

EXCLUSIVE! FERRARI'S RAREST ROAD-RACER



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# Octane

FUELLING THE PASSION

## ASTON V8 AND ZAGATO

*Britain's best-ever muscle car and its overlooked offspring*  
**PLUS** *Aston's biggest bargains: DB9 and V8 Vantage*



**NORMAN DEWIS  
AND THE JAG LAGS**

Browns Lane secrets revealed

**LAMBORGHINIS ON TOUR**

Sant'Agata hosts Espadas and Isleros

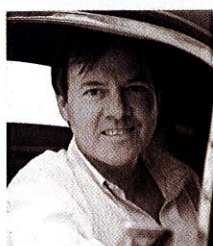


WW2 ROYAL ENFIELD BIKE • WORLD'S BEST TRACKDAY • BRABUS MERCEDES 190 • GT40 vs COBRA DAYTONA REPS



# THE HISTORIC MOTORING *Awards* 2018

*The judges – and you – have spoken:  
here are the winners of this year's awards*



**ROBERT  
COUCHER**

*International Editor,  
Octane magazine*

The Historic Motoring Awards, now in their eighth year, celebrate the classic car industry's continued rude health, a health achieved not least through the efforts of the nominees.

All have made a huge contribution to the old car scene, and the judges – including some new faces who have joined me in the task this year – have had an extraordinarily difficult time choosing between them. I'm sure you'll agree the winners' inspirational stories make them most deserving.

One category – Car of the Year – was decided by you, our readers, and the result both surprised and delighted us. Our Performance Car winner shows a pleasing groundedness, too, and proves what we've always thought: in the end, the driving matters the most.



**ROBERT  
CROFTON**

*Director, EFG Private  
Bank Limited*

EFG is a long-standing partner of the historic motoring community, sharing the enthusiasm for motoring of many of its clients, and supports a range of leading events worldwide.

We are delighted to be associated once more with the Historic Motoring Awards, a celebration of the best in the world of historic motoring. Our congratulations go to all those who were shortlisted, and whose efforts since last year have helped the historic motoring scene continue to thrive.

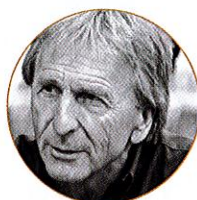
EFG International is a global private banking group offering both private banking and asset management services. Headquartered in Zurich, it operates in some 40 locations around the world.  
[efginternational.com](http://efginternational.com)



# JUDGING PANEL

*The awards are judged by experts from across the motoring world*

This year our expert panel considered entries in 18 categories, while *Octane* readers voted for Car of the Year. Inevitably, on a panel with such vast experience, certain judges were involved with certain nominees – so in the interest of fairness, they refrained from voting in the relevant category. Each judge worked in private, and ballots remained sealed until all votes were in.



**DEREK BELL**  
*Five-times Le Mans winner and Octane columnist*



**YAN-ALEXANDRE DAMASIEWICZ**  
*Editor-in-chief, Octane France*



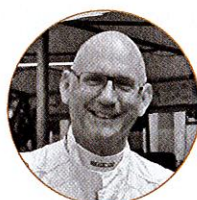
**BERTHOLD DÖRRICH**  
*Editor, Octane Germany*



**TONY DRON**  
*Former racing driver and motoring journalist*



**JAMES ELLIOTT**  
*Editor-in-chief, Octane*



**GREGOR FISKEN**  
*CEO Fisker Ltd, historic racing driver*



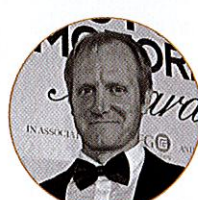
**MCKEEL HAGERTY**  
*CEO Hagerty Group, classic car insurance specialists*



**YUKI HAYASHI**  
*President of Osato Research Institute, car collector*



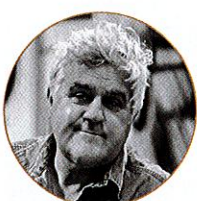
**SHIRO HORIE**  
*Editor, Octane Japan*



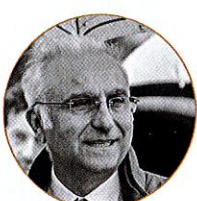
**BEN HORTON**  
*Proprietor of Hortons Books, motoring literature expert*



**JEREMY JACKSON-SYTNER**  
*Concours expert and classic car consultant*



**JAY LENO**  
*Car collector, broadcaster and Octane columnist*



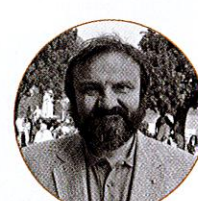
**CORRADO LOPRESTO**  
*Car collector, multiple concours winner and architect*



**MADAN MOHAN**  
*Businessman, concours and event organiser*



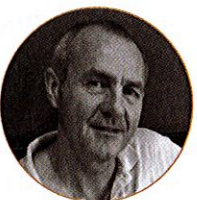
**PETER NEUMARK**  
*Car collector, businessman and charity fundraiser*



**ADOLFO ORSI**  
*Maserati collector, concours specialist and consultant*



**PATRICK PETER**  
*Event organiser, including Tour Auto and Le Mans Classic*



**STUART QUICK**  
*Owner of Quickfit SBS, classic car seatbelt specialists*



**TON ROKS**  
*Editor, Octane Netherlands*



**MURRAY SMITH**  
*Car collector and event organiser*



**PETER STEVENS**  
*Car designer, including McLaren F1*



**DAVID WHALE**  
*Chair, Federation of British Historic Vehicle Clubs*



## CLUB OF THE YEAR

*Sponsored by Footman James*



### WINNER

#### Talbot Owners' Club

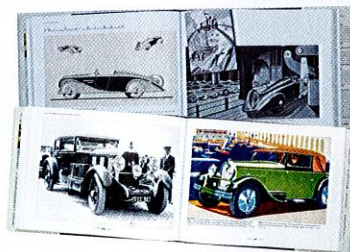
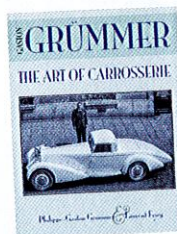
In the last year the TOC has increased membership by 22%, revamped the club magazine, put on an impressive display at the Regent Street Motor Show on the eve of the Brighton Run, run tours and events, improved communications with members – and launched a new website including a database of every Talbot built and a free 350-page Talbot Technical Manual.

### RUNNERS UP

Aston Martin Owners Club, Vintage Sports-Car Club, Cardigan Classic Car Club, Ferrari Owners' Club GB

## BOOK OR FILM OF THE YEAR

*Sponsored by Horton Books*



### WINNER

#### Gaston Grümmer: The Art of Carrosserie

*by Philippe Grümmer and Laurent Friry, Dalton Watson*

Grümmer discovered a suitcase of magazines, pictures and records covering his father's work as a Paris coachbuilder between the wars. French car historian Laurent Friry pieced the story together, painting a vivid portrait of a couturier to over 50 manufacturers during a wonderful era of extravagance.

### RUNNERS UP

Derek Bell: All My Porsche Races (*by Derek Bell and Richard Heseltine, Porter Publishing*), Inside Track (*by Phil Hill with Doug Nye, The GP Library*), Reid Railton, Man of Speed (*by Karl Ludvigsen, Evro Publishing*), How to Build a Car (*by Adrian Newey, Harper Collins*), History in the Braking (*Mintex, DVD*), Jaguar XKSS: A Supercar Is Reborn (*Channel 4*)

## CONCOURS OF THE YEAR

*Sponsored by EFG*



### WINNER

#### Concours of Elegance, Hampton Court

The Royally endorsed Concours began in 2012 at Windsor Castle, moving to St James Palace and Holyroodhouse before settling at Hampton Court Palace last year. It's now the UK's highest-class concours and attracts the world's top collectors, who bring cars of rarity, curiosity and jaw-dropping value. Bruce McCaw's 1929 Mercedes-Benz Barker Tourer won this year.

## MOTORING SHOW OF THE YEAR

*Sponsored by EFG*



### WINNER

#### Retro Classics Stuttgart

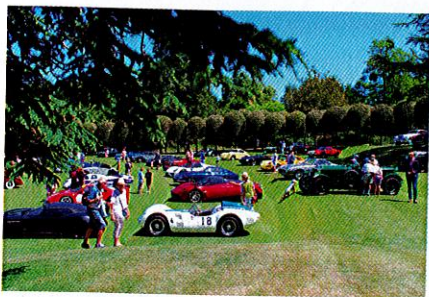
The huge, neatly arranged halls of this German mega-show sit conveniently next to Stuttgart airport, and within them are almost anything classic, youngtimer and neo-classic. It has entire halls of cars for sale, a vast number of special displays such as wood-burning vehicles, plus high-end dealers and a well-stocked public display area. In all, it's the complete show.

### RUNNERS UP

Hagerty Festival of the Unexceptional, InterClassics Maastricht, Classic Nostalgia at Shelsley Walsh



## BREAKTHROUGH EVENT OF THE YEAR



### WINNER

#### Heveningham Hall Concours d'Elegance

In only its third year, this event attracts significant cars to a splendid Suffolk setting: a listed mansion in an estate designed by Capability Brown. This year's 50 cars ranged from a Ferrari 250 GTO and a Pegaso Z102 to an Aston Martin Vulcan and a display of McLaren F1s. All the money raised goes to charity.

### RUNNERS UP

Veloce Track Day, Luft-GB,  
The London Concours, 21 Gun Salute

## MOTORSPORT EVENT OF THE YEAR



### WINNER

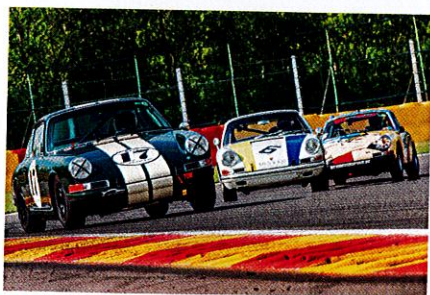
#### Le Mans Classic

Peter Auto's biennial 24-hour event, 18 races split into six age ranges, was first run in 2002 but it's just as fresh today. Seeing classics barrelling down the pit straight at night, or sneaking out to Tertre Rouge to watch them come through at dawn, is spine-tingling. Driving there in a classic is vital, of course.

### RUNNERS UP

Goodwood Festival of Speed, Les Grandes Heures Automobiles,  
Lime Rock Historic Festival, Zoute Grand Prix,  
120th Anniversary of the First British Motor Races

## RACE SERIES OF THE YEAR



### WINNER

#### The 2 Litre Cup

This is a one-make series for pre-1966 Porsche 911s, organised by the 2 Litre Racing Group and Peter Auto, with three rounds held this year. Forty-one 911s took part in the first, at Spa, and series entrants were also a big part of the Porsche-only race at Le Mans Classic. This is a Historic series with a bright future, with grids of at least 40 cars expected in 2019.

### RUNNERS UP

Formula Vintage, HSCC Super Touring Car Challenge,  
Group C Racing by Peter Auto, FJHRA/HSCC Historic Formula Junior

## RALLY OF THE YEAR



### WINNER

#### The Royal Automobile Club 1000 Mile Trial

For many, this rally for pre-war cars remains the top event in the ever-expanding calendar of the Historic Endurance Rally Organisation (HERO), which recently took over the Endurance Rally Association. This year's trial started at the RAC's Epsom clubhouse and headed via Wales to the Herts/Bucks border. Peter Lovett and Matt Fowle won, in a Frazer Nash BMW 328.

### RUNNERS UP

Bernina Gran Turismo, Trans America Challenge,  
Stella Alpina Rally, Friendship Rally



## THE ENZO AWARD



### WINNER GTO Engineering

Based in Berkshire in the UK, family-owned GTO Engineering also has a branch in California. Both offer top-notch servicing and restoration plus the finest Ferraris for sale. One of the world's most respected and longest-established Ferrari specialists, GTO Engineering has an especially fine reputation for its work on Gioacchino Colombo's jewel of a V12 engine.

**RUNNERS UP**  
Barkaways, Superformance, MotoTechnique,  
DK Engineering, Happy Few Racing

## THE VANTAGE AWARD

*Sponsored by Immun'âge*



### WINNER Dr Andy Palmer

After joining Aston Martin from Nissan in 2014, Palmer has taken Aston Martin to new heights and into uncharted waters. He has masterminded the revamping of its offering, reviving the brand's prestige and expanding it into new areas. After breaking turf on the new St Athan factory in Wales, he has now steered the company through flotation on the stock market.

**RUNNERS UP**  
Aston Workshop, Aston Martin Works,  
Noble House, Nicholas Mee & Company

## MUSEUM OR COLLECTION OF THE YEAR (PRIVATE)



### WINNER Museo Nicolis, Italy

This treasure-trove near Verona opened in 2000 and houses the eight collections of Luciano Nicolis. Highlights among 200 cars, 100 motorcycles, 110 bicycles, rare aircraft, 600 cameras and typewriters, 100 musical instruments and much else are a 1923 Alfa Romeo RL, a Bugatti Type 49 and a Cisitalia 850GT. Here, one man shares his engineering passion with the world.

**RUNNERS UP**  
Torre Loizaga, Spain; Cité de l'Automobile, France;  
Petersen Automotive Museum, USA; Riga Motor Museum, Latvia

## HERITAGE COLLECTION OF THE YEAR



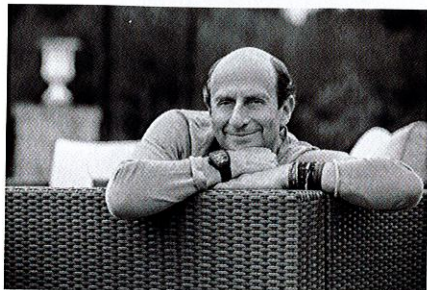
### WINNER Porsche

Porsche has been especially busy in this, its 70th-anniversary year. Whether on events such as the Ennstal Classic, or making the world aware of the very first Porsche – the mid-engined car featured in *Octane 184* – or contributing to Gerry Judah's sculpture at the Goodwood Festival of Speed, the marque has pulled out all the stops to help its history be celebrated.

**RUNNERS UP**  
FCA Heritage (Highly Commended),  
Jaguar Land Rover, Volvo, BMW



## INDUSTRY SUPPORTER OF THE YEAR



**WINNER**  
**Richard Mille**

As well as making excellent watches, Richard Mille is a great industry supporter, enabling key events to launch and flourish.

Its many collaborations include being a vital partner in F1, supporting the wonderful biennial Peter Auto concours at Chantilly – and partnership in these Historic Motoring Awards.

**RUNNERS UP**  
EFG Private Banking, Osato Research,  
A Lange & Söhne, Mintex Classic

## PERSONAL ACHIEVEMENT

*Sponsored by HERO*



**WINNER**  
**Madan Mohan (21 Gun Salute)**

With incredible determination and perseverance, Mohan has developed India's first national classic car event: a concours and tour featuring the amazing cars that reside there. His 21 Gun Salute is a cultural exchange, bringing the West's best to India and sharing the subcontinent's delights with visitors.

**RUNNERS UP**  
Lawrence Whittaker (Lister), James Brooks-Ward (Concours of Elegance/  
London Concours), Nicholas Mee (Nicholas Mee & Company),  
Patrick & Sylvian Peter (Peter Auto)

## SPECIALIST OF THE YEAR

*Sponsored by Quickfit SBS*



**WINNER**  
**The Classic Motor Hub**  
**(Martin Chisholm)**

This pioneering new venture, based in Bibury, Gloucestershire, has taken a fresh approach to the way dealerships operate and interact with their clients. The Classic Motor Hub provides a generous and affordable meeting place in the heart of the Cotswolds for charities, car clubs and petrolheads alike, run by motoring enthusiasts for enthusiasts and open to all who have an interest in the motoring world.

**RUNNERS UP**  
Classic Motor Cars of Bridgnorth  
(Highly Commended),  
William Medcalf Bentley,  
Jim Stokes Workshops, GTO Engineering



# RESTORATION OF THE YEAR

*Sponsored by Deneb & Pollux*



## WINNER

### Lamborghini Miura (Lamborghini Polo Storico)

Few tasks could be more daunting than restoring a car for one of the men who created it in the first place. Yet, 50 years after Gian Paolo Dallara helped to engineer the Lamborghini Miura, that's exactly what Lamborghini's new classic division did. It took 14 months and 3000 man-hours but the sensational result was truly worthy of the great man's 80th birthday present.

## RUNNERS UP



### The 'Jabbeke' Triumph TR2 (Glen Hewett/Protek)

The car in which Ken Richardson set a speed of nearly 125mph on a closed stretch of Belgian highway is probably the most famous and significant of all the cars to bear the Triumph badge. It was tracked down in 2015 by Glen Hewett, boss of Triumph restoration specialist Protek, then meticulously restored over a period of 18 months to be precisely how it was at Jabbeke in 1953. Naturally, the TR2 has since returned to the scene of its, er, triumph.



### Aston Martin Project Vantage (George Georgiou)

Ian Callum's Project Vantage was revealed at the Detroit Auto Show in January 1998, toured American dealerships and was featured at Pebble Beach and Amelia Island. It was later productionised as the Vanquish. This original was put into storage and disappeared until sold at auction in a sorry state in 2016. Buyer George Georgiou has since dedicated his time not just to restoring it to 1998 Detroit spec but to making it run and drive, too.



### Lancia Flaminia Sport Zagato 3C (Thornley Kelham)

Even though it missed out on a class award, this freshly restored Lancia Flaminia Sport Zagato 3C stole the show at the London Concours at the Honourable Artillery Company in London earlier this year. The 1963 example was acquired by a Thornley Kelham customer who used it for a while before realising that it needed a full restoration, a job Thornley Kelham carried out to a simply stunning standard.



### McLaren F1 GTR Long Tail (McLaren Special Operations)

Making its public debut in the Concours of Elegance at Hampton Court after an 18-month restoration was F1 number 25R. The work was as detailed as you would expect from McLaren: every single component was removed and cleaned, or replaced outright with original F1 GTR parts. This was the first-ever restoration of its kind undertaken by McLaren, and involved many of the same people who built this F1 GTR originally.



## BESPOKE CAR OF THE YEAR



### WINNER

#### Jaguar E-type Concept Zero

Following the prototype's starring role at the wedding of Prince Harry and Meghan Markle, Jaguar has announced production plans for its electric E-type. It combines obvious classic beauty with state-of-the-art technology and a zero-emission powertrain able to thrust the E-type to 60mph in under seven seconds, and it has been a media sensation. Buyers will be able to buy one ready-built or convert an existing E-type.

### RUNNERS UP

Porsche 911 Reimagined by Singer – Dynamics and Lightweighting Study, Wiesmann, Paul Stephens AutoArt Le Mans Classic Clubsport, Aston Martin DB5 'James Bond' Continuation, Land Rover Defender Works V8 70th Edition

## PERFORMANCE CAR OF THE YEAR

*Sponsored by Lordes*

### WINNER

#### Alpine A110

Clearly, vast power and huge speed aren't everything. Few sports cars have excited as much interest as the compact, retro-revival Alpine has generated since its launch at the Geneva International Motor Show in 2017.

The aluminium-shelled A110 has just 1.8 turbocharged litres at its disposal, but 250bhp is enough to fire it to 62mph in 4.5 seconds: that's supercar-quick. This mid-engined delight has had nothing but rave reviews, hailing it as a true sports car of the old school with sublime handling to boot. Driving it is the most immersive of treats, even if it does lack a clutch pedal and you change gear by paddles.

### RUNNERS UP

Aston Martin DBS Superleggera, Ferrari 488 Pista, McLaren Senna, Porsche 911 GT3 RS





# CAR OF THE YEAR

*Sponsored by Octane*



## WINNER 'Jabbeke' Triumph TR2

Our other winners were decided by our judging panel, but this category is down to you, the readers. And the greatest number of your votes went not to one of the cars we expected to win but to the remarkable, record-breaking Triumph TR2 taken to almost 125mph in 1953 and since restored to period perfection. We loved writing the story of this car, and we're delighted that a car with humble roots, but a great tale to tell, struck such a chord with our readers.

## RUNNERS UP



### Aston Martin DB4 GT continuation

Re-starting a limited production run that ended over half a century ago is big business for a couple of high-end manufacturers today, and the hand-built perfection of Aston Martin's brand new DB4 GTs, created at the company's Works operation in Newport Pagnell, is a wonder to behold. Today's technology makes them even better than the originals, but the 25 new cars are officially intended for track use only.



### 'Bullitt' Ford Mustang 390 GT Fastback

One of the best-known movie cars of all, starring in one of the best car chases, 'vanished' soon after filming finished in 1968. Occasional glimpses were reported in the media of one of two cars used in the film, apparently still intact. In 2016 Sean Kiernan, son of the late long-term owner, contacted Ford, which leapt at a promotional opportunity for its new Mustang. The 'Bullitt' car remains fully functional and wonderfully unrestored.



### Lamborghini Marzal concept car

It's all about the acreage of glass along the gullwinged flanks and across the roof. And hexagons, all through the cabin, all over the rear window. In 1967 the Marzal, styled by Marcello Gandini at Bertone and powered by a mid-mounted straight-six, was a utopian vision of a futuristic fantasy. In 2011 it was part of bankrupt Bertone's fire sale. Now restored, the car that sired the front-engined V12 Espada lives again.



### Land Rover R07 pre-production car

The very early Land Rover found decaying in a Birmingham garden in 2015 turned out to be one of the 48 pre-production cars. Even better, it was originally left-hand drive, was numbered L07 and was the driving demonstrator on the model's world debut at the 1948 Amsterdam show. It was the first Land Rover the public ever saw. Now it's being sensitively brought back to life at JLR Classic. A restoration? Absolutely not.



### Porsche 911 RSR Turbo Le Mans racer

What a piece of history... the 911 RSR is not only Porsche's first turbocharged race car, but it's also the first turbo car ever to race at Le Mans. It proved quite a success, too: this actual car finished second on that 1974 debut, driven by Gijs van Lennep and Herbert Müller, and might have won had gearbox trouble not intervened. Patina apart, this primordial Porsche turbo remains just as it was in 1974. And just as explosive.



# LIFETIME ACHIEVEMENT

*Sponsored by Classic Motor Cars Ltd*

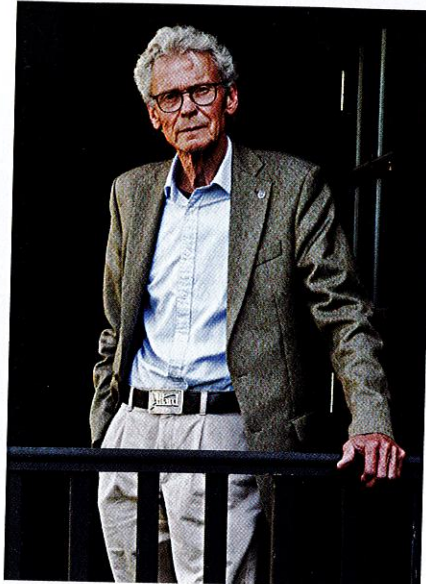
## WINNER

### Tony Dron

We all know Tony as an *Octane* contributor of many years' standing, of course. He is ideal for the role, being not only one of most perceptive, most knowledgeable and most grammatically rigorous of automotive journalists, but also having been a top racing driver in some widely diverse categories. And while other scribes have also raced cars, and other racing drivers have committed their thoughts to the printed page, few have combined racing and writing for as long as Tony Dron has.

How long? Racing from 1968 to 2011. Writing from 1968 to... well, he's still at it, albeit less frantically now that he's reached 72 years of age. The two disciplines have dominated Tony's life since he was 22. That's a pretty good way to spend half-a-century.

Tony started in Formula Ford alongside his contemporary, and soon-to-be friend, James Hunt. Both were front-runners, but Hunt was better at raising the funds required to maintain the racing habit. Innes Ireland told Tony that he needed to get a job; with ex-racer Ireland manning the sports desk at *Autocar*, the nature



**'Innes Ireland told Tony to get a job. Ireland was at *Autocar*, so the nature of that job inevitably followed'**

of that job inevitably followed. Tony wrote a few stories for the magazine and entered the Guild of Motoring Writers' Sir William Lyons Award, designed to bring on aspiring young motoring journalists. He won, and joined the rival *Motor* magazine full-time in 1971.

By then, Tony had realised that, at 6ft 5in, he was not best suited to single-seaters. He switched to saloons and by 1974, having left *Motor*, was racing full-time. Big success came in 1977 with Broadspeed's works-backed Triumph Dolomite Sprints, when he won five British Saloon Car Championship races. He won the Porsche 924 Challenge the next year.

By then working as a car salesman (Saabs, then Porsches), Tony got two Le Mans drives: a works 924 GTP in 1980, finishing 12th with Andy Rouse, and a 934 in 1982, finishing 13th. That year he joined *Throughbred & Classic Cars* magazine, quickly becoming its editor. Writing, editing and racing continued over the next decade, up to 50 events a year in a dozen different cars. This work-pace ever harder to maintain, in 1993 he turned freelance.

From then until 2011 Tony raced and won regularly in Historics, especially at Goodwood, and he has continued to entertain and inform *Octane* readers of his exploits ever since. Tony, we salute you.

## WITH THANKS TO OUR SPONSORS



### LORDES

As well as offering luxury car storage, Lordes specialises in events and trackdays and offers a complete concierge service to motoring enthusiasts.



### HERO

The Historic Endurance Rallying Association runs globally recognised events and has recently acquired the Endurance Rally Association.



### CLASSIC MOTOR CARS

One of the world's most respected specialists, CMC this year celebrated its 25th anniversary with a huge public party at its Bridgnorth headquarters.



### FOOTMAN JAMES

Founded in 1983 to meet demand from the booming classic car industry, Footman James now boasts a wide range of products and has 85,000 policyholders.



### QUICKFIT SBS

This long-established London specialist has become the go-to company for classic seatbelt materials and solutions, especially for cars that didn't have them originally.



### HORTONS BOOKS

A family-owned business established in 1997 by father-and-son team Mike and Ben Horton, it boasts unrivalled expertise in motoring literature of all ages.



### DENEB & POLLUX

Supplying high-end transport solutions in India, the company also offers a fleet of Royal vintage cars including everything from Cadillac V12 to Daimler DB18.



### IMMUN'ÂGE

This immune booster and antioxidant food supplement from Osato International is popular across the world with people who are combatting stress and ageing.