



4a Tatra T87 has an air-cooled V8 mounted at the rear



4b Rear visibility and aerodynamic drag are minimal



4c Tatra is now for sale as a restoration project



5 BMW E3 estate is a mystery. Is it a short-run Karmann special?

#### 4. Swedish museum's Tatra loss could be our gain

THE TATRA T87 was a remarkable car in many ways and represents a technical landmark, even if many of its most distinctive features – air-cooled V8 engine mounted at the rear, stabilising rear fin, three headlamps – were to prove dead-ends as far as automotive evolution went. Sounds like a fascinating thing to pore over in a museum, which is where this example has spent the last 40 years.

It's now been retrieved from the Swedish museum and is being offered by Swiss specialist Christophe Grohe as a highly original base for restoration. He fills in some details, 'The car seems never to have been restored but has been resprayed long ago. There is almost no filler, except on

the rear wheelarches. Except for the floors, which are rusty in several places, the general condition of the body and the tubular frame seems to be sound. The wooden structure of the doors seems to be in good condition too and panel fit is good. With the body number being stamped on several body parts, the car can't have been dismantled or any body parts changed.'

The Tatra's 3.0-litre OHC V8 and its advanced streamlining gave it a genuine 100mph top speed when new. The model has an almost obsessive following in Europe so parts and assistance should be plentiful.

#### 5. Strange BMW estate moulders in Swansea

THIS INTRIGUING BMW estate car must be a one-off, or at least a very

limited-production special from the likes of Crayford or Karmann. Does anyone know? It was spotted by Ross Salmon in Swansea, and it's not exactly well-stored or carefully preserved, as can be seen from the pictures.

'Sadly, it disappeared a few weeks after I took these shots,' says Ross. 'I don't know the owner, but maybe someone discovered how much you get for weighing a car in for scrap these days.'

If it has been crushed and disposed of, it's a great pity. The BMW E3 'new six' saloons, on which this was based, are fast, comfortable and handsome cars with values rising. However, the extent of the rust and other decay on this example would obviously have called for a committed restoration. Please contact *Classic Cars* if you know the car's fate.

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