



BEST 'BARN FINDS' EVER

Is that old rust bucket in the shed worth anything? These were...



► **£12million**
French businessman Roger Baillon bought dozens of sports cars in the Sixties, but fell on hard times and abandoned the collection before he died in 2004. Ten years later, the cars were found. Among them was this ultra-rare Ferrari 250 GT SWB California Spider, once owned by the French actor Alain Delon and worth over £12million.



► **£3million**
Often called the most beautiful car in history, only 17 Bugatti Type 57S Atlantes were ever built. This one sat in a garage near Gosforth for nearly 50 years, having been driven only a few times by its owner, racing driver Earl Howe. It fetched nearly £3million at auction.



► **£600,000**
James Bond's submarine Lotus Esprit from *The Spy Who Loved Me* had seven body shells, only one of which was watertight. After filming, it was stored in a New York lock-up, the contents of which were sold in a blind auction. The new owners re-sold it to tech billionaire Elon Musk.

MARKUS ALTMANN; COURTESY OF SOTHERBYS; ©ARTURIAL



It's the original Rekord breaker

A 1936 sensation, the Hanomag Rekord D 1.9L diesel has finally been brought back from the dead. By **Elizabeth Parry**

Driving the Rekord D is a great honour for me," says Jonas Schargorodsky. "We only reached 50mph but it was quite an experience."

The former rally driver has been invited by Horst-Dieter Görg, with the help of Shell V-Power Nitro+, to take the car for a spin around the countryside in Hanover, which is where this remarkable story begins.

Hanomag is one of Germany's oldest motor manufacturers. Founded in 1835 to build steam engines, it moved into farm machinery and by the 1920s was making cars, switching to armoured troop transporters in the Second World War. The site in Hanover never returned to car production but, for a brief period between the wars, it was one of the world's leading automobile firms.

"The first, the Type 2/10, was nicknamed 'Kommissbrot' because it resembled a loaf of rye bread," says Horst-Dieter Görg, who runs a Hanomag collectors' society. "It was the first mass-produced small car in Europe and we are proud to have two. Another important car was the Sturm, with its 2.3-litre six-cylinder engine. I own one, but it's in very bad condition. Hanomag's last car before the war was the beautiful, streamlined 1.3-litre model."

One Hanomag, however, is almost



Silver machine The Rekord D resurrected, top, and breaking the land speed record in Paris in 1936, above

mythical. "When they opened the bonnet of the Hanomag Rekord D at the 1936 Paris Motor Show to show a 1.9-litre diesel engine, it caused a sensation," Görg says. "Nobody believed in diesel cars at the time. Mercedes had tried putting big, industrial diesel in its cars and Citroën had experimented briefly with it, but this was something else, something small and powerful."

To show just how powerful, Hanomag made a streamlined version out of lightweight aluminium and sped it up to 102mph on the newly opened autobahn. It was a land speed record for a diesel by a car that could have changed motoring. Then the war came, the car was stripped for metal, and Allied bombing removed all trace of it. Or so it seemed.

FROM THE ASHES

"Back in 1985, I found some blueprints in a skip," Görg says. "They were by Reinhard von Koenig-Fachsenfeld, the

pre-war master of aerodynamics. I realised they were important. I had seen a handful of photos of the Hanomag Rekord D breaking the diesel speed record. I knew that this was that car."

Although the record-breaking car was completely destroyed, the blueprints showed that it had been made from standard parts. This meant it could be rebuilt. "Except for the cooler, which was unique, we were able to find every part in flea markets," Görg says. "The big find, in 2007, was a Rekord D chassis out of a collection at Aachen."

An army of enthusiasts helped in the reconstruction, and five specialists came out of retirement and joined Görg once a week, as the historic racer took shape.

"The hardest thing was the engine," Görg says. "We bought several Hanomag 1.9-litre diesel units that were too badly damaged. Then, in 2011, we found one from a private collector. In two hours our volunteer specialist, Peter, had cleaned it, oiled it and had it running. That was a great moment."

This summer, Görg, thanks to Shell V-Power Nitro+, invited Schargorodsky, the great-grandson of the Jewish genius who designed the Rekord D's diesel engine, for that drive.

"My great-grandfather Lazar was the chief designer at Hanomag," says Schargorodsky. "It drives very well, especially when you consider no one else could make a diesel like this until the Seventies. It's smooth and athletic. You can sense that Lazar and Koenig-Fachsenfeld were focused on one thing only: to be fast. I hope Dieter can find the money to complete the job."

"We still need about €30,000," Görg says. "But with the amount of interest the Hanomag Rekord D is generating, I'm sure it won't be long."

To see the Rekord D in action and for fantastic articles on car care and incredible engines, go to **telegraph.co.uk/loveyourcar**

