

THE INTERNATIONAL
**HISTORIC
MOTORING**
Awards 2016

Awards shortlist revealed

...and the judges are poring over it, ready for the big night

AS THE COUNTDOWN to this year's International Historic Motoring Awards continues apace, the shortlist for nominees has been finalised and handed to the judging panel for deliberation. That panel includes Jay Leno, Derek Bell, Nick Mason, Jochen Mass – and, as the list suggests, they have a tough job in store. Meanwhile, *Octane* readers have been busy selecting the winner of Car of the Year from the Alfa Romeo SZ Zagato, Ford GT40 P/1046, the Sir Henry Segrave Sunbeam 'Tiger', Jaguar D-type XKD 501, Jaguar XJ13 recreation, Albot-Lago T150-C SS Figoni & Falaschi, Touring Disco Volante Spyder and Pegaso Z-102 Berlineta ENASA Cúpula.



ALEX TAPLEY

All will be announced at the ceremony on 17 November at London's Guildhall. Visit www.historicmotoringawards.com for details.

Motoring Event of the Year

- Sponsored by EFG
- Concours of Elegance: Windsor Castle
- Regent Street Motor Show
- Reme Motor Festival
- Concorso d'Eleganza Villa d'Este
- Amelia Island Concours d'Elegance
- Chantilly Arts & Elegance Richard Mille

Motorsport Event of the Year

- Silverstone Classic
- Eifel Rallye Festival
- Historic Grand Prix Zandvoort
- Dragstalgia
- Lime Rock Historic Festival
- Le Mans Classic
- Rolex Monterey Motorsports Reunion

Museum or Collection of the Year

- America's Car Museum, LeMay
- The Mullin Automotive Museum
- Petersen Automotive Museum
- Porsche Museum, Germany
- Lamborghini Museum
- The British Motor Museum

Club of the Year

- Sponsored by Footman James
- De Dion Bouton Club UK
- Formula Junior Historic Racing Association
- Historic Sports Car Club
- Aston Martin Owners Club
- E-type Club
- TR Register

Race Series of the Year

- Sponsored by Lister Cars Ltd
- HRDC Academy Series
- Jaguar Classic Challenge
- FJHRA 60th anniversary
- Classic Sports Car Club 'Swinging Sixties'
- Equipe GTS

Publication of the Year

- Sponsored by Hortons books
- Red Dust Racers* by Graeme Cocks
- The Original Ford GT101* by Ed Heuvink
- Marcello Gandini* by Gautam Sen
- Power Without Glory* by Terry Wright
- Carrera 2.7* by Ryan Snodgrass
- Porsche 917 Archive & Works Layout 1968-75* by Walter Naher
- Maserati 250F – The Autobiography of #2528* by Ian Wagstaff
- Stirling Moss, The Definitive Biography Vol 1* by Philip Porter

Rally or Tour of the Year

- Sponsored by Historic Motorsport International
- The Great Race
- Bonhams London to Brighton Veteran Car Run
- Modena Cento Ore
- Rally Round Thunder Dragon Rally
- The Royal Automobile Club 1000 Mile Trial
- Tour Auto Optic 2000
- Peking to Paris Motor Challenge

Industry Supporter of the Year

- RPM Foundation
- Bicester Heritage
- Audi Tradition
- FIVA
- Jaguar Land Rover Classic
- Credit Suisse

Restoration of the Year

- Ex-works 1938 Aston Martin Ulster – Ecurie Bertelli
- 1962 Pegaso Z-102 Berlineta ENASA Cúpula – Classic Restorations
- 1966 Ford GT40 P/1046 – RK Motors Charlotte/Rare Drive
- 1971 Lamborghini Miura chassis 4846 – Lamborghini PoloStorico
- 1972 Porsche 911 2.5 S/T ex-Le Mans – Porsche Classic
- 1963 Lola GT – Allen Grant
- 1931 Stutz DV-32 Convertible Victoria – RM Auto Restoration

Specialist of the Year

- Ecurie Bertelli
- Talacrest
- Jaguar Land Rover Classic
- Rally Preparation Services

Personal Achievement of the Year

- Sponsored by HERO
- Grahame White
- Graham 'Curly' Hutton
- Peter Mullin
- Philip Porter
- Michael Penn
- Peter Neumark
- Karl Ulrich Herrmann



HOW TO...

Fit fuel injection with no-one knowing

We love carburettors. These passive, air-sucking, petrol-vaporising devices are central to the classic-car vibe, an amalgam of approximations able to feed our cars' appetites with just enough petrol left over to wash away the flat spots and perhaps leave an olfactory trace of heady hydrocarbons. Octane, indeed.

No carmaker uses carburettors any more. Everything is injected nowadays, road cars for fuel efficiency and cleanliness, competition cars because perfectly managed injection and ignition mean maximum power potential.

Should we fit our classics with fuel injection, then? Instant starting after being left for weeks, less fuel thirst, less trouble passing emissions tests should your car be subject to them... it does sounds tempting.

There are aftermarket fuel injection systems that bolt straight to a Weber DCOE/Dell'Orto DHLA manifold. The carburettors are replaced by simple throttle bodies, which incorporate injectors. But they look a bit modern, not what you want to see under the bonnet of your 1960s Aston Martin, Lotus Elan or Alfa Giulia.

One of the most prolific makers of modern throttle-body systems is Jenvey Dynamics. It spotted a gap in the market, now obvious to anyone who has read this far, and came up with the Jenvey Heritage Throttle Body. It looks for all the world like a twin-choke sidedraught Weber DCOE but is actually a pair of throttle bodies.

Look more closely and there are differences between the Weber and the Jenvey HTB, of course. It's imitation as flattery, rather than copying. The bump above what was originally the float chamber is missing, and the sloping bulges from the chamber to the manifold face are very un-Weber. They contain the Bosch injectors, fed by a fuel rail in the 'float chamber' lid and squirting into the inlet ports on the engine side of throttle plates set further away from the manifold face.

Original-equipment air filters and throttle linkages will fit the HTBs, but you'll also need an engine management system to drive the HTBs and provide the sparks – from DTA, Megasquirt, Omex or similar – and a setting-up session on a rolling road. The result should be a classic engine running as cleanly and reliably as it can while looking proper. More powerfully and with a better torque spread, too. Sounds good to us, especially as SU-lookalike versions are also planned.