

# Sticking the boot in makes friends



## 1967 MERCEDES-BENZ 230

MASSIMO DELBÒ

**THE INVITATION** to take part in the Terre di Canossa classic regularity rally, 16-19 April, came as a beautiful surprise, as its 370-mile route covers a wonderful part of Italy, travelling west from the northern part of Emilia to the seaside regions of Liguria and Tuscany, after crossing the Apennines. This year the route included a stage at the Varano de'Melegari race track near Parma, the Passo Cento Croci and Passo di Predarena crossings, stages through Pisa, Pietrasanta and the Cinque Terre, and a fabulous dinner at a Michelin-starred restaurant in Salsomaggiore, as well as a beach party in Forte dei Marmi.

Just as when you dress for a party and choose your attire to match the occasion, I did the much the same picking the right car. Terre di Canossa requires your car to be built between 1919 to 1976, with an extension for Maseratis and Ferraris up to 1981.

The verdict went to my Mercedes 230, a perfect steed for this kind of adventures: roomy, comfortable and with a big boot. The latter would become very useful well into the rally, when American collector Tony Shooshani broke down with his Ferrari 246GTS, the very last chassis built, and instead of finishing the tour in the rescue van, jumped, with his co-driver and a ton of luggage, into the 230. I always say that classic cars connect people, an opinion borne out by the fact that we spent the remainder of the tour together.

The 230 had recently been awoken from its winter slumber by my

mechanic, Alessandro, who has taken care of the Merc since its restoration. He had to do two years' worth of maintenance work, changing all the fluids and filters, as well as greasing both the front and rear axles; the latter task should last 1900 to 3100 miles, more than enough for the summer season. Alessandro's labours meant that the 230 required nothing more than 29 gallons of fuel to cover the full journey of 620 miles from home and back. This reliability simply added to the pleasure of the event.



**Clockwise from above**

North-west Italian coast boasts mountains as well as beaches; the Merc saloon stood out in a field full of roadsters; roof was a bonus when the rain fell.



## SANJAY SEETANAH

Advertising director

1998 Aston Martin DB7 Volante



## GLEN WADDINGTON

Associate editor

1983 Porsche 944  
1989 BMW 320i Convertible



## TONY DRON

Test driver

1932 Austin Seven



## ANDREW ENGLISH

Contributor

1960 Triumph TR3A  
1965 Aston Martin DB5



## JOHN SIMISTER

Contributor

1934 Singer Nine Le Mans  
1961 Saab 96  
1987 Peugeot 205 GTI 1.9



## RICHARD MEADEN

Contributor

1992 Porsche 911 RS



## The mystery Bentley



**1937  
BENTLEY 4 1/4**  
ROBERT COUCHER  
@OctaneRobert

**MY FATHER** was ill for some time and recently died, so for a while my thoughts had turned to the custodianship of his Bentley 4 1/4, chassis number B34LS.

Father purchased the Derby in the early 1960s and set about fully restoring it. He employed Mr Edward Gladwell, an ex-Park Ward body man, to do the really skilled stuff, while father himself undertook the stripping, painting and general project management. The Derby was properly restored using the correct ash woodwork where required, all Rolls-Royce supplied original mechanical spares, and the work done to the aluminium coachwork was expertly finished by 'Ted' Gladwell.

B34LS has spent most of its life in Cape Town, South Africa, but it has always been a bit of a mystery and does not appear in many of the Derby Bentley books. It carries Thrupp & Maberly coachbuilder plates... but is it a Thrupp body?

Some years ago I was at the impressive Rolls-Royce Enthusiasts' Club HQ, the Hunt House in Northamptonshire, which holds all the build cards and sales orders for

original Rolls-Royce and Bentley motor cars. The sales order for B34LS shows 'Thrupp & Maberly' scored through, as is 'Sports Saloon'. In their place is written 'Mulliners Ltd' and 'Close Coupled Coupé'.

Father's good friend, Trevor Komaromy from North Yorkshire, the knowledgeable former chairman (now secretary) of the Cape Town section of the RREC (how's that for an exclusive position!), has long been pondering the Bentley's provenance, and he enlisted the help of Derby historians Tom Clarke and Will Morrison. Their generous research indicates B34LS's chassis was sold to RR and Bentley dealer George Heath Ltd in Birmingham, who delivered it as a driving rig on 1 October 1937 to Sir Joseph Reed.

Sir Joseph was a press baron in Northumberland – and a director of Mulliners Ltd in Birmingham. The experts seem to think this Bentley displays a number of typical Mulliners Ltd coachwork features. One might assume that Sir Joseph had Mulliners Ltd fabricate this unique coachwork, with its good looks and twin side-mounted, encased spare wheels as a show vehicle for his company... or just because he could.

Either way, this Derby is a bit of an enigma. Why the Thrupp coachplates? Where did they come from? And if not a Thrupp, is it really a Mulliners one-off? More research is required.

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## Keeping tabs on retardation



**1932  
AUSTIN SEVEN**  
TONY DRON

**AUSTIN SEVENS** aren't renowned for fabulous brakes, but back in the 1950s a previous owner did make a valiant attempt to upgrade my car by fitting a Bowdenex conversion.

The Bowdenex braking system replaces the standard cabling under the front axle with Bowden cables that operate over it. The theory is that, as the front axle twists naturally under braking, instead of slackening the braking effect the brakes remain pulled on hard.

That sounds great but it's controversial, with some owners claiming that Bowdenex brakes are heavier to operate and feel spongier than the standard open cables. Others

swear by them and the brakes on my car feel pretty good.

That said, with drum brakes it's just too easy to ignore a gradual drop in efficiency as the miles tick by. The answer to that begins with regular use of a Tapley Meter, as used in old-time MoT Tests.

Back in the 1970s, as part of *Motor* magazine's road test team, I used one of these accurate, foolproof meters myself every week at the MIRA test track, and a few months back I bought one on eBay for about £40. It's still in its original Ferodo-branded box. It's



dead easy to use – just take it out, level it up on the floor, set it to 'TEST' and hit the brakes at about 20mph.

The truth is then revealed. My car achieves an MoT pass but I think it could do better. In Bill Williams' 1958 book *Austin 7 Specials* the great guru stressed the importance of setting up Bowdenex brakes perfectly and he explained how to do it. Improving the brakes with his help is one of my summer projects.

Meanwhile, the Seven still bombs around in style on local trips. The fuel consumption suddenly got much worse recently but that was easily cured when I found a loose jet in the float chamber. The next big target is the 750MC's 53rd National Rally of Austin Sevens at Beaulieu on 5 July. This year I aim to drive all 318 miles there and back in one day.

Left  
Brake tester, as once used in MoT stations, and a £40 bargain from eBay.



**MARTYN  
GODDARD**  
*Photographer*

1963 Triumph TR6SS Trophy  
1965 Austin-Healey 3000 MkIII



**DELWYN  
MALLET**  
*Contributor*

1936 Cord 810 Beverly  
1946 Tatra T87  
1950 Ford Club Coupe  
1952 Porsche 356  
1955 Mercedes-Benz 300SL  
1957 Porsche Speedster  
1957 Fiat Abarth Sperimentale  
1963 Abarth-Simca  
1963 Tatra T603



**SARAH  
BRADLEY**  
*Contributor*

1929 Ford Model A hot rod  
1952 Studebaker Champion  
1956 Chevrolet 3100 pick-up  
1969 Plymouth Roadrunner  
Various motorbikes



**MASSIMO  
DELBO**  
*Contributor*

1967 Mercedes-Benz 230  
1972 Fiat 500L  
1980 Ferrari 308GTB  
1982 Mercedes-Benz 500SL

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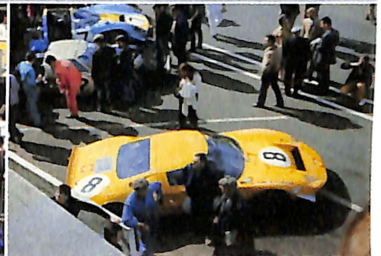


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Images by Tim Scott from the 2014 Concours of Elegance held at Hampton Court

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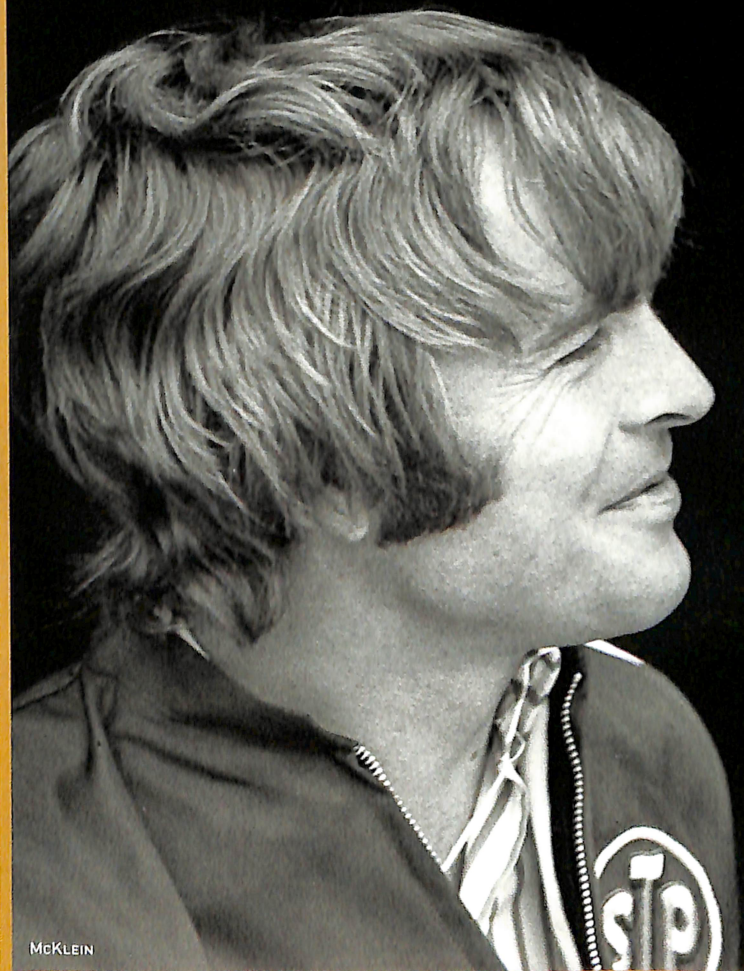


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## OCTANE'S MONTH IN MOTOR SPORT

### IN THIS PICTURE

## Over and out

Masters Historic Festival,  
Brands Hatch, UK.  
23-24 May

IN THE TWO Pre-66 GT races at the Masters Historic Festival in May, Mike Whitaker and his '65 TVR Griffith proved untouchable, but, even as he circulated serenely ahead of the field, he had a front-row seat to the drama unfolding behind. In the second race and a lap to the good, he was making his way through the cars he had last seen on the start line when Bill Watt rolled his '64 Lotus Elan S2 at the entry to Paddock Hill Bend. Fortunately Watt was unhurt – and, having competed in the Elan for decades, he will surely be back in action post-haste.



Image: Charlie Wooding

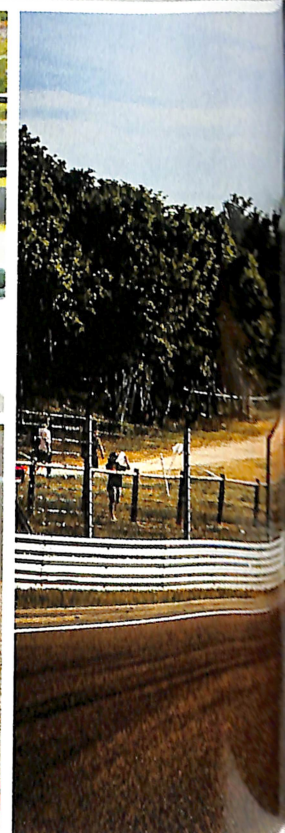
MASTERS HISTORIC FESTIVAL, 23-24 MAY  
Image: Jayson Fong



BENJAFIELD'S SPRINT, 23 MAY  
Image: Gerard Brown



MASTERS HISTORIC FESTIVAL, 23-24 MAY  
Image: Jeff Bloxham





MILLE MIGLIA, 14-17 MAY  
Image: Jayson Fong



AMOC AT OULTON PARK, 16 MAY  
Image: Peter McFadyen



HSCC AT DONINGTON, 30 MAY  
Image: Peter McFadyen



GRAND PRIX DE L'AGE D'OR, 5-7 JUNE  
Image: Stéphanie Bézard

## In brief



### FJ WORLD SERIES

To celebrate the diamond jubilee of Formula Junior, the Formula Junior Historic Racing Association is organising an ambitious 'world series' of races from 2016 to 2018 taking in Europe, the Baltic coast, South Africa, Australia, New Zealand, North America and Canada. Highlights on the final legs in Europe will include a visit to Monza, the birthplace of Formula Junior, and two grids at the 2018 Silverstone Classic. [www.formulajunior.com](http://www.formulajunior.com)



### GREECING THE WHEELS

ClassicRallyPress, responsible for the Liège-Brescia-Liège rallies for microcars (the next one's in 2018), has devised an event for Jaguar E-types and XKs: the Mycenaean-Minoan Rally on Greece and Crete, which takes place between 25 September and 12 October 2016. The route runs from Igoumenitsa to Athens, with special tests including the track at Pistapark kart circuit at Chania, Crete – though these are not mandatory. As organiser Malcolm McKay says: '...the right mix of challenge and relaxation; you won't need another holiday to recover from it.' [www.classicrallypress.co.uk](http://www.classicrallypress.co.uk)



### RALLYING AT 97

The 2nd Trans-America Challenge kicked off from Halifax, Nova Scotia, on 7 June – with the world's believed-oldest navigator aboard. Dorothy Caldwell, 97, is on the maps in son Alastair's 1963 Rolls-Royce Silver Cloud, having started her rallying career with him in 2011. They were awarded the Spirit of the Rally prize on the 2012 Trans-America Challenge. The 45 runners on the 5810-mile event, which range from a 1927 Bentley 4½ Litre to a 1973 MGB GT, were expected in San Francisco on 28 June. [www.endurorally.com](http://www.endurorally.com)





CHARLIE WOODING

## Last of the line is back on the grid

Andy Wolfe chases fresh silverware for the last DFV-powered car to win an F1 GP WORDS: PAUL HARDIMAN

**TYRRELL 011 CHASSIS 06** was the last DFV-powered car to win a Formula 1 Grand Prix, driven by Michele Alboreto at the 1983 Detroit Grand Prix. It was also the last Grand Prix win, a final flash of glory, for the team that won three World Championships with Jackie Stewart, and which then became the beginnings of British American Racing in 1998 after founder Ken Tyrrell sold to BAT in 1997.

The Maurice Phillippe-designed 011 had earlier taken Alboreto to his first Grand Prix victory, at Caesars Palace in 1982, but that 1983 race marked the last of 155 Grand Prix wins for the venerable 3.0-litre V8, for more than a decade a staple of F1, following its racing debut in 1967.

'It belongs to Graham Wilson, and I race it on his behalf; he's one of my customers,' says Andy Wolfe of Wolfe Manufacturing, who looks after and races the car. 'And it's one of the last F1 cars that you can start without a computer and run without a large back-up team. We look after about 30 cars for various clients and I get to drive them all... and fix them too!'

'Nick Mason bought it directly from Tyrrell in period, and it spent a long time immobile in his collection before being brokered by Hall & Hall in 2014. We'd seen how the Masters F1 series had been coming on, and we thought we'd have a go. Graham

didn't want to drive it so I thought I'd better try it before I got too old. We had to go right through it and, as a lot of the parts are bespoke, we had to make replacements.

'We took it down to Jerez for testing to get it ready for Barcelona [Esperit de Montjuïc, 18-19 April], and finished 11th in Race 1 and tenth in Race 2 and first in class, the first time it'd raced since 1983.'

Andy's pictured with the car at the Brands Hatch Masters Historic Festival, only its second proper outing in Historics, where they came fourth and first in the 'Lauda' class for post-'72, flat-bottomed cars.

'You can near enough drive it like a Group 4 Escort rally car – it moves about quite a lot, though obviously everything happens a lot quicker. It's forgiving, but of course it's very physical behind the wheel. It's a bit like when you make the transition to a Group 6 sports-racer – moving to one of these is the same jump in performance and perceptions. The amount of speed that you carry on turn-in is incredible and everything happens very quickly – if you boot it in a slow corner you're soon going to be facing the other way.

'It's producing just under 500bhp – it's got a long-stroke engine at the moment but in period ran with a short-stroke so, again, if the rules were absolutely strict it's one of the few cars that could

run one, but the organisers allow a bit of leeway. It was complete with motor when we got it and Geoff Richardson freshened it up for us. That costs £12,000-15,000 every 700-1000 miles, and they're pretty reliable. If you don't abuse them you get about three-quarters of a season before they get a bit risky. They're limited to 10,000rpm but of course it's possible to over-rev them on downshifts. And as they cost £96,000 plus VAT new, you really don't want to blow one up.'

That price, ironically, is close to the £100,000 Cosworth charged to develop the double four-valve motor, money put up by Ford's Walter Hayes, and an extension of the work already done on the four-cylinder, 16-valve FVA and the BDA before it.

'We're doing really well at the moment, and we like the idea of taking the battle to the downforce cars with a flat-bottomed one... But if we're not fast enough we'll revert to ground-effect, as it was converted to run like that in period when Tyrrell was developing the 012 – again, one of the few cars that can run in either configuration.

'At Brands we're geared for about 165mph and more like 180mph at Monza. They're quite draggy so the top end isn't huge – but it's quick enough to keep you focused... you can't think about anything else when you're driving one of these.'



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**Aston Martin DB 4 Series II Coupe**, 1960, LHD, extensively restored by Aston Martin Workshop, well documented, original registration book.



**BMW 503 Cabriolet Serie II**, 1958, only 58 examples ever built, extensively restored, original delivered to Belgium.



**Bentley 3 litre Blue Label Tourer** by "Gurney Nutting", 1925, restored, original coachwork, full owner history.



**RR-Silver Cloud III Mulliner Convertible**, 1963, only 38 built, wedding car of Danish Crown Prince.



**Maserati Mistral 3.7 litre Frua Coupe**, 1967, bare metal restoration, "matching-numbers".



**Porsche 356A 1600 Speedster**, 1958, rudge wheels, completely restored to concours condition.



**Ferrari 225 S Tuboscocca Vignale**, 1952, one of only seven produced 225 S ever, "matching".



**Alfa Romeo 6C 2500S Touring Coupe**, 1939, famous first ownership, very fascinating history.

Alfa Romeo 1900 C Sprint Series I Coupe, 1952.  
AM DB 2 Vantage, 1951, Mille Miglia eligible.  
Ferrari 330 GT 2+2 Coupe Series I, 1965, certified.  
Jaguar E-Type 3,8 litre Series I Roadster, 1964.

Jaguar SS 100 2,5 litre OTS, 1937, old Log Book.  
Maserati 3500 GT Touring Coupe, 1961, "matching".  
Mercedes 22/40 HP, 1909, ex Mount Batten.  
MB 300 S Cabriolet, 1954, original condition.

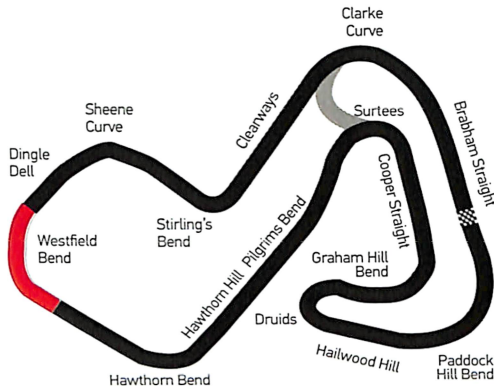
MB 300 S Roadster, 1953, unique coachwork.  
MB 300 SL Roadster, 1960, "matching", restored.  
Mercedes 16/40 "Knight" Tourer, 1912, restored.  
RR-Phantom VI Landauet, 1975, 1 of only 3 LHD.

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# Brands GP: Westfield Bend

MARK HALES EXPLAINS WHY THIS BLIND APEX CORNER REWARDS CAREFUL LEARNING



JEFF BLOXHAM

I'VE SAID IT BEFORE, but the Brands Hatch Grand Prix track really is one of the great driving treats. The narrow swathe between the trees heading up and out towards Hawthorn could so easily be the Nürburgring, as could the blind crest hiding most of Westfield and the steep valley at Dingle Dell which leads back up to Sheene Curve. Total length is 2.6 miles but it feels longer, not to mention unfamiliar – because it's nearly always a year since you last saw the place. You won't notice from the driving seat because you should be looking elsewhere, but the fence under the trees at the top of Dingle Dell is also the end of someone's garden.

The notion that you could have perched there with a glass of the good stuff and watched Nigel Mansell flash past on his way to victory in 1986 should have doubled the values of property to which the gardens are attached, but I suspect not. Not sure whether I feel better knowing it's no different at Fiorano, but clearly NIMBYism is no longer uniquely English; local opposition restricts the usage of both tracks.

A couple of the corners here have already featured on this page but it's the kind of place where you're spoilt for choice, and, with the possible exception of Graham Hill Bend, I could have happily picked any of them. Westfield though, is definitely a standout: it's fast, blind on approach, which hides the second kink and the sharp fall that follows, and it all requires precision planning. Pile in too early or too fast and you will definitely land in the gravel that lies to the left. I did that in a Caterham a few years back on a trackday where I wasn't being timed. It was a bad mistake to make and a bad example to set, but also a lesson I should have already learnt. Equally unsatisfactory, if less dramatic, is to shed too much speed before you get there because it looks like you're about to leap over a precipice.

Many years before, I had been drafted in to drive the McLaren M8 CanAm car owned by Sunseeker boat designer Don Shead – summoned

unceremoniously by clients somewhere in the Middle East. I managed to lead the race until about half distance until first, one of the exhaust pipes fractured, and then the brake pedal went properly soggy. Good excuses both, but neither was the real problem. That was me... Like most people, I had done very little running at Brands GP and I hadn't built a picture of exactly where Westfield went, and especially the part that you can't see from the cockpit of an M8, which is about 60% of it. I could peg the gap to my pursuer everywhere else but when I got to Westfield, I slowed the car too much.

And that was where I lost the lead. The lesson that I should have taken – not to mention put into practice years later – is to build that picture and, most important, use it to commit the car to a point which you can't see. That does, of course, require a good knowledge of how your car responds. The first piece of kerb that sticks out as you steam up to the corner is tempting – and in some cars, that's what you hit – but if the grip isn't there when you get about a third of the way round, you find the turn is still turning while at the same time dropping away fairly steeply. That's when you run wide and land in the gravel. The trick in Old Motors that don't have a lot of stick is to try to persuade the car to turn almost before the corner and

aim for an apex which is just out of sight.

The Cortina I drove at Brands only a week or two ago had an irritating habit of slinging its tail just about the mid-point of the turn, or exactly where you want to be treading the power to maintain the momentum. At the longer corners, like Clearways, Paddock and Hawthorn, this obliged the driver to aim a bit further round and accept that the mid-corner speed would be less but that it might be possible to get the steering straight and be on the power without so much lurid oversteer.

Westfield, though, has a short first apex and, after a bit of scrabbling elsewhere to check that the car would actually do the same thing every time, it proved possible to let the mid-turn lightness rotate the car before I got to the clipping point. Then loosen the lock and drive pretty much straight down the hill and see the road curving back to meet the left front wheel as I dived down the hill. If I did it right the reward was a flatulent rasp from the narrow rib of kerb that defines the track's edge. Might all have been different if the road beyond the crest hadn't been damp, mind you... In which case, either I could have clipped that earlier apex after all, or maybe just gone in a bit faster.

See what I mean about a challenge? You simply don't know if it will work until you've tried it: it's exactly what makes Westfield a Great Corner. As I may have said before, best get out there and see for yourself.

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## MARK HALES

Octane's resident test driver is also a track instructor, and regularly races famous Historic cars, including Nick Mason's Ferrari 250GT0.

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# THE MARKET

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## Shutting up shop

Brightwells offers a huge assortment of unusual delights as the Stondon Motor Museum closes

ALTHOUGH THE bank manager is no doubt delighted that we stayed away, we are cursing ourselves for failing to make the time to attend Brightwells' latest sale, which took place on 10 June and saw the house disperse the remaining contents of the Stondon Motor Museum.

If you had never heard of the museum until we mentioned it in the *Market* section of issue 145, you are assuredly not alone. A small but longstanding attraction in rural Bedfordshire, it housed a genuinely fascinating, if ragtag, collection of classic vehicles, almost every one of which was offered at no reserve.

The museum's motorcycles found new owners at a dedicated sale in late April – and we really should have endeavoured to be at that event, too. In particular we were sad to miss out on an example of the comically overengineered and almost literally bulletproof Condor A580 that was hammered for just £3000.

Among the four-wheeled lots there were several intriguing sales. (Having not inspected the cars, many of which had not run in years, we're hesitant to use the word 'bargains'.) Given the trajectory of the William Towns Aston Martin Lagonda – prices paid at the Bonhams Aston

Martin Works sale in May were £50,600 and £98,940 – the hammer price of £17,000 for the 1980 car above seemed cheap, but the bill to recommission this one and sort its electrics will be nothing of the sort.

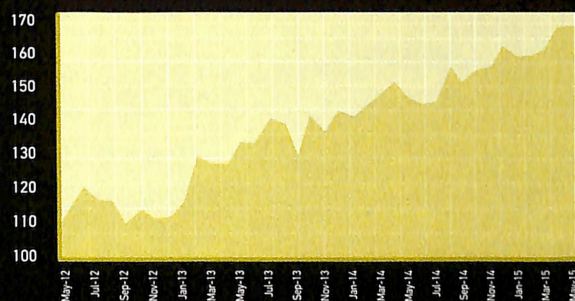
Talking of electrics, an Enfield E8000 made £3400, while a very different but similarly rare beast, a 1978 De Tomaso Deauville, brought £13,800. There were vintage street sweepers, amphibious battle support vehicles and London buses here, too; the collection had been assembled over several decades with no plan whatsoever, and this auction was all the more interesting for it.

## TOP 10 PRICES

MAY 2015

- £5,050,000 (\$7,645,000)  
1962 FERRARI 400 SUPERAMERICA SWB CABRIOLET BY PININFARINA  
RM Sotheby's, Lake Como, Italy. 23 May
- £4,776,500 (€6,720,000)  
1952 FERRARI 212 EXPORT BARCHETTA BY TOURING  
RM Sotheby's, Lake Como, Italy. 23 May
- £2,761,000 (\$4,180,000)  
1934 PACKARD TWELVE INDIVIDUAL CUSTOM STATIONARY COUPE BY DIETRICH  
RM Sotheby's, Fort Worth, USA. 2 May
- £2,398,000 (\$3,630,000)  
1935 DUESENBERG MODEL SJ TOWN CAR BY BOHMAN & SCHWARTZ  
RM Sotheby's, Fort Worth, USA. 2 May
- £2,325,000 (\$3,520,000)  
1931 DUESENBERG MODEL J DISAPPEARING TOP CONVERTIBLE COUPE BY MURPHY  
RM Sotheby's, Fort Worth, USA. 2 May
- £1,889,000 (\$2,860,000)  
1963 FERRARI 400 SUPERAMERICA LWB COUPÉ AERODINAMICO BY PININFARINA  
RM Sotheby's, Fort Worth, USA. 2 May
- £1,524,700  
1966 ASTON MARTIN DB5 CONVERTIBLE TO VANTAGE SPEC  
Bonhams, Newport Pagnell, UK. 9 May
- £1,513,000  
1962 ASTON MARTIN DB4 SERIES IV VANTAGE CONVERTIBLE  
Bonhams, Newport Pagnell, UK. 9 May
- £1,453,000 (\$2,200,000)  
1934 PACKARD TWELVE SPORT COUPE BY LEBARON  
RM Sotheby's, Fort Worth, USA. 2 May
- £1,433,000 (€2,016,000)  
1963 FERRARI 250GT/L BERLINETTA LUSSO BY SCAGLIETTI  
RM Sotheby's, Lake Como, Italy. 23 May

## HAGI Mercedes-Benz index



HAGI  
MBC-INDEX

MONTH/YEAR

Vertical axis is based on a benchmark of 100 set at 31 December 2011. The MBC Index charts the prices of key collectable Mercedes-Benzes.

SINCE IT JOINED the portfolio of HAGI indices in 2011 the Mercedes-Benz Classic Index has been characterised both by moderation and a degree of separation from its stablemates, thanks in part to its broader composition, which in May contributed to a small gain of 0.27%. All other marque indices, as well as the HAGI Top overall investment-grade market measure, fell away.

Certainly, after April's upward push across the board, which broadly enabled the market to break free of the trading range held since the third quarter of 2014, as well as taking most sectors to a new peak, May showed a market calming among many of the higher-priced segments in both private and public transactions. Meanwhile, within the HAGI MBCI, higher-volume production sporting

models from the 1950s to the '70s were among those that made a positive contribution in May, taking the MBCI to a new high of 165.92.

That translates into year-to-date growth of 3.18%, which pitches the MBCI in the middle ground in performance terms. However, while the MBCI's year-on-year advance of 14.08% is well adrift of the performance of indices made up of higher-end bellwether models, it is 5% up on the long-term annual average growth rate for this sector. This is consistent with a market that is broadening its scope of interest, as new younger collectors and those priced out of higher segments focus on new ground. Old-timers may consider this emerging territory an immature market, but the numbers indicate it's moving towards maturity. For more, visit [www.historicautogroup.com](http://www.historicautogroup.com). Dave Selby

# Bull market

RM Sotheby's, Monterey, USA 13-15 August

**WE HAVE BEEN** looking for an excuse to write about the Islero in these pages for almost two years. That none has presented itself until now speaks to both the rarity of Lamborghini's classiest creation and the curious state of the market for a car that would be close to the top of our shopping list, had we recently cleaned out a load of safety deposit boxes in Hatton Garden.

Between the peak of the financial crisis and the beginning of 2014, values were flat. With just 225 Isleros built (125 of the original model and 100 of the updated S) and their owners generally reluctant to sell, public transactions were few and far between; if memory serves, just ten cars were offered at major auctions during that period. The lack of supply, though, was matched by a lack of demand, as collectors ignored the conservative Islero in favour of Lamborghini's

more typically flamboyant designs. Those taken with the gaudy outrageousness of the Miura and Countach had little time for the colour-between-the-lines looks of the Islero.

More fool them. The wonderful formal restraint of the car (hat tip to Mario Marazzi) is not remotely reflected in its powertrain, and in 350bhp S form the Islero is the closest thing to a Q car that Lamborghini has ever made – the automotive equivalent of a perfectly tailored grey suit with a pink paisley lining.

The 1969 car pictured below, the 54th S-spec Islero built, was sold new to Switzerland and spent the first 20 years and 25,000km of its life there. In '89 it was acquired by the first of several American owners, one of whom splashed a reported \$100,000 on a comprehensive cosmetic restoration by specialist Gary Bobileff – who has

remained involved with the car in its current ownership, rebuilding the engine, gearbox, rear axle assembly, brakes and suspension.

Since its mechanical overhaul, which was completed in 2010, chassis 6531 has covered just 108km. It shouldn't have to wait much longer to stretch its legs, though; we'd be genuinely shocked if it weren't snapped up by an enthusiastic new caretaker in Monterey. In the last 12 months Islero prices have been trending upwards, and in Paris in February another '69 S eclipsed its high estimate of €240,000 to make €290,000. The top estimate of \$450,000 on chassis 6531 might be optimistic, but it's not preposterous. Suddenly, it seems, there are many more buyers who understand that pink paisley has its proper place. [www.rmauctions.com](http://www.rmauctions.com)



ROBIN ADAMS

## ONE TO WATCH

### 1966 MGC GT

Brightwells, Leominster, UK 15 July

**IT IS AMUSING**, in hindsight, that MG chose to promote the MGC with the line 'Much more than meets the eye', for those excited by the launch of the car wanted it to be *exactly* what it appeared – nothing more than a brawnier version of the enormously popular MGB.

As the hood bulge suggests, power was delivered in sufficient quantities that customers could find little to complain about in that regard, the 2912cc straight-six delivering 120mph performance out of the factory, and some impressive numbers (by late-1960s

standards) when tuned. That hood bulge and 15in wheels aside, the C looked identical to its pretty predecessor, too, but in-period tests revealed it to be a different animal, with handling compromised by the heft of the engine and, more critically, a sub-optimal set-up.

Journalists of the time were presented with press cars sporting underinflated tyres, and were unforgiving in their write-ups, hastening the demise of a car that could be turned into a most enjoyable machine by anybody with an air pump and the confidence to experiment with suspension settings. When BMC was swallowed up by the Leyland Motor Company – maker of the Triumph TR6 – in '68, the MGC's days were numbered. Some 9000 cars were built, a tiny fraction of the number of MGBs produced, and while the B remains the prototypical affordable classic, the C is these days no pocket-money proposition.

The estimate of £16,000-18,000 on this 1966 C though, is very fair: it was the first GT to leave the line and was used for testing before full production began in July 1967. Presented in very good condition and said to drive beautifully, it is both a wonderful car and an important artefact from a period of MG history that was all too brief.



## ALSO LOOK OUT FOR...

We don't like *Grease*. For all its memorable moments (*Beauty School Dropout* is a stunningly poisonous song), it is basically a film about how girls should make bad life choices to impress John Travolta. It is, however, *adored* by people who don't see the tar-black heart beating beneath its Technicolor surface, so the valuation of \$400,000-600,000 on this 1949 Mercury Series 9CM, the very car driven by antagonists the Scorpions in the movie, is not unrealistic. The custom, created by Eddie Paul, will be sold by Julien's in Beverly Hills on 26 June. Prepare yourselves for a barrage of bad *You're the One That I Want* headlines...



## In brief

### AGE CANNOT WITHER HER

RM Sotheby's, Plymouth, USA  
25 July

The great cars of the early 20th century are among the most charismatic ever made – but nobody would describe a Rolls Silver Ghost as 'timeless'. Some boats of the period, however, achieved a transcendent beauty impervious to the passing of decades. Boatmakers today can do no better than to approximate craft such as this, the May LaFever, a 26ft Fay & Bowen launch built in 1912. She spent her early life in the Adirondack Lakes before being taken out of service in the 1930s and put into storage for some 60 years. Now fully restored, she is thought to be worth as much as \$200,000 – and given that she's never going to go out of style, it's hard to argue with that estimate.

[www.rmauctions.com](http://www.rmauctions.com)



### JOIN THE CHAIN GANG

H&H, Droitwich Spa, UK  
11 July

Money is frequently presented as the solution to all problems, but it can't buy what is not for sale. If your problem is that you have a large pile of cash earmarked for a Frazer Nash that never appears (Beckett wrote a play about that, didn't he?), then your troubles could very soon be over. H&H has got hold of a 1926 Fast Tourer for its July sale at Chateau Impney and, given how infrequently Frazer Nashes of any type appear at auction, chassis 4520, which boasts continuous ownership history from 1933 on and has been extensively restored by expert Ian Lock and others, should have absolutely no bother making the expected £85,000-100,000.

[www.classic-auctions.com](http://www.classic-auctions.com)



### OUT OF WARRANTY

DVCA, Dorchester, UK  
9 July

Among Bertelli-era Aston Martins, the Ulster gets all the press, but the less heralded models were none too shabby, either. So confident was Bert Bertelli in the quality of his products that each new Aston was guaranteed for as long as the original owner chose to keep the car. It is no surprise, then, to see this 1½ Litre Long Chassis Tourer going strong 82 years after leaving the Feltham Works. Originally a four-door, four-seat saloon, it received its current two-door bodywork some time before 1950, and has been carefully restored and fettled since then. It looks a potential good buy to us at £125,000-135,000 – even if it's no longer covered by Bertelli's guarantee.

[www.dvca.co.uk](http://www.dvca.co.uk)



## Incandescent Little Number

Gooding & Co, Pebble Beach, USA 15-16 August

**WE DON'T SUPPOSE** that many of you needed to be convinced of the merits of Porsche's 959, but Dave Selby made a compelling case for the marque's first supercar in *Octane* 145 and, if you've been waiting since then for an opportunity to sell the farm and buy a 959 of your own, Gooding & Co might just be able to help.

Among the 40 or so consignments for its Pebble Beach sale that have been announced as we go to press is this, a 1988 959 Komfort in a unique and factory-original colour scheme. Only two other cars were finished in Paint Code 041, but neither of those sports matching wheels. Just visible through the windscreen is the caramel brown

leather interior, which – this being a Komfort model – is far more pleasant than the cockpit of a 197mph precision-engineered rocket has any right to be. Like the paintwork and mechanicals, it is excellent, the car having been carefully maintained at Porsche Zentrum Gstaad in Switzerland.

As Dave noted in his *Hot Little Number* column, 959 prices have been rising with supercar-appropriate speed recently, but we'll confess that the estimate of \$1,600,000-1,800,000 on this example made us swallow hard. Still, it is unlikely to struggle for suitors, and in this cockamamie world it will probably prove to be well bought if it sells at the lower end of that range.

[www.goodingco.com](http://www.goodingco.com)



BRIAN HENNIKER



- 26 June**  
Bonhams Goodwood, UK
- 26-27 June**  
Mecum Denver, USA
- 27 June**  
Matthewsons  
Thornton-le-Dale, UK
- 4 July**  
Anglia Car Auctions  
King's Lynn, UK
- 9 July**  
DVCA Dorchester, UK
- 11 July**  
Vicari New Orleans, USA
- 11 July**  
Coys Woodstock, UK
- 11 July**  
H&H Droitwich Spa, UK
- 13 July**  
Shannons Melbourne, Australia
- 15 July**  
Brightwells Leominster, UK
- 17-18 July**  
Auctions America  
Santa Monica, USA
- 17-19 July**  
Mecum Walworth, USA
- 18 July**  
Collector Car Productions  
Chatham, Canada
- 19 July**  
Charterhouse Shepton Mallet, UK
- 20 July**  
Artcurial Monte Carlo, Monaco
- 25 July**  
RM Sotheby's Plymouth, USA
- 25 July**  
Matthewsons  
Thornton-le-Dale, UK
- 25-26 July**  
Silverstone Auctions  
Silverstone, UK
- 28 July**  
Barons Esher, UK
- 29 July**  
H&H Buxton, UK
- 30 July – 2 August**  
Mecum Harrisburg, USA
- 6-8 August**  
Barrett-Jackson Reno, USA
- 8 August**  
Coys Nürburg, Germany
- 10 August**  
Shannons Sydney, Australia
- 13-15 August**  
Rick Cole Auctions Monterey, USA
- 13-15 August**  
Russo & Steele Monterey, USA
- 13-15 August**  
Mecum Monterey, USA
- 13-15 August**  
RM Sotheby's Monterey, USA

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|| INSIDER ||



UK AND EUROPE COMMENT

# Simon de Burton rues the fresh focus on setting records

**T**HERE ARE FEW things auction houses like more than to be able to claim a record – and if they can say they’ve ‘smashed’ one, so much the better. So, rather than lead off with a mention of selling its extremely rare 1948 Veritas RS for a top-estimate £240,000 at its mid-May Ascot event, Coys’ post-sale press release majored on the sale of a 1984 Jaguar XJ6 for £31,860 and a 1972 Saab 96 for £16,800. Both, apparently, ‘world records’.

The XJ6 was described as a ‘time warp’ example showing a mere 8000 miles from new, but I still can’t comprehend why anyone would want to part with quite so much money for a car that was one of almost 133,000 produced (and which, in this case, featured undesirable manual transmission). In comparison, the record-breaking Saab looked like something of a bargain, not least since it had a touch of ‘star quality’ thanks to its extensive restoration having been documented on Channel 4 television’s *For The Love of Cars* – and all the proceeds went to charity, to boot.

A few days later, however, it was Bonhams’ turn to claim a record, this time for shifting its most valuable lot ever to an on-line bidder when it hammered down the catalogue cover lot Porsche 962 endurance racer for €1.5 million at its Spa Classic sale. The premium-inclusive sum was, however, at the lower end of expectations for a car which boasted single ownership, continuous history, a full Porsche works maintenance record and a vast history file. But how many buyers are there who would actually be in a position to use it?

Overall, the sale achieved €5.5 million, with other notable prices being €667,000 for a 1970 Ferrari 365GTB/4 which had been in the same ownership for more than 27 years, and €253,000 for a glassfibre-bodied (I know, *vetrosina* sounds so much better) Ferrari 308GTB from 1976. More modern classics of note included a 1993 Porsche 911 (964) RS that soared to €224,250 and a 1980 924 Carrera GT that made €80,500, a deserved sum, given that it was one of just 400 built and probably has a way to go in terms of rising value.

The sale also proved to be a good hunting ground for anyone in search of a Jaguar E-type Series 1 roadster, with no fewer than three on offer. All restored to a high standard, they comprised a pair of 1962 3.8-litre examples which fetched €172,500 and €170,200 respectively, and a 1965 4.2-litre that drew €138,000.

No records were claimed by Silverstone Auctions for

its 23 May sale. However, it did shift 80% of the 89 cars it offered for an impressive total of £3.4 million, with the star of the show proving to be a ‘modern’ in the form of a four-year-old Porsche 911 GT2 RS which, as one of only 16 examples supplied to the UK, was always set to be an instant classic. In the event, it fetched £281,250 and could prove to have been a sound investment.

Indeed, the current blue-chip status of virtually all 911s made this car just one of seven in the sale, with other notable sellers being a 1989 Speedster that made £144,000 and a 1975 2.7-litre ‘MFI’ that eclipsed its £100,000 mid-estimate by 30%, despite being in need of serious restoration. Again it was exceptionally rare, one of just 48 known right-hand-drive examples.

The red-hot Ferrari Testarossa market is also continuing to bring cars out of the woodwork, with this sale fielding no fewer than five made between 1986 and 1991, plus a 1994 512TR and a 1994 512M crossing the

block. Results, however were mixed, with the 512M and a 1990 Testarossa failing to sell and the remaining cars fetching from £95,625 to £130,500. Is the ‘micro market’ for these once unloved (and hardly rare) Italian supercars now in decline?

No such fears seem warranted for the Series I Land Rover, however, as evinced by the sale of a 1952 80-inch for a decidedly impressive £39,375, a full 50% above its low estimate. Much of its appeal lay in the fact it had been

restored by early Land Rover guru Ken Wheelwright (who revives old Land Rovers for Land Rover) – it was, essentially, as good as new.

Even nearer to being new, meanwhile, was the truly remarkable and (for *Back to the Future* fans) appropriately ‘time warp’ DeLorean DMC-12 which was offered at Historics’ £3.4-million sale on 6 June with a mere 24 miles on the clock.

The last car to be built in 1981 (two years before the firm went bust), it was originally shipped to the DeLorean dealer in Newark, New Jersey, where it remained locked away until the vendor bought it 15 years ago – and again proceeded to drive it absolutely nowhere. As a result, it arrived at Historics complete with its factory-applied windscreen sticker plus its original battery, tyres, owner’s manual and toolkit. Estimated to fetch up to £39,000, it was eventually hammered down to another UK collector for £56,100.

Which, unless I’m very much mistaken, may well be a new record.

**‘Even nearer to being new was the remarkable and (for *Back to the Future* fans) appropriately “time warp” DeLorean, offered with a mere 24 miles on the clock’**

**SIMON DE BURTON** has his finger on the pulse of the auctions and sales rooms, and was *Octane’s* founding market editor for five years.

## European sale highlights

SILVERSTONE AUCTIONS, UK  
23 MAY



If you thought you had missed the chance of buying a ‘new’ Ferrari F430 after production ceased in 2009, you were wrong. This example that cropped up at Silverstone Auctions had a mere 85 kilometres on the clock and fetched £247,500, around £50,000 more than it would have cost when new. The combination of Grigio Medio paint and red Alcantara interior is thought to be unique.

BONHAMS, SPA, BELGIUM  
24 MAY



The Netherlands might be flat as a pancake, but that didn’t deter the Dutch ‘Rijkspolitie’ from ordering a fleet of Porsche 911 Targas as pursuit vehicles in 1986. One of the 20 cropped up among the lots at this Bonhams sale, where it made €120,750 and included a police uniform, warning lights, VHF radio, in-car camera and breathalyser. My favourite accessory? The rear-facing siren. Take that, tailgaters.

HISTORICS AT BROOKLANDS,  
WEYBRIDGE, UK. 6 JUNE



At the risk of appearing to contrive a theme for this month’s ‘sale highlights’, we couldn’t help but clock a second out-of-the-ordinary former police car in the form of this 1969 Mini Moke which was, apparently, one of three special-order Mokes made for the Devon and Cornwall Police. It is believed the Old English White car might have been used for patrolling the perimeter of Dartmoor prison – a joy in summer, no doubt.



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### 1964 DB5 SALOON TO VANTAGE SPEC • £650,000

Silver Birch with red hide in lovely condition with many improvements and good history.



1965 DB5 SIERRA BLUE BEAUTIFUL CONDITION AND SUPERB HISTORY • £750,000



1969 LAGONDA 4 DOOR PROTOTYPE, SIR DAVID BROWN'S PERSONAL CAR! • £445,000



1982 V8 VANTAGE VOLANTE MANUAL, RESTORED TO POW SPEC BALMORAL GREEN • £240,000



1979 V8 VOLANTE AUTO 7.0L RSW CONVERSION, BALMORAL GREEN • £199,000



1986 8 VOLANTE EFI AUTO CHEVIOT RED, ONLY 48,000 MILES • £135,000



1935 LAGONDA RAPIER BURGUNDY TWO TONE, LOVELY CAR • £55,000



1981 V8 VANTAGE MANUAL X PACK ENGINE, 6,000 MILES SINCE RESTORATION • EPOA



2009 DB5 TOUCHTRONIC, 5,000 MILES • £89,950



2005 DB9 TOUCHTRONIC, 12,000 MILES • £42,950

Please join us on



INSIDER



US COMMENT

Dave Kinney watches the US market soar higher. Mostly...

**T**HE BONHAMS Greenwich, Connecticut, sale has always been a favourite. It all takes place about an hour's drive north of New York City. Combine a spring weekend with a very nice concours, place it all within sight of the major north-south Interstate road, with a train station a five-minute walk away, and you have a winner. It's civilised in a way that few events seem to be these days, with nearby parking (if you arrive early) and a view of the water.

Bonhams announced a strong 89% sell-through rate with \$7,710,000 in sales. More than 90 cars were offered, the age and variety of which can only be described as far-ranging. Top seller at \$1,595,000 was a Bugatti Type 57C Stelvio cabriolet from 1938, said to be a world record for the model. The 1938 model year scored again with the number two top seller, this one a Mercedes-Benz 320 Long Wheelbase Kombination Roadster, that hammered, with commission, at \$825,000.

It's already time to talk about the Monterey auctions in August. The auction big guns are set to stun, and both RM Sotheby's and Gooding & Company have already announced major collections for sale. First up is Gooding, which holds its sale in conjunction with the Pebble Beach Concours. It will be selling the Peter Klute collection, entirely at no reserve. Klute, whose television show *Dream Car Garage* brought him a wide audience, will be selling, amongst others, a Ferrari 275GTB/4 with just 10,000 miles from new. Still showing its factory-applied dark blue paint, it features a tan leather interior. Other cars in the collection include a Porsche 959 Komfort and a Ferrari 206 Dino SP, as well as an Aston Martin DB2/4 fixed-head coupé with a Tickford notchback body, finished in bottle green.

RM Sotheby's announcement of the sale of the 'Pinnacle Portfolio' has stirred the pot yet again, with some experts weighing in with valuations exceeding \$42,000,000 for the heavy-on-supercars grouping. Of course there are a Ferrari F40 and F50 in the collection, but the Enzo just might be the ultimate 'plus one' vehicle of recent vintage. Only 400 Enzos were built, the final one donated to the Vatican. With an inscription signed under the front lid by Pope John Paul II, it was sold at a Sotheby's auction for \$1,100,000. It's fair to say it will bring a higher bid in August. Other Ferraris include a 1959 long-wheelbase California Spider, a 1964 Ferrari 250LM, and, well, you get the picture.

Other cars from the Pinnacle Portfolio include two

Bugatti Veyrons, a 1998 McLaren F1, an alloy 1955 Mercedes-Benz 300SL and a 1967 Toyota 2000GT. Not to worry: we are all expecting more from Russo and Steele, Bonhams, Mecum and the rest. August will be a very interesting month indeed.

Mecum's spring classic sale, held at the fairgrounds in Indianapolis, has posted automobile sales results of better than \$41,000,000, a figure higher than last year's total. A 1967 Shelby Cobra 427 roadster was the top seller at a reported \$1,080,000, and 923 of 1409 cars offered were sold, a 65% sale rate. A favourite of many in attendance was a 1997 Toyota Supra used in the original *The Fast and the Furious* movie, which fetched \$199,800. As the *Fast and Furious* franchise has stuck, expect to see not only more *Furious* cars at auction, but bigger dollars for them as well.

Mecum just concluded its Seattle sale in Washington and, although the north-west corner of the US isn't known as an auction hotspot, the event proved quite successful. Top seller was a 1970 Dodge Hemi Challenger R/T SE that sold for \$199,800, ahead of a 1999 Lamborghini Diablo roadster that brought \$183,600.

Leake Auctions normally holds its events in Texas and Oklahoma; its recent Oklahoma City event netted \$11,600,00 in sales with a 74% sale rate. A few of the more interesting cars to cross the block included a 1981 DeLorean DMC-12 that sold for

\$28,080, while a quite tidy 1948 MG TC brought the exact same money. Two notable Astons that in the same sale included a 2012 Virage that brought \$101,750, and an '08 Vantage that made \$68,750.

Meanwhile, north of the border in Canada, Collector Car Productions held its spring sale in Mississauga, Ontario, reportedly selling 163 cars of 268 offered, a 61% sale rate. More than \$2.8 million of cars and trucks found new homes. Unlike many of the biggest car auctions, a number of cars sold for what passes for pocket change, including a 1986 Jaguar XJSC that brought just \$1555 including commissions. A new and hard to find 2015 Dodge Challenger Hellcat sold for \$70,240, so even future collectibles were on offer.

Cars from the 1980s and '90s continue to attract more interest and higher values at auctions, to the chagrin of those who declared cars from these eras would never amount to much. Some experts thought that complicated electronics and expensive parts would spell doom for the collector car hobby. But what one person can build, another can fix. The beat, as they say, goes on.

'Unlike many of the biggest car auctions, a number of cars sold for what passes as pocket change, including a Jaguar XJSC that brought just \$1555 including commissions'

DAVE KINNEY is an auction analyst, an expert on the US classic car auction scene, and publishes the USA's classic market bible, the *Cars That Matter* price guide.

Kinney's top three US cars

BONHAMS, GREENWICH, CT  
31 MAY



Said to have been the subject of a \$100,000 restoration within the past two years, and then sorted with some road use, this 1964 Lancia Flavia convertible was very nice cosmetically throughout. It must be one of the best examples in the world. All good – but it's still a Lancia, and Maserati money approaches soon after you leave this price range. A better deal for the buyer than the seller at \$66,000.

LEAKE AUCTIONS, TULSA, OK  
5-7 JUNE



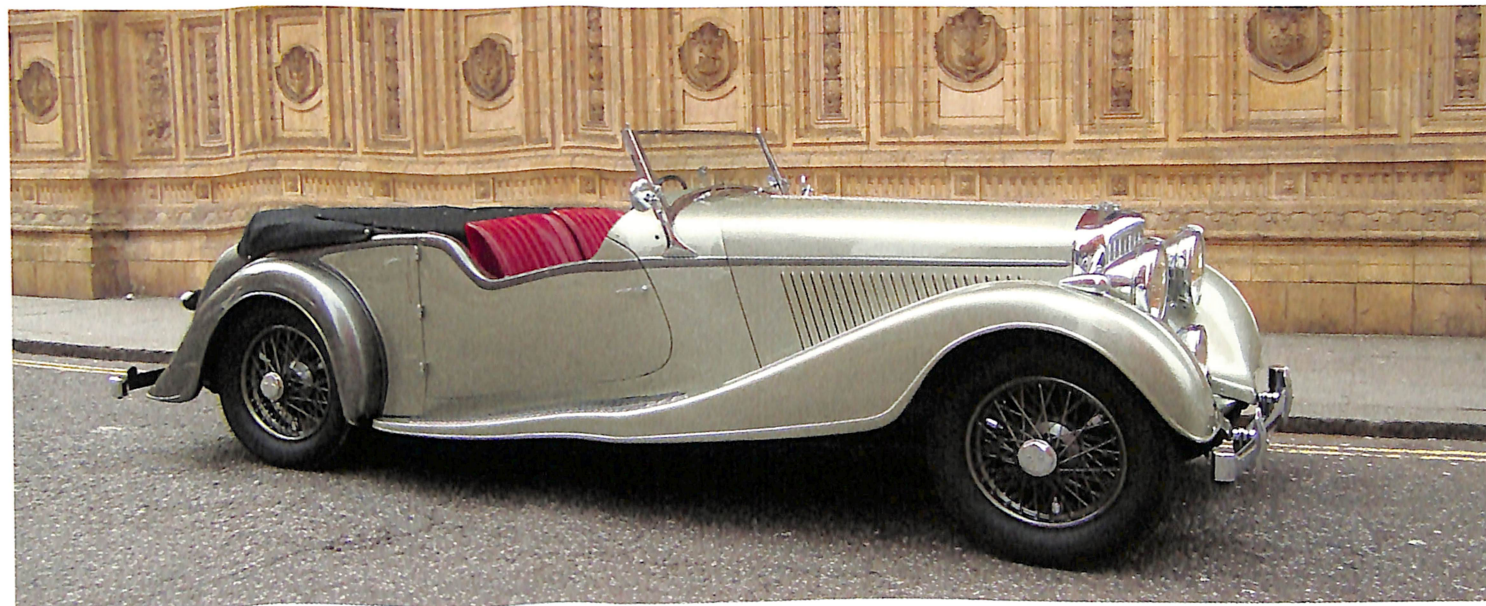
Have we all but forgotten the basic British sports car? This 1960 Triumph TR3 was left-hand drive, in white with red vinyl/white-piped seats, white vinyl roof, chrome wires and wide whitewall tyres (I know... Americans...). It looked good standing still and, love or hate the colour scheme, it was certainly sharp and ready to tour. It's no E-type but it's about one-fifth of the price. Well bought and well sold at \$28,080.

COLLECTOR CAR PRODUCTIONS,  
TORONTO, CANADA. 1-3 MAY



With one owner for the past 28 years this 1976 Cadillac Eldorado Convertible (the final year for the big Eldorado drop-top) has been driven but looked after properly as well. Good paint, nice interior and visually correct, but the most attractive aspect of this car was its price: \$8525 CDN translates to \$6990 US – or just £4433! Dirt-cheap any way you slice it and, with the massive Eldorado, there is plenty to slice.

# PETER BRADFIELD LTD



**1937 Bentley 4¼ Litre Tourer by Vanden Plas.**

Arguably the best looking Tourer built, original with overdrive and complete history.



**1966 Citroën DS 21 Cabriolet**

Super rare and highly original right hand drive.  
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MARKET INSIDER



**Hans Franke**

*Union Jack Vintage Cars  
Oldenzaal, the Netherlands*

**LIKE MANY** classic car dealers, I've been lucky enough to turn my hobby into a full-time job. Union Jack Vintage Cars feels like the natural product of a lifelong interest in classics, and in particular British cars.

My father had a Ford Model A when I was a boy, and our house was always stuffed with books on old cars – which came in handy when I acquired my first set of wheels, an Austin-Healey 100/4 bought in 1986. That car really kick-started my love affair with British classics, and today they account for the majority of our inventory, though we always have several other interesting machines in stock, too.

British cars are certainly not unloved in the Netherlands, but it would be true to say that few of my customers are based here: most of them are from Germany, Austria and the Czech Republic. Around 150 cars per year pass through the showroom, all of which I buy in the US. It has become very hard to find good cars at good prices locally, so I head across the pond three times a year with a pocket full of cash and a shopping list in mind. I've many contacts over there who will alert me to cars that might be of interest, too.

The models that customers are really clamouring for now are Series 1 Jaguar E-types and – unsurprisingly, given their recent performance in the market – pre-'73 Porsche 911s. Among the latter, even the 'entry-level' 911T is now in demand, and we've just sold a nice, original coupé in Dove Grey for €57,500.

Of the cars that we've sold in the last 12 months, it's another Porsche, a 1951 356A Carrera, that stands out, but for the future I like MG Ts, which strike me as being underappreciated in general. We've four up for sale at present, ranging from a fully restored '48 TC at €29,500 to a patinated but very presentable '52 TD at just €16,500, and experience tells me that their eventual buyers will get more than their money's worth out of them in enjoyment.

[www.unionjack-vintagecars.com](http://www.unionjack-vintagecars.com)

## Orange zest

This underrated Ginetta G15 makes an interesting alternative to a Lotus or MGB

**DESPITE BEING** tremendously entertaining and capable to drive, Ginettas have traditionally played second fiddle to the Lotuses of this world. But they deserve a bigger audience and this cheerily orange two-door, two-seater G15 model, on sale at Cotswold Cars for £14,995, could be the ideal introduction to the marque.

The car comes with a bulging folder of history, including all of the original purchase paperwork from when Mr Frary of Luton first acquired it in kit form back in 1972. It's not recorded how much Mr Frary

enjoyed the Ginetta but, by the time he stopped driving it and parked it up in his annexe ten years later, the G15 had only covered about 20,000 miles. The Imp-engined (well, Sunbeam Stiletto) sports car languished in the Frary annexe for almost three decades until bought by Mark Dredge in 2011.

Dredge stripped the G15's glassfibre bodywork from its tubular steel-framed chassis and embarked on a hearty restoration of the car, a process that was featured in the Ginetta Owners' Club magazine. But he moved the car on

in 2013 and the current owner followed the example set by Frary and drove the car infrequently. A desire to own something else means that the G15 is once more on the market.

While the G15's rear-mounted 875cc motor produces a humble 55bhp, it has but 530kg to haul around, so the performance is lively and the handling jauntily agile. At a pinch it will do 100mph, but that's hardly the point of the Ginetta – it's all about driver involvement and making the most of very little.

[www.cotswoldcars.com](http://www.cotswoldcars.com)



## Best-of-breed Bugatti EB110



**THE BUGATTI EB110GT** is hardly a common sight, but one with just 8007km (4900 miles) from new is rarer still. Residents of San Diego now have such a novelty on their doorstep, shining brightly in the new Sorrento Valley Road showroom of Bob Noon's Symbolic International. The Bugatti Blue quad-turbo V12-engined supercar was collected from the factory by its Japanese owner in 1993; he kept it in Italy until the following year when he drove it on the Bugatti Rally, after which it was shipped to his homeland. Clearly not used often, judging by that low mileage, the EB110GT was eventually sold to a Japanese dealer before making a trans-Pacific journey to become the centrepiece to Symbolic International's line-up of supercars and race cars.

[www.symbolicintl.com](http://www.symbolicintl.com)

### SHOWROOM STAR

## 1948 Allard M Drophead Coupé £49,850

**QUIRKY BRITISH BODYWORK**, rumbling American V8 engine – the Allard M Drophead Coupé is a bit of a left-field choice, yet strangely endearing. This example, for sale at Bicester Sports & Classics, is in marvellous condition, having enjoyed a major restoration in the early 1990s and been treated to a further £25,000-worth of work in the past two years. It also features a replacement 4.2-litre Ford V8 flat-head engine to replace its tired original 3.6-litre unit.

[www.bicester sportscars.co.uk](http://www.bicester sportscars.co.uk)



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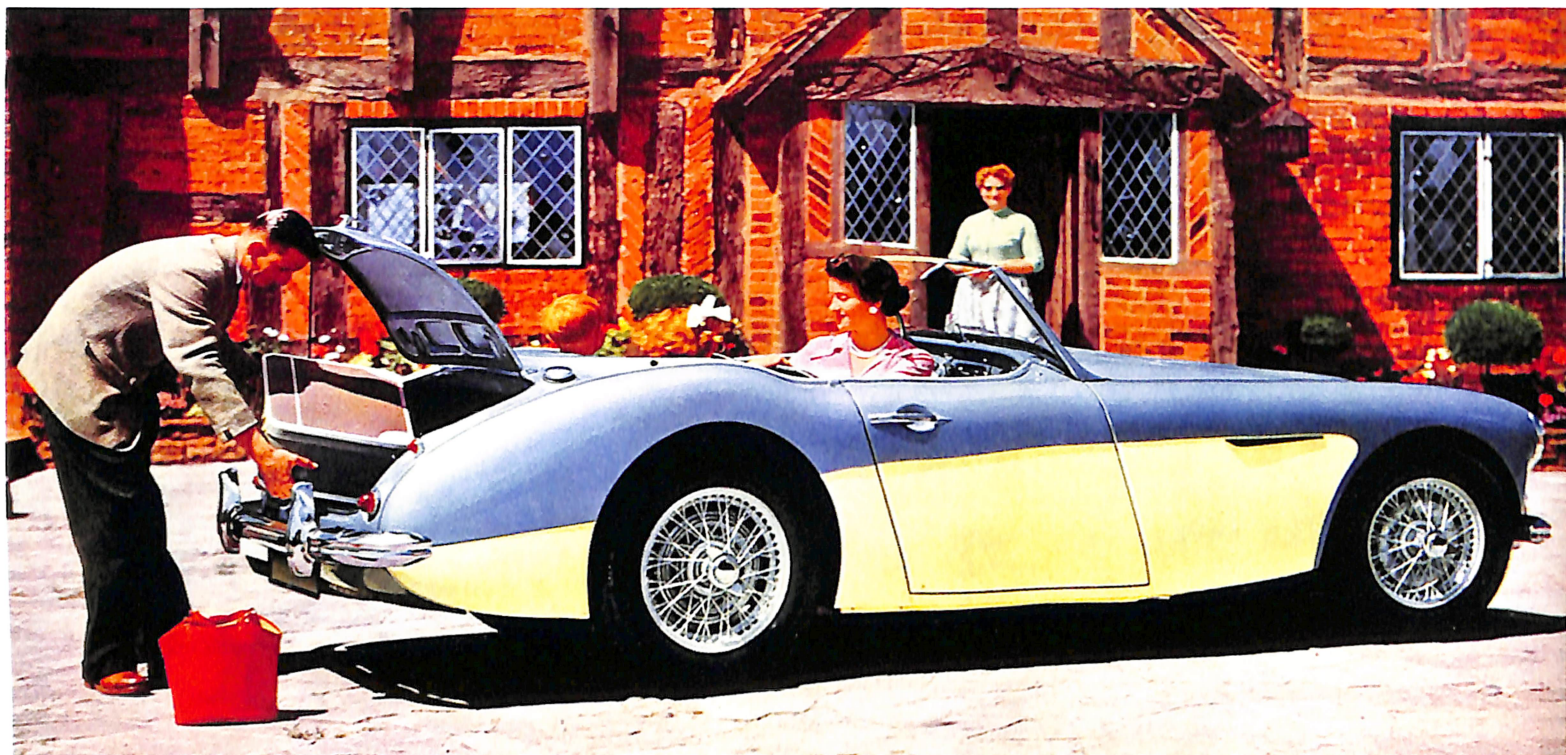
Hendon Way Motors was established in 1952, and is now one of Europe's leading Ferrari and Porsche specialists. Please visit our website at [www.hendonwaymotors.com](http://www.hendonwaymotors.com) for more information on the company and our stock.

### PORSCHE 997 - GT3/TURBO / C4S / C2S / C2

- 2011 - 997 GT3 RS 4.0 GEN II (GRANDPRIX WHITE) 11,000 Miles**  
4.0 Ltr, Black with Red Sports Bucket seats, Red Seats Belts, PSM/PASM/PCM 3-Touch screen Satellite Navigation, Telephone, Chrono Pack, Sports Exhausts, Climate Control, 19" GEN II 997 GT3 Alloys, Full Service History
- 2007 - 997 TURBO COUPE MANUAL (COBALT BLUE) 73,000 Miles**  
Black Lther Intr, PSM/PASM/PCM-Sat Nav/Telephone, Chrono Pack, Sports Exhausts, Heated/Memory/Fully Electric Seats/BOSE-CD Changer, Alcantara Headlining, Sunroof, Porsche Crest Embossed on the Headrest, M/F/S wheel, Rear Wiper, Rear parking Assist. Xenons, 19" Turbo Alloy wheels, Full Porsche Service History
- 2009 - 997 GEN II C2S CABRIOLET PDK (WHITE) 30,000 miles**  
Grey Lther Int, PSM/PASM/PCM3-Touchscreen Sat Nav, Telephone, BOSE, CD Changer, Sports Exhaust, Cruise Control, Sport Chrono Package PLUS, Sports/Heated Seats & Part-Electric Seats, Sport Design Steering Wheel, Porsche VTS, Rear Wiper, White Dials, Xenons, Climate Control, 19" GEN II Alloy Wheels, Full Porsche Service History (Just been Serviced)
- 2008 - 997 C4S COUPE MANUAL (BASALT BLACK) 46,000 Miles**  
Black Lther Intr, PSM/PASM/PCM-Sat Nav/Telephone/BOSE & CD Changer, White Dials, Sports Exhausts, Heated Seats, Alcantara Headlining, Part Electric Seats, Rear Park Assist, Climate Control, 19" Turbo Alloys, Full Porsche Service History.
- 2007 - 997 C2S CABRIOLET TIPTRONIC (MIDNIGHT BLUE) 47,000 Miles**  
Savannah Beige Lther Intr, Original Wind Deflector Present, Hardtop available with the car. PSM/PCM-Sat Nav, Sports Chrono Plus, Climate Control, PASM, Heated Seats, Rear Parking Sensors, Fully Electric Seats, Memory Seats, Bose, CD Changer, White Dials, 19" Porsche Turbo Alloy (Diamond Cut), 1 former keeper Only, Full Official Porsche Service History
- 2007 - 997 C2S COUPE MANUAL (BASALT BLACK) 20,000 Miles**  
Black leather interior, PSM/PCM-Sat Nav/ Telephone/BOSE, CD Changer, Sports Exhaust, Sports/Heated Seats, Sunroof, Rear Wiper, 3 Spoke M/F/S wheel, R/Parking Assist, Top tinted windscreen. Porsche VTS, 19" Carrera Sport Wheels, Full Porsche Service History.
- 2005 - 997 C2 COUPE TIPTRONIC (ARCTIC SILVER) 62,000 Miles**  
Black Leather Interior, PSM/PCM-Sat Nav/Telephone-BOSE /CD Changer, Heated Seats, M/F/S wheel, Alcantara Headlining, Rear wiper, Climate Control, 19" Carrera Alloy wheels. Full Service History.
- PORSCHE 996 GT2 & TURBO**
- 2002 - 996 GT2 CLUBSPORT (POLAR SILVER) 55,000 Miles**  
ONE OWNER ONLY, Full Porsche Main Dealer Service History with a recent service, GT2 Club Sport Model, White Dials, PCCB Brakes, Radio and CD player, Climate Control, Central Locking, Electric Mirrors & Windows, Porsche Crested Sports Seats, Correct carbon fibre interior
- 2005 - 996 TURBO S COUPE MANUAL (GT SILVER METALLIC) 56,000 Miles**  
Turbo S, Black Leather Interior, PSM/PCM-Sat Nav, Telephone, BOSE, 4 CD Changer, Memory Seats, Electric Seats, Carbon Pack, Sunroof, Alcantara Headlining, Rear Wiper, Ceramic Brakes, 18" Turbo Alloys, Full service History
- 2004 - 996 TURBO CABRIOLET TIPTRONIC (BASALT BLACK) 70,000 Miles**  
Black Lther Intr, PSM/PCM-Sat Nav, Telephone, BOSE, CD Changer, Heated & Fully Electric Memory Seats, Climate Control, Cruise Control, Rear Parking Sensors, Original Hardtop Available, Optional Wind Deflector Present, 18" Turbo Alloys, Full Porsche Service History, Detailed Invoices showing high level of maintenance, Extremely Well-Kept Example.
- PORSCHE 993 - TURBO / C2S / C4S / C2 / TARGA**
- 1998 - 993 TURBO "S" COUPE MANUAL (SPEED YELLOW) 60,000 Miles**  
Black Leather/Carbon Fibre Interior, Litronic Lights, Sports Seats, Electric Seats, Electric Mirrors, Yellow Dials, Porsche Radio & Single CD Changer, Yellow Seat Belts, Sunroof, Rear wiper, Yellow Callipers, 18" Turbo S Alloy Wheels, full Service History.

- 1997 - 993 TURBO COUPE MANUAL (ZENITH BLUE METALLIC) 79,000 Miles**  
Beige Leather Interior, Sunroof, Sports Seats, Fully Electric Seats, Alpine Radio Player, Rear Wiper, Climate Control, 18" Turbo Alloys, Full Service History
- 1995 - 993 TURBO COUPE MANUAL (ARENA RED) 31,000 Miles.**  
Grey Leather Interior Wood Package Electric Sunroof/Seats Sports Seats Cruise Control Upated Becker CD Player/Bluetooth/Speakers/Sat-Nav Compatibility Climate Control 18" Turbo Alloys (OPC Service History)
- 1997 - 993 C2S COUPE MANUAL (ARCTIC SILVER) 71,000 Miles**  
Varioram, Metropole Blue Lther Intr, Sunroof, White Dials, SONY Single CD player & Radio, Electric Window & Mirror, Air Bag, Air Conditioning, Factory Fitted Alarm System. 18" Turbo Alloys, Turbo Spoiler, Fully Documented Service History
- 1995 - 993 C4 CABRIOLET MANUAL (IRIS BLUE) 108,000 miles**  
Iris Blue Coachwork, Marble Grey Lther Interior, Sports Seats, Semi-Electric Seats, Electric Windows, Electric Mirrors, 18" Turbo Alloys, Full Porsche Service History.
- 1995 - 993 C2 COUPE MANUAL (SLATE GREY) 74,000 Miles**  
Grey Leather Interior, Part Electric Seats, Sunroof, Rear Wiper, Alpine Radio and CD Player, Factory Fitted Alarm System, Air Conditioning, Air Bag, Electric Mirrors/Windows, 17" Alloy wheels, Full Service History
- 1994 - 993 C2 CABRIOLET (CARRERA WHITE) 103,000 Miles**  
ONE LADY OWNER ONLY, Metropole Blue Leather Interior, Manual, Part-Electrical Seats. Climate Control, Blue Hood, 17" Alloys, Full Service History
- 1994 - 993 C2 COUPE TIPTRONIC (BLACK) 94,000 Miles**  
Black Leather Interior, Tiptronic, Sunroof, Becker Radio, Electric Seats, Electric Windows/ Mirrors, Rear Wiper, 17" Alloy wheels, Full Porsche & Specialist Service History. (Just been Serviced)
- 1987 - 993 CARRERA 3.2 CABRIOLET (G50 GEARBOX)**  
126,000 Miles, Manual Gearbox (G50), Matching Numbers Example, Immaculate Blue Metallic Exterior, Full Marble Grey Intr, Matching Dark Blue Hood, Fully Electric Softtop, Electric Windows and Mirrors, Period Correct Fuchs Alloy Wheels, Comprehensive Service History, Very Original Condition, 10 years with The Same Owner, Kept with the same specialist for a number of years
- 1990 - 964 C2 CABRIOLET MANUAL (MIDNIGHT BLUE) - 108,000 Miles**  
Midnight Blue Coachwork, Marble Grey Leather Interior, Sports Seats, Fully Electric Seats, Sony CD Player, 17" Alloys, Full service History
- 1992 PORSCHE 964 C4 CABRIOLET MANUAL (BLACK) 94,000 Miles**  
Marble Grey Leather Interior, Semi Electric Seats, Kenwood CD Player & Radio, Electric Window Electric Mirror, 17" Alloys, Full Service History, Tone Cover available.
- 1989 PORSCHE CARRERA CABRIOLET SUPER SPORTT 98,000 Miles**  
Grey Leather Interior, Sports Seats, Climate Control, Semi Electric Seats, Pioneer CD Changer and Radio player, 16" Fuch Alloy wheels, Full Service History.
- FERRARI - MODELS FROM 1967 +**
- 2008 - FERRARI 612 SCAGLIETTI COUPE (NERO BLACK) 11,000 Miles**  
Full Nero Black lther intr, HGTC package, Sport Mode, Latest Software on Gearbox to enhanced speed of Gearchange, Sports Exhaust, 19" Modular Alloy Wheels (HGTC Special), Ferrari Ceramic Brakes, Second Generation Sat Nav, I-POD Connection, USB Connection, Telephone, Front & Rear Parking Sensors, Electronic Chromatic wing mirrors, CD Changer, Enhanced Sound system (BOSE), Nero Daytona seats, Memory Seats, Lumbar support, Heated Seats, Tyre Pressure Monitoring System, Xenons lights, Full Climate control, Tracker System, Full Ferrari Service History
- 1998 - FERRARI 550 MARANELLO COUPE MANUAL (SILVER) 53,000 Miles.**  
Navy Leather Interior Satellite Navigation with DVD ASR Sports Mode Electric Seats Upgraded Radio & 6 CD-Changer Climate Control (Ferrari Service History)

- 1973 - FERRARI 365 GTB/4 DAYTONA RHD (ROSSO RED) 38,000 Miles.**  
Black/Red Leather Interior Red Carpets Climate Control "Ferrari Classiche" Full Continuous History Superb Provenance 3 Owners From New.
- 1967 - FERRARI 275 GTB/4 MANUAL LHD (ARGENTO SILVER) 59,000 Miles.**  
Full Black Leather Interior Detailed Restoration History Full History Original Build Sheets/Sales Invoice/Tool Kit/Wallet/Hand Books Numerous Concourse & Awards Winner Engine Rebuilt By Ferrari In Johannesburg 26,000 KMS Ago Comprehensive photos showing The Repair & Work Done By Ferrari Exceptional Condition Throughout.
- FERRARI 330 GTC COUPE - GRIGIO SILVER**  
Ferrari Classiche, Rosso Red Leather Interior, 86,000 Miles, Chassis No: 10157-GT, Engine No: 10157-GT, Extensive Interior retrim-(photos available), All MOTs, Fully documented service history with many invoices over the years, Original handbooks and Tool kit, Original sales brochures
- CLASSICS - AC / BENTLEY / JAGUAR / PORSCHE 356**
- 2011 LAMBORGHINI GALLARDO SUPPERGRA (YELLOW) 10,000 Miles**  
Paddle shift Gearbox (Automatic), Interior in Nero Leather, 19 inch Lamborghini Crested Alloys with Yellow Callipers, Sat Nav, Fully Electric Seats with Lamborghini Crests, Aluminium Crested Flat Bottom Steering Wheel, Aluminium Dash Dials and Fascia Trims  
Fully Electric Heated Seats with Lumbar Support and Lamborghini Logos, Tracker Fitted, Bi-Xenon Lights, Front & Rear View Camera, Rear Parking Sensors, Full Official Lamborghini Service History, recently serviced, New Lamborghini Pirelli Tyres Fitted
- 1997 AC COBRA MK IV (ROLLS ROYCE EBONY BLACK) - 1997**  
11,000 MILES, ROLLS ROYCE EBONY BLACK COACHWORK, HAND CRAFTED GREY LEATHER SEATS WITH MATCHING GREY LEATHER HEAD RESTS, LEATHER TRIMMED ALUMINIUM SEMI LIGHTWEIGHT DASH WITH "SMITH" ORIGINAL STYLE INSTRUMENT FINISHED WITHBLACK CARPET WITH PIPED GREY LEATHER. FORD 5.0 LTR H.O. EFI injection engine and normally aspirated 302 cubic inch V8 cylinder arrangement, 8.9:1 compression ratio cast iron engine block with cast iron heads, roller camshaft, upgraded SVO lower Aluminium inlet manifold/upper Aluminium inlet manifold body with performance 65mm throttle body
- 1972 PORSCHE 911 2.7 RS TOURING 72,000 MILES**  
7000 miles since total restoration by RUF, Canary Yellow, Black Interior, Left Hand Drive, Complete History of Restoration, including Photos and invoices
- 1973 JAGUAR E-TYPE ROADSTER SERIES III AUTO 25,000 MILES**  
finished in Carmen Red with Black hide interior and Crema soft top, Automatic transmission, stereo system.The finest Chrome wire wheels. Chrome exhaust system, Previous owner over the 32years, totally restored to a very high standard. Total miles is 25,000, Fortune spent on restoring this superb E Type drives like new.This car is just amazing.
- 1962 - JAGUAR 3.8 MARK II AUTOMATIC LHD (BLACK) 16,478 Miles.**  
Automatic Black Coachwork Red Leather Interior Power Assisted Steering Wire Wheels. Recent Restoration To Virtually Concours Standard
- 1962 JAGUAR 'E' TYPE ROADSTER 3.8 SERIES I (OPALESCENT SILVER BLUE)**  
Refurbished by one of the UK's most renowned E-Type specialists restored to Concours level. Manual, Series I, palescent Silver Blue Coachwork, Black Leather seats with Navy Blue Carpets, Aluminium Centre Console, Dark Blue Soft top, Restoration work Fully documented. Chromed wire wheels.
- 1936 - BENTLEY 4 1/4 PILLARLESS COUPE (MIDNIGHT BLUE)**  
Grey Lther Gurney Nutting Coachwork 1 Owner 40 Years Extensive History A True Classic Completely Original Throughout & Has Been Exhibited At Luois Vuitton Concours D'Elegance In Paris 2003. Sunroof Produced By Gurney Nutting Chassis Completely Original Throughout



## Austin-Healey 100/3000

The Big Healey may lack the cachet of an E-type, but that's what makes it such good value

**I DON'T WANT** to get into an ugly Anglo-American spat along the lines of the Ford GT40 and AC Cobra argument about which nation should take the credit (England, by the way), but the fact is we have the Americans to thank for the aptly named Big Healey, which today is really big on value.

It was as a result of a trip to the US that Donald Healey, engineer and former rally driver, conceived his new sports car, later recalling: 'I wanted to produce a very fast everyday car with genuine sporting characteristics, capable of 100mph, very cheap to buy and economic to maintain.'

Meanwhile, while you Americans were all driving brand new Cadillacs, we cash-strapped Brits, in the grip of post-war austerity, were all saving up to buy a single black-market bicycle clip; only dukes could afford a pair. It was all because British industry, in 'export or die' mode, was allocated scarce materials on the basis of export sales, and Austin boss Leonard Lord was also obsessed with the lucrative US market where MGs and Jaguars had been such hits.

It all came together at the 1952 London Motor Show, where the new Healey created such a sensation that Leonard Lord struck a deal to manufacture it there and then; thus was born the Austin-Healey 100. Beautiful and brawny, the 100 was powered by a twin-carb version of Austin's lusty and flexible 2660cc four and a three-speed overdrive gearbox (first gear was considered unnecessary in a lightweight sports car and so was blanked off). The 100 really did stand for 100mph – 103mph, in fact – with 0-60mph coming up in 10.3 seconds.

When unveiled in New York, it created a similar sensation and was voted International Motor Show Car of 1953. Over the next 15 years the car we now know as the Big Healey, to distinguish it from the Frogeye Sprite, went on to sell over 70,000 units. Although now regarded as the quintessence of the British string-backed, cravat and corduroy sports car, to the point of cliché, more than 80% went to the US. In 1956 the Healey 100/6, with Austin's 2639cc six-cylinder, was initially no faster until the head was redesigned. Neither was it as well balanced; it remains the bargain Big Healey.

However, in 1959 the Healey took off again with the front-disc-braked 2912cc 3000, which ultimately became a true 120mph-plus sports car. Whereas the earlier 100 had acquitted itself well on the race track (Sebring and Le Mans), the 3000 made an impact on the rally circuit, most famously when Stirling Moss's sister Pat won the 1960 Liège-Rome-Liège.

Over the course of 3000 production the Big Healey became increasingly civilised, with wind-up windows in place of side screens and a folding hood. A final garnish was the pointless 'luxury' of a walnut-veneered dash. Yet the Big Healey remained spartan enough to appeal to anyone who'd enjoyed the deprivations of a proper public school.

It's a car of immense character that amply filled a hole in the market, yet today it offers even better value, particularly compared with contemporaries that were in a higher price bracket when new, such as the Jaguar E-type and AC Ace.

### PRICE POINTS

**1953:** At £1063 the Austin-Healey 100 filled the price-performance gap between the £780 MG TF and £787 Triumph TR2 and the £1601 Jaguar XK120 roadster. The AC Ace, at £1297, was not hugely more costly than the Healey!

**1961:** By now the £1203 Austin-Healey 3000 MkII was even better value compared with the £1890 AC Ace and the £2160 E-type roadster. The gap below had also narrowed, with the MGA Roadster costing £968 and the new Triumph TR4 at £1094.

**1967:** At run-out the 3000 MkIII, priced at £1126, actually cost less than it had in 1961. For the first time it cost less than its Triumph rival, the £1212 TR5. Further squeeze came from the £948 MGB Roadster and £1102 MGC: the E-type roadster was still in a different league at £1967.

**TODAY:** Average auction price over the last two years for very good condition 3000 road cars is £47,500; a superbly restored example made £61,800. Though 100/4s are generally worth slightly less than the last 3000s, the two-year average price for very good 100/4s is £51,750; some have gone as high as £83,000. These higher 100/4 figures reflect the quality of the cars sold. The 100/6 remains the most affordable and best value: £53,700 is the highest auction price over the last two years, yet decent cars have been snapped up sub-£30,000. It's against rival sports cars that a Big Healey comes into its own at well under half, or even a third, the price of a comparable E-type. Compare it with the AC Ace at four-times Healey money.



## Maserati 3500 GT Vignale Spyder

One of just 245 Vignale Spyders built, this, originally Italian supplied example, has been recently totally restored and is presented in its original colour of Argento Luna with its correct matching numbers engine. Being a late example this stunning motorcar has the more desirable 5 speed gearbox and disc brakes all round and is also equipped with factory fitted electric windows and Borrani Wire wheels.

### Additional Motorcars Available for Acquisition



#### Ferrari 288 GTO

This 288 GTO has formed part of a very well-known European collection for many years. It is presented in the more desirable specification having A/C, electric windows and Rosso inserts. Having just received a DK Engineering 30 year service including an engine overhaul the car is understandably presented in superb condition throughout.



#### Ferrari 250 GT Lusso

This Lusso is amongst the last examples of the model produced and has recently been returned to its original and spectacular colour combination of Grigio Fumo with Nero leather. Restored in 2004 by very well regarded Swiss Ferrari specialists this Matching Numbers example is in need of nothing and is ready to be used and enjoyed immediately.



#### Porsche 959 Sport

Just 29 959 "Sport" models were built; this spectacular Guards Red example has remarkably covered just 2,200 miles from new at the hands of only two owners. UK registered and recently subject to a no expense major service at Porsche Great Britain.

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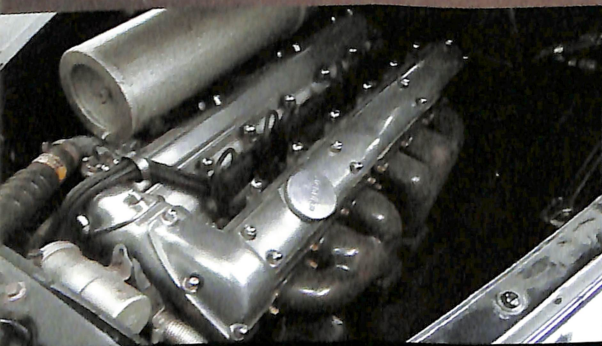
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## 1955 Jaguar Mk VII Saloon

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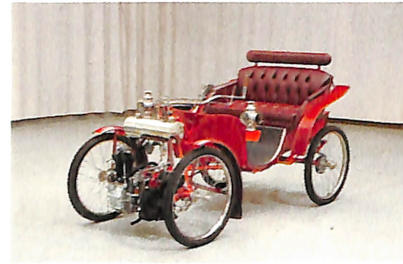
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Photography Tim Wallace

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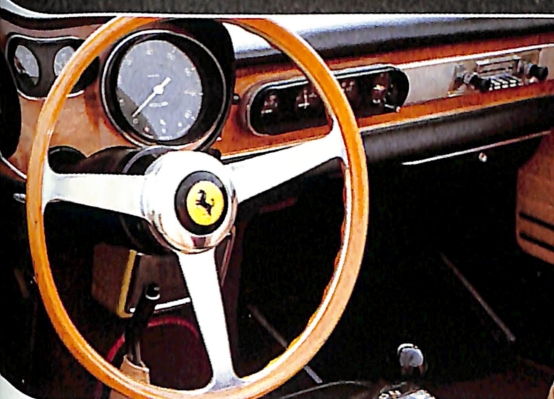
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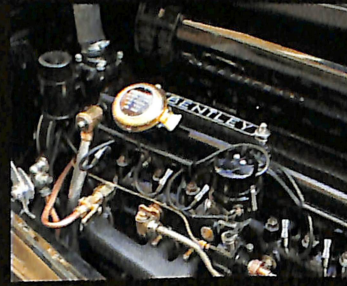
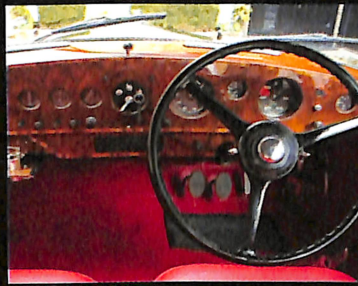
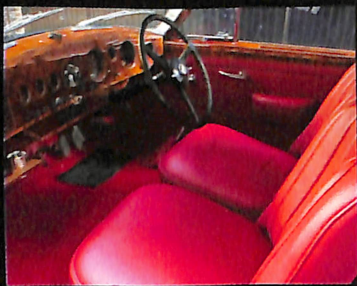
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