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## MOTOR SPORTS NEWS

John Clark and Emma-Jane Gilbert-Smith's Porsche 911



### Porsche scores Tour Britannia double

ADVERSE WEATHER helped the Porsche 911 of John Clark and Emma-Jane Gilbert-Smith to take overall and Index of Performance victories in June's Tour Britannia, which comprised race and rally stages around south-west England, Wales and Silverstone. The pair pipped the

911 RSR of Chip Connor and 1985 Indy 500 winner Danny Sullivan to the finish by 51.6sec. 'It was very tough because of the rain', said Clark, 'but tyre choices helped put us ahead after an early spin in the wet at Pembrey. The rally stages at Caerwent were the hardest – they're on an old army base, hard enough on modern rally cars, let alone historic.'

The double victory was no surprise to Clark. 'The 911 can get the power down in the wet and has more torque than Lotus Elans. Ford Escorts are very competitive though.' Highest-placed Escort was Phil and Mick Squires' BDA-powered Mk1, which won its class and came fourth overall.



Talbot 105 of John Ruston and Jeremy Haylock claimed the Regularity spoils



1913 Mercedes-Benz Rennwagen was just one of the highlights of the Brooklands Double Twelve meeting

### Castrol R and carnauba at Brooklands

A COMBINATION of hard-fought VSCC sprint action and concours d'élégance competition graced the Brooklands Double Twelve meeting on June 19-20. The heady aroma of burnt rubber and expensive car polish was washed down with downpours that left the track soaking in places and coated the show contenders with raindrops.

James Baxter set the fastest time in the VSCC Sprint in his unassailable Alvis-engined 1934 Frazer-Nash with a

time of 41.34sec, while Sue Darbyshire's 1929 Morgan Super Aero won its class and took Fastest Time of the Day by a Lady Driver, the three-wheeler managing an impressive 46.55sec lap.

In the Driving Concours, which included ascents of the circuit's Test Hill for the first time, the honours went to Richard Wadman's 1934 Alvis Speed 20, which scored 184 of a maximum 200 points.



## Simon Kidston

*The classic motoring season gets in gear*

**T**HE VIEW OVER the gleaming chrome dashboard to the long bonnet with twin bulges stretching out beyond the low windscreen evokes a mixture of World War Two fighter and Fifties jukebox.

However, the hardening edge to the exhaust note as the tacho swings past 3500rpm is the best bit. For a moment I imagine we're leading the GT class on the 1955 Mille Miglia.

It's good to be back behind the wheel of the Mercedes-Benz Gullwing, especially as the 'no speed limit' signs on the autobahn flash by and we sample the latest tweaks carried out over the winter by the 300 SL boffins at HK Engineering. This 55-year-old really goes and modern Eurobox drivers look suitably bewildered as the black missile hurtles past. You really could drive a classic like this every day, assuming you never needed to stop in a hurry...

We're in the middle of the classic motoring season and events are coming thick and fast. It may not be Villa d'Este – Brentford doesn't roll off the tongue quite like Como – but Salon Privé is worth a visit, with everything on display from Veyrons to Vincents and Rivas to replicas, most of it for sale. You can even be measured for a Savile Row suit, preferably before the as-much-lobster-as-you-can-eat buffet, while sheltering from the English weather.

Best of Show went to a vigorously polished Alfa Romeo 6C 2500 coupé, but my favourite was the 'Bahama Yellow' Aston DBS instantly recognisable as the car Roger Moore's character drove in *The Persuaders* thanks to its BS 1 registration. Its claimed 282bhp may not strike fear into the hearts of fleeing villains, but for sheer presence and sartorial cool this car was in a class of its own.

What's next? You'll read about Goodwood elsewhere – still the gold standard by which other gatherings are judged, thanks largely to the vision and energy of one man (no, not Bernie Ecclestone) – which leaves the annual pilgrimage to Pebble Beach in California. Whether you see it as a meeting place for the great and the good of the classic car fraternity, a showcase for the automotive restorers' art, or a barometer for the upper echelons of the classic car market, there's nowhere quite like it.

This year the concours d'élégance honours the billionaire's favourite four-wheeled calling card, the Ferrari 250 GTO, as its 50th birthday approaches. Nearly half the production is being flown in from around the world and there's a strict embargo on owners showing them elsewhere in the run-up to their unveiling on the 18th fairway. Away from the polishing and judging, equally fierce battles are guaranteed as the auction houses line up their big guns. Gooding, the wholesome Californian with arguably the best old-boy connections, will be offering perhaps the most sought-after Duesenberg in the world, known as the Whittell Coupé in honour of its rich playboy first owner, twice divorced before 24 (and clearly not much less well-off afterwards) and a serial connoisseur of cars and women. Canadian powerhouse RM, on the other hand, is pinning its hopes on a dramatic Mercedes-Benz 540K Special Roadster which could have driven straight off a Berlin film set and is being touted as a potential record breaker.

In between all this I'll be finding time to film some great drives for my new Facebook page and handing the BMW M6 to our tame Italian racing driver to see what it'll really do before it's returned in favour of something altogether more... well, you'll see.

*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.*