

No.1 1000s OF CARS FOR SALE **No.1** BRITAIN'S BIGGEST-SELLING CLASSIC WEEKLY

CLASSIC CAR WEEKLY

BUYING ■ SELLING ■ NEWS

WEDNESDAY 14 JANUARY 2015 No 1265 £2.50

CLASSIC MARKETING

WHEN AUSTIN RULED BRITAIN

...and had to sell to the rest of the world



BUYING

RELIANT SCIMITAR

Fit for a princess. Good enough for you?

LONDON SHOW: A DEALER SUCCESS STORY

Top-end classics dominate the innovative event – some fans left wanting more real-world cars

The spectacular Grand Avenue catwalk and quality of the motor show stands were winning features of the new London Classic Car Show. Dealers said the new event delivered everything it promised in the run-up, attracting serious buyers. They reported impressive overall sales.

The organiser, Brand Events, said the show attracted 25,000 visitors during the four-day event, many of whom lined the Grand Avenue to see the cars in action. But some CCW reader commented there weren't enough heartland classics – a situation Brand has promised to address for the follow-up in 2016. ▶ SEE PAGE 3



THE HOTTEST BUYS OF 2015

20 CARS TO GRAB BEFORE THE SECRET'S OUT

DRIVEN

WE TEST FOUR CARS FOR YOU



RENAULT FUEGO TS £2995 TRIUMPH GT6 MkIII £10,900 JAGUAR S-TYPE 3.4 £14,950 VAUXHALL TWELVE £19,500



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ROAD TEST
RENAULTSPORT SPIDER
It's the French Lotus eater!

NOSTALGIA
BOB JANKEL'S PANTHERS
His incredible cars remembered

COMPLETE AUCTION RESULTS
180 CARS SOLD IN DECEMBER

CLASSIC HEROES



Rebuilding the 6 was a labour-intensive process.



The need to carry two spares necessitated the long tail.

THE GREATEST HITS

PANTHER WESTWINDS

It's a decade since company founder Robert Jankel died: so to mark the occasion, we present a retrospective of his greatest hits

Take a moment to think about British car companies that have disappeared over the last 40 years and there are a few names to conjure with. Jensen perhaps. Reliant. And, of course, more recently, MG Rover. But one name that probably didn't spring instantly to your mind was that of Panther Westwinds – the small company capable of making the most unusual splash.

Panther was the brainchild of successful businessman Robert Jankel, a man who had harboured ambitions to build cars for some years. He had gone as far as to produce a number of interesting one-off specials, but a lack of commercial success led him into the health industry, a move that proved far more profitable for him.

By 1971, and with plenty of cash in the bank, he was far wealthier than in the car business, and found himself with a bit of spare time on his hands. Jankel

used his finances to invest in the facilities to build production Panthers on a regular basis. He invested in a modestly sized factory in Byfleet, Surrey, and from this starting point, he bought up a number of small specialists in panel beating and trimming. From there, Panther Westwinds (so named after Jankel's house in Weybridge, Surrey) began building bespoke and fascinating cars.

Before long, Panther would act as sub-contractor to others, such as Rolls-Royce, and Vauxhall, as well as producing up to three of its own cars per week. The company's ultimate creation was the Panther 6, of which a mere two were made.

As you'll see from the cars here, Robert Jankel wasn't a man who was lacking in aspiration or ideas but, as many small car producers have found out before and since, vehicle manufacturing is far from plain sailing. Despite some notable successes, not to

mention a few celebrity clients, Panther went into receivership in 1980, after which it was rescued by Korean conglomerate Indo Industries, headed by the enthusiastic Young C Kim. Business flourished initially, and much love and investment was ploughed into the Panther 6, but in 1987 Indo sold its interest to carmaker Saengyong – and despite further attempts at resurrection Panther quietly disappeared from view.

Robert Jankel, who continued to build cars after the sale of Panther (concentrating mainly on producing stretched versions of Range Rovers, Mercedes-Benzes and Rolls-Royces) died in 2009.

But the cars are the stars here, so here is a reminder of the glory days of Panther – starting with the most amazing, phenomenal and outrageous of them all, the so-called supercar sayer of the late 1970s, the wonderful Panther 6.

PANTHER 6

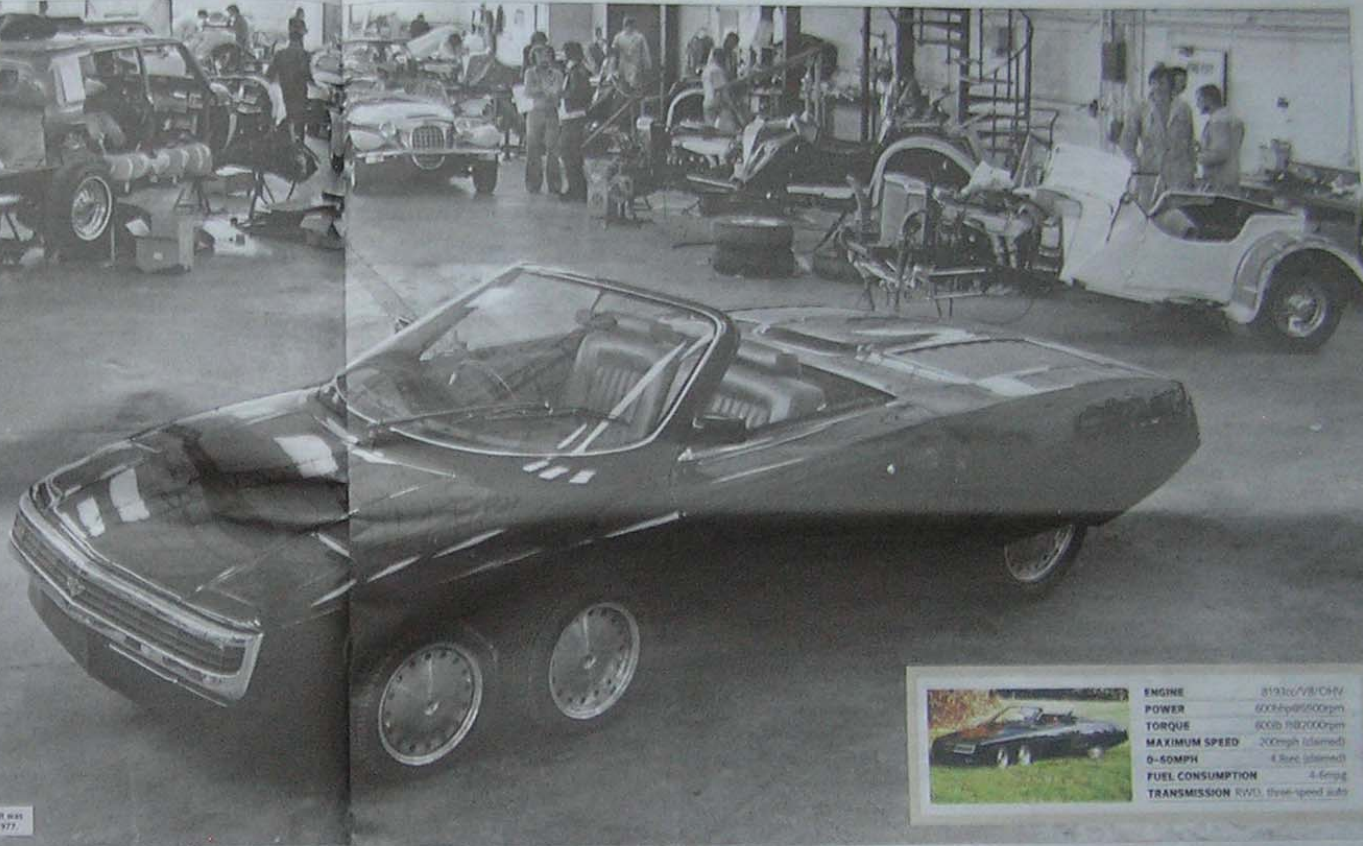
Despite being held in the midst of some dire economic times, the 1977 London Motorcar at Earl's Court found itself with an unlikely show star. Visitors stopped and stared, the press begged Robert Jankel for an opportunity to drive it, and potential customers signed on the dotted line to buy the astonishing new six-wheeled supercar, the Panther 6. Considering it was inspired by the 1976 Tyrrell P34 Formula 1 car, the 6's transition from Jankel's vision to motor show star was astonishingly rapid.

Usual suspects Wayne Cherry and Geoff Lawson styled the 6, and it was clear that they were going through their 'wedge' phase – with a drop-scoop front, and high and protruding

The Korean connection

SEANGYONG MADE PANTHERS! After the company was sold in 1987, Saengyong built more bodied Panthers, and tried to re-develop the 6, but never saw a success.

REMEMBERING Panther Westwinds



First completed 6, as it was shown in London in 1977.



ENGINE	4193cc V8/CAM
POWER	600hp @ 6000rpm
TORQUE	800lb ft @ 2000rpm
MAXIMUM SPEED	200mph (claimed)
0-50MPH	4.8sec (claimed)
FUEL CONSUMPTION	4.6mpg
TRANSMISSION	RWD, three-speed auto



Panther 6 and retro, just how Panther 6s were built.

TURN OVER FOR MORE OF PANTHER WESTWINDS' GREATEST HITS

CLASSIC HEROES

Panther Westwinds' greatest hits

RIO

Jankei decided that what the world really needed was a compact saloon but with Rolls-Royce levels of luxury, choosing the less than luxurious Triumph Dolomite as the basis. It may have been 84 underneath, but with a hand-beaten aluminium body and a cabin dripping in walnut and Connolly leather, the Rio was anything but

mundane. The 2.0-litre 16-valve engine from the Dolomite Sprint perked things up a little – but it was the price that ultimately doomed the Rio to failure. Costing the same as three Dolomites, it was a stretch too far for most buyers and between 20 and 35 cars found homes, depending on who you ask for sales data.



ENGINE	1998cc/4-cyl/OHC
POWER	127bhp@5700rpm
TORQUE	124lb ft@4500rpm
MAXIMUM SPEED	115mph
0-60MPH	9.5sec
FUEL CONSUMPTION	28-30mpg
TRANSMISSION	RWD, four-speed manual



J72

The car that first drew the industry's attention to Panther, the J72 was based on Jaguar running gear and was available with a variety of Jaguar engines, from the 3.8-litre XK to the silky-smooth 5.3-litre V12. If you hankered after hand-built vintage style but thought a Morgan was just a bit too common, the J72 was the car for you, with around 376 of them finding their way into the hands of owners from 1972-1981.

ENGINE	4235cc/6-cyl/DOHC
POWER	190bhp@5000rpm
TORQUE	200lb ft@2000rpm
MAXIMUM SPEED	120mph
0-60MPH	6.5sec
FUEL CONSUMPTION	16-18mpg
TRANSMISSION	RWD, four-speed manual

KALLISTA



The 1982 Kallista was essentially an update of the well-received Lima. Although styling was similar, the GRP bodywork was swapped for aluminium and the ageing Vauxhall engines were replaced by modern Ford units. The price was dropped, and for a while, it looked like Panther had a hit on its hands. While the 1.6 was style over substance, the 2.8i V6 was quick. The SsangYong takeover also saw Kallistas made in Harlow, and a few glassfibre versions came from Korea. Production ended in 1990 with less than 1500 cars sold in total.

ENGINE	2792cc/V6/OHV
POWER	150bhp@5700rpm
TORQUE	159lb ft@4000rpm
MAXIMUM SPEED	120mph
0-60MPH	7.5sec
FUEL CONSUMPTION	22-24mpg
TRANSMISSION	RWD, five-sp manual

LIMA



Returning to its vintage-style roots, Panther launched the Lima in 1976 and it went on to be one of its most successful models. The Morgan-esque two-seater was based on Vauxhall underpinnings and was fitted with the 2.3-litre slant-four from the Viva Magnum, which provided more than enough power for the GRP-bodied roadster. The Series II model launched in 1978 brought a stronger chassis and a better quality interior, and over its four-year lifespan around 900 buyers were impressed enough to stump up the £5k asking price. You could even buy one from a handful of specially-selected Vauxhall dealers.

ENGINE	2279cc/4-cyl/OHC
POWER	108bhp@5000rpm
TORQUE	138lb ft@3000rpm
MAXIMUM SPEED	110mph
0-60MPH	8.0sec
FUEL CONSUMPTION	22-28mpg
TRANSMISSION	RWD, four-speed manual

DE VILLE



Having tasted success with the Lima, Panther headed straight for left-field again launching the De Ville in 1974. A pastiche of the classic Bugatti Royale, the De Ville was a luxury behemoth, and while in production, it was listed as the UK's most expensive car. With a box-section chassis and aluminium body, the De Ville was beautifully engineered, the Jaguar running gear and V12 engine adding refinement. With an almost endless options list the car turned celebrity heads: Elton John and Oliver Reed were two that succumbed.

ENGINE	5343cc/V12/OHC
POWER	286bhp@5750rpm
TORQUE	294lb ft@3500rpm
MAXIMUM SPEED	130mph
0-60MPH	6.5sec
FUEL CONSUMPTION	11-13mpg
TRANSMISSION	RWD, three-speed auto

SOLO



The 1989-90 Solo was an ambitious attempt to drag Panther into the 21st century, and was well received by the motoring press of the day. With a 2+2 body styled by the renowned Ken Greenley, its carbon fibre panels, four-wheel drive system, and Cosworth engine were certainly a step-up from previous offerings. Performance and handling impressed while touches such as the rotating headlamp pods added visual interest, but it wasn't to be. Despite the obvious potential, fewer than 20 examples were produced and its demise signalled the end of Panther's existence in the UK.

ENGINE	1993cc/4-cyl/DOHC
POWER	204bhp@6000rpm
TORQUE	200lb ft@4500rpm
MAXIMUM SPEED	150mph
0-60MPH	5.7sec
FUEL CONSUMPTION	24-28mpg
TRANSMISSION	RWD, five-speed manual