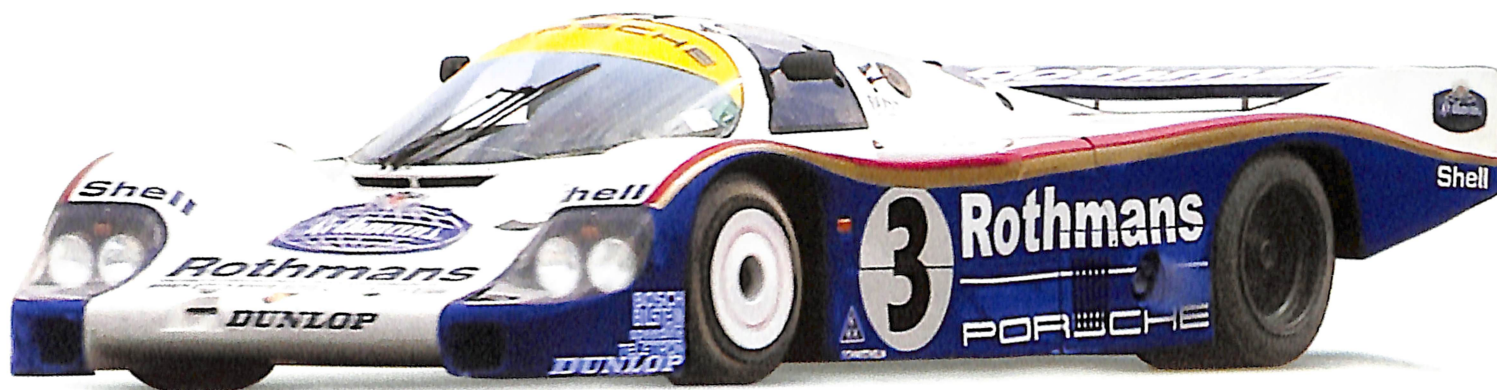


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CONCORSO D'ELEGANZA VILLA D'ESTE

Where the stars come out

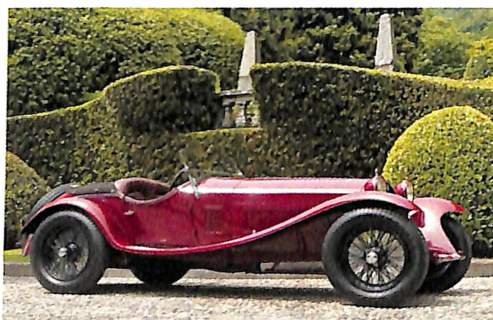
Tough competition made for a banner year at what is arguably Europe's premier Concours d'Elegance

Words Dale Drinnon Photography Martyn Goddard

AT A VENUE famed for the high quality of its entrants, this was a year to press between the pages of your Golden Book of Memories. In fact, according to long-time Villa d'Este jury member and frequent *Octane* contributor Winston Goodfellow, the 2015 concours field was 'the strongest I've ever seen here'.

Topping this extraordinary gathering after the jury announced its Best in Show was the 1932 Alfa 8C 2300 Zagato Spider of David Sydorick from the USA, a car that impressed not only aesthetically and historically, but with an engine ruff to send cold chills up the spine of a marble statue. Meanwhile, Best of Show by referendum of the concours entrants and guests at Hotel Villa d'Este went to the Touring-bodied 1950 Ferrari 166MM of Britain's Clive Beecham, the first Ferrari owned by Fiat boss Gianni Agnelli and twice a race winner for renowned driver Olivier Gendebien.

The heart-meltingly lovely 166MM additionally won Best of Show by open public ballot during Sunday's customary display at the park surrounding nearby Villa Erba, thereby taking two of the most prestigious trophies from the overall event. Multiple awards also went to the Pegaso 'Cupula' Coupé (Spanish for 'dome') entered by Evert Louwman from the Netherlands, which received Most Exciting Design by the jury, along with Young People's Choice by public vote at Villa Erba. Originally ordered in



Top and above
Beautiful surroundings, superb cars – that's Villa d'Este; Alfa 8C 2300 took Best in Show, while Pegaso Cupula won Most Exciting Design and Young People's Choice.

1952 by brutal Dominican dictator Rafael 'El Jefe' Trujillo, one would hesitate to ever call it 'lovely' but it certainly is colourful, in every possible sense.

Other major prizes awarded by the jury included Most Iconic Car, to a 1973 Porsche 911 Carrera RS entered by Marco Betocchi; Most Sensitive Restoration, to the 1952 Ferrari 212 Vignale Berlinetta of Americans Bradley and Buzz Calkins, (restoration by Paul Russell & Co); and Most Elegant Rolls-Royce for the 1961 HJ Mulliner Silver Cloud II, of Fred Kriz. Public balloting at Villa Erba gave the Design Award for Concept Cars and Prototypes to Bentley's EXP 10 Speed Six.

Among the individual class winners of note, American collector Orin Smith's Lancia Aurelia PF200, a 1953 show car produced by Pinin Farina on the Aurelia B52 platform, was the perfect specimen of early '50s Jet Age dynamism, while the (ex-Moss, ex-Gurney, ex-Gregory) '59 Maserati Tipo 60/61 Birdcage of Austrian Andreas Mohringer was proof positive of the inherent elegance of old, unmolested and highly significant race cars.

As has become standard practice, a motorcycle concours was held on Sunday, won by the 1973 Münch-4 TTS-E of Alessandro Altinier; weekend sponsor BMW also graced Villa Erba with a very popular open showing of its celebrated Art Cars. On the auction side, RM Sotheby obtained €6.72 million (including premium), for a 1952 Ferrari 212 Export Barchetta, a record for the model; even the weather co-operated, early predictions of gloomy rain mercifully never materialising. Our only quibble, really, was no sign of the car clubs seen on previous Sundays – a shame. Doesn't healthy growth always start from the roots?

For the full concours results and information on next year's event, go to official website www.concorsodeleganzavilladeste.com.

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23-24 MAY
Prescott,
Gloucs,
UK



LA VIE EN BLEU

Gallic invasion

French in flavour, this Bugatti Owners' Club hillclimb event attracted cars made in all corners of Europe

Words and photography Peter McFadyen

FOR ONE WEEKEND a year since 2007, the quintessentially English surroundings of Prescott Speed Hill Climb in Gloucestershire have taken on a distinctly Gallic flavour as the Bugatti Owners' Club stages its celebration of French motoring culture and pretty well all things French, La Vie en Bleu. Paddock roadways assume the names of famous French motoring pioneers, spectators tend to dress up in striped shirts and berets, and the French tricolore abounds. An accordion player roams the spectator enclosures, along with stilt-walkers, onion sellers and white-faced mime artists; and, of course, there are the Can-Can girls performing to an appreciative audience in the paddock.

In reality, all this is simply an enjoyable backdrop to two days of very serious speed hillclimbing, not all of it French by any means. In fact, the first day was given over to British marque championship rounds, while competitors in the BOC's own Members Handicap were in action on both days: sports cars and saloons of any make on Saturday,

racing cars on Sunday. The TVR Car Club's Speed Championship competitors were followed by MG Car Club members, the Lotus of the Paul Matty Sports Cars series and Ferrari and Aston Martin owners each competing in their own contests. The Allard Owners' Club class went to Mark Brett's Ballamy Ford V8 Special and the pre-war Austin Sevens of the Bert Hadley Championship saw Stuart Roper-Marshall emerge victorious among the road cars, with Terry Griffin's Single Seater Special winning the racing car class.

While Saturday was dry and sunny, Sunday started out wet but thankfully improved as the day went by. First up the hill were the pre-war racing cars, where experienced drivers Gary Clare, in his JAP-engined 'Grannie', and Charlie Martin in his Morgan RIP Special, also JAP-powered, romped away from their opposition to win the 1100cc and 1500cc classes respectively. In the over 4-litre class, the spectacular 25.4-litre Darracq 200hp Land Speed Record car of Mark Walker was up against

the equally impressive 16.4-litre Lorraine-Dietrich, on its second outing in the hands of Richard Scaldwell, who has just completed a meticulous rebuild of this awesome machine: they were split on times by Geoff Smith in the Piccard-Pictet Aero Special. But easily fastest in the class was Tom Walker during his first climb in the Amilcar Hispano Special – unfortunately he spun the car to a halt, unharmed, exiting the Esses on his second run.

Pre- and Post-1972 classes for sports and saloon cars were next; the Renaults that dominated the latter included the electric-powered Zoe shared by journalist Steve Cropley and Barrie 'Whizzo' Williams.

Chris Warman came out on top of the Up-to-1500cc Bugatti Cars Handicap class in his 1920 Brescia Type 13 while, in the Bugatti GP Car Handicap, John Day was victorious in his Type 37. Duncan Pittaway's drive at the wheel of his Type 35 was outstanding here, his two runs differing by just 0.03 seconds and heading Colin Bullock's Type 51, second on scratch, by more than three seconds.

Clockwise from top left Can-Can girls pose with veteran De Dion Bouton in the Prescott paddock; Richard Scaldwell exits the Esses in the Lorraine-Dietrich whose rebuild he completed recently; Czech car restorer Jacob Stauch drove his Brescia Bugatti all the way from Prague and made a couple of fast demonstration runs up the hill; the man who started it all when he was Prescott general manager, Ian Patton, had a relaxing day sharing the wheel of Terry McGrath's Riley-engined Amilcar CGSS; and Charlie Martin's Morgan RIP Special.



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Illustrated **1989 PORSCHE 911 SPEEDSTER**

CLIENT PORTFOLIO

- 1949 Maserati A6 1500 Pinin Farina *Berlinetta*
- 1962 Ferrari 400 Superamerica (ex-Geneva Motor Show)
- 1965 Ford GT40 production racing coupé (ex-Neil Corner/Noel Edmonds)
- 1991 Ferrari F40 (ex-Otis Chandler, 4,923 miles)

Please note that to respect client confidentiality not all motor cars available may be shown

THE ICELANDIC SAGA

Ice but thankfully no fire

Cars of all ages and entrants from all corners of the globe compete on gravel roads amid the splendour of Iceland

Photography Francesco Rastrelli

18-25 APRIL
Reykjavik
and back,
Iceland

WITH PLENTY OF snow and ice appropriately still evident, 31 competitors took part in this 1300-mile trek via some of the world's greatest roads, through some of the world's most incredible scenery. Entries ranged from a 1933 Talbot 105 Vanden Plas Tourer (the oldest) to a 1981 Ford Escort XR3 (the youngest), with drivers from Europe, USA, Brazil and Australia.

Starting out from Reykjavik's Harpa concert hall, the first day settled many of the competitors into regularity rallying as they headed north to Borgarnes. Overnight leaders were Joel Wykeham and David Brown in their BMW 2002tii, who held off pre-event favourites Paul Crosby and Andy Ballantyne (Porsche 911) by ten seconds, the deficit due to Crosby striking a cone on a driving test. In third lay Daniel Gresly and Christian Prunte, a consistent performance in their 'Arrive and Drive' Porsche 911 keeping them in the hunt from the off.

The second day saw dramas for Stephen and Collette Owens, their Porsche 911's clutch developing issues that saw them return to Reykjavik to make repairs. Crosby and Ballantyne also had problems, their 911 suffering from an electrical fault that turned out to be due to volcanic dust stopping the points from closing. The problems dropped them down the leader board considerably.

The cars left Akureyri on the third day and fine weather displayed the island's majesty and grandeur to the full while competitors headed south on the east coast, via an extended halt at Myvatn and the chance to sample the geothermal pools close to Krafla, a volcano that last erupted in 1984.

On the fourth day, Gresly and Prunte eased the lead from Wykeham and Brown as the Saga left Route 1 in favour of Route 96, which clings to the cliffs while huge volcanic stacks tower above. The final action of the day was a hillclimb outside Höfn, where Stephen and Cherian Roberts' event came to an end when their TR6's main bearings failed.

A run along the southern edge of the country on day five took crews past the Jökulsárlón 'iceberg lagoon', scene of a car chase in *Die Another Day*, then out towards Hella and a change in scenery, where vast saltmarshes contrasted with four days of lava fields and flat-topped mountains shaped by vast glaciers.

The final day saw two re-routes because of heavy snowfall, a run past the Strokkur geyser at Geysir, and then Gullfoss waterfall took the event back towards Reykjavik via Thingvallavatn. Gresly and Prunte consolidated their lead to take the overall win, with Wykeham and Brown finishing second.



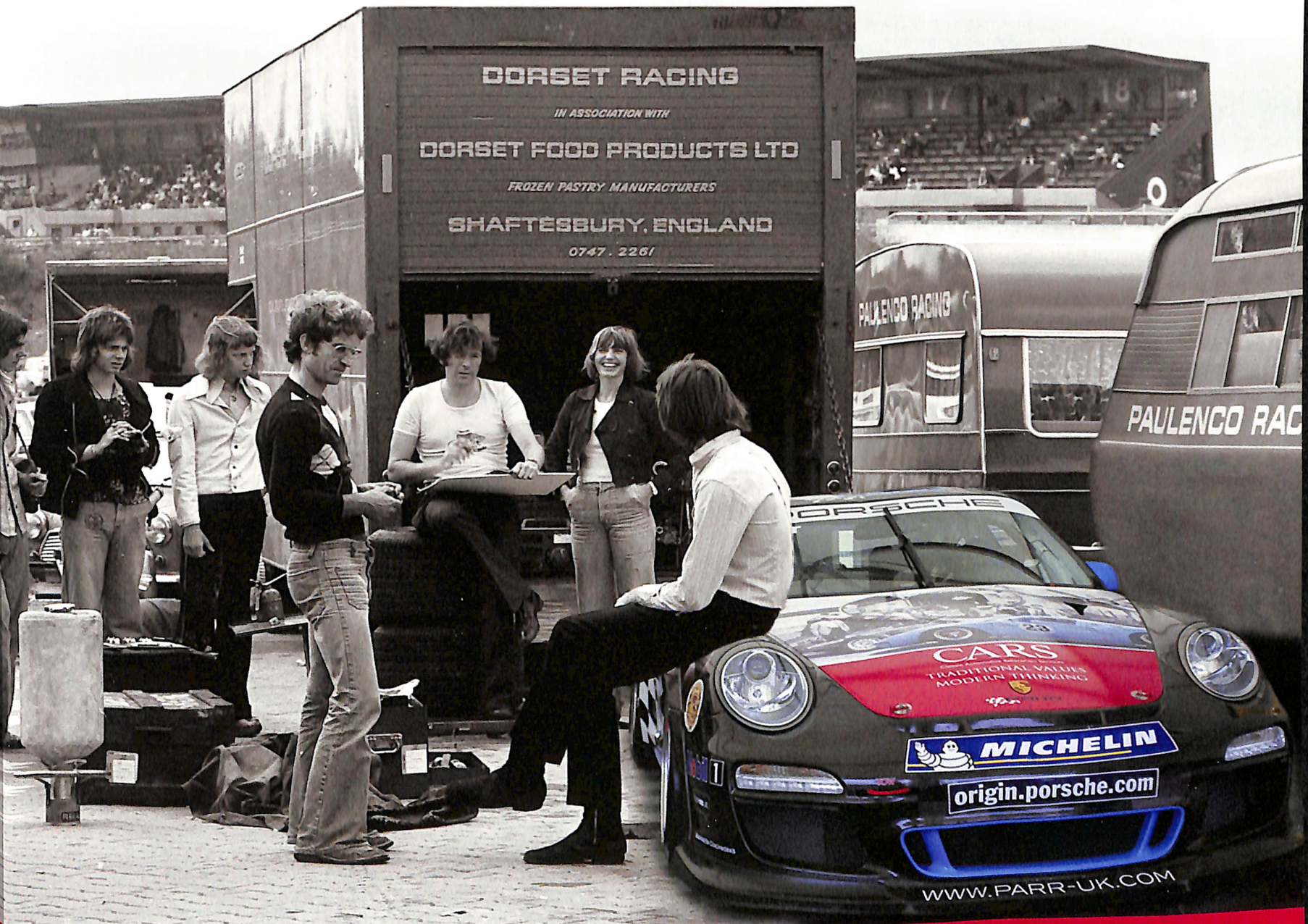
Top and above
Could you ever get bored of scenery like this? The winning 'Arrive and Drive' green Porsche 911, driven by Daniel Gresly and Christian Prunte.

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JAGUAR SIMOLA HILLCLIMB

South Africa's 'must do' hillclimb

A challenging course and great cars made for an unmissable weekend

Words Robert Coucher Photography Rob Till



THE HILLS SURROUNDING the Simola Golf and Country Estate in Knysna, along the east coast of South Africa, came alive to the roar of 130 road and racing cars for the annual Jaguar Simola Hillclimb. The Knysna Waterfront was filled with cars and spectators for scrutineering and parades over the weekend.

The twisting 1.2-mile course was lined by around 12,000 spectators as the drivers competed for the coveted 'Classic Conqueror' and 'King of the Hill' titles. Classic Car Friday saw 49 vintage and classics cars built before 1980 in action, and then 80 modern performance cars contested the King of the Hill Shootout on Saturday and Sunday. The Classic Car Class ranged from Rodney Green's 1929 Bugatti Type 35B to a bellowing Ford Fairlane driven by racing ace Peter Lindenberg, as well as numerous Jaguars and Porsches.

Conditions were cool but dry and the overall winner of Classic Car Friday's Classic Conqueror

event was *Octane* reader Charles Arton in his immaculate ex-Derek Daly 1979 March Formula Atlantic 79B. His time of 45.894sec beat last year's winner Franco Scribante in his much more powerful 2.8-litre Porsche 911 RSR; Ross Lazarus was third in a Ford GT40. Said Arton: 'The March is like a surgical instrument. It's so precise and actually rides the bumps really well and the gearing is perfect for this course. My last run went beautifully, despite having trouble with the car the whole day. The thrust bearing on the clutch went on the first practice run so I have been launching the March gingerly off the line. Jody Scheckter's brother, Ian, gave me some pointers for the final run, which helped.'

The slowest time of the day was set by Gino Noli in the 1937 700cc two-stroke DKW F-7 Special. Noli had to go flat-out in the tiny contraption, much to the enjoyment of the large crowd. 'I may have been the slowest, but at least I was the slowest of those who actually finished,' says Noli. 'I was 10 seconds

ahead of the Austin Seven Special when its clutch gave in, and the Riley Special just ahead of me retired as well.'

On Sunday Desmond Gutzeit won the King of the Hill shootout in his outrageously rapid 1400bhp Nissan Skyline GT-R at 40.148 seconds, setting a new course record. He beat his son Jade, who was running second in a Mitsubishi Evo 7 until the clutch expired. Feverish action by his pit crew saw them remove the engine and gearbox to replace the clutch just in time, but the mishap pushed Jade back to seventh. Sav Gualtieri finished second overall in a highly modified BMW 335i.

'It just goes to show – old guys rule!' beamed Jade's dad Des. 'I'm not sure if I can go any faster but next year we will definitely try to break the 40-second barrier.'

The Jaguar Simola Hillclimb will run on 6-8 May next year, www.speedfestival.co.za.



Clockwise from left
Toby Venter's Porsche 911 GT2R streaks up the hill; more than 12,000 spectators lined the course; Gino Noli in his 700cc DKW special; *Octane* reader Charles Arton won the Classic Conqueror event.

1965 FERRARI 275 GTS

One of only 200 Ferrari 275 GTS's built between 1964 and 1966, chassis 06889 was originally finished in this rare and striking colour combination of Bianco paintwork over a Rosso interior. This matching numbers example, complete with full Ferrari Classiche Certification, is ready to be enjoyed.



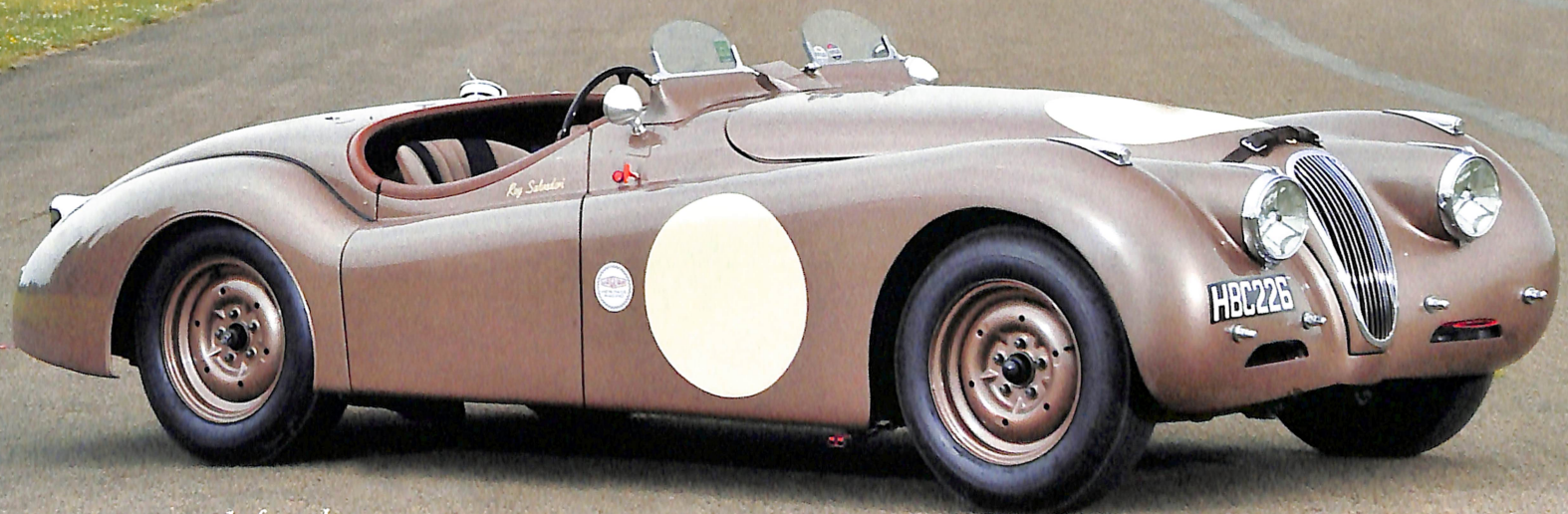
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1950 JAGUAR XK120 COMPETITION ROADSTER, Ex-Roy Salvadori

Supplied by Walter E. Sturgess of Leicester in 'home market' specification, this exquisite XK was acquired by racing ace Roy Salvadori in early 1951. He achieved outright victory in this car at Goodwood that season along with two 2nd places at Silverstone and Castle Combe. Comprehensively restored to current FIA specification and a previous retrospective Mille Miglia entry, this significant competition XK is ready to be campaigned as it was intended.



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1965 FERRARI 250 LUSSO

WILTON CLASSIC AND SUPERCAR

Stately gathering

Classics, supercars, and a glorious display of Bugattis made this year's Wilton Classic a grand two days in the country

Words and photography Steve Havelock

THIS YEAR'S Wilton Classic and Supercar at Lord Pembroke's picturesque Wilton House stately home near Salisbury took on a new two-day format, with an emphasis on classics on the Saturday and supercars on Sunday.

On a sun-blessed 'classics day' the gates opened at 10am and, blissfully, there were no traffic queues. The show cars on the immaculate lawns in front of the house were widely spaced and totally accessible to the public, of whom some 15,000 attended over the two days. It was busy but not overcrowded, with plenty of places to eat, drink, or be entertained by live music, steam engines and motorcycle stunt displays in the central arena, the Bloodhound Project, Ian Cook's 'Pop Bang Colour' creating art with radio-controlled model cars, or classic car

workshops courtesy of Wiltshire College.

The centrepiece was a fabulous display of 18 Bugattis, fronted by four Veyrons celebrating their 10th anniversary. Among the historic Bugattis was a 5.0-litre, chain-driven Type 18 owned and raced by Ettore himself. Capable of 80mph, only six or seven were built between 1912 and 1914. In 1931 Bugatti introduced the mighty Type 54 Grand Prix car, with its 4.9-litre supercharged straight-eight engine, and on display was the car in which Achille Varzi set fastest lap and finished third in its Grand Prix debut at Monza. Also present was the 1938 Type 59/50 'Cork Car', which first raced at Montlhéry in 1935 but was then fitted with the motor from a Type 54 to race at the 1938 Cork Grand Prix. Making its UK show debut was a fastidious recreation of the

prototype of the 1926 Royale Torpedo, bodied by Packard. This was a car built for kings. Others included Nick Mason's Type 35B, Mags Diffey's oft-trialed Type 13, the 1923 ex-Hamish Moffat/DB Madeley/Crossley Type 23 Brescia and a 1992 prototype lightweight Super Sport version of the EB110 supercar.

Moving on, Le Mans racers were represented by the 1988 Le Mans-winning Jaguar XJR9, a 2003 Bentley Speed 8 and a pair of Porsche 956s, namely an ex-Bell/Bellof Rothmans-liveried car and the Jean Rondeau and John Paul Jr Swap Shop car that finished second at Le Mans in 1984.

McLaren sent along Ayrton Senna's 1990 MP4 Honda V10, which was paired with Alain Prost's Ferrari 641/2 to commemorate their epic first corner clash, 25 years ago at the 1990 Japanese Grand Prix, that handed Senna that year's F1 World Championship. Another car making its show debut, in 'as found' condition, was the 1961 Alfa Romeo SZ Giulietta *Coda Tronca* prototype with its truncated tail, sculpted by Elio Zagato and Ercole Spada.

Around midday, a parade of classics was accompanied by an entertaining commentary from an on-form Tiff Needell. Lord Pembroke concluded: 'I wanted a show which was inclusive, accessible and fun for the whole family. I think we have achieved this.' We think so too.



6-7 JUNE
Wilton,
Salisbury,
UK

Clockwise from above Bugatti line-up on the Wilton House lawn; a Countach wows the crowds in front of the house; ventilating a Gullwing; Alfa SZ Coda Tronca prototype 'as found'.



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Clockwise from bottom left
Type 35 Bugattis were in their element on the steep slopes of the Luberon and Mont Ventoux. Empty, open roads suited the pre-war field extremely well, although there were also occasional excursions through historic town centres.



22-24 MAY
Avignon,
France

TROPHÉE JACQUES POTHERAT

Three days in Provence

The perfect playground for pre-war sports and racing cars, enjoyed under cloudless skies

Words and photography Robert Scolah

WITHOUT TELLING VERY many people about it, an exclusive and colourful group of pre-war sports and racing cars gathered on the banks of the Rhône, near Avignon, over the weekend of 22-24 May to make speedy forays into the surrounding countryside under the banner of the Trophée Jacques Pothérat.

While residents of the famous medieval town were on their way to work, the collection of MGs, Amilcars, Bugattis and other assorted legendary names of the 1920s and '30s coughed, spluttered and were cranked into life to begin three days of driving through sun-drenched vineyards, honey-stone villages, and up through the pines and evergreen oaks of the chalk hills of Provence.

The French can be very Anglophile when it

comes to their cars and some significant English names were on show. A local wine-grower brought his 1937 Lagonda with a Le Mans-style body by Abbott, while another local car, an Alvis two-seater of the same year with a shimmering aluminium body, was also wheeled out. A 1935 Aston Martin MkII down from Paris looked comparatively modest in black, quite a contrast to a cheeky blue 1951 MG TD in the hands of Scottish-English couple Erik and Pam Benson. The Bensons knew Pothérat in whose honour the Trophy is run – though it's not a race as such. He could (they said) be, by turns, capricious, flamboyant, charming and eccentric. Well connected with the nobility of French motor sport, he was a columnist in French magazines, and a fervent supporter of pre-war machines and especially events such as the Classic Revival at Montlhéry.

Some of the cars here had been at that gathering at the great oval track only the week before, while one Amilcar, a supercharged 1927 CG SS, had completed the Mille Miglia on the same weekend. Its red and polished aluminium bodywork displayed 16 Mille decals as well as 15 from the GP Nuvolari.

The pre-war crowd aren't afraid to drive their cars, nor to get under the bonnet. Experienced Belgian racer Luc Slijpen attends many racing and touring events, often with Bugattis, but on this outing had brought his very rare 1936 D'Yrsan. The

car's Ruby K engine and supercharger weren't getting along too well and Slijpen was often to be seen very quickly and deftly disassembling and rebuilding various bits of carburettor and fuel linkage in a bid to keep the power flowing. Another machine, a 1927 Darmont Special, shredded its clutch on the first day, but local owner Henri Doux added considerable colour on the following days in a 1970 Renault Alpine and a 1965 Forunier Marcadier.

By and large, the rally managed to stave off the old campaigners' main enemy, overheating, by heading out onto picturesque and poplar-lined country roads where the Mistral wind did its best to keep radiators cool. However, the rally made no concessions to 1930s stopping power as it headed first up (and, of course, down) the Luberon on the Saturday and then the 1912m Mont Ventoux on the Sunday. The Bugatti Type 35s tackled the slopes with verve while their more senior mid-'20s Type 23 forbears took a more sedate approach. The Lagonda's 4.5-litre simply dug deep into low-end, straight-six torque and sailed up both.

The reward for such exertions was *always* extremely fine food served under a near cloudless sky, the company of true driving enthusiasts, and the satisfaction of handling and mastering machines that need to be piloted rather than simply pointed. A little gem of a tour.



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COVENTRY MOTO FEST 2015

Coventry rush hour

Not yet Monaco in the Midlands, but still a great weekend's motoring fun. And there could be real racing next year, if the Government finally makes good...

Words Dale Drinnon

29-31 MAY
Coventry City
Centre,
UK



HOPES WERE HIGH that Coventry Motofest, held only for its second year, would be the first to take advantage of Government proposals from 2014 allowing local councils to close public roads for competitive motor sport events. Actual legislation being a considerably different thing from proposals, however, none appeared in time, and plans for sprint racing on the city ring road had to be shelved. But an extensive programme of race car live demonstrations was once again staged there and, judging from crowd response, it hardly mattered whether or not the stopwatches were running.

Vehicles taking part in the action ranged from Group B rally cars to short oval cars to the Rover-BRM turbine and the Falken International Drift Team. Jaguar was naturally well represented, with a full fleet of Heritage machinery, including the Le Mans-winning XJR-9, Andy Wallace at the wheel, the one-of-a-kind XJ13 and, shown for the first time anywhere, the all-wheel-drive F-Type R rapid response car that technical partner Jaguar has specially prepared to support the Bloodhound SSC World Land Speed Record attempt.

Also running with the Jag Heritage group was the immaculate ex-David Hobbs XK140 historic racer of Trevor Groom, just returned from the Mille Miglia, which *Octane* had the good fortune to drive during Saturday morning's session (see sidebar). After their demo laps the priceless Jags went straight to static display amidst the general public with no rope lines, no queues, no hassles; full cred to Jaguar for a class act throughout.

Static displays abounded – clubs, dealers, manufacturers, vendors, with an emphasis on anything Coventry-themed – and were scattered across the city centre. Music, art and culture were also in the mix. The downside was lots of searching if you wanted to see it all and, while there was a nicely detailed map, some directional signage would have helped those unfamiliar with central Coventry.

Minor nitpicking aside, the occasion was most enjoyable, the atmosphere relaxed and civilised, and it was wonderful to see Britain's Motor City bubbling with fascinating cars and the citizens who love them. May our worthy Government get its collective act together and make Motofest 2016 even better.



CONFESSIONS OF AN EXHIBITIONIST

Driving exhibition laps in Trevor's XK140 was great for the ego. It's well-mannered, undemanding, and sounds great when you hang back from the pack and then blast up through the gears; the spectators, roughly 70,000 on Saturday alone, obviously loved the car. Even my co-driver, a new-car journo accustomed to lighter steering and pedals, was all smiles within two corners and, best of all, we'll never know which of us was faster. I hope.

Nov
6

MOTOSTALGIA

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PETER McFADEN

Classic Nostalgia

18-19 July Shelsley Walsh, UK

COULD YOU WISH for a more English setting for a classic car event than the Worcestershire hills? The rolling scenery around Shelsley Walsh will once again resound to the roar of competitors on the historic hillclimb at this year's Classic Nostalgia event, which always attracts a wide variety of pre-1980s competition cars alongside static displays, traders, vintage-inspired

entertainment, live bands and dancers.

The weekend will see two one-day National B hillclimbs, with morning practice and afternoon competitive runs. It will host a huge number of display classics, too, incorporating models attending the annual Standard-Triumph Marque Day. Classic Nostalgia will also celebrate various Jaguar milestones, including the Mk1's 60th and

XJS's 40th anniversaries. Guest of honour Norman Dewis OBE will conduct a Sunday Q&A, and the same day also sees the Street Concours, open to the first 100 cars to arrive before midday.

A Muscle Biplane display along with a Lancaster flypast will provide aerial entertainment, while the nostalgia theme continues on the ground with non-stop music from the 1940s and '50s through to modern-day classics. Period dress is encouraged, so dig out your best vintage gear and join the fun. £12 per day or £22 for the weekend, under-16s free. www.shelsley-walsh.co.uk



Silverstone Classic

24-26 July Silverstone, UK

GET READY FOR the big one! This year the Silverstone Classic marks its 25th anniversary, and in true celebratory spirit promises to be bigger and better than ever.

Just one highlight of the special three-day Silver Jubilee extravaganza will be a huge infield 'motor museum' featuring a record number of display vehicles from more than 100 car and motorcycle clubs. Many of the clubs will be paying homage to their own motoring milestones, with track parades on Friday and Saturday marking, among others, 50 years of the TVR Car Club, Aston Martin DB6 and Rolls-Royce Silver Shadow, and 40 years of the Triumph TR7.

Competitive highlights will include two commemorative Battle of Britain showdowns for classic British GTs and saloons, plus the Royal Automobile Club's Tourist and Woodcote Trophies. These will be complemented by a special 25th anniversary parade on 'Silver Sunday' that will see hundreds of silver-painted cars taking to the circuit.

Tickets – available in advance only, from £40 – allow 'access all areas', providing admission to both the National and Wing race paddocks, trackside grandstands, air display viewing and live music concerts, which include Status Quo and Paul Young. www.silverstoneclassic.com

KIMBALL STUDIOS



Monterey Car Week

10-16 August Monterey, USA

MONTEREY CAR WEEK sees its comprehensive calendar of classic automobile events, cruises, shows, race meetings and auctions grow year on year. For 2015, the world-renowned gathering on California's Monterey Bay Peninsula truly offers something for everyone, from high-end ticket-only concours to free-to-all public shows on the streets of picturesque Carmel-By-The-Sea.

Whatever your passion you'll be able to indulge in it, with events for exotics, Italian, German and American cars, and even automotive film and arts.

There'll be plenty of four-wheeled action as well,

both on-tarmac touring the Peninsula's back roads and on-track at the four-day Rolex Monterey Motorsports Reunion, where more than 550 historic race cars will take to the Laguna Seca circuit.

Bonhams, Russo and Steele, RM, Mecum, Rick Cole and Gooding & Company will stage some of the world's most prestigious auctions, at which new saleroom price records are virtually guaranteed.

Each of the events has its own website, but for easy planning see www.montereycarweek.com, which brings the seven-day schedule together. Booking accommodation in good time is paramount; with the great and good of the classic car industry descending from all corners of the Earth, the best lodgings are taken well in advance.

www.montereycarweek.com



Classics on Track for Children

6 August Chichester, UK

THIS CHARITY TRACK DAY with a twist will take place at the Goodwood Motor Circuit in support of two West Sussex organisations: Winston's Wish (of which Goodwood's Lady March is the President) and Cruse Bereavement Care. The 105dB event caters mainly for pre-1974 classic and GT sports cars, and it will also feature two special one-hour sessions during which – in return for making a donation – spectators can enjoy exhilarating passenger rides in historic race cars piloted by 'gentlemen drivers', including Le Mans winner Andy Wallace and Revival stars such as Michael (Spike) Milligan and racing driver/constructor Gordon Spice.

Classics on Track for Children is open to 30 cars at a cost of £300 each, which includes a buffet lunch; generous sponsorship has kept down the cost of circuit hire, while the Goodwood Estate has gifted various goodies to be won on the day.

The event will commence the evening before with a supper at Goodwood, a highlight of which will be 'An Audience With' racer and TV personality Tiff Needell. Tickets are an additional £65. There's still time to put your name down, so to reserve a place for a suitable car or for the dinner, email Paul Auston at pa@checkmateuk.com or see the website. www.classiconstrackforchildren.com



GEPA PICTURES / HARALD STEINER

ENNSTAL CLASSIC

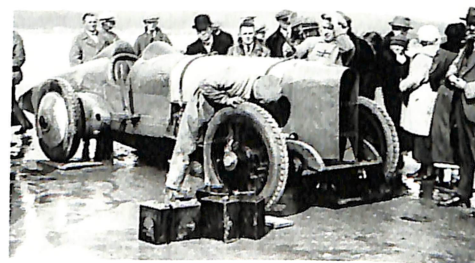
15-18 July Gröbming, Austria

Breathtaking Alpine roads, sweeping mountain passes, majestic views... Austria's annual Ennstal Classic offers them all. The country's premier historic motor sport gathering, based in Gröbming in the Schladming-Dachstein region, attracts 100,000-plus spectators as more than 200 pre-1973 cars drive a route comprising the 400km Geolyth-Prologue and the 500km Marathon, before the final regularity test through the centre of Gröbming.

Participants must average speeds of 40km/h and 50km/h respectively during the special trials, while stopping is precise to the hundredth of a second and deviations are penalised. Analogue stopwatches are mandatory, along with mechanical distance-measuring gizmos.

Car entries for this year's Ennstal Classic are long closed – and in any case are by invitation only – but it's free to spectate; see the website for all the details.

www.ennstal-classic.at



BLUEBIRD'S ANNIVERSARY RUN AT PENDINE SANDS

21 July Pendine Sands, UK

Get ready for a landmark event this July, when Sir Malcolm Campbell's legendary 350hp Sunbeam Bluebird makes a much-anticipated return to Pendine Sands in South Wales, setting of its 150mph World Land Speed Record run 90 years ago to the day.

Organised by the National Motor Museum, Beaulieu, Bluebird will make a commemorative low-speed demonstration run driven by Sir Malcolm's grandson, Don Wales. The car has been freshly renovated in recent times and its first public fire-up in 50 years came last year.

The tide-dependent run – which will also feature the Brooklands-owned 1933 aero-engined Napier-Railton Special – will start at 4pm from the area of beach adjacent to the Pendine Museum of Speed.

www.nationalmotormuseum.org.uk



1972 Ferrari Dino 246 GT
Estimate (£): 240,000 - 280,000



1963 Mercedes-Benz 230 SL Pagoda
Estimate (£): 90,000 - 110,000



1979 Ford Capri Grp 1 Ex Gordon Spice
Estimate (£): 75,000 - 90,000

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1961 Alfa Romeo Giulietta S. S.



1968 Jaguar E-Type serl. 5 4.2 FHC



1968 Porsche 911 2.0T SWB



Photo: FeB Bastrelli



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911 turned up to 11

Porsche turns up 911's wick; trackday fanatics rejoice – but has the GT3 RS lost its road appeal?

Words Kyle Fortune

SEVEN MINUTES AND TWENTY SECONDS. That's how quickly the new 911 GT3 RS laps the Nürburgring. That's faster than a Carrera GT or a 997 GT2 RS, the GT3 RS's time set in less than perfect conditions, too, with a partially wet track. We've come to expect tumbling times from vehicles from Porsche's GT department, even if boss Andreas Preuninger increasingly sees such laptime chasing as futile.

That's not stopped him and his team taking a GT3 and comprehensively re-engineering it to make the GT3 RS. Further removed from its GT3 relation than most recent iterations, the RS borrows its wide body from the 911 Turbo, allowing the fitment of massive 20in front and 21in rear tyres à la 918 Spyder hypercar, plus a smarter route for induction air into the heavily revised engine slung out back.

Under that huge bewinged lid sits a stroked 4.0-litre version of the GT3's naturally aspirated 3.8, its crankshaft built from the same exotic steel that's used in Porsche's 919 Hybrid WEC car – it's repeatedly heated and cooled in a vacuum to remove impurities and increase strength. That's one among changes that include a completely revised valvetrain, new oil pump and dry-sump lubrication, lighter cylinder heads, and an induction system that utilises the intakes for cooling in those 911 Turbo-derived wings to ease the flow of air into a performance air filter.

The result of all the tweaking is a peak output of 493bhp (500ps) at 8250rpm and 339lb ft of torque at 6250rpm. That's up 25bhp and 15lb ft respectively, allowing the GT3 RS to shave 0.2sec from the GT3's 0-62mph time to halt the stopwatch at 3.3sec. Keep it running and 7.1sec sees 100mph; 10.9sec sees 125mph. Quick then, though the larger-capacity engine doesn't rev quite as high, the red paint starting at 8800rpm rather than 9000rpm, but those numbers underline that it's in no way tardy, its huge enthusiasm for revs matched only by its sensational urgency.

If the GT3 RS's specification reads like that of a race car then that's no surprise given its usefulness in homologation. Preuninger's team has been as fastidious as ever in the pursuit of weight reduction, with carbonfibre featuring heavily (or lightly) in the front wings and bonnet. Even carbonfibre isn't light enough for the roof, Porsche fitting the RS instead with a magnesium panel to remove 1kg from up high. All the weight that's removed adds agility, though that huge rear wing, and the vented tops to the front wings, add as much as 325kg of downforce at 125mph, achieved without much detriment to drag, which isn't so far removed from its GT3 relation's. Indeed, the GT3 RS is pushed into the ground with about 80% of the force of Porsche's GT3 R racing car. That's little short of incredible.

Inside the familiar yet pared-back cabin, the usual attention to detail is obvious. The steering wheel is down to 360mm in diameter from 380mm, the response to inputs like no other 911's. The combination of that aerodynamic and massive mechanical grip results in immediate turn-in, the rear following faithfully – as long as you're smooth. In transformation to RS the GT3's lost some of its easiness at track speeds, where the rear will come into play quickly if you lift even slightly. The RS is a more challenging machine to handle at its hugely high limits.

You'll never get anywhere near them on the road, which is part of its undoing. Porsche's GT cars, even the RS models, have always been hugely enjoyable on the road, despite their obvious track leanings. The new GT3 RS has performance that's so other-worldly that this is arguably no longer the case. It's beginning to feel too wide for narrow roads, though how Porsche manages to make it ride so well on such focused, largely ball-jointed suspension is anyone's guess. Take it to the track regularly and everything will be right with the world.



Above and below
Turbo-style wide body allows the fitment of gigantic wheels and tyres; rear wing contributes to 325kg of aerodynamic downforce. Inside, all is low-key and driver-focused.

Meanwhile, the £131,296 price is the only number associated with the RS that looks in any way sensible, particularly when you consider what its performance puts it up against. Indeed, it looks like a conspicuous bargain, though I'll leave the final reckoning to Walter Röhrl, who admits he'd have a GT3 RS for the track and a Cayman GT4 for everyday. Sounds good to us.

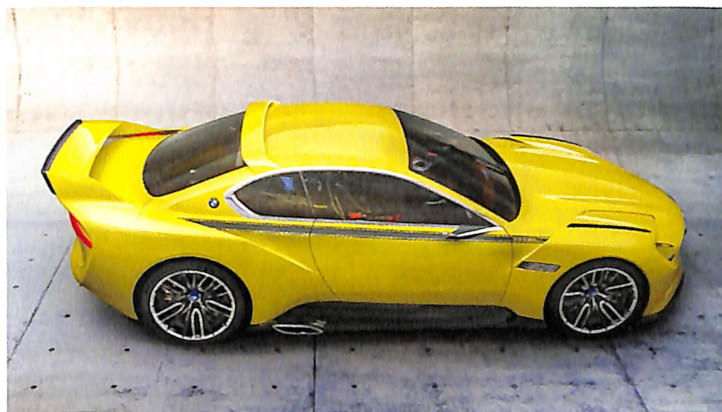


Breaking cover

BMW concept and Zagato-bodied Maserati debut at Italy's Concorso Villa d'Este

IT WAS MERELY a sneak preview in the last issue; now we can show you BMW's 3.0 CSL Hommage in its full glory (below). In the words of BMW design boss Adrian van Hooydonk: 'Our Hommage cars not only demonstrate how proud we are of our heritage, but also how important the past can be in determining our future. With intelligent lightweight construction and modern materials, the 3.0 CSL Hommage brings the character of that earlier model into the 21st century.' Quite, though don't expect a production version.

Meanwhile, Zagato displayed the Maserati Mostro (bottom), the first of five special-bodied, V8-powered Maserati GTs built in homage to the Maserati 450S Coupé Zagato 'Monster', designed for Stirling Moss in 1957 by Frank Costin. 'Queue here,' we'd say – except that all five have been pre-sold to collectors.



Bristol: the comeback

BMW power for revived range

BRISTOL CARS LTD is set to announce a new car for launch later this year. The date will mark the company's 70th anniversary as a carmaker, and it will also mark 11 years since its last brand-new car: the controversial gullwing-bodied Fighter.

Details are scant for now, beyond the factory codename – 'Project Pinnacle' – and that the new car will be 'referencing Bristol Cars' rich heritage and executed as a modern take on the best of British craftsmanship, engineered to excite and satisfy as a high-performance Bristol car'.

How so? Well, it will be powered by BMW engines, a not-inappropriate choice since a BMW-designed straight-six (actually the spoils of war) formed the mainstay of Bristol's range from 1945 until the launch of the Chrysler V8-powered 407 in 1961.



Big, bad Lamborghini

Aventador SV turns up the power, the performance – and the intimidation factor

Words Steve Sutcliffe

LAMBORGHINI MAY HAVE been mildly criticised for the somewhat refined nature of its Huracán supercar, but at the top of the range all is absolutely as it should be. The new £321,723 Aventador SV you see here is a proper big hairy Lambo if ever there was one, featuring a slightly crazed 740bhp version of Sant'Agata's very wonderful 6.5-litre V12 engine, plus a whole load of other updates to go with it.

Only 600 SVs will be made, most of which have already found homes. The *Super Veloce* badge first found its way onto a Lamborghini Miura in 1971, since when it has appeared on the Diablo, the Murciélago and now the Aventador. It translates to 'extremely fast' – not that the regular Aventador has ever been known for straight-line lethargy.

Even so, the power and performance of the SV is significantly more dramatic than the standard car's. This is not just an Aventador with a few extra skirts and wings. It is instead a genuine stand-alone model, with a staggering 170% more downforce than normal, plus a huge hit of extra power and torque thanks to a V12 engine that also revs higher and faster than before.

The chassis and steering settings are also bespoke, the SV featuring a new variable-ratio steering rack that increases the response on turn-in, says Lamborghini, while reducing the amount of effort required to get the SV into a turn. Also bespoke are the Pirelli tyres, while the pushrod



Top, above and below
No lack of drama with the Aventador SV, whether you're talking looks, performance or handling. New TFT dash display is better than of old.



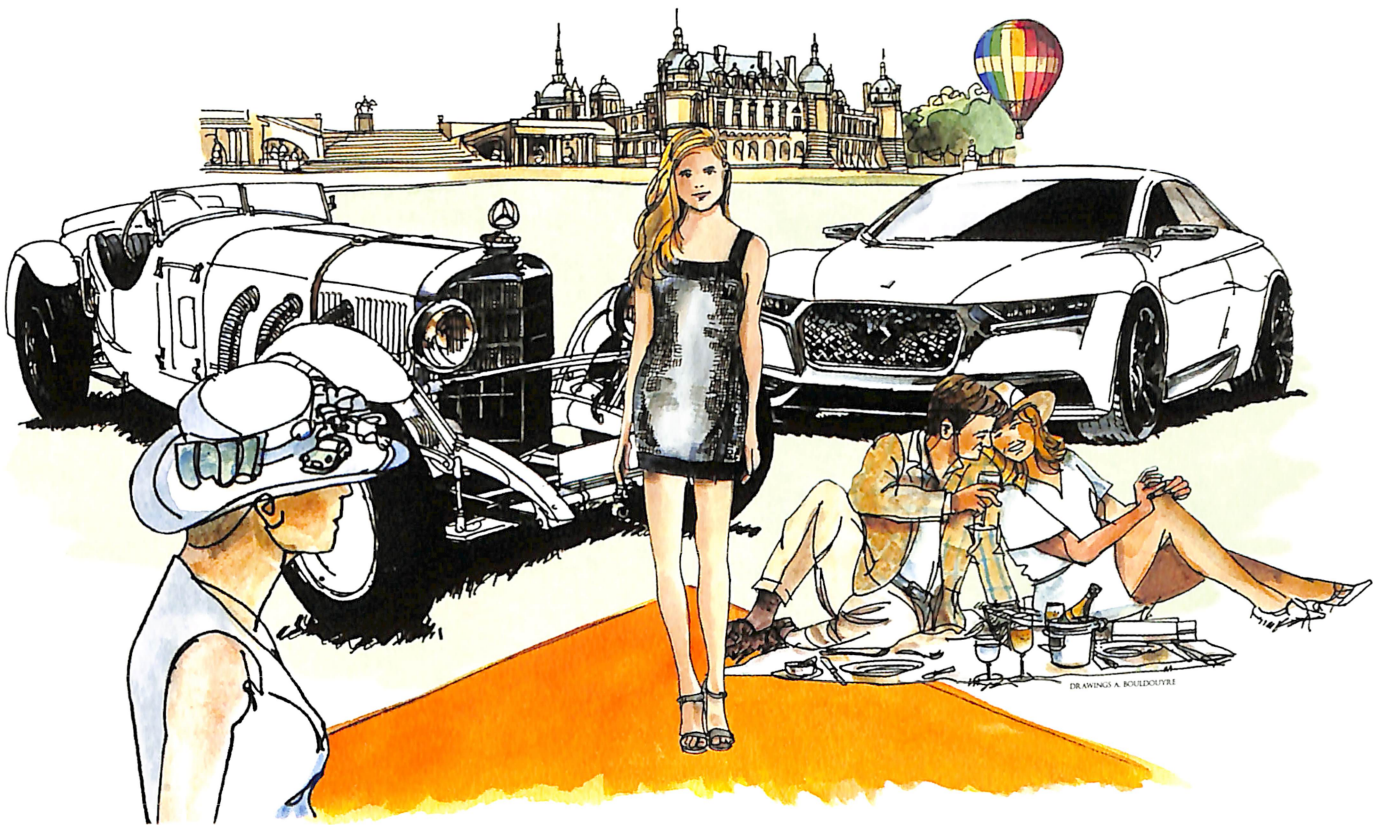
suspension has been updated, providing the SV with a fairly outrageous new ability to cover ground. Hence Lamborghini is rightly claiming to have built one of the fastest production cars ever to lap the Nürburgring, which the SV has managed in a mere 6min 59.7sec.

The SV drives a lot like it looks. The new seats are almost *too* supportive, clamping you violently in position behind the new larger (and much better) TFT dashboard display. The engine makes an enormous and rather wonderful racket when you prod the starter button, and the moment the SV begins to move it feels like a much more serious machine than the regular Aventador. The suspension feels stiffer, instantly more responsive, the steering more alert, the reaction to whatever you do with the throttle considerably more hilarious.

It feels like a car that wants to go at all times, the seven-speed automated gearbox delivering manual shifts faster and more ferociously than ever before. But it's the noise from the V12 and the gigantic thump of acceleration that hits you in the kidneys – seemingly at anything above 2500rpm and in pretty much any of the first six gears – that define the SV driving experience. Everything this car does happens with a kind of cartoon-like personality. It is a total extrovert of a car in every way possible, and that's just how it should be from a big, hairy Lambo. No wonder they are all but sold out.

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Left and below
The SVR's no sports car but it is great on roads like this; off-road ability is essential to maintain Range Rover heritage; cabin exudes quality.

Tale of the unexpected

The Range Rover Sport SVR actually deserves your open mind

Words Matt Robinson

WHETHER YOU VIEW the Range Rover Sport SVR – the first Jaguar Land Rover product to wear this triple-lettered performance honorific – as an unqualified success or a disgracefully contradictory idea, all comes down to whether you are expecting it to play the role of a bona fide sports car. Well, it won't. And JLR officials are at pains to say it really isn't a sports car, but rather a performance SUV. That's a crucial distinction.

Whatever the tag, this sort of car remains something that annoys a few folk, so much so that they're not prepared to give it a chance. They're the ones who'll be missing out, though, because if you can get over any conceptual misgivings you might have about a really dynamic Range Rover Sport, what the Special Vehicles Operations team has wrought here is a remarkable piece of engineering. As SUVs go, this is one that will reward its driver with the very highest levels of entertainment.

The SVR's pace is indecently, shockingly brutal; 542bhp and a goliath 502lb ft driving through all four wheels will do that for any car, irrespective of 2.3 tonnes of mass to punch along the road. Step on the beautifully linear throttle at any speed and the Range's 5-litre supercharged V8 engine musters massive acceleration in an instant; 0-62mph in 4.7sec and an electronically pegged 162mph top speed tell only part of the story.

It also has a decadently naughty soundtrack, especially if you press the 'loud' button for the

exhaust, which sees the SVR start lobbing unburnt fuel into the pipes for some amusing pops and crackles on the overrun. The SVR has a big, barrel-chested bellow to it and only the hardest of hearts would fail to at least have a small smile on their chops after opening the Sport up a few times.

What impresses most is the handling, because JLR has injected some genuinely sporty chassis adjustability into the mix. On the rich man's playground of Monticello, in upstate New York, punting the Range Rover around the twisting, undulating and – in places – tight track proved to be a hoot rather than a terror. Minute variations in the position of the accelerator revealed that the rear end is capable of altering the cornering stance of the big machine; understeer, too, was extremely difficult to elicit.

On the road, only lunacy will see the SVR come unstuck, because it has a massive amount of mechanical grip thanks to 275-section 21 in tyres at both ends. There is some body roll but it's not enough to make the Sport feel like it's wallowing. Other dynamic touch points, such as the sharp, weighty and feelsome steering, strong and fade-resistant brakes, and magnificent, silky smooth ZF eight-speed automatic gearbox, are above reproach. Drawbacks? The ride can sometimes be overly firm, but generally the damping is excellent.

The Sport SVR is a difficult notion for some to accept. Sneering comments might be made about



what it says about you for buying a 542bhp SUV that costs £93,450 and will do 22mpg – at best. And the looks won't be to all tastes, although we reckon it's just on the acceptable side of gaudy. The interior is as exquisite and premium as you would expect of a modern Range Rover.

So if you can put aside your preconceptions, the Sport SVR proves to be a hit. One of the best performance SUVs out there? Emphatically so.



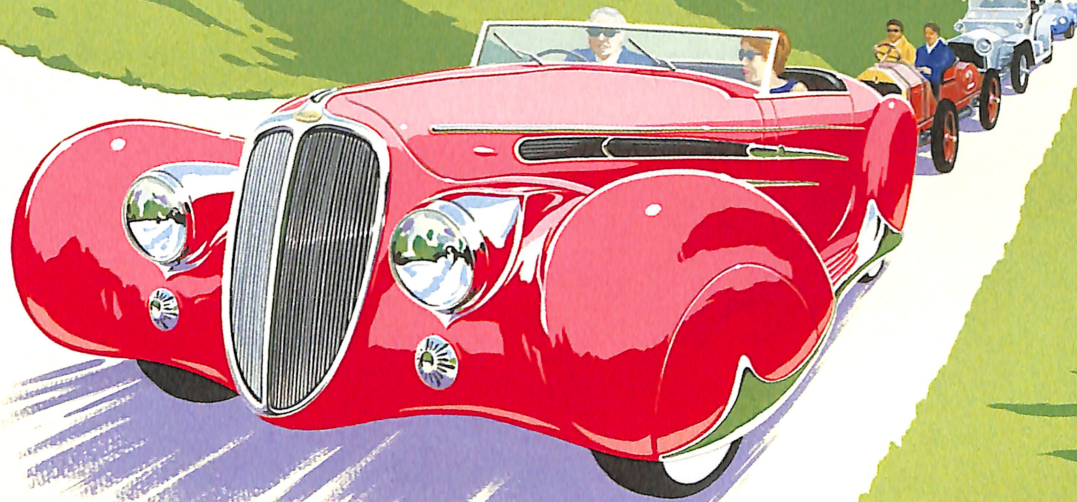
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Sotheby's

Fast and furious, but is it still a Type R?

Now with turbo power and no VTEC, Honda's hottest hatch is mostly fabulous...

Words Kyle Fortune

TYPE R: it used to mean a red Honda badge and a sensationally high-revving, naturally aspirated engine mated to a quick, slick mechanical manual gearbox in the most Japanese of hot hatches. Fans of Honda's most coveted, most focused models have had to be patient, though, as Type Rs have been scant of late. The new Civic Type R has been teased for so long that it's arriving late in the model's cycle – only a year or so from replacement. A last hurrah then, and one that, while following Honda's usual fastidious Type R engineering approach to the letter, does see a significant – radical even – departure.

Ignore the styling honed for a Nürburgring lap time and negative lift if you can (and if we're being honest, we're struggling) and look under the bonnet. The 2-litre petrol engine features a turbocharger. No heady, cam-shifting hedonistic rev-chasing here: the motor may retain Honda's trademark VTEC variable valve lift, but also features a small single-scroll turbo that allows it to produce 306bhp and a not insignificant 295lb ft of torque. Enough to allow it to reach 62mph in 5.7 seconds and a 167mph top speed, which puts it among the very fastest of the current crop of hot hatches. Mighty quick then, more than any Type R product before it, and it's driving the front wheels only. The suspension has been seriously redeveloped to cope, even though the rear retains its relatively simple torsion tube layout. But up front there's now a dual-axis strut arrangement that's said to reduce torque-steer by up to 55%.

Good thing, too, with the engine's boosted power peak arriving earlier and staying for longer. It's dealt with via a mechanical limited-slip differential and a front end that's remarkably civilised, given what it's asked to deal with. The steering is sharp, grip

mighty and the brakes incredible. The specification all reads Type R, right down to additional stiffening: the body is 18% more rigid thanks to liberal use of adhesives in key areas, which is both lighter and stronger in shear than spot-welding. The pouting, extrovert aero addenda is all entirely functional, says Honda, though the form-follows-function brief could have been pegged back a few notches for a neater shape, surely?

Inside is the usual Civic dashboard, which means lots of information, everywhere, and brilliant bucket seats set lower than in the standard car, but still a bit high. The instruments will glow red at you if you push the +R button, which firms up the already taut adaptive, oil-filled dampers by 30%, increases the steering's heft and adds more authority to the engine mapping and less to the electronic controls. It's best with it off, on the road at least, where +R does nothing but shake and rattle you, albeit with a bit less roll.

The gearshift remains an absolute joy, a demonstration that a beautifully engineered manual gearbox can be quick, accurate and still fast. Honda's got its movement down to just 40mm and the pedal spacing is just right, too. Remember heel and toe downshifting? We'd buy the Civic Type R for that alone. Though we'd have some reservations about the engine, which, while nothing short of brilliant against the clock and on the road, does rather lack charisma, with a boom-like, gasping resonance rather than the highly-strung mechanical soprano of old.

The new Type R is better than its predecessors by any measure, and one that's among the very best of its type. And yet as a Type R, a car that the true believers recognise, it's a little bit lost in translation.



From the top
Turbo 2-litre fires out 306bhp, through the front wheels. Function rules the Type R's form, apparently, inside as well as out. Talking of which, that tail...