



ESTABLISHED 1973

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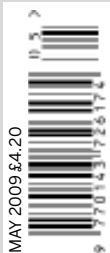
classiccars

THE TOP-DOWN BARGAINS OF 2009

THEY'RE
CHEAPER
THAN YOU
THINK



- n Alfa Spider £5K
- n Mercedes SL £6.5K
- n Sunbeam Alpine £3.5K
- n Austin-Healey 3000 £22K
- n Fiat 124 Spider £4.5K
- n Triumph Stag £5K
- n Ford Mustang £20K
- n Jensen-Healey £5K
- n TVR Chimaera £5K
- n BMW 325i £2K



GROUP B RENEGADE
How the Opel Manta 400 challenged the best

JAGUAR XK120 DRIVE
Recreating a glamorous Parisienne lifestyle

AMERICA'S MOST RADICAL DESIGNER
Richard Teague in depth

NEW EVENT ARRIVES ON THE MONTEREY BLOCK

LA DOLCE VITA Automobili will debut on California's Monterey Peninsula in the summer, a new event focused on Italian cars but also open to cars from other Monterey Week events. It will take place on August 14, at the Black Horse golf course.

The venue may sound familiar as Concorso Italiano was held there from 2003-07. Event founding partner Kerry McMullen, who also runs Maserati Club International, says: 'When we learnt a former Italian car event was no longer going to be held at this incredible site we immediately approached the owners who were excited to host a quality event.'

Co-founder Jerry Kaye

adds: 'We want people to have choices. There are enough cars and enthusiasts on the Monterey Peninsula each August to support multiple events that will offset unbearable crowds.' For more details, see www.ladolcevitalmontereybay.com

Meanwhile, Concorso Italiano is under new ownership, and Tom McDowell determined to 'correct Concorso Italiano' after its unpopular move to an airport in 2008. He says: 'It will be steered back to its core beginning – to a place we all enjoyed for the right reasons.' At the time of going to press a venue wasn't confirmed, so keep checking www.concorso.com

Geneva show revival for prestigious Brit marques

THE LAGONDA AND FRAZER-NASH marques were revived at March's Geneva motor show, but don't get too excited: the Lagonda Concept is a four-wheel drive monster, with a capital M. And you thought the wedgy Eighties Lagonda was ugly...

Italdesign-Giugiaro's Frazer-Nash Namir hybrid supercar is far more exciting, but sadly less likely to see the light of day than the Lagonda. You'll find few hints of Chain Gang or TT in its Fabrizio Giugiaro styling, but it incorporates a combination of rotary and electric power to hit 60mph in 3.5sec and 187mph flat out, yet emit less than 60g/km of CO₂. We'd have one.



The Namir is the first new Frazer-Nash since 1957



Lagonda Concept is based on a Mercedes SUV chassis

OPINION

SIMON KIDSTON

Find time for the cars – and supermodels – in your life

TIME. IT'S PROBABLY our most precious asset and one of the few we can't create; instead we have to make the most of what we're given and hope for as much of it as possible.

It's a recurring theme in the motoring world. Handbuilt cars need lots of it to create, and so carry a price tag to match. Performance cars are judged against it – how many seconds to get from standstill to 60mph, how many miles they can cover in an hour. And of course racing cars are forever competing against the clock: remove the time element, and the Le Mans 24-hours race might as well be a parade by your local car club.

The chances are you own a classic car, and if you don't yet, you'd probably like to one day. I was a student, and not a very diligent one, when I first discovered them, so I had plenty of time on my hands to dream of which cars I'd one day buy and the epic drives I'd have in them.

Aston Martins, Ferraris, Lamborghinis... they all passed through my dream garage and we had some great times together. Maintenance bills hadn't been invented and you never broke down.

A few years have gone by and so have a few cars (no Aston yet, but wish lists shouldn't be too easily fulfilled) and the irony is that when the car's finally within your grasp, you can't find the time to enjoy it.

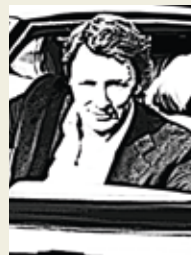
I remember borrowing my late father's BMW 635CSi and driving it non-stop from Tuscany, where we lived, to London and back when I was a 20-year-old. Back then 200-plus bhp and a top speed of 135mph were plenty (especially after graduating from a Fiat 500) and the memories of those all-night, flat-out drives across Europe while normal people were

asleep are fondly etched in my mind. It's an experience I've often wanted to repeat, especially in something more exotic, but the realities of a having a family and a business somehow conspire otherwise. That's the excuse, but the answer's simple: you've got to make time.

So I've resolved this season to get out more often in old cars and do some proper driving. For the past few years I've been the official presenter of the Milan-San Remo historic rally, but this year I'll be excusing myself after introducing the 150 competing cars to the public in Milan's historic Piazza del Duomo, under the Gothic spires of the city's magnificent

cathedral, and jumping behind the wheel of a 1924 Hispano-Suiza to spend the next three days taking part as an entrant.

Five-hundred miles of winding, climbing country roads in an 85-year-old *grande routière* are unlikely to be



'The irony is that when a car's finally in your grasp you can't find time to enjoy it'

entirely without mishap, but what better way to take yourself back in time and really get to know a car properly?

After that I've got ambitions for a transcontinental blast from Geneva to the Le Mans Classique weekend by Lamborghini Miura (very early Seventies jet set, although I was deaf after ten miles the last time I tried it) and perhaps a more sedate Bentley Continental cruise to Villa d'Este on the shores of Lake Como for master-of-ceremonies duties at the Concorso di Eleganza. There's no point leaving such cars in the garage and just looking at them – you might as well marry a supermodel and never sleep with her.

Make the time and you'll be glad you did. As the saying goes: 'Time and tide wait for no man...' (and nor do supermodels).

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 Carrera 2.7 RS and a Lamborghini Miura SV.