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The 2010 Classic Car of the Year winners

PRE-WAR: ANDREW RANDALL, 1934 ASTON MARTIN MKII LONG CHASSIS

93-year-old Stanley Randall bought BGF 555 for £300 in 1954, but it was taken off the road in 1960 and only rediscovered when the Randall family moved house in 2006. Following restoration by Ecurie Bertelli, it returned to the road three years later and Stanley still enjoys servicing it.



FORTIES: IVAN MARGOLIUS 1949 TATRA T600 TATRAPLAN

This slippery Tatraplan (with a 0.32 coefficient of drag) was bought in the Czech Republic in 2000. It was in very tatty condition and was fully restored there between 2002 and 2009. More than 6000 were built, a third of those exported to 21 countries, but this is currently the only roadworthy T600 in the UK.

FIFTIES AND OVERALL WINNER: AMY CLEMENTS 1954 JOWETT JUPITER SC

Bought by Amy's father Keith in 1979 with the idea of restoring it in time for her 17th birthday in 1995, it was still in thousands of pieces early in 2009. All hands to the deck got 'Napoleon' ready for 31-year-old Amy to take to the Jowett centenary rally in Wakefield in May.



SIXTIES: ROY PARMENTER 1963 AUSTIN MINI COOPER

A works-prepared rally car built for privateer Sir Peter Moon, 24 PK competed in events such as the 1963 Alpine and 1964 RAC rallies, with personalities including Brian Culcheth and John Davenport. Roy keeps himself busy tracing memories of its history.

SEVENTIES: RICHARD PHILLIPS 1974 ASTON MARTIN V8

The fruition of a boyhood dream that started with a V8 blasting past his school gates in the early Seventies, Richard's Aston V8 was bought on a limited budget requiring a little work over the course of a year. He says: 'It's a triumph of hope over experience. But it was worth the pain, expense and the struggle. I now have the car I shall own for the rest of my life.'



EIGHTIES: TIM CLARK 1989 JENSEN INTERCEPTOR S4

The only right-hand drive saloon built when Interceptor production restarted between 1983 and 1994 – 15 cars were built, priced from £106,000. Supplied to a Swiss collector, it's still in factory condition.



Simon Kidston

A cold, hard look at glamorous Alpine driving

LOVE IT OR HATE IT, snow has the ability to transform even a mundane landscape into something slightly theatrical. Film-makers know this. Can you imagine *On Her Majesty's Secret Service* or *The Pink Panther* without their Alpine scenes? Movie stars don't have time to fit chains by the side of the road or worry about salt corrosion: they whisk their glamorous companions – Diana Rigg and Claudia Cardinale both fit the bill perfectly – over mountain passes from chic hotel to bearskin-trimmed chalet in one expertly controlled slide after another, and the less practical the mode of transport the better. Think Aston Martin DBS with skis on the roof and you get the picture.

There's something inherently cool – pardon the pun – about really beautiful cars in the snow. The reality is that very few owners are nonchalant enough to drive their pride and joy when freezing weather sets in, and for good reason. Wide tyres and race-bred engines weren't meant to aid traction on the white stuff and it takes a small army of staff to clean them properly afterwards.

It's just as well that one famous jetsetter had a rather larger army to look after his four-wheeled toys – more than 3000 of them (that's just the cars; he had 300,000 troops). Nobody did Alpine cool better than His Imperial Highness The Shah of Iran, who wintered at his Villa Suvretta retreat in St Moritz with an entourage large enough to run his country from the ski slopes. His transport of choice for Christmas 1971? The first Lamborghini Miura SVJ, delivered by test driver Bob Wallace with studded snow tyres made specially by Pirelli. One can only wonder what mere millionaires were thinking as HIH cruised past, exhausts reverberating across the wintry landscape and an escort of black Mercedes-mounted bodyguards following close behind...

Years ago we were asked by a client to sell an anonymous-looking 300 SL Gullwing. Detective work unearthed the factory delivery card and a yellowing photograph of a young man with that same Gullwing outside the Palace Hotel in Gstaad on a snowy day in the Fifties. It had been delivered to him just months earlier at Harvard University. Urbane but perhaps mindful that his role as a spiritual leader dictated a slightly more low-key lifestyle than some of his contemporaries (relatively speaking), Prince Sadruddin Aga Khan was another leading light of the post-war jet set with an appreciation of beauty and a penchant for fast cars.

After a phone call to his chateau on Lake Geneva a chauffeur-driven Audi RS2 pulled up, resplendent in black with the discreet green and red pinstripes of the Aga Khan's racehorses. A distinguished older gentleman emerged, impeccable in tweed and a crisp British accent. My wife volunteered to accompany him on a test drive in his old Gullwing and couldn't resist commenting: 'You must have been very popular in this car with the girls at Harvard.' He smiled: 'My dear, I didn't need the car.'

Another memorable image is of legendary film director Roberto Rossellini, dapper in flat cap, shades and windbreaker, alongside his dirt-stained Ferrari 375MM Berlinetta on a snow-covered Alpine pass. Très cool. Or else a young Glen Kidston at the wheel of his new Bentley Speed Six coupé – 'impossibly long in the bonnet,' sniffed *The Autocar* – on the 1930 Monte Carlo Rally. Cool? Hard to say: he skidded on snow and drove through a wall.

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.