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● RARE VW SCIROCCO MK1 SURVIVOR ● MARCOS 3-LITRE ● THE CREATIVE FORCE BEHIND GINETTA DESIGN



TPV foreshadowed the future 2CV



C-10 was dumped in favour of the Ami 6



Projet L passed its genes to the CX



C-60 was a potential Ami 6 replacement

Wacky Citroëns make UK debut

FOUR PROTOTYPE Citroëns, three of them never seen before in the UK, made a sensational (if low-key) appearance at the NEC. Tightly packed on to the Citroën Car Club, 2CVGB and the Traction Owners' Club stands with little razzmatazz, you could easily have missed the 2CV-predating TPV, bug-like C-10 (*La Cocinelle*), ungainly C-60 (a cross between a DS and an Ami) and Projet L, the slickest of the quarter and forerunner of the CX. All were on loan from the manufacturer's Conservatoire museum in Paris just for the NEC show and would have justified a more prominent position, but nonetheless summed up the 'interesting cars around every corner' feel that increases at this show every year.



Lancia 037 impressed on the Club LanciaSport stand

Calm found in MPH storm

THOSE WHO dared to brave the tyre-squealing din from the Classic Motor Show's neighbouring MPH/*Top Gear* Live event – camera phone at the ready, gormless expression optional – would have found solace in Auto Glym's concours display, featuring singer Jay Kay's Porsche 356 Speedster, *Top Gear* presenter James May's Rolls-Royce Corniche and chef James Martin's ex-works Morris Mini Cooper 1071S, plus a Ford GT40, Ford RS200, AC Ace-Bristol and TWR-Jaguar XJR9. Or the display of Lancias on Club LanciaSport's stand, including a Rally 037 and the Delta Integrale and Stratos that featured on the cover of our November 2009 issue.



Simon Kidston

So – what sort of car do you look like?

YOU KNOW HOW SOME OWNERS look like their pets – but what about looking like their cars? I was set off on this train of thought by a chance dinner party encounter with a well-to-do British Bohemian female artist a few days ago who asked me: 'So – which car do you think would suit me?'

There was plenty of scope to flatter and offend in equal measure so I had to ponder my answer carefully, but it got me thinking about stereotypes who are attracted to certain types of car. Here's the result of my musings – any resemblance to persons living or otherwise is purely coincidental and in no way based on my years of meeting owners and bidders in the auction world.

Vintage Bentley: once the preserve of dashing young Bentley Boys but now favoured by ruddy-faced British industrialists with a penchant for tweed and by German businessmen with wild moustaches. Successful, jovial and happiest when wet, whether from cold weather or warm beer.

Shelby Cobra: if it's the small-block 289 the chances are that the man behind the wheel (when did you last see a woman driving a Cobra?) is a slightly anarchic, Barbour-wearing (ever seen a Cobra with the roof up?) petrolhead who enjoys upsetting drivers of Italian exotica at traffic lights. If it's the pumped-up 427 swop the Barbour for a T-shirt and jeans, in which case the car probably lives on a diet of car wax and chrome polish in Texas... or Essex.

Jaguar E-type V12: sensible, Home Counties accountant by day, man-in-a-shed polishing the paintwork by night. Concours are his chosen battlefield and no amount of time is too great to achieve that never-been-driven look, beating allcomers to put another trophy on his perfectly dusted mantelpiece.

Mercedes-Benz 600: quiet German who doesn't go out much and has lived in Paraguay since 1945.

Facel Vega II: transatlantic accent, jets between his Paris apartment and Manhattan loft, stylishly dressed and writes for fashion magazines when not studying Renaissance art. Loves the quirkiness of his offbeat French *grande routière*, but can't always remember what kind of fuel to put in it.

Ferrari Daytona: brown suede loafers, Rolex Daytona (of course) and a Chelsea postcode. The property market has been kind to him and he hopes the classic Ferrari market will be The Next Big Thing. Loves the idea of doing 170mph on the way to St Tropez *avec totty* but a few non-power-assisted miles down the M4 with 1973-vintage air conditioning persuaded him that just this once he'll take Easyjet instead.

Bugatti Type 35: he either (case A) sold his company at the top of the market or (case B) bought a pile of rusty old bits and a chassis plate with equally good timing. In case A, when not shooting he spends his time visiting his restorer (he's now learnt that GP Bugs have either just been rebuilt or need rebuilding); in case B he spends most of his time in the workshop covered in grime, devising cunning ways of keeping those pesky ERAs at bay at the next Prescott meeting. Whether A or B, think check shirt and Old Etonian accent – it's just that A goes to Prescott in a new Bentley while B tows the Bugatti on a trailer behind an old Volvo.

So what was the perfect car for that eccentric lady artist, who's neither obvious nor conventional, rather bespoke and slightly barmy? A Bristol, of course. And no, don't ask me about Lamborghini Miura owners.

Simon Kidston lives and works in a world filled with the finest classics. In between acting as a consultant to collectors and performing as the multi-lingual presenter at top European events, Geneva-based Simon (www.kidston.com) finds time to enjoy his own cars, including a Porsche 911 Carrera 2.7 RS and a Lamborghini Miura SV.