

Clark & Carter
Restorations Ltd

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OUR SECOND ANNUAL NEWSPAPER, A YEAR WHICH NONE OF US ANTICIPATED.

A warm welcome to our second annual newspaper. Despite a strong start to the year with a calendar full of Concours shows and many of our favourite motoring events; like so many the global pandemic saw the world come to a halt, and all plans cancelled. Not only that but COVID-19 caused our workshops to close for just over three months; with the doors closed, cars in a mid-state of repair and restoration, we could only hope and pray that we would soon be back in our workshops doing what we do best.

When the time came for us to return we had to make changes to the way we operated to ensure the safety of our employees and customers and to also work at a viable level. This hasn't been an easy process. It has taken a great deal of time and effort, but we are proud of what we have been able to achieve during these most unprecedented times.

We are eternally grateful to all our customers long-standing and new, for their patience, understanding, and support, whilst we have been getting back up and running. We are also thankful to our wonderful team who have stuck by us and persevered during such times of uncertainty.

Despite the majority of events being cancelled this year, this issue will dive into the rescheduled Salon Prive which features the Giallo fly yellow Ferrari Dino. We'll touch on pre-war vintage Bentley and a new section for our newspaper, 'meet the team'.

We hope you enjoy the read and hope we'll be driving into a more normal 2021, filled with good health, happiness, and some fantastic tours, rallies and concourses.

Best Wishes,

Steve, Jamie and Stuart

SALON PRIVÉ RE-SCHEDULED



Salon Privé was fortunate enough to be one of the very few events in the world to take place this year. With safety paramount and extra measures in place, this year's event saw a record number of entries for the prestigious Concours d'Elegance. Blenheim Palace is the perfect venue for brands to unveil their latest models. A trio of global premiers saw Bentley display the Bacalar, the brand-new Continental GT Mulliner coupe, and the new 1929 Blower. Rolls-Royce also gave UK enthusiasts the first glimpse of the Ghost.

New for this year's event was an award given to the 'Most Exceptional Design'. Named in honour of Sir Winston Churchill. This was awarded to a 1936 Lancia Astura Pininfarina 'Bocca' Cabriolet.

Pictured is the 1974 Ferrari Dino which participated in this year's Salon Prive, that we were lucky enough to restore.

When the dino arrived with us, it was silver and in need of a lot of TLC. Our customer wanted to give the iconic car a new lease of life and give it a colour that would show off its stunning shape and features.

The vehicle was completely dismantled, the body was taken back to bare metal, any corrosion was attended to and treated. The paintwork has been refinished using Ferrari formulation Giallo fly yellow and enhanced with all chrome trims being refinished. To complement the Dino's new colour, the interior was retrimmed in contrasting original specification leather and vinyl. A complete bespoke air conditioning system was installed for those glorious summer touring days. A full mechanical restoration from the engine to brakes was carried out to give the Ferrari the ultimate reliability and durability.

This car is a desirable example of what can be accomplished with time and money invested.



1930 BENTLEY SPEED SIX

Chassis number: LR 2791

Registration number: RX 6180

RX 6180 arrived at Clark and Carter in November 2018, where extensive restoration began. The body was completely removed from the chassis. The chassis was then placed on a support jig where alignment checks could be carried out, and a full investigation was conducted on the Speed Six. The chassis was then repaired to original drawings and measurements. A new front wing was fabricated from scratch by our technicians. All panels and body were refinished in Midnight Blue. After extensive damage being sustained to the radiator, a new one was supplied and installed. All braking, suspension, and steering components were checked, repaired, replaced, or remanufactured by our in-house machinist's as necessary.

Despite the factory build-sheet showing the Bentley as a standard 'Six', in Clare Hays book "The Bentley Speed Six" her work states that it actually forms one of a batch of six chassis all built to the full Speed Six specification. Like many others, Bentley Motors was struggling to survive the great depression, which is believed to be the reason why Bentley designated the Speed Six in this way, in order to account for a lower selling price. Shortly after, Bentley went into receivership.

Originally coachbuilt by H.J Mulliner, the LeMans replica Tourer body was built by Edmunds in 1960 but was then removed by the owner in 1984. RX 6180 has also featured in over 10 episodes of 'The Avengers' in 1967/8 where it was driven by Patrick Macnee.



MEET THE TEAM



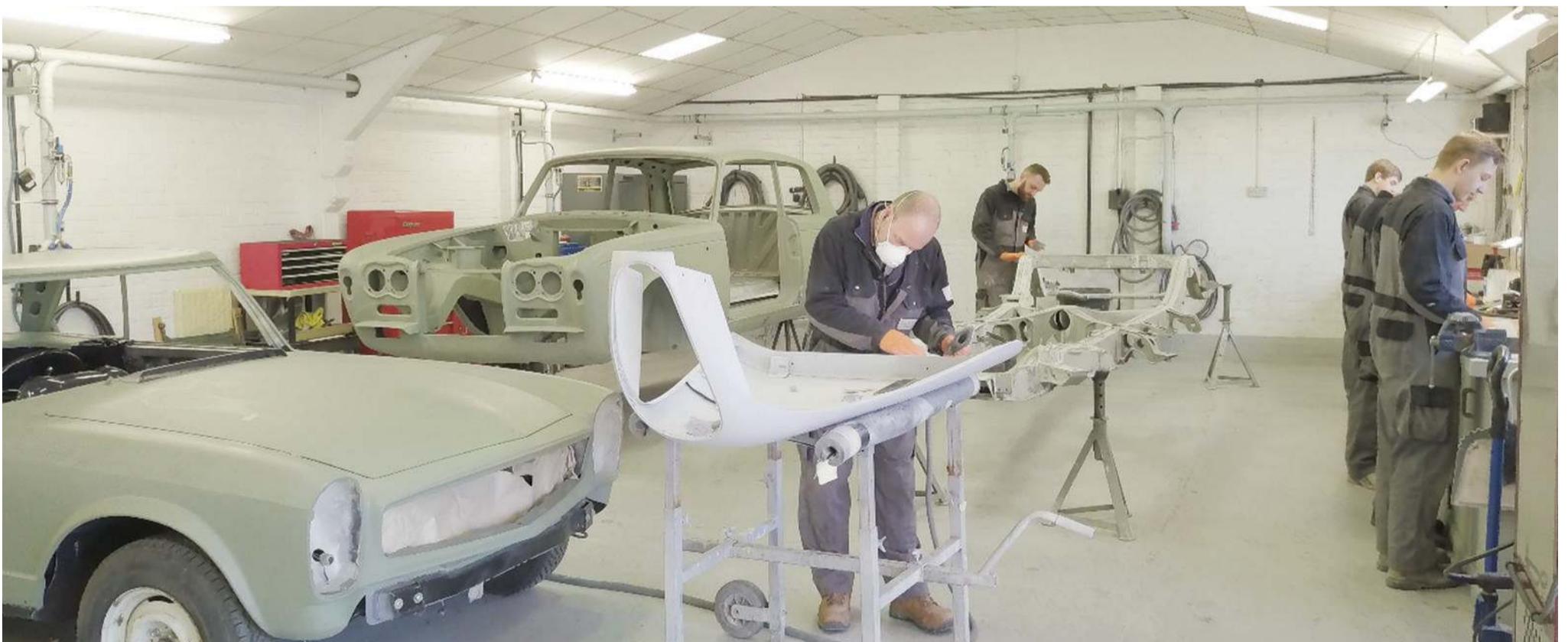
Richard Jones PAINT TECHNICIAN

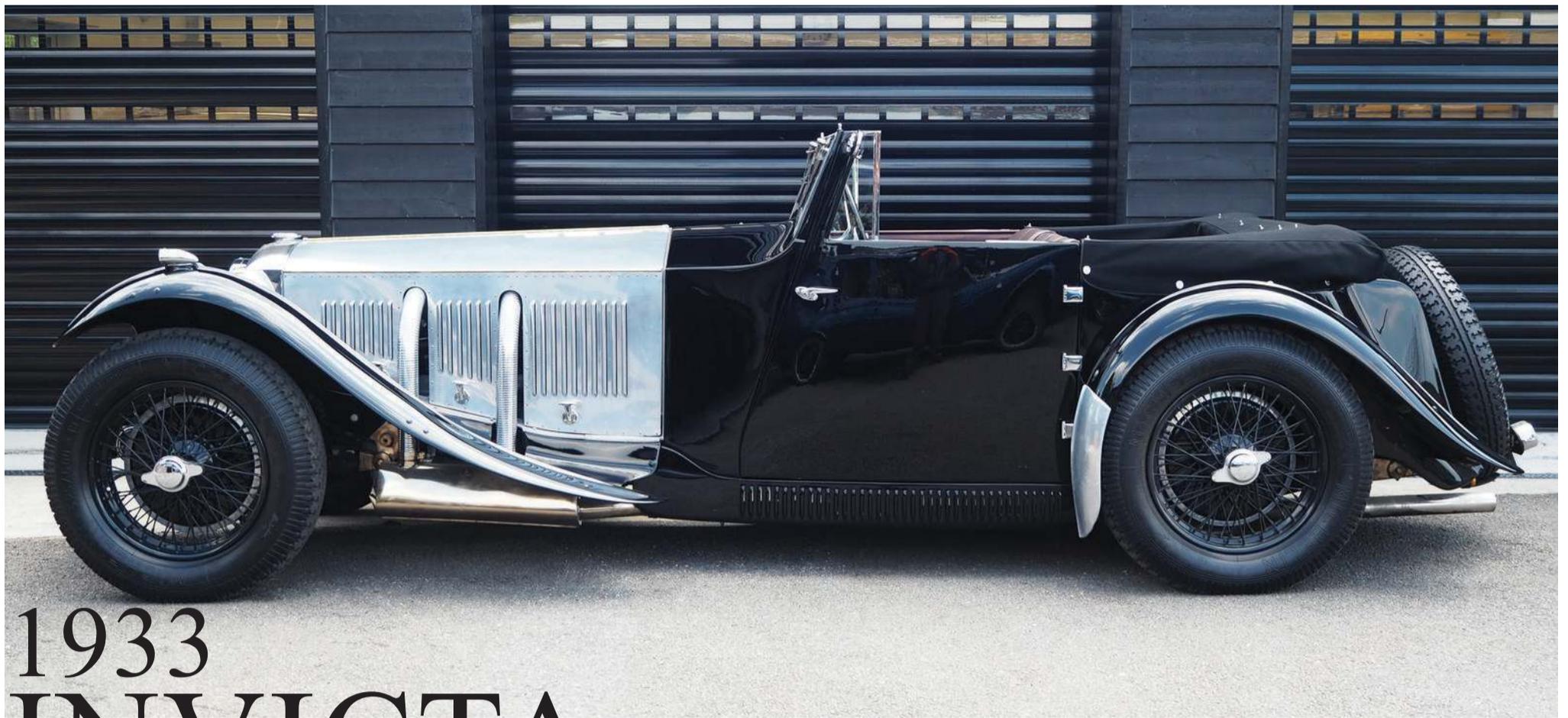
Born in Essex, Richard joined the company in 2007 and is a paint technician. Richard has previously worked as a sprayer for a body repair company and has also tried his hand at coachwork. Richard's favourite cars to work on are the Porsche 911. In his spare time, Richard is a keen swimmer and also likes to participate in Triathlons. Richard is getting close to working on well over 1000 cars during his time here at Clark and Carter Restorations, with years of practice and dedication resulting in many cars winning first-class awards at prestigious events all across the world.



Mick Andrews PAINT TECHNICIAN

Originally from Bradford, Mick joined Clark and Carter in 2014 after having worked in the industry since 1982. Mick is part of the body shop and likes the challenge of each car that comes through the workshop doors. Outside of work, Micks interests lie in the outdoors, taking on a variety of outdoor adventures. He also has an avid interest in motorbikes and one day would like to own a Ducati Desmosedici. Mick has worked on many international award-winning restorations including the recent winners at Pebble Beach, 1956 Bentley S1 Continental, and 1937 Rolls-Royce Phantom III.





1933 INVICTA S-TYPE LOW CHASSIS

Invicta was founded by motor engineer and former racer, Captain Noel Macklin in 1924 and was backed by Oliver Lyle, of the famous sugar family.

Macklin insisted that the quality of Invicta cars were to be on the same level as Rolls-Royce and rival the performance of Bentley. Invicta became the only other British car besides Rolls-Royce to have a three-year chassis guarantee.

Launched in 1930 at the London Motor Show held at Olympia, the 4 ½ Litre S-type featured an 'under-slung' chassis, which achieved a much lower centre of gravity by positioning the axles above the frame rails instead of below as was normal practice at the time. The car was powered by the reliable 4 ½ Litre Meadows. The Invicta's reputation was greatly enhanced when Donald Healey won the prestigious Monte Carlo Rally in 1931 in an S Type, a model that was just as famous for its build quality as its performance.

The Invicta was ordered new by Bill Froggart and registered on the 12th April 1933. The coachwork by Corsica Coachworks, then located on Corsica Street, Highbury, a truly bespoke coachbuilder who would only produce short runs of a particular shape.

The car was with us here at Clark and Carter at the start of the year and underwent many refurbishments to interior components. All polished wood and wood cappings have been refinished, whilst all seat frames and mechanisms have been refurbished and fitted to new wooden floors. A traditional English leather in a timeless colour was chosen to refinish the interior with complimentary leather-bound carpets. A unique styling feature of the Invicta is the newly trimmed hood and refurbished hood frame which folds down flat to give a distinctive line that follows from the tops of the doors to the rear of the car. This is completed with a bespoke three-piece all weather tonneau manufactured to suit the sporty exterior.

We are truly humbled to have been given the opportunity to work on such a rare and prestigious car.





1967 FERRARI 275 GTB/4

The GTB/4 was introduced in 1966, it added little to the already brilliant design of Ferrari's 275, with simple exterior changes such as chromed rear trunk hinges and a slight bulge in the bonnet. However, it was the underneath which had been updated. A second overhead camshaft was added to each cylinder bank, making the 275 GTB/4 the first ever Ferrari to boast dual overhead camshafts, providing the already potent V12 engine with an additional 20 hp.

Before undergoing a bare metal respray to Ferrari specification Grigio Argento, the repair and replacement of corroded body panels was carried out using traditional methods, enabling us to restore this 275 GBT/4 to its original beauty.

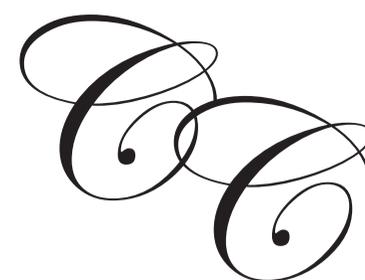
A new headlining and carpets refreshed the interior whilst a customer designed bespoke consol wrapped in original specification Connolly Pelle Blue Vol Mol housed a set of historic Heuer rally sport clocks. A delicate chrome surround completes this bespoke addition.

New details have been added such as the relocated Pininfarina badges mounted to the front wings and rear panel. Classic Borrani wire wheels have been fitted to Michelin 205VR14 tyres complete with new spinners. A custom made chrome surround was introduced to the rear panel to emphasise the striking features of the rear of the car. Reshaping and repolishing of chrome fittings has been undertaken whilst some custom changes have been made to the rear quarter panel where the fuel filler has been moved to and a monza fuel filler installed.

The four-cam rarity and spectacular driving characteristics makes this Ferrari one of the most celebrated grand touring Ferraris of all time, accompanied by the desirable Classiche certification from Ferrari.







FOR SALE

AVAILABLE TO VIEW ON OUR WEBSITE



Bentley R-Type Continental Fastback £900,000

Year: 1954
Reg: UTU 3
Transmission: Automatic
Coachbuilder: H.J Mulliner
Mileage: 10684
Colour: Green

Bentley S1 Continental DHC £950,000

Year: 1958
Reg: CA 604
Transmission: Automatic
Coachbuilder: Park Ward
Colour: Metallic Blue



Bentley S2 Continental DHC Adaptation £675,000

Year: 1961
Reg: CA 1257
Transmission: Automatic
Coachbuilder: H.J Mulliner
Mileage: 27482
Colour: Astral Blue

Bentley S1 Continental Flying Spur £195,000

Year: 1958
Reg: YSY 522
Transmission: Automatic
Coachbuilder: H.J Mulliner
Mileage: 132,400
Colour: Blue



Bentley S3 LWB

£150,000

Year: 1962
Reg: SLW 222
Transmission: Automatic
Coachbuilder: Harold Radford
Mileage: 65150
Colour: Whitney Greentree Green



MG J2

£40,000

Year: 1932
Reg: YY 6682
Transmission: Manual
Coachbuilder: MG
Colour: Dark Green



Austin Healey 100/4 BN1

£80,000

Year: 1955
Reg: UUR 36
Transmission: Manual
Coachbuilder: Austin Healey
Mileage: 350
Colour: Carmine Red



Porsche 911 993 C2 Cabriolet

£28,000

Year: 1994
Reg: M841 BAM
Transmission: Manual
Mileage: 121,200
Colour: Polar Silver Metallic

info@clarkandcarter.com

01376 584392

clarkandcarter.com

Clark & Carter Restorations Ltd

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Shardloes Workshops
Church Road
Cressing
Braintree
Essex
CM77 8PN

01376 584392
info@clarkandcarter.com

WEBSITE:
clarkandcarter.com

FACEBOOK:
facebook.com/clarkandcarterrestorations

TWITTER:
twitter.com/clarkandcarter

INSTAGRAM:
instagram.com/clarkandcarter



ARTWORK BY ANDREW HASLER

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