

**BIGGEST
EVER ISSUE!**



McLAREN!
F1 GTR vs P1 GTR

BEAST OF TURIN
28.4-litre Fiat S76 returns



USA \$10.50 | CAN \$11.99 | £4.50 | ISSUE 146 AUGUST 2015

Octane

CLASSIC & PERFORMANCE CARS

STRATOS

The road car. The rally car. The driver. The team manager. The legend.



FORD ANGLIA RACERS

Mark Hales gets sideways in two hot historic 105Es

MERCEDES C111

We drive the iconic '70s record-breaker

Messinter

€ 8,95

DAYTONA & 488GTB • XK120 ON MILLE MIGLIA

PRINTED IN THE UK



0 74470 87599 4

RICHARD MILLE

A RACING MACHINE ON THE WRIST

RICHARD MILLE BOUTIQUES

Geneva Paris London Milan Monaco Abu Dhabi Dubai Doha

www.richardmille.com



**CALIBER RM 011
FLYBACK CHRONOGRAPH
YELLOW FLASH**

- Automatic winding chronograph movement
- Power reserve : circa 55 hours
- Annual calendar
- 12-hour totalizer
- 60-minute countdown timer
- Chronograph flyback function
- Grade 5 titanium baseplate and bridges
- Rotor with ceramic ball bearings
- Special tungsten-cobalt alloy rotor weight
- 6-positional, variable rotor geometry
- With 18-carat white gold wings
- Balance wheel in Glucydur with 3 arms
- Frequency : 28 800 vph (4Hz)
- Moment of inertia : 4.8 mg.cm²
- Case in TZP Ceramic with caseband in NTPT® Carbon
- Finished and polished by hand

Limited edition of 50 pieces



Official fuel consumption figures for the all-new Audi RS 3 Sportback in mpg (l/100km) from: Urban 24.8 (11.4) - 25.2 (11.2) for comparative purposes and may not reflect real driving results. Optional wheels may affect emissions and fuel consumption.

 Audi Sport

The all-new
Audi RS 3 Sportback.
Born restless.

See what happens when you unleash
an RS 3 Sportback. Search RS3.



Extra Urban 43.5 (6.5) - 44.8 (6.3), Combined 34.0 (8.3) - 34.9 (8.1), CO₂ emissions 194 - 189g/km. Standard EU test figures
figures. Image for illustrative purposes only, includes optional extras.

The private bank for historic motor racing



Proud sponsors of:

Le Mans Classic
Classic Endurance Racing
Spa Classic
Dix Mille Tours
Grand Prix de l'Age d'Or
Vallelunga Classic
Monza Historic
Algarve Classic
Donington Historic Festival

RAC Woodcote Trophy
Salon Privé
The HERO Cup
Wilton Classic and Supercar
The Grand Tour
Kop Hill Climb
London to Brighton Run
EFG DolderClassics
Zurich Classic Car Award



Practitioners of the craft of private banking



GOODWOOD REVIVAL SALE

**Important Collectors'
Motor Cars and Automobilia**
Saturday 12 September 2015
Chichester, Sussex

The annual Bonhams Goodwood Revival auction offers an unbeatable platform to market your motor car to a truly global audience. To secure your position in this Sale, please contact the department.

ENQUIRIES

+44 (0) 20 7468 5801
ukcars@bonhams.com

Entries now invited

EARLY CONSIGNMENT

THE SCARAB GRAND PRIX COLLECTION

These highly effective and potent front-engined Formula 1 cars will be offered together with a truly significant and iconic 1956 Fiat Bartoletti racing transporter – it having seen front line duties with Maserati, Shelby American, Team Lotus, Alan Mann Racing and Reventlow Automobiles. Additionally, it featured throughout Steve McQueen's seminal racing movie 'Le Mans'.



Bonhams

bonhams.com/motorcars

CONTENTS

AUGUST 2015 // ISSUE 146

FEATURES

- 72** **COVER STORY** LANCIA STRATOS
All you need to know about the rally legend
- 94** FIAT S76 RECORD-BREAKER
Experiencing the 28.4-litre Beast of Turin
- 108** McLAREN F1 vs P1
20 years apart, the ultimate GTRs clash
- 120** RENAULT 16
Ahead of its time 50 years ago, still a true great
- 126** MILLE MIGLIA
David Lillywhite competes in an XK120
- 134** FORD ANGLIA RACERS
Mark Hales tries two at Croft Circuit
- 144** FERRARI 488GTB
Latest and possibly greatest of Ferrari's juniors
- 150** HISTORIC SPORTING TRIALS
A steep learning curve for experienced racer Hales
- 156** MERCEDES-BENZ C111
Stuttgart test route in the only drivable survivor
- 168** SIATA SPIDER CORSA
Driving a tiny car with a big reputation to uphold
- 176** COLLECTING BICYCLES
No engine, two wheels too few – yet covetable
- 182** FERRARI DAYTONA COMPETIZIONE
Le Mans racer Sam Hancock tests it at Ascari

PAGE 156

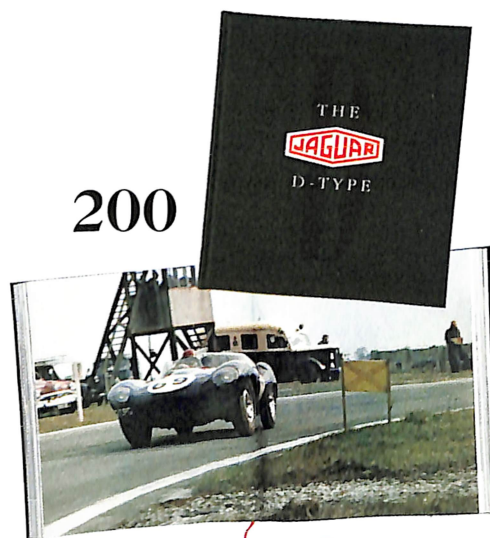


CONTENTS

AUGUST 2015 // ISSUE 146

REGULARS

- 20 NEWS**
TVR comes back from the dead – possibly
- 30 EVENTS AND DIARY**
Concorso Villa d'Este and more, plus 2015 dates
- 50 NEW CAR NEWS**
911 GT3 RS, Aventador SV, Range Rover SVR...
- 59 JAY LENO**
Driving the 200mph bargains
- 61 DEREK BELL**
Surviving the Mille Miglia intact
- 63 STEPHEN BAYLEY**
Even the goddess was no basis for a brand
- 64 ROBERT COUCHER**
Why the demise of Lancia is a tragedy
- 66 GEARBOX**
The Royal Automobile Club's Ben Cussons
- 68 PASSED IT! TONY DRON**
How to get familiar with the Nordschleife
- 70 LETTERS**
A marshall remembers Tony Dron's kindness
- 192 GONE BUT NOT FORGOTTEN**
Former Ford designer Eugene 'Bob' Gregorie
- 194 ICON**
New York's Art Deco Chrysler Building
- 196 WATCH**
Apple trades tradition for connectivity
- 198 AUTOMOBILIA**
Giles Chapman on car styling models
- 200 BOOKS, PRODUCTS, MODELS**
Things you will want to own
- 206 SUBSCRIBER OFFERS**
Octane on your doormat, free gift in your hand
- 208 OCTANE CARS**
An Austin-Healey retraces old haunts
- 218 CHEQUERED FLAG**
The racing month in pictures – and more
- 225 THE MARKET**
The pulse of the classic car world
- 322 DAY IN THE LIFE**
Adrian Sidwell, instrumental in restoration



204



BAMFORD
WATCH
DEPARTMENT



WWW.BAMFORDWATCHDEPARTMENT.COM

NEW YORK • MIAMI • LOS ANGELES • ST BARTHS • LONDON • PARIS • MONACO • MILAN • VIENNA
BERLIN • KUWAIT • DOHA • BANGKOK • SINGAPORE • HONG KONG • SEOUL • MACAU • TAIPEI



PETER SINGHOF

Highs and lows of the Mille



I FINALLY DID THE MILLE MIGLIA this year. Ever since we started up *Octane* I'd missed chances to take part, usually because of print deadlines. But this time, when I was offered a place, I took it. After 144 issues, I decided I could skip a few days of issue 145's press week.

It was all I'd hoped it would be, and more. I wasn't one of the charmed few on a factory team, I was with a mate working through his bucket list. We weren't on an unlimited budget, though the week-long adventure sure wasn't cheap. Our car – a period-tuned XK120 – wasn't as exotic as some, but there aren't many cars I'd rather have been in.

We had an enormous amount of fun in those few days (see pages 126-130 and, for Derek Bell's experiences, page 61) and, though it was tiring, it was never debilitatingly so. We both know how lucky we were to have been able to take part, so it would be flippant to say 'everyone should do this!' – but my goodness, if you do get a chance, then seize it with both hands.

One thing though: while the organisation under the new Mille Miglia team is superb, something needs to be done about the driving standards – of the competitors, support crews and the hundreds of enthusiasts who tag along.

The original Mille Miglia came to an end after Alfonso de Portago's 1957 crash killed nine spectators. In the current Mille there are plenty of chances to drive *really* fast without risk to onlookers, and that's an incredible thing in this day and age. So let's not blow that by driving like idiots through busy towns, round blind bends, across unmanned red lights... I know that I sound stuffy saying that, and it won't go down well in some quarters. But better that than we lose an incredible event.

David Lillywhite Editor

Featuring...



BRETT FRASER

'The definition of frustration? Your father owning a Lancia Stratos for decades and you never getting a chance to drive it. Not once. So when the guys in the office proposed a Stratos feature [page 72], there was no way anyone else was going to do it. It's an exhilarating machine and I'd love to spend more time learning its ways.'



MARK HALES

Mark tried Historic Trials (page 150) for the first time, and track-tested two racing Anglias (page 134). 'Trials was enormous fun despite the weather. It is also difficult without being scary. The other was back to my roots: like the Trials, difficult to get right round a lap but not frightening if you don't. Croft was the venue for my first race, a very long time ago...'



STEVE SUTCLIFFE

'Driving the McLaren P1 GTR round Silverstone Circuit would have been a pretty decent day out on its own, but also to drive Nick Mason's achingly lovely – and still very fast – F1 GTR really was something else. I won't forget 26 May 2015 for a very long time indeed.' The ultimate McLarens do battle from page 108.

Don't miss out on activities, offers or the digital edition

BUY OR SELL CLASSICS ONLINE



Want to buy a classic car? Got a classic car to sell? Just fancy browsing classic cars for sale in your lunch hour? Satisfy all your cravings at www.classicandperformancecar.com.

OCTANE TRACKDAY



Join *Octane* for the next exclusive Goodwood trackday (1 October). Lunch and afternoon tea included, numbers strictly limited: £299 per car with driver. Book now at www.octane-magazine.com.

MEET MAX MOSLEY



Join *Octane* for An Evening With Max Mosley. The former FIA president will entertain at London's Royal Automobile Club on 16 September. Tickets cost £125. Book at www.octane-magazine.com.

SUBSCRIBE TO OCTANE



Have *Octane* delivered hot off the press – or read the digital edition on your iPad, PC or laptop. See our special offer (pages 206-207) or search for 'Octane magazine' in your app store.

WORLD-CLASS MOTOR CARS AT BONHAMS

Bonhams prestigious sale calendar presents exceptional motor cars at world-class venues to a global market.

7th overall and first Porsche at the 1993 24H of Le Mans, works delivered, single ownership from new

1990 PORSCHE 962C

Sold for €1,495,000

The Chantilly Sale
5 September
Château de Chantilly, France

The Beaulieu Sale
5 September
The National Motor Museum
Beaulieu, Hampshire

The Goodwood Revival Sale
12 September
Goodwood, Chichester, UK

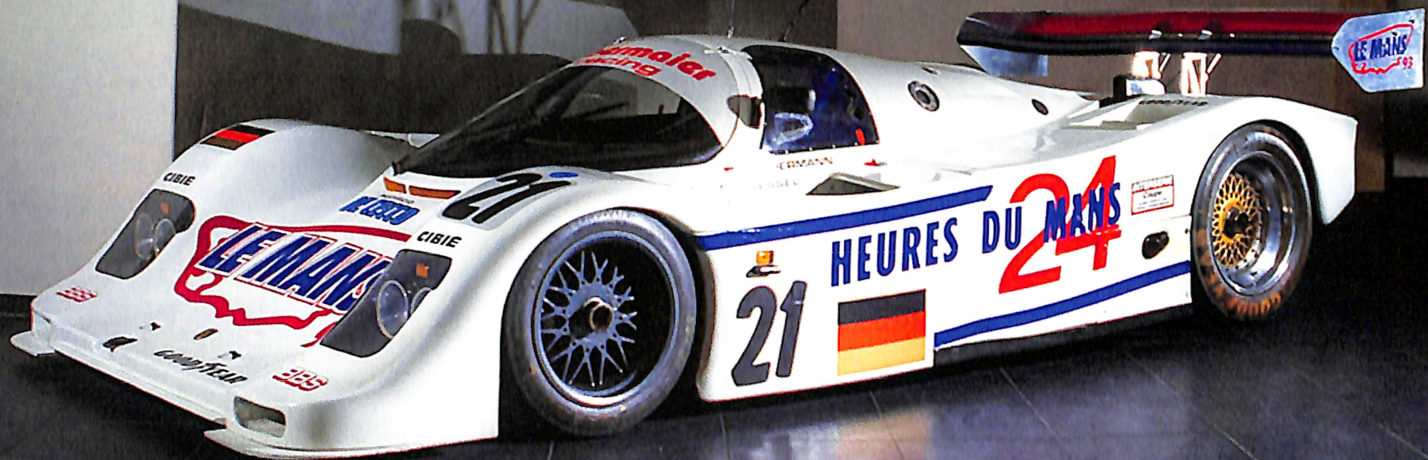
The Zoute Sale
9 October
Knokke-le-Zoute, Belgium

Entries are accepted for these sales

ENQUIRIES
UK
+44 (0) 20 7468 5801
ukcars@bonhams.com

Europe
+32 (0) 476 879 471
eurocars@bonhams.com

USA
+1 212 461 6514, East Coast
+1 415 391 4000, West Coast
usacars@bonhams.com



Bonhams

bonhams.com/motorcars

Prices shown include buyer's premium. Details can be found at bonhams.com

Editorial

5 Tower Court, Irchester Road, Wollaston,
Northants NN29 7PJ, UK. Tel +44 (0)20 7907 6585
Email info@octane-magazine.com

EDITORIAL DIRECTOR

David Lillywhite
david@octane-magazine.com @OctaneDavid

INTERNATIONAL EDITOR

Robert Coucher
robert@octane-magazine.com @OctaneRobert

DEPUTY EDITOR

Mark Dixon
mark@octane-magazine.com @OctaneMark

ASSOCIATE EDITOR

Glen Waddington
glen@octane-magazine.com @OctaneGlen

SUB-EDITOR

Chris Bietzk
chris@octane-magazine.com

ART DIRECTOR

Mark Sommer
marks@octane-magazine.com @OctaneArtEd

SENIOR DESIGNER

Robert Hefferon
roberth@octane-magazine.com

TEST DRIVERS

Tony Dron, Mark Hales, Richard Meaden

SPECIAL PROJECTS

David Barzilay

OFFICE MANAGER

Jane Townsend-Emms
jane_townsend-emms@dennis.co.uk

Repro by Octane Repro

Printed by Polestar Bicester Ltd, Oxfordshire
Distribution Seymour, 2 East Poultry Avenue,
London EC1A 9PT. Tel +44 (0)20 7429 400

Airfreight and mailing in the USA by agent named Air Business Ltd,
c/o Worldnet Shipping Inc, 156-15, 146th Avenue,
2nd Floor, Jamaica, NY 11434, USA

Octane ISSN 1740-0023 is published monthly by Octane Media Ltd
USPS 024-187

This issue on sale 24 June
September 2015 issue on sale 22 July



The text paper used within this magazine is produced from sustainable
forestation, from a chain of custody manufacturer.

Dennis Publishing (UK) Ltd uses a layered Privacy Notice, giving you brief details
about how we would like to use your personal information. For full details please
visit www.dennis.co.uk/privacy/ or call us on 0844 844 0053. If you have any
questions please ask as submitting your details indicates your consent, until you
choose otherwise, that we and our partners may contact you about products and
services that will be of relevance to you via direct mail, phone, email and SMS.
You can opt-out at ANY time via www.subsinfo.co.uk or privacy@dennis.co.uk
or 0844 844 0053

© Copyright Octane Media Limited which is a subsidiary of Dennis
Publishing Limited. Octane is a registered trademark of Felix Dennis.
All rights in the licensed material belong to Felix Dennis, Octane Media
or Dennis Publishing and may not be reproduced, whether in whole
or in part, without their prior written consent.

The publisher makes every effort to ensure the magazine's contents are correct.
All material published in Octane is copyright and unauthorised reproduction
is forbidden. The editors and publishers of this magazine give no warranties,
guarantees or assurances and make no representations regarding
any goods or services advertised in this edition.

www.facebook.com/octanemagazine
@octane_magazine



facebook

Advertising

19 Highfield Lane, Maidenhead SL6 3AN, UK
Tel +44 (0)1628 510080. Fax +44 (0)1628 510090
Email ads@octane-magazine.com

ADVERTISING DIRECTOR

Sanjay Seetana
sanjay@octane-magazine.com

ADVERTISING ACCOUNT MANAGER

Samantha Snow
sam@octane-magazine.com

ADVERTISING ACCOUNT MANAGER

Sue Farrow
sue@octane-magazine.com

ADVERTISING ACCOUNT MANAGER

Doug Howard
doug@octane-magazine.com

ADVERTISING LIFESTYLE DIRECTOR

Sophie Kochan
+44 (0)20 7907 6741
sophie_kochan@dennis.co.uk

DIGITAL GROUP ADVERTISING MANAGER

Andrew Howe
+44 (0)20 7907 6843
andrew_howe@dennis.co.uk

MANAGING DIRECTOR OF ADVERTISING

Julian Lloyd-Evans
+44 (0)20 7907 6608

ADVERTISING PRODUCTION

Tel +44 (0)20 7907 6057

GROUP PRODUCTION MANAGER

Stephen Catherall

SENIOR PRODUCTION EXECUTIVES

Michael Hills
michael_hills@dennis.co.uk

Sophie Valentine
sophie_valentine@dennis.co.uk

PRODUCTION ASSISTANT
Maaya Mistry
maaya_mistry@dennis.co.uk

Publishing

30 Cleveland Street, London W1T 4JD, UK
Tel +44 (0)20 7907 6000
www.dennis.co.uk

PUBLISHING DIRECTOR

Geoff Love
+44 (0)20 7907 6586
geoff_love@dennis.co.uk

MARKETING AND EVENTS

Saffron Wright
saffron_wright@dennis.co.uk

ACCOUNTS

Abu Uddin
+44 (0)20 7907 6072
abu_uddin@dennis.co.uk

NEWSTRADE DIRECTOR

David Barker
+44 (0)20 7907 6489

GROUP MANAGING DIRECTOR

Ian Westwood

CHIEF FINANCIAL OFFICER

Brett Reynolds

GROUP FINANCE DIRECTOR

Ian Leggett

CEO

James Tye

COMPANY FOUNDER

Felix Dennis

SUBSCRIPTIONS AND BACK ISSUES

UK tel 0844 844 0382

Overseas tel +44 (0)1795 414972

North America tel 800-428-3003

fax 757-428-6253, email cs@imsnews.com

Subscribe online www.octane-magazine.com

Manage your subscription www.subsinfo.co.uk

Email octane@servicehelpline.co.uk

Single issue price £4.95 (UK)

Full annual subscription (12 issues):

UK £48.99, Europe (inc Eire) £63,

USA \$99, Rest of World £79

Special offer page 206

Octane worldwide

The world's biggest classic car magazine



GERMANY
Berthold Dörrich



ITALY
Gabriele Mutti



NETHERLANDS
Ton Roks



JAPAN
Shiro Horie



CZECH REPUBLIC
Petr Ehrlich

SYNDICATION MANAGER
Ryan Chambers +44 (0)20 7907 6132
ryan_chambers@dennis.co.uk

INTERNATIONAL DIRECTOR
Ian Bedwell +31 715 62 3480
ian.bedwell@mediastraat.com

Octane is available for international licensing and syndication

The motor car that takes the breath away*

Mercedes-Benz C 111 – an eternal object of desire without equal



1969 will go down as a special year for Mercedes-Benz. Rumours had been circulating for a long time that the inventor of the motor car was working on a sensation. At the International Motor Show in Frankfurt the secret was finally revealed – and it really is a sensation: the C 111, a super sports car with gullwing doors and a Wankel rotary engine.

The industry was dumbstruck, the press couldn't get enough of it and the public were bowled over. Not long after, in the spring of 1970, the even more attractive and even more powerful variant of the C 111 experimental vehicle was unveiled – and it quickly became the unrivalled dream car of an entire generation.

*Source: 'DAZ', issue 20, 1969

Until November 15th 2015 the Mercedes-Benz Museum is showcasing the Mercedes-Benz C 111 in a fascinating special exhibition. More information at: www.mercedes-benz.com/classic-c111



Mercedes-Benz
The best or nothing.



JAGUAR XJ-S

The classic car world's Next Big Thing: why they're on the up, whether you like it or not

ONLY IN
ISSUE
147
On sale
22 July



Plus

- Lapping Le Mans in the Rover-BRM... plus other great gas turbine cars
- The 'Bracco' Lancia Aurelia • Moss and Hamilton in W196 at Monza
- TV Salvage Hunter's VW Beetle • Drag racing legend Don Garlits

(Contents may be subject to change)

THE PINNACLE PORTFOLIO

A RARE COLLECTIVE OF AUTOMOTIVE DISTINCTION



MONTEREY, CA - THURSDAY, AUGUST 13

AN UNREPEATABLE OPPORTUNITY



RM AUCTIONS

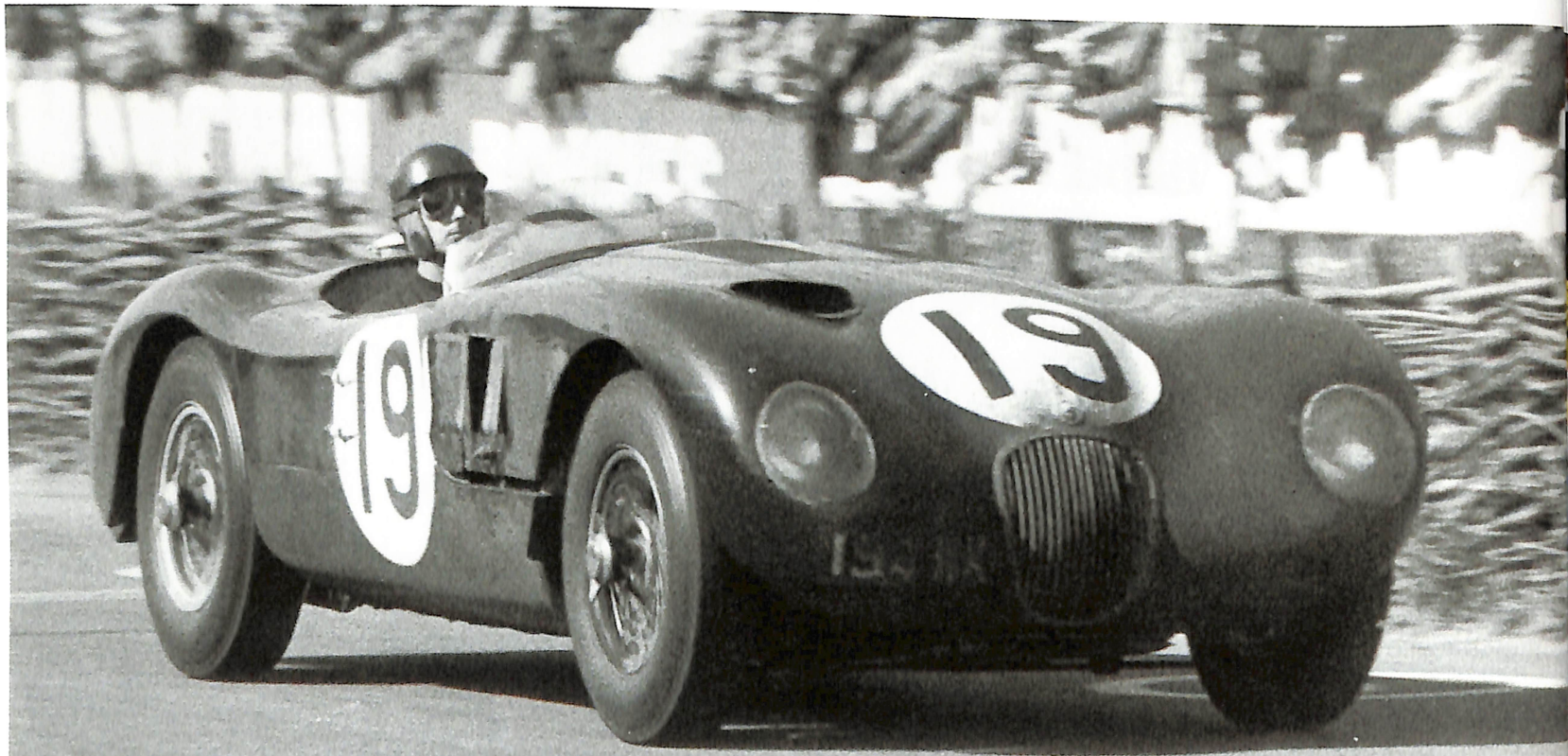
Sotheby's

www.rmsothebys.com

UK +44 (0) 20 7851 7070

GERMANY +49 (0) 40 441 95 737

CANADA +1 519 352 4575



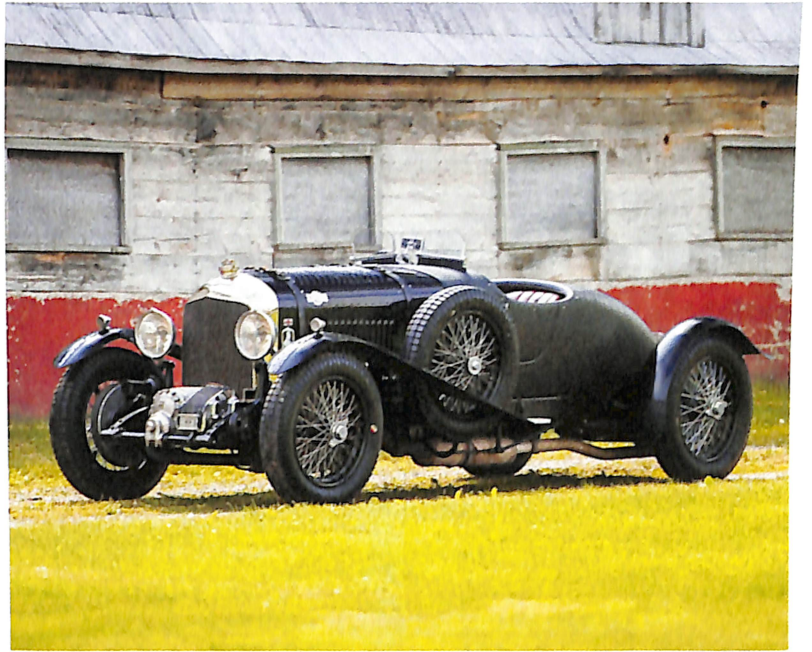
Chassis XKC 052 racing to a 4th place finish at the 1953 24 Hours of Le Mans



RM AUCTIONS LLC, NO. 8649H

- 1953 JAGUAR C-TYPE LIGHTWEIGHT Chassis no. XKC 052
- 1958 FERRARI 250 GT CABRIOLET SERIES II PROTOTYPE Coachwork by Pinin Farina ; Chassis no. 1213GT
- 1976 LAMBORGHINI COUNTACH LP 400 'PERISCOPIO' Chassis no. 1120172
- 1968 MASERATI GHIBLI SPYDER PROTOTYPE Coachwork by Ghia; Chassis no. AM115/S 1001
- 1973 FERRARI 365 GTB/4 DAYTONA BERLINETTA Coachwork by Scaglietti; Chassis no. 16927
- 1958 ASTON MARTIN DB2/4 MK III DROPHEAD COUPE Chassis no. AM300/3/1451
- 1930 BENTLEY 4½-LITRE SUPERCHARGED TORPEDO Coachwork in the style of Weymann; Chassis no. MS3929
- 1963 FERRARI 250 GT/L BERLINETTA 'LUSSO' Coachwork by Scaglietti; Chassis no. 4393GT

REGISTER TO BID: MONTEREY, AUGUST 13-15



Sotheby's

www.rmsothebys.com/monterey

UK +44 (0) 20 7851 7070

GERMANY +49 (0) 40 441 95 737

CANADA +1 519 352 4575

IGNITION

NEWS // EVENTS // DIARY // NEW CARS





RIP ERIK CARLSSON

Octane remembers Mr Saab *p24*



THE WORLD AT LARGE

Villa d'Este, Icelandic rally, supercars, Coventry festival *p30*



OPEN UP, SAY 'R'...

Driving 911 RS, Range Rover SVR, Civic Type R. And a Lambo *p50*

TVR stages a (more) credible comeback

Two years since the company was bought, signs of life. Could Blackpool be rescued from the flames?

Words Brett Fraser

CAN IT BE TRUE? Is TVR really risen from the grave? Because, of course, false dawns are as integral to the British sports car maker's heritage as hellfire performance and skull-cracking exhaust noise. But it seems that this time it might really be different...

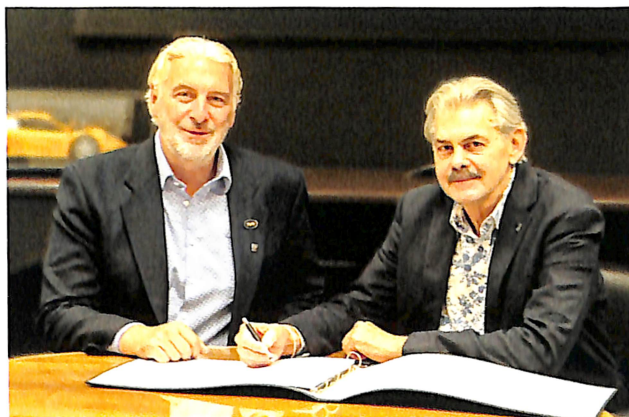
On the face of it, though, news that the resurrected TVR is planning to have an all-new sports car on the road by 2017, and then develop a further three cars over the next ten years, seems naively fanciful: another madcap scheme by an owner that doesn't really understand the low-volume sports car industry. But then you learn that Gordon Murray Design and Cosworth are heavily involved and you reach the fresh conclusion that, if that's the case, there must be something to it.

For TVR fans – and there are still plenty of them, despite being exposed to the cars' often woeful reliability and poor build quality – the headline information is all good. The first of the new-era TVRs will remain front-engined and rear-wheel drive. There'll be a stonking great normally aspirated V8 in the nose, tuned by Cosworth, and an impressively stiff tubular steel and composites chassis designed by Gordon Murray and his team. Electronic driver aids will be absent. So will an automatic transmission. And best of all, Les Edgar, head of the consortium of car enthusiasts that bought TVR two years ago, claims that the great TVR intangible – soul – will be more important to the new car's development than trying to beat Porsche or Ferrari's pace around the Nürburgring.

While all that sounds encouraging, it's what Edgar has to say about the business aspect of the operation that gives cause for cautious long-term optimism. He states that not only is the new TVR extremely well-funded – with fresh offers of financial backing pouring in since the public announcement of the project – but there's also an experienced management team in place who have already

formulated a ten-year business plan. This plan will have been studied in detail and deemed credible by the analysts at Cosworth and Gordon Murray Design, before those companies agreed to such a high-profile partnership with TVR.

There is a sense that the TVR announcement came out of the blue, and the news of the company once again making complete cars was a surprise to many of us. However, Edgar and his consortium actually bought the company back in June 2013



Above
All systems go: TVR's owner Les Edgar (on left) signs up to a partnership with Gordon Murray – whose own track record includes the legendary McLaren F1.

from Blackpool Engineering, an outfit owned by the Russian tycoon Nikolai Smolensky.

Many TVR enthusiasts regard that name with disdain, Smolensky having presided over the closure of TVR's manufacturing facility in 2006. To be fair to the then-young Russian, when he bought TVR from Peter Wheeler for a rumoured £15 million in 2004, the company's management practices were chaotic. Smolensky's attempts to inject a greater degree of professionalism into the Bristol Road plant put him at loggerheads with the staff, and their relationship

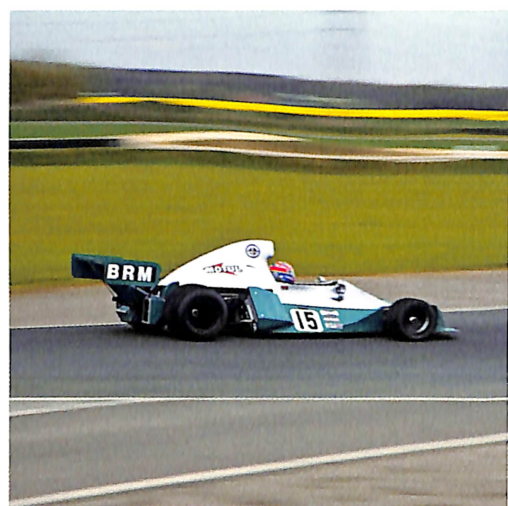
(along with car sales) eventually deteriorated to the point where Smolensky closed the company. In 2010 he revealed plans for a new TVR roadster, powered by an off-the-shelf American Corvette V8 and to be made in Germany, but the project fizzled out.

Smolensky's legacy to TVR, though, was the establishment of Blackpool Engineering, which owned the TVR name, manufacturing rights, jigs, blueprints and spares. He initially rebuffed attempts by Edgar and crew to buy Blackpool Engineering, but eventually relented in 2013. At the time the consortium claimed to have bought TVR to supply spare parts and specialist expertise to TVR owners, but for the past year it has kept its car-making ambitions under wraps.

Proof of how seriously TVR is taking the new car's development is clear from Gordon Murray Design's involvement. GMD is responsible for the car's rolling structure and is using what it calls iStream technology in its creation. At the heart of iStream are F1-style honeycomb composites that are light, rigid, and capable of helping the TVR to meet Euro NCAP passenger and pedestrian impact regulations. That sounds expensive but GDM insists not; it also reckons an iStream production site can be set up with up to 80% less investment than a conventional production facility.

Although TVR talks of a Cosworth powerplant, what it really means is that Cosworth will work its magic with a 'crate' V8, most likely of US origin and probably from GM. That's another smart move, as the engine will already have been thoroughly tested and be emissions compliant. TVR's desire for a flat underfloor to help with aerodynamics means that there will be side-exit exhausts and, while modern regs mean that the new car won't sound anything like as primal as its predecessors, Edgar has hinted that its cry will still be more lion than kitten.

There's no clue yet what the new TVR will look like (or even who's styling it), but when it is launched lots of heads will be swivelling in its direction.



BRMs go back to Blyton

The Rover-BRM gas turbine was a star turn during the second running of the BRM Association's annual trackday

Words and photography Mark Dixon

THE SMALL MARKET TOWN of Bourne in Lincolnshire isn't widely fêted but for over four decades, from 1933 to the late '70s, this quiet backwater attracted the biggest names in racing. As the home to ERA and its successor BRM, it was visited by everyone from Prince Bira to, in latter years, Fangio, Gonzales, Hill, and even Niki Lauda.

Three years ago the BRM Association was founded, following two hugely successful celebration days in Bourne in 1999 and 2012 respectively, and last year it staged its first trackday at Blyton Park circuit. Unfortunately the weather was awful then, but this time the sun shone and the track remained dry. The recently resurfaced Blyton Park has come on in leaps and bounds over the last few years and, with high-quality facilities including an on-site café and new toilet block, it's an ideal venue for club events like this.

Supported by BRM specialist Hall and Hall, the trackday is an informal event where owners can exercise their race cars with the minimum of red tape. Despite a handful of no-shows caused by

Clockwise from top

On-track performers at the BRM Association's test day included the 1963-65 Rover-BRM gas turbine car, 1967 Lotus 49 R3; 1974 Motul-liveried P201 and 1959 ex-Moss P25/10.

attrition at the recent Goodwood Members' Meeting, some 14 historic BRMs were in attendance, not least the recently revived Rover-BRM gas turbine Le Mans car, which circulated faultlessly while emitting its eerie 'jumbo jet' whoosh.

The oldest BRM present was Barrie Baxter's ex-Moss P25/10, and among the more significant cars was Andy Middlehurst's H16-powered Lotus-BRM Type 43, which sadly failed to proceed due to ignition trouble. Greatly missed was the famous BRM V16, a highlight of the 2014 event but currently undergoing an overhaul. At the other end of the scale, there was a strong showing of Rover-BRMs – the 200-based saloons, not the turbine car – from the owners' register.

Continuing this mutually inclusive theme, the BRM Association is open to anyone interested in the company and not just to former employees,

although it naturally numbers many of the latter among its 250-strong membership. Guest of honour was David Owen OBE, son of BRM's owner Sir Alfred Owen, and also present were former chief mechanics John Sismey and Dick Salmon.

'The aim of the Association is to keep the legacy of Bourne alive,' said trackday organiser David Glenn. 'Not many people realise that it has a motor racing history as varied as Modena's!'

www.brmassociation.org, www.blytonpark.co.uk



Could your child win a season's racing?

All-inclusive package is up for grabs from Ginetta

GINETTA HAS made a bit of a name for itself with its popular G40 Junior Race Championship over the last few years, and is once again offering one lucky – and indeed, talented – youngster the chance to enjoy a free season's racing, complete with car and team, as part of its Junior Scholarship.

As prizes go, it sounds pretty awesome – you get use of a Ginetta G40 Junior Race Car for the whole 2016 season, all your entry fees and test

and race day insurance paid for, free race tyres, fuel and suit, and even your own team to run the car for you.

Only those born between 1 January 2000 and 21 March 2002 are eligible to enter, and they can't have raced on a circuit before, although karters are positively encouraged.

You can download an entry form for the Ginetta Junior Scholarship from the company's website, www.ginetta.com.

CREDIT SUISSE 

PEBBLE BEACH Concours d'Elegance®



PEBBLE BEACH, CALIFORNIA. AUGUST 13–16, 2015.

Credit Suisse. Proud partner of the world's key classic car events.

credit-suisse.com/classiccars

Pebble Beach®, Pebble Beach Concours d'Elegance® and Pebble Beach Concours d'Elegance® logo are trademarks and service marks of Pebble Beach Company. Used by permission.



OBITUARY

Erik Carlsson 1929-2015

Richard Heseltine pays his respects to a literal and metaphorical giant of the rally world

ERIK CARLSSON, rallying's first superstar, died on 25 May. He was 86. A bulwark of a man, his size was at odds with the cars he drove. Save for one event early in his career, he only ever competed in Saabs. 'I tried a Volkswagen Beetle once but I didn't like it. The clutch broke,' he recalled in 2012. And few drivers ever extracted more from less than the likable Swede, Carlsson becoming a legend in his own lifetime thanks to three wins on the RAC Rally and two on the Monte Carlo as a works driver.

But first came success on two wheels. Carlsson began competing in 1947 aboard the first of several Nortons. He subsequently joined the five-strong SMK Trollhättan team, with whom he rode for three years before being conscripted into the army. After

returning to Civvy Street, he worked for Norton importer and sometime rally driver Pelle Lystrom, for whom he co-drove on rallies in 1952.

Carlsson made his debut as a driver in his native Trollhättan that same year aboard a secondhand Saab 92. His 'take no prisoners' approach was evident from the outset: with his right foot buried in the bulkhead, his car caught some air cresting a hill before returning to earth with a bump. This caused the battery to work loose, and the pale-green Saab lost power and pirouetted before heading backwards through a hedge and into a garden. In later years, Carlsson loved to recount this story in his wonderful sing-song lilt, each telling accompanied by 'That is how it was. Ya, ya.' He would neglect to mention he

completed the rally. Not only that, he won his class.

Four years later, he became a factory driver. His 1960 RAC Rally triumph alongside Stuart Turner was the first of a hat-trick of wins. What's more, he drove despite being in considerable pain following an accident a few days prior to the event. He had rolled a rented Morris Minor on a narrow Scottish country road, after only narrowly avoiding a lorry which was taking up the entire road.

Turner emerged unscathed but Carlsson wasn't so lucky. His future wife Pat Moss and Anne Wisdom gave the stricken duo a lift to a nearby doctor (in an MGA), but Carlsson was left kicking his heels for hours on end so he walked out. Turner found a pharmacy and bandaged his driver as best he could

Facing page, below and right Carlsson hustles a Saab 95 estate into fourth place on the 1961 Monte Carlo rally; the Swede tested a works Mini Cooper but never competed in it; he allowed Steve McQueen to drive his 1969 Baja entry, only for the actor to roll it into a ball.



and they made the start. It was only later that Carlsson discovered that he had broken ribs.

Carlsson's can-do spirit, steel-plated self-belief and reserves of stamina endeared him to millions of fans worldwide, if not his rivals. 'My co-driver and I used to wash and shave during rallies – if we had the time – and would take care of our clothes. We had to look refreshed in the car as it was all part of the game,' he recalled. 'When others would complain about how tough things were, we'd say that it was a pity it wasn't harder and a little longer. We would grin and bear it, no matter how bad we felt.'

While his 1962-63 Monte Carlo Rally wins made headlines around the world, Carlsson considered his brace of second-place finishes on the Liège-Sofia-Liège events in 1963 and '64 to be his greatest achievements. 'That was by far the toughest rally. You would drive for 100 hours with a break of only one hour,' he said. 'You have to remember that we always had the smallest-engined car.'

Carlsson relocated to the UK in 1963 after marrying Moss. Yet his loyalty to Saab remained resolute despite offers from British teams. On becoming BMC Competitions Department manager, Stuart Turner attempted to lure his dear friend away. Carlsson went so far as to test a Mini ahead of a one-off drive on that year's Circuit of Ireland but it never happened. He also came close to signing a multi-year deal with Ford, and admitted that he had the pen in his hand but felt compelled to phone Sweden first. The MD of Saab reputedly burst into tears and begged him to stay. He did, only to wind down his frontline career in 1967. And even then, it wasn't the desire to compete that had ebbed – Carlsson suffered from chronic backache and rallying only exacerbated the problem.

Nevertheless, he came out of retirement to contest the 1969 Baja 1000, which he enjoyed despite Steve McQueen rolling his V4 into a ball after the event was over. 'I have never been so scared in a car before or since; he was crazy I think,' he would say. Carlsson returned a year later and then quit for good. He became a roving ambassador for Saab and enjoyed the limelight but wore his status lightly. He was a giant of the sport in every sense of the word.



Left and below Sonett II coupé was Carlsson's steed for the 1966 Coupe des Alpes – the car was forced to retire after its fuel was deliberately contaminated, having shown good pace against the Porsches; Carlsson and co-driver Torsten Aman performed well against the big V8-engined Americans on the 1969 Baja 1000 until mechanical problems slowed them – they still finished third in class.

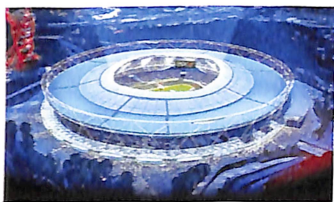


In brief



SAVE THE HOME OF COOPER

A campaign has been mounted by 18-year-old Mini owner Kyle Stanger and his father to save the former HQ of the Cooper Car Company on Hollyfield Road, Surbiton, Surrey, and turn it into a car-themed café and education centre. Cooper was based there from 1946, right through its early F1 years, until it moved to a new factory in Byfleet. For the past two decades it has been used by the Metropolitan Police. For more information search for 'Cooper' on www.kickstarter.com



RACE OF CHAMPIONS IN THE UK

This year's Race of Champions will take place at the Olympic Stadium in London on 20-21 November. Drivers and riders from F1, WRC, Le Mans, MotoGP, Nascar, Indy and more will race against each other in identical machinery. www.raceofchampions.com



RALLY FROM CHINA TO INDIA

Entries have opened for the 2017 Himalayan Challenge, from Beijing to India via Tibet and the old Buddhist capital of Lhasa. This is a new event by the Endurance Rally Association, which also runs the Peking to Paris. There are only 30 places available, several of which are already taken, so move fast! www.endurorally.com



PORSCHE CLASSIC CENTRES

Two new Porsche Classic 'Partner' Centres have opened in the UK, in Hatfield and Leeds, to provide more specialist services (genuine parts, repairs or restoration for example) than the UK's 35 regular Porsche Centres.

Jewels at the palace

Holyrood Concours of Elegance reveals more attractions



A VIBRANT YELLOW 1967 Ferrari 275GTB/4 NART Spider (above) and a swooping 1939 Delahaye Type 165 Figoni et Falaschi (below right) are among the glamorous rarities being promised by the organisers of this September's Concours of Elegance, to be held at the Palace of Holyroodhouse in Edinburgh.

Having last month confirmed some of the main attractions (a trio of Jackie Stewart championship-winning F1 cars, the world's largest gathering of Ecurie Ecosse racers, a brace of Jim Clark single-seaters and Johnny Dumfries' Le Mans-winning Jaguar XJR-9, among others), the organisers are now revealing more good reasons to attend.

Oldest car at the event will be a 1905 Star Gordon Bennett racer (centre), while at the other end of the chronological scale is a 2015 Ferrari-based coachbuilt Touring Superleggera Berlinetta Lusso. Other

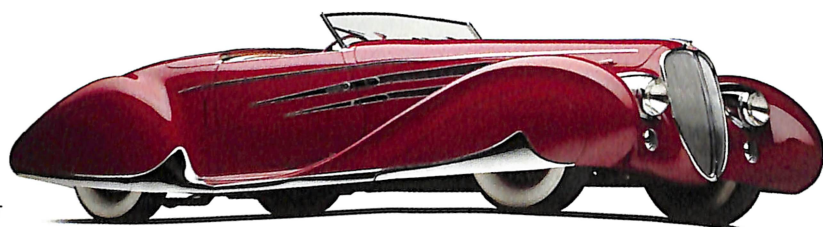


notables include a 1979 BMW M1 and a Ferrari F40 LM.

Octane is not only the Concours of Elegance's media partner, but is also organising the Octane Tour, a 2½-hour drive from Dalmeny House

Above, left and below 1967 Ferrari 275GTB/4 NART Spider, 1905 Star Gordon Bennett and 1939 Delahaye Type 165 Figoni et Falaschi to star in Edinburgh.

on the Firth of Forth to the palace. Included in the £175-per-person ticket price are concours admission, exclusive display parking, breakfast, decals, maps, an exquisite three-course lunch with wine, and afternoon tea. Entry forms are available if you drop an email to Jeremy@gtoevents.com, while further details of the concours can be obtained by visiting www.concoursforelegance.co.uk.



OBITUARY

Michael John Coucher 1931-2015

REMEMBERING A FAMILIAL influence on this magazine, a bon vivant and car enthusiast – one of *Octane's* grandfathers. And, indeed, my father. Having won a scholarship to Guy's Hospital in London, Michael Coucher qualified in 1957 and went to Africa to pursue a 'short stint' in medicine. He made Cape Town his lifelong home with wife Jean and died there on 16 May, after suffering from a brain tumour. A keen car enthusiast, he bought a red MGA – the first of 60 cars during his lifetime, including many Jaguars, Porsches and Lancias. His 1937 Bentley 4½ was a firm favourite. During 45 years he restored it twice and the Derby remains in the family (see *Octane Cars*, page 213). Michael Coucher enjoyed life to the full. He loved medicine, people, music, gardening, antiques, calligraphy, wine – and cars. **Robert Coucher**





ROBERT BRAY

SINCLAIR HARDING

MAKERS OF FINE CLOCKS



www.clockmakers.com

e: sales@clockmakers.com tel: +44 (0) 1924 840666

Image courtesy of The Hour Glass, Japan



1961 FERRARI 250 GTE SERIES I

Ferrari Classiche Certified | Coachwork by Pinin Farina
Chassis 2651 GT



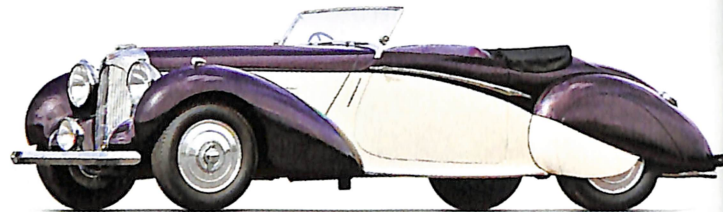
1965 ASTON MARTIN DB5 CONVERTIBLE

Formerly the Property of Screenwriter Bill Manhoff
Highly Original, Low-Mileage Example
Coachwork by Touring | Chassis DB5C/2112/R



1937 LAGONDA LG45 RAPIDE

From the Ron Rezek Collection



1939 LAGONDA V-12 RAPIDE

From the Ron Rezek Collection



1967 FERRARI 275 GTB/4

From the Peter Klutt Collection | Pebble Beach Preservation Class Award Winner
Coachwork by Scaglietti | Chassis 10803 | Without Reserve

[REGISTER TO BID](#)

[VIEW LIVE AUCTION](#)

NOW INVITING CONSIGNMENTS

Scottsdale Auctions January 29 & 30

Amelia Island Auction March 11

Pebble Beach Auctions August 2016