

CSMA GOES LARGE

More than 50,000 people are expected at the biggest-ever csma Classic Festival at Brands Hatch, May 22-23. The event incorporates the MG Owners' Club national event and will mark the 50th anniversary of Team Lotus with six of its F1 cars. The packed race card includes fearsome EuroBOSS F1s (a 20-lapper), Jaguars, Mustangs, Aston Martins, MGs and Austin-Healeys.

The festival starts at 9am daily with track action until 5.30pm. Tickets are £12 per adult (in advance, £20 on the day) with under-16s free. Call 01273 744773 or see www.motoringandleisure.uk.com



BREMEN BREWS UP A CLASSIC COCKTAIL

More than 25,000 people flocked to the Bremen Classic Motorshow which took over the German city on January 31 and February 1. Star of the show was the Porsche 917/10 CanAm car (bottom) displayed by Jobst Heemeyer's Automobil Studio Bremen but the wide-ranging



Classic variety. Inset: star Porsche 917/10

event also showcased motorbikes, lorries, vans, boats and racing cars. Most impressive were the well-thought-out one-marque displays, particularly those for Porsche, Mercedes-Benz and Borgward. British motorcycle expert Andy Tiernan, from Suffolk, was impressed with the event having sold a 1976

BSA Spitfire to a Dutch visitor. Klaus Vollmar of WK-Verlag was also enthusiastic: "The show was really well attended. We had a lot of interested customers. It has a broad spectrum, is well organised and has outstanding vehicle presentations."

There were 472 exhibitors from 11 countries including many dealers, but also a huge autojumble. The event will be extended to three days (Feb 4-6) in 2005: call 0049 421 3505 269 or see www.classic-motorshow.de



IN BRIEF

ANGEL OF THE SOUTH

David Angel held the second of his Rummage Sales on February 14 at his Dorset breaker's yard. Among the mountain of spares on offer were several Morris Minors, Minis, Ford 100Es and other assorted '50s British classics. Angel is retiring after 35 years in the business.



ARTIST GOES ON THE WEB

Artist and cartoonist Guy Allen offers originals and numbered limited editions of his work on www.petrolgallery.co.uk as of April 1. Focusing exclusively on the classic car and historic motor sport scene, his prices start at £20 for a print. Alternatively, you can call him on 07946 506518.

INTER DIFFICULTY

In our article about the Inter (C&SC, March 2004) we gave the incorrect telephone number for the Musée Henri Malartre. The correct number for the museum, which is at Rochetaillée-sur-Saône, near Lyon, is 0033 4 78 22 18 80.



Russian show offers western classic flavour

A menacing GAZ 12 ZIM guarded the entrance as crowds flocked to the third Old Antique Cars Salon in Moscow, from January 28-31. As a professional indoor event, it is unique in Russia and was sponsored by the magazine *Oldtimer Toys for Big Boys*. The glorious Horch and desirable Adler proved exotic among marques more familiar in western Europe – BMW, Jaguar and Mercedes-Benz featured strongly – but the most refreshing aspect was the lack of 'Please do not touch' signs.

For many visitors, this event, at



Vast GAZ 12 ZIM stationed outside show. Inset: pretty-in-pink Chaika

the cultural exhibition centre Sokolniki, was their first chance to see a Mercedes 190SL or a Jaguar E-type. Many former Soviet cars were notable by their absence: a ZIL and a GAZ 13 Chaika, unusually painted candy pink, were the only reminders of competing vehicles that had been in domestic series production.

Craft skills had not been lost, though: many of the nation's leading restorers showed their wares – with the partially completed Pobieda cabriolet a particular delight. It was surprising to see excellent examples of right-hand-drive British sports cars. An autojumble featured, with mainly home-grown spares on offer, such as blue Perspex-backed hemispherical speedos from GAZ 21 Volgas drawing the eye.



OBITUARY BOB FREEMAN

Motoring artist Bob Freeman died last month, aged 57. Freeman, whose distinctive watercolour style with his trademark annotations alongside showed innate understanding of the workings of beautiful machinery, trained as a mechanic, and then worked as a car wash and fix-it man for Hertz. During that time he bought the first of the Triumph TRs that would become his main transport for the next two decades. He did not go to college until he was 28, attending Teesside College of Art; later, a workmate, intrigued by his sketches, talked him into taking a technical illustration course at Middlesex Poly where, for many years, his graduation work – a detailed drawing of a Rolls-Royce Merlin engine – hung in the foyer. He gained recognition when he became *Supercar Classics'* resident artist until it closed in '91. Latterly, he produced artwork for the Louis Vuitton concours programmes.



BILL LAST

Bill Last, maker of Tridents, died on November 21, aged 75. He ran Viking Performance during the '60s, producing the Peel-devised Minisport kit car and a Wolseley Hornet ragtop. He took over the rights to the Trevor Fiore-styled Trident after TVR's crash in '65, but production proper didn't start until 1969. It was all over in '76 by when about 130 had been made.

QUAIL'S GOLDEN EGG

What's hoped to be the largest-ever gathering of Porsche 356s will mark the 50th anniversary of the Speedster at Quail Lodge, Carmel, California on June 25-27. The main display will be on Saturday. For more information call the organiser Steve Heinrichs on 001 650 375 1312 or check out the website at www.speedster50thanniversary.com