer of 1950. Delivery to the shipper was promised in June, although it wasn't actually handed over to Farina until the end of August, travelling via Dover and Dunkirk *en route* to Turin. It was specified with right-hand drive – still common in Italy, even though they drove on the left – a radio, kph speedometer, double-filament headlamps and split-skirt pistons. The chassis was supplied complete with bulkhead, radiator, hubcaps, tools, instruments and floors. Chassis cards for the car even specify the type of battery fitted (Exide) and the serial numbers on the leaf springs.

It being of the SCA series, the coachbuilders at Corso Trapani would have been presented with a chassis of the earlier riveted construction type with a right-hand floor gearchange. Left-hand-drive Dawns had a rather superior form of column shift; automatic transmission was still a couple of years away at this stage.

Breathing through a single carburettor for smoothness, ease of maintenance, and the luxury of an automatic choke not yet being available on the twin-carburettor Bentley, this 4¼-litre inlet-over-exhaust straight-six was the centrepiece of Crewe's rationalised post-war range. The road tax alone on an engine this size would have been unthinkable for most Italians in a country where anything over 2.8 litres was for tycoons only due to punitive horsepower tax, never mind 14mpg where fuel prices were among Europe's highest.

Not that any of this would have worried Brassani. In fact, with a waiting list of three years for a Standard Steel factory saloon, it is just possible that the 54-year-old *Commendatore* (knight commander, an Italian military order of chivalry) saw the commissioning of a special body as a way of jumping the queue. Albeit an expensive one. As with the one-off creations of the British coachbuilders on Rolls-Royce and Bentley chassis, the design of the car would have required approval from Crewe if the owner wanted to maintain their three-year warranty.

Under the skin there were differences in construction methods: the fast-working Italian panel-beaters dealt in steel; the likes of Park Ward, HJ Mulliner and James Young remained wedded to aluminium over wooden frames.

Farina (it wouldn't become Pininfarina until 1961, by special legal decree) was the natural choice for the project. Founder Battista 'Pinin' Farina had been in the coachbuilding business for 20 years and was emerging as the leading figure in selling the idea of Italian car styling – and the general notion of Latin style in industrial design – to the world.

In Italy the man was a celebrity, regularly pictured rubbing shoulders with film stars, politicians and royalty as he moved his firm from a craftsmanship-based entity building short runs and one-offs by hand to the true industrialised concern it became in the late '50s. By then it was producing sports car and coupé bodies by the thousand for Fiat, Lancia and Alfa Romeo.

This short, pugnacious individual created his bodywork by feel and eye, with artists and draughtsmen to commit his ideas to paper. He had developed a sure touch for shapes that were clean and modern but also honest, at the same time respecting the values of the marque he had been commissioned to clothe.

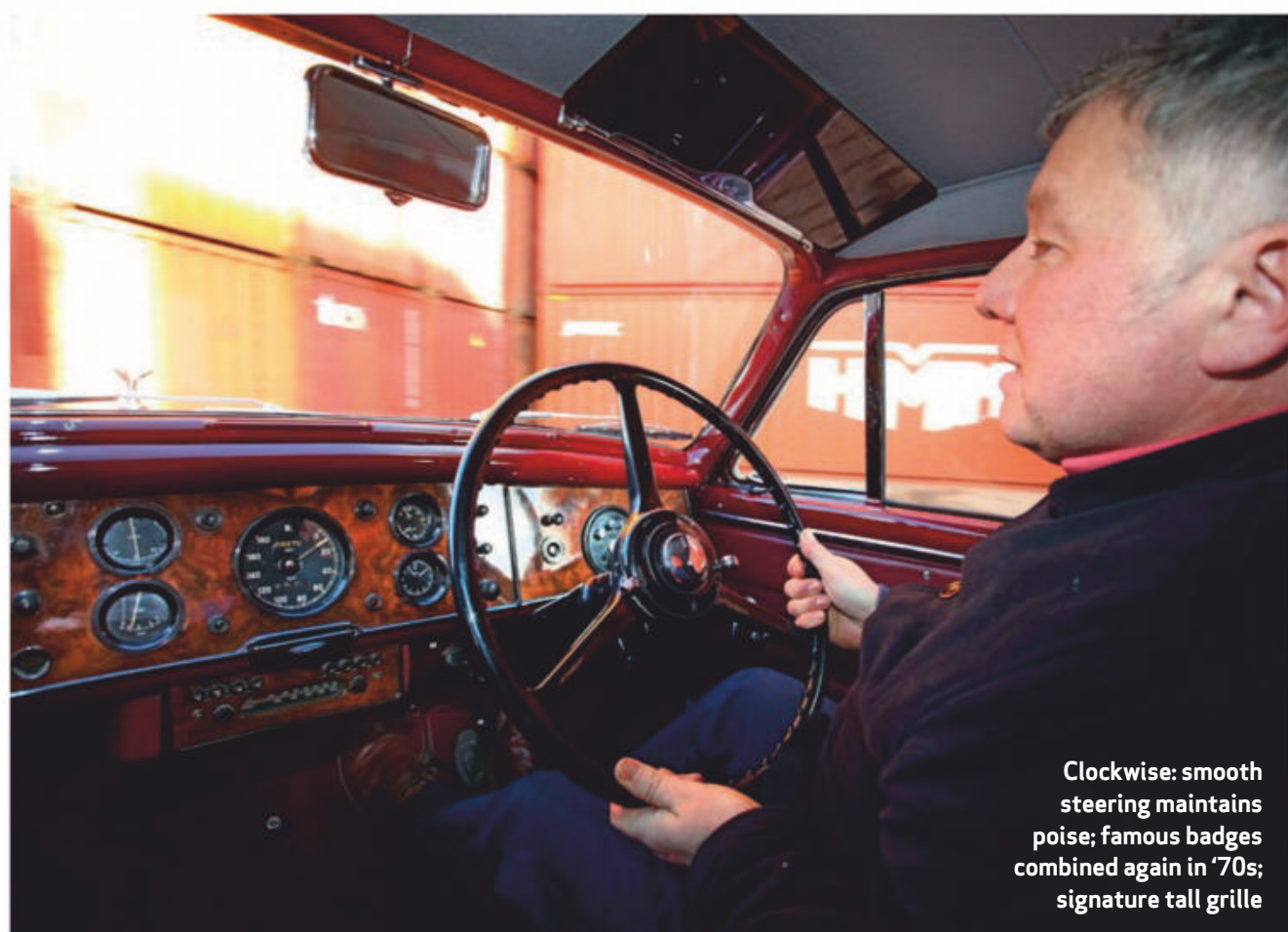
While Bertone, Ghia and Touring were hot on his heels, Farina was the undisputed leader of his industry. His rival *carrozzerie* sometimes went to flashy extremes; Battista, increasingly

when Stuart Wilkie of Dunfermline captured the car in 2013. Naturally, some recommissioning was required and, after mechanical refreshment by specialist Clark and Carter, it hit the UK roads in 2014, registered 270 YUW.

I first spotted the Farina at the 2019 Rolls-Royce Enthusiasts' Club Burghley House AGM, looking a bit lost among all the giant Ghosts and Phantoms on the Vintage & Prestige pitch, yet with a compact dignity that was attractive.

Rolls-Royce says the long-lost Farina Dawn's shape influenced its current Wraith coupé. While it is not as effortlessly graceful as the Continental, it has an appeal of its own. It is as squat and voluptuous as the standard Dawn saloon is upright and formal. As urbane as Cary Grant in a cravat and blazer.

From the rear it has a touch of the Aurelia B20 about its falling roofline, or maybe an American



Clockwise: smooth steering maintains poise; famous badges combined again in '70s; signature tall grille

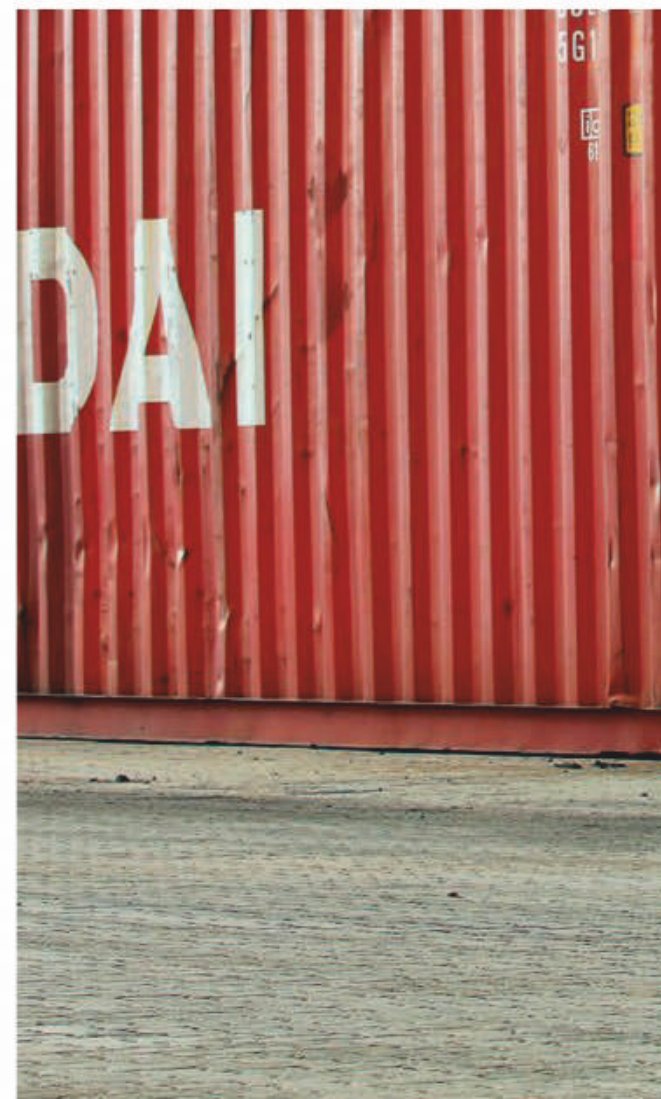
counselled by his son Sergio, generally favoured a kind of progressive restraint that had solid foundations in function and practicality. His 1947 Cisitalia was fêted as a turning point in the development of body design and in 1951 earned itself a permanent place in the Museum of Modern Art in New York.

That was also the year of his new Lancia Aurelia B20. It was displayed for the first time at Turin alongside the Bressani Silver Dawn, which, according to the monochrome images, was finished in a darker (but hard to identify) colour than its current Georgian Silver.

The Farina Dawn dropped off the radar after the new owner took delivery in 1951. It became a car familiar only from its appearances in various Rolls-Royce and Pininfarina history books, little more than an interesting footnote.

What we do know is that it acquired the Italian registration number 82075 PV in the early '60s and had been through two more owners by the time it was rediscovered in 2013. Both of them – Anna Maggioli (born 1914) and Anna Maria Morale (born 1942) – are thought to have been related to Bressani.

Total kilometres stood at just more than 5000





SILVER DAWN PININ FARINA

Sold/number built 1951/1

Construction steel chassis, steel body

Engine iron-block, alloy-head, inlet-over-exhaust 4257cc straight-six, Stromberg carburettor **Transmission** four-speed, three-synchro manual, driving rear wheels

Max power 122bhp @ 3750rpm (standard car)

Max torque n/a

Suspension: **front** independent, by double wishbones, coil springs **rear** live axle, semi-elliptic leaf springs; lever-arm dampers f/r

Steering cam and roller

Brakes drums all round, with mechanical servo

0-60mph 16.2 secs (standard car)

Top speed 87mph

Mpg 17

Price new c£10,000

Price now £525,000



'The Farina Dawn is as squat and voluptuous as the saloon is upright and formal. As urbane as Cary Grant in a cravat and blazer'



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'business coupe' of the '40s, if one was being less kind. The bumpers appear bespoke but could be modified standard pieces. The grille, with the Spirit of Ecstasy kneeling, seems unmodified and you gain access to the engine bay through the usual split bonnet arrangement. The various feature lines and 'jewellery' are either bespoke to the car or items from the Farina catalogue.

The main door windows are frameless and apparently have the same low-geared winder mechanism as the Aurelia, likely worked by the Italians' favoured system of wire and pulleys. The plainly trimmed front seats effectively form a split bench with small fold-out armrests.

Once inside you can see how the Italian styling has necessitated a redistribution of space in favour of front occupants, those in the rear losing out in head and knee room. The parcel shelf, in contrast, is huge. There are no picnic tables or wooden cant rails but the veneered dash looks standard Dawn/Wraith, so does the steering wheel with its ride and throttle control levers on the centre hub. The view forward is commanding, but to the rear compromised by the hefty blind rear quarters; if ever a car needed wing mirrors this is it, but they would spoil the lines.

With the ignition in the 'on' position you can start without keys. There's no sense of a straining starter motor, just an understanding that the straight-six is all at once humming somewhere up front, immaculate in black enamel.

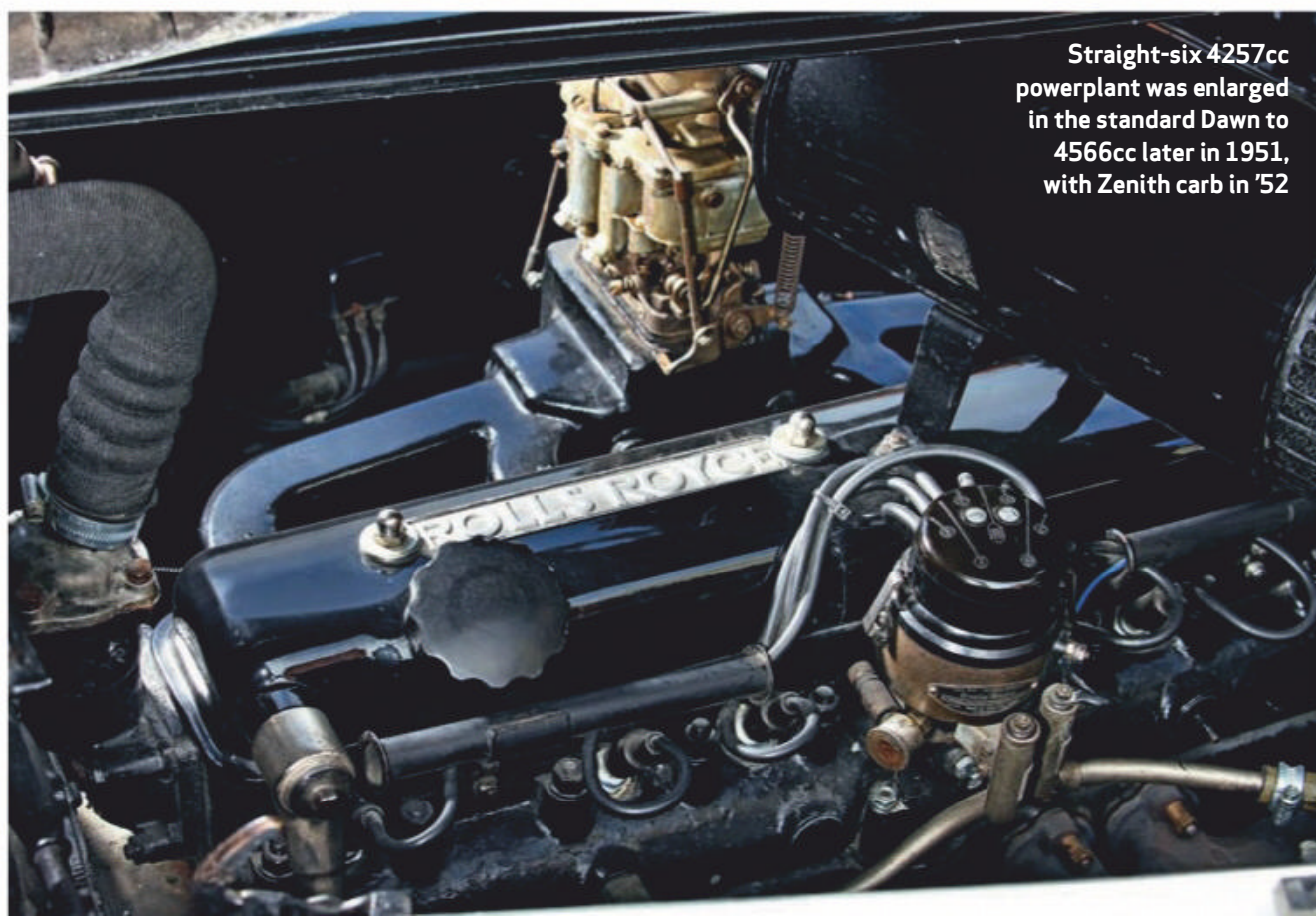
The gearchange, rather like the steering and throttle action, is silky yet mechanical and there is an elegant sufficiency of urge that keeps the Dawn up with modern traffic. You tend to pull away in second and there is every incentive to go straight to top, where it will pull smoothly from as little as 5mph without abusing the clutch.

It wasn't designed to be tossed around like a sports car but the Dawn maintains dignity at all times and remains stable, with strongly progressive brakes. Roundabouts can be taken with a well-groomed top-gear purr of muted aspiration, and a gentle flutter from the exhaust, the big steering wheel casting back smoothly in the hands.

Even showing the current 7000km this car must be one of the lowest-mileage Silver Dawns in existence. It does not feel its 69 years and has a discreetly impressive turn of speed that its fluent drivetrain, quiet gears and generally silent engine tend to disguise.



Dashboard and wheel came unchanged from the standard Dawn. Below left: simple but classy wheeltrims



Straight-six 4257cc powerplant was enlarged in the standard Dawn to 4566cc later in 1951, with Zenith carb in '52

This was by no means the first Farina-penned Rolls-Royce. The firm had bodied Phantom IIs for Marquis Demetrio Imperiali in 1935 and in 1937 for Signor Wax of Milan, the latter with a memorably raked grille.

However, the Bressani Silver Dawn seems to be its last rendition before the introduction of the Camargue in 1975. Its significance lies not in its shape, but in the fact that it began the process of establishing a principle: that the public would accept a Rolls-Royce with an Italian body. To be asked to re-dress a Rolls-Royce was a flattering but daunting assignment, particularly for a foreign coachbuilder.

After recommissioning in 2014, 270 YUW achieved a first-in-class award at the Warren Concours but was soon sold by Silverstone Auctions for a handsome £425,000. That it appeared in the Bonhams sale at the Goodwood Revival three years later is an illustration of the eternal dilemma in which one-off oddities such as this can find themselves. Most of the buyers who appreciate its rarity and historical importance can't afford it; those who can would probably rather spend their money on something 'sexier', such as an S1 Continental. That would only be human nature.

Still, on the basis of the old motor-trade saying 'there's an arse for every seat', I'm confident this car will find a loving home where it is appreciated for what it is rather than what it is not. By the time you read this, it might already have.

Thanks to Chris Kishtoo at Vintage & Prestige (www.vandp.net); Dan Smith at Solent Stevedores (www.solentstevedores.co.uk)

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Painting is a big step and progress is encouraging with the family Spitfire – is the end nearly in sight?



TRIUMPH SPITFIRE MkIII

RUN BY Julian Balme
OWNED SINCE 2006
PREVIOUS REPORT October 2019

SPITFIRE GOES BACK TO BLACK

Cool though it might have been that my parents ordered their brand-new Triumph Spitfire in a non-standard colour, the paint they chose was black, the same as the MkIII's predecessor, a Spitfire 4 registered VRO 403 (I wonder if that still exists?). Black, as anyone will tell you and despite what Henry Ford thought, is probably the worst colour to spray a car. Preparation is paramount. It doesn't matter how rich or shiny the paint is, black will highlight any imperfections.

Which is why Wilf Stacey spent days and days priming, filling, sanding, priming, filling, sanding (and so on) until he was satisfied that the components were ready to spray. Thankfully we negotiated a day rate back in the 16th century and he has been happy to work for eggs and the odd loaf of bread. Needless to say, the whole thing is

magnificent – and not just where you can see, either. The floorpan, both inside and out, is better than when it left Canley 53 years ago. In fact, I'd go as far as to say that no other Spitfire has ever been prepped for paint so thoroughly.

One of the most problematic panels was the one-piece bonnet. Similar to an E-type's in size and complexity, it is a natural rust trap and a mass of long, shallow curves. Mum's one was replaced back in the early '80s with a new-old-stock item from the Triumph parts place on the Goldhawk Road when such things were plentiful. Nearly 40 years later, it wasn't looking so clever. Baz Hilliard had sorted all the rust issues, but the compound curves needed a fair bit of filler work before Wilf was remotely happy. He was also concerned about the area between the wheel well and the front wing, because it

it was impossible not to get his reflection in every shot.

As I write, the main tub, bonnet, doors, boot, windscreen surround and hardtop are all painted and polished. The chassis has been prepped and painted, and all the remaining parts are in Wilf's workshop where he's systematically going through them, cleaning, blasting, priming and painting. I say 'remaining', because I too have been doing my bit with smaller components on my bench in London. The idea is to divide the assembly into three parts: chassis and running gear; body and exterior fittings; then the interior.

I kid myself that we're on the home straight. The financial pain might be easing, but there's still the business of buying new bits, albeit mainly service items. It's still amazing how long my shopping list for Rimmer Brothers is!

THANKS TO

- Wilf Stacey: 07851 870432
- John at VRS (paint supplies): 01205 311914
- Rimmer Brothers: 01522 568000



The Spitfire's paint finish is astounding. Below: it's all in the preparation



appears that its sole purpose is to trap moisture; getting paint into those crevices was tricky.

Now it looks amazing. The black is so rich and lustrous it looks like a sculpture made from oil. Rightly proud, Wilf was so keen to send me photos that he took pictures the following day, weeks before he could polish the paintwork, but



The curvaceous bonnet needed extra TLC



Fresh tyres and modern sound deadening have made the Ro80 ready for a new decade in Buckley's ownership



NSU Ro80

RUN BY Martin Buckley
OWNED SINCE 2009
PREVIOUS REPORT July 2019

After the NSU returned from Phil Blake's last year, I decided to see what difference modern sound deadening would make. The Sound Deadening Shop near Oxford supplied a Silent Coat Car Deluxe Pack comprising a 2mm sound-deadening mat and six large 10mm sheets of Silent Coat Isolator. The former was to deaden the vibration and resonance, stopping noise amplification and 'boom'; the latter sticks on top to absorb airborne noise passing into the car.

I asked Cotswold Classic Car Restorations to fit the kit, which involved treating all the metal body panels (wheelarches, floors, doors, sides and bulkhead) with the mat, then fixing the self-adhesive Silent Coat Isolator over the top.

I was a bit disappointed with the results at first – the sound meter indicated almost zero difference. But the NSU does seem more acoustically dead somehow and that impression seems to grow every time I use the car, so I think we can count it as a success.

This was back in May 2019, the same time an ominous rattling started coming from the engine, so when we shot Phil Blake's rotary set (*C&SC*, September 2019) I went up in my car and left it with him for further investigation.

It turned out to be nothing sinister. The bush on the starter ring gear had failed, causing the starter gear to foul the ring gear on the torque converter, which weakened the flywheel's rivets,

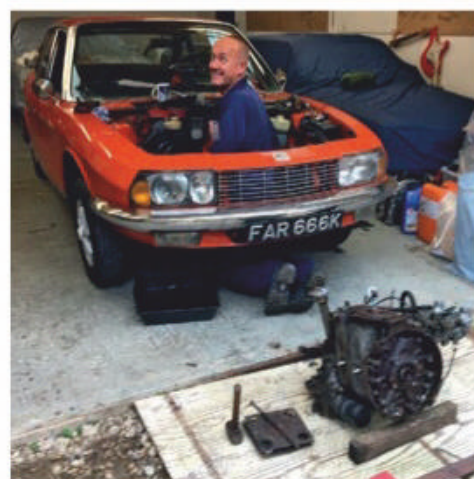
causing play and knocking.

Phil took out the engine, then replaced the flywheel, torque converter and starter motor. While the engine was out he took the opportunity to change the return spring on the oil-metering pump – the reason for the excessive smoking from cold. He also rebuilt the clutch with new oil seals and did "a few other bits" he can't recall.

Meanwhile, I was conscious that the front tyres were looking past their best and, having been impressed by the way one of Phil's Ros drove on wider 195/70 rubber, I made enquires with Dougal



Future of this field-find NSU is uncertain



Phil's been working through the car's issues

Cawley at Longstone. He advised that I stick with Michelin XAS 175s, so a new set went straight to Phil for fitting and tracking.

For some reason I decided to take pity on a semi-dead Ro80 sitting in a field close to where my friend Ron Francis lives in Herefordshire. It's a '69 four-plug car that a local farmer apparently bought because he had accidentally damaged the tail-lights on a Ro he was storing for a pal with his tractor. It turned up at Buckley HQ in December on a trailer looking extremely sorry for itself, but on closer inspection is structurally fairly sound (I have a feeling it was rustproofed from new), despite the copious surface rust and dented panels. The black vinyl interior came up quite well with a wipe-over and even the carpets are serviceable. It's done 58,000 miles and I have a feeling the tyres are the originals, because all have rotten sidewalls. The ignition barrel is missing, but I got the engine to turn over by joining the appropriate wires. All the plugs appear quite clean and the points look fine, so there's every chance it will fire with a decent battery and some fuel.

I can't see myself devoting too much energy on this car, but its future with someone else will hinge on the engine's health. Phil is the maestro of getting long-slumbering Wankels to fire – "I've not been defeated yet!" – so I may wait for him to be in my part of the world. Either that or it'll end up on eBay.

THANKS TO

- Phil Blake, Ron Francis
- Sound Deadening Shop: 01865 343934
- Longstone Tyres: longstonetyres.co.uk
- Cotswold Classic Car Restorations: cotswoldclassiccarrestorations.co.uk

AND IN OTHER NEWS...



LAND-ROVER SERIES II

It's been a gentle period for the Series II

– no snow this year meant no reason to engage low range, exacerbated by many local byways having also had TROs applied on them because of the saturated ground. The flipside? Crisp sunny days mean that the door tops have frequently been removed for some excellent classic winter motoring! **MP**



FORD MUSTANG

A window of sunshine before Storm

Brendan blew in provided the perfect moment for a lovely winter blast in the Mustang. It was also a reminder that a new battery and windscreen are needed before too long. Until then, the next job on the list is an oil change. **LP**



VOLKSWAGEN TYPE 3

The Fastback has at last been dispatched to

the paint shop. Many months have also gone into getting the endless mechanical niggles sorted, setting it up on the rolling road and generally getting it shipshape for its new coat of paint. As I write, I'm awaiting the first photos of it in primer and then final paint. I'm sure it'll be fine... **DC**



VOLVO 240 GL

Road time has been low for the Volvo this year – a new

(borrowed) S60 ably subbed it over the Christmas break – but when it has been required it has fired and run perfectly. A couple of VW owners were taken by it at Epping Forest, too. But the time has finally come to sort that suspension. To lower or not to lower? **JP**



SUZUKI CERVO CX-G

RUN BY Alastair Clements
OWNED SINCE May 2005
PREVIOUS REPORT June 2019

After (another) lengthy period of inactivity, there has been a flurry of progress on the Whizzkid recently, the end result of which is that it is edging ever closer to being presented for an MoT test.

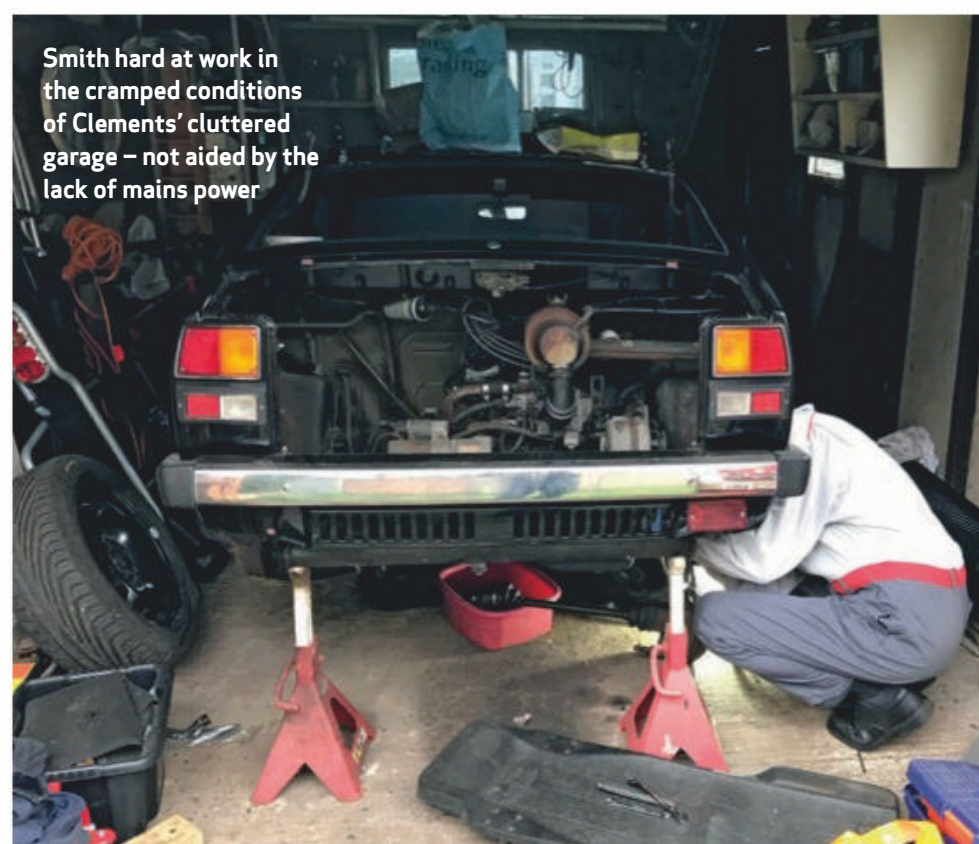
Not that everyone involved in the project has been inactive. While I conspicuously avoided doing anything to the car over the festive period, my friend and mentor Tim Smith made himself busy sorting out all the parts we would need to complete the manifold swap. He also made contact with local machining specialist Broadbridge Engineering to see if they could help resize the polyurethane replacement gearbox linkage bushes I sourced via SuperPro Europe. No problem: using an old bush as a guide, they dipped the new parts in liquid nitrogen to make them rock hard,



Filed to size, linkage bushes fit perfectly



Old (left) and new manifold and gasket provide quite a contrast. Top left: all back in place

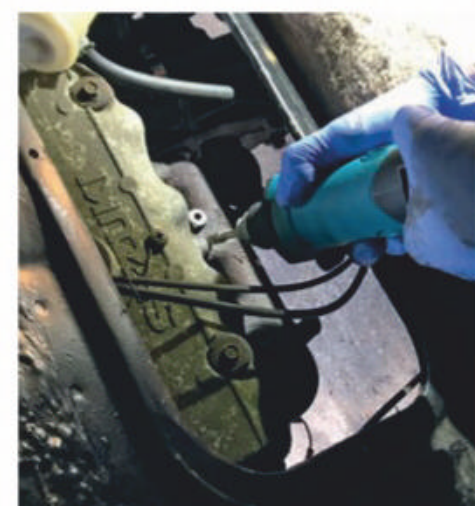


Smith hard at work in the cramped conditions of Clements' cluttered garage – not aided by the lack of mains power

then trimmed them down to the correct size on a lathe, before machining the metal liner. The result is a perfect fit, and I can't wait to see how it improves the gearshift – or proves once and for all that the problem is with the 'box itself...

As well as the bushes, Tim came armed with the heavy artillery for shifting the final four completely stuck-on manifold nuts. First, we tried a six-sided ring spanner, which gives greater purchase than the usual multi-faceted style. It was effective enough to budge two of them, but the other two were impossible to shift. That meant bringing out the secret weapon: a lightweight, high-torque mini grinder, which was small enough to wield in the tiny access panel and made short work of the nuts – and the studs beneath.

The horrendous state of the old gasket and the scorch marks on the manifold itself revealed how long it had been leaking, and I was worried about getting it clean enough to create a decent seal. Tim had brought new stainless studs and bolts, which he fitted having cleaned the side of the head with



Compact grinder made easy work of nuts

emery paper, then revealed the *pièce de résistance*: a new-old-stock exhaust manifold that he had found in his parts stash and was very generously donating to my car.

I had previously ordered a new manifold gasket from Suzuki GB, along with a new paper gasket for the oil-filter housing that we had removed to improve access, and it was quickly all together and looking very smart. Now we just need to get some new heatshield studs and nuts, and I've been left with a list of parts to clean up and paint – including the very decent shield taken off my spare engine, the original from my car having disintegrated upon removal.

With the car off the ground, it made sense to sort a few other jobs while we were there. I cleaned out the spring seats of the rear trailing arms and sprayed them with Dynax S50 wax, then we fitted some new Superflex polybushes in the rear damper mounts. Next, Tim spent a good few minutes removing the seized-on brake drums with the aid of a clubhammer, to reveal the inevitable heavily worn shoes. Although the Whizzkid has front discs, it's the rear drums that do the majority of the work – and this set was shot. Luckily, a quick eBay search revealed a new-old-stock set – of the correct 30mm width, not the 35mm ones that are commonly and wrongly advertised for the SC100 – for just £9.99.

I've also ordered a new rocker-cover gasket to cure a mild leak, plus some fresh spark plugs to give the engine a treat. Before that all lands, I need to wire-brush and paint the drums, and clean all of the various faces that need to create a fume-tight seal. Fingers crossed, by the time you read this the car should be back together at last.

THANKS TO

- Tim Smith
- SuperPro Europe: 01823 690281; www.superproeurope.com
- Broadbridge Engineering: 01293 525260; www.broadbridge-eng.co.uk
- Suzuki GB: www.suzuki.co.uk

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Left: coming together signalled the end of prematurely rusty pattern wings (above)

carburettor had perished and split – a nice easy fix that brought about an immediate improvement.

While in the engine bay, I also spotted a split in the air-intake pipe where it connects to the air cleaner. This was also quickly sorted, thanks to there being some spare length available on the hose so I could cut off the split section and reattach it.

It was certainly better, but as summer turned to autumn it became painfully obvious that the engine needed a good overhaul. It had been a while since the valve clearances had been set... or the spark plugs changed... or the oil drained. Basically, it was woefully overdue a full service and tune-up, so I bought all the parts I needed in preparation. The plan was to ignore the rusting wings and at least get it running nicely, then do something about the body over the winter (as I always promise).

A few days later, it transpired that there was little point in servicing it; a coming together in a local car park now meant that the offside front wing looked as though it had been charged by a rhino. The front bumper took its fair share of the impact, too, which also bent the mount in the process.

This served only to speed up the inevitable because the wings were virtually scrap anyway. I had fitted the pattern parts several years ago

and, despite having had them professionally painted before coating the undersides with protective wax, it had only taken a couple of years before rust bubbles began to appear – surprising for a car that, for the most part, only saw dry use and was always garaged.

I had expected them to have lasted a little longer, but that was now irrelevant – following the accident and the ensuing crease in the wing, replacement was the only option. I began to strip out the headlight unit in order to assess the extent of the corrosion, and expected to see the rust spreading into the bowl, or having started on the fixing tabs thanks to exposed metal on the threads. In fact, the rot was relatively well contained to a ridge just below the headlight – not an area that could have been scratched when fitting the light, so I can't help but wonder if it was a manufacturing fault instead.

It was time to take stock and make plans, so over Christmas we decided that we should finally get all of those other bits of work done that we had long talked about. These include sorting the rusty door bottom, stripping and respraying the chipped bonnet, plus new wings, bumper and mount – all of which will be done by my brother-in-law and me, as soon as he has space in the workshop.

With the car out of the way, the engine assembly will be subjected to a semi-stripdown and gain new heat exchangers and exhaust, plus a clean and service. With any luck, we'll get everything done ready for another summer of VW motoring.



Split section of air-cleaner intake cut off



VOLKSWAGEN BEETLE 1300

RUN BY Martin Port
OWNED SINCE March 2011
PREVIOUS REPORT May 2019

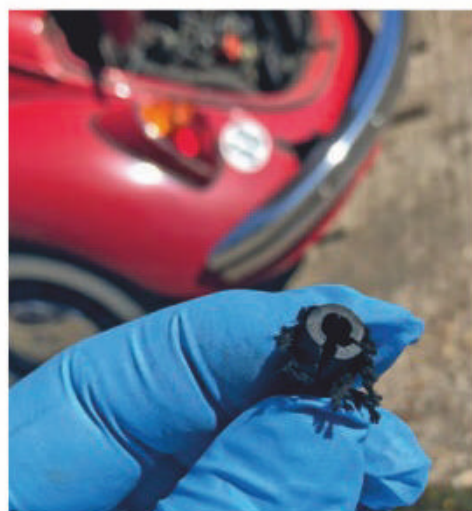
It's been a while since the Beetle's previous appearance in these pages, but that doesn't mean to say that it has been dormant – at least it hadn't been until Christmas.

Although it's very capable in winter, there's no denying that the Bug is a great summer car – its feel-good nature bringing a smile to your face the moment you fire it up. However, last year's warm weather brought with it some running issues that needed investigation.

The problem began with a drop in idle speed and I figured that maybe the setting screw on the throttle mechanism had wound slightly out. Easily sorted, but the more the car was used, the more it varied until it eventually started to struggle and cut out at low revs.

I wondered if it might be the fuel pump – it had been a good few years

since I fitted a replacement unit – but it was while poking around and preparing to undo various parts that I noticed that the simplest of things had gone wrong. The small rubber pipe that connects the vacuum-advance hard line into the



Perished vacuum pipe caused rough running



Engine in fine fettle... from the top at least!

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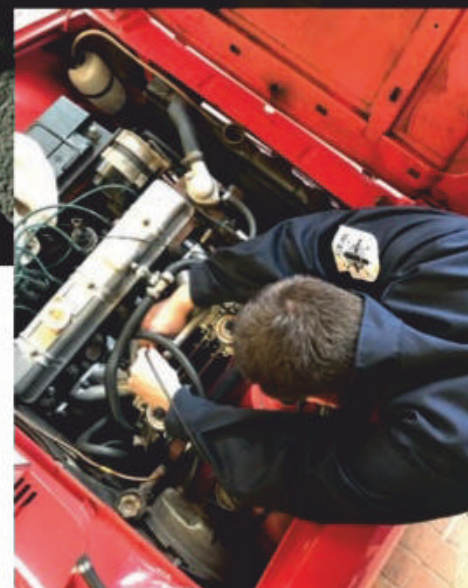


Gleaming carbs, restored manifold and K&N filters give the engine bay a lift. Below right: MacLeman struggles with linkage



TRIUMPH 2500TC

RUN BY Greg MacLeman
OWNED SINCE June 2017
PREVIOUS REPORT Dec 2019



and grouped by their constituent metals, each was gently media-blasted to bring them back to their best. The steel linkages and rods then went for zinc-coating, the suction chambers were polished to a high shine, and the more fragile cast aluminium and bronze pieces were cleaned in a vibratory tumbler.

By far the most important stage of the rebuild was rebushing the spindles, without which the rest of the work is pointless. Burlen uses a special stepped drill lathe to bore each side of the carb body before press-fitting new steel-sprung, Teflon-lined bushes, which ensures there will be no free play.

With the bushes fitted and everything nice and clean, Smith began the reassembly, replacing all internal wear items and fitting new butterflies, needles and spindles. The finished carbs were then wet tested to ensure the needles work properly, and air tested to check for vacuum leaks, before the idle speeds were bench-set. Because my SUs came with a manifold, the team balanced them and set the air and fuel mixture, ready to be fitted with a set of K&N pancake filters.



Old manifold's rusty elbow sprang a leak

If you were going to pick the worst year for Triumph 'Big Six' saloons, then 1974 would surely be it. The 2500TCs might have benefited from the best cylinder head, but the weedy SU HS4 carburetors fitted during that 12-month period were hardly making the most of it.

With the myriad performance upgrades I've now added, the problem was just getting worse and there was no way the HS4s were able to provide enough fuel for the engine to deliver its full potential. If something's worth doing, it's

worth doing right, so I began looking for a set of bigger HS6s.

The carbs were tricky to find, and in the end I had to buy blind from a seller near Exeter, who a friend had bumped into at Beaulieu. To save time, I had them posted straight to Burlen Ltd – owner of the SU, Zenith and Amal brands – to have them looked over. Had I seen the state they were in beforehand, I doubt I'd have had the gall: they looked passable at a glance but, after digging deeper, Burlen's team discovered that

they were suffering from serious corrosion and wear. The choice was simple: restore them, or scrap them. Fortunately, they were already in the best hands, so the technicians set to work bringing them back from the dead.

James Smith certainly rose to the challenge, beginning with a thorough degrease and stripdown – made doubly time-consuming because Burlen aims to save as many original parts as possible, even down to fixings and fasteners. With the components removed

Frustratingly, the steel elbow on the cooling pipe had rusted, so was removed during the restoration. Slightly lost, I turned to local welder Andy Blanchett at Specialist Welding Service, who is a dab hand at tricky repairs from chassis fabrication to cracked magnesium gearbox casings. Blanchett was able to cut a suitable piece of tubing and weld it in place for just £80. Hero.

Getting the old bus running in the absence of master mechanic Port was daunting, but the quality of the carb resto definitely instilled confidence – I doubt they looked this good when it left the factory. After a few lunchtimes' fettling and a twist of the dizzy by Cogman the engine burst into life, sounding better than ever and revving angrily with a sweet idle. But the biggest test lies ahead: will it make the six-mile drive to the rolling road at Enginuity? Place your bets now!

THANKS TO

- Burlen Ltd: www.burlen.co.uk
- Specialist Welding Service: www.specialistweldingservice.co.uk
- K&N: www.knfilters.co.uk



Carb housing is as good as new after ministrations on the lathe. Left: used SUs looked particularly crusty before the work began

The CMC Lucky Set "Collins"

A fascinating episode in Formula 1 racing history

EXTRAORDINARY
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SCALE
1/18

Young British driver Peter Collins joined the Scuderia Ferrari in 1956. He quickly managed to master the Ferrari D50. Two top wins and three second places prior to the final race were good enough to keep Collins in the contest for the World Drivers' Championship. He went into the final race trailing his team-mate Fangio by seven points. Eventually, Peter Collins would go down in motor racing history at this Monza race. Fangio was compelled to pull into the pit by a damage. Collins, who happened to be in the pit for a tyre change, offered his car to Fangio, an act of sportsmanship that enabled Fangio to drive on to clinch the World Champion title. Collins' selfless offer of help has remained a singular occurrence in the history of motorsport racing.

Item-No. M-202

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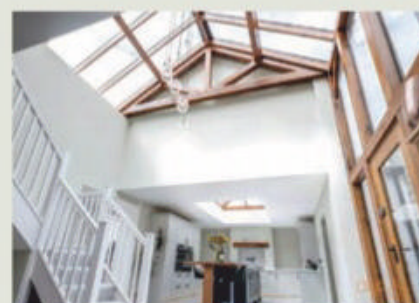
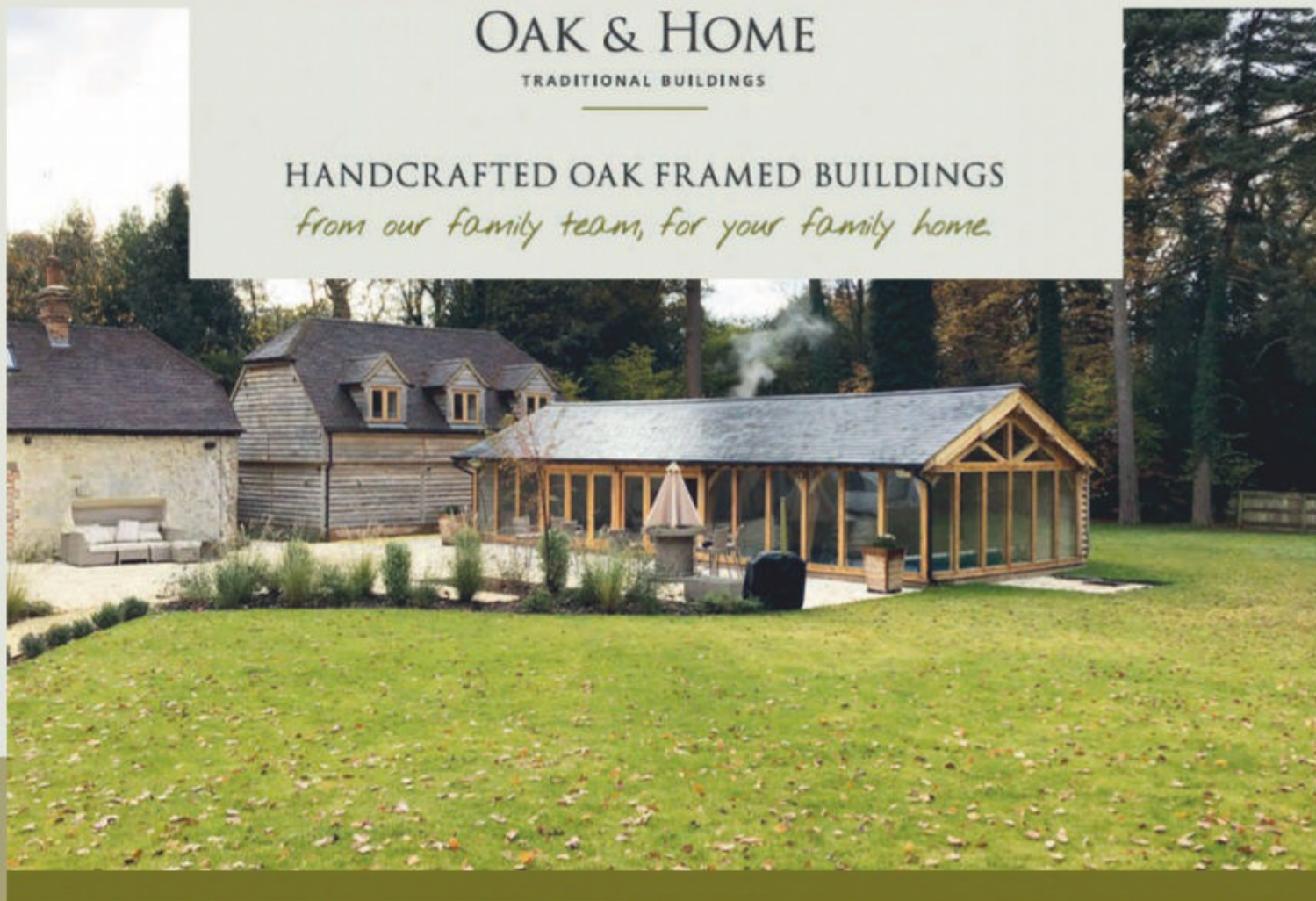
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'My passion for muscle cars was inspired by growing up watching *The Dukes of Hazzard* and *Smokey and the Bandit*'

On show in Christchurch Park, Ipswich, ahead of the family's favourite run to Felixstowe promenade



1971 FORD MUSTANG

OWNED BY Shaun Knights
FIRST CLASSIC
1966 Rover P6 2000SC
DREAM CLASSIC
1970 Boss Mustang 429

I got it from a Canadian living in Kent who owned a small collection. He had the car resprayed but had clearly not used it a great deal so it was in need of a decent clean inside and out. It was a good buy, well inside my budget, although it did need a few minor bits such as a new door lock and radio, repainted door caps and sorting the rear lights. After a few weekends of tinkering and polishing, they were all sorted and I have enjoyed it pretty much as is since then. Last year, I treated the car to a four-barrel Holley carb because the old one needed a refurb and neither I nor my local specialist could source a kit for it.

I mostly use the car for local shows, plus the occasional school run. In the spring and summer,

I also love to use it as my driver on the weekends – I've even done the odd tip run, just to see the reaction. Some of the most memorable trips have been local weddings and a prom for my niece a few years ago.

To be honest, it's just nice to be able to share the car with others. The attention it gets still surprises me: people absolutely love it! The best comment yet was, "Is that your Ferrari?" I think they just saw the red paint and the horse and put two and two together to make five...

My favourite event is the annual Ipswich to Felixstowe Run, starting at a car show in Christchurch Park and finishing on the promenade at Felixstowe. The event has been a family highlight for years, ending up with fish and chips on the beach.

In terms of dream classics, it's always difficult to pick just one. I'd love a Jay Leno-style garage, but realise that's never going to happen. Sticking to my roots, my dream car would be a 1970 Boss 429 Mustang: very rare, very valuable and the ultimate muscle car in my view. That's out of my price range for now, but I feel immensely fortunate to be able to own something from the same era with the same DNA.



Ford's interior needed some mild fettling

V8 MANIA LEADS TO PONY TALE

I've been a petrolhead almost from birth. It's something I got from my father, and that my eight-year-old son has inherited – he's a huge AC Cobra fan. My passion for American muscle cars was probably inspired by growing up watching *The Dukes of Hazzard* and *Smokey and the Bandit*. From a young age I fell in love with the sound of a V8 – something that hasn't diminished with age, and I now appreciate the different V8 noises from the quiet burble of a Rolls, to the throaty roar of something like my Mustang.

I bought my first classic at the age of 30, a Rover P6 2000SC I saw advertised on a classified board at Ford's Dunton site. It was in good, usable condition and my wife and I drove it to shows at the weekends; luckily, I married a petrolhead. But as much as the P6 was a great car, it was far from the classic of my dreams. I sold it on and went without classics for a few years due to most of my spare time being taken up by a young family. Then, in my early 40s, I was in a position

to buy another and this time the search was on for something from across the pond.

At the time, with a £10k budget, I thought a decent muscle car was out of reach so was looking for an American saloon or estate. I viewed a late-'40s Buick straight-eight – we had one as our wedding car – but it needed a lot of money spending on it. Then my Mustang 302 coupe came up on eBay. After viewing the car with my mechanic brother-in-law I bought it, and it has now been with me for four and a half years.



Magnum 500 wheels and Grand Am tyres really set off the Mustang's gleaming paintwork

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1949 Maserati A6 1500 Gran Turismo (Pinin Farina), chassis no. 084. Estimate: € 500.000 - 700.000. Photo: © Archivio Maserati SpA

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From top: Willcox and the huge layout that occupies 14m² of his garage; Metropolitan loco is wired for light

TOM WILLCOX

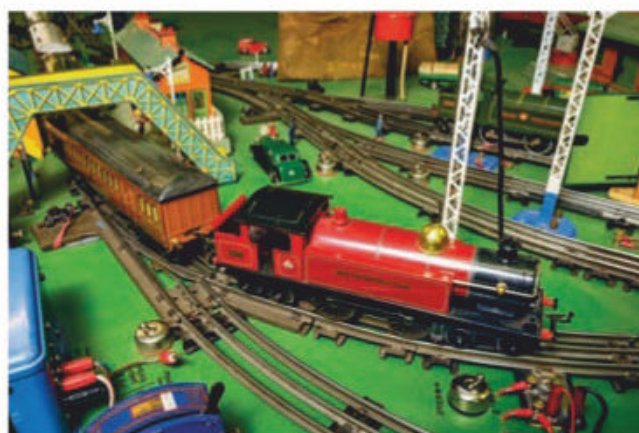
A love for all things vintage, from cars to trains, has led to an extended man-cave

WORDS & PHOTOGRAPHY TONY BAKER

When Tom Willcox and wife Shirley were looking to move to the Chilterns to be nearer to their grown-up children, the potential purchase of a house came with an important proviso. “We told the vendors we’d buy it,” says Tom, “but only if we could get permission to extend the garage.” Fortunately the necessary consent was obtained, and the extra space was built to provide room for Tom’s 1929 Lagonda Close-Coupled Saloon, Shirley’s ’30 MG M-type and, just as importantly, for Tom’s pre-war Hornby train set.

Willcox was introduced to the world of model railways at a young age. “Dad worked for the Southern Railway,” he recounts, “and built me a set.” He still has some of that original layout, including a clockwork Hornby ‘No 1 Special’ that he’s owned since 1939. But pride of place in the impressive miniature landscape goes to a station handmade by dad Stanley despite the privations of WW2: “Tin toys weren’t available during the war, so Dad built it using packaging from a Red Cross food parcel.” Another prized possession came from an uncle captured by the Japanese: “My aunt and cousin were on the last boat out of Singapore, and I was given a 1912 Carette goods van that belonged to my uncle. It was missing its roof, so Dad made one from a tin of Robinson’s Patent Groats!” Thankfully,

ALSO IN MY GARAGE



Uncle Donald survived the Burma railway to see his old goods wagon in its repaired state.

Growing up, Willcox developed a love of old cars and motorcycles, and most of his childhood toys were given away. But on a visit to his parents in the ’70s, his mother mentioned that she still had the train set – did he want it back? “I wasn’t sure that I did,” he smiles, “but when I felt the weight of the trains, and smelled the oil, the memories came flooding back.” Rebuilt in the loft at home, the layout brought relief from the stresses of running his own business: “When I got home, Shirley would hand me a gin and

tonic and I’d go straight up and run the trains. All my worries would disappear.” Most of the pieces had survived remarkably well, thanks to that wartime childhood: “When I was a boy, I knew there was no chance of replacing these things, so I played with them very carefully.”

As Willcox rediscovered his childhood hobby, he expanded both layout and rolling stock. “I’ve been quite lucky with buying and selling,” he says, “so I’ve not had to spend too much on it.” The set now boasts eight locomotives and an impressive range of carriages and goods wagons, and is dotted with stations, engine sheds, enamel figures and Minic model cars: “None of it is to scale, but it looks all right.” He’s very much a hands-on enthusiast, and is currently rewiring it for night-time running: “I’ve converted some of the signals into lamp posts, and an electric Metropolitan locomotive has a bulb on the front. It looks really impressive as it goes around.”

While his children share a love for old cars – daughter Nicola now drives the 1927 3 Litre Bentley he has owned for 60 years – the passion for model railways has skipped a generation. It’s grandson Charlie, 14, who comes over to help with the trains. “I sit here with a glass of red and watch Charlie run the set,” says Willcox with pride. “I’m sure Dad would be amazed and delighted that the set he started building more than 80 years ago still gives so much pleasure.”



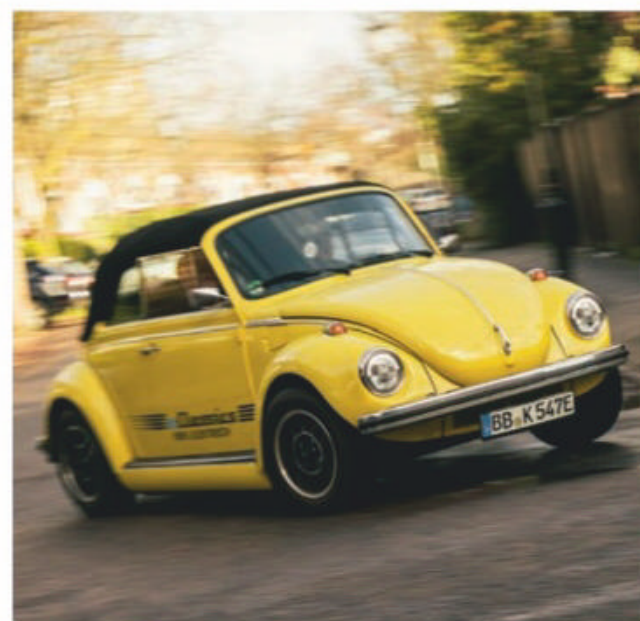
Water-cooled cars such as this Mk2 Golf CL are also catered for. The firm's name was inherited from the garage's previous tenant



Westfalia Type 2 'bay' camper is in for some body surgery



Owner Salama has been a VW enthusiast since childhood



Rapid electric Beetle, a new string to the Jack's Garage bow



Type 2s queue up underneath the arches

THE SPECIALIST

DUBBING MIXER

An ability to adapt to the changing market is helping this London-based Volkswagen expert to thrive

WORDS FELIX PAGE PHOTOGRAPHY MAX EDELSTON

You might expect a lifetime of working on old Volkswagens to dull your enthusiasm for Wolfsburg's insect-like and loaf-shaped icons, but Jack's Garage owner Joseph Salama remains a self-confessed 'Dubhead'. Gesturing at a sepia-tinged photo of his family sitting on the back of a 'bay window' Type 2 campervan, Salama recounts his early air-cooled experiences: "Dad was a surgeon in the navy, then he got a job in Tripoli. We emigrated there in our camper from our house in Southend – and back a couple of times."

Since taking over his three-arch workshop 12 years ago, Salama has established himself as the go-to guy for London's classic Volkswagen owners, and is so busy that the rumble of the Circle Line above is drowned out by the near-constant offbeat clatter of a flat-four. There are two arches for servicing and maintenance, but the bodyshop – "always the warmest area!" – is where the full-bore restoration work takes place. On our visit a rather sorry-looking Westfalia-converted van – or 'Westy', to aficionados – is in the process of having its notoriously crumbly sills replaced, its pop-top roof reversed and a new coat of paint applied. "We're winding down a bit for the end of the year, so we've only got one in," Salama explains. "Usually there's two."

He's particularly proud to show off photos of a gleaming blue example that had departed in almost showroom-fresh condition the day before, having been brought in two months earlier: "Its owner ended up rolling it into a ditch." You'd never know to look at it now, though: "We'd had it in for two months – cutting, welding and painting – and then found that the loom had gone. And if you're going to do the loom, you might as well do it when the doors are off." It's this pragmatic approach that keeps the

firm in good standing with its customers – many of whom are good friends and neighbours.

Back in the main workshop, a Mk2 Golf CL with German plates – testament to the variety of models Jack's Garage will work on, and the wide reach of the company's reputation – is having a much-needed tune-up along with a suspension overhaul. Salama explains that good relationships with specialist suppliers mean that even tricky parts can be sourced and delivered in a reasonable timeframe.

The team is not afraid to tackle newer metal – if a customer regularly brings in their classic, it'll look after their daily driver as well – and opportunities for further diversification are never far off, which explains the yellow Beetle convertible outside. To the casual observer it's a nicely restored example, but in place of an air-cooled engine under the rear lid you'll find the Bosch-developed electric motor from a VW e-up! city car. For some it's sacrilege, but Salama is a convert: "The driving experience is incredibly refined – the weight distribution and handling are amazing. Plus it's bloody fast!"

The electrified Bug is the work of German specialist eClassics, which recently appointed Jack's Garage as its official UK outpost. The partnership came as a welcome highlight in the wake of the nearby Grenfell disaster, which threatened to close the business for good. Repeat custom dried up, parts couldn't be delivered and Salama's workforce began to diminish: "Over

the past two years, my complacency and comfort have been annihilated. We had 14 staff before, now we've got seven."

Today, however, Jack's Garage can look forward to a stable future. "I'll be employing more people later this year when we get more orders," says Salama, who stresses that classic VWs will still be his bread and butter. "But if you don't move with the times, you get left behind."

The knowledge

Name Jack's Garage

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Clarke

MIG WELDERS

Quality machines from Britain's leading supplier
See online for included accessories

MODEL	MIN-MAX AMPS	EXC.VAT	INC.VAT
PRO90	24-90	£194.99	£233.99
110E	30-100	£229.98	£275.98
135TE Turbo	30-130	£249.98	£299.98
151TE Turbo	30-150	£289.00	£346.80
175TECM Turbo	30-170	£449.00	£538.80
205TE Turbo	30-185	£489.00	£586.80

135TE

GAS, TIPS, SHROUDS & WIRE IN STOCK

FROM ONLY
£194.99
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Machine Mart

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airmaster

TURBO AIR COMPRESSORS

Superb range ideal for DIY, hobby & semi-professional use

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INC.VAT



MODEL	MOTOR	CFM	TANK	EXC.VAT	INC.VAT
8/260	2HP	7.5	24ltr	£89.98	£107.98
7/250	2HP	7	24ltr	£94.99	£113.99
11/260	2.5HP	9.5	24ltr	£109.98	£131.98
8/550	2HP	7.5	50ltr	£119.98	£143.98
7/510	2HP	7	50ltr	£119.98	£143.98
11/550	2.5HP	9.5	50ltr	£139.98	£167.98
16/550	3HP	14.5	50ltr	£199.98	£239.98
16/1050	3HP	14.5	100ltr	£249.98	£299.98

*V Twin Pump #Oil free

Clarke NO GAS/GAS MIG WELDERS

Professional type torch with on/off control • Thermal overload protection • Turbo fan cooled • Easy conversion to gas with optional accessories

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£124.99
EXC.VAT
£149.99
INC.VAT

BEST SELLER

MODEL	MIN/MAX AMPS	EXC.VAT	INC.VAT
MIG 102NG	35/90	£124.99	£149.99
MIG 106	40/100	£159.00	£190.80
MIG 145	35/135	£179.98	£215.98
MIG 196	40/180	£219.00	£262.80
MIG 240	50/240	£399.00	£478.80

Clarke ARC WELDERS

For home user, automotive and industrial applications

MODEL	AMPS	EXC.VAT	INC.VAT
EA110	40-100	£59.98	£71.98
115N	30-110	£71.99	£86.39
EA165	65-160	£72.99	£87.59
160N	40-150	£79.98	£95.98
EA200	60-200	£99.98	£119.98
190N	50-185	£104.99	£125.99
235TEN	40-210	£159.98	£191.98

Clarke ARC / TIG INVERTER WELDERS

Efficient inverter technology • Variable output current

MODEL	MIN/MAX OUTPUT CURRENT	ELECTRODE DIA. (MM)	EXC.VAT	INC.VAT
MMA80	20A-80A	1.6-2.5	£79.98	£95.98
MMA140	20A-140A	1.6-3.2	£99.00	£118.80
AT133	10A-130A	2.5/3.2	£129.98	£155.98
AT162	10A-160A	2.5/3.2/4.0	£149.98	£179.98
MMA200	20A-200A	1.6-4	£139.00	£166.80
AT135	10A-130A	2.5/3.2	£169.98	£203.98
AT165	10A-160A	2.5/3.2/4.0	£199.98	£239.98

*was £117.60 inc. VAT #was £142.80 inc. VAT
‡was £190.80 inc. VAT

Clarke CAR CREEPERS

Oil resistant vinyl covered padded backs & headrests • Swivel castors for easy manoeuvrability

MODEL	DESCRIPTION	EXC.VAT	INC.VAT
CMC36	Car creeper	£24.99	£29.99
CMC40	With tool storage	£39.98	£47.98
CMC45	With adjustable headrest	£29.98	£35.98
CMC50	Folding car creeper	£49.98	£59.98

Clarke STRUT SPRING COMPRESSOR

Foot operated hydraulic powered • Adjustable for springs up to 400mm dia. & 520mm in length • Adjustable spring retainers • Inc. spring retaining guard

FROM ONLY
£129.99
EXC.VAT
£155.99
INC.VAT



ALUMINIUM RACING JACKS

Quick lift • Non-marking nylon wheels • Rubber contact pad • helps protect vehicle undersides

MODEL	DESCRIPTION	EXC.VAT	INC.VAT
CTJ1250AB	1.25T	£94.99	£113.99
CTJ1800A	1.8T	£159.98	£191.98
CTJ2500QLG	2.5T	£149.98	£179.98

LOW ENTRY ONLY 85MM

Clarke NO GAS/GAS MIG WELDERS

Uses flux cored steel wire, which creates own gas shroud as it burns

MODEL	AMPS	EXC.VAT	INC.VAT
151EN	30-150	£219.98	£263.98
130EN	30-130	£239.98	£287.98
160EN	30-150	£279.98	£335.98

MODEL	AMPS	EXC.VAT	INC.VAT
151EN	30-150	£219.98	£263.98
130EN	30-130	£239.98	£287.98
160EN	30-150	£279.98	£335.98

Clarke ARC ACTIVATED HEADSHIELDS

Activates instantly when Arc is struck • Protects to EN379 • Suitable for arc, MIG, TIG & gas welding

SEE FULL RANGE IN-STORE/ONLINE

Clarke SOCKET SETS

Top quality chrome vanadium steel. • 18 Sockets 8-32mm • Reversible ratchet • Comfort grip handle

FROM ONLY
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Clarke 1/2" TORQUE WRENCH - CHT141

5" Extension bar • 1/2" - 3/8" adaptor • 28-210 Nm

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EXC.VAT
£32.39
INC.VAT

Clarke TAP & DIE SETS

High quality tungsten steel • Supplied in metal storage case (except 16pce)

FROM ONLY
£16.99
EXC.VAT
£20.39
INC.VAT

Clarke CORDED IMPACT WRENCHES

Ideal for garage mechanics

FROM ONLY
£54.99
EXC.VAT
£65.99
INC.VAT

INC 17, 19, 21, 22MM SOCKETS & CASE

710 Nm

MODEL	POWER	TORQUE	EXC.VAT	INC.VAT
CEW520 1/2"	520W	320Nm	£54.99	£65.99
CEW1000 1/2"	1000W	450Nm	£59.98	£71.98
CEW1100 3/4"	1100W	710Nm	£89.98	£107.98

Clarke 18V 1/2" BRUSHLESS IMPACT WRENCHES

3 forward and reverse gears

FROM ONLY
£114.99
EXC.VAT
£137.99
INC.VAT

powered by Li-Ion

MODEL	DESC.	EXC.VAT	INC.VAT
CIR18LIC	2x 2.0Ah Li-Ion	£114.99	£137.99
CIR18LI	2x 4.0Ah Li-Ion	£169.98	£203.98

Clarke INTELLIGENT BATTERY CHARGER/MAINTAINERS

Automatic charger - maintains optimal charging condition

MODEL	VOLTS	MAX CHARGE AMPS	EXC.VAT	INC.VAT
IBC7	12/24V	7A	£49.98	£59.98
IBC15	12V	15A	£46.99	£56.39
IBC20	12/24V	20A	£59.98	£71.98
IBC25	12/24V	25A	£89.98	£107.98
IBC40	12/24V	40A	£109.98	£131.98

Clarke BATTERY CHARGERS ENGINE STARTERS

Ammeter • Multi-position charge regulator • Overload protection on charging cycle

MODEL	MAX AMPS CHARGE/BOOST	EXC.VAT	INC.VAT
BC130C	15/120	£64.99	£77.99
BC190	38/180	£94.99	£113.99
BC210C	25/200	£119.98	£143.98
BC410E	35/400	£139.98	£167.98
WBC180	35/180	£139.98	£167.98
WBC240	45/240	£154.98	£185.98
BC205N	30/200	£179.98	£215.98
WBC400	60/350	£199.00	£238.80
BC520P	50/510	£219.00	£262.80

Clarke PRO 7" SANDER/POLISHER

Includes hook & loop backing pad and hook & loop wool polishing bonnet. • 1200W motor

FROM ONLY
£69.98
EXC.VAT
£83.98
INC.VAT

Clarke BLAST CABINETS

Blast away paint, surface rust, scale, burrs, carbon & dirt & revitalise aluminium • Min. air flow 10cfm • Bench & floor standing models

ALUMINIUM OXIDE POWDER FROM ONLY
£10.99 EXC.VAT
£13.19 INC.VAT

MODEL	DESC.	TYPE	EXC.VAT	INC.VAT
CSB20B	Compact Cabinet	Bench	£109.98	£131.98
SB30	Large Cabinet	Floor	£279.00	£334.80

Clarke PRESSURISED SANDBLASTERS

Heavy duty steel construction sandblasters for the quick removal of surface rust, paint, dirt/grease etc.

INCLUDES SANDBLASTING GUN, DELIVERY HOSE, 4 CERAMIC NOZZLES AND SAFETY HOOD

FROM ONLY
£139.99
EXC.VAT
£167.99
INC.VAT

MODEL	TANK VOLUME	FLOW RATE REQ.	EX. VAT	INC.VAT
CPSB100B	32 litre	6-25 cfm	£139.99	£167.99
CPSB200B	63 litre	6-25 cfm	£169.99	£203.99

Clarke CRANES

Folding and fixed frames available

Robust, rugged construction

Overload safety valve

FROM ONLY
£164.99
EXC.VAT
£197.99
INC.VAT

MODEL	DESC.	EXC.VAT	INC.VAT
CFC100	1 ton fold	£164.99	£197.99
CFC1000LR	1 ton long reach	£219.00	£262.80

Fully tested to proof load

Clarke 12V BATTERY CHARGERS

For lead acid batteries

Automatic charger - maintains optimal charging condition

MODEL	MAX CHARGE AMPS	EXC.VAT	INC.VAT
LA4	4	£17.99	£21.59
LA6	6	£19.98	£23.98
AC80*	8	£33.99	£40.79

Clarke INTELLIGENT AUTOMATIC CHARGER / MAINTAINERS

Keep batteries in top condition over a long period

MODEL	STAGES	BATTERY	EXC.VAT	INC.VAT
CB03-12	3	6Ah-40Ah 12V lead acid	£24.99	£29.99
CB09-6/12	9	Up to 80Ah 6V / 12V lead acid	£39.98	£47.98
CB09-12	9	Up to 160Ah 12V lead acid & calcium	£59.98	£71.98

Clarke HYDRAULIC BOTTLE JACKS

FROM ONLY
£9.98
EXC.VAT
£11.98
INC.VAT

MODEL	JACK HEIGHT CAP.	EXC. (mm)	INC. VAT	VAT
CBJ2B	2	148-276	£9.98	£11.98
CBJ3B	3	180-350	£14.99	£17.99
CBJ5B	5	185-355	£17.99	£21.59
CBJ8B	8	190-365	£19.98	£23.98
CBJ10B	10	195-375	£24.99	£29.99
CBJ12B	12	200-380	£27.99	£33.59
CBJ15B	15	205-390	£29.98	£35.98
CBJ20B	20	217-407	£38.99	£46.79
CBJ30B	30	230-370	£59.99	£71.99

Clarke 2 & 3 TONNE TROLLEY JACKS

FROM ONLY
£29.98
EXC.VAT
£35.98
INC.VAT

JACKS ALSO IN STOCK UP TO 5 TONNE

MODEL	TYPE	TONNE	EXC.VAT	INC.VAT
CTJ2L	Long	2	£29.98	£35.98
CTJ2000LPB	DIY Low Profile	2	£33.99	£40.79
CTJ2250Q	Quick Lift	2.25	£34.99	£41.99
CTJ2250LP*	Low Profile	2.25	£39.98	£47.98
CTJ3000GB	Pro Garage	3	£79.98	£95.98
CTJ3000QLB	Quick Lift	3	£86.99	£104.39
CTJ3QLG	Pro Instant Lift	3	£99.95	£119.94
CTJ3000G	Pro Garage	3	£99.98	£119.98
CTJ2QLP	Low Quick Lift	2	£114.99	£137.99
CTJ1500QLP	Ultra Low Quick Lift	1.5	£156.99	£188.39

* CTJ2250LP has a 2.25 tonne capacity, has a low entry of only 80mm and includes 2 sockets

Clarke HEAVY DUTY LONG REACH JACKS

FROM ONLY
£179.98
EXC.VAT
£215.98
INC.VAT

MODEL	TONNE	EXC.VAT	INC.VAT
CTJ2GLS	2	£179.98	£215.98
CTJ3GLS	3	£249.00	£298.80
CTJ5GLS	5	£339.00	£406.80
CTJ10GLS	10	£439.00	£526.80

Clarke INDUSTRIAL AIR COMPRESSORS

Top quality belt driven air compressors for industrial & commercial users inc; garages, factories, workshops and farms. 10 bar/150psi max working pressure

MODEL	MOTOR	CFM	TANK	EXC.VAT	INC.VAT
8/260	2HP	7.5	24ltr	£89.98	£107.98
7/250	2HP	7	24ltr	£94.99	£113.99
11/260	2.5HP	9.5	24ltr	£109.98	£1

PAY Monthly NO DEPOSIT

- Over 18, 24 or 36 months
- From only £300 minimum spend*
- 18.9% Rep. APR

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Clarke JUMP STARTS
Provides essential home, garage and roadside assistance • Integral work light • 910 includes air compressor • Long life battery

MODEL	STARTING BOOST	PEAK AMPS	EXC. VAT	INC. VAT
900	400	900	£64.99	£77.99
JS1100	500	1100	£69.98	£83.98
910	400	900	£72.99	£87.59
JS1100C	500	1100	£79.98	£95.98
4000	700	1500	£139.98	£167.98
JS12/24	1000	2000	£159.98	£191.98
JS12/24Li	600	1200	£179.98	£215.98



Clarke DIESEL HOT WASHER
HARRY HOTWASH
Ideal for effective cleaning of vehicles with a hot jet of up to 80°C

MASSIVE PRICE CUT
FROM ONLY **£479.00** EXC.VAT
WAS £598.80 INC.VAT



Clarke JETSTAR PRESSURE WASHERS
Makes easy work for washing vehicles, patios, stonework, etc. • JET7500, 8500 & 9500 include hose reel

MODEL	MOTOR	MAX. PRESSURE	EXC.VAT	INC.VAT
JS1850	1400W	1523psi	£59.98	£71.98
JS1950	1600W	2030psi	£89.98	£107.98
Jet 7500	1600W	2030psi	£124.99	£149.99
Jet8500	2100W	2610psi	£149.98	£179.98
Jet9500	2400W	3045psi	£179.98	£215.98

Clarke TOOL CHESTS & CABINETS



Clarke PRO TOOL CHESTS & CABINETS
The ultimate in tool storage

MODEL	DESCRIPTION	EXC. VAT	INC. VAT
CBB203B	3 Dr step up	£72.99	£87.59
1 CBB209B	9 Dr Chest	£129.98	£155.98
CBB210B	10 Dr Chest	£139.98	£167.98
CBB213B	3 Dr Cabinet	£199.98	£239.98
CBB215B	5 Dr Cabinet	£199.98	£239.98
2 CBB217B	7 Dr Cabinet	£249.98	£299.98



Clarke GARAGES/WORKSHOPS
Ideal for use as a garage/workshop • Extra tough triple layer weatherproof cover • Heavy duty powder coated steel tubing • Ratchet tight tensioning

MODEL	SIZE (LxWxH)	EXC.VAT	INC.VAT
CIG81015	4.5 x 3 x 2.4M	£229.00	£274.80
CIG81020	6.1 x 3 x 2.4M	£279.00	£334.80
CIG81216	4.8 x 3.7 x 2.5M	£279.00	£334.80
CIG81220	6.1 x 3.7 x 2.5M	£349.00	£418.80
CIG81224	7.3 x 3.7 x 2.5M	£419.00	£502.80



Clarke MICRO JUMP STARTS
Ideal for starting cars, charging phones, etc.

MODEL	START BOOST	PEAK BOOST	EXC.VAT	INC.VAT
JSM200	200A	400A	£49.98	£59.98
JSM300	300A	500A	£64.99	£77.99
JSM350	350A	500A	£84.99	£101.99



Clarke HEAVY DUTY PETROL POWER WASHERS

MODEL	PRESSURE BAR/PSI	ENGINE HP	EXC. VAT	INC. VAT
Tiger1800	110/1595	2.6	£229.00	£274.80
Tiger2600	170/2465	4	£289.00	£346.80
Tiger3000	200/2900	6.5	£349.00	£418.80
PLS195A	182/2640	5.5	£439.00	£526.80
PLS265A	225/3263	13	£669.00	£802.80



Clarke AXLE STANDS
Ratchet action for quick height adjustment • Sold in pairs • per single stand • Aluminium

MODEL	MAX TONS	MIN/MAX HEIGHT	EXC.VAT	INC.VAT
CAX2TF	2	235-360mm	£13.99	£16.79
CAX3TP	3	325-490mm	£21.99	£26.39
CAX-3TBC	3	300-430mm	£23.99	£28.79
CAX6TP	6	333-500mm	£29.98	£35.98
CAX-6TBC	6	400-615mm	£34.99	£41.99
CAX3TA*	3	295-395mm	£49.98	£59.98
CAX10TP#	10	450-750mm	£86.99	£104.39



Clarke ENGINE STANDS
Rotates through 360° Fully tested to proof load

MODEL	CAPACITY	EXC. VAT	INC. VAT
CES340	340kg	£42.99	£51.59
CES450	450kg	£64.99	£77.99
CES560	560kg	£79.98	£95.98
CES680F*	680kg	£99.98	£119.98



Clarke PARTS WASHERS
PARTS WASHER FLUID FROM £5.99 INC.VAT

MODEL	TANK CAP.	TYPE	EXC.VAT	INC.VAT
CW2D	10Ltrs	Bench	£42.99	£51.59
CW1D	45Ltrs	Floor	£99.98	£119.98
CWM20	22.5Ltrs	Floor	£144.99	£173.99
CW40	75Ltrs	Floor	£159.98	£191.98



Clarke BODY REPAIR KITS
Fast snap connector attachments for quick & easy assembly • Hydraulic pump, ram & hose with various tubes, pieces & connectors • Includes metal case • Fast action pump

MODEL	CAPACITY	EXC.VAT	INC.VAT
CS4BRK	4 tonne	£89.98	£107.98
CS10SBRK	*10 tonne	£155.99	£187.19
CS10BRK	10 tonne	£149.98	£179.98



FROM ONLY **£69.98** EXC.VAT
£83.98 INC.VAT

B = Bench
 mounted
 F = Floor
 standing

MODEL	MOTOR (W)	SPEEDS	EXC. VAT	INC. VAT
CDP5EB	350 / 5		£69.98	£83.98
CDP102B	350 / 5		£79.98	£95.98
CDP152B	450 / 12		£149.98	£179.98
CDP202B	450 / 16		£189.00	£226.80
CDP10B	370 / 12		£199.98	£239.98
CDP352F	550 / 16		£229.00	£274.80
JP452B	550 / 16		£239.00	£286.80
CDP502F	1100 / 12		£569.00	£682.80

CDP152B



Clarke PETROL GENERATORS
Honda engine models available

MODEL	KVA	HP	EXC.VAT	INC.VAT
G720	0.7	-	£99.98	£119.98
G1200	1.1	-	£159.98	£191.98
PG2500	2.2	6.5	£179.98	£215.98
PG3800	3	7	£239.98	£287.98
PG3800DV	3	7	£269.00	£322.80
PG6500DVES	5.5	13	£499.00	£598.80



Clarke INVERTER GENERATORS
Produces sine wave & stable power, essential for computers & sensitive equipment

MODEL	MAX OUTPUT	WEIGHT KG	EXC. VAT	INC. VAT
IG950B	800W	9.3	£179.98	£215.98
IG1700F	1700W	22	£199.00	£238.80
IG1200B	1100W	12.4	£249.98	£299.98
IG3500F	3400W	35	£329.00	£394.80
IG2000B	1800W	19.4	£329.00	£394.80
IG2200	2200W	26.6	£379.00	£454.80



Clarke GRINDERS & STANDS
Stands come complete with bolt mountings and feet anchor holes

MODEL	DUTY	WHEEL DIA.	EXC.VAT	INC.VAT
CBG6RP	DIY	150mm	£35.99	£43.19
CBG6250	HD	150mm	£37.99	£45.59
CBG6RZ	PRO	150mm	£42.99	£51.59
CBG6RSC	HD	150mm	£56.99	£68.39
CBG6BRW	PRO	150mm	£58.99	£70.79
CBG6RSC	HD	150mm	£59.98	£71.98
CBG8W* (wet)	HD	150/200mm	£59.98	£71.98



Clarke HYDRAULIC PRESSES
PROFESSIONAL QUALITY Built for tough daily use in automotive/industrial workshops

MODEL	EXC.VAT	INC.VAT
4 tonne bench*	£144.99	£173.99
10 tonne bench*	£209.00	£250.80
12 tonne floor*	£269.00	£322.80
20 tonne floor*	£359.00	£430.80
30 tonne floor*	£769.00	£922.80
50 tonne floor*	£1498.00	£1797.60

MECHANICS' TOOL CHEST & CABINETS



Clarke MECHANICS' TOOL CHEST & CABINETS
REAR LOCKING SECURITY BARS

MODEL	DESCRIPTION	EXC. VAT	INC. VAT
CTC600B*	6 Dr Chest	£66.99	£80.39
CTC900B#	9 Dr Chest	£79.98	£95.98
CTC500B	5 Dr Cabinet	£109.98	£131.98
CTC800B	8 Dr Combination Chest/Cabinet	£119.98	£143.98
CTC700B	7 Dr Cabinet	£129.98	£155.98
CTC1300B	13 Dr Combination Chest/Cabinet	£159.98	£191.98

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true Abarth, original hood available



1967 Lincoln Continental Convertible
very good and original condition



1993 Nissan Figaro
very rare, 70'000 km, good condition



1984 Porsche 911 Carrera 3.8 recreation
long-term ownership, very good condition



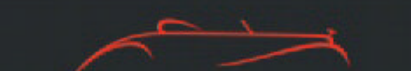
2013 Land Rover Defender 90 Hardtop
13'500 km, excellent condition



2011 Spire GT3
Honda 1000 RR engine, never raced



1985 Ferrari 308 GTS Quattrovalvole
long-term ownership, 57'000 km


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Porsche 904 Carrera GTS sold well at RM Sotheby's, close to its upper estimate

LE MANS BUGATTI ON TOP IN PARIS

The 1932 Bugatti Type 55 with Figoni roadster body stole top billing during a busy few days of sales at *Rétromobile*, held at the Paris Expo from 5-7 February.

The unique Le Mans entrant, driven by Mick Walsh in our January issue and the headliner of Bonhams' nearby Grand Palais event, fetched €4.6million against a pre-sale estimate of €4-7m to claim the most expensive lot of the week.

Prior to the impressive French show, that honour had been expected to fall to the Mercedes-Benz 710SS (€6-8m) in Artcurial's sale, but it failed to find a buyer. Indeed, pre-war cars seemed a difficult sell across RM Sotheby's, Bonhams and official show auctioneer Artcurial.

But while the Type 55's sister lots at Bonhams of T39, T57C Stelvio and T57 Atalante also went unsold, a 4½-litre S-type Invicta Low Chassis surpassed expectations when it went for €1.6m (€1.2-1.5m). In the same sale, a 1935 Mercedes-Benz 500K Cabriolet A crept inside its €1.5-2m guide at €1.61m.

Similarly, at RM Sotheby's a Jaguar SS100 and Isotta Fraschini Tipo 8A both missed their lower estimates by €100,000; the former changed hands for €252,000 (guide: €350-400,000), the latter



Ferrari 275GTB won the 1966 Monza 1000km GT class – the high point of a varied career

for €246,875 (€400-600,000).

Generally, estimates appeared to be better set across the board compared to last year, with most cars falling within or close to pre-sale predictions. There were exceptions, of course, such as the Jaguar XK120 fixed-head coupé that rose to €122,475 (€70-90k) and a 'Red Pig' Mercedes-Benz 300SEL recreation that more than doubled its upper guide – €432,500 against €150-200k. Both cars were at Bonhams, where the Jaguar D-type that had been expected to

lead the sale for €5.9-6.4m left Paris still searching for a new home.

There was a mixed reception for post-war racers, too, as many went unsold including the Rondeau chassis number one and a batch of Toj sports-prototypes. But two historic Porsches excelled, a 904 beating its upper estimate by €100k at €1.9m and a 906 nudging the top of its guide at €1.73m (€1.4-1.8m).

Among the best performers was the Ferrari 126 C3 that René Arnoux drove to second place at Austria in 1983, which achieved €1,438,880 – well clear of its €600,000-1m estimate. It wasn't the highest-priced competition Ferrari, though, which was the 275GTB at Artcurial (€2,502,800).

TOP FIVE RÉTRO SALES

- 1 1931 Bugatti Type 55 Supersport **€4,600,000** Bonhams
- 2 1965 Ferrari 275GTB 6C **€2,502,800** Artcurial
- 3 1958 BMW 507 **€1,996,250** RM Sotheby's
- 4 1964 Porsche 904 Carrera GTS **€1,917,500** RM Sotheby's
- 5 1966 Porsche 906 Carrera 6 **€1,730,600** Artcurial



Bugatti Type 55 hit its expectations in Paris



Bonhams has been a fixture of the Run – and expects to remain despite rival's arrival

Run aligns with second auctioneer

RM Sotheby's has taken over headline sponsorship of the London to Brighton Veteran Car Run, but the previous partner, auction house Bonhams, retains a pre-Run sale of veteran cars.

Bonhams, which was bought by private equity firm Epiris in 2018, has held an annual sale of cars qualifying for the Run on the Friday before the event since 2003, meaning it is possible to buy a car and then drive it to Brighton on the Sunday. Several of the lots in the auction are offered with entries to the Run, and for the past few years

the company has offered driver familiarity and tuition on Saturday behind its Mayfair headquarters.

Tim Schofield, head of Bonhams Motoring UK, said: "The Bonhams annual Veteran Car Sale has become one of the highlights of the veteran car movement's motoring calendar since it was introduced in 2003. This long-running specialist auction, which offers the finest Veteran Car Run-eligible motor cars and associated automobilia, is the curtain-raiser and traditional fixture of the annual London to Brighton Veteran Car Run.

"Last year's auction was a near sell-out, with the top lot the 1901 Panhard et Levassor 7hp Twin-Cylinder Four-Seater known as 'Le Papillon Bleu' achieving an impressive £442,750 – double its pre-sale estimate.

"Bonhams continues to support the veteran car movement and the Veteran Car Club at events and rallies with an active and devoted team. We look forward, as ever, to welcoming a full house to our New Bond Street headquarters."

This year's sale is on 30 October. See www.bonhams.com



Super-original 240Z soared online

TOP-DOLLAR DATSUN 240Z

The growing appeal of Datsun 240Zs was highlighted in late January when a 21,000-mile unrestored example sold for a remarkable \$310,000 (£238,000) on American auction site bringatrailer.com.

A truly unmolested survivor, its price smashed that achieved by auctioneer BH Auction in its Tokyo sale in 2018, when a standard example restored as part of Nissan's 'Vintage' programme fetched ¥13,200,000 (c\$120,000) – itself around double the usual top price.

Electrics surge boosts jobs

Classic car electric conversion specialist Lunaz will double its workforce in 2020 to keep up with demand, the Silverstone-based company has confirmed.

Lunaz currently employs 35 people across its various divisions, including design and engineering.

The announcement comes off the back of government plans to ban sales of new combustion-engined cars from 2035, five years earlier than previously stated.

A Jaguar XK120 has recently been completed and is currently

undergoing testing, which will be joined in the Lunaz portfolio by a 1961 eight-seater Rolls-Royce Phantom V and 1956 Rolls-Royce Cloud. Each custom restoration is part of a limited run and features fast charging and regenerative braking.

Founder David Lorenz said: "These are the ultimate everyday classic cars. I've driven 2000 miles over the past three weeks in our electric Jaguar to test the usability and reliability that our customers demand. It's a joy to know that these cars have a bright future."

In other job news, 400 people attended Ferrari North Europe's UK-wide apprentice open days at its nine dealerships in early February. Rolls-Royce is also on the hunt for new talent, with applications open for its long-running programme until 15 March. See rolls-roycemotorcars.com



Bentley Flying Spur and Jaguar XK120 lead the Lunaz range

Auction diary

MARCH

5 Bonhams Amelia Island, USA
001 415 391 4000; bonhams.com

6-7 RM Sotheby's Amelia Island, USA 001 519 352 4575; rmsothebys.com

6 Gooding & Co Amelia Island, USA 001 310 899 1960; goodingco.com

7 Historics Ascot Racecourse, Ascot, Berkshire 01753 639170; historics.co.uk

15 Aguttes Paris, France 0033 1 47 45 55 55; aguttes.com

18 H&H Classics Imperial War Museum, Duxford 01925 210035; handh.co.uk

19 DVCA Henstridge, Somerset 01963 363353; dvca.co.uk

20-21 RM Sotheby's Palm Beach, USA 001 519 352 4575; rmsothebys.com

21 Mathewsons Pickering, North Yorkshire 01751 474455; mathewsons.co.uk

21 Bonhams MPH, Bicester, Oxfordshire 01869 229477; mph.bonhams.com

21 Osenat Fontainebleau, France 033 1 80 81 90 59; osenat.com



1937 Mercedes-Benz 540K Cabriolet A heads RM Sotheby's Essen auction

27 RM Sotheby's Techno-Classica Essen, Germany 0049 800 000 7203; rmsothebys.com

27-28 BH Auction Tokyo, Japan bhauktion.com

28 Oldtimer Galerie Toffen, Switzerland oldtimergalerie.ch

28 Coys Techno-Classica Essen, Germany 020 8614 7888; coys.co.uk

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**1957 AUSTIN HEALEY
100/6 BN4**

GUIDE PRICE:
£32,000 - 36,000



**1981 FERRARI 308
GTBI LHD**

GUIDE PRICE:
£48,000 - 60,000



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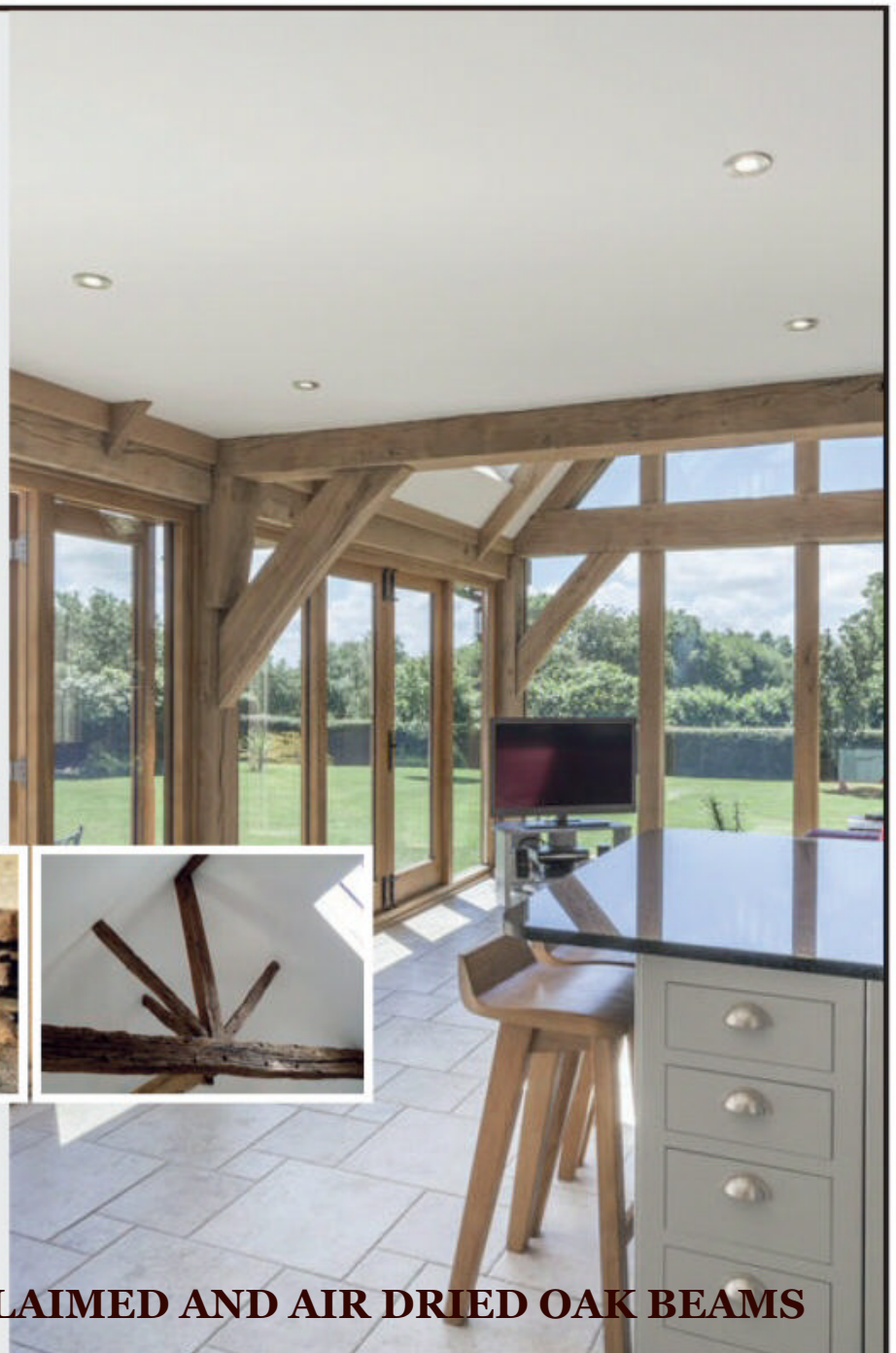
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UPCOMING AUCTIONS GERMANY:

MOTORWORLD Classics Bodensee

8 - 10 May 2020, Auction 9 May 2020

MOTORWORLD Oldtimertage Fürstentfeld

19 - 20 September 2020, Auction 19 September 2020

MOTORWORLD Classics Berlin

18 - 22 November 2020, Auction date to be confirmed

And frequently online auctions will follow soon.



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THE MARKETPLACE



Buckley's market matters

Steve has been in and out of my life for years – this being ‘mad’ Steve rather than ‘Alfa’ Steve. Having begun with a blown-up Espada engine, we are now on the third chapter of our part care in the community, part therapy and part commercial venture.

Chapters one and two both ended with him abandoning an Alfa Romeo Spider with me, the last being a car he slept in before disappearing on one of his ‘cures’. His final period on the missing list was, shall we say, officially enforced, and I wasn’t expecting to see him for a while, or indeed ever. The first two encounters involved hats of varying flamboyance: when he appeared wearing a tiny leopard-skin pork-pie job I knew things were going badly, or in his head very well.

So when Steve returned last summer I was dubious; chaos and disaster shadow the man. But I relented, the big softie that I am.

At first all he could manage was cleaning cars and there was a lot more coffee-swilling, smoking and general pontificating than work going on. However, between changes of clothes and irate calls, a few shed tasks were achieved (Steve’s good at DiY) and what started out as a sort of Lovejoy/Tinker scenario has evolved into something a little more equal.

Latterly he has sought my advice regarding cars to buy to supplement his pension. I got him into a lovely manual-overdrive Jaguar 420G (supposedly an ex-South African presidential

car; not Nelson Mandela), a two-stroke Saab, a Lancia Beta Spider and a 21st century Alfa GT that he drove around Buckley HQ to “keep the battery up” and get his driving fix, having lost his licence.

This benefit was withdrawn when he deposited the coupé into a field; I only found out because the kind attempts of Jon Wills, my neighbour, to extract the Alfa resulted in a marooned Land Rover Discovery and the pair had to be removed with a farmer’s tractor. There was no way I was getting my Range Rover dirty.

He has a massive heart and is full of energy and ideas. Thanks to Steve I’m currently swanning around in a Citroën C6 that he bought on a complete whim for the ‘collection’. All I had to do was give him my 20-year-old Toyota Yaris, the idea being that he would give it to one of the Cirencester rough-sleepers he had befriended. In return for somewhere to get his head down, he would drive Steve around. Steve would pay tax, fuel and insurance but left it to him to organise the latter.

That was where the plan began to come unstitched: the Yaris got impounded and soon the cost of springing it exceed its value.

Meanwhile the weather and lack of wheels has kept Steve away from my shed and he holds court in the most expensive hostelry in Cirencester. You can’t miss him: he’s the man drinking an early-doors Martini wearing a big red floppy hat and not, hopefully, the leopard-skin pork pie.



In the right hands, a Lancia Beta Spider could be a pension-builder reckons Buckley

AUCTION RESULTS

January's top 50 sales



Bullitt-starring Ford Mustang made headlines across the globe with its \$3m-plus price-tag



Hispano-Suiza well cleared its upper guide



Ex-Berger F187 was top-priced race car

PRICE	CAR	SALE
£2,879,800	1968 Ford Mustang GT Bullitt	Mecum, Kissimmee, USA
£2,481,325	1995 Ferrari F50	Gooding & Co, Scottsdale, USA
£2,310,000	2020 Chevrolet Corvette Stingray	Barrett Jackson, Scottsdale, USA
£1,867,250	1932 Hispano-Suiza J12 Dual Cowl Phaeton	Gooding & Co, Scottsdale, USA
£1,824,900	2018 Pagani Huayra Roadster	RM Sotheby's, Scottsdale, USA
£1,570,800	1948 Tucker 48	Gooding & Co, Scottsdale, USA
£1,528,450	1967 Ferrari 330GTS	Gooding & Co, Scottsdale, USA
£1,486,100	1951 Ferrari 212 Inter	Bonhams, Scottsdale, USA
£1,486,100	1972 Ferrari 365GTS/4 Daytona Spider	Gooding & Co, Scottsdale, USA
£1,324,400	1987 Ferrari F187	BH Auction, Tokyo Terrada, Japan
£1,316,700	1967 Ferrari 330GTS by Pininfarina	RM Sotheby's, Scottsdale, USA
£1,143,450	2017 Ford GT	Barrett Jackson, Scottsdale, USA
£1,126,125	1960 Ferrari 250GT Cabriolet Series II	Gooding & Co, Scottsdale, USA
£1,101,100	2015 Porsche 918 Spyder	Mecum, Kissimmee, USA
£1,101,100	2019 McLaren Senna	Mecum, Kissimmee, USA
£1,071,070	1971 Lamborghini Miura P400 SV	RM Sotheby's, Scottsdale, USA
£1,050,000	1977 Porsche 935	Super GT Auction, TAS, Japan
£977,900	1955 Mercedes-Benz 300SL Gullwing	RM Sotheby's, Scottsdale, USA
£956,725	1969 Lamborghini Miura P400 S	Gooding & Co, Scottsdale, USA
£910,525	2017 Ford GT	Barrett Jackson, Scottsdale, USA
£893,200	2014 McLaren P1	Gooding & Co, Scottsdale, USA
£850,850	2008 Bugatti Veyron 16.4	RM Sotheby's, Scottsdale, USA
£850,850	1930 Cadillac V-16 Sport Phaeton by Fleetwood	RM Sotheby's, Scottsdale, USA
£842,765	1969 Chevrolet Camaro ZL1 COPO	Barrett Jackson, Scottsdale, USA
£838,530	2015 McLaren P1	Mecum, Kissimmee, USA
£766,150	1970 Porsche 914/6 GT	Gooding & Co, Scottsdale, USA
£766,150	1937 Mercedes-Benz 540K Coupé by Hebmüller	RM Sotheby's, Scottsdale, USA
£749,210	1957 Mercedes-Benz 300SL Roadster	RM Sotheby's, Scottsdale, USA
£728,420	2019 McLaren Senna	Barrett Jackson, Scottsdale, USA
£723,800	1958 Mercedes-Benz 300SL Roadster	Gooding & Co, Scottsdale, USA
£711,095	2017 Ford GT	RM Sotheby's, Scottsdale, USA
£677,600	1936 Auburn 852 SC Boat-tail Speedster	Worldwide, Scottsdale, USA
£656,425	1967 Ford Mustang 'Eleanor'	Mecum, Kissimmee, USA
£639,100	1937 BMW 328	Gooding & Co, Scottsdale, USA
£623,700	1955 Lancia Aurelia B24S Spider America	Bonhams, Scottsdale, USA
£619,850	1970 Nissan Fairlady Z432R	BH Auction, Tokyo Terrada, Japan
£605,220	2005 Porsche Carrera GT	RM Sotheby's, Scottsdale, USA
£596,750	1961 Mercedes-Benz 300SL Roadster	Gooding & Co, Scottsdale, USA
£596,750	2004 Porsche Carrera GT	Gooding & Co, Scottsdale, USA
£571,725	1956 Chrysler Plainsman	Worldwide, Scottsdale, USA
£554,400	1991 Vector W8 Twin Turbo	RM Sotheby's, Scottsdale, USA
£546,700	1975 Lancia Stratos Stradale/Group 4 Conversion	Super GT Auction, TAS, Japan
£508,200	1963 Aston Martin DB5	Barrett Jackson, Scottsdale, USA
£500,500	1974 Ford Bronco Custom	Barrett Jackson, Scottsdale, USA
£469,700	1966 Lamborghini 400GT 'Interim'	RM Sotheby's, Scottsdale, USA
£465,850	1930 Duesenberg Model J Willoughby Berline	Worldwide, Scottsdale, USA
£465,465	1971 Ferrari 365GTB/4 Daytona	Gooding & Co, Scottsdale, USA
£444,290	1963 Shelby Cobra 260	RM Sotheby's, Scottsdale, USA
£431,970	1968 Challenger 2 Streamliner	Mecum, Kissimmee, USA
£419,265	1972 Ferrari 365GTB/4 Daytona	Gooding & Co, Kissimmee, USA

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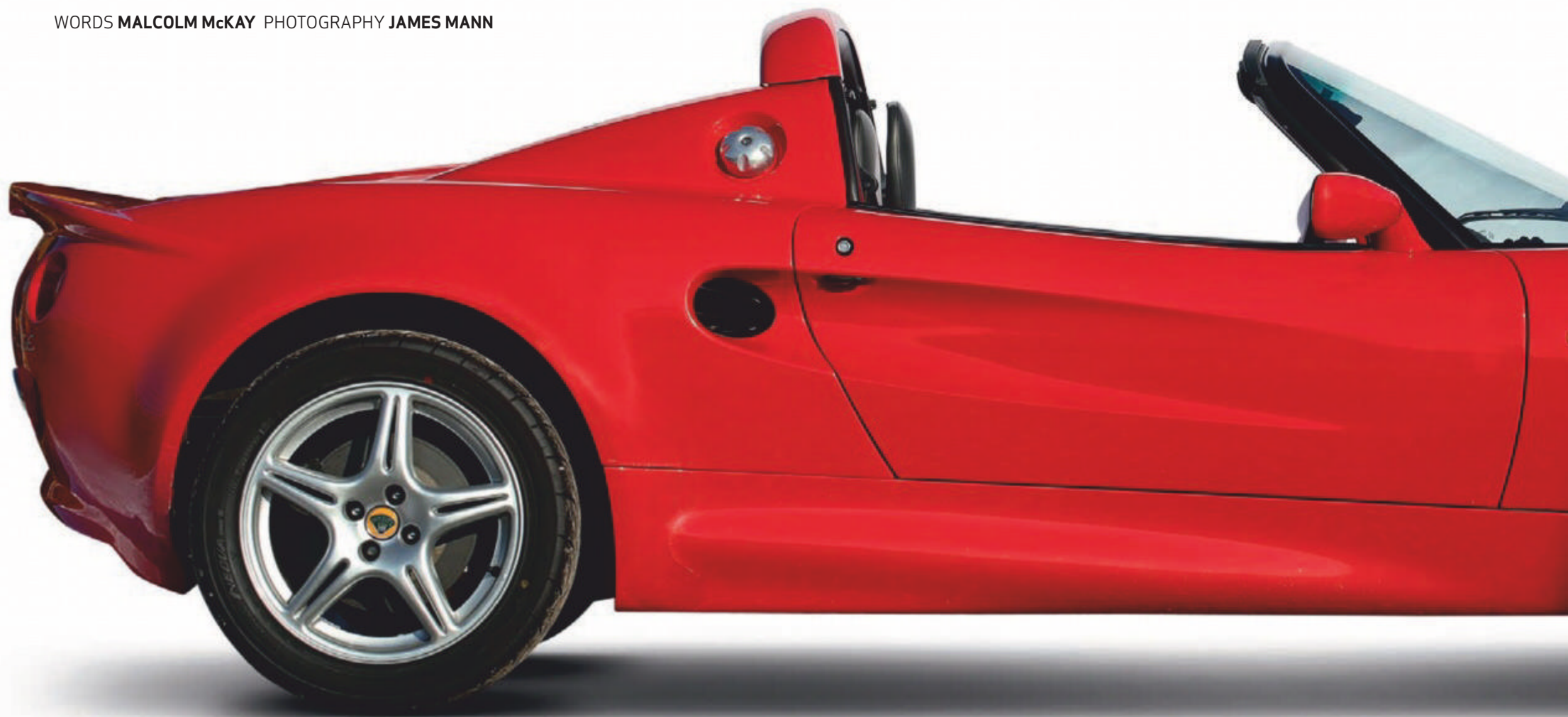
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LOTUS ELISE Si

The mould-breaking and best-selling Elise is a blue-chip classic in the making

WORDS **MALCOLM McKAY** PHOTOGRAPHY **JAMES MANN**



Launched 25 years ago at the 1995 Frankfurt Motor Show, the Elise was the first 'affordable' sports car Lotus had built since production of the Series 4 Seven ended in 1973. At 50% cheaper than the Elan S2 and a third of the price of an Esprit, it would become Lotus' best-selling sports car ever. Styled by Julian Thomson, engineered by his best friend Richard Rackham and named after the granddaughter of Lotus (and Bugatti) chairman Romano Artioli, it was, as *Autocar* stated: 'The most technologically daring Lotus road car since the original Elite.'

A bold statement, but it was true. The Elise pioneered epoxy-bonded anodised aluminium extrusions as a means of constructing a road car chassis. A simple, high-sided tub with transverse torque boxes at both ends, it is exceptionally stiff – on a par with steel saloon bodies – and exceptionally light, at just 68kg without the body and rollbar, keeping the weight of the whole car to less than 750kg and making it a phenomenal performer without needing outrageous power. Steel is used only for the rollbar, galvanised rear subframe and bonded-in suspension mounts.

Not only was it technologically innovative, but also hugely successful. *Autocar*'s editorial on the introduction of the Elise went on for three weeks as testers realised the significance of this little car, which finally gave the Caterham Seven a run for its money in driver enjoyment. How? Because the Elise combined stunning response, feel and cornering ability with a subtlety and a level of ride comfort that the Seven couldn't match. Where an afternoon driving a Seven on great roads would leave you grinning from ear to ear but exhausted, in an Elise you could have all the fun and still be relaxed and ready for more.

The Rover K-series engine and gearbox were lifted unchanged from the MGF and various Rovers, but it was somehow happier in the Elise than in any of its original hosts. With double overhead cams, 16 valves and all-aluminium construction making it very light, it was more like a race-car engine than a road-car one, and, like the Triumph Stag engine in the '70s, needed more monitoring and maintenance than lesser power units. Elise owners generally gave it the care it needed, hence problems are far less common, and it proved capable of withstanding substantial performance upgrades, too.

TROUBLE SPOTS

OSMOSIS Glassfibre bodywork can suffer from trapped moisture lifting the paint

SUSPENSION Steel bobbins for the front top mounts rust, causing electrolytic corrosion in the aluminium chassis

HEADLIGHTS N/a new, an MoT fail if reflector is corroded. Can be adapted with smaller lens

REAR SUBFRAME Can be bent or even cracked in severe impacts; it's galvanised, so shouldn't go rusty unless abused

ENGINE Check for signs of oil and water mixing, that cambelt has been changed (54k/5yrs, or 36k/3yrs on tuned models)

CHASSIS Should not be welded or patched: check for damage or unscrupulous repairs

ELECTRIC WINDOWS Can be costly to fix



Pioneering new methods in sports car construction and execution, the Elise combined exceptionally low kerbweight with cheeky good looks and acceptable practicality



The Elise set a new sports car ride and handling benchmark and is guaranteed to make you smile. Any example you drive should feel brilliantly sharp and planted – yet smooth, soaking up any mid-corner bumps and only stepping out when pressed to track-day limits (at which point it can let go quickly)



The K-series **engine** can top 200k miles (less on tuned cars) if properly serviced and warmed before thrashing. Emulsion in the oil/coolant, erratic temperatures, coolant loss and a light-coloured tailpipe can mean inlet manifold or head-gasket failure. Rattling on cold starting (hydraulic tappets) suggests neglected servicing



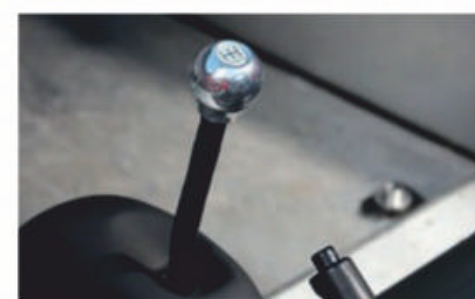
The **hood** is a pain to fit and never completely waterproof; it's also prone to wear and tear. A hardtop is sought-after and a shower cap useful



Getting in/out is a challenge, so **seats** can get damaged; only the driver's is adjustable. Leather option (standard on some versions) is very desirable



The front-mounted **radiator** is prone to damage, corrosion and blocked ducts, so check it over; an uprated aluminium rad is a worthwhile mod



The cable **gearchange** was thought rubbery when new, and can get loose, but is easily fixed; crunchy changes mean a rebuild may be needed

Unrivalled agility and balance make the Elise a fabulous companion on a favourite road; sloppy feel can often be cured by fresh bushes and dampers



On the road

A car that doesn't display exceptional ride and handling for a sports car needs work (often just bushes and dampers) – or has been modified unwisely. If possible, check the car's history – and bodywork – for signs of track-day thrashing and impact repairs. The chassis is immensely strong and bonding shouldn't deteriorate, but the glassfibre body can get tatty and its front crumple zone takes all the impact in a crash. Underneath, check the floorpan is flat, straight and not battered by stone damage. Complete new body/chassis units are no longer available – Lotus says it has lost the jigs. You can buy a bare chassis, but building it into a car is a huge task.

Specification has a significant effect on value, but for normal use the base car has the best compromise. Lotus SVO offered a wide range of options so you could uprate a standard car to Sport 135 engine and trim, or many other variations. Specialists such as Bell & Colvill offered upgrades, too. Condition, originality and complete history are all important when looking for a safe buy: once-popular Honda conversions are now tricky to sell.

Check the tyres and budget to replace if they are approaching (or more than) 10 years old: few Elises do high mileages and tyres go hard with age. Check for play in the steering, especially around the straight-ahead position: the rack costs £750 to replace. The exhaust will almost certainly have been renewed (or need it!) by now – check the noise levels suit you, especially at cruising speeds; some are better than others.

OWNING ONE



"I'd had Imprezas and GTIs," says **Chris Tester**, "but when I bought an Elise in 1996 it was a revelation: I did 40,000 miles in two and a half years and its reliability was excellent. I now have an S2 Exige, which I bought new, but I just couldn't resist this early

S1 when I saw it for sale a few years ago.

"I'm the fourth owner and have added 4000 miles to the 13,000 it had then. It was in storage and needed shocks, suspension bushes, tyres and an exhaust after sitting for so long. It's c300th off the production line and has all the early aluminium parts such as MMC brakes, before they started cheapening them. I've fitted Nitron suspension – it's a touch lower – and like most it's now on 195/50x15 front, 225/45x16 rear tyres: the original sizes [185/55x15 and 205/50x16] are hard to find in good brands."

"I have an S2 Exige, which I bought new, but I just couldn't resist this early S1 when I saw it for sale a few years ago"

ALTERNATIVES



RENAULT SPORT SPIDER '96-'99, 1800 built

A third heavier – the 100 right-hand-drive cars had a windscreen – the Renault's ability fell short of its substantial price premium. Stunning looks, highly sought-after, but impractical. **Price now** £25-40,000



TOYOTA MR2 1999-'07, c13,500 sold in UK

Launched late in Elise S1 production, the MR2 Roadster was a serious contender: cheaper and better equipped, but heavy. A bargain now, but beware engine damage from pre-cat failure. **Price now** £2-6000

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THE KNOWLEDGE

TIMELINE

1995 Sept Launch at Frankfurt Motor Show
1996 Aug First customer delivery
1997 Proton CKD production starts in Malaysia (only c150 built, ends 2000)
1997 Oct Sport 190 track package offered (187bhp, 145mph, 4.4 secs 0-60mph)
1998 Mar Sport 135: silver, tuned engine, close-ratio 'box, sports suspension (100 built); 50th Anniversary edition (50 built); Zytec electric Elise (to '03); hardtop option
1999 Mar 111S: 143bhp VVT engine, close-ratio 'box, cowl headlamps, wider wheels, leather (1489 built); Sport Elise: hardtop, Kamm-tail race car for one-make race series
1999 Oct Elise 49 (Gold Leaf) & 79 (JPS) specials, plus Millennium Edition **Dec** 340R open-wheeler (340 built) with 177/190bhp
2000 Sport 160 (337 built); Exige with 340R power, Sport Elise-derived body (583 built)
2001 S1 production ends, replaced by S2

FACTFILE

Sold/no built 1996-2001/10,619
Construction riveted and bonded extruded aluminium chassis, glassfibre body
Engine all-alloy, dohc, 16-valve 1796cc 'four', with Rover MEMS multi-point fuel injection and optional variable valve control; 118bhp @ 5500rpm to 190bhp @ 7800rpm; 122lb ft @ 3000rpm to 128lb ft @ 5200rpm
Transmission five-speed manual, RWD
Suspension double wishbones, coil springs, monotube dampers f/r; front anti-roll bar
Steering rack and pinion
Brakes Metal Matrix Composite vented 11in (282mm) aluminium discs (later cast iron)
Length 12ft 3in (3726mm) **Width** 6ft (1820mm) **Height** 3ft 11in (1202mm)
Wheelbase 7ft 6½in (2300mm)
Weight 1598-1664lb (725-755kg)
0-60mph 5.5-4.7 secs
Top speed 124-136mph **Mpg** 28-38
Price new £22,650/26,590 (1.8i/111S, '99)

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WHAT TO PAY

Show 1.8i/111S/160/Exige* £22k/27,500/45k/60k
Average £14k/20k/35k/45k
Rough £7500/12k/25k/n/a



OUR VERDICT

A true milestone performance car, the Series 1 Elise is poised to soar in desirability in its 25th year. There are some superb low-mileage cars out there – and very good high-mileage cars, too – so try to purchase one that has been well cared for and be cautious about non-factory modifications unless they can easily be reversed. Rare models are the most collectible among enthusiasts, but standard cars often the most fun to own.

FOR

A brilliant sports car, yet economical to live with. Running gear is affordable and easily accessible; reliability is exceptional given basic maintenance

AGAINST

Highly-stressed engines wear much faster than standard ones; getting in and out is not easy; Lotus-exclusive parts can be pricey



One you can buy

Year 1998 **Recorded mileage** 28,020
Price £22,495 **Vendor** Barry Ely Sports Cars, Maldon; 01621 330284; barryelysportscars.co.uk
For Low miles, FSH **Against** Top of the market

This one-owner car ticks just about every box: low miles, full history, original MMC brakes and sensible but discreet upgrades. The history file includes photos of the chassis on the line at Hethel and, as well as two sets of keys, tools, plus tyre gloop untouched in the front compartment, it even comes with its original dashboard blank, because it had a radio fitted from new.

There's no sign of crash damage, with all the factory green epoxy joints evident and unscuffed undertrays. The only cosmetic flaws are a couple of touched-in chips on the rear spoiler.

The original bill of sale shows that the sole owner paid £498 extra for leather, soon replaced at the factory by suede sports seats. There's a Lotus sports exhaust, and a removable Momo wheel to aid entry and exit. The service book has been extended to accommodate 20 stamps, 17 of them from vendor Ely, who has worked on the car since 2000, including fitting S2 suspension.

The motor is tidy, the fluids are clean, and it last had a cambelt at 19,848 miles, though that was in 2011. It starts instantly and drives beautifully, in part thanks to a recent four-wheel alignment carried out by Ely, with no squeaks or rattles. Temperature is steady at 83°C. It's all the money (for now), but find another like this.



Unscuffed original alloys wear decent but aged Yokohamas



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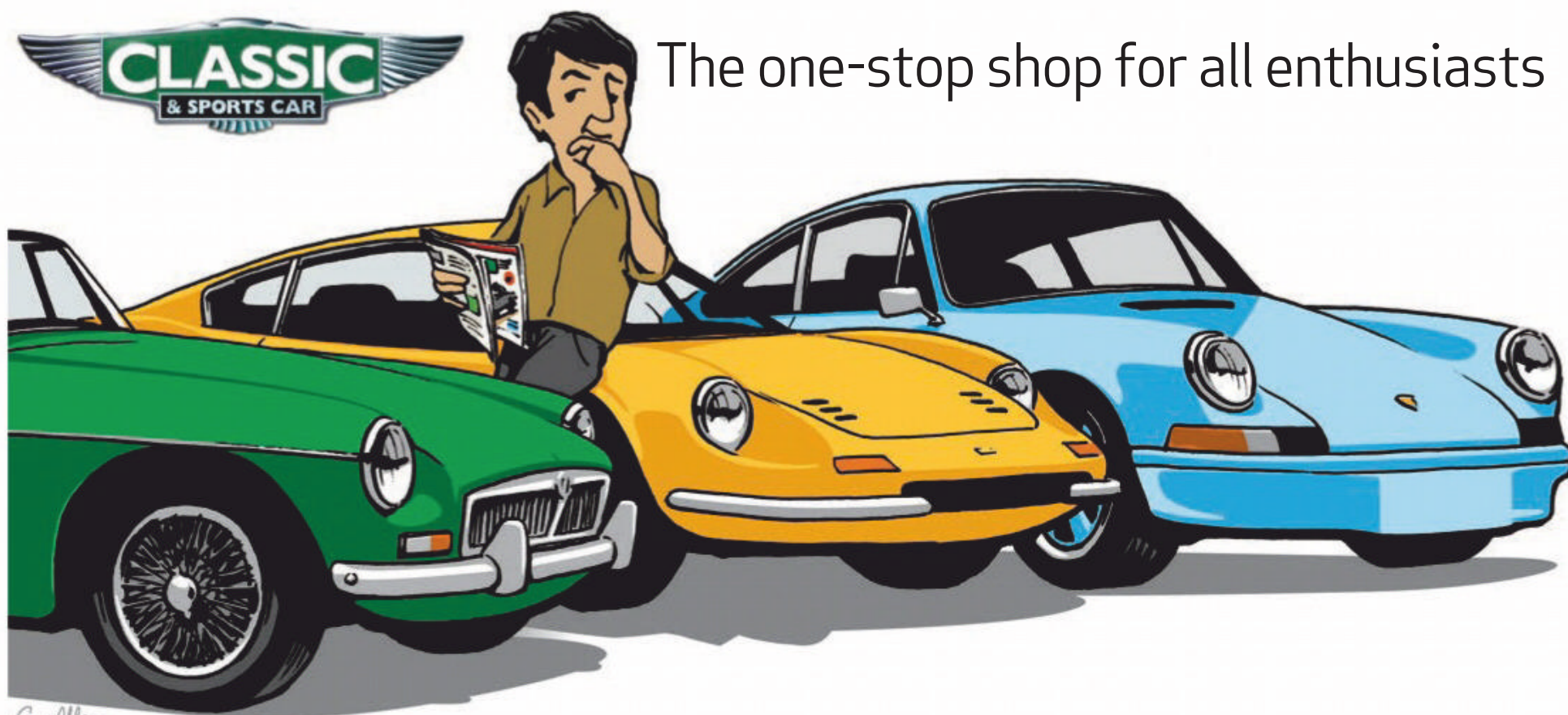
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How's business? We've had a strong start to the year. The classic market has been tough for the past 12 months, but special and low-mileage examples brought to market have been selling.

CASE HISTORIES Cars for sale we've tested this month



BMW 635CSi Highline p191



1968 Marcos GT p201



1969 Morris Minor 1000 p206

Our Case histories are carried out by experts and are a fair reflection of the selected cars on the day they were viewed and tested. They should not be taken as a full inspection, and buyers must satisfy themselves of a car's condition before purchase

PICK OF THE CLASSIFIEDS Great classics you can buy

1957 JAGUAR 3.4 £29,950

This lovely 'Mk1' saloon is finished in dark blue with beige trim. In mint condition, and any ramp inspection would be very welcome. For further details on this smart Jaguar, call 01885 410396.



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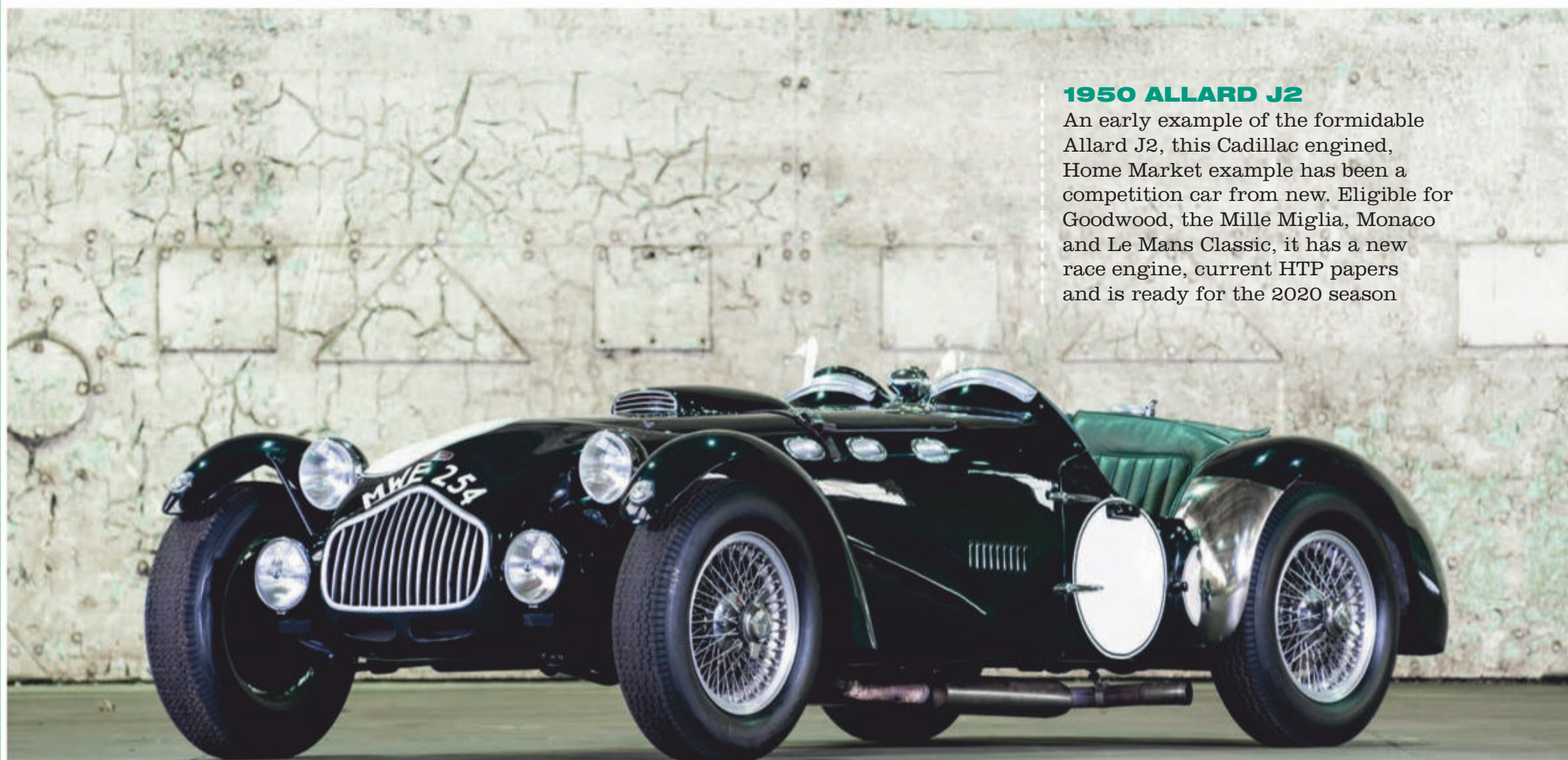
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FEATURING

Left, 2019/65 NEWCLASSIC GT350R
— JUST COMPLETING, SUPERCHARGED, 700+HP —

Right, 2019/68 NEWCLASSIC BULLITT
— 1968 LOOKS, 2019 PERFORMANCE —

Below, SHELBY 50th ANNIVERSARY COBRA
— CONTINUATION CAR - CSX7963, CURRENT MSA HTP —

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Frazer Nash Le Mans Coupe, 1954



Moretti 1200 Sport Spider, 1955



BMW M1 Pro-car, 1979. Very rare road-registered version

Alfa Romeo 1900 Sprint Pininfarina, 1953.
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Ferrari Testarossa Monospecchio, 1986.
Ferrari 195 Inter Ghia, 1951.
Honda NSX, 1993. 22.000 KM's only.
Lancia B24 America Spider, 1955.

Lancia Delta HF Dealer, 1995.
Maserati Trofeo racing, 2003.
Mini Cooper S, 1971. FIA G2 racing-car
MG-B SEC Turbo, '80. 1 of 5 by MGOC.
Mercedes 280SL, manual. 1970.
Mercedes SLS AMG, 2010.
Porsche 997 Cup-racer. 2014 Specs.
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Case histories

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WHEN IT WAS NEW

Price £33,715.96 Max power 208bhp Max torque 225bhp
0-60mph 8.5 secs Top speed 137mph Mpg 24

This very clean Zinnobar red E24 was recently out of storage when we saw it, with a few detail glitches to be fixed before sale. Supplied by Derek Woodman BMW of Blackpool, it's had just one keeper/driver from new (first as a company car, and then registered in her name). There's a very good service record to 18,202 miles in 1999, with six stamps in the book, plus brake fluid and body inspection stamps. There are follow-on bills, though they weren't viewable.

It's very solid and undamaged underneath, still in factory finishes, and body issues are limited to a little paint flaking off the bottom of the right front wheelarch lip and a couple of chips off the rear skirt, to be sorted before sale. The bumpers' stainless and rubber inserts are dead straight and the wheels are unscuffed, shod with correct (and 94W-rated) Michelin TRXs that were new in 2016; the spare is older. The full toolkit (though missing its bulbs) remains, plus the original first-aid kit still in its wrapping. The boot floor and wheelwell are as new, and the rear suspension bushes and exhaust look to be in good shape.

Being a Highline, it has full leather inside – lightly creased to the front seats, almost unused in the rear, and excellent everywhere else. The carpets are unworn, the dash plastics are good and the electric windows, sunroof and seats all work.

Lifting the bonnet reveals that its gas struts are weak, but the inner wings and suspension strut-tops are perfect. The fluids are clean, and it's going to be serviced again before sale. The header-bottle level-sensor wiring is missing, which will be attended to, along with the possibly associated inoperative temperature gauge and trip/service computer. All of the check LEDs light up when you push the test button, though.

It starts easily and drives nicely, the motor smooth and with no clunks from the taut but compliant chassis. The 'box is responsive, holding gears for longer in 'S' than 'E', and the brakes work well. It's not hugely fast by modern standards, but is still a deceptively swift and accomplished cruiser that conveys with a quiet authority. It will be sold with a new MoT if required, and two keys.



SUMMARY

EXTERIOR

Straight; probably factory paint

INTERIOR

In good fettle, with only lightly worn leather

MECHANICALS

Healthy; unusually low mileage for a 6 Series

VALUE ★★★★★★☆☆

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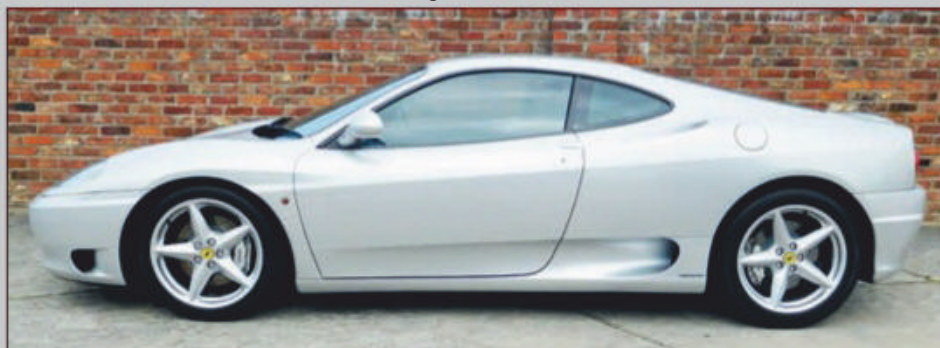
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WHEN IT WAS NEW

Price \$645 **Max power** 20bhp **Max torque** 83lb ft
0-60mph n/a **Top speed** c40mph **Mpg** 20

This unusual Model T – a style built from 1915–’23, with a folding front seat for access to the rear bench – came to the UK from Montague, California, in 2008 and was owned and fettled by a T Register member. This is presumably when the Rocky Mountain rear brakes and discreet flashing indicators were fitted, both of which make the car easier to live with on modern roads. There are also split-rim wheels, and a nice Shell can on the running board.

The body is smart apart from one small ding in the driver’s door; both fit and shut well, though the originally sliding windows now appear to be fixed. The paint is older but still good and even, with a few tiny blemishes that the black finish hides well. The tyres are Firestones up front and cheaper Excelsiors to the rear, all with good tread. The headlights’ fluted lenses are as original; the chrome Ford script on the radiator is aftermarket.

Inside, it was retrimmed using a LeBaron-Bonney kit, and the headlining and side trims are excellent, the seat fabric very good. The carpets are unmarked, protected by mats cut from domestic carpet, and there’s a Stewart speedo.

The 2.9-litre ‘four’ was rebuilt in the UK after having suffered a broken crankshaft, and Kevlar friction linings were fitted before it left the USA. It runs a distributor instead of the original dash-mounted bank of trembler coils, and the radiator wears a Motometer.

It starts instantly and drives nicely. There’s 1in of play at the steering wheel rim, which isn’t much by Model T standards (try a car with a front-end rebuild by the T Service for the realisation that they don’t have to have any slop at all), and it’s all at the hub reduction gear and not in the joints and pivots further down. Although the heavy body sways a little crossing cambers, the chassis doesn’t wander about even on very undulating country roads, and the ride is better than a Tourer’s. The drive takes up smoothly in forward and reverse and into high ratio, which the motor pulls strongly. The transmission brake works okay and the handbrake holds well. It will be serviced again before sale.



SUMMARY

EXTERIOR

Tidy, and presents well

INTERIOR

Reproduction and very good

MECHANICALS

Starts easily; drives well with some useful upgrades

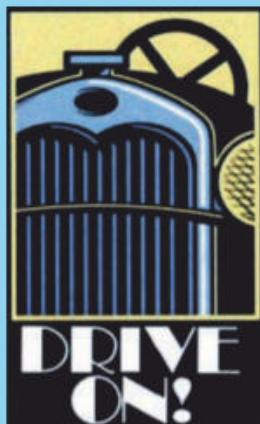
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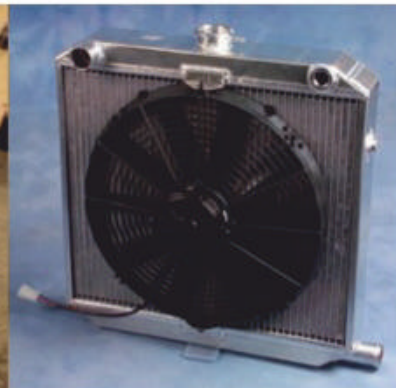
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53,697 miles. Finished in White Grey with Blue Tex and Dark Blue hardtop. **£89,995**



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82,240 miles. Finished in Icon Gold Metallic with Green Leather. **£39,995**



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13,434 miles. Finished in 777 Silver Arrow Metallic with duo Anthracite and Silver Leather. **£59,995**



MERCEDES 300SL 1989

62,301 miles. Finished in Arctic White with Blue Tex and matching hardtop. **£39,995**



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24,115 miles. Finished in Bright Silver Metallic with Grey Nappa Leather. **£20,995**



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44,222 miles. Finished in Green Black Metallic with Java Beige Leather. **£12,995**



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WHEN IT WAS NEW

Price £2135 7s 3d (1600GT) **Max power** 84bhp (V6: 144) **Max torque** 105lb ft
(192) **0-60mph** 10.2 secs (6.8) **Top speed** 109mph (125) **Mpg** 28 (22)

This plywood-chassis 3-Litre – which wears a 1600 chassis plate, though the number prefix says it's a V6 – was restored in Austria from 2002-'04. It's been set up for road rallying, with harnesses, rollbar, navigator's footrest and a cable drive for a tripmeter, but could easily be converted into an HSCC Historic Road Sports racer or similar. Ongoing bills show lots of servicing and brake-fluid changes, the most recent from December for €2470.

Overall it's good, with nice paint and only a couple of crazes in the glassfibre – one above the left-front wheelarch, and a paint crack under the Perspex rear window (with vent). The headlight covers are clear, over Bosch lights, which may need changing to left dip. The vinyl sliding sunroof still opens and shuts easily. The wheels are refinished, shod with well-treaded Goodyears dating from the time of the restoration, and the all-stainless exhaust doesn't look very old. The motor wears a later alternator and electronic ignition, the exhaust manifolds are wrapped, and there are twin fuel pumps in the boot.

Inside, the seat leather is good and the pedal adjust works perfectly. The original electric windows have been replaced by Perspex sliders. There's a little vertical play in the steering column top bush, and $\frac{3}{8}$ in of movement at the (tiny) Mountney wheel rim; the two UJs in the column are solid Group 4 types.

The V6 starts easily, sounds great and, with an alleged 150bhp propelling less than 900kg, goes well. It's light on its feet, with a firm ride, so the owner presumably went for hard springs (on adjustable platforms) and bushes. The tight gear gate takes some getting used to, but the synchros work well and the overdrive engages fairly promptly, on the top three gears. The brakes have good feel and bite, with a slightly long pedal, and you do notice the steering-wheel play on the move. Oil pressure is 40psi at over 2500rpm, hot, and the temperature settles at around 90°C, the electric fan cutting in promptly when it gets near that. It is sold with spare keys and a big file of old road tests; UK registration, which requires an MoT, is included in the price.



SUMMARY

EXTERIOR

Tidy paint and plastic; two small cracks

INTERIOR

Good seat leather; some rally kit

MECHANICALS

All works, and feels very lively

VALUE ★★★★★☆☆☆☆

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Met black with black leather 20000mls fJsh. Great value.



Mercedes 280 SL 1969

Met ruby red/black leather Genuine RHD and matching numbers. Restored 4 years ago for famous musician/collector. Superb throughout.



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1979 Rolls-Royce Silver Shadow 2. Finished in Le Mans Blue Magnolia hide interior piped Blue. Covered just 41,000 just 3 former keepers. 1st class condition throughout. Lots of factory options. Not to be missed. **£38,000**



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1989 Bentley Mulsanne S. Finished in Light ocean Blue 43,000 miles full service history Light Blue piped Dark Blue interior History. One of the best and most original examples of this scarce model. **£16,000**



1993 Bentley Turbo R. Finished in Diamond graphite Magnolia, Hide Interior, 52,000 miles. Service by Bentley up until 2010 then by specialists. Last of the pre head gasket cars. Exceptional condition throughout. **£17,000**



1993 (1994MY) Turbo R. Racing Green Magnolia Hide Interior 70,600 miles Full service history with main agents and specialists. A very handsome example in exceptional condition throughout. **£17,000**



1993 Bentley Brooklands. Brooklands Green, tan hide piped Green. 54,000 miles. 4 former keepers. Full service history. Jack Barclay maintained. Exceptional. **£18,000**



1997 Bentley Brooklands SWB Light Pressure Turbo. Red pearl, Magnolia piped red interior. 54,000 miles. Full Service history. Known to us for the last 13 years. 3 former keepers. Outstanding condition. Head Gaskets replaced. **£22,000**



2000 Bentley Arnage Red label. Royal blue, Magnolia piped blue interior. 97,000 miles. Full service history. 2 former keepers. Recent replacement from the head gaskets. Exceptional condition. **£22,000**



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2002 Bentley Arnage T. Black 68,000 miles. Magnolia Hide with contrasting Black stitching. Full service history with main agents and specialists. A very handsome example in exceptional condition throughout. **£28,000**



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The car is in very fine condition with a nice paint and chrome, including new hub caps. The interior is in a nicely patinated condition. The wood panels are also very fine. Mechanically, the car is very good, it was with us for review of the mechanics in autumn 2018 and then repaired for 180,000 SEK. Among other things, this included a big service, front suspension, brakes, etc. The car is now being sold on behalf of an estate. Price very moderate SEK 365,000. Approximately £ 30.000.

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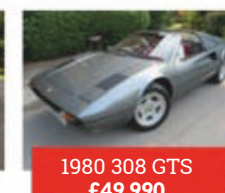
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WHEN IT WAS NEW

Price £770 **Max power** 48bhp **Max torque** 60lb ft
0-60mph 24.8 secs **Top speed** 73mph **Mpg** 34

This smart Convertible is a Charles Ware's Morris Minor Centre conversion carried out in 2015, and with minimal mileage since it's still effectively as new. Old MoTs show 98,000 miles in 2010 and 99,040 in 2013, with a note detailing a speedo change during the conversion at (100)383 miles, so it looks as if it has done around 1000 miles since build.

The body is straight and the shutlines are good, though curiously the tyres – almost unworn Bridgestones – are dated 2006, so perhaps Charles Ware had a large stock. The Minor is solid and clean underneath, except that the front suspension is a bit rusty, save the new trunnions. The chrome, including the neat wing mirrors, is mostly good apart from pickled rear light plinths.

The interior vinyl, hood and carpets are still like new, the latter protected by overmats, and there are inertia-reel belts front and rear. There's a battery cut-off under the dash, and the few bits of wire hanging down are nothing more serious than unravelling heater-duct reinforcement.

There are no bills detailing mechanical work but the motor, now said to be unleaded-tolerant with a conditioner in the fuel line, wears an alternator and electronic ignition, plus a brake servo. A recent £587 bill from Charles Ware shows that, as well as those trunnions, it had various fettling work and a service, so the fluids are still clean.

It starts easily (with a jump-pack attached) and drives really well, with the authentic farty Moggy exhaust note. There are no untoward mechanical noises, with a quiet, taut ride and only a small amount of scuttle shake. The engine is the standard 1098cc unit but it's a willing performer, and the gearbox synchros are all good. The drum brakes pull up straight. And of course on this era of BMC cars you get the delightful winky tell-tale light on the end of the indicator stalk.

The Morris Minor Centre's price for a new converted car is £25k, so the asking price – a useful discount on that – reflects its cost to build rather than intrinsic historical value. That price includes a car cover.



SUMMARY

EXTERIOR

Good body and paint

INTERIOR

Still like new

MECHANICALS

Unworn and a willing performer, with useful upgrades

VALUE ★★★★★★☆☆

For Fresh and delightful; cheaper than it cost to build

Against Not an original drop-top
SHOULD I BUY IT?

Absolutely, if you're not bothered about faithful factory status and simply want an as-new classic convertible for four to enjoy



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1982 Daimler 4.2 XJ6 Series III. Auto. F.S.H. This Unmarked example was owned by the Owner Man/O. 3 owners, last owner since 1985. Engine Unmarked!! Auto. Huge options pack inc Tiptronic S, of Rover man agent in Cornwall and a former Aero & gear box & axle over hauled in last 20,000 miles, adjust/heated seats both left & right, smooth 3 spoke engineer & used the car on weekends. Always full documented history, Full and half Tonneau. multifunctioning steering wheel, 19 inch Carrera sport garaged from new! RHD. 37,000 miles. **£14,995** TAX & MOT Exempt. **£26,995**



1972 Triumph TR6. Manual. 70,000 miles. RHD. 2006 **Porsche 997 Carrera 3.8 S. F.P.S.H.** This Unmarked!! Auto. Huge options pack inc Tiptronic S, of Rover man agent in Cornwall and a former Aero & gear box & axle over hauled in last 20,000 miles, adjust/heated seats both left & right, smooth 3 spoke engineer & used the car on weekends. Always full documented history, Full and half Tonneau. multifunctioning steering wheel, 19 inch Carrera sport garaged from new! RHD. 37,000 miles. **£14,995** TAX & MOT Exempt. **£26,995**



2006 Porsche 997 Carrera 3.8 S. F.P.S.H. This Unmarked!! Auto. Huge options pack inc Tiptronic S, of Rover man agent in Cornwall and a former Aero & gear box & axle over hauled in last 20,000 miles, adjust/heated seats both left & right, smooth 3 spoke engineer & used the car on weekends. Always full documented history, Full and half Tonneau. multifunctioning steering wheel, 19 inch Carrera sport garaged from new! RHD. 37,000 miles. **£14,995** TAX & MOT Exempt. **£26,995**



1969 Lotus Elan +2. Fully rebuilt including chassis and engine. 1600cc. Manual. 69,000 miles. RHD. 1958 **Triumph TR3.** 5 owners, wire wheels, Man/Overdrive, just completed Class. 2 door, coupe, full service miles. New interior including dash, New head, refurbishment after 20 years storage. history, 1 owner, black with black leather, panoramic roof. RHD. 17,000 miles. Manual. **£29,995**



1958 Triumph TR3. 5 owners, wire wheels, Man/Overdrive, just completed Class. 2 door, coupe, full service miles. New interior including dash, New head, refurbishment after 20 years storage. history, 1 owner, black with black leather, panoramic roof. RHD. 17,000 miles. Manual. **£29,995**



2012 Mercedes Benz 6.3 AMG 2 door, coupe, full service miles. New interior including dash, New head, refurbishment after 20 years storage. history, 1 owner, black with black leather, panoramic roof. RHD. 17,000 miles. Manual. **£29,995**



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1994 MGR V8. . UK Supplied, 3.9 litre. 84,000 miles. Manual. convertible. FSH, superb car, new screen frame fitted, recetn new hood, Leman Green, 12 months MOT. Leman Green. **£16,995**



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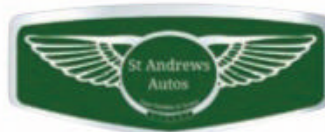


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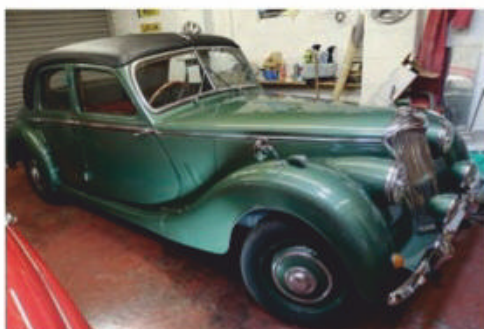
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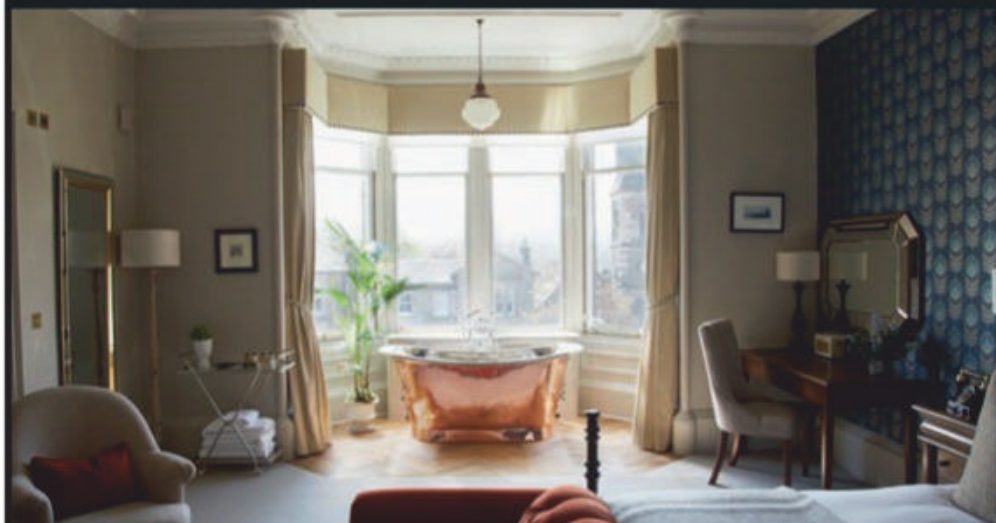
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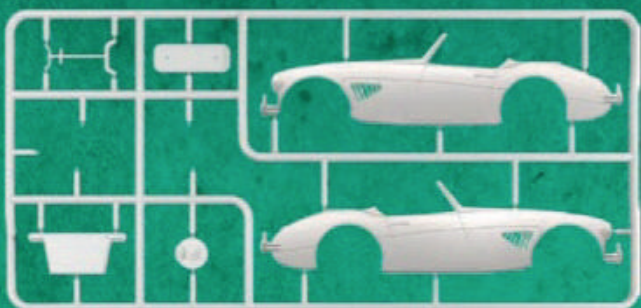
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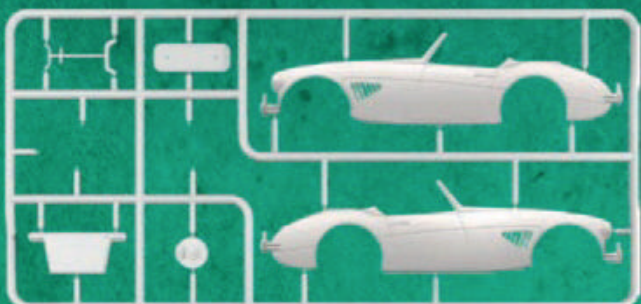


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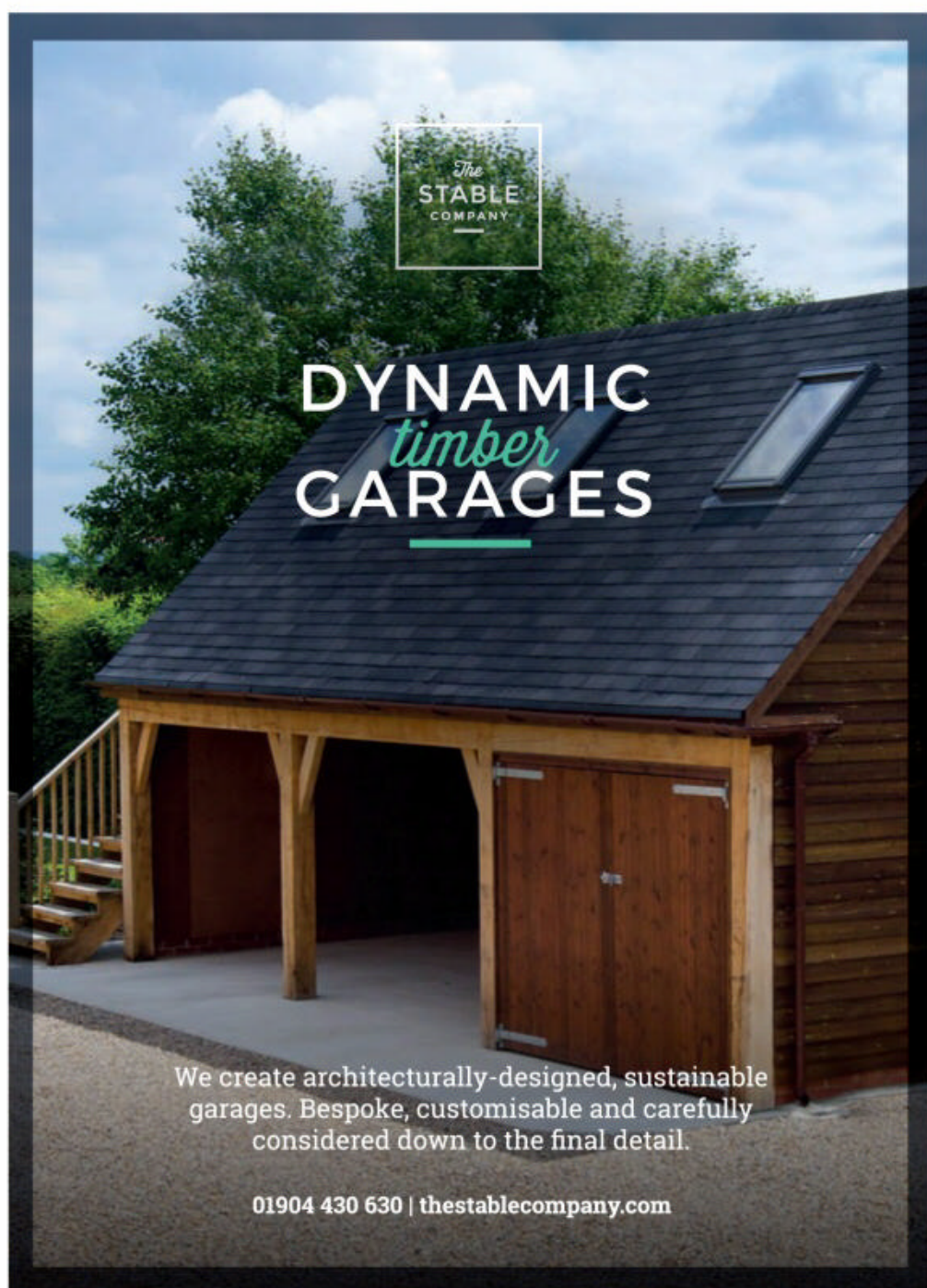


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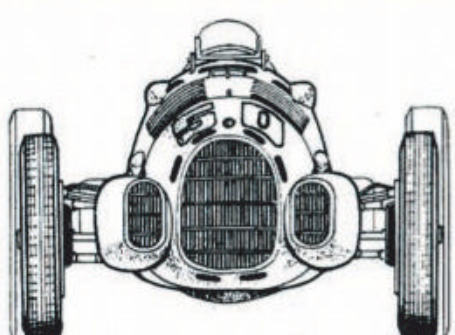


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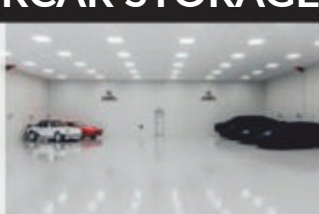
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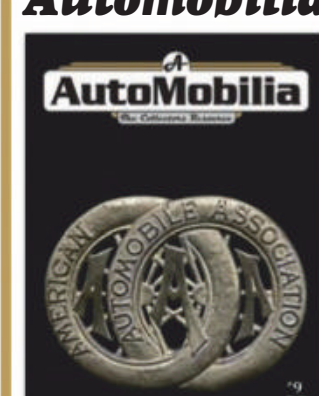
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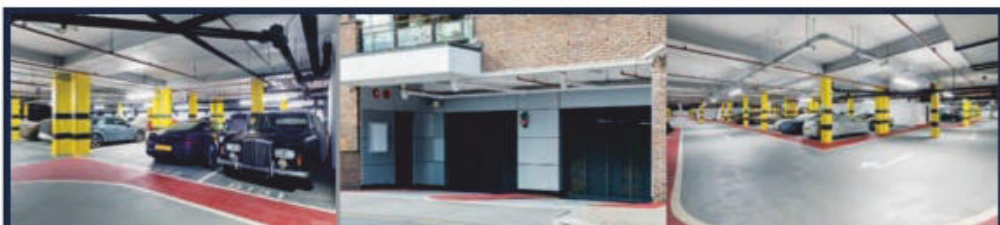


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FACTFILE

Engine 2925cc twin-turbo diesel 'six'; 335bhp @ 3600-4000rpm; 516lb ft @ 1200-3200rpm **Transmission** nine-speed auto, AWD **0-62mph** 5.4 secs **Top speed** 155mph **Mpg** 29.7-36.2 **Price** £64,895



MERCEDES-BENZ E400d

If you're an antiques dealer in a hurry, take note: your perfect load-lugger has landed

WORDS ALASTAIR CLEMENTS PHOTOGRAPHY WILL WILLIAMS

At first glance, a thundering great station wagon might not seem an obvious choice as a classic of the future, but how many of those well-heeled buyers who ordered a new 123-series 280TE in 1978 could have imagined that their faithful workhorses – if well kept – would appreciate to the extent that they have in recent years? And this particular car offers a combination that looks increasingly as if it will soon be a thing of the past.

Firstly, it's powered by a very big, very powerful diesel engine – and the black pump has a similarly big black mark blotting its copybook these days, with successive governments doing their best to ensure it is taxed off British roads. And secondly, it's a very large estate car, a body style that is swiftly becoming a unicorn as buyers migrate wholesale to the dreaded 'Sports Utility Vehicle'. Such is the extent of this migration, in fact, that even our test All-Terrain model features plastic cladding and a 29mm ride-height lift in order to make it look like a soft-roader. (Given the choice, we'd far rather have had the lower-slung AMG Line Estate.)

It doesn't take long behind the wheel of the latest W213 version of the E-Class to question this logic. Because this E400d is a quite magnificent thing, and the centrepiece is that mighty engine. Muted almost to the point of

FUTURE CLASSIC



silence as you waft around town, it urges two tonnes of air-suspended Benz with muscular authority. Switch the drive mode to 'Dynamic', however – which firms up those air springs, sharpens the steering and alters the engine mapping – and it takes on a different character.

The figures look impressive enough on paper – 60mph from rest in a little over 5 secs, and a 155mph limited maximum – but they really don't do justice to the sense of monumental thrust when you bury the throttle. It's not unlike a 747 on take-off – with a similar effect on the natural world, environmentalists will no doubt tell you – and accompanied by a guttural roar of induction, two hard-blowing turbochargers and an unmistakable straight-six growl.

Inside, the finish has the sense of restrained opulence that always marks out the very best Benz products. The digital dash is like a giant iPad, the controls feel unbreakable and you're cosseted and comforted by soft leather, thickly grained ash and satin metalwork. The fact that it looks so remarkably sleek for such a big car does mean that the interior isn't quite the airship hangar that it was in E-Class estates of old, but as long as you have 1820 litres or less to cart around there can be few faster, more comfortable ways to do it. Just try to avoid gouging that leather or scratching the paint as you ferry the odd piece of Thomas Chippendale's finest...



1972 GULF MIRAGE

#M601/GR701

M601, the prototype Mirage M6 raced 1972-1974 by Bell, Van Lennep and Ganley for JWA racing ■ Raced at the 12 hours of Sebring, Daytona 24 hours (pole position), 4th overall at Spa, Nurburgring 1000 Kms, winner of the Imola 500 Kms and

2nd overall in the Kyalami 9 hours

■ Uprated in 1974 by JWA to Gulf GR7 spec and renumbered GR701

■ Further success in 1974-1975 for Bell, Hunt, Ickx and Hobbs, whilst not finishing the Le Mans 24 Hours, GR701 achieved numerous podium finishes, closing with a win in the hands of Schuppan



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