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'57 Tour de France-winning Ferrari 250 GT TdF took Competition class win

CAVALLINO GLORY FOR TOUR WINNER

JOE BARONE'S ex-Ecurie Francorchamps Ferrari 250 GT LWB Tour de France Berlinetta took the Competition category's Best of Show title at Cavallino Classic's concours d'élégance at The Breakers Resort Hotel, Palm Beach, Florida in January.

Chassis 0677GT is not just one of the 12 Series 2 models built, but the 1957 Tour de France winner of Olivier Gendebien/Lucien Bianchi that gave the model its name. Gendebien also won the Giro di Sicilia, Reims 12-hours (co-driven by Paul Frère) and Grand Prix Nuvolari with it that year, finished third overall at the Mille Miglia with Jacques Washer, and added Pau 3-hours and Reims 12-hours wins to 0677GT's tally in 1958.

Best of Show in the Roadgoing Sport category went to Brian Ross's 1951 Vignale-bodied 212 Export Coupé. Chassis 0080 E is a rarity among the 28 Exports built – one of few that never raced.



750 Monza, 250LM and ex-Pozzi 365 GTB/4 of Carlos Monteverde



'51 Ferrari 212 Export Coupé took Roadgoing Sport Best of Show title



Simon Kidston

If you're up there reading this, Dad...

I AM ALREADY STARTING to think about which events to attend when the sun comes out – and how to get there. April's Concorso d'Eleganza Villa d'Este has to be high up the list, and the trip's pretty enjoyable too, with twisting Alpine passes and a tempting array of hospitable *trattorie* en route. The nice people from BMW's historic arm always provide a warm welcome upon arrival at Lake Como, so I thought that this time it would be more polite to turn up in something emblazoned with their blue and white logo (in the engine bay at least) rather than a three-pointed star and upward-opening doors. More later.

There'll be barely time to repack my bags before setting off for Monte-Carlo – the 'sunny place for shady people', as Somerset Maugham once wryly observed – which this year plays host to the biennial Grand Prix Historique. The ritzy yet rather louche surroundings of Casino Square seem tailor-made for a Lamborghini Miura, so the old girl can probably look forward to a spring shakedown to blow out the winter cobwebs.

If you prefer a more intimate kind of motoring get-together, how about the Ecosse Tour in May? It's not advertised and I wonder if event founder Graham Gauld occasionally holds it in France just to throw undesirables off the scent. But if you can secure an invitation, you'll be pleased you did. Great scenery – whether it's Scotland or France – and a veritable *Who's Who* of the motor racing establishment make for a memorable few days and some great after-dinner stories. You'll feel right at home if your car's got an ageing British Racing Drivers' Club badge on the bonnet. The last Kidston to be a member resigned suddenly in 1931, but hopefully Graham will let me bring my Porsche Carrera RS: after 37 years in the family it's probably ready for its first historic event, and where better to enjoy the eccentric pleasures of vintage 911 handling than the Scottish Highlands?

The motoring season – perhaps the social season as well – wouldn't be complete without a visit to Goodwood's Festival of Speed, Lord March's extravaganza celebrating all things propelled by man and plenty of men propelled by Veuve Clicquot. After four years, two months and two days of restoration (and still counting) I'm keeping everything crossed that my inaugural trip in my 1935 Bentley will be to the Festival.

You'd think that after this experience that I'd know better than to chase after any more family heirlooms ('useless junk' in wifespeak), but any collector, schoolboy or errant footballer will know what it's like to covet something which promises endless adventure and no practical use whatsoever. So with a bit of luck I'll beat the traffic jams into September's Revival by flying over them in the 1930 Gipsy Moth which I recently tracked down 11,390 miles away in New Zealand.

You might ask why I'd go around the world to find an old aeroplane, but this one is rather special. Built to contest the 1930 Kings Cup – Britain's aviation equivalent of Le Mans – it passed to a French racing ace who flew it to victory in his national equivalent, the Coupe Zenith, in 1930 and '31 before swapping it for a grand prix Bugatti. Its next owner was a young British naval officer who took it to New Zealand when he was stationed there. He'd be 100 this month and I wonder what he'd say if he knew his son had bought back his old 'plane. Probably 'Stupid boy!'

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.