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Ferrari breadvan delivers at Mugello



Talk of Mugello was the E-type-beating pace of the Ferrari 250GT SWB 'Breadvan', driven by Max Werner and Claudia Hürtgen

THE HISTORIC FESTIVAL season opened at the sweeping Mugello circuit in the heart of Tuscany, Italy on 5-6 April. The full programme included opening rounds of the Masters Racing Series, the Shell Historic Ferrari Challenge and the FIA Lurani Trophy for Formula Juniors.

Highlight of the weekend was the dramatic performance of the Ferrari 'Breadvan', driven by new German pairing Max Werner and BMW ace Claudia Hürtgen. The ex-Scuderia Serenissima 250 SWB special flew around the 3.2-mile

course, with Werner learning quickly from Hürtgen's smooth style. Jon Minshaw's hot E-type didn't start after the Cheshire racer buzzed the engine in practice, leaving the Jaguar of Gary Pearson and Carlos Monteverde to chase the Ferrari. Behind the E-types, Philip Walker and Danny Wright's Lotus Eleven continued its giant-killing record with an impressive fifth.

Minshaw made up for the disappointment with two wins in his Lola T70 Mk3B, ahead of Nick Linney's T70. Upstaging allcomers for noise in the '70s prototypes race

was first race winner Abba Kogan's yowling Matra MS670B. Kogan also campaigned his MS120 in the Grand Prix Masters, where Belgian Jean-Michel Martin took a debut victory with the ex-Geoff Lees Ensign N177. After an early off, Frank Sytner blasted back in his Hesketh 308B to grab second from Manfredo Rossi's Brabham.

The opening round of the Ferrari Challenge was dominated by Irvine Laidlaw's 312PB after he pulled clear of Paul Knapfield's 512BB. Laidlaw also won the drum-braked group with his Maserati 250S.



Abba Kogan's magnificent Matra MS670B



Jon Minshaw's quick Lola T70 won twice

MUGELLO HISTORIC FESTIVAL: GT & SPORTS ENDURANCE MASTERS

- 1 Max Werner/Claudia Hürtgen
Ferrari 250GT SWB 'Breadvan'
 - 2 Gary Pearson/Carlos Monteverde
Jaguar E-type
 - 3 André Bailly/Jagor
Jaguar E-type
 - 4 John Clark/Jregor Fiskén
Jaguar E-type
 - 5 Philip Walker/Danny Wright
Lotus Eleven Le Mans
 - 6 Emanuele Benedini/Gianpaolo Benedini
Jaguar E-type
 - 7 Jeremy Welch/Simon Hadfield
Austin-Healey 3000
 - 8 Peter van Hoepen/Marc Devis
Chevrolet Corvette
 - 9 Keith Ahlers/James Bellinger
Morgan SLR
 - 10 David Smithies/Robert Rawe
Austin-Healey 3000
- Fastest lap** Max Werner
2 mins 18.6 secs, 136kph

MAX WERNER TALKS IN-DEPTH ABOUT HIS 'BREADVAN' DEBUT

GALES BLOW ON TOUGH LAND'S END TRIAL

THE LAND'S END TRIAL CELEBRATED ITS CENTENARY WITH A DIVERSE, 400-strong entry for the off-road bonanza on 21-22 March. Competitors on the Motor Cycling Club epic faced the added difficulty of a northerly gale, which raged for the duration. Devious changes at Beggar's Roost and Rodney's Revenge caught out many, while old favourite Darracott was washed back to bedrock and smeared with clay. Adding to the test was a sloping re-start, which turned the normally benign section into another 'stopper'. Crackington looked less 'doctored' than usual, entertaining spectators with some rapid climbs. The grand finale at Blue Hills Mine faced the worst of the gale and many spectators found it impossible to watch for long.

There was a healthy pre-war entry, including a Frazer Nash team that – in true 'Chain Gang' tradition – broke everywhere. Dougal Cawley's Ford Model A flew up sections VSCC-style, but clipping a rock at Blue Hills knocked the steam out of his storming charge. Providing the sight and sound of the early years was a brace of Trojans, pop-popping to the section summits, while Austin Seven stalwarts Barry Clarke and John Green both looked likely to be in the medals. A trio of 1930s HRGs tackled the event with suitable headgear and, for extra period effect, each crew was equipped with pipes!



Blue Hills drama: James Child's Ford Pop (left) and Baileys' smoking MG



STEVE WELSH/CHARLIE WOODING



ERIC SAWYER

Clockwise, from main: Young's Mustang leads through Chicane; O'Shea slides Cooper-Maserati; Hughes' rare Tojeiro FJ



Thrills and spills for Thruxton's 40th

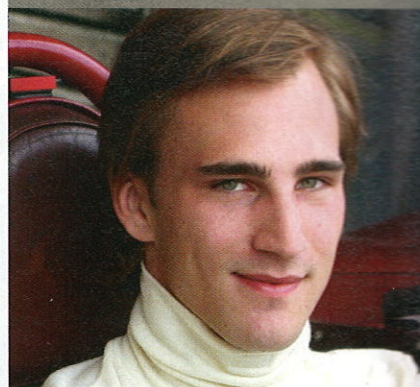
THRUXTON CELEBRATED 40 years with a cracking Easter meeting on 23-24 March. A dramatic David-and-Goliath battle was the highlight of the first Sports Racing Masters race, with Richard Meins' Lola T70 Spyder swapping places with Simon Hadfield's Elva Mk7, but a spin to avoid Chris Clarkson's Lotus 23B put paid to Hadfield's chances. Race two was spoilt by a four-car startline shunt that put Meins out, but Hadfield had to fend off Andy Newall's Lotus

23 to win after a race-long dice. The Jochen Rindt Formula 2 races were equally exciting, with hard-fought March victories for Bill Coombs and Peter Meyrick.

There was an epic big Healey duel between Bruce Montgomery and Jeremy Welch in the sports car enduro. For the full 45 minutes, the two red-and-white Healeys were chained together (see *Gallery*), sliding around the ultra-fast Hampshire circuit to the delight of fans. Just 0.8 secs split the leaders at the flag,

with a thrilled Montgomery ahead. Denis Welch's Merlyn won the Formula Junior race from Mark Woodhouse's Lotus 20.

John Young gunned the Alan Mann Racing Ford Mustang to two Top Hat Masters victories, but had to work hard on Sunday after starting from the back. By the end of the first lap he was fourth, but getting past Leo Voyazides' quick Falcon proved a challenge. The Mustang and Falcon ran hard again on Monday, but Young led all the way.



Max Werner

Young German historic racer on his win at Mugello with the Ferrari 'Breadvan'

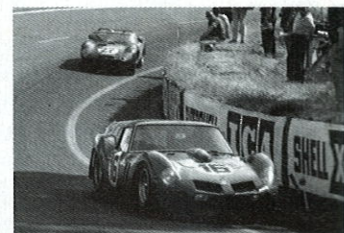
Do you enjoy Mugello?

It's not my favourite track: I prefer faster circuits such as Spa. There are two quick sections, but the rest is too technical. But how can I not like it now after the win? I prefer Dijon, which has a few tricky fast corners where you need to be a little brave. The Ferrari 'Breadvan' would be perfect there.

I'm also lucky to get invitations to drive other owners' cars. Racing a 250LM at Le Mans in '06 was special.

How was your 'Breadvan' debut?

The car is fantastic to drive and totally different to a 250GT SWB. Bizzarrini changed the layout dramatically, with the engine lower and further back in the chassis. As a result it feels more like a 'Birdcage', almost mid-engined. The turn-in is amazing. At 960kg, it's also lighter than a SWB, and with 300bhp it's pretty quick. Mario Linke did a great job preparing the car.



'Breadvan' debut was at 1962 Le Mans

HADFIELD DOMINATES AT HSCC DONINGTON

HISTORICS SPECIALIST SIMON Hadfield is uncatchable around his local track. So he proved with two superb wins at the HSCC's season opener at Donington Park on 30 March. Gunning Richard Eyre's McLaren M10B ahead of younger F5000 and F1 machines in the Derek Bell Trophy, Hadfield whipped past Mark Dwyer's Lola T400 at Coppice to dominate. Not content



Hadfield's McLaren M10 leads F5000s



Tizzard's rare Lenham beat Chevrons

with the impressive F5000 victory, Hadfield borrowed his son's Titan Mk4 for the FF1600 race and thrashed allcomers. Other highlights of a packed race programme included a gripping 70s Road Sports contest between Julian Barter's TVR 3000M and Paul Anderson's Porsche 928, with Blackpool's finest taking the chequer.

The Guards Trophy needed a second start, after Henry Scott's Lotus 23B bounced off the pit wall, but there was no catching Stuart Tizzard's Lenham Spider once Jeremy Cottingham's Chevron B8 had pulled out with gearbox problems.

EXOTIC CAPRI MAKES ITS SNETTERTON DEBUT



ERIC SAWYER

FORD FAN SHAUN LYNN GAVE HIS FABULOUS CAPRI RS2600 ITS debut at the Top Hat Masters Snetterton meeting on 29 March. The ex-Niki Lauda works ETCC Ford set the pace in the Stars of the 70s contest until a sticking throttle ended its run, leaving Pantelis Christoforou's Escort Mk1 RS1600 to win. A second ex-works Capri and a clutch of BMW 3.0 CSLs should spice up this series when they arrive later in the season.

Lynn was out of luck again later, when his leading AC Cobra was forced to retire with overheating dramas caused by cautionary pace car laps during the Cloth Cap enduro, which provided Chris Scragg's Jaguar E-type with a clear win. A dramatic XK Challenge battle was resolved when race leader John Burton's XK120 coupé spun at the last corner, gifting Phil Keen and Graham Love a surprise victory with their similar model.

How was it racing with Claudia?

She's a superb driver and has massive experience setting up cars. At BMW, she recently developed the Mini Cup car. Her driving style suits historics because she's not hard on the car. Her drive in the Maserati 300S at Monaco was inspiring, and racing with her is fun because our times are pretty close.

What do you plan for the Ferrari?

The big focus will be the Goodwood Revival for the Tourist Trophy, which I will drive with Claudia. The car should be competitive with the Ferraris, if not the very quick E-types, but we're both looking forward to the event.