

## IN BRIEF

**Saving essential skills**

Europe's first apprenticeship in historic vehicle restoration was launched at the new Bicester Heritage centre in a bid to secure skills for the future. The scheme has been set up by the Federation of British Historic Vehicle Clubs.

Federation chairman David Whale said 1000 apprentices are needed over the next five years. 'We need to prevent the skills required to maintain historic vehicles from slipping away,' he added.

Banbury and Bicester College and the S&B Automotive Academy in Bristol will run the courses from September (see fbhvc.co.uk for more details).

**GKs land at Eastleigh**

Nearly half the 1964-66 production run of Gordon-Keebles returned to the site of the firm's Hampshire factory to celebrate the car's 50th anniversary. Eastleigh Airport welcomed 49 GK1s – from a total of 99 – as part of a tour tracing Jim Keeble's test route (see *Classic Cars*, August 2014). 'We were one short of our target of 50,' said club member Roy Dowding. 'Mechanical gremlins ruled out a car from Belgium, but we got three from Germany and two from the Netherlands.'

**MPs and a Gullwing**

MPs Sir Greg Knight and John Hayes (top photo) of the All-Party Parliamentary Historic Vehicles Group visited *Classic Cars* at London's Ace Cafe, driving Knight's Interceptor direct from the Commons. 'It's an S3 from 1971,' said Knight, who has owned the car 31 years. Mercedes specialist Paul Jermy arrived in a 1955 300SL Gullwing. Why not bring your classic on the second Tuesday of each month? See ace-cafe-london.com.



Ludovic Lorielle's MG TA Monaco leads Charles Bujeau's Amilcar CGSS through Tours ahead of the sprint race

## Battle on the streets of Tours

Vintage cars, many with riding mechanics, battled for sprint supremacy on the streets of Tours – the original home of Delahaye and probably the only racetrack with two tram level crossings. The demonstration event that raises hopes that the French appetite for historic road-racing could spawn another classic event.

Six classes spanned a century of motoring, but the biggest interest was in the pre-war sports-racing class. Here Ludovic Loreille's 1936 MG

TA Monaco and Martin Overington's 1929 supercharged 4.5-litre Bentley reigned supreme, the former lapping at a blistering pace. Also in this class were the unusual Bentley-lookalike 1933 Marendaz 1500 of Jean-Louis Hivert and Charles Bujeau's 1924 Amilcar CGSS.

'For brute speed and ear-piercing noise the 1984 ex-works MG Metro 6R4 driven by Martin Overington had no equal'

The three postwar GT classes were dominated by British and French marques, including a 1954 Salmson 2300S, 1959 A106 Alpine and 1966 Matra Djet V alongside plenty of Jaguars, Triumphs, MGs, Morgans and Austin-Healeys. Fastest was the 1959 Lotus Eleven Le Mans of

Claude Soubise, followed closely by the Lightweight E-type of Bruno Delage in the GTS class. For brute speed and ear-piercing noise the 1984 ex-works MG Metro 6R4, also driven by Martin

Overington, had no equal.

A Prestige class, paying tribute to French coachbuilding skills and engineering heritage, was headed up by a Bugatti Type 57 Atalante, driven around the street circuit at a stately pace by Serge Birocheau.

## MASERATI RULES AT CHOLMONDELEY

Stirling Moss's 1956 Monaco-winning 250F (right) headlined the Cholmondeley Pageant of Power's Maserati centenary celebration. Other Trident-badged cars included the 1959 Tecnica Meccanica 250F, a Tipo 61 'Birdcage' and a 250S.

While Iain Stewart's nippy 1929 Morgan three-wheeler took the best time in the pre-war class (78.39sec), the aero-engined Napier-Bentley was less than a second behind him.

Justin Lav's 1991 Jaguar XJ220 LM contended with a Nissan R35 GT1 in the huge post-1966 sports class, but still managed second overall – with 67.28sec – behind Radical's new SR8.

