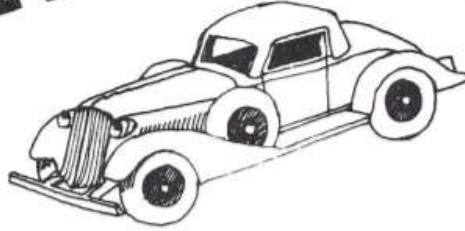


CAPITOL MINIATURE AUTO COLLECTORS CLUB



JANUARY 2025

NEXT MEETING: JANUARY 19, 2025

CMACC MEETING DETAILS

JANUARY 2025

DATE AND TIME: SUNDAY, JANUARY 19, 2025 11:00 A.M. TO 2 P.M.

LOCATION: VIENNA FIREHOUSE BOARD ROOM (JACK WILL BE HAVING 1/64 SALE 8 A.M. TO 2:00 P.M. IN MAIN HALL), 400 SOUTH CENTER ST., VIENNA, VA 22180

THEME: OAST-NEW MODELS

RSVP: HAROLD BLEVINS 517-224-1123,
shadyvalley48@gmail.com

EVENTS: Let me know if you know!

January 19, 2025—8 a.m. to 2 p.m., JAX 1/64 sale at the Vienna Firehouse.

February 1 & 2, 2025—Saturday 9-5, Sunday 9-3, Great Scale Model Train Show and Railroad Collectors Show, Maryland State Fair, 2200 York Road, Timonium, MD 21093

Now through third week of April, 2025, Reaching for Perfection, the story of the artistic impact of the Bugatti family (including five Bugatti autos, Art Nouveau furniture, etc.), Academy Art Museum, Easton, MD.

Editor's Corner

Thanks to Harold, Todd, and Bob for recording the minutes of the December 15 meeting. Confessions, I joined the Alfa Romeo Owner's Club Capital Chapter for their holiday party, a luncheon held at a historic lodge on the Appalachian trail west of Purcellville. There was supposed to be a group drive on some twisty roads, but right after we got there it started snowing like crazy, so we cancelled the drive, just ate Italian food. The snow continued and still covered the roads until we got back to Leesburg—an early taste of winter!

Again, in January, thanks to Harold, Todd and Carol, there will be a meeting at the Vienna firehouse in conjunction with Jack's 1/64 show.

I also want to thank Bob Short and Doug Campbell, for their contributions this month. I am endeavoring to start the New Year with an on-time newsletter, so if you have something please send it for next month. Continuing the British car museum theme, in this issue you will see a selection of photos from my visit to Beaulieu National Motor Museum in England.

I hope everyone had a good holiday season, and will have a Happy New Year, with good health and Happy Collecting!

Fred

Minutes of the CMACC Meeting of December 15, 2024

Notes by Harold Blevins, Photos by Todd Blevins and Bob Short

The meeting was held in conjunction with the Jax 1/64 show organized by Jack Dye, held at the firehouse in Vienna, Virginia. Attendance included Harold Blevins Todd Blevins, Fred Harris, Bob Short, Jack Dye, Brian Berry, Jim Williamson, Joe Adamito (? apologies, can't read Harold's writing), and Dick Williams.

Jack's show was well attended with 48 vendors covering all tables with treasures. Nine CMACC members, with Bob Short, Jack Dye, Brian Berry and Joe working sale tables while Todd and Jim worked in the kitchen.

Bob brought a number of models for "OAST", including an Esval '57 Studebaker Commander Provincial Wagon, 1/43 scale:



a 1/48 GMC Sunoco Tow Truck from Menards,



a 1/43 Norev Grand Torino,



a 1/43 IXO 1969 Rambler Rogue hardtop, from an ebay seller in Spain.



and a 1/43 Stamp models 1969 Chevrolet Chevelle SS396 . 1/43 scale resin beautiful model .obtained from Dave Gilber, Toycargeek.com. He has a store in Nashville, TN.



Dick Williams also brought items for OAST including an Iconic '64 Ford New York police car,



A Corgi Chrysler Imperial,



A 1/24 Tennessee Highway Patrol (Model A?)



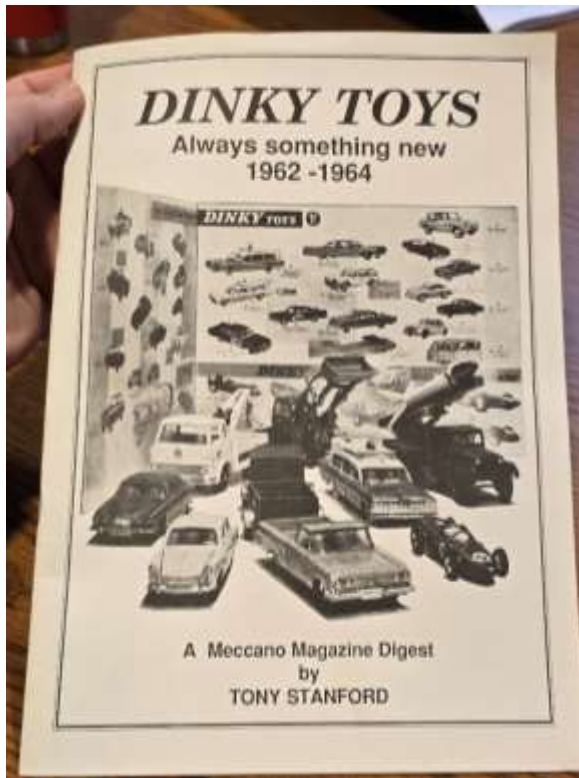
And a 1/24 '40 Ford by Liberty Classics. from Tennessee , both for the 75th Anniversary of the Highway Patrol.



Dick also brought some models previously seen in the Journal, including the Tatra 603 Police Car, the Vitesse Taipei City Police Mitsubishi Outland, and the Kess Chevrolet Ambulance.



Next meeting Jan. 19th at the firehouse along with Jack's Die Cast Show. It was great to see Bruce Pascal set up two tables full of his extra Hot Wheels, but alas I found no pink rear load Beach Bomb prototypes on this table—next time who knows?



ONCE AROUND, SHOW AND TELL (OAST)

OAST- Doug Campbell

Time-to-time on eBay, since I tend to collect the unusual...the unusual seem to show up...and seemingly unusual to find here in the USA is this HO scale colorful mostly plastic Christmas Coca-Cola truck from GREECE...even all the box lettering is all in the Greek language, and it just took about a week for the little truck to "cross the pond" from Greece and arrive in my mailbox!.



Brand new from AUTOMODELLO models is this truly impressive and so finely detailed 1973-78 GMC MotorHome. This model is produced in 3 versions, and 143 pieces were made of each version, and is part of Automodello's "ONE 43" replica line. The interior details are incredible, and I would rate this model as the BEST model GMC MotorHome made to date! That little metal bar is included I believe as part of the left side canopy assembly which I haven't attempted to add yet!



On Saturday Dec. Dec. 21, the Pa. Matchbox Collectors Club held its annual banquet in Lancaster County, Pa. , and towards the end of the wonderful party (about 40 in attendance!) , after Bob Porjca's annual excellent presentation on a continuing year of Matchbox production and history, and a most extensive photo review by 2 Club members of hundreds of diecasts due out next year from many model manufacturers (YES, hundreds of new models due out!!), Bob Porjca's (you might know his huge displays of Corgi's for sale at shows, and he maybe the leading world authority on MATCHBOX history!) wife, Ashley, surprised everyone by honoring Sean Weaver- the Club President's 45th birthday with a beautiful car theme cake and car themed gourmet cupcakes she made for everyone, and she hand made one these Matchbox '66 Mustang GT models for each attending member too (Sean is a Mustang freak!) adding 6 tiny labels to each model, and a replica of the delicious cupcakes she made for us on the back, and she had to hand add all those tiny sprinkles to each cupcake replica on the model too...she had taken two days off of work, and they were up til 4am morning of banquet to get all her creative efforts done for this banquet!



At the Pa.Matchbox Collectors Club banquet for the past few years, Bob Porcja and his wife, Ashley, produce special MATCHBOX models for each member attending , along with a Hershey chocolate bar wrapped in special wrapper showing the annual models ...and as they used to get the model graphics printed by a NJ firm that went out of business, now they get custom labels printed and all are hand affixed to each model, plus a special "theme" load..this year it was ":ducks", and a candy cane, and they both came dressed in matching colorful "duck"/"candy cane" holiday shirts! Ashley spent countless hours hand-producing all those models for us! Each banquet attendee received a choice of the red or white Matchbox '61 Ford Falcon Ranchero model (so Joan and me got one of each!) and after the banquet there were just about 12 each of the very limited green and blue '70 Matchbox Ford Falcon Ranchero models (yes TWO different Matchbox Rancheros!) offered for sale, and I was able to get one of each to complete my collection... our banquet models have been so much fun to enjoy over the many years!



As released some years back, Hallmark once again added an Oscar Meyer Wienermobile to its 2024 Ornament line, but this one is a different casting and has a different jingle playing inside!



Sometimes we have to be a bit creative to collect a model. Recently on EBay here in Maryland, someone offered this LLEDO (England) Stew Leonard's (a store that's a FAVORITE stop for Joan and me on our way back & forth to Maine, in Connecticut each summer) trailer, with no rear doors or a cab, but it was just \$2 and I have never seen another whole model for sale... so after receiving it I went on EBay and found a British promotional with similar colors...these are LLEDO 1/76 scale articulated trucks made years back in a line called "Cargo Kings"...so I removed the rear doors and added them to the Stew Leonard's trailer, and took the cab, and added Stew Leonard graphics on front and doors of cab -cut from a small bag of Stew Leonard's Organic popcorn I had brought home this summer! So now I have a "whole" model truck to display, custom-made!



I had noticed on Home Depot's TV commercials this holiday season, mention of a kid's workshop and they showed a little boy making a toy wooden HOME DEPOT truck...so to follow my interest, I checked EBay, and there are many of these Home Depot wooden truck KITS offered, but I saw one that not only was assembled/painted, but the seller had used TWO kits to make a double trailer, and was selling this finished model for less than most of the single KITS offered! ..When I got the model, the only thing, as he described, to complete, was to attach the base to each trailer, and he included the little nails which easily went into the soft wood, to complete the model assembly in about 5 minutes! It's just one of many unusual model trucks that catches my fancy...and actually closely resembles Home Depot's REAL home delivery fleet!



Recently, the online Model Auto Review emails, added another part to the fascinating story of HOMEMADE DIECAST from Ukraine, and having purchased one I showed in this OAST a few issues ago, I decided to order another I wanted having seen the nice quality, and just a few days ago from wartime UKRAINE, came along this wonderful HOMEMADE DIECAST Luaz ambulance from early 1999, and although the box labels and the nice colored multi-page brochure that came with the model were all written in the Ukrainian language the website does mention this is one of 25 made (box says only 15 models were made!), and its 1/43 scale made Feb,-Dec. 2022..the model is made of copper and resin and has medical interior, antenna, and tiny exterior lights..and models an actual Ukrainian made vehicle, pictured in the color brochure that comes with the model... (Only about 50 REAL Luaz vans were ever made it seems).



My next few photos of OAST start with this story and this model, back in my 1950's childhood, my father took me each Christmas season into downtown Baltimore to see the annual model railroad (O & HO scale layouts) display of the Baltimore Society of Model Engineers (a club still in existence but without a home, as the old building they were in, was closed many years ago), and after climbing 3 narrow flights of stairs, dozens of model trains were always running, and a detailed scenery display, but my fascination was to see this little plastic/metal Railway Express Agency truck that was in that O scale layout each year. I could never talk them into selling it to me, but in the 1970's at an early MACUNGIE, PA., Awkscht Fescht toy show, I finally found this mint example, and noted it was made by Conway Co., of Skokie, Illinois ... fast forward to the days when EBay came along, and I discovered many other versions of this charming little truck, now in my collection (2 different Curtis, Kraft, Oscar Meyer, Swift, to name a few..) that looked to me to resemble an early GMC 1950's delivery van. The little truck has large metal wheels with rubber tires, and it very freely "rolls" along with no motor of any kind!



My favorite find at the recent YORK TOY SHOW, Thanksgiving weekend, was this Conway (no name on base though!) NABISCO promotional van, first I've ever seen in a BOX listed underneath as part of the "Lincoln Line" ...an old advertising speciality company who seemingly promoted these trucks, made by Conway I'm sure, as "ROTOROLL" trucks, with the little box side panels cut out to show graphics on sides. Box says "rolls 100 feet with one push", and all graphics on these trucks were applied as one piece over roof and sides, as water-line decals by Meyercord Co. - an old decal manufacturer.



Note- RIGHT side has "Ritz" decals graphics!



As a follow-up to past few photos, a few months ago I found this old magazine ad on EBay, selling a "Conway Dairy" truck for just \$1.00 from some address in Denver...have no more details who this "Roll-A-Long Trucks" offer was from , but interesting that ad calls this a "Mack-type" truck! Drawing in this ad resembles a "Kraft" truck, but ad says it's a "Make-believe" dairy truck you will get! See both actual models in my next photo!

Here's the two actual model trucks mentioned in my last photo of the "ad"



This was such a cheaply- priced model on EBay recently that I couldn't pass it by--a Corgi Bedford Luton Van. Lettered very colorfully for Watts Bros. Movers of Britain.



Manufactured before 1954, this truck WAS originally a red MOBIL tanker & cab , but someone, probably an ad agency re- painted the tank trailer for a firm "GIBBONS" , and remade the metal under plate so that the original two side hoses spring retract , as originally they just pulled out and in! They added a WHITE original Smith-Miller cab unit...and it looks rather professionally painted, and when I saw it was selling on EBay for less than current Brooklins sell for, I couldn't pass it by...as the seller from North Carolina even took my lesser offer price, and he told me he bought it in a large lot of stuff..and had no background on who "GIBBONS" was....., and seemingly knew nothing about "Smith-Millers" ...and i can't find anything on the internet about "GIBBONS"I presume it was an oil company, but could be anything...I remember growing up in the 1950's, an old oil company here in Towson, Md. had TWO re-painted. Smith-Miller "Mobil" tankers in their front windows, as they were an old ESSO dealer..and me and my Dad could never talk them into selling one them of course!.....so where this old model is from is a mystery, but I'm delighted with it, as seemingly purist Smith-Miller collectors luckily didn't bid on a re-painted truck!



When in Philadelphia , just a few days before Christmas for our annual visit to see the spectacular Center City Macy's (the former John Wanamaker dept. store) light show (I haven't missed a year seeing this annual show at that store since 1968!)..I stopped down the street to the always wonderful SEPTA (Southeastern Pa. Transportation Authority) Transit Store..... a walk -in huge store full of toy trolleys & trains & buses, transit merchandise of all descriptions, great Philly souvenirs, etc.), and it was sooo crowded I could hardly move around as they were well sold out of about everything, but I wanted my annual East Penn Traction Club trolley calendar, and saw too these two SEPTA plush bus & subway train car toys I didn't have! NEVER leave that wonderful store empty-handed!



OAST-Bob Short

- 1) Iconic Replicas Golden Eagle Coach, 1/87 Scale. Nicely done!



Some Christmas gifts for myself arrived this month:

- 2) Solido 1/43. Volkswagen Caddy , sold in the U.S. back in the 80s as the Rabbit Pickup, another vehicle I lusted after but had absolutely no use for so it never happened.
- 3) Kess 1/43 1972 Oldsmobile Vista Cruiser that was converted into a "442" . There never was a factory 442 Wagon but I've seen several similar conversions at car shows and in Magazines over the years. At any rate a very nice model obtained from an ebay seller in Spain along with the VW Pickup.



- 4) Yes, another Coca Cola truck, the second version of a Coke livery 1957 Chevrolet Stakebody by Ertl. I assume this dates from the late 90s. Found on Ebay.



- 5) Here I go again, 1947 Dodge pickup truck by Ertl in Coca-Cola graphics, had to have it . Unfortunately advertised on ebay as new but it arrived missing the mirrors.



- 6) And From ebay, Charmy Japanese tin Trailways Eagle 14" long. I believe these date from the late '60s or early '70s' In very nice shape. Another one of my bucket list toys



Happy Collecting!

I have always thought THIS is the HOLY GRAIL of TOY FIRE ENGINES !!

By Doug Campbell

Way back in 1964..I was just 14 years old and my father often purchased TEXACO gasoline for our family automobile...and at Christmas of 1964 I remember the television ads (still in black & white back then ,if I remember !) for a wonderful big TEXACO fire engine sold only at Texaco gas stations that holiday season, but my Dad thought it was just so big and heavy, he just never got me one that year...alas with me growing up in the early 1950's years playing with SMITH-MILLER trucks which were bigger and heavier then that fire engine, but I guess at 14 , he thought it was too much like a play toy for YOUNGER children.....

Ever since that time I have wanted one of those big steel TEXACO fire engines, and in all those years since, I have never found one that was damaged, or not missing parts, or that I could afford, as better examples , some still missing parts, run \$500-\$1000 each now...with the original price back in 1964 being just \$3.98 ...with a purchase of 8 gallons of Fire Chief Gasolene, or Havolene motor oil or Texaco Anti-Freeze...and to this day I still, despite 1964 prices, as \$3.98 was a lot of money back then...can't figure how they made that big, beautiful STEEL Texaco Fire Engine..at about 26" long...for that low price! ..and I guess 8 gallons of gasolene was a lot to have to purchase back then too...

The toy Texaco Fire Engine was made by an obscure toy manufacturer, Wen-Mac/ AMF ,in California, who made some other toys for Texaco Christmas promotions too back then. Some of these toy fire engines were also made by Buddy L, and just about identical, as I guess Texaco needed a supply larger then Wen-Mac could manufacture at the time, and Buddy L was their other Texaco toy producer back then. I can't even figure, with the huge size of these toy fire engines, just how many each Texaco station would have room to stock!

The toy Texaco fire engine very closely resembles a 1950's style American La France 900 Series pumper, and this truly extraordinary toy had even a working water pump, but no batteries or any other power source was used in the model!

So my story finally comes to its pinnacle at the recent 2024 Barry Skelly York(Pa.) toy show on Thanksgiving weekend(certainly one of the LARGEST toy shows in USA now!!), as I was walking down one of the crowded aisles, I spotted a Texaco Fire Engine, with original box...that at first glance looked nicer then any I had seen, and as the vendor was showing it to another possible buyer...he mentioned it had ALL the parts ..was in ABSOLUTELY MINT, factory-fresh condition...as some of the other parts had never been put on, but were ALL INCLUDED, including the roof light, which when attached, the truck really won't fit back in the box properly...and even the tiny all metal crank that winds the bell and siren was there, and when I got home found the bell and siren to work just like it left the Wen-Mac factory in 1964! The dealer I was standing at, I had also bought other toys from in previous years up at the Fall Hershey Auto meet flea market...and as the other collector was looking at the truck, I heard the dealer mention a price of \$150 total, and I think the

other guy was trying to even bicker that price down some, so I said "I'll give you the \$150 total", and the dealer quickly sold it to me, as the other collector just walked away..I don't think the other possible buyer had any intentions to buy it, and I think the dealer put a low price on it, as he didn't want to carry such a large item home, & seemingly didn't realize the value that totally mint-condition fire engine had ! So I was just delighted, and had quite a large, heavy box to carry through that really crowded show...but sitting here in my little 3rd floor office I'm looking at this beautiful Texaco Fire Engine, as a life's dream is finally fulfilled! ...On the literally dozens of these fire engines I have seen over the years at shows or on EBay, ALWAYS one plastic part or more were broken off or missing....and here my example is absolutely a perfect original model! ..the "Holy Grail" has arrived....following are a few photos...Happy Collecting! ..and Happy New Year!

Here is a general view of the 1964 Texaco Fire Engine, displayed on its original box.



On the back platform of the Texaco Fire Engine I had to fit in place the black nozzle used to attach water through the pumper..and the little metal crank that winds the right side siren/bell sounds is seen lying on top platform.



Cast into the heavy steel base of the TEXACO Fire Engine are the words "Fire Chief Gasoline", "Havolene Motor Oil", & "Texaco Anti-Freeze" along with the manufacturer's identification...just such an interesting advertising touch!



On this right side view of my big 26' long steel TEXACO Fire Engine, can be seen the tiny hole into which the metal crank fits that operates the realistic siren and bell sounds- still perfect after 60 years or so later from issue!



An original die-cut cardboard ad card in my paper collection, used by Texaco in 1964 to promote its toy fire engine!



BEW-LEE: THE NATIONAL MOTOR MUSEUM AT BEAULIEU

By Fred Fravel

As promised last month, photos from a visit to another major auto museum in the U.K., the National Motor Museum at Beaulieu. The Museum is located in the village of Beaulieu, set in the heart of the New Forest, in the English county of Hampshire, near the south coast. The New Forest is a very large park, and on the coach ride in we got to see the wild horses that live in this wilderness setting. The locals pronounce it “bew-lee” despite what would seem to be a very different pronunciation based on the French language origins of the name. Beaulieu is much more than a motor museum – there is also the [Palace House](#), [Grounds & Gardens](#), [Beaulieu Abbey](#), [Little Beaulieu](#) and the [Secret Army Exhibition](#). All of these are connected by a monorail and an antique bus shuttle. The Museum complex at Beaulieu includes the car museum (285 vehicles, I am told), but also a full café restaurant and a large gift shop.

It is located somewhat near the Goodwood track. We were on a tour organized by Steve Austin’s Great Vacations (www.steveaustinsautomobilesandtravel.com), that included the Gaydon museum previously featured, a visit to the Range Rover and Morgan factories (you cannot imagine two more different approaches to building a car—robots vs. hand tools), this museum at Beaulieu, and the Goodwood Revival historic car weekend (future issue). Also a lot of great pub meals, Stratford, Salisbury Cathedral, Stonehenge, etc.

While we were there for a few hours on a quiet day just before the Goodwood madness, the Motor Museum and Beaulieu are really an ongoing event. Think of the Hershey museum, all the Carlisle shows, spring Carlisle, and fall Hershey all in one. The Beaulieu Autojumble is billed as the large antique car parts/sale/automobilia event on that side of the Atlantic, takes place a week or two after the Goodwood Revival in the fall.

The museum is huge, and is very well displayed and organized. It includes a large selection of pre-brass era vehicles (the first cars. Period), a brass era selection, representative British cars from the era between the wars and up to the present day. There were some movie cars, and apparently there is a Top Gear collection. It includes a substantial motorcycle collection as well. Way too much to document here.

I was fascinated with the very early vehicles, pre- brass era, so there are a number of photos of those cars. I did include a number of photos of typical British cars, not the sportscars we saw so much over here, but the sedans that were more typical of the roads there. There were a number of well-prepared collections of automobilia, included cases with a number of models. A walk-around selection, beginning in 1886:



Benz Patent Motorwagen 1886 Germany

During 1885 and 1886 Benz developed his prototype "Motorwagen", powered by a water-cooled single-cylinder engine with electric ignition. This design was patented in January 1886. In the summer of 1888 Benz's wife Bertha, accompanied by their sons Eugen and Richard, undertook a fifty mile journey from Mannheim to Pforzheim in the second prototype Motorwagen – becoming the world's first 'motorists'.

Production versions of the Motorwagen were soon offered for sale to the public. In 1889 Benz appointed Emile Roger of Paris as his first sales agent. Whilst Benz had been developing his Motorwagen, Gottlieb Daimler and Wilhelm Maybach of Bad Canstatt had also been experimenting with motorised vehicles. The first Daimler Motorwagen was patented in August 1886. Together Benz and Daimler are credited as the inventors of the motor car.

Engine:	954cc, 1 cylinder, sidevalve
Performance:	8mph
Price new:	Not marketed
Manufacturer:	Benz & Cie., Rheinische Gasmotorenfabrik, Mannheim (This full size working replica was made in 1998 by John Bentley of Bentley, West Yorkshire.)
Owner:	Mr J Bentley



Karl Benz in 1905, aged 81, with an original 1886 Motorwagen. Bertha Benz is standing behind the tiller.

'Comfortable and absolutely safe'

Benz advertising




Benz Velo

1898 Germany

The Velo (Velocipede) was the second of Benz's four wheeled production models and was produced from 1894 to 1900. The lightweight two-seat machines heralded a dramatic increase in sales for the company.

Following the first successful petrol-engined car of 1885, Karl Benz went on to produce cars for public sale from 1888. For ten years Benz led the world in car production. Benz & Cie. produced not only motor cars, but commercial vehicles and a range of stationary industrial engines. The 1896 output of 181 vehicles exceeded the combined efforts of all the car makers in Britain and the United States of America. By 1900 the company had produced over 2,000 vehicles but designs were already becoming dated and sales began to fall sharply. Benz was reluctant to modernise and in 1903 resigned from the company he had founded.

Engine:	1,045cc, 1 cylinder, 3hp
Performance:	18mph
Price new:	£165
Manufacturer:	Benz & Cie., Mannheim
Owner:	Science Museum, London



British Benz distributor Henry Hevetson at the controls of a Benz Velo.

"They were simple and reliable, but even in 1900, they were badly out of date and beginning to be ridiculed"

St. Jahn's Mass. The antique automobile, 1918






Cadillac **1903 USA**

This Model A was the first Cadillac to be brought to Britain. Frederick Stanley Bennett imported it, and drove it in the 1903 Thousand Miles Trial. Bennett subsequently became the official UK importer and was behind the standardisation tests of 1908 in which three identical Cadillacs were dismantled and then rebuilt from a mixed up pile of parts, proving the interchangeability of the components.

Created in 1902 by Henry Leland, Cadillac was built upon the remains of the original Henry Ford Company. From the beginning Leland insisted on the highest standards of precision engineering in order to build a quality mass produced vehicle, demanding that 'We must make every piston so exact, and every cylinder so exact that every piston will fit into every cylinder'. Despite these high production standards over 2,000 Cadillacs were produced in 1903.

Engine: 1,609cc, 1 cylinder, overhead valve, 6.5hp
Performance: 30mph
Price new: £200
Manufacturer: Cadillac Automobile Company, Detroit
Owner: Mr JF Bennett, Mr R Southam and Mrs J Coppel



Cadillac Model A leaving the factory, 1902.

'Wherever a wheel will turn a Cadillac will go'

Cadillac advertising



Renault 1 3/4hp

1899 France

This Type A production model is believed to be the oldest Renault in existence. Renault were among the pioneers of the front engine, rear wheel drive layout with propeller shaft and rear differential that would dominate car design for much of the 20th century. The patented three speed gearbox has reverse gear, an unusual feature at the time.

Louis Renault built his first car in a shed in the garden of the family home in 1898. It was based around a De Dion Bouton tricycle. A number of friends requested that he build replicas for them and in the following year Louis started the Renault Company with his brothers, Marcel and Fernand. Like many others, at first Renault used engines made by De Dion Bouton, going on to produce their own designs in 1902. The Renault company remained family owned until 1945.



Louis Renault in the Renault, 1899.

Engine: 273cc, 1 cylinder, 1 1/4hp
Performance: 31mph
Price new: £160
Manufacturer: Renault Frères, Billancourt, Paris
Owner: Mr C Ironmonger

'Always first'

Renault advertising




Bremer **1894 Great Britain**

Believed to be the first British-built four wheeled motor car, it was built by Frederick Bremer between 1892 and 1894. It follows a very similar layout to the popular cars being built at that time by Benz in Germany with a rear-mounted, single cylinder, water cooled engine. Drive to the rear wheels is via belts and a chain final drive. Bremer had little money to spend on the car and manufactured many of the components himself. The flywheel was made from a grindstone and the insulation on the spark plug was the stem from a clay pipe

Bremer restricted use of the car to early on Sunday mornings, to avoid attention from the Police. On one trip he was confronted by a mounted police man, but the horse bolted with its rider before Bremer could be questioned.

Engine: 1 cylinder
Performance: 8mph
Price new: Not marketed
Manufacturer: Frederick Bremer, Walthamstow
Owner: Walthamstow Forest Council



The 1894 Bremer car seen at the 1961 London to Brighton veterans car run.




Columbia Electric 1901 USA

This car was bought new by Queen Alexandra for use in the grounds of Sandringham House, Norfolk. It is one of a range of electric vehicles manufactured in the USA under the Columbia name and marketed in Britain by The City & Suburban Electric Carriage Co. of London. The body is a 'victoriette' fitted in Britain. Mr RGJ Nash acquired this vehicle for his collection in the 1930s and drove it regularly when petrol was rationed in the 1940s.

The first practical electric road carriage was built by Magnus Volk of Brighton in 1887. By the beginning of the 20th century several manufacturers were marketing electric vehicles. They were clean and silent but the batteries were heavy and the distance between charges was limited. One charge of the battery gave the Columbia a range of forty miles.

Engine:	Electric motor
Performance:	20mph
Price new:	Not known
Manufacturer:	Electric Vehicle Company, Connecticut
Owner:	Richard & Mary Nash



1901 City & Suburban advert. Electric cars were clearly a popular choice among the aristocracy.

The Autocrat, 25 May 1901

Her Majesty ... is delighted with the ease and simplicity of control and manipulation





Fiat Tipo Zero—not the first, but an early one.



Rolls-Royce from the '20's—and English Fords of the '60's and '70's.



Flying Lady up close.






Bentley 4½ Litre Supercharged 1930 Great Britain

One of only fifty production supercharged, or Blower, Bentleys built. These were developed by renowned Bentley racing driver Sir Henry 'Tim' Birkin who felt the standard 4½-litre car lacked power compared with foreign rivals. The Roots type supercharger was designed by Amherst Villiers. The five Birkin racing cars met with only limited race success.

Company founder WO Bentley disapproved of Birkin's ideas, stating that "to supercharge the Bentley engine was to pervert its design and corrupt its performance". Over half of the production cars were fitted with Vanden Plas four-seat tourer bodies like the Bentley team cars. The car on display was originally fitted with a stylish Vanden Plas drophead coupe body. Like the other survivors, it was later re-bodied as an open tourer.

Bentleys won the Le Mans 24 Hour Race in 1924, 1927, 1928, 1929 and 1930.



Sir Henry Birkin at Le Mans in 1930. The rear wings were damaged when the tyres threw their tread.

Engine: 4,398cc, 4 cylinder, overhead camshaft, 175bhp at 3,500rpm
Performance: 90mph
Price new: £1,395
Manufacturer: Bentley Motors Ltd, Cricklewood
Owner: National Motor Museum Trust


Designed for the super sporting enthusiast

Bentley advertising



Mercedes-Benz Model S 36/220 **1928 Germany**


One of the most desirable vintage cars, the supercharged Model S was intended to be equally appealing as a sports car or as a luxury tourer. Designed by Ferdinand Porsche, it was the first all new design to appear following the amalgamation of Daimler and Benz. This car was once owned by the actor and writer Sir Peter Ustinov.



Mercedes Model S 36/220 taking part in the concours d'elegance at the 1982 Brighton Rally

Only 146 examples of the Model S were built and customers included kings, Indian princes, film stars and millionaires. Many of the best known coachbuilders of the day provided stylish bodies for the cars. Equally at home on the track, racing versions proved very successful in the hands of drivers such as Rudolf Caracciola, Otto Merz and Adolf Rosenberger, winning races and hill climbs. Road going cars could cruise comfortably at 80 or 90mph.

Daimler (who sold cars under the Mercedes brand) and Benz, the two oldest names in the motor industry, merged in 1926 with the Model S being introduced the following year. Dr Ferdinand Porsche was Technical Director of the new organisation until the end of 1928 and developed the Model S into the famous SS, SSK and SSKL.



The Model S was both a desirable luxury tourer and a sporting car. This is Earl Wood's car competing in the 1982 Brighton Rally

Engine: 6,78cc, 6 cylinder, overhead valve, 160bhp
 Performance: 110mph
 Price new: £2,000 (1928 price)
 Manufacturer: Daimler-Benz AG Stuttgart, Germany
 Owner: National Motor Museum Truro

A veritable greyhound of the road

White Star, April 1978



Gobron-Brillié Fire Engine

1907 France

This 40/60hp Gobron-Brillié began life as a seven-seater touring car and was operated on chauffeur-driven charter trips between London and Paris by Westminster Bridge Garage. Around 1910 it was sold and converted for use as an estate fire engine and was fitted with a Merryweather Valiant steam pump. The increased weight of the fire fighting equipment led to the vehicle being fitted with stronger lorry wheels and solid tyres.

Founded by Gustav Gobron and Eugene Brillié in 1898, Gobron-Brillié was one of the best known early French car manufacturers. They were famous for the opposed piston engines which were designed by Brillié. Although he left the firm in 1903, his engines continued to be used until the early 1920s by which time the company was known as Automobiles Gobron. The last Gobron cars were built in 1930.

Engine: 7,600cc, 4 cylinder, 8 opposed pistons
Performance: 30mph
Price new: £1,100 (as a touring car)
Manufacturer: Société des Moteurs Gobron Brillié,
Boulogne-sur-Seine
Owner: Montagu Collection



The 1907 Gobron-Brillié fire engine being demonstrated at Beauvais.

'One of the masterpieces of French automobile construction'

The Car Illustrated, 12 August 1909



Renault 14/20hp

1906 France

This car was built for King Edward VII. It has a landaulet style body supplied by Hoopers of London. The chassis was developed from Renault's early racing cars. After the King's death in 1910 the car was used by Queen Alexandra and was said to have been her favourite for shopping trips. It later passed to King George V before leaving Royal ownership in the 1920s. The body work on this car has received conservation work that included careful cleaning and the application of special varnish to preserve the paintwork.

Many vehicle manufacturers, particularly quality ones, supplied their cars in chassis only form. This allowed owners to select their own choice of bodywork from one of a number of specialist coach building firms. In many cases the styles and names of these bodies had their origins in horse drawn vehicles.

Engine: 3,054cc, 4 cylinder, side valve
Performance: 40mph
Price new: £520 (chassis only)
Manufacturer: Renault Frères, Billancourt, Paris
Owner: National Motor Museum Trust
(Bequest of Mr J M Welch)



Renault 14/20hp.

'The springing and general finish of the upholstery is comfortable to the point of luxury'

*The Car Illustrated,
6 July 1904*



Unic 12/14hp Taxicab

1908 France

The majority of early motor cabs in Edwardian London were of French manufacture like this Unic. The original Unic cabs were powered by a two-cylinder engine before the larger four-cylinder 12/14 model was introduced. With a few modifications the 12/14 remained in production until the mid-1920s.

Victorian London had been dominated by horse-drawn vehicles, including thousands of Hackney carriages and cabs. Electric taxicabs were introduced in 1897 but were all gone by 1900. The first motor cab, a French built Prunel, was introduced in 1903. In the next decade the London street scene changed dramatically as horse-drawn cabs were replaced by the new motorised taxis. In 1903 there were 11,404 horse-drawn cabs and a solitary motor cab. By 1914 there were only 1,391 horse cabs left, whilst motor cab numbers had reached over 7,000.

Engine: 1,944cc, 4 cylinder
Performance: 30mph
Price new: £350 (chassis only)
Manufacturer: SA des Automobiles Unic, Puteaux
Owner: Montagu Collection



Unic taxi in Piccadilly Circus, London, 1910.

'Nothing the English built at the time could stand up to the treatment nor show such economic running figures'

WO Bentley,
The Cars in my Life, 1961



Fake brass-age, the “Chitty-Chitty Bang Bang” Disney movie car.



Riley 2½ Litre RMB

1948 Great Britain

This is a unique example of the Riley RM series. Exported to Switzerland when new, it received a number of body modifications by specialist coachbuilder Reinboldt & Christé AG of Basle, the only Riley saloon to be modified by them in this way. In 1955 it was shipped to New Zealand and sold to Mr Pat Welch. Mr Welch and his son James competed with the car successfully in numerous hill climbs and races until 1960. It was sold in 1970 but subsequently bought back by James Welch in 1985 and rebuilt to the condition you see today.

Riley's elegant RM series first appeared in 1946 with the 1½ litre RMA and 2½ litre RMB saloons. Over the following years these were joined by roadster (RMC) and drophead coupe (RMD) versions, built on the same chassis as the RMB.

- Engine: 2,443cc, 4 cylinder, overhead valve, 100bhp at 4,500rpm (this car tuned for 120bhp at 4,500rpm)
- Performance: 95mph, 0 – 60mph 15.2 seconds (in standard tune)
- Price new: £1,125
- Manufacturer: Riley Motors Limited, Coventry
- Owner: National Motor Museum Trust (Donated by Mr J Welch)



This Riley sales leaflet shows some of the differences between the standard RMB and the Reinboldt & Christé modifications to the vehicle on display.

One of the very highest all-round performances available in any car of the present time

The Author:
28 February 1948




Austin A90 Atlantic **1952 Great Britain**

Austin aimed this sports saloon directly at the American market at a time when British industry was under pressure to increase exports. The Atlantic featured American styling, steering column gear change and a power operated roof on the convertible version.

Like other manufacturers, Austin spent the war years making armaments. In the late 1940s the British Government placed a huge emphasis on overseas sales. Companies were instructed to 'Export or die' and those that did not perform well were denied supplies of steel. Austin was a leading exporter and introduced the A90 Atlantic in 1949, initially in convertible form, for the American market. The small and relatively expensive car did not sell well in the USA and production ended in 1952 with just under 8,000 having been built. The engine went on to be used in Austin-Healey sports cars.

Engine: 2,600cc, 4 cylinder, overhead valve, 88bhp at 4,000rpm
Performance: 85mph, 0-60mph 17.6 seconds
Price new: £1,431
Manufacturer: The Austin Motor Co. Ltd, Longbridge, Birmingham
Owner: National Motor Museum Trust (Bequest of Mr I Bell)



1950 Austin A90 Atlantic brochure.

Modern in every detail and designed for a brilliant performance

Austin advertising

Please Do Not Touch The Exhibits



Sunbeam-Talbot 90 MkIIA 1952 Great Britain

The Sunbeam-Talbot 80 and 90 were the first new models introduced by the Rootes Group following the Second World War. The larger engined 90 competed with some success in rallies. From 1950 the 90 MkII featured independent front suspension and further refinements to engine and brakes followed on the MkIIA of 1952. This car was the subject of a thorough four year restoration by previous owner Mr Tony Coombs.

The Sunbeam-Talbot brand was created by the Rootes Group in 1938. The cars had nothing in common with Talbots and Sunbeams of the past, being based upon existing Hillman and Humber models. 1948 saw the introduction of the 80 and 90 in both sports saloon and drophead coupe form. The 90 met with great success in events such as the Monte Carlo and Alpine Rallies between 1948 and 1952.

Engine: 2,267cc, 4 cylinder, overhead valve, 77bhp at 4,100rpm
Performance: 81mph, 0-60mph 20.8 seconds
Price new: £1,393
Manufacturer: Sunbeam-Talbot Ltd, Ryton-on-Dunsmore
Owner: National Motor Museum Trust (Bequest of Mr Tony Coombs)



Sunbeam-Talbot brochure page showing the chassis and major components.

Setting the pace in performance ... leading the world in style

Sunbeam-Talbot advertising



Vauxhall Ten-Four H-Type 1939 Great Britain

Introduced in 1937, the H-Type Vauxhall Ten-Four was a major milestone in British car design being the first with an integral, or monocoque, chassis, also known as unitary construction. Other features which put the Ten-Four ahead of many rivals included torsion bar independent front suspension and hydraulic brakes. Fuel consumption was an impressive forty miles per gallon.

Replacing the traditional separate chassis with an integrated body and chassis unit (monocoque) produces a very strong, yet lightweight, structure. Vauxhall brochures compared it to a box girder bridge. The disadvantage is that noise and vibration are easily transmitted to the body, so the interior of the H-Type was lined with layers of sound proofing material to counteract this. The H-Type sold well, a total of 42,245 being produced. It was the basis for post-war Vauxhall models such as the Wyvern and Velox.



Engine: 1,203cc, 4 cylinder, overhead valve, 34.5bhp at 3,800rpm
Performance: 60mph, 0-50mph 18 seconds
Price new: £182 (deluxe version with sun roof)
Manufacturer: Vauxhall Motors Ltd, Luton
Owner: National Motor Museum Trust

The advantages of integral construction explained in the Vauxhall brochure.

A low priced car with a fine performance

The Light Car, 10 March 1939



Morris Minor MM

1949 Great Britain

The Series MM Minor was part of a range of new cars from the Morris Motor Company that made the show at the first post-war Earls Court Motor Show in 1948. Designed by Alec Issigonis, the Minor was developed from a prototype, code named the Mosquito, built in 1943. The Minor, and its big brother the MO Oxford, featured unitary construction, rack and pinion steering and torsion bar independent front suspension which contributed to excellent handling characteristics.

The engine for the MM Minor came from the pre-war Morris 8 side valve engine, with less than sparkling performance. Following the merger with Austin in 1952, the 803cc A-Series engine became available for a new Series II Minor, with a revised body featuring higher mounted headlights. This was replaced by the 948cc Morris Minor 1000 in 1956.

Engine: 918cc, 4 cylinder, side valve, 27bhp at 4,400rpm
Performance: 62mph, 0-50mph 24.2 seconds
Price new: £359
Manufacturer: Morris Motors Ltd, Oxford
Owner: National Motor Museum Trust



1948 Morris Minor brochure. Like the rest of British industry, most Morris products were exported.

The World's Supreme Small Car

Morris advertising



Jowett Javelin

1949 Great Britain

By British standards, the Javelin was an advanced car when introduced in 1947. Outwardly its streamlined styling showed a clear American influence and was quite different to the largely pre-war designs still being made by Jowett's larger competitors. Power came from a horizontally-opposed, four-cylinder engine. The four-speed gearbox was operated by a column gear change. Torsion bar independent front suspension and rack and pinion steering contributed to the car's excellent handling.

Jowett had been associated with horizontally-opposed or flat engines ever since it started building cars in 1910. The company were undoubtedly ahead of the competition when they launched the Javelin in 1947, followed by the Jupiter sports car in 1950. Problems with engine and gearbox reliability plagued the Javelin for much of its production life. Falling sales and an inability to modernise resulted in the closure of Jowett in 1954.



The short horizontally-opposed engine was mounted well forward, increasing the car's interior space.

Engine: 1,485cc, horizontally-opposed 4 cylinder, overhead valve, 50bhp at 4,100rpm
Performance: 78mph, 0-60mph 22.2 seconds
Price new: £943
Manufacturer: Jowett Cars Ltd, Bradford
Owner: Montagu Collection

Take a good look when it passes you!

Jowett advertising




Peel P50 **1964 Great Britain**

One of many types of microcar that became popular in the 1950s and 1960s. The Peel P50 was an ultra-light, single seat, three-wheeler powered by a DKW motorcycle engine. There was no reverse on the three speed gearbox, but the car's light weight of 130lb (59kg) meant that it could be easily manoeuvred by lifting the rear of the car with the handle provided. The P50 was the World's smallest production car and the only one to be built in the Isle of Man.

The austerity years of the 1940s and early 1950s saw a number of European manufacturers begin building small economical runabouts or microcars. Famous examples include those from Heinkel, Isetta (often referred to as bubblecars) and Messerschmitt. The Suez Crisis of 1956 and the resulting threat to oil supplies also contributed to the popularity of microcars.

Engine: 49cc, 1 cylinder, 2 stroke, 4.2bhp at 5,600rpm
Performance: 40mph
Price new: £199
Manufacturer: Peel Engineering Company Ltd, Peel, Isle of Man
Owner: National Motor Museum Trust (donated by Miss E Kilner)



1964 Peel brochure.

Almost cheaper than walking! Peel advertising



Austin A40 Somerset 1953 Great Britain

The Austin A40 appeared in 1948, replacing pre-war models such as the Austin Eight, Ten and Twelve. Available as either the four-door Devon or the short lived two-door Dorset, the A40 retained a separate chassis and incorporated independent front suspension. Styling showed a distinct American influence. The A40 became the Somerset in February 1952 and was restyled to match the A70 Hereford and A30. Hydraulic brakes and a column gear change were now standard, previously only available on the Devon in 1951.

A total of 166,063 A40 Somerset saloons were built between 1952 and 1954, along with 7,243 drophead coupes. By 1954 the Somerset looked dated and a completely new A40, the Cambridge, with unitary chassis was introduced. This shared the B-series engine with the rival Morris Oxford, following the merger of Austin and Morris to form the British Motor Corporation (BMC) in 1952.

Engine: 1,200cc, 4 cylinder, overhead valve, 42bhp at 4,500rpm
Performance: 68mph, 0-60mph 31.6 seconds
Price new: £728
Manufacturer: The Austin Motor Co. Ltd, Longbridge, Birmingham
Owner: National Motor Museum Trust (Donated by Mr RE Matthews)



1952 Austin A40 Somerset brochure.

World-wide and handsome Austin advertising



Austin A40 MKII Countryman (Farina) 1966 Great Britain

The British Motor Corporation introduced the compact Austin A40 in 1958. Originally only available as a two-door saloon, it was intended as a replacement for the A35 from which it was derived. In fact, it turned out to be a much larger car and the A35 was produced alongside it for another year until the Mini was launched. The A40 was the first BMC car to be styled by Pininfarina of Italy, a relationship that would continue for the next decade.

The A40 Countryman, with split tailgate, was introduced in 1959, effectively becoming the first small modern hatchback. In 1961 a longer wheelbase MKII version was launched with more powerful development of the A-series engine and a revised grille. A larger 1,296cc engine followed in 1962. A40 production ended in 1967, with 364,800 having been built.

Engine: 1,098cc, 4 cylinder, overhead valve, A40hp at 5,100rpm
Performance: 75mph, 0-60mph 29 seconds
Price new: £577
Manufacturer: The Austin Motor Co. Ltd, Longbridge, Birmingham
Owner: National Motor Museum Trust (Borrower of Mrs M Jackson)

Above all it is a soundly engineered, pleasant looking and practical small car

The Motor, 7 March 1962



Rover 75 1.8SE Connoisseur 2005 Great Britain

The Rover 75 was the last mass-produced car from a British-owned manufacturer. This car was completed on 23rd March 2005, just two weeks before MG-Rover went into administration. It was destined for export to Malaysia and originally fitted with a metric speedometer. Stranded after the factory closed, it was bought six months later when liquidated stock was sold off. It was immediately put into storage by its new owner so that it could eventually pass to his children. Never registered for road use, it has just one mile on the clock!

Rover launched the retro-styled 75 range in 1998. It was developed with support from BMW, owners of the marque since 1994. An MG badged version was also available, called the MG ZT. Development continued following the sale of Rover and MG to the British-owned Phoenix Consortium for £10 in 2000.

Engine: 1,796cc, 4 cylinder, double overhead camshaft, 118bhp at 5,500rpm
Performance: 121mph, 0-60mph 10.9 seconds
Price new: £22,195
Manufacturer: MG Rover Group, Longbridge, Birmingham
Owner: National Motor Museum Trust (Donated by Mr Ian G Muckejohn, Vocational Studies)



2002 Rover 75 hatchback. The estate or "touring" version was available from 2001.

Presence, power, luxury and choice Rover advertising





Typical battery electric “milk float”—home-delivered dairy products were delivered with electric vehicles so as not to wake up sleeping residents.





And WWII Willys Jeep—an important and well-remembered vehicle in the U.K.



Bean Short 14

1928 Great Britain

This Bean is typical of many cars built by the numerous British manufacturers in the decade following the First World War to meet the demands of the growing number of motorists. The Short 14 was introduced for 1927 combining the chassis from the Bean 12 with the more powerful engine from the 14. The existing 14hp car was then referred to as the Long 14.

Long established Black Country iron founders Bean began building cars in 1919 with plans to produce 50,000 per year. The company was plagued by financial problems through the 1920s and by the time Bean ended car production in 1929 just under 17,500 had been built. Like many others, Bean tried to compete with market leaders Morris and Austin, but were not able to build cars in sufficient numbers to compete on price.

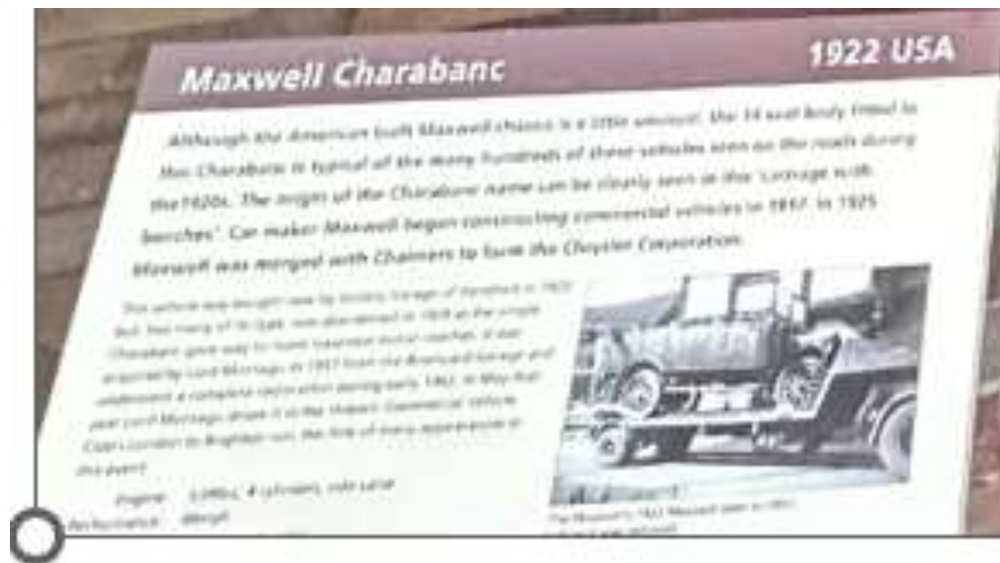
Engine: 2,386cc, 4 cylinder, side valve,
32bhp at 2,400rpm
Performance: 55mph
Price new: £365
Manufacturer: Bean Cars Ltd, Tipton, Staffordshire
Owner: National Motor Museum Trust



An earlier Bean model, the 11.9hp, seen on the toll bridge at Burdaston in the 1920s. The bridge was replaced by a new structure in the mid 1930s.

Here it is! Simplicity and stamina

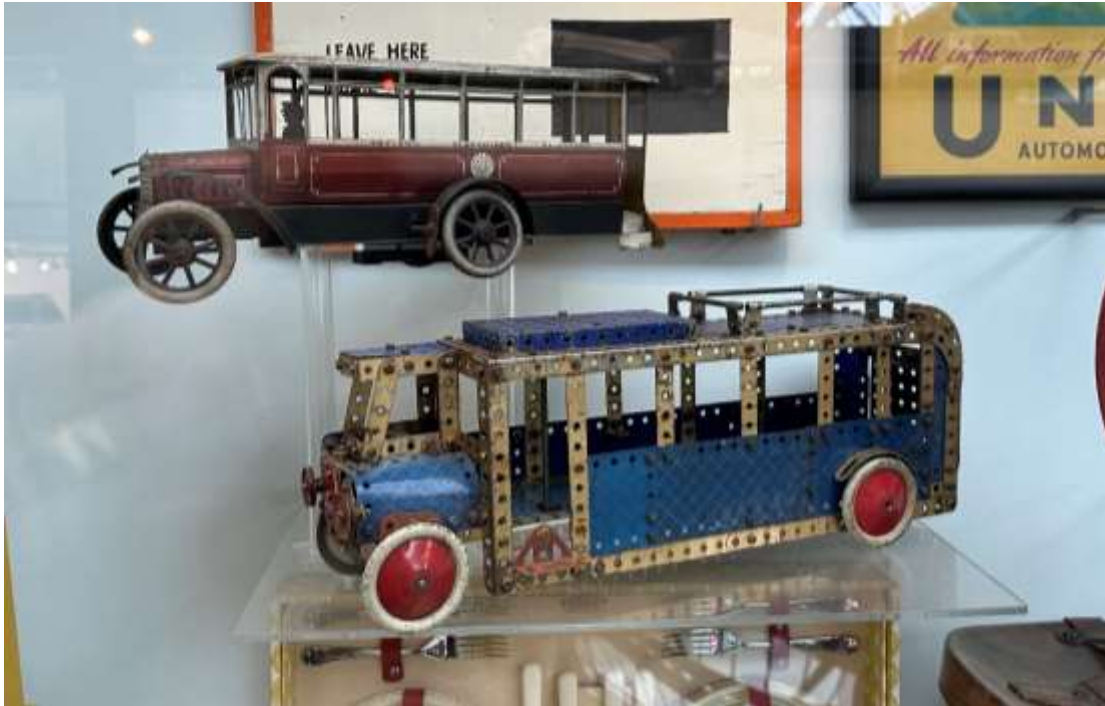
Bean advertising



An open top bus built on a Maxwell chassis from the U.S. Maxwell was taken over three years later and became the basis for Chrysler.











Jensen Interceptor

1969 Great Britain

Specialist car builder Jensen created a sensation when they launched the Interceptor at the 1966 London Motor Show. The aggressively styled car with body built by Vignale of Turin was powered by a potent Chrysler V8 engine. Other than a few with manual gearboxes, most were equipped with Chrysler's TorqueFlite automatic transmission. The Interceptor, and its four-wheel drive derivative the FF, were aimed at the luxury car market.

From the 1930s, Jensen Motors supplied car bodies for many of the larger manufacturers as well as building a range of commercial vehicle chassis. In the 1950s and 1960s the company established a reputation as a builder of sporty GT cars such as the 541 and C-V8. The Interceptor built on this tradition. Jensen survived until 1976, eventually succumbing to financial difficulties in the aftermath of the oil crisis.

Engine: 6.276cc, V8 cylinder, overhead valve, 330bhp at 4,600rpm
Performance: 140mph, 0-60mph 6.4 seconds
Price new: £5,198
Manufacturer: Jensen Motors Ltd, West Bromwich
Owner: National Motor Museum Trust



The 1966 prototype Jensen Interceptor built by Vignale on a C-V8 chassis.

A very refined car with tremendous performance and a high standard of finish

Autocar, 4 September 1963



Ford GT40 Mk1

1967 USA/Great Britain

The GT40 is one of the most famous racing cars ever, the last of a long line of road-legal, sports racing cars. Ford dominated endurance racing in the late 1960s, winning the Le Mans 24 Hour race four times between 1966 and 1969. This car, chassis 1071, was used on the road and in club racing by its first owner Piers Forrester. It was the subject of a road test comparison article with the Jaguar C-Type in Motor magazine during 1971.

One of a number of Ford motorsport projects during the 1960s, the GT40 (so called because of the 40 inch roof height) was an international project involving Ford's US and UK operations. It was developed from the Ford powered Lola GT sports car. Just over 100 GT40s of all types and engine sizes were built.

Engine: 4,942cc, V8, overhead valve, 350bhp at 7,200rpm
(dependent on engine capacity and tune)
Performance: 160mph, 0-60mph 5.3 seconds (200mph in full race spec.)
Price new: £7000 (approximate)
Manufacturer: Ford Advanced Vehicles, Slough
Owner: Private Collection



GT40 1071 leads other GT40s through the Goodwood chicane during the 2016 Member's meeting.

Beyond any doubt one of the most fabulous road cars in existence

Motor 27 November 1971




Porsche 917K **1969 Germany**

The Porsche 917 is one of the most successful racing cars ever. This car, chassis 917-13, raced during the 1970 and 1971 seasons. It appeared in the 1970 Steve McQueen film *Le Mans*, crashing during filming while driven by David Piper. The rebuilt 917-013 was raced by the JW Automotive/Gulf team during 1971, winning races at Daytona, the Österreichring, Monza and Monthléry with drivers such as Pedro Rodriguez, Jo Siffert, Jackie Oliver and Derek Bell.

Porsche took just seven months to design and build the first 25 917s required to meet new World Sportscar Championship regulations in 1969. The cars were incredibly successful, winning nearly every race for the next two seasons. The 917/10 and 917/30 spyder, or open cockpit, versions went on to dominate the Can-Am Championship in North America. In this form the air-cooled, flat-12 engine was developed to produce over 1,100bhp.

Engine: 4,998cc, horizontally opposed 12, quadruple overhead camshaft, 610bhp at 8,300rpm
Performance: Over 220mph
Price new: £16,000
Manufacturer: Dr Ing h c F Porsche KG, Stuttgart-Zuffenhausen
Owner: Private collection



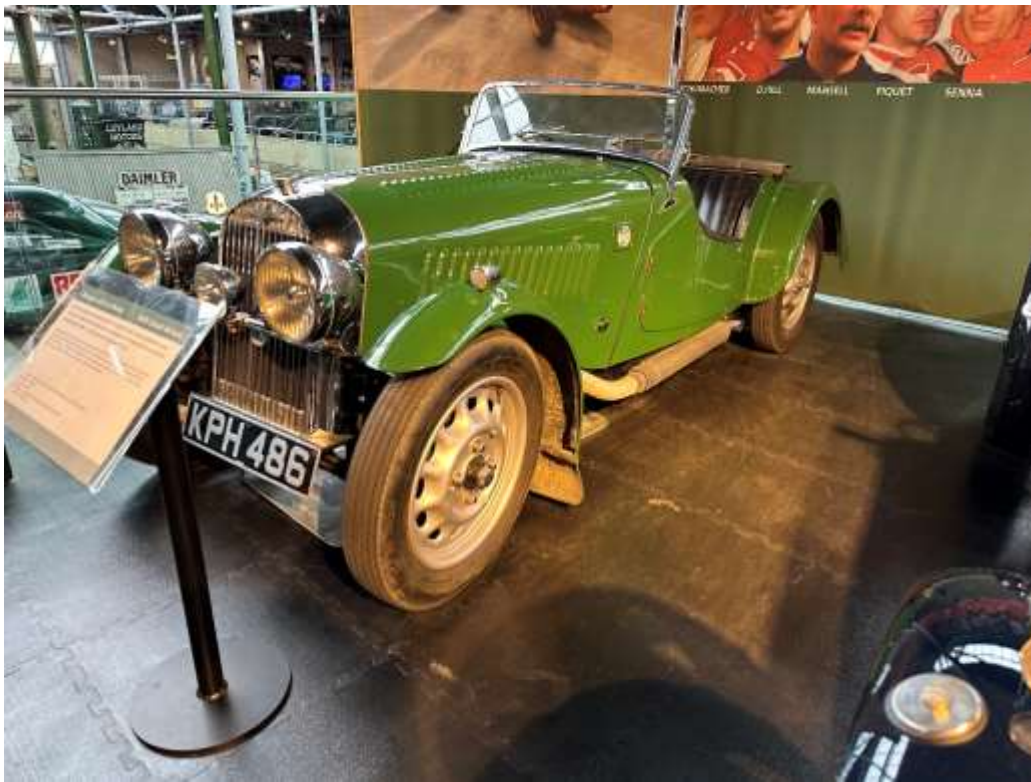
Steve McQueen takes you for a drive in the country's fastest car. The drive is at 200 MPH.

STEVE McQUEEN
"LE MANS"

917-13 featured in the 1970 Steve McQueen film *Le Mans*.

Driving the 917 is a staggering experience ... you just cannot relax your concentration for a second

Paul Fehren, Mottac
23 May 1970





BRM V16 **1950 Great Britain**

British Racing Motors was established in the 1940s to build a British Grand Prix car. The result was the iconic Type 15, powered by a 1½-litre 16-cylinder supercharged engine, and the first car to use disc brakes in road racing. Although ultimately *unsuccessful*, the BRM was a stepping stone on the path to Britain's dominance of the sport in later years. Even with drivers such as Juan Manuel Fangio and Stirling Moss, BRM V16s met with little success, finishing in only one World Championship event, the 1951 British Grand Prix. This car, chassis 1/01, was driven to fifth place in that race by Reg Parnell.

BRM was founded by Raymond Mays and Peter Berthon, creators of the pre-war ERA car, with backing from the British motor industry. It became part of the Owen Racing Organisation in 1952, gaining 17 Grand Prix victories between 1953 and 1957.

Engine: 1,496cc V16, double overhead camshaft
600bhp at 12,500rpm

Performance: 170mph

Price new: Not marked

Manufacturer: British Racing Motors, Bourne, Lincolnshire

Owner: National Motor Museum Trust



Juan Manuel Fangio driving the BRM in the Formula Libre Trophy at Silverstone 18 July 1952.

It looks good and sounds even better

JM Fangio, Auchincloss, 22 February 1952

Saw one of these two days later at Goodwood Revival—driven in anger, what a sound!