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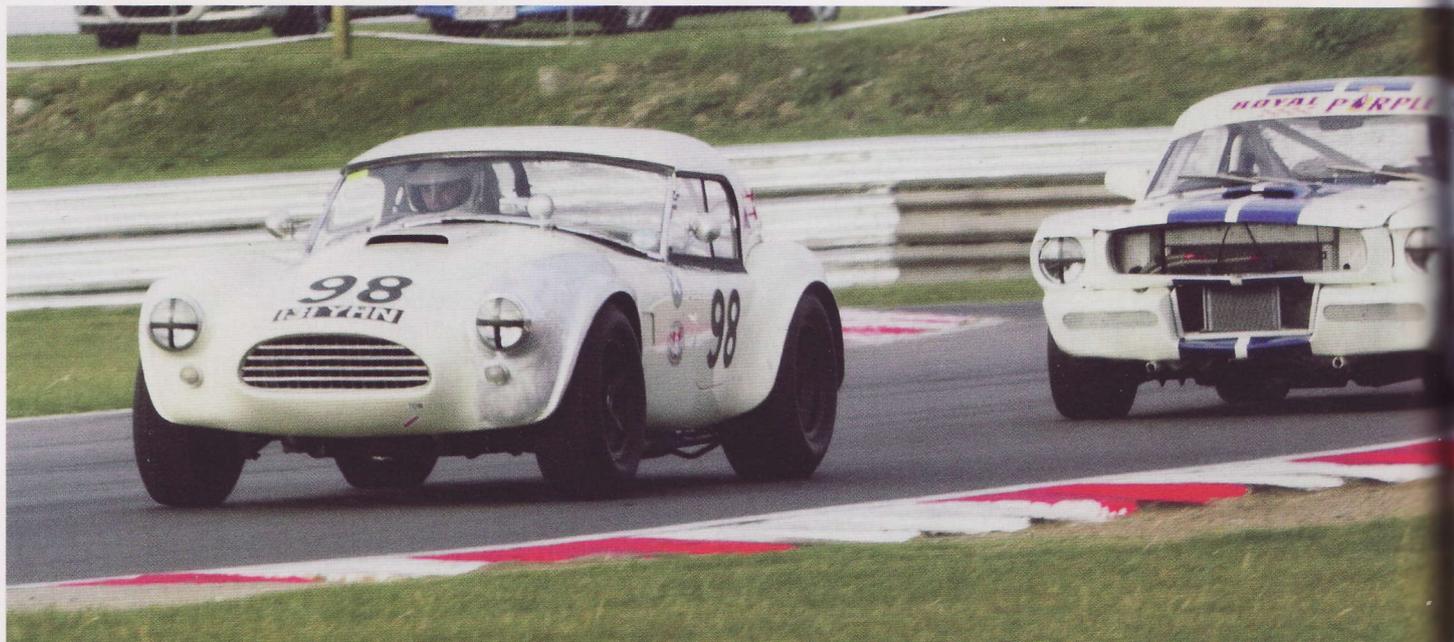
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OUR CARS



Above: fierce duelling at Snetterton. Right: Barry 'Whizzo' Williams gives the Kivlochans expert – if un-PC – advice



Sharron displays her driving skills at Goodwood

1964 AC COBRA 289 MKII FIA

OWNED BY BY KEVIN KIVLOCHAN
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“ Luckily my wife wasn't fazed by 409bhp and a damp track ”



I'll never forget my first race: the inaugural Historic American Racers Association race at Oulton Park on July 4, 1992, American Independence Day. My wife and I arrived with my Shelby Mustang GT350 on a rented trailer, a few spares and a

two-man tent. Did I feel intimidated when Pete Hall arrived by helicopter to race his 1965 Andy Rouse-prepared Mustang? Not really – ignorance was bliss.

That was also where I met my good friend Bernie Chodosh, and I had no hesitation this year in agreeing to take part in his inaugural Historic V8 Racers Association race at Snetterton in October.

Things have changed in the last 20 years: my Cobra arrived for the race in a covered trailer and we stayed in a hotel the night before. And, pulling into the paddock to see a line-up of eight very serious Chevrolet Camaros, plus Corvettes, Ford Mustangs, Pontiac Firebirds and Sunbeam Tigers, this time I *did* feel intimidated.

My Cobra was entered in the FIA class, which included a 1969 aluminium big-block 427ci (seven-litre) Camaro with Wilwood brakes and Yokohama tyres. 'Just stay out of trouble,' I told myself.

Unusually for a rolling start we were tightly packed at turn two, with a Sunbeam Tiger ahead, an orange '65 Mustang to one side and a Camaro close behind before it bravely dived up

inside of me. At the next left-hander a Tiger chopped in front of my car's nose and I swerved left to avoid its rear fin, but as I came round the bend all I saw was a massive dust cloud. Off to my left shot a '67 Camaro, on the grass, going backwards, with a re-arranged front end, and off-track ahead was another Mustang.

The orange Mustang was tight to my right as the dust cleared and miraculously we passed each side of the parked Camaro.

The rest of the race passed with few incidents, but the whole experience was a close shave. The event featured great camaraderie and I'm sure it will be a success next year, though I need to look for an old ICS-series Mustang or Camaro if I'm to do it again.

Two weeks later my wife Sharron and I pitched up at the AC Owners' Club's annual Goodwood sprint, where Sharron was due to drive the Cobra too. To prepare ourselves we had booked a test day at Silverstone with Barrie 'Whizzo' Williams, BRDC member and experienced Cobra racer.

The track looked damp and I went out first to find it very slippery: not the best conditions for Sharron to test in. After a few laps as a



Kev fights to stay ahead of heavyweight opposition at Snetterton



Kev and Sharron with his 'n' her trophies

**1962 JAGUAR E-TYPE
SERIES 1 FHC**
OWNED BY PHIL BELL
PHIL.BELL@BAUERMEDIA.CO.UK

“The E-type will start now – but only reluctantly”



Finding the source of a persistent problem is one of classic motoring's great highs, so when I discovered dirt in my E-type's carburettors I felt like spraying champagne in the air, Dan Gurney style.

In the past I'd removed the float chamber lids to check the carbs were receiving fuel and never noticed any contamination, but this time I found a sediment of dirt particles in each chamber. It's a mystery how they got there because the fuel passes through a fine paper element in the bulkhead-mounted glass filter bowl. Maybe there was some old dried-on dirt inside the solid fuel pipes that feed the carbs. I put it all back together, turned the ignition key, held my breath and prodded the starter. Instant XK engine-thrumming joy filled the garage, so I celebrated with a spin along my favourite lanes.

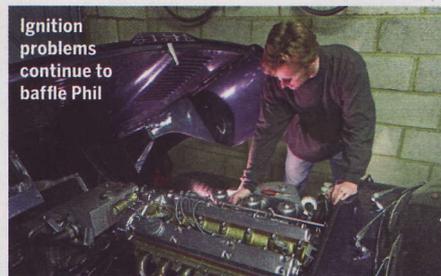
It was a relief because I'd committed the E-type to the *Classic Cars* stand at November's NEC Classic Motor Show. So the night before build-up day I checked it would still start – and had to go through the same routine as before. This time there was no visible dirt, but after blowing out the main jets with a bicycle track pump I managed to coax the engine into spluttering life round about midnight.

After a night's sleep haunted by dreams of tumbleweed blowing across an empty NEC stand I returned to the garage. There was no

time for serious investigation, so I prodded the starter again and again until I was rewarded with reluctant ignition. Within seconds the remaining five cylinders joined in. I'd never felt so happy to be heading for Birmingham.

The next challenge I expected was fielding comments from car show experts. You know the type – self-appointed concours judges who thrive on telling owners what's wrong with their cars. Instead I enjoyed chatting to lots of you about the adventures I've previously written about on these pages.

My weekend was rounded off nicely with a time-warp drive home through a sea of Ford Anglias, a Triumph Gloria and other show traffic bobbing along the A45. Back home a full fuel system strip-down awaits.



Ignition problems continue to baffle Phil



Sediment in the float chambers was an issue

NEED TO KNOW

Miles this month 313 Costs Nil Time owned 21 months
Engine 3781cc, in-line six-cylinder Power 265bhp @ 5500rpm Torque 260lb ft @ 4000rpm Performance Top speed: 152mph; 0-60mph: 6.9sec

passenger she took the wheel with Whizzo advising her: 'Remember, all bends are slow in, fast out. It's the quickest way and, just like sex, it lasts longer that way.' Fortunately, Sharron wasn't fazed by the conditions or Whizzo's lack of political correctness.

She still wasn't fazed at Goodwood, which she hadn't been round since 2005, despite driving a 409bhp Cobra on Dunlop racing tyres in the damp. Like Aretha Franklin says: *R.E.S.P.E.C.T.*

By the end of the morning I'd set the fastest lap of the day so far (up against 52 other cars) and fastest AC, while Sharron was fastest lady in an AC. After lunch the track was drying and everyone was going faster. Sharron took 5sec off her previous best and I improved by 3sec too, so we maintained our top positions and walked away with the Brooklands Trophy and Betty Haig Trophy respectively. What a wonderful end to a great season.

NEED TO KNOW

Miles this month 175 Costs £3400 Time owned Nine years
Engine 4727cc, V8 Power 409bhp @ 6500rpm
Performance Top speed: 170mph; 0-60mph: sub-5sec



Editor's E-type got to the NEC and looked great on the *Classic Cars* stand