

## The Key

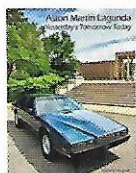
Edited by ANTONIO GHINI,  
www.theclassiccartrust.com,  
£30, ISBN 978 3 033 06693 9

Best described as a softback book in magazine format, *The Key* is a new venture from The Classic Car Trust, a body of influential collectors, experts and aficionados. *The Key* is published once a year, is edited by a former director of Ferrari's PR, and has contributors that include John Lamm and Donald Osborne, plus *Octane's* Massimo Delbò – which suggests that it's definitely worth taking seriously.

There are certainly some fascinating features in its 168 pages. One of the most intriguing is a chart of the world's top 100 car collectors, based not only on the value of their cars, but also on what they give back

to the classic car movement. Then there are interviews with people ranging from Pebble Beach supremo Sandra Button to FIA president Jean Todt, and more general-interest articles on, say, the restoration of Elvis Presley's BMW 507.

Beautifully produced on heavy-stock art paper, *The Key* is an intriguing project and one that serious enthusiasts should consider signing up for. **MD**



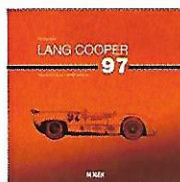
## Aston Martin Lagonda: Yesterday's Tomorrow Today

RICHARD VAUGHAN, Lulu.com,  
£79.92, ISBN 978 1 387 91270 4

'Back then it was science fiction made real.' A quote from the foreword. At least, I think it's the foreword. This book reeks of self-publishing, and is not one for lovers of elegant graphic design. Yet it is packed with history, both anecdotal and of production, and illuminates with period brochures, press releases, ads and spec tables, and a chassis-by-chassis listing of all the 645 Lagondas made. Brilliant and appalling in equal measure. Rather like the car. **GW**

## Lang Cooper 97

ED HEUVINK, McKlein Publishing, £79.90, from www.mckleinstore.com

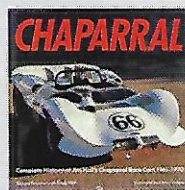


For those that are a little mystified by this book's title, the next line – Peter Brock's Group 7 USRRC sports car – should help clarify. Or, as John Simister exclaimed the moment he saw the cover:

'Oh, the Cooper Cobra; Revell made a kit of it, along with the Chaparral 2C.' Indeed it did.

As you might imagine, having heard the word Cobra, this 1964 racer was designed by Peter Brock (of Daytona Cobra fame) and was based on a Cooper Monaco, rebodied and with the same 289ci Ford V8 as powered the Shelby. Lang? As is the wont with many race cars, this one became known by its sponsor's name, in this case brewery heir Craig Lang.

The car, actually the second Lang Cooper, the original having been crashed, was intended for the prolifically talented Dave MacDonald, but he died in the Indy 500 before competing in it. It was Ed Leslie – best remembered for racing a Lightweight E-type with Frank Morrill – who took up the reins. Results were unspectacular, however, and the Cooper



## Chaparral

RICHARD FALCONER with DOUG NYE,  
Motorbooks Int'l, 1992, value today £125

Although it's the story of a great American race car, author Richard Falconer is a Brit – his day job is as an architect – who became interested in Chaparrals after buying the remains of a Chaparral 1, chassis 005, back in 1974. He put the knowledge he'd gained about the marque during its restoration to good use by writing this definitive history, released in 1992.

The publisher, MBI, was taking something of a gamble with a book on such a niche subject but their confidence was rewarded with strong sales,

and it was among the first in a long-running series that encompassed other great marques such as Scarab and Ford's GT40. Containing interviews with Jim Hall and key Chaparral figures, great photos from the Dave Friedman collection, plus appendices on each chassis, it is highly sought after today. **Ben Horton**



Cobra slid into club racing before winding up in a South Carolina scrapyard.

Thankfully saved, restored and racing again, it is now the subject of this impressive book, complete with foreword by Brock himself and introduction by Bill Warner, the indefatigable enthusiast who discovered and saved the car in the 1990s.

Limited to 999 copies and presented in a slipcase, the LP-sized hardback has 158 pages and over 240 pictures and illustrations and is a great read.

It also covers Cooper Cars and the King Cobra, but obviously not in the same depth as the Lang Cooper, about which it is hard to imagine there are very many more stones left to turn. **JE**

