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JAG SS100 vs BMW 328

Thirties sporting icons battle for badge honours see p78



SPECIAL TEST

REAL STYLE FOR £20K

...OR LESS How you can travel first class with a Merc SE or Rolls Shadow coupé

BLAME HIM FOR THE BL DISASTER?

The case for Donald Stokes

Never buy a bad car again!

Expert guide inside



SNAKE BITER

Could this V8 Ginetta have toppled the AC Cobra?



MINI 50TH BIRTHDAY

Engineers, racers and owners recall its impact

LAST ACTION HEROES

Abarth v RS1800, HSR, Lotus



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Classiccars

MERCEDES 280 SE COUPÉ VS ROLLS MPW ■ GINETTA G10 ■ ALPINE A110 BUYING

14 DAYS AT MONTEREY

Highlights of California's extravaganza

August Mon-Wed 3-12

Pebble Beach Motoring Classic, exclusive 1500-mile tour from Kirkland, Washington to Pebble Beach, www.pebblebeachconcours.com

August Sat-Sun 8-9

Monterey Pre-Historic Races, Mazda Raceway Laguna Seca, www.generalracing.com

August Mon-Wed 10-12

The Quail Rally, invitation only tour, www.quailodgeevents.com

August Tue 11

Carmel-by-the-Sea Concours on the Avenue, www.carmelconcours.com

August Tue-Wed 11-12

Automobilia Monterey at The Embassy Suites, www.automobiliamonterey.com

August Wed 12

McCall Motorworks Revival 2009, luxurious party at the Monterey Jet Center, www.mccallevents.com

August Wed-Thu 12-13

RM's Nick Alexander Woodie Collection auction at the Portola Plaza hotel, www.rmauctions.com

August Wed-Sun 12-16

Gooding & Company auction, Pebble Beach, www.goodingco.com
Blackhawk Exposition at Pebble Beach, www.blackhawkcollection.com

August Thu 13

Pebble Beach Tour d'Élégance to Carmel-by-the-Sea, www.pebblebeachconcours.com

August Thu-Sat 13-15

RM's Sports and Classics of Monterey auction at the Portola Plaza hotel, www.rmauctions.com

Russo and Steele, Sports and Muscle auction at the Marriott hotel, www.russoandsteele.com

August Fri 14

The Quail: A Motorsports Gathering, Quail Lodge, Carmel, www.quailodgeevents.com
Bonhams and Butterfields auction at Quail Lodge, www.bonhams.com

La Dolce Vita Automobili, exhibition of fine European cars at Black Horse Golf Course, Monterey Bay, www.ladolcevitalmontereybay.com

Concorso Italiano, celebration of Italian style at Laguna Seca Golf Ranch, www.concorso.com
Pacific Grove Concours Auto Rally, fundraising tour from Pacific Grove, www.pgautorally.org

August Fri-Sun 14-16

Monterey Historic Automobile Races, Mazda Raceway Laguna Seca, www.montereyhistoric.com
Pebble Beach RetroAuto, collectibles and automobilia pavilion, www.pebblebeachconcours.com

August Sat 15

Concours d'LeMons, celebrating the oddball, mundane and truly awful of the automotive world at Toro Park, Monterey, www.concoursdlemons.com

Mecum at Monterey auction at the Hyatt Regency Resort and Spa on Del Monte Golf Course, www.mecum.com

Khakis annual Ferrari event, Carmel's Barnyard Shopping Village, www.khakisofcarmel.com

August Sun 16

Pebble Beach Concours d'Élégance, www.pebblebeachconcours.com

The 1965 FIA Sports Car World Championship winning Shelby Daytona Coupe (see *Classic Cars*, June 2009) will get a second shot at finding a buyer (around \$10million was sought in Indianapolis in May) at Mecum's inaugural Monterey sale on Saturday 15. Finally, Gooding and Company has secured Ettore Bugatti's personal 1936 Type 57C for its two-day sale on Saturday 15 and Sunday 16. The car is offered without a reserve, so should have collectors clamouring for it.



'69 Trans-Am Chevy Camaro Z-28 was built to Penske-Donohue spec



One of 205 '46 Mercury Sportsman rag-tops will go under the hammer

DARIN SCHNABEL

OPINION

SIMON KIDSTON

Why Mille Miglia memories mean so much to me

THE MILLE MIGLIA – there's nothing else like it. A 1000-mile dash around Italy, racing through Renaissance landscapes often unchanged since the days of Michelangelo, past olive groves, cypress-dotted hills and churches, roaring occasionally through mediaeval *piazze* and ancient town centres where teams are fêted by flag-waving schoolchildren (allowed out for the day, this being Italy), political dignitaries and beauty queens... which, being Italy, are often one and the same.

This high-speed historic convoy winds its way from the northern city of Brescia along the Adriatic coast to that cradle of civilisation, Rome, before heading back up the peninsula through the picture postcard landscapes of Siena and Florence, past the Ferrari factory in Maranello before a flat-out blast along the arrow-straight Via Postumia back to Brescia. In the twilight years of the original race – and it really was a race then, flat out from start to finish with barely time for rushed refuelling stops –

the fastest cars reached 180mph on this final stretch. It was here, in May 1957, that Spanish playboy nobleman Alfonso de Portago met his end at the wheel of a formidable, 350-plus horsepower Ferrari, when one of its skinny Fifties racing tyres exploded, taking with it the marquis, his American co-driver and 11 spectators, seven of them children. It was a tragic end for them and for this heroic race, a gruelling test of man and machine on ill-surfaced roads which were not, unbelievably, officially closed to normal traffic.

I'm just back from commentating at this year's historic Mille Miglia. These days it's run along rather gentler principles as a timed three-

day regularity trial, the frantic roadside pit stops replaced by five-star hotels. It may not have quite the frisson of danger or the relentless pace of the original, but the battle scars on the bodywork and the road dirt on the weary faces of the competitors remind you it's still no mean feat to hustle these old motors around the course... and finish.

My highlight was spending time with the driver most closely associated with the original race, Stirling Moss. I never did see his epic 1955 performance – my father did, collecting his new Gullwing from the Mercedes factory and driving down to watch Moss set an all-time course record in just 10 hours (a 99.9mph

average) – but one of my defining motoring memories is being taken to watch an MM retrospective decades later. We stood by the side of a tree-lined road, thrilled as Alf, Bugattis and Ferraris roared past at irregular intervals, my



'Bursting into view, the low-slung silver racer powered towards us with an eerie growl'

father explaining each to me. Finally, a small red sports car buzzed into view, probably an OSCA, its engine straining as the

driver wrung every ounce of performance from it. But suddenly a lower, almost menacing sound drowned it out, accompanied by flashes of silver streaking through the trees behind the red car like a shark tracking its prey. Bursting into view, the low-slung silver racer powered toward us with an eerie growl to flash effortlessly past the smaller car, its sound and speed unlike anything we'd seen that day. There was just enough time to make out the relaxed confidence of the driver and the number on the side of his steed: 722.

And that's why, whenever I'm asked which is my all-time favourite car, it's still the Mercedes-Benz 300 SLR.

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.