

WIN
FOR THE DAY + A SWISH
HOTEL STAY FOR THE NIGHT

EST
1973

THE ORIGINAL THOROUGHBRED

classic cars

FEBRUARY 2013 • GRAND TOURING ISSUE • BIG 1970s GTs • MONTEVERDI 375 • PEUGEOT 205 T16 • RILEY KESTREL BUYING GUIDE

ASTON V8

Battles its '70s GT rivals

ROAD AND TRACK TEST



JENSEN SP
LAMBORGHINI
JARAMA
MASERATI
BORA



THE
GRAND
TOURING
ISSUE

- MGB GT braves the Lake District's best roads
- Buick Roadmaster woody driven
- Björn Waldegård's Safari Rally highlights

HOW TO
BUY THE
BEST RILEY
KESTREL



**TAMING THE WILD
PEUGEOT 205 T16**
We wrestle with a 1990s icon



**AUDI COUPÉ vs CAPRI 3.0
and SUNBEAM RAPIER HI20**
Real-world GTs settle old scores

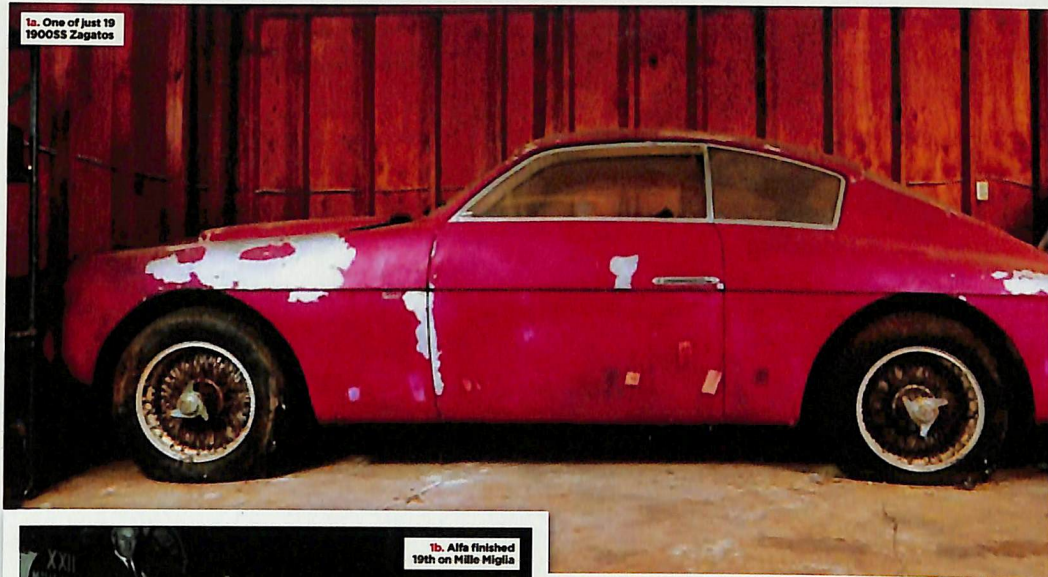


**MONTEVERDI 375
HIGH SPEED**
Swiss dream machine tested

DISCOVERED

The best barn finds and restoration dreams, including an Alfa Romeo 1900SS Zagato with Mille Miglia pedigree, a *Miura* ordered for a shipping magnate's favoured crooner and more

1a. One of just 19 1900SS Zagatos



1b. Alfa finished 19th on Mille Miglia



1c. Car hasn't been used since 1970

1. 40 YEARS HIDDEN: ALFA ZAGATO RACER REVEALED

How many Alfa Romeos with Mille Miglia history are still to emerge from decades of dusty storage? There can't be any with such a rare and desirable specification as this car. It's one of 19 1900SS Berlinettas by Zagato, delivered new in 1955 to a Mr Vanini in Switzerland, wearing silver over red. Vanini and his co-driver, Ivo Badaracco, took the start line of the 1955 Mille Miglia as number 451, finishing a very credible 19th behind Moss

and Jenkinson in 12 hours, 56 minutes and 11 seconds – the first Alfa SSZ home.

Somehow, the car got to America shortly afterwards and by 1957 was found on a used car lot in San Jose, California by the owner whose family consigned it for sale with Kidston SA in the summer.

The gentleman in question, a US Navy machinist, swapped an MG and \$2000 for the car but found it too radically tuned to be easily driveable on the road. A second set of carburetors and camshafts found in the boot on a recent

inspection seem to have been the solution to this.

'It was last used in 1970,' says Simon Kidston. 'Since then it's been in storage and, from 1978, in a garage built for the car. It was partly dismantled for some sort of appraisal by *Road and Track* magazine in 1982 and never reassembled, but everything seems to be there.'

Kidston says interest in the car was immense, but the Oregon-based family of the long-term owner were keen that the car should go to someone who was going to use it, rather than just do the rounds of the concours

competitions. It seems they got their wish: 'The car has now been sold and is on its way back to Europe. It's going to a buyer in the same part of Switzerland the first owner lived, and moves from one enthusiastic family to another – a father is buying it for his son with the intention of completing a sympathetic restoration and, as you might expect, entering the Mille Miglia again.'

2. 'ONE DAY, YOU CAN RACE THAT'
Those were the words Tony Butt's father said to him when a rather mangled

Lotus Seven joined the family in the mid-Seventies. The elder Mr Butt traded it to a friend who did nothing with it for three years until Mr Butt decided he wanted it back, and in 1978 he swapped Mrs Butt's smart little Ford Escort to retrieve the Lotus.

'Mum wasn't thrilled,' reports Tony. But he should have been, at least until he grew too much to fit into the Lotus. Thereafter it sat in the garage (and following a move to Devon, a barn) and it's only recently that Butt has unearthed it and done a bit of research.