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...and the ill-fated Lindner-Nocker coupé is reborn

AFTER 7000 HOURS of restoration work over four years the infamous Lindner-Nocker Low-Drag Lightweight Jaguar E-type has been restored as one again. It's 47 years since the car crashed heavily at Montlhéry, killing German driver Peter Lindner. The car was rebuilt with a new bodyshell by Lynx in the early Eighties but Peter Neumark, who also bought the remains of the mangled original bodyshell, was adamant it could be restored and received the blessing of Lindner's family to do so.

Shropshire-based Classic Motor Cars, which was founded by Neumark and carried out the restoration, reckons to have retained 90 per cent of the original parts.

Now valued at an estimated £5million, it will be demonstrated at events including the Goodwood Festival of Speed and go on display at prestigious concours events such as Concorso d'Eleganza Villa d'Este and Pebble Beach in California.

The story of the car's rebirth is told in Philip Porter's new book *Ultimate E-type: The Competition Cars*. See p35 for details.



Rebuilt Lindner-Nocker E-type is 90 per cent original

Caron makes Tour Auto hat-trick



FRENCHMAN LUDOVIC CARON took his third Tour Auto victory in April, his Shelby Cobra beating the Lotus Elan of 2010 victor Jean-Pierre Lajournade to Competition category honours after five days of action from Paris to Biarritz.

Brits scored well in other classes, the ex-Le Mans Ligier JS2 of Paul Knapfield/Andy Newall pipping Jean

Ragnotti's Group 4 Alpine Renault A110 to GHI honours, John Ruston and Jeremy Haylock's Porsche 356 Speedster taking the Regularity spoils and Lee Maxted-Page navigating for Yves Junne's Index of Performance-winning Porsche 356.

See p126 for how former winner and *Classic Cars* contributor Kevin Kivlochan fared.



Simon Kidston

Batteries and BMW 507s: why I was wrong

E **AT MY WORDS – MOI?** It doesn't happen very often, but this month I admit I've had to think again on a couple of counts. Thanks to the generosity of a low-profile, high-octane German businessman, I've just returned from the automotive equivalent of an open day at the *Playboy* Mansion. 'Try whichever ones you like,' invites my host, gesturing along a row of post-war classics stretching into the distance in his subterranean private museum, 'and tell me honestly what you think after you've driven them.'

Wow – where to start? At one end sits an immaculate Giallo Fly Ferrari Daytona. Great car, but I've been there, tested the top speed and brakes and still blush at the memory of explaining the result to my first boss. What's an A-Class Mercedes doing next to it? And since when do they come with carbonfibre racing seats and leather trimmed roll cage? Turns out it's a one-off 3.2-litre supercharged Q-car built (for the cost of a new Lamborghini) by AMG to complement the owner's roadgoing CLK-GTR. It's left a few Porsche drivers red-faced at the traffic lights.

A few paces further, though, I find my ride. It's ultra exotic, supermodel-beautiful and, despite selling one or two over the years, I've yet to get behind the wheel. It's a swoopy, anthracite-liveried BMW 507 and it looks gorgeous. Moments later I'm accelerating up the ramp into bright sunlight and rolling German countryside, twin tailpipes burbling behind me as the 3.2-litre V8 provides an effortless surge of torque. What a revelation this car is.

To be honest, I'd suspected 507s were boulevardiers, better suited to Côte d'Azur cruising than seriously attacking an Alpine pass or an autobahn, but I'm loving this one. It wafts up to 3500rpm and you're at 100mph-plus before you know it, accompanied by a soundtrack worthy of a Riva Aquarama speedboat. Despite being a lifelong Mercedes-Benz 300 SL fan, I'm hooked – in fact, just to be sure I sample the owner's 300 SL Roadster immediately afterwards. The engine's a bit of a bag of nails until it comes on song at 4000rpm, after which it's Wagner's *Flight of the Valkyries* all the way. I'll take both, please.

From the sublime to... the electric. Normally I have about as much enthusiasm for battery-powered cars as I have about travelling on British trains, but I'm ready to be proven wrong when confronted by a diminutive yellow roadster that the owner insists I try. It may be small, but its powerplant weighs more than 500kg. Any good? Amazing! If you've never driven something that accelerates instantly, smoothly (no gearchange interruptions, just seamless speed) and – bizarrely – in almost total silence, prepare to be shocked. It's called the Tesla. And if it's the future of motoring, then maybe it's not that bleak after all.

Other cars also beg my attention. The owner obviously likes the Seventies: a perfectly restored BMW Batmobile is paired with a lovely Porsche Carrera 2.7 RS – thankfully red for a change – contrasting with an imposing Mercedes-Benz 300 SEL 6.3 saloon and a metallic blue Lamborghini Miura SV. But my flight home won't wait, so I have an excuse for another trip to test more of the owner's cars plus his new 10mpg Bugatti EB110 Supersport – almost an apology for the Tesla.

It's been a good day and I've learnt lots. (Note to self: your motoring experience is never complete.)

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.