

## Triumph TR4

1962 Monte Carlo crasher driven



## Porsche 964

How to buy the last affordable classic 911



## Alpina BMW 850i

Smooth cruiser turned B-road blaster



# Classic Cars

## POWER STRUGGLE

Can American V8s beat the European aristocracy?

Lamborghini Countach **vs** De Tomaso Pantera

Mercedes-Benz 280 SE **vs** Bristol 410

Ferrari Daytona **vs** Iso Grifo



The '60s California street racing life of a  
**DODGE POLARA**  
**MAX WEDGE**

**MG TC** Le Mans special hits the road

**ALFA MONTREAL**  
**TO FERRARI**  
**365 GTC/4**  
Inside an Italian-themed Belgian collection

ISSUE 513

## MORRIS MINOR TOURER

CUT IN HALF DURING DRASTIC RESTORATION SURGERY







## The tyre for adventurous motorists

The Dunlop SP Sport Aquajet was the greatest tyre of its era. The original-equipment radial on the Jaguar E-type, it was the tyre of choice for sporting drivers in the Sixties and Seventies with its rain-defying, road-hugging qualities.

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**S**trolling among the dazzling and sometimes wacky exhibits at Rétromobile in Paris – the classic car season's equivalent of a fresh gallon of super unleaded and a jump-starter pack after the winter slumber – had me thinking of the romanticised thinking that clouds our objectivity.

We reserve great admiration for hand-built cars and imbue them with assumptions about superior quality in the same way we'd rate an artisan loaf over mass-produced sliced bread. But cars are different, and volume production tends to bring finer tolerances and greater consistency of quality without necessarily compromising taste.

We're equally under the spell of purity, placing the cars built entirely in-house on the highest pedestal and looking down on those with borrowed components. If an interlocking door handle or column switch from a small family saloon is enough to have the purists muttering, a complete, off-the-peg engine brings utter condemnation. The boys here on *Classic Cars* just couldn't let the dogma go unchallenged, so we gathered a weighty grand tourer, a luxury coupé and a supercar to defend the thoroughbred honour, and threw them to the mercy of rivals each packing American V8 power.

With the focus of the test based on what the cars are like to drive, rather than what it says on the valve covers, the battle was more evenly matched than you'd imagine. Whether the outcome shifts your opinion isn't the point, but I hope it sets you thinking.

Phil Bell, editor

**TAKE A BOW**



**CHARLIE MAGEE**

'Arriving early at the Chobham test track in Surrey gave me a chance to play "guess the engine" as the cars showed up. I got the Lamborghini and the Ferrari right,' p46



**VINCE MANOCCHI**

As his debut feature for us, Vince found a tyre-smoking story about a Dodge Polara Max Wedge street-raced from new by one family, p82



**ALEX TAPLEY**

'Shooting at this time of year can be hit or miss with natural light – you might get really flat cloudy nothing. We got that, so I positioned flash lighting to give a nice winter glow,' p76



**SAM DAWSON**

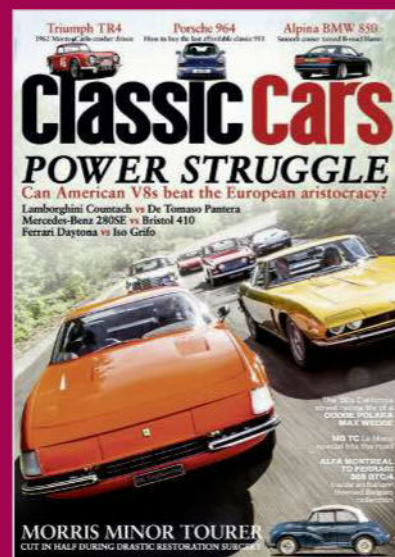
The feature concept of American V8-powered cars challenging European thoroughbreds was simple enough; assembling them all on one day less so, p46

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‘Power is power whether it’s delivered in a howling crescendo or a subterranean earthquake’ p46



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**68** The story of a Morris Minor so rotten that restoration entailed cutting it in half

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T H E L I S T

# ‘I’d want to show it off at every opportunity’



Ian Burnett loves Formula Ford racers but has always dreamed of driving a Lotus Europa. We get him into the low-slung driver's seat of a modified twin-carb S2 to see how it measures up

Words ROSS ALKUREISHI Photography CHARLIE MAGEE







‘It thrives on revs – get the power down and its low kerbweight means the 0-60mph sprint takes just over seven seconds’



## IAN BURNETT

Ian's first car was a Triumph Stag that he bought when he was 18, followed by a succession of sub-£400 3.0-litre Capris that provided 'wild fun for no money'. His Audi 100 was '100 times better-built than all the above' and his Metro Turbo 'underrated by everyone'.

### HIS WISHLIST

Van Diemen RF80  
Lotus 61 Formula Ford  
Maserati Merak  
Dodge Viper  
Mercedes-Benz 500  
Lotus Europa  
Vanden Plas 4-litre R  
Buick Grand National  
Chevrolet Corvair  
Bentley Continental

A quick telephone conversation with Ian Burnett elicits two important facts that result in a distinct shift in emphasis for this month's drive. He likes power – and lots of it – and he's quite partial to a modified classic. So the 105bhp Lotus Europa Twin Cam I had lined up in Kent has been jettisoned in favour of a tweaked S2 kicking out an estimated 120bhp.

Not a huge jump but one that brings it almost in line with the top of the road-going Europa range – the big-valve Special.

Better still, it's currently for sale at Greenside Cars – just five miles from his Norfolk home. It has been rebuilt as a Type 47 race car facsimile, complete with Gold Leaf Team Lotus exterior – surely its most striking colour scheme. 'I saw some photos of it and thought it was a lovely car but that's just so dramatic, isn't it?' says Ian as Greenside's James Henderson pulls up in it. 'Truly stunning!'

It was Ian's love of all things quirky that propelled the Lotus on to his list. He says, 'I used to watch rallycross on Saturday afternoon *Grandstand* back in the late Sixties and early Seventies and my love for the Europa started with Paul Kerridge's green Velvetex-covered car. It stood out a mile in a sea of Minis, Anglias and Escorts and was a regular front-runner. I've always loved cars that are quite unlike anything else and that certainly fitted the bill.'

Keys in hand, we open the doors and slide down into the low-set seats. Ian finds that the only way in is to angle his left foot into the corner of the footwell, get his right foot alongside and then slide





Ian found the Europa's steering is typically communicative but the rear-engine layout means the nose felt disconcertingly light

over into the seat. 'It sounds like a proper rigmarole,' he says, 'but it's actually a lot easier than it sounds.' The small cabin – frequently criticised in period for being claustrophobic – doesn't bother him either. 'I really like the sporty driving position but I suppose it won't appeal to everyone.'

Ian feeds the Europa out on to the road and we're off. After a mile or two of familiarisation he gives his initial impressions. 'The brakes stand out,' he says, 'not so much for their performance but for how difficult it is to find the pedal. But it's quite civilised, isn't it? It tracks a bit over bumps but doesn't crash over potholes at all – it's much better than I was expecting.'

He increases the pace as the road straightens and the twin Weber carburettors let out a strident inlet roar. 'There's plenty of drama when you press the pedal but not much initial acceleration,' he says. 'It doesn't feel enormously fast – I get the feeling that it really needs to be over 4000rpm in order to deliver its power. Still, I bet it would never break traction in a straight line, even in the wet.' We're about to find out, because the heavens have just opened.

A dashboard fumble eventually locates the windscreen wiper control and we head towards the North Norfolk coast. Ian is pushing the Europa a bit harder now but the semi-slick tyres mean he can only work it at about 70 per cent of its capabilities.

'I've driven a lot of Formula Fords over the years,' he says, 'and this feels quite similar thanks to its low-slung driving position and having the engine right out the back. Even the gearchange feels



Bored-out cross-flow engine ups power from the original S2's 82bhp to 120bhp

familiar, with the same amount of movement in the gate – albeit with the gearlever on the other side of the car.'

We hit traffic on the A149 at Cley next the Sea. 'The carburettors are fluffing up a bit,' Ian reports. They take time to clear but then we're free to enjoy the mostly flat but occasionally undulating coast road to Cromer. Today this area of outstanding natural beauty may be partly hidden behind a curtain of torrential rain but the road remains a joy to drive in the Lotus.

'The handling is very good – it feels quite similar to my MR2,' says Ian, 'but it would probably feel much more unusual to someone more used to driving a Mondeo. The engine's really tractable too. I'd love to take it on a long journey – but not through a city, what with those carburettors. The clutch is a bit fierce too and I'm not always sure where first gear is.' Where to, then? 'My sister lives in Montpellier so that would be perfect,' he says with a smile. 'Though in truth I've driven down there in a van and still really enjoyed it. I just love to drive.'

Ian parks up on a covered garage forecourt – it's almost time for a driver switch but we want to have a good look around the Lotus first. Ian raises the engine bay lid and lifts out the small plastic





‘The low centre of gravity lends it an inherent snake-hipped balance – you just have to trust it’

#### THE EVOLUTION



##### 1966 S1

Colin Chapman's affordable sports car for the mainland European market – as the name suggested – was one of the first mid-engined production cars. Its ultra-low glassfibre body was bonded directly to a steel backbone-type chassis and it was powered by a Renault 16 drivetrain, turned around and mounted longitudinally amidships. Chapman designed the bodywork, and John Frayling refined it in the wind tunnel. Ron Hickman did the chassis. It was praised in period for its sublime handling and precision helm controls but all S1s were exported.



##### 1966 TYPE 47

Powered by a 165bhp Cosworth-Ford twin-cam engine, the Type 47 racers had owners of standard road cars drooling. They had a new magnesium Hewland FT 200 gearbox and Tecalemit-Jackson fuel injection. Type 47A introduced a lift-off body by Specialist Bodies of Huntingdon, and a John Player-sponsored Gold Leaf colour scheme and a 47A body went on to form the basis for the GKN/Vandervell V8 one-off (see p12). Later Type 62 resembled the Europa, but had a completely different spaceframe-type construction.



##### 1968/69 S2 AND FEDERAL SPEC

More refined S2 gained a bolt-on body/chassis arrangement, electric windows, adjustable seats and an improved interior. It was available in the UK from '69. Larger 1565cc Renault crossflow engine for the Federal spec North American market Europa; similar power output of 80bhp thanks to emissions regulations but more tuneable – simply add twin carburettors – than the earlier 1470cc engine. Bodyshell tweaks included a raised front wing line and reprofiled headlamps.



##### 1971/72 TWIN CAM AND SPECIAL

New 1558cc Lotus-Ford twin-cam engine – still mated to the standard four-speed Renault gearbox but now with twin Weber 40 carburettors as standard, which increased power to 105bhp with 0-60mph covered in a tidy 7.8 seconds. Smaller rear buttresses improved rear vision and improved aesthetics. Lowered floor improved interior space. '72 Special had 126bhp big valve version of the twin-cam engine and optional five-speed gearbox knocking a further 0.8sec off the 0-60mph sprint.





Opinion-polarising styling was honed by John Frayling, who also designed the Elan coupé and Elite, and later the Lola T70 MkIIIB

luggage tray to expose the transaxle and suspension. 'It has the back 18 inches of an all-out racing car,' he says admiringly. 'Look at the suspension pivots mounted off the gearbox – that has certainly changed my perceptions of this car. It's just like looking at a racing sports or Formula car – if it were mine I'd want to show it off at every given opportunity.'

As I fold myself into the driver's seat it becomes clear that the old adage about having to be well under 6ft in order to fit into a Europa is a myth – it's tight but still reasonably comfortable. And Ian is right about the driving position – it's near-horizontal and reminiscent of a Formula Ford racer. The view out front is fine but a combination of a tiny rear screen and twin buttresses mean rear visibility is limited. The cabin itself is a period-perfect combination of wood, chrome and black vinyl.

With more than half of the Europa's bulk in the rear, the front end initially feels far too light. The rack-and-pinion steering is full of trademark Lotus feel but the manner in which it tiptoes across the road is disconcerting. Ian was spot-on about the power, though; like many sporting four-cylinder engines of the time, the Renault engine – a bored-out 1647cc crossflow rather than original 1470cc Renault 16 unit – thrives on revs. Get the power down and you benefit instantly from its 720kg kerbweight – the 0-60mph sprint takes just over seven seconds. It's quick then, but not Elan quick.

I approach a roundabout warily – all the ingredients here are wrong, from the pouring rain to the Europa's mid-engined layout,

semi-slick tyres and over-light front end. That, and the fact that an earlier glance under the front bonnet lid revealed that we're basically the front crumple zone. Easy does it, then – but the Europa handles it all with aplomb. I take the next one a little faster but once again the Lotus dispatches it with all the effortlessness of Darcey Bussell in her dazzling prime. Its low centre of gravity lends it an inherent snake-hipped balance – you just have to trust it.

The weather is even worse at Cromer so we head back towards Holt. The 20-minute drive is an object lesson in concentration rather than unfettered driving joy but not once does the Europa feel skittish. We pull up outside Greenside Cars and are met by an expectant James. 'How was it?' he asks. 'I wasn't expecting a great deal from it, if I'm honest,' Ian replies. 'I thought it'd be much harder to drive and much slower and noisier than my MR2. But I like it much more than I thought I would – it exceeded all my expectations. It's just a pity that the weather meant I couldn't give it the full beans like I really wanted to.'

'I've driven several cars that transform completely once you get to that final 10 per cent and I suspect this may be the same. That could be a key area where it trumps my Toyota.'

Period road tests of the car, such as the one *Road & Track* published in May 1970, certainly suggest that this might be the case. It praised its racing car responses stating, 'It corners very hard and really excels... the transition to oversteer is so gradual and the steering so direct that you almost get a sense of slow motion.'



Ian admits that he wanted to see what the modified engine was capable of. 'Sadly, it didn't live up to the dream.

'If I'm honest, the lack of power is a deal-breaker for me. I'd have to change the engine and if I were going to all that trouble I suspect the Lotus Twin Cam wouldn't be enough. It may sound heretical but I'd probably go for a modern engine with at least 180bhp. Still, I couldn't open it up as much as I would have liked today so I may be misjudging it.'

So has the experience been a damp squib? 'Far from it – it's simply reinforced what I like. This Europa has everything I want from a car except the outright go. If its power output were closer to the Cosworth-engined Type 47 racer's 165bhp, it might be a different story.'

*Thanks to: James Henderson (greensidecars.com, 01263 713362), Richard Winter (banks-europa.co.uk, 01704 227059), Paul Clugston (uksportscars.co.uk, 01227 728190)*



Recumbent driving position reflects the Europa's racing DNA

## 1969 LOTUS EUROPA S2

**Engine** 1647cc, four-cylinder, ohv, twin Weber 40 carburettors **Power and torque** 120bhp @ 6500rpm (est); 113lb ft @ 5000rpm (est) **Transmission** Five-speed manual, rear-wheel drive **Brakes** Servo-assisted discs all round **Suspension** Front: independent, wishbones, coil springs, anti-roll bar. Rear: independent, single trailing radius arm, coil springs, dampers **Steering** Rack and pinion **Weight** 720kg (1588lb) **Performance** Top speed: 120mph (est); 0-60mph: 7.2sec (est) **Fuel consumption** 30mpg **Cost new** £1849 (1972 Special) **Values now** £7500-£20,000

## WANT A DRIVE?

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## THE HOT EUROPAS



One-off GKN Europa had longer body and chassis to accommodate the Rover V8

## GKN 47D AND BANKS 47R/62S

Richard Winter reveals the truth about the Rover V8-engined car

In 1969 automotive component company GKN/Vandervell commissioned the idea of a scorching Lotus Europa road car with performance more akin to the Type 47 racecar. The idea was to showcase the company's wares and provide a test bed for future component development.

'There's an awful lot of hearsay regarding the GKN V8,' says Richard Winter of Lancashire-based Europa Engineering. 'I met the US owner who was restoring it about ten years ago. It started life as a 47 with a longer bodyshell and a chassis lengthened by five inches to accommodate the Rover V8 engine. It needed surprisingly little extra strengthening.'

The January 10 1969 issue of *Autosport* stated that the GKN Europa V8 – designated 47D – produced 195bhp through a twin-plate clutch and a five-speed ZF Formula One gearbox – though later period road tests of the finished car state that it produced just 184bhp. The upgraded cooling system consisted of two ducted crossflow radiators and twin thermostatic fans mounted in the nose.

It received a substantial upgrade in 1972 – engine capacity was increased to 4.4 litres and a new Engle crankshaft, higher 11.5:1 compression ratio and special manifolds combined with four twin-choke Weber 45DCOE carburettors resulted in a reported 296bhp.

Quoted top speeds vary from 163mph to 180mph but in September 1975 *Autocar* confirmed it accelerated from 0-100mph in just 11.1 seconds – a feat

no other period rival could come close to matching.

The GKN 47D blazed a trail as the Europa's ultimate roadgoing incarnation. 'It attracted a lot of interest,' says Winter, 'but I dismissed it at the time because it was so far away from what Lotus road cars really were – four-cylinder screamers. It seemed to me to be more of a rich man's exercise than anything else.'

For him it lacks the charisma of the Type 62 – a one-off prototype race car test bed for the new 2.0-litre four-cylinder LV220 engine that would go on to power the Esprit and Excel. 'It spent several

months at Europa Engineering and I drove it extensively,' he says. 'It really is an awesome piece of kit.'

It was the 62 that inspired the Banks Europas. 'I was dealing

with the Type 62 through my business and I owned a five-speed Special that I loved to death, although I soon tired of its fragility.'

Winter built himself a 62 on an Esprit chassis shortened by five inches. It was so well received on various endurance rallies that Europa Engineering started to build its own bespoke cars.

Europa Engineering builds a custom chassis – a spaceframe or a Lotus design – depending on the customer's choice of engine. 'The Vauxhall DOHC 16v is a popular choice because it's very reliable and good for 200bhp,' says Winter. 'But we've built V8s, transverse V6s, Mazda rotaries and I'm currently constructing one powered by a gas turbine.'

*'An upgrade in 1972 gave the GKN 47D increased engine capacity and a reported 296bhp'*



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# ➔ THE MONTH IN CARS

Weirdness reigns supreme in Paris while Porsches break record in New Zealand



Ex-Cunningham/Fitch E-type made its first show appearance since 1972



The Automodule formed part of the Rhomboids exhibition



The Ellipsis City 1990 boggled minds



Conta-BMW was found in an Italian barn



Ferrari 250 SWB California Spider hadn't been seen since 1979

## RÉTROMOBILE, PARIS

### Strange Brew

Weirdness ruled at Rétromobile 2016, with displays of unique rhomboid and steam-powered cars complementing a career retrospective of Philippe Charbonneau. Dealers and manufacturers countered with more familiar marques, but the unofficial theme of the unusual pervaded throughout.

#### 1961 JAGUAR E-TYPE

This E-type, featured on Gregor Fiskens's stand, was the first of the breed to be modified for competition, as well as one of the earliest LHD American exports. 'It's nicknamed the "heavy lightweight", to distinguish it from the run of official lightweight E-types,' said classic Jaguar authority Philip Porter. 'It's the last of three ordered by Briggs Cunningham and Alfred Momo to modify with the intention of taking on Ferrari.'

The car won its class at the 12 Hours of Sebring in 1962 with Cunningham and John Fitch





Nomad Mk1 ran in the 1968 Targa Florio



Delahaye 135MS was built for Lucienne Suzanne Dhotelle



La Mancelle was Bollée's first car

sharing the driving. It was tested at Le Mans ahead of the 1963 24 Hours but was retired before entry registration and preserved as a time capsule by British collector Michael Burtt.

### ❖ 1939 DELAHAYE 135MS

Originally owned by celebrated inter-war French cabaret singer Lucienne Suzanne 'Môme Moineau' Dhotelle, this Delahaye made its first post-restoration appearance at *Rétromobile*, its coachwork demonstrating the work of Ficoni before the flashier era of Falaschi collaborations.

'She was the wealthiest woman in France at the time it was built,' said restorer Patrick Delage, incidentally the great-grandson of Louis Delage. 'When we found the car it appeared to be in relatively good condition, but when we started the engine and looked under the body panels, we realised we had a lot of work ahead of us.'

'During the Fifties the bodywork had been cut to alter the shape of the front wings, the nose had been remodelled, it was painted green and had been given a new dashboard.'

'We had to recreate the lost parts from period photographs. It took 2000 hours to restore but it was worth it.'

### ❖ 1878 BOLLÉE LA MANCELLE

This steam car predates the 1885 Benz, but in some ways is more advanced. 'It was the Bollée

family's production first car, and the first to be produced in series,' said Maria-Anne Privat-Savigny of the Palais de Compiègne museum. 'This one was presented to Austrian Emperor Franz Josef with the intention to create a licence to build it in Germany, but it ran into safety concerns so production was confined to France.'

'Amédée Bollée had suffered a few coaching accidents, so it was one of the first vehicles to be designed with driving dynamics in mind. It has independent front suspension and a rear differential, the steam engine is mid-mounted for better weight distribution and it does 40km/h.'

### ❖ 1961 FERRARI 250 SWB CALIFORNIA SPIDER

'It's never been restored, just repainted and mechanically refreshed,' said KW Autos' Max Werner of this California Spider, one of only a handful with competition history. 'It was sold new to Peter Korda in Zurich, who prepared it for hillclimbing, although the only real modifications were a roll bar and removing the bumpers.'

'It ran at Mitholz-Kandersteuf and a couple of others, but it wasn't very successful. It was later imported into the UK by David Piper in 1973, changed hands a couple of times, then returned to the hillclimb scene in the mid-Seventies with Vittorio Roveda, who ran it at Prescott. In 1979 it was bought by Pilkington Glass and returned to standard specification.'

### ❖ 1967 NOMAD Mk1

'There's only one in the world,' said Xavier Micheron of the Ascott Collection's mid-engined sports-racer, which hasn't seen the track since the Seventies. 'It was developed unofficially at Lotus by Bob Curl, and ran in three Nürburgring 500-kilometres, two Brands Hatch Six-Hours and the 1968 Targa Florio.'

'It has a 1.8-litre development of the Lotus-Ford Twin Cam, and racked up a lot of DNFs and DNSs due to engine fragility, but it did win its class first time out, at the 1967 1200km de Paris.'

'It had four engines over the years - 1.6 and 1.8-litre Twin Cams and two BRM 2.0-litres. I'd love to see it return to the track, perhaps at Goodwood, and it wouldn't be too difficult to fit modern racing regulation safety systems.'

### ❖ 1949 CONTA-BMW

'After the war in Italy there was a lot of interest in small-capacity racing classes and a lot of BMW motorcycle engines around,' said Christoph Pund of his unusual Italo-German sports-racer. 'It was built by Conta in Turin, and features a BMW flat-twin attached to a Fiat gearbox and back axle. It's all-original, and I found it in a barn in Italy where it'd been for 40 years.'

'I believe it's one of two, and this is probably the first time it's been seen in public for all that time. Although built in 1949, it first ran in 1950, and we believe it competed in the Mille Miglia.'





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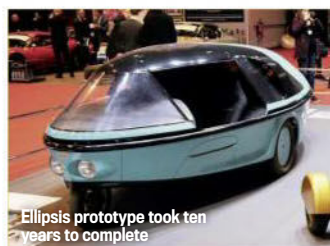
Corvette-influenced Salmson has a glassfibre body



This Renault 16 was an early three-box saloon design prototype



Le Mans promotional truck is Panhard-based



Ellipsis prototype took ten years to complete

## RÉTROMOBILE, PARIS

# Celebrating the Future Past

### PHILIPPE CHARBONNEAUX

The career of maverick designer Philippe Charbonneaux was celebrated at Rétromobile, with a display including Wimille prototypes, a redesigned Citroën 2CV, reimaged Salmson and Delahaye, the Renault 16 concept, and a dramatic Panhard truck.

Philippe's son Hervé was curating. 'He dreamed about cars and aircraft ever since the Twenties. In 1939 he escaped to Britain and joined the RAF, returning to France in 1942-43 as a spy. He used his drawing and technical skills to create plans for new Messerschmitts seen on airbases in occupied Reims and sent them to London. After the war he designed a new look for Delahaye before creating a centrally steered three-seater saloon for Jean-

Pierre Wimille. In 1949 he joined General Motors in Detroit, and was responsible for most of the first Corvette's design. He returned to France in 1953 and applied what he'd learned in America to French cars, with a pontoon-sided Delahaye and a glassfibre-bodied Corvette-style Salmson. But in the Fifties the French *grande marques* were dying out, so he turned to TVs and fridges, together with promotional trucks.

'In 1960 Renault asked him to head its styling department, where he was responsible for the 8 and 16. By 1970 his attention was fixed on preserving the vintage cars of his youth. By the end of his life, his dream was to build the Ellipsis. Perfecting the prototype took ten years, and he finished the final details while still in hospital.'



### CONCEPTS AT RÉTROMOBILE

Alongside the Charbonneaux Ellipsis, Rétromobile celebrated concept cars with wheels arranged in a rhomboid pattern from the Forties to the Seventies, of which Jean-Pierre Galichet's 1947 L'Alamagney was the earliest. 'It was designed by an engineer who worked for Louis Renault from 1909-44,' said Galichet. 'The wheels at each end turn in opposite directions and the steering radius is very small. The front and rear clamshells are identical - so you'd only need half the tooling of a normal car. Documents show a US patent filed in 1953 and the prototype used a Simca engine. My father found it in 1980 outside Amédée Gordini's son's garage.'

## IN BRIEF



### Arizona's high-tech twist

A Chrysler Imperial took the American Classic Open crown at the 2016 Arizona Concours d'Elegance, giving Aaron and Valerie Weiss's LeBaron-bodied 1931 example the chance to display its advanced technology.

Designed by Al Leamy, the V8 engine's 125bhp restricted its chances against V12 and V16 cars from the likes of Packard and Duesenberg but countered their power with automatic spark advance and a freewheeling rear axle for improved fuel economy.

The Dual-Cowl Phaeton has recently emerged from a fresh restoration, having been acquired by the Weiss family of San Marino in 2009.



### Stanley Mann, 1945-2016

Vintage Bentley restorer and racing driver Stanley Mann has died aged 70. Originally a professional photographer, Mann's restoration of a dilapidated Bentley Three-Litre spurred a change of career and he set up a workshop in Edgware before moving to The Fruit Farm in Radlett.

Mann also promoted the active use of historic Bentleys in motor sport and as well as racing internationally he set several speed and distance records, including the UK 1000-mile Class B record at Millbrook - which still stands.



### Spring into the Ace

Now that the winter salt is being cleared off the roads, it's the perfect time to recommission your classic for the year, get it off its SORN and bring it down to Classic Cars at London's Ace Café. Held on the second Tuesday of every month it's your regular opportunity to see some great cars, share classic stories and meet the Classic Cars team. Go to [ace-café-london.com](http://ace-café-london.com) to plan your visit.





1983 LAMBORGHINI COUNTACH 5000S

## ‘Phoenix’ Countach at Resto Show

**A** Lamborghini Countach rescued from near-terminal fire-damage will be on *Classic Cars*’ stand at the NEC *Practical Classics* Restoration & Classic Car Show. Find out what it took for Terry Keys and his sons Tom and Jamie of Keys Motorsport to restore this supercar before it features in the May issue of *Classic Cars*.

### ✓ STUDEBAKER HAWK

This 1956 Studebaker Golden Hawk will feature in the Restoration Show’s 25-car Pride of Ownership competition. Bought as pictured in 2007 but last on the road in 1983, owner Richard Atkinson’s restoration took more than five years, a process exacerbated by tracking down new-old-stock parts, including a 352ci V8 engine and Ultramatic transmission.

Phantom Auto Works has restored the interior in green and white with silver Mylar and the chassis is stove-enamelled.

### ✓ RESTORER OF THE YEAR

The winner of the Restorer of the Year competition, held in conjunction with Heritage Insurance, will be announced at the show. Go to [restorerofttheyear.co.uk](http://restorerofttheyear.co.uk) to read the stories and make your choice

at the show, which runs from March 5-6 at Birmingham’s NEC. For more details go to [necrestorationshow.com](http://necrestorationshow.com).

### ✓ DISCOUNT TICKETS

And there’s good news if you’re a *Classic Cars* subscriber – you’re entitled to discounted show tickets. Just look for the special discount code on your subscriber address label.



## FESTIVAL OF MOTOR SPORT, NEW ZEALAND



### Kiwi Porsches smash record

A New Zealand record-breaking 402 Porsches lined up on the track at Hampton Downs circuit as part of its annual Festival of Motor Sport. In recognition of Porsche being the featured marque, the Porsche Museum added three cars to the parade – a 1977 Martini-liveried 935-77, 1998 LMP1-98 and 2015 Le Mans 24 Hours-winning 919 LMP1.

### ➤ Porsche 356A 1600 Coupé

This 356A T2 Coupé was right-hand-drive from new in 1958 and the first 356 – and only the third Porsche – to arrive in New Zealand. It was also the first Porsche bought by Sir Colin Giltrap, who owns several luxury car showrooms.

He sold it in 1963 to one of his drivers, Paul Fahey, who went on to dominate New Zealand saloon racing in the late Sixties and early Seventies.



### ✓ Ex-Bob Wollek Porsche 964

This car was built in 1992 by German team Freisinger Motorsport and is an exact mechanical replica of the 964 Le Mans Turbo, complete with additional cooling fan on top of the engine.

Wolfgang Kaufman and Bob Wollek raced it in the European BPR Global GT Series before the car was sold to Chateau Racing in 1995. It went on to take part in the French GT Championship, which it won in 1996.

After this it was sold to Bill Fulford, who regularly raced it in New Zealand in its current Lighting Direct livery with backing from Sir Colin Giltrap.

Says current owner Graham Lister, ‘I first noticed it in a side street in Napier in 1980 and approached the then owner Clive Brown to see if I could buy it. The phone finally rang in August 1985!’

‘I fully restored it with a view to competing in concours events. It won the Porsche Club New Zealand Concours in 1989, then again in 1990.’

It went on to win the Intermarque Concours d’Elegance Master Class in 1991 and was Parade Champion at the ‘92 International Porsche Parade at Rotorua.

Lister has now retired the car from concours and uses it in classic touring events.





# RACE RETRO CLASSIC CAR SALE

Two Day Sale: 27th and 28th February 2016, Stoneleigh Park, Coventry

# THE RESTORATION SHOW SALE

6th March 2016, NEC, Birmingham



2004 Porsche Carrera GT Estimate (£): 400,000 - 450,000



1999 Lamborghini Diablo SV Estimate (£): 150,000 - 170,000



1994 Jaguar XJ220 Estimate (£): 255,000 - 295,000

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# EVENTS PLANNER

Classic season is well underway with tours, shows & sport



Expect cars of the calibre of the Mercedes 540K Spezial Roadster and 680S Saoutchik at Amelia Island Concours

## WHAT'S COMING UP

### ♥ March

**4-6** Antwerp Classic Salon, Belgium [siha.de](http://siha.de)

**5** Bovington Stages Rally, Bournemouth [bdcc.org.uk](http://bdcc.org.uk)

**5-6** John Harris Trial & Derbyshire Tour, Ashover, Derbyshire [vscc.co.uk](http://vscc.co.uk)

**5-6** Practical Classics Restoration & Classic Car Show, Birmingham [necrestorationshow.com](http://necrestorationshow.com)

**8** Classic Cars at the Ace, Ace Café, Wembley, London [ace-cafe-london.com](http://ace-cafe-london.com)

**11-13** Amelia Island Concours d'Elegance, Amelia Island, Florida, USA [ameliaconcours.org](http://ameliaconcours.org)

**11-13** Phillip Island Classic Car Festival of Speed, Phillip Island Circuit, Victoria, Australia [phillipislandcircuit.com.au](http://phillipislandcircuit.com.au)

**12-13** VSCC Herefordshire Trial, How Caple Court, Ross-on-Wye [vscc.co.uk](http://vscc.co.uk)

**17-20** Retro Classics Stuttgart, Messe Stuttgart, Germany [retro-classics.de](http://retro-classics.de)

**17-20** Amelia Island Vintage Gran Prix

Fernandina Beach Airport, Florida [svra.com](http://svra.com)

**19-20** Goodwood 74th Members' Meeting, Sussex [grrc.goodwood.com](http://grrc.goodwood.com)

**26-28** Circuit Déjà Vu (Circuit of Ireland Reunion Rally) Killarney, Co Kerry, Eire [rally.ie](http://rally.ie)

**27-28** Weston Park Motorfest, Staffordshire [weston-park.com](http://weston-park.com)

**28** Rallye de la Corniche Vendéenne

Saint Hilaire de Riez, France

[rallye-touristique-corniche-vendee.fr](http://rallye-touristique-corniche-vendee.fr)

## FIVE THINGS YOU NEED TO KNOW ABOUT CIRCUIT DÉJÀ VU

### It celebrates one of the greatest rallies on the calendar

Dating back to 1931, the Circuit of Ireland Rally is one of the oldest on the calendar, hosting some of the greatest battles of the British, European, Northern Irish and Irish Rally Championships, and bringing stars such as Russell Brookes, Colin McRae and Mark Higgins to prominence. This Easter a unique event will combine accessible classic road-rallying with historic cars, and a chance to meet and drive with the people who made the rally famous.

### Drive with the stars

The roll-call of names signed up is impressive. Expect to see four-times winner Paddy Hopkirk and navigator Terry Harryman, Russell Brookes and John Brown with the Andrews-liveried Talbot Sunbeam-Lotus, and Jimmy McRae and Ian Grindrod with their Vauxhall Chevette HSR. In total, seven winning pairings with 23 Circuit wins between them will take part.

### Take on the stages

As it's a tarmac rally, you can drive the stages yourself in your classic. Sign up at [rpm-motorsport.com](http://rpm-motorsport.com) for a tour that sees cars leaving the Malton Hotel in groups of ten to retrace the routes through the Kerry Mountains on Sunday 27. There's a navigation competition element, with a magnum of champagne for the winners, but it's not as serious as some – satnavs are permitted as a back-up and there's no timing.

### It's not all about the driving

Based at the Malton Hotel in Killarney, the event programme includes talks and meet-and-greet sessions with the rally drivers, live music, good food and a late bar. It's ticketed but the Malton Hotel itself is now fully booked. There are plenty of hotels nearby.

### Interested in going?

Tickets are €160 (around £115) per person. Go to [rpm-motorsport.com](http://rpm-motorsport.com) to book yours.



Rosemary Smith is one of the drivers returning to Ireland for Circuit Déjà Vu





Soak up epic scenery - and afterwards a single malt - on the Scottish Malts Trial & Tour

Photography: © Blue Passion Photo

## THE MONTHS AHEAD

### April

**1-3** Jarama Classic, Spain [peterauto.peter.fr](http://peterauto.peter.fr)  
**3** Old Warden Classic Motor Show, Old Warden Airfield, Bedfordshire [shuttleworth.org](http://shuttleworth.org)  
**6-10** Techno Classica Essen, Messe Essen, Germany [siha.de](http://siha.de)  
**8-15** Rallye Route des Andes, Antofagasta, Chile - Valparaiso, Argentina [rallystory.com](http://rallystory.com)  
**9-10** Masters Historic Racing & Belcar Circuit Zolder, Belgium [circuit-zolder.be](http://circuit-zolder.be)  
**18-24** Tour Auto Optic 2000, France [tourauto.com](http://tourauto.com)  
**22-24** Classic Motorsports Mitty, Road Atlanta, Georgia, USA [roadatlanta.com](http://roadatlanta.com)  
**24-29** Scottish Malts Trial & Tour, Loch Lomond [heroevents.eu](http://heroevents.eu)  
**30-May 1** Magny-Cours Classic Days, Magny-Cours, France [classic-days.fr](http://classic-days.fr)

**30-May 2** Donington Historic Festival Donington Park, Leicestershire [doningtonhistoric.com](http://doningtonhistoric.com)

### May

**1** Goodwood Soft-Top Sunday, Goodwood Circuit, Sussex [grrc.goodwood.com](http://grrc.goodwood.com)  
**13-15** Spa Classic, Spa-Francorchamps, Belgium [peterauto.peter.fr](http://peterauto.peter.fr)  
**13-15** Grand Prix de Monaco Historique Monte Carlo, Monaco [acm.mc](http://acm.mc)  
**19-22** Mille Miglia, Brescia-Rome-Brescia, Italy [1000miglia.eu](http://1000miglia.eu)  
**20-22** Concorso d'Eleganza Villa d'Este Como, Italy [concorsodeleganzavilladeste.com](http://concorsodeleganzavilladeste.com)  
**28-29** La Vie en Bleu & La Vita Rosso, Prescott, Gloucestershire [prescott-hillclimb.com](http://prescott-hillclimb.com)

### June

**1-4** Three Castles Welsh Trial, Llandudno, North Wales [three-castles.co.uk](http://three-castles.co.uk)  
**3-5** Grand Prix de l'Age d'Or, Circuit Dijon-Prenois, France [peterauto.peter.fr](http://peterauto.peter.fr)  
**4-5** Coventry Motofest, Coventry, Warwickshire [coventrymotofest.com](http://coventrymotofest.com)  
**10-12** Cholmondeley Power and Speed Family Motorsport Festival, Cholmondeley Castle, Cheshire [cpop.co.uk](http://cpop.co.uk)  
**16-18** Coupe des Alpes, Evian-Cannes, France [rallystory.com](http://rallystory.com)  
**18-19** Brooklands Double Twelve, Brooklands Museum, Surrey [brooklandsmuseum.com](http://brooklandsmuseum.com)  
**23-26** Goodwood Festival of Speed, Goodwood House, Sussex [grrc.goodwood.com](http://grrc.goodwood.com)  
**25-26** Grand Prix de Tours, Chinon, France [grandprixdetours.com](http://grandprixdetours.com)

## RECOMMENDED



### Jarama Classic

**April 1-3** Peter Auto - the organisation behind the classic race meetings at Le Mans and Spa-Francorchamps - is organising a new event in Spain. The classic circuit on the outskirts of Madrid is often overlooked in favour of the modern Grand Prix circuit in Catalunya, but this lends Jarama just the right vibe for historic racing. A full programme of racing across the weekend reflects the circuit's past, with a particular focus on sports car racing, from the Trofeo Nastro Rosso for classic Italian cars, to the mighty Group C cars. Go to [peterauto.peter.fr](http://peterauto.peter.fr) for more information.



### Goodwood Soft-Top Sunday

**May 1** The Goodwood Road & Racing Club throws the gates of the circuit open to all manner of roofless cars from all eras on the first day of May, on what is bound to be one of the GRRC's most popular Breakfast Club meetings of the year. You don't have to be a member of the GRRC to bring your car along - all it needs is a lack of roof - but you do need to register in advance on the website to get your car within the circuit's grounds, although as ever with Goodwood the fields beyond become an impromptu car show anyway, and parking is free. Go to [grrc.goodwood.com](http://grrc.goodwood.com) to find out more.



### Grand Prix de Tours

**June 25-26** The name of the event may be 93 years old, but in 2016 for the first time the Grand Prix de Tours leaves the Touraine and relocates to the Medieval city of Chinon, to take advantage of the greater space.

This means more cars - expect to see a roll-call of classic pre-war French marques including the likes of Delage, Lorraine-Dietrich and Bugatti dicing on the challenging street circuit. There's also a concours, club races for sports and GT cars and motorbikes, and even a chance to see modern supercars follow in their ancestors' tyre tracks. See [grandprixdetours.com](http://grandprixdetours.com) for details.

Photography: Historic Endurance



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# → WILLSON'S SMART BUYS

Quentin on the Porsche that's on an upward trend, a rare luxury BMW and a droptop Lancia with scope to improve



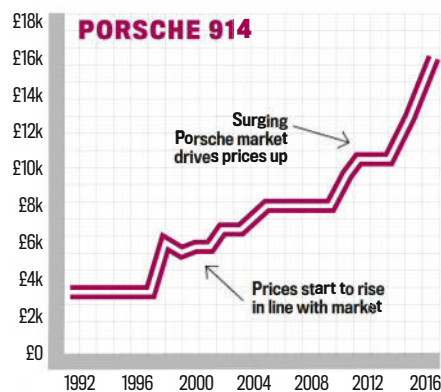
## Porsche 914

I've tipped the Porsche 914 before but recent soaring 912 prices have started to pull hard at values of the cute

VolkPorsche. Interest is growing and most decent cars on eBay have at least 50 watchers. And it's all about the 914's vibe.

See one in Irish Green, Nepal Orange or Sunflower Yellow with Fuchs wheels and Porsche side-stripes along the doors and it grins with the same Californian carelessness that's made the vintage 911s and 912s so tremendously hot. Original 914s in period colours look like they were born and raised on the Pacific Coast Highway, which they were really, because rather a lot of the 115,000 built ended up basking in West Coast American sunshine.

Intended as a Volkswagen to replace the ageing Karmann Ghia using the 411E saloon engine, the project showed so much promise that it never wore a VW badge. Priced keenly and marketed cleverly it went on to become Porsche's best-selling model through the Seventies. The much rarer 914-6 with the 911T engine wasn't so affordable, only selling 3382 units, and that's why prices are now up to £60k and rising. The four-cylinder cars look good value and £20k still buys a nice 914, £10k a decent use-and-improve example and £5k a US project car. Best buying comes from US survivors like the 1975 2.0-litre on offer at Classic Auto Sales in Omaha. In Viper Green with 43,000 and just gentle patina, it's good value at £14,800. Closer to home, Vega Classics in Devon has a 1973 two-owner in Irish Green with 89k and history needing some interior fettling for £11,950.



With no cheap Seventies 911/912s left, the 914 makes sense



Light, sweet to drive, frugal and practical (mid-engine means you get two luggage trunks) the 914's rising appeal is down to low running costs and its enchanting, non-conformist charisma. I can see values for unspoilt cars doing well in 2016 as budget vintage Porsche buyers look for cheaper alternatives to the over-hyped 912.

Just make sure you don't buy a rusty 914 and remember that they're all left-hand drive (UK buyers never got the privilege), and unmolested timewarp cars are the ones everyone will want in the future. Take a plane to Los Angeles, make Craigslist your map of the world, and enjoy the search.

## BMW E3

Any BMW E3 is now a rare sight but the long-wheelbase 3.3 limo is something you only see every decade. BMW built just 1406, only 222 were sold in the UK and the DVLA has just four cars registered on its mainframe. A mere 30 are believed to be still in running order worldwide. Handsome chiselled looks, impossible rarity, sumptuous cabins and 128mph mean that this is definitely a classic BMW to watch. And the trade has already got the E3 on its radar with Fast Classics in Bramley offering a gorgeous Anthracite 1977 3.3Li with 68k miles for £60,000. That might sound big money but recreating anything as mint as this example could easily cost double. Scuderia Sportiva in Cologne has a 1976 LHD in Rubinrot red with total history, only 54,000km and period factory Alpina bits for £27,500. That one needs buying.

Meant to compete with the more expensive Jaguar XJ12 and Mercedes 450 SEL, the Michelotti-styled bodysheet was

stretched by four inches along the rear doors and packed with luxury. Favoured by tycoons, celebrities and large corporations (Associated Newspapers ran three, ABBA had a dark blue one as their company car and novelist Roald Dahl wrote about his with great affection), BMW's most powerful saloon was highly regarded, with an 18-month waiting list and blue-chip street status. Alpina alloys, leather trim, aircon and electric sunroof were standard and there was even a manual gearbox option. German buyers could specify a limited-slip diff and car phone package too. Terminal chassis rust has ravaged the vast majority of E3s, which is why solid survivors are fiercely prized. Even the 2500s and 3.0-litre cars – as driven by Jackie Kennedy – are showing price movements too.

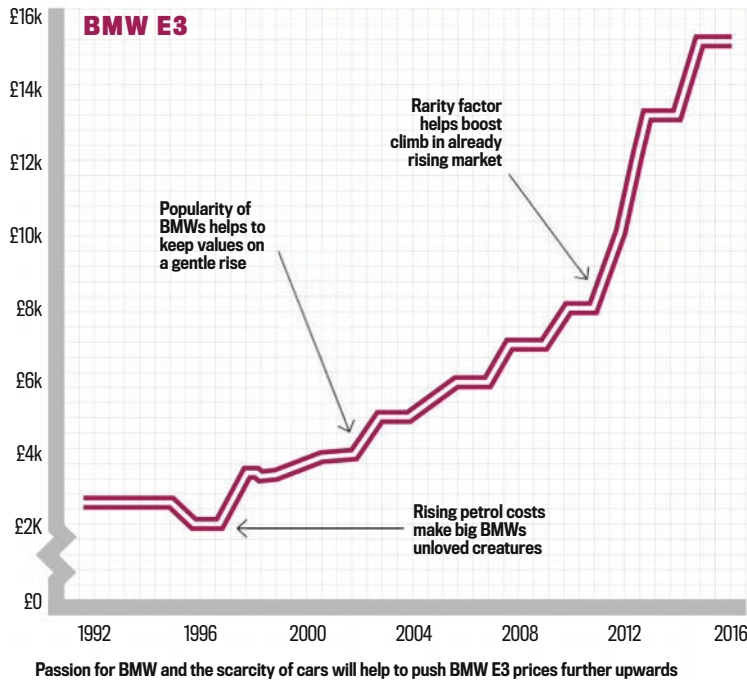
Now that they're rarer than the hallowed CS Coupés I can see prices of mint surviving 3.3s climbing in 2016. There are a couple of tidy cars for sale at the moment for £15k – both need recommissioning – and depending on the state of the underside, could make worthwhile projects. One thing's for sure, though – find a cherished and lovely 3.3L with warranted mileage and it's going to be heading towards £50k much sooner than you think.

## Lancia Beta Spider

In 1980 the *Daily Mirror* ran a campaign complaining about rusting Lancia Betas and claimed they were made from poor-quality Soviet steel. Within months the brand was dead in the water. Lancia bought affected cars back from owners, crushed hundreds and eventually pulled out of the UK and US markets altogether. The Beta's reputation



After years as a Porsche underdog the 914 has a Seventies appeal of its own



Very few BMW E3s are left - which is why they could soon hit £50k or more

## TRADING HIGH

In 2014 Quentin tipped the 2002tii as a Smart Buy - and he's been proved right



YEAR	MAKE/MODEL	Where & when	Sold for £	Above est	% above
1975	BMW 2002tii	ACA/Jan 23	17,172	5172	43.1
1931	Bugatti Type 49 Grand Sport	Gooding/Jan 30	673,077	148,602	28.3
1964	Chevrolet Corvette Sting Ray Coupé	ACA/Jan 23	33,920	9920	41.3
1974	Citroën 2CV6	RM/Jan 28	34,615	13,636	65.0
1968	Daimler 250 V8	ACA/Jan 23	11,236	2236	24.8
1944	Ford GPW Jeep	ACA/Jan 23	18,550	6800	57.9
1987	Ford Capri 2.8 Injection	ACA/Jan 23	37,620	12,630	50.5
1966	Jaguar E-type 4.2 roadster S1	Gooding/Jan 29	269,230	76,922	40.0
1969	Jaguar 420G	ACA/Jan 23	13,144	3144	31.4
1990	Lancia Delta HF Turbo	ACA/Jan 23	3180	1380	76.7
1939	Lincoln Model K Roadster	Bonhams/Jan 28	86,206	37,206	75.9
1995	Mazda MX-5 Mk1	ACA/Jan 23	4028	1828	83.1
1993	Mercedes-Benz SL 320	ACA/Jan 23	4346	1096	33.7
1949	MG TC	Bonhams/Jan 28	39,254	8254	26.6
1969	MGB GT	ACA/Jan 23	1800	600	50.0
1979	MGB Roadster	ACA/Jan 23	5300	1300	32.5
1957	Morris Minor 1000	ACA/Jan 23	2332	532	29.6
1969	Morris Minor van	ACA/Jan 23	9964	2964	42.3
1991	Peugeot 205 GTi 1.9	ACA/Jan 23	3816	1316	52.6
1983	Pininfarina Spider Azzura	Bonhams/Jan 28	18,472	4472	31.9
1989	Porsche 911 Turbo Targa	ACA/Jan 23	77,380	25,380	48.8
1969	Rolls-Royce Silver Shadow	ACA/Jan 23	6360	1360	27.2
1990	Toyota Supra 3.0 auto	ACA/Jan 23	3816	816	27.2
1975	Triumph Stag	ACA/Jan 23	6890	1390	25.3
1967	TVR Grantura 1800S	ACA/Jan 23	20,140	5140	34.3
1989	VW Golf GTi Cabriolet	ACA/Jan 23	1700	500	29.4

## TRADING LOW

Glut of Porsches on the market has meant disappointing results



YEAR	MAKE/MODEL	Where & when	Sold for £	Below est	% below
1956	Alfa Romeo Giulietta Spider	Bonhams/Jan 28	35,406	20,594	36.8
1958	BMW 600	RM/Jan 28	17,308	10,664	38.1
1978	BMW M1	RM/Jan 28	209,790	69,930	25.0
1966	Corvette 327 Roadster	Bonhams/Jan 28	36,945	15,055	29.0
1966	Corvette 427 manual Coupé	Bonhams/Jan 28	33,097	15,903	32.5
1953	Ferrari 212 Inter coupé	RM/Jan 29	769,230	489,510	38.9
1980	Ferrari 308 GTSi	Bonhams/Jan 28	42,333	20,667	32.8
1987	Ferrari 328 GTS	Bonhams/Jan 28	44,642	14,358	24.3
1963	Jaguar E-type 3.8 roadster S1	RM/Jan 28	96,154	29,720	23.6
1967	Jaguar E-type 4.2 fhc S1	Gooding/Jan 29	75,000	29,895	28.5
1974	Jaguar E-type roadster S3	RM/Jan 28	65,385	22,028	25.2
1949	Lancia Aprilia sal	Bonhams/Jan 28	26,939	15,061	35.9
1938	Lincoln-Zephyr Convertible Sedan	RM/Jan 28	46,154	41,259	47.2
1967	Mazda Cosmo Si	Bonhams/Jan 28	73,121	56,879	43.8
1933	MG L-type Magna	RM/Jan 28	69,230	35,665	34.0
1940	Packard Super Eight 160 Conv.	Bonhams/Jan 28	38,484	24,516	38.9
1964	Porsche 356C coupé	Bonhams/Jan 28	36,175	19,825	35.4
1964	Porsche 356SC coupé	Gooding/Jan 29	67,308	23,601	26.0
1968	Porsche 911S 2.0 Targa	RM/Jan 29	96,159	43,701	31.2
1970	Porsche 914-4 1.7	Bonhams/Jan 28	11,545	9455	45.0
1971	Porsche 911S 2.2 Targa	Gooding/Jan 30	80,769	38,111	32.1
1975	Porsche 911 2.7 Carrera	Bonhams/Jan 28	52,339	38,661	42.5
1975	Porsche 911S 2.7 Targa	Bonhams/Jan 28	38,484	13,516	26.0
1977	Porsche 911S 2.7 Targa	Bonhams/Jan 28	31,557	10,443	24.9
1977	Porsche 930 3.0 Turbo	Bonhams/Jan 28	119,303	40,697	25.4
1978	Porsche 930 3.3 Turbo	Bonhams/Jan 28	92,363	47,637	34.0
1979	Porsche 930 3.3 Turbo	Gooding/Jan 30	82,692	39,686	32.4
1984	Porsche 930 Turbo 'Slant Nose'	RM/Jan 28	78,846	43,532	35.6
1984	Renault 5 Turbo II	Gooding/Jan 30	46,154	16,783	26.7
1967	VW T2 21-Window Microbus	RM/Jan 29	57,692	29,721	34.0



A tarnished past reputation ensures the Beta Spider is great value now

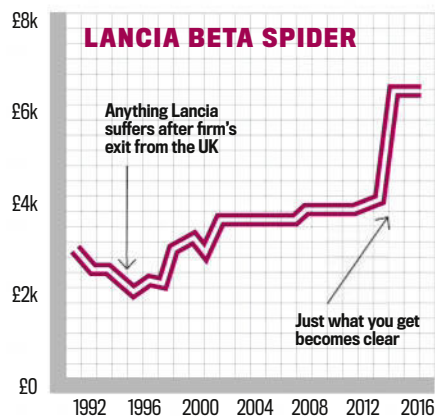


for rampant corrosion became the stuff of urban legend. But even though the Spider wasn't as rust-prone as the saloon, prices still languish. We've forgotten that this pretty 115mph Pininfarina four-seater convertible had a zesty twin-cam engine, independent suspension, five-speed gearbox and sharp front-wheel-drive handling. A private seller in Merseyside has a well-kept 1978 2.0-litre Spider in Rosso Capannelle with just 76k for £4500 while another seller in Sussex has a restored 1977 with 56k for £5700. The classic trade has always given them a wide berth and these prices are startlingly affordable compared to other Seventies and Eighties convertibles.

Most of the 9390 built have disappeared through neglect and epic depreciation and the DVLA only had 28 recorded in 2015. That rarity will make the Beta Spider very collectable in the future so good survivors are worth considering now.

They were called the Zagato in America and are similarly undervalued – £3000 buys a rust-free Californian car. Expect minor electrical glitches, cabin wear, broken plastic handles and catches, and remember that all need cambelt changes every 30,000 miles. But the Beta Spider doesn't deserve its shabby reputation. There's little performance difference between the earlier 1600s and later 2000s and values are entirely dependent on condition and originality.

Italian Classic Cars in Popoli, Italy has an unmodified and original 1975 1600 with 40,000km and one owner for 25 years at £4500. With prices of Beta Montecarlos rising (now £15k) the Spider has to follow. Take advantage of its historic hangover, buy the best, and you won't be sorry.



Lancia Beta Spiders can be picked up cheaply - for now

## CLASSIC ON THE CUSP

# Mitsubishi 3000 GT

This 150mph Japanese super-GT represents spectacular value for money



Cost new **£46,000** ✓ Value now **£11,000**

We used to be so snuffy about the Mitsubishi 3000 GT. Like Supras, 300ZXs and Skylines we thought it too Oriental to be taken seriously. Not enough heritage, not classically European enough. But look at a GT now and you realise it was one of the pathfinders of the Japanese performance revolution. You get 150mph, four-wheel drive, rear-wheel steering, aerodynamic body control, twin-turbos and a 0-60mph dash of 5.6 seconds. And if you can find an original unmodified 3000 GT it looks very striking. Watch how prices of Honda NSXs have been going and you can understand why Mitsubishi's missile is worth buying now.

Hollybrook Sportscars in County Antrim has two for sale, both described as close to perfection. A 1999 one owner with just 9000 miles for £16,500 and a 1997 with 22k miles for £11k – both with the desirable six-speed gearbox. That's no money for such irreplaceable specimens.

I tested one back in 1992 for *Top Gear* and remember huge speed, sharp steering and unerring grip. The cabin was cramped, the rear seats vestigial and it felt nearly as wide as a Testarossa, but the 280bhp V6 had hardly any turbo lag and just kept pulling and pulling. But by 1999 the list price was close to £46k, putting it in Merc and BMW territory, so only 650 were sold in the UK.

For investment you want a UK-spec car and not a Japanese import, which was badged as a GTO. Buy a low-mileage 3000 GT and you'll have a distinctive and quick Japanese performance icon that's

*'The 280bhp V6 had hardly any turbo lag and just kept pulling and pulling'*

moving off the bottom of its depreciation curve. A private seller in Bedford has a 1997 UK car with 63k miles and history for £7950. I see value there.

But with so much complexity you need a historied car that's had the

4500-mile oil services and regular cambelt changes. Owners report surprising levels of reliability if well maintained. Transfer boxes need rebuilding at 70k, gearboxes are stiff from cold, expect some tappet noise and only 15mpg if you drive hard.

Lots have been modified and with the right tweaks you can expect up to 170mph but I'd try for an unmolested low-miler that's exactly as it left the factory. With so few left in stock condition, the future value lies in perfect survivors. The supply of really low-mileage cars will dry up soon so now's the time to start looking. I wouldn't be surprised if there are fewer than 30 cars in the UK left with less than 40,000 miles and that makes both those 3000 GTs being sold by Hollybrook in Ireland stupendous bargains.

How many other mint Nineties supercars can you buy with just 22,000 miles and one owner from new for £11,000? We all know the answer to that one.

MORE  
QUENTIN  
WILLSON  
p 41





# BERLINETTA

CLASSIC CAR AUCTIONS



1979 Ferrari 308 GT4. Coachwork by Bertone

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# ➔ MARKET WATCH

**Russ Smith** sees different buying behaviour scenes on either side of the pond, how the 300 SL is having its (Gull)wings clipped and how the Austin A40 has been blazing a sales trail



## MARKET MOVES

January gave us a very strong transatlantic divide in the classic car market. In the UK, Anglia Car Auctions posted a decent 72.5% sale rate, with a significant 43% of those beating their top estimate. SWVA did even better, topping 80% sold with 77% of those above top estimate.

America saw a very different pattern. The top three players at Arizona's annual salesfest – Bonhams, RM-Sotheby's and Gooding – all posted strong sell-through percentages in the mid-eighties, but few cars came close to their pre-sale expectations. Many sold for below their low estimate, from 50.5% at Bonhams to 61.1% at Gooding & Co – even higher numbers than we saw at the end of last year.

There may have been some planning for this as some estimates looked on the high side, but it does look like cars with five- to six-figure price tags have fallen – perhaps to 2014 values. But in Europe, lower down the scale, it looks like business as usual for now.

## MERCEDES-BENZ 300 SL

The iconic SL provides a prime example of where the market is right now. Whether Gullwing or Roadster, it has always been a blue-chip classic, high on the aspiration list for many collectors. But look at sales results from the past year and you see that out of the 17 listed, 12 failed to meet expectations. That has to tell you something, given how well the market for them is known to sellers, buyers, and auction houses.

For sellers who've had their fun and decided to tick the next box

on their list, taking a sensible offer can likely be done with a shrug – it's still well over what they paid a few years ago. Investors who've recently jumped on the classic car bandwagon may be less amused, though.

## AUSTIN A40 FARINA

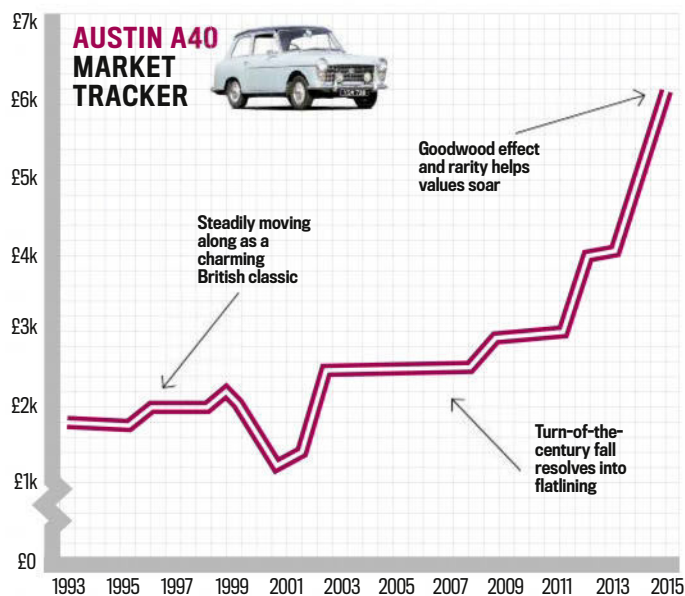
Austin's diminutive Minor rival has enjoyed a remarkable growth in status; values of the best have doubled in the past four years. Now they're on a par with those Minors.

Historic racing has got something to do with it, because several A40s have proved themselves in that keenly contested sphere, and they are easy cars to modify. The price has also been driven by the A40's relative rarity, whereas the world seems to be full of restored Minors.

Prices may not rise much further, but I expect the new parity to stick.



With supply outstripping demand, values for SLs are slipping



Exploits in historic racing have pushed Austin A40 values into Morris Minor territory

## ANALYSIS MERCEDES 300 SL

Beautiful as the SL is, it's not exactly rare. That's hurting values because there's always at least one good car for sale somewhere in the world

YEAR	MODEL	Which sale	Estimate	Sold for	% diff.
1954	300 SL Gullwing	Bonhams/14.8.15	687,800	745,774	8.4
1955	300 SL Gullwing	Coys/2.12.14	1,025,000	1,009,800	-1.5
1955	300 SL Gullwing	RM/28.1.16	909,000	807,692	-11.1
1955	300 SL Gullwing	Gooding/15.8.15	1,055,650	1,055,340	0.0
1955	300 SL Gullwing	Bonhams/15.1.15	950,000	900,900	-5.2
1955	300 SL Gullwing	Gooding/16.8.15	1,000,000	1,020,162	2.0
1955	300 SL Gullwing	Coys/18.4.15	756,000	783,543	3.6
1957	300 SL Roadster project	Gooding/29.1.16	699,300	553,846	-20.8
1957	300 SL Roadster	RM/28.1.16	769,230	653,846	-15.0
1957	300 SL Roadster	Bonhams/28.3.15	875,900	772,128	-11.8
1958	300 SL Roadster	RM/29.1.16	961,500	884,615	-8.0
1959	300 SL Roadster	RM/2.5.15	939,750	1,193,756	27.0
1959	300 SL Roadster	Gooding/30.1.16	961,500	807,692	-16.0
1960	300 SL Roadster	Gooding/15.8.15	831,750	773,916	-7.0
1961	300 SL Roadster	Bonhams/28.3.15	875,900	797,307	-9.0
1962	300 SL Roadster	Bonhams/28.1.16	1,150,000	1,039,092	-9.6
1963	300 SL Roadster	Gooding/13.3.15	1,200,000	862,538	-28.1



### Austin-Healey 100M 'Le Mans' ♥ £80,575

RM-SOTHEBY'S, FEBRUARY 3. Restored in its unusual but original colour scheme, this Heritage-confirmed factory 100M looked good for at least the lower end of its £115,000-£145,000 estimate. Straight panels, sharp presentation, a new interior and hood – add in the well-detailed original engine and there's a lot to like. But it just didn't do the business on a cold February day in Paris, and showed the danger of offering at no reserve. Someone bagged a Condition-1 car at close to a £20,000 discount.



### 1974 Aston Martin V8 ♠ £97,373

BONHAMS, FEBRUARY 4. Proving the market is still wonderfully unpredictable, there are still unusually high prices to be found, like this left-hand-drive Aston V8. The low mileage of 41,000 (66,221 kilometres) was always going to be attractive, but Bonhams had posted a conservative top estimate of £61,250 as the body had been damaged by hailstones and interior work was needed. That estimate was always expected to be beaten, but not by 58 per cent. You have to think the seller went home happy.



### 1987 Ferrari 328 GTS ♥ £44,642

BONHAMS, JANUARY 28. Perhaps this GTS was let down by its dusty, driver-quality presentation, because an unrestored California-sold 328 that's covered a believed genuine 26,000 miles should really be ringing the bells – even if the market for these cars has dipped of late. Bonhams certainly thought so, with a £59,000-£77,000 estimate, but like the Austin-Healey 100M above it was offered at no reserve. So either something was wrong with the car that got out, or it was a steal.



### 1975 BMW 2002 tii ♠ £17,172

ANGLIA CAR AUCTIONS, JANUARY 23. The 2002 tii has long lagged behind its natural rival, the Alfa GTV – even the best are no more than half the price of Bertone's Italian beauty. And given that comparison, even at more than £5000 over its top estimate this boxy Beemer doesn't look extravagant. Further justification came from telling the right story – 76,430 miles clocked up by two owners and fresh from the well-regarded Graham Dacre collection. This price looks like the new high watermark.



### 1978 BMW M1 ♥ £209,790

RM-SOTHEBY'S, JANUARY 28. RM hung top money expectations on this M1, fresh from 25 years in a Californian collection and with rare full leather interior. But there were just too many ifs, buts and maybes for that. Its early life as a BMW press car was only 'believed', the engine had been replaced, as had the speedo (which showed 25,000 miles). It sold for almost £70,000 below the low estimate, but all things considered the price paid looked about right and the seller was probably wise to take it.



### 1987 FORD Capri 2.8 Injection ♠ £37,630

ANGLIA CAR AUCTIONS, JANUARY 23. They like an extreme low-miler at ACA, and continue to bag headline prices for them. In fact they knocked it right out of the park with this Capri, achieving what must be a world record for a MkIII. But where will you find another like it? One lady owner from new, who kept it garaged and who covered 2361 miles in 28 years. I must have walked further than that since 1987. Fifty per cent over top estimate is quite a gesture, but for serious Ford collectors it was a must-have.







1957 Ferrari 335 S went for £24.7m - a record, if you do your calculations in sterling

## RÉTROMOBILE, PARIS

# Paris sales round-up

**T**he 1957 Ferrari 335 S auctioned by Artcurial of course grabbed most of the attention before, during and after this year's Paris sales. This offered a once-in-a-lifetime opportunity for the most serious and well-heeled of collectors, with fine provenance and extensive competition history. It was even tipped as a potential auction record-breaker. In the end it sold to a US buyer for almost bang-on its top estimate at 32.1 million euros (£24.7m/\$35.7m) – a European record for a classic car sold at auction, but in second place overall behind the 250 GTO that Bonhams sold for \$38.8m in August 2014, at least in those US dollar terms that the market tends to be judged by. In pounds sterling Artcurial can actually claim the

world record by £1.7m. The rest of the results were less impressive, with other high-profile Artcurial lots like a Ferrari 250 SWB, a 9000-mile Porsche 959 and a Lancia Stratos all failing to sell. But Artcurial did post an overall sale rate of 79.7 per cent,

**'Thanks to the home crowd, Artcurial managed to sell all but one of the 49 Citroëns in its special one-marque sale'**

which was way ahead of the other two players. And thanks to the home crowd it sold all but one of the 49 Citroëns in its special one-marque sale.

Bonhams only managed to shift 57.4 per cent of the 129 cars on offer. It did at least managed to re-home its catalogue cover star, a very

pleasant 1966 Ferrari 275 GTB, but only at £1.59m, which was 20 per cent below bottom estimate.

RM-Sotheby's offered only 61 cars and sold a creditable 80.3 per cent of them. However, 47 per cent of those sales were made below the low

estimate – further evidence that a dollop of new realism is now needed to get deals done.

RM's star car was a 1955 Porsche 550 Spyder – that year's Frankfurt Motor Show car and with good period race history – and that did sell well, clocking a deserved five per cent over estimate £2.1m.



Bonhams' Ferrari 275 GTB sold for 20 per cent below its bottom estimate

## IN BRIEF



### ONLINE AUCTION WITH A DIFFERENCE

New venture Berlinetta Classic Car Auctions holds its first sale over the weekend of May 7-8. Limited to 25 cars, bidding will be hosted online, but the cars will be gathered at Manor Country House Hotel near Oxford for inspection and test-drives. Sellers and their partners are offered a free stay at the hotel over the weekend and no seller's premium; buyers pay a 10 per cent premium. See [berlinetta-auctions.co.uk](http://berlinetta-auctions.co.uk).



### HEXAGON EXPANDS IN LONDON

With the company now in its 53rd year, Hexagon is expanding its classic business with the building of a new flagship showroom in East Finchley. Called 'The Hexagon', it will house 40 classics plus a Lotus dealership, coffee bar, modern art gallery, high-end men's retail store, and a restaurant with a Michelin-starred chef. To mark the launch it has produced an ambitious short video featuring driverless exotic classics, which you can see at <https://youtu.be/gpx3DUkDMp8>.



### SILVERSTONE AUCTIONS HOST FIRST INTERNATIONAL SALE

Silverstone Auctions has announced that it will hold its first overseas sale later this year. Jointly hosted with Lauritz.com, Scandinavia's largest online auctioneer, it will take place on May 28-29 at the Classic Race Aarhus historic motor sport festival in Denmark. This event attracts more than 35,000 people a year. Silverstone plans to offer more than 100 classic cars over the two days and is inviting entries. For more details see [silverstoneauctions.com](http://silverstoneauctions.com).





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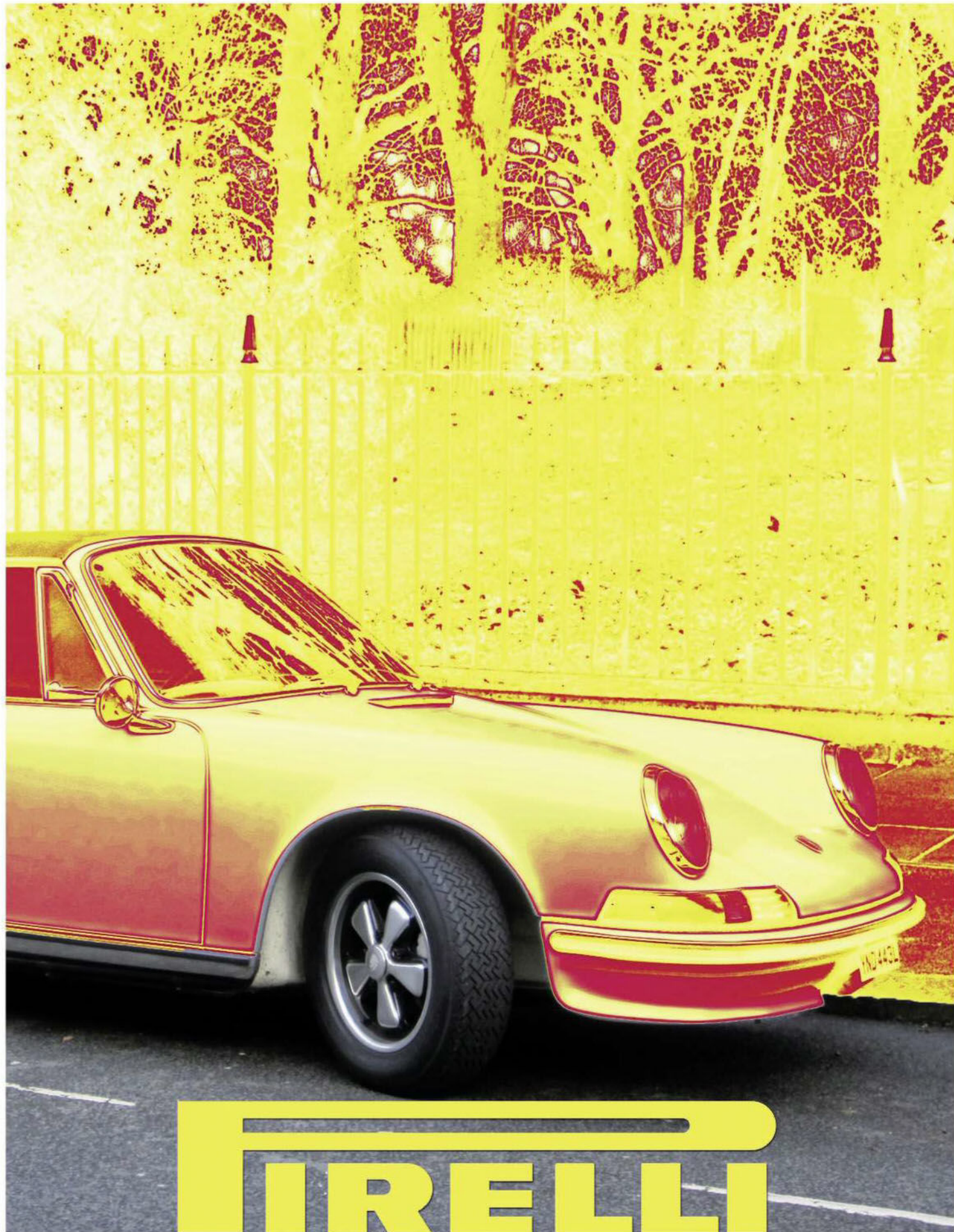
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# → TEMPTATIONS

Russ Smith scours the auction catalogues and adverts in search of the stand-out cars on offer



## ▲ 1977 VAUXHALL FIRENZA MAGNUM 2300 COUPÉ

For sale at Bonhams, March 20, [bonhams.com/cars](http://bonhams.com/cars)

**Why buy it?** This is the very car in which Gerry Marshall and Peter Brock took second place at the Spa 24 Hours in 1977. More recently it has been properly restored – and driven for a *Classic Cars* feature in the December 2007 issue. **Price estimate** £80,000–£120,000



## ◆ 1935 RILEY 9HP MERLIN

For sale at DVCA, March 3, [dvca.co.uk](http://dvca.co.uk)

**Why buy it?** A nicely mellowed car but with re-upholstered front seats adding comfort, and not many miles covered since the engine was rebuilt. The rest of the running gear was overhauled by a marque specialist. **Price estimate** £9,500–£11,500



## ▲ 1968 MGC GT

For sale at Clayton Classics, Coventry, [claytonclassics.co.uk](http://claytonclassics.co.uk)

**Why buy it?** Said to be superb both bodily and mechanically, it has been cared for long-term by one owner and has comprehensive history dating back 30 years. Expensive Dunlop knock-on alloys are a nice bonus. **Asking price** £18,995

## ♥ 1971 VW KARMANN GHIA COUPÉ

For sale at Classics Central, February 28, [classicscentral.co.uk](http://classicscentral.co.uk)

**Why buy it?** Most unusually this beautifully preserved 54,500-mile Karmann Ghia was an original UK delivery car – most of them rotted very badly. Just as good underneath and still has its original VW push-button radio.

**Price estimate** £12,000–£14,000



## ◆ 1958 BMW 600

For sale at Historics at Brooklands, March 12, [historics.co.uk](http://historics.co.uk)

**Why buy it?** A real rarity, this 'Isetta limousine' – it has the same front end as the bubble car – is described as being in very good order and was driven to the UK from Sweden by the current owner. **Price estimate** £18,000–£24,000





#### ♥ 1975 ALFA ROMEO MONTREAL

**For sale at** Southwood Car Company, Surrey, [southwoodcarcompany.co.uk](http://southwoodcarcompany.co.uk)

**Why buy it?** A rare UK right-hand-drive Montreal, it has recently been treated to a complete engine rebuild using bespoke forged pistons plus an overhaul of the Spica fuel injection system in the US.

**Asking price** £68,000



#### ♥ 1961 BRISTOL 406

**For sale at** Brightwells Auctions, March 2, [brightwells.com](http://brightwells.com)

**Why buy it?** One of just 52 known survivors of the last six-cylinder Bristol model. Has covered only 66,000 miles; and the history file shows £53,000 has been spent on the car in the last 20 years.

**Price estimate** £34,000-£38,000

#### UPCOMING SALES

##### ♥ February

**Sat 27** Silverstone Auctions' Race Retro Sale, Stoneleigh, Warwickshire.

[silverstoneauctions.com](http://silverstoneauctions.com)

**Sat 27** Morris Leslie, Errol Airfield, Perthshire.

[morrisleslie.com](http://morrisleslie.com)

**Sun 28.** Classics Central, Bedford Autodrome, Thurleigh, Bedfordshire. [classicscentral.co.uk](http://classicscentral.co.uk)

##### ♥ March

**Wed 2** Brightwells, Easters Court, Leominster. [brightwells.com](http://brightwells.com)

**Thu 3** Dorset Vintage & Classic Auctions, Athelhampton House, Dorchester.

[dvca.co.uk](http://dvca.co.uk)

**Sun 6** Silverstone Auctions' Restoration Show Sale, NEC, Birmingham.

[silverstoneauctions.com](http://silverstoneauctions.com)

**Tue 8** London. Coys' Spring Classics, Royal Horticultural Halls, SW1. [coys.co.uk](http://coys.co.uk)

**Thu 10** Bonhams, Fernandina Beach Golf Club, Amelia Island, Florida. [bonhams.com/cars](http://bonhams.com/cars)

**Fri 11** Gooding & Company, Racquet Park, Amelia Island, Florida. [goodingco.com](http://goodingco.com)

**Sat 12** RM Auctions, Ritz-Carlton, Amelia Island, Florida. [rmauctions.com](http://rmauctions.com)

**Sat 12** Historics at Brooklands, Brooklands Museum, Weybridge.

[historics.co.uk](http://historics.co.uk)

**Sat 19** Classic Car Auctions, Warwickshire Exhibition Centre, Leamington Spa.

[classiccarauctions.co.uk](http://classiccarauctions.co.uk)

**Sat 19** Bonhams' Mercedes-Benz sale, Mercedes-Benz Museum, Stuttgart.

[bonhams.com/cars](http://bonhams.com/cars)

**Sun 20** Bonhams' Goodwood Members' Meeting sale, Goodwood Circuit, nr Chichester.

[bonhams.com/cars](http://bonhams.com/cars)



#### ♥ 1951 JAGUAR XK120 ROADSTER

**For sale at** Silverstone Auctions, March 6, [silverstoneauctions.com](http://silverstoneauctions.com)

**Why buy it?** An original UK market car in sound and never-restored condition. Good history file shows it was raced in the Sixties. Now fitted with a period-correct engine.

**Price estimate** £34,000-£38,000



#### ♥ 1985 FORD SIERRA XR8

**For sale at** Classic Car Auctions, March 19, [classiccarauctions.co.uk](http://classiccarauctions.co.uk)

**Why buy it?** One of just a handful of South African-built XR8s imported to the UK, and it remains in good order. Packs a 5.0-litre Mustang engine and will upstage Sierra Cosworths for a fraction of the money.

**Price estimate** £8000-£10,000





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# ➔ BARN FINDS

Nigel Boothman uncovers a pair of Mercs with a romantic past, and a pair of Packards with an uncertain future

## ★ STAR FIND



**MERCEDES** siblings rested together in the same garage for more than 30 years after a note on the 300 SL's windscreen brought two people together



190 SLs have surged in value - £50,000 buys nothing more than a project



This 190 SL survived well, as seen inside



300 SL's history can be traced back to 1972

## ★ Mercedes 300 SL and 190 SL roadsters

Two of Mercedes' best-loved classic roadsters crossed the block at Gooding's Scottsdale sale at the end of January, separating after decades in the same garage. The story has a more human side to it, though – one of these cars seems to have brought two people together, leading to the purchase of the other.

The 1957 300 SL Roadster was owned by Californian Richard Thompson. Its early history isn't known but Mr Thompson was the titled owner by 1972, when the car began what must have been a hugely expensive engine rebuild at Marina Mercedes Service in Venice, CA.

Then a note left on the windscreen of the car sometime around 1973 resulted in a meeting with a lady named Audrey Musil, and the pair eventually formed a long relationship. By 1982 Audrey wanted a

Mercedes roadster of her own and bought a 1960 190 SL, the 1.9-litre smaller sibling to the potent six-cylinder, fuel-injected 300 SL.

Sadly, Richard Thompson is thought to have passed away in 1986 – that's the last year the car was registered, according to Gooding – and it hasn't been used since.

Audrey Musil was understandably unwilling to part with a car connected so closely to important memories and she kept it alongside the 190 SL in the garage of their San Diego home. She continued using her own Mercedes until the mid-1990s, when it began a 20-year slumber next to its old friend. Sadly, Ms Musil's declining health has forced the sale of the cars, which are unrestored but apparently very well preserved thanks to lengthy indoor storage in the dry California climate.

The 190 SL sold for \$74,250 (£51,020) against an estimate of \$50,000-\$70,000, while the 300 SL fetched \$792,000

(£544,220) against an estimate of \$900,000 to \$1.1 million. Both cars were sold to European buyers, but not the same one – they'll be split up for good after more than three decades together.

## Alvis Speed 25 and Alfa Romeo 2600

Even here in the UK we can still boast the discovery of some rare and desirable classics that have remained unseen for decades. Brightwells Auctions' next sale (March 3) includes one of Britain's great Thirties sports saloons and a near-exotic Italian GT.

The Alvis Speed 25 is a late Charlesworth saloon made in 1939, featuring slim sills instead of running boards. The car, which emerged near Malvern in Worcestershire, was bought by the long-term owner in 1962 following a misleadingly cheap advert in *Motor Sport* – the price, £20, should actually have been £120. That's still not





**ALFA ROMEO** 2600 Sprint looks crusty at first glance but is probably better than many where it counts



With patience the major trim items should refresh



Away from the farm in August 2015



**ALVIS** This Speed 25 last changed hands for £100 - it needs a bit more spending on it now



**ESSEX** 35 years of dust conceal a sturdy Australian-built American sedan

#### WORTH RESTORING

### 1964 ALFA ROMEO 2600 SPRINT

**Restoration estimate: £30,000**

Add the twin-cam six and the expensively engineered running gear to a potential for plenty of rust and you could spend nearly as much having one of these put right as you would a Maserati of the same age. Parts supply is actually pretty good, but you'd need to make the most of the apparently well-preserved structure and trim to bring the restoration in at a sensible price. With a minimum of structural work, and refurbishment rather than replacement of much interior trim, you should have enough left over to rebuild the engine, recommission the running gear and paint it.

As for cost versus finished value, there are often smart 2600 Sprints for sale between £20,000 and £30,000 but it's unlikely they'd stand up to comparison with a freshly restored car. A top-notch example sold at auction in France for more than £40,000 in 2014 and it's reasonable to expect the best cars to rise in line with that.

much for a car of such quality but the buyer got it for £100 because of a tired engine.

This was swapped for a better one soon after, and the car was used until 1970 when the engine was stripped down. Machining and re-metalling work was completed but it was never assembled. The car is now tired all over and, while the saloon body needs skilled and expensive repair, it's to be hoped that someone will rebuild this handsome car as it deserves.

Somewhat less daunting is a 1964 Alfa Romeo 2600 Sprint unearthed in Hampshire. James Dennison of Brightwells describes it. 'It's one of perhaps 500 right-hand-drive examples made from a total of 6999. It's complete and remarkably sound considering it's just come out of 35 years of storage.'

The big sister to the famous Giulia GT and GTV models was also a Bertone design, penned by Giorgetto Giugiaro. Faster in a straight line than the Giulia coupé, the

heavier 2600 was once less popular but is now a sought-after prize.

### Essex Super Six

Essex was an entry-level brand from Hudson and it became an extremely successful marque in the Twenties. It did much to make closed saloons affordable in the US, but Essex cars were exported around the world too. In the UK, Hudson and Essex were assembled in Chiswick, west London. This example seems to have been built in Australia – the other place they were made with right-hand drive – but it's said to have come to the UK in 1980. Since then it's been in continuous storage, so that 35 years' worth of dust is authentic.

It was found – appropriately enough – in Essex by a Scottish enthusiast who prefers anonymity. He has advertised it but doesn't mind if it fails to sell, as he sees it as a candidate for 'oily rag' use. When we visited





**FORD** Cortina MkIIIs don't survive any better when submerged. This one collapsed when dragged from a pond on Hampstead Heath



**CADILLAC** This '59 example is rough but not abandoned, we think - and it looks complete



**PACKARD** One 1952 Packard is rare enough, but a pair? Let's hope they've been saved

him outside Edinburgh he described the car as complete and 'not very rusty'. Even so, it needs much work to make it roadworthy.

### Pond-find Cortina

Following on from recent aquatic entries to Barn Finds – a Ford Capri in a Midlands lake and a Scottish river bank built up with rusty classics – comes the emergence of a Ford Cortina MkIII from one of the ponds on Hampstead Heath. Thankfully it wasn't in any of the bathing ponds – those rusty edges look ready to slash a passing foot – but in the model boating pond, which was recently divided so that one half could be drained for the installation of a dam. The

find was reported to the Metropolitan Police in case the car should be of interest to them.

A few days later someone fashioned a 'no parking' sign and thrust it into the mud next to the car. The sign and the car were eventually lifted by an excavator, at which point the Cortina folded up and arrived on the bank in a collapsed heap.

### Packard sedans

Our regular contributor Nigel Tipping chanced upon a rare sight; not one but two 1952 Packards on a low-loader. There's enough trim missing to make it hard to pin the model series down – 200? 400? Neither car looks like an easy project.

Packard stuck with a venerable side-valve straight-eight for years after Cadillac, Buick and Chrysler moved over to more potent V8s. This, combined with the decline in brand image from the golden days of the Twenties and early Thirties, made them poor sellers. They have a small following today.

'I saw them in a layby near Northampton,' says Nigel. 'Each car seemed pretty stuffed with spares including panels, so hopefully they're going for restoration and not scrap.'

Nigel also saw some more familiar Americana in an Oxfordshire yard, where he spotted a '59 Cadillac. Said to have been outside for some time, such a celebrated model remains eminently worth restoring.

**BARN FINDS**  
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Send us your stories and photos of barn finds and restoration dreams to [classic.cars@bauermedia.co.uk](mailto:classic.cars@bauermedia.co.uk) – we'll pay £100 for the Star Find.



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# ➔ QUENTIN WILLSON

Quentin says goodbye to one of the United Kingdom's finest engineering achievements



Last month, to the strains of *Jerusalem*, and cheers from 600 workers, VIPs and the world's media, the last Land Rover Defender left the Solihull factory

after 68 years of unbroken production. There wasn't a dry eye in the house. And I was there, honoured to be asked by Jaguar Land Rover, along with dear friend Vicky Butler-Henderson, to compeer the final farewell to Britain's most familiar and much loved automotive legend. That January morning the world had a lump in its throat as we suddenly realised that this mighty beast of burden was to be no more, killed off by meddling EU emissions and safety regulations. The outpouring of emotion was palpable. Defender production-line employees – some families had worked four generations on the line – cried openly. Suited executives couldn't hide their gloom and TV news presenters talked to camera of a 'door thudding softly on an era's end'.

JLR did a grand job respecting the honour of this monument to British industrial design as important as Concorde, the Spitfire, the hovercraft and Arkwright's spinning Jenny. On stage Vicky and I had trembling voices trying to sum up the achievements of this motoring milestone. Land Rovers have saved thousands of lives,

explored impenetrable jungles and deserts, protected armies round the globe, generated millions in export revenue and been the first vehicle ever seen by 60 per cent of people in developing countries.

But the mere word 'vehicle' isn't enough – this isn't a car, truck or everyday 4x4 but the first machine that could go to the places others would never dare. It could climb virtually anywhere and could be repaired anywhere too. The Land Rover conquered every corner of the globe.

**'Production-line employees – some families had worked four generations on the line – cried openly'**

As H166 HUE, chassis number 2016933, slowly edged down the line being fitted with doors, wheels, bumpers and lights the frenzy of expectation rose until that ignition key was turned, the engine fired and the place burst into one collective cheer.

Yes, 9.30am on the 29th of January 2016 was a special moment in time where this country's engineering brilliance was celebrated. Launched in 1948, the Land Rover's audacity was due to the designs of Rover's secret jet engineers who created the Gloucester Meteor engine. Unencumbered

by stylistic constraints they built the original classless, go-anywhere, utilitarian workhorse so needed in the post-war world. They pioneered the use of aluminium, designed wheel articulation that's never been bettered and laid the foundations of this country's most successful car firms.

And I was doubly honoured that day to be the first person to climb into the last Defender and travel out of the factory doors for the final time heading for JLR's Heritage Centre where H166 HUE will be displayed next to HUE 166, the first Land Rover built. As we drove past lines of cheering crowds it was a fitting tribute to a British motor industry that still leads the world. But it was a sad day made sadder still by the realisation that I should have bought one of the last historic examples but never did. All Defender owners have every reason to feel rather smug. But with 70 per cent of all Land Rovers built still running, I may yet get the chance to join the fold.

Quentin Willson had a nine-year stint presenting the BBC's *Top Gear*, has bought and sold countless cars and has cemented a reputation as everyone's favourite motoring pundit.







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# ➔ TOM TJAARDA

Tom was disappointed when he first saw a production Fiat 124 Spider



The Fiat 124 Spider was introduced at the Turin Motor Show in 1966. I was working for Pininfarina, and this car was my last project before

leaving. The car was inspired by one of my earlier efforts, the Corvette Rondine show car displayed at the 1963 Paris Motor Show. The GM design directors liked the Rondine but judged the car not in tune with the Corvette image. So we used it as the styling base for the new Fiat Spider.

In charge of the body engineering was Renato Sconfienza, who was only 24 at the time and this was his first entire body design project. I was to make the full-size loftings to construct the styling model. We were friends and young kids working on an important project. It seemed that Fiat was not all that intense about this new Spider and left us at Pininfarina to do our job. Little did we know that it would become such an important economic success for Pininfarina and the rally version would go on to have great success too. The 124 rally car helped to create some famous drivers such as Sandro Munari and even Luca di Montezemolo, who went on to become Ferrari's President for 20 years.

The 124 Spider's racing history started off with private entries around 1969, mostly

because of its affordable price, reliability and good looks. This drew it to the attention of top Fiat executives, who decided to set up their own racing team and improve the car even further.

Thus Abarth came into the picture with technical director Marco Colucci designing a new limited-slip differential and numerous other modifications such as completely new independent rear suspension. Using the same 1592cc engine, the performance was vastly improved. The basic body structure

*'It seemed a bit unstable, somewhat like a tall lady having her first experience of walking on high heels'*

was reinforced and an aluminium fuel tank and Girling brake calipers adopted. The Fiat 124 Spider was now a really fantastic car.

I left Pininfarina before I could see the finished styling model. I had spent numerous hours trying to adapt the lines of the Corvette Rondine to the much smaller and compact 124 template. Some things had to be altered and we couldn't use the Corvette's pointed nose because of the short front overhang. I tried many versions but, after two weeks of experimenting, our styling director Franco Martinengo told

me that it was time to start the wooden full-size model. The rear and side were executed according to my drawing but the front used round headlights.

Two years went by before I was finally able to see a production version on the road. I'd seen the car exhibited at the 1966 Turin show – but one must see a vehicle on a normal road to really understand its visual impact. I was sitting outside a café in Santa Margarita on the Italian Riviera when one came by. It seemed too slim and narrow, giving the impression that it was a bit unstable and sensitive to steering inputs – somewhat like a tall lady having her first experience of walking on high heels.

But this didn't seem to detract from its popularity, especially in the US where most 124s were sold. But it was the Abarth version with its wider stance that really exploited the basic design of the car, and gave it that look and performance of an outstanding sports/racing machine.

Tom's remarkable career designing cars has included spells with Ghia, Pininfarina, Italdesign, Ford and Fiat, adding up to a 79-car CV.

Tom says the Abarth version is the most true to the original 124 concept





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# ➔ SIMON KIDSTON

After all the hype, the Ferrari 335 S only made a modest €32 million



An auctioneer. A car specialist. A bid spotter. The three of them are front of stage, surrounded by their staff. Fair enough, you'd think, they're well

prepared. The lights dim, a video plays, and when the room brightens again there it is, gleaming on the ramp in front of bidders – the star lot, a bright red Ferrari sports-racer ready for the most closely watched moment of its life since finishing a team-managed second (by just a few yards) on the last, ill-fated Mille Miglia almost six decades ago. Back then the partisan Italian crowd cheered as the chequered flag signalled the end of its gruelling race. This evening an even larger international gathering waits in hushed silence for bidding to begin.

They're off... and from the outset it's chaos. The auctioneer tells us how great the car is. The specialist does the same – at the same time. And when bidding finally starts, the spotter joins in shouting prices out concurrently with the other two. Just when you thought it couldn't get any harder to follow, the specialist breaks into song. Yes, really. Oh – and did I mention it's all in quick-fire French?

If I'd charged every punter who'd asked 'What'll it fetch, Mister?' before the auction, I'd probably have been able to buy it myself.

Ferrari experts were in a frenzy, predicting the 'big guns' lining up for a bidding war to eclipse all others. Fantastic prices were bandied around. And yet, in the end, it's all over in minutes. The sole telephone bidder drops out early. Three 250 GTO owners listen in via agents and decide it doesn't feel right (one is called by his wife to dinner – it's all about mood and timing).

The lower catalogue estimate is reached, '*plus d'enchères?*' is called out by the auctioneer as he hopefully scans the faces

*'Just when you thought it couldn't get any harder to follow, the specialist breaks into song. Yes, really'*

for signs of one last bid, and the hammer comes down with loud finality.

Twenty-eight million euros, plus buyer's premium of four million more. A new European record and a fantastic sum. It's accompanied by one scrap of paperwork, a 1971 bank transfer instruction from its late owner to pay the previous custodian \$1200. Not a bad return...

Within days it'll be heading for its new home, a 50,000-square-foot mega mansion across the Atlantic. If cars had feelings like animals, I wonder what it would think

when it wakes up there. The first year of this prancing horse's life was spent as a thoroughbred raced at the highest level by the greatest sportsmen of the era; the second saw it still on the front line, now on the US east coast. From there obscurity and retirement arrived, first with a Pennsylvania architect and latterly on a European estate where it was reunited with its peers and exercised with them by a benevolent owner.

What's next? Restoration? Beatification? 'Platinum'-level trophies, Best of Shows, or scoring sheets deducting points for mismatched wheel spinners and fluid leaks? The hairy-armed Italian mechanics who tended to it with hammers and oily rags in its heyday would smile, laugh or scratch their heads if they were looking down.

Whatever the new owner decides, he's bought a piece of history and I hope he shares it with the next generation. And no, it doesn't need certification. It tells a story just as it is.

*Simon Kidston*

Simon Kidston is a classic car consultant, concours judge and event presenter. His own classics include a Lamborghini Miura SV and Porsche 911 RS 2.7.



Von Trips and 335 S on his way to a close second in the 1957 Mille Miglia





Clockwise from above: Ferrari 365 GTB/4 Daytona,  
Iso Grifo GL 365, Mercedes-Benz 280 SE 3.5 Coupé,  
Bristol 410, Lamborghini 5000S, De Tomaso Pantera GTS





# HYBRID THEORY

If power is what's important, does it matter where it comes from? We pit a thoroughbred European coupé, GT and supercar against their American V8-propelled counterparts to see if cubic inches really are a substitute for old-world breeding

Words SAM DAWSON Photography CHARLIE MAGEE





**T**horoughbred. Sounds special, doesn't it? Reassuring. Suggestive of cost-no-object bespoke engineering. Of uncompromising engineers stamping their authority all over products of the highest quality and road cars still warm from the embers of motor sport's crucible.

But it can also mean expense, fragility and scarcity which is why American V8 crate engines have such appeal. But do Euro-American V8-engined hybrids really stand comparison with genuinely bespoke thoroughbreds? We've brought together three pairings to answer that very question. Each of Detroit's Big Three – Chrysler, Chevrolet and Ford – is represented in the respective engine bays of the Bristol 410, Iso Grifo and De Tomaso Pantera GTS, but do they have the crucial combination of power and refinement to challenge the Mercedes-Benz 280 SE 3.5, Ferrari 365 GTB/4 Daytona and Lamborghini Countach 5000S?

## BRISTOL 410 vs MERCEDES-BENZ 280 SE 3.5 COUPÉ

This battleground is one of refinement, and with its 5.2-litre Chrysler big-block, the Bristol 410 echoes the first of the Euro-American breed – the Facel Vega HK500. But unlike the Facel, Bristol's image has always been one of whispering old money embodied in cars that seem slightly ungainly – austere even – until you get up close and experience their sheer quality. But there's no avoiding the fact that the automatic shift lever sprouting from between the front seats would look right at home spinning the drums of a Las Vegas slot machine.





The noticeable clonk from the transmission and constant muted chunter from the engine bay as I pull away aren't overtly offputting, merely a reminder of the engine's sudden delivery of low-down torque. You'd get silence and total smoothness from a Rolls-Royce, but the £5000 410 was only half the price of a Mulliner Silver Shadow two-door when it was new – Mercedes money, in other words. The Bristol's gearchanges aren't entirely seamless during moderate acceleration but it never feels breathless and rides a consistently ample wave of torque.

I push it slightly and all 250bhp arrives with a muted thud at the base of my spine. I'm left in no doubt that it's a powerful machine – the chassis and vague helm don't protest outright, but a slight squeal of understeer at the first corner gently reminds me that it's just not that kind of car. If this is a grand tourer, then the emphasis is definitely on the 'grand'. I take the hint and switch my driving style

## OWNING A BRISTOL 410



'I enjoyed 20 years with a Corvette until I realised I was falling rather than stepping out of it,' says 410 owner Harry Crowther. 'A friend found this Bristol for sale in Kent three years ago – it was a basket case but just about MoT-able. Originally dark green, it's now Inferno Red Pearl which looks period but is actually a modern Chrysler colour.

'A chap in Somerset did the bodywork. Aluminium isn't as straightforward to restore as

steel because it can suffer from bad paint reactions – he had the car for a year! The new rubbers, windscreen, headlining and dashboard veneers were done by a specialist in Wales and my wife did the carpets and leather trim.

'It's fantastic to live with because it's so well designed. It has built-in jacks and there's plenty of space in the back. I've just driven it 1000 miles around Snowdonia and the engine and gearbox are just wonderful. The three-speed Torqueflite automatic transmission was once used on airport tugs!'



**'You only hear the 280's engine on start-up – a brief, sudden whoosh – before it settles to an idle so silent you have to check that it hasn't stalled'**



## OWNING A MERCEDES-BENZ 280 SE 3.5



'I'd always had small sports cars but I wanted something that I could grow old with,' says Paul Thompson, who has owned his 280 SE 3.5 Coupé for ten years. 'It's excellent for long-distance touring – we've taken it to Germany and all over France.'

'It's only left me stranded once – on the day I bought it, in fact – because the fuel pump had gunged up through lack of use. It was a sobering introduction to Mercedes

parts prices, especially coming from a Triumph TR4.

'I've overhauled the brakes and valve guides – the engines get smoky after 100k miles – and tidied up the interior. They're amazing quality but the leather cracks and the wood is complex to repair, especially the wraparound bit under the windscreen that gets warped by the sun.'

'There are 21 chassis grease points that need attention every 3000 miles otherwise the suspension seizes and collapses.'

to Rolls-Royce mode. I sit back, relax and loosen my grip on the steering wheel until I'm guiding the 410 with nothing more than fingertips and toes, conscious of the chassis' low roadholding limits and that it will drift with alacrity if I hurl its considerable bulk a little too heavily into a corner.

There is no sense – especially at cruising speed – that the Bristol suffers for having an American V8 any more than a Silver Shadow does for having such an offbeat-prone cylinder configuration. In fact the heavily damped muscle-car rumble somehow adds to its uniquely British character. A combination of high artisanal quality and homemade charm, of the finest leather nestling next to exposed screwheads and neatly knotted pullcords where you would expect to find handles and latches.

The Mercedes 280 SE on the other hand feels more extravagant from the moment you step aboard. The way the dashboard wood is shaped around the instruments and the lustre of its chrome pushes Sindelfingen's inherent professionalism into the realms of glitziness – if the Bristol taps into the quiet, responsible respectability of light-aircraft ownership, right down to the yoke-shaped steering wheel

**Mercedes' weight and soft suspension mean its straightline composure disappears in tight corners**



and pod binnacle, then the Mercedes carries strong overtones of a Fifties cruise liner cabaret bar, a place in which to lounge in a white dinner jacket and listen to Henry Mancini. I'm surprised there isn't a cocktail set in the glovebox.

You only hear the engine on start-up – a brief, sudden whoosh – before it settles to an idle so silent you have to check the rev counter to make sure it hasn't stalled. Pull away – with a surge rather than a jerk – and the supportive seats give a strong impression of stability and strong roadholding. Of a car built for the autobahn.

I quickly learn not to push it. The Mercedes that seemed so incredibly well composed and quiet at a 70mph cruise suffers from extreme dive under braking. It's easily done because the pedal lacks





M116 3.5-litre V8 went on to power two generations of S-class, not to mention the SL, SLC and SEC



Driver's seat is height-adjustable but fixed steering wheel's position was tailored to its first owner by the factory



Thin-rimmed steering wheel - black only on the 280 SE - offers little driver feedback



410 gained twin brake master cylinders operating new Girling disc brakes, along with a small bore increase over the preceding 409's Chrysler V8

feel, yet the brakes themselves bite strongly and suddenly. Tighter corners punish its size, weight and soft springing, its heavy lateral roll clawing at your torso as you struggle to remain upright, convinced that the lower front wings must surely be scraping along the tarmac.

The Bristol and Mercedes are a curious pair. Both are superb luxury cars designed for gentle cruising but, while neither handles particularly well, there's a sense that the Bristol is more honest about it; it telegraphs warnings that it's very close to reaching its limits. The Mercedes feels perpetually numb through its thin plastic steering wheel rim, its orthopaedic seats kneading you into unwittingly driving it too hard. There's no denying that the Mercedes' engine and transmission are masterpieces of smoothness but ultimately it's the Bristol that demonstrates a more genuinely luxurious composure.

It is proof, perhaps, that while the smoothness of a European hand-built V8 can add to a car's sense of luxury, true refinement is the product of far more subtle factors that a volume manufacturer – even one as experienced as Mercedes-Benz – can often overlook.

## 1969 BRISTOL 410

**Engine** 5211cc, V8, ohv, Carter four-barrel downdraught carb **Power and torque** 250bhp @ 4400rpm; 340lb ft @ 2800rpm **Transmission** Three-speed automatic, rear-wheel drive **Steering** Power-assisted recirculating ball **Suspension** Front: independent, unequal-length double wishbones, coil springs, telescopic dampers. Rear: live axle, Watt's linkage, torque tube, torsion bars, telescopic dampers **Brakes** Servo-assisted discs front and rear **Weight** 1600kg **Performance** Top speed: 130mph; 0-60mph: 8.8sec **Fuel consumption** 16mpg **Cost new** £5673 **Values now** £14.5k-£37.5k

## 1970 MERCEDES-BENZ 280 SE 3.5 COUPÉ

**Engine** 3499cc, V8, sohc per bank, Bosch D-Jetronic fuel injection **Power and torque** 200bhp @ 5800rpm; 211lb ft @ 4000rpm **Transmission** Four-speed automatic, rear-wheel drive **Steering** Power-assisted recirculating ball **Suspension** Front: independent, double wishbones, coil springs, telescopic dampers, anti-roll bar. Rear: live axle, single-joint swing axle, coil springs, hydropneumatic compensator spring, telescopic dampers **Brakes** Servo-assisted discs front and rear **Weight** 1570kg **Performance** Top speed: 127mph; 0-60mph: 9.4sec **Fuel consumption** 22mpg **Cost new** £4376 **Values now** £82,600-£125,000





## ISO GRIFO GL365 vs FERRARI 365 GTB/4 DAYTONA

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**T**here's more than just Ferrari's pride in Gioacchino Colombo's V12 engine at stake here. The 365 GTB/4 Daytona was the car that – on track at least – ultimately replaced Giotto Bizzarrini's 250 GTO. Bizzarrini created the Chevrolet small-block-powered Iso Grifo for Renzo Rivolta after Enzo Ferrari unceremoniously sacked him. Can the Daytona – the road car many *Tifosi* consider to be Maranello's finest of any era – really counter the challenge of a car built by a disgruntled man in possession of all Ferrari's secrets, even if he was using the world's most common V8 engine as a power unit?

Having climbed inside this Daytona – one of just two finished in orange from the factory – my first impression is of a near-perfect and comfortably reclined driving position with a friendly spacing of pedals and gearlever that would later be lost in the mid-engined Seventies generation. Only the steering wheel angle detracts – it's a little too steeply raked, as though the steering column was designed around a more upright and pedestrian car.

Then I attempt to manoeuvre the Daytona at low speeds and realise there's a price to pay for such a louche driving posture. The combination of a high, almost domed scuttle clearing the tall Weber 40 DCN 21 downdraught carburettors, steeply raked windscreen, a bonnet that seems to comprise half the length of the car and a near-horizontal rear screen running into a high Kamm tail makes placing it on the road even more difficult than it is in a two-metre-wide Testarossa. Thankfully, once I've got it moving on Chobham's test track I can forget about such terrestrial concerns and focus instead on exploiting that V12.

North of 80mph – around 4000rpm – the music on the other side of the bulkhead is intoxicating. It's not a loud, race-bred blare-and-crackle but rather a sleek Jaguar-style whirr that loses any pretence of civility somewhere around 3000rpm. At this point it breaks into the heavily amplified scorch of a fat spark travelling down a length of fuse wire towards a stack of TNT in some bombastic Hollywood action-comedy film.



'Row the Grifo up to third gear, hit the throttle and you're rewarded with a deep, resonant rumble and a sense that you're nowhere near the V8 engine's limits'



The grip from the bulbous Pirelli tyres – 215/70 VR15 front, 225/70 VR15 rear – in broader bends leads you to think that the chassis is exceptionally well-balanced, especially given the rear transaxle. However, while a degree of throttle-steer is possible, the nose washes alarmingly wide in tighter bends, unable to truly tame the engine's mass in a car that – at 1280kg – is otherwise commendably light for its class. The supercharger-like whine from the camshafts on downchanges is simultaneously enthralling and intimidating as the rev counter's needle flexes into its upper quartile – it's just as well the gearbox is so user-friendly because wrong-slotting it when the engine is being worked as intended would get expensive very quickly.

I don't feel the same sense of anxiety with the Iso Grifo's Chevrolet small-block V8, but suffer the worst extreme of Italian driving positions. Shallow legroom is exacerbated by an intrusive transmission tunnel and a low-set fixed steering wheel that grazes my splayed knees. The brake pedal is near-inaccessible to the long-

## OWNING AN ISO GRIFO



'It's nice to have something different – one specialist I know claims that engine work on Maseratis and Ferraris can average out at £3500 per cylinder!' So says Barry Twitchell, who has owned his Grifo for 40 years.

'It has more torque than any other car I've driven – I love the fact that it'll pull away strongly from 35mph in top gear without the need to change down. It gets very hot

inside, but I've had it all these years, so I suppose if I didn't like it I'd have got rid of it by now!

'I've had the engine rebuilt so it'll rev to 5000rpm but it's still fairly docile, although it's not so good in slow-moving traffic. It's not overly temperamental, though – it's never threatened to foul its plugs and I can leave it standing for 12 months and it still fires up first time.

'By comparison a friend of mine has a Ferrari 330 GTC and has no end of engine issues.'

**'The Grifo's user-friendliness extends beyond its blue-collar engine in the bends'**





Grifo's high-compression V8 uses mechanical rather than quieter hydraulic tappets so it can reach higher revs



Wide transmission tunnel means Grifo driver's clutch foot has to rest beneath the pedal



Ventilated centre panels in Daytona's reclined seats are removable



38 separate parts in the Daytona's throttle linkage alone help explain why its all-alloy V12 is expensive

## OWNING A FERRARI 365 GTB/4 DAYTONA



Justin Cottingham oversees the service department of Cottingham family-run Ferrari specialist DK Engineering and

has years of experience looking after Daytonas. 'There are no real fatal foibles unique to the Daytona,' he says. 'Just "normal" Ferrari stuff.

'They have a reputation for being a bit heavy to drive at slow speeds and engines can easily flood in the wrong hands. They're quite difficult to start cleanly and inexperienced owners tend to over-prime the carburettors, which doesn't help. An engine rebuild costs £20k-£30k but the engine is much stronger

and longer-lasting than earlier-generation Ferraris.

'A lot of coupés were converted to Spiders 20 to 30 years ago but now that they're less valuable than genuine coupés owners are actually converting them back - it's an extremely involved process but rising values have made it viable.

'The front light lenses are hard to get and reproductions don't have the prancing horse logos on them.

'Right-hand drive doesn't make as much of a difference to prices as an original set of period-optional Borrani wire wheels. They're so valuable that many owners keep them off the car and use standard cast-alloy Cromadoras instead.'

legged and I'm forced to operate it with the outer edge of my right foot. It's odd, because the Iso cabin's luscious hardwoods and excessive leather makes the stainless-steel-and-Alcantara Daytona look stark and businesslike by comparison, even though the Ferrari is more comfortable.

This might not be a car I can heel-and-toe in, but with an engine that prioritises low-end lugging torque over screaming high-note power delivery, will I have to? I row the heavy metal gearlever up through its wide-spaced ratio slots to third and hit the throttle on one of Chobham's straights. At over 4000rpm the Daytona's V12 shriek is replaced by a deep, resonant rumble like a distant earth tremor and a sense that I'm nowhere near the engine's limits.

The Grifo gathers pace at a similar rate to the Daytona but uses torque rather than revs to get there. Its 0-60mph time is nearly a second adrift of the Ferrari - 6.2 seconds as opposed to 5.4 - but the V8's torque means it feels stronger in the crucial midrange lunge than the slightly delicate Ferrari V12. The Ferrari requires constant ratio-swapping to make the most of its searing power band but the





Grifo delivers its peak power and torque nearly 2000rpm lower down the rev range than the Daytona



Daytona's steeply raked steering wheel is at odds with its relaxed driving position. Central pod ahead of the gearlever contains aircon controls

## 1971 ISO GRIFO GL365

**Engine** 5354cc, V8, ohv, Holley four-barrel carburettor **Power and torque** 350bhp @ 5800rpm; 360lb ft @ 3600rpm **Transmission** Five-speed manual, rear-wheel drive **Steering** Recirculating ball **Suspension** Front: independent, unequal-length double wishbones, coil springs, telescopic dampers, anti-roll bar. Rear: De Dion axle, trailing arms, Watt's linkage, coil springs, telescopic dampers **Brakes** Servo-assisted discs front and rear **Weight** 1594kg **Performance** Top speed: 157mph; 0-60mph: 6.2sec **Fuel consumption** 18mpg **Cost new** £6200 **Values now** £100,000-£195,000

## 1971 FERRARI 365 GTB/4 DAYTONA

**Engine** 4390cc, V12, dohc per bank, six Weber 40DCN 21 carburettors **Power and torque** 352bhp @ 7500rpm; 318lb ft @ 5500rpm **Transmission** Five-speed manual, rear-wheel drive **Steering** Worm and roller **Suspension** Front and rear: independent, double wishbones, coil springs, telescopic dampers **Brakes** Servo-assisted discs front and rear **Weight** 1280kg **Performance** Top speed: 173mph; 0-60mph: 5.4sec **Fuel consumption** 12mpg **Cost new** £8300 **Values now** £325,000-£525,000

Iso has a seemingly bottomless supply of instant torque to draw on with the slightest flex of my right foot. The Chevrolet V8 may be the opposite of exotic but it's more user-friendly than the Ferrari V12 – on the road as well as in the workshop.

The Grifo's easy-going nature extends beyond its blue-collar engine in the twists and turns of Chobham's handling route. Bizzarrini's decision to squeeze the compact V8 back against the bulkhead may have compromised the driving position but it makes for an altogether better-balanced chassis. The nose feels much lighter than the Daytona's but it resists float, its more natural mechanical balance brought about by concentrating weight in

the centre of the front-mid-engined chassis, rather than juggling the weight of a V12 at one end and a transaxle at the other.

It may lack the Ferrari's dramatic astronaut-on-a-launchpad driving posture but the flat bonnet and upright driver's seat make it much easier to position on the road than the Daytona even if it's more painful to drive.

Both cars wear identically sized Pirelli tyres, which makes me wonder how the Daytona might have turned out had Giotto Bizzarrini designed it. It has long had a reputation for being obstinate to drive if it's not flat-out on a deserted road but the Grifo has a distinct feel of accessibility – provided you don't have long legs. I can't help but think that Bizzarrini might have found a way to integrate the V12 into a neater and more compact chassis.

That said, the Grifo's chassis is as track-bred as the Ferrari's – it also underpinned the brutally effective Bizzarrini A3 sports-racer – and works perfectly well with the compact Chevrolet V8 nestling in the middle. Maybe this kind of car doesn't need an extravagant hand-built Italian V12 after all.



'Noise rampaging out of its V12 engine, the Countach howls on to the straight on a surfeit of screams, yelps, bangs and clatters and the scenery blurs as the revs zing past 4000rpm'



## DE TOMASO PANTERA GTS vs LAMBORGHINI COUNTACH 5000S

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**T**he American V8 faces its greatest test when it's in a rear-located engine bay. You could argue that the natural home for a Detroit iron-block in a car is up front behind a gaping grille to disperse the masses of heat generated. But there's something distinctly bespoke about a mid-engined supercar, especially one with a V-configuration powerplant mounted longitudinally, F1-style; you can't just transplant a humble saloon's drivetrain and cooling system into a car like this on a tight budget. And then there's the challenge of combining chassis balance with the right amount of aerodynamic downforce to avoid the nose-lift that often affects cars with little weight over the front end. Building a mid-engined supercar, then, just doesn't suit the cost-cutting mindset that bulk-buying Ford Cleveland V8 engines might suggest – not that it stopped Alejandro de Tomaso from trying.

The Lamborghini Countach oozes this sense of expense. There are plenty of Italian parts-bin bits all over the cabin but Bertone's concept-car coachwork – derived from Marcello Gandini's Carabo redesign of the Alfa Romeo 33/2 Stradale – seems so impractical that its very existence outside of a motor show defies logic. It's as

though no one was allowed to ask 'But why...?' at any point during the design process. It's a product of pure enthusiasm, artisanship and clean-sheet modernist endeavour.

Noise rampages out of the engine bay the second I turn the ignition key and there's a sense of vacuum-sealing both in the vertical closing of a door that angles so severely above your head and the way in which the car feels pressed to the road – even at low speeds – as a result of its jiggly ride.

I point the base of the windscreen – the furthest forward-point visible from the driver's seat – at the horizon, use my little toes against the extremities of the cramped pedal box to judge where the throttle and extremely hard-sprung clutch pedal are and hit the accelerator. The Countach howls on to the straight on a surfeit of screams, yelps, bangs and clatters, the scenery blurs as the revs zing past 4000rpm and my eyes struggle to keep up with road furniture.

It's more comfortable than you might expect – my head may be jammed against the roof but there's plenty of legroom, although the pedal offset is such that the brake is almost where you'd expect to find the clutch in an ordinary car.





The Countach remains impressively flat in the corners, its wide front 225/50 VR15 tyres and huge 345/35 ZR15 rears seemingly impossible to unstick – from dry tarmac at least. The thick-rimmed heavy steering wheel and wide tyres rob it of the delicate, tactile feel that characterised the previous generation of supercars but you never lose the sense that you are the centre of gravity – the focal point of all this rage and thunder. The power and responsibility of directing it all is almost as dizzying an ego-boost as catching sight of yourself at the wheel in a shop window.

The question is, can a car devised to cost not much more than a Jaguar XJ12, powered by ostensibly the same engine as a Ford Mustang Mach 1 and constructed as a steel monocoque rather than the Countach's exotic racer-style tubular spaceframe convince as a riposte to Sant'Agata's finest?

The De Tomaso Pantera GTS – easily Tom Tjaarda's finest production design – certainly looks as dramatic as the Countach. It may lack the Lamborghini's wild scissor-doors and double-stacked front lights but combines swaggering, exaggerated muscle-car curves with futuristic surfaces like nothing else. This is

## OWNING A LAMBORGHINI COUNTACH 5000S



'They're in the blood – my mother had a Urraco when I was growing up. She's still got it, actually,' says Countach owner Simon Hutson, 'although I've wanted a Countach ever since I watched *The Cannonball Run*.

'I've never had any issues with it in ten years – contrary to popular opinion they just don't break down as long as they're looked after. Any issues are likely to be electrical, but engine-wise they're bulletproof. Out of all my cars, this is the one I'd

keep the longest – I just love going out in it and being a lunatic.

'France used to be the best source of Countaches but now it's Germany. It's fast even by modern standards and has a real sense of occasion thanks to the noise, the smell of the leather and petrol and the fact that you've got to properly drive it. I also have a Murciélago SV and everything happens in that at the touch of a button. The Countach is much more visceral.

'That said, don't reverse one out of the garage with the doors up. I learnt that lesson the hard way...

**'The Countach remains flat in the corners and is seemingly impossible to unstick'**



**'The Pantera seems strangely undramatic until a glance at the dials reveals we're doing 100mph at just 2500rpm - in third gear'**



most obvious in the severe swage-line kick-up behind the doors, devised – Tjaarda says – to draw attention to the engine's position.

Admittedly the Countach's bespoke glassfibre aerodynamic addenda make the manner in which the Pantera draws attention to its GTS-model status – essentially through matt-black paint and big decals – look a bit cheap. And it sells the car short; those three letters point to high-compression cylinder heads and heavy-duty solid valve lifters, courtesy of Ford Motorsport of Australia, that lend the out-of-the-crate engine genuine Bathurst credibility.

Jump in, and it's immediately obvious that the Pantera sits even closer to the ground than the Countach. The GTS warranted a more powerful engine than the Pantera L but it had a lower floor too for improved usability. Having said that, the driving position isn't as comfortable as the Countach's and forces me to suspend my left knee awkwardly between the Seventies accessory shop-style steering wheel and brittle-looking indicator stalk. It's also baking hot in here thanks to the swathes of unventilated black vinyl and radiator pipes running below the cabin floor.

I fire up the Ford V8 and the Lamborghini's scream is replaced by an even louder boom, its deep, resonant frequencies pulsing painfully across my eardrums. I soon discover that I don't need to rev the Pantera hard to access its performance. Instead I use the V8's sheer tractability, treating the gear ratios as wide spans of performance potential – rather than constantly shifting through them – and trusting that a planted throttle will keep delivering endless amounts of torque. It seems a strangely undramatic way to make progress until a glance at the dashboard dials reveals that while the V8 may only be turning over at 2500rpm it's also pulling 100mph with shocking ease – and I'm still only in third gear.

The Gian Paolo Dallara-devised Pantera is just as planted and balanced as the Countach in the corners – both cars employ double-wishbones with coil springs front and rear so perhaps this shouldn't be surprising – but the steering is more redolent of an earlier era. It feels light and twitchy through its larger-diameter steering wheel despite having the same-size front tyres as the Countach, and

## OWNING A DE TOMASO PANTERA GTS



'I was early for a dentist appointment, went into a secondhand bookshop in Stamford to kill a bit of time and bought *Panteras For The Road*. It turned out to be the most expensive dentist appointment I've ever had,' jokes long-term Pantera GTS owner Ashleigh Reeves.

'I fell in love and not long after a classic car magazine pointed out that they were no more expensive to own than a Jaguar E-type. I had to wait until I was 24 before I'd

saved enough money and could afford the insurance. By that point there was only one left in my budget – I bought it without driving it first.

'Running costs are rather unusual. Small parts are often hard to find and can cost a small fortune but things you'd think would be expensive aren't – and not just the Ford engine. One of the driveshafts on my car went ten years ago and I had one made for just £150.

'I always keep a couple of spare engines in the garage because it's surprisingly easy to over-rev and blow them up if you change down too early.'

although the De Tomaso's 275/55 ZR15 rear tyres are smaller than the Lamborghini's they still look and grip like period Formula One balloon slicks, so there's no threat of breakaway.

The Countach and Pantera make for perhaps the most unusual comparison of all here. Bristol and Iso may have taken on their thoroughbred rivals at the same price point in the hope that thorough engineering would find them a market but Alejandro de Tomaso saw an opportunity to use mass-production components – and, with the steel monocoque, mass-production methods too – to subvert the supercar world's exclusivity and bring the concept and its comparable performance to a much larger market for nearly half the Countach's price.

De Tomaso was certainly audacious, but he succeeded. The Countach and Pantera may look similar, corner almost identically and produce the same kind of performance – 0-60mph in 5.6 seconds and on to a top speed of 179mph for the Pantera, 5.4 seconds and somewhere upwards of 160mph for the Countach –





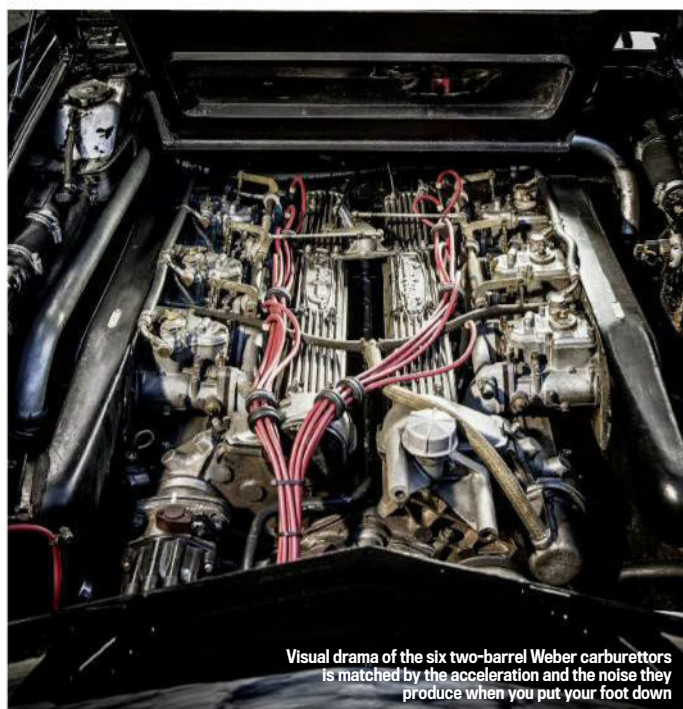
Pantera's torque allows it to pull strongly and cleanly from 1200rpm in fifth gear



Pantera driver sits even closer to the ground than the Countach pilot



Countach's heavy clutch and steering and hopeless visibility are forgotten the second you drop the throttle in second gear



Visual drama of the six two-barrel Weber carburetors is matched by the acceleration and the noise they produce when you put your foot down

but they achieve it in dramatically different ways. And it's all down to their respective engines. The Countach behaves exactly how you would expect an Italian supercar to behave when you drive it exuberantly – the driver clinging grimly on inside an avant-garde sculpture while 12 tiny cylinders flicker around an extravagant quad-cam engine to a chorus of banshee wails and machine-gun chatter. Doing the same thing in the Pantera is rather like bracing yourself for a bomb blast directly behind you and then feeling its relentless shockwave propelling you forward.

Each car's engine is intrinsic to its individual character, and you'd be satisfied with the performance and handling whichever one you chose. There is one key difference between the two that's worth remembering, though – you can replace the De Tomaso's entire engine for a quarter of the price of a Countach V12 rebuild. Funnily enough, the Pantera's gearbox – a ZF unit it shares with the Ford GT40, with clusters set up for Le Mans' long straights – costs more than the V8 engine to which it's attached.

### 1983 LAMBORGHINI COUNTACH 5000S

**Engine** 4754cc, V12, dohc per bank, six Weber carburetors **Power and torque** 348bhp @ 7000rpm; 319lb ft @ 3600rpm **Transmission** Five-speed manual, rear-wheel drive **Steering** Rack and pinion **Suspension** Front and rear: independent, unequal-length wishbones, coil springs, telescopic dampers, anti-roll bar **Brakes** Servo-assisted discs front and rear **Weight** 1506kg **Performance** Top speed: 160mph; 0-60mph: 5.4sec **Fuel consumption** 14mpg **Cost new** £71,250 **Values now** £115,000-£190,000

### 1979 DE TOMASO PANTERA GTS

**Engine** 5763cc, V8, ohv, Autolite four-barrel carburettor **Power and torque** 350bhp @ 5500rpm; 362lb ft @ 4000rpm **Transmission** Five-speed manual, rear-wheel drive **Steering** Rack and pinion **Suspension** Front and rear: independent, double wishbones, coil springs, telescopic dampers, anti-roll bar **Brakes** Discs front and rear **Weight** 1382kg **Performance** Top speed: 179mph; 0-60mph: 5.6sec **Fuel consumption** 10mpg **Cost new** £38,630 **Values now** £25,000-£65,000



'What made economic sense to their manufacturers back in the 20th century translates into fantastic value today. These are cars to jump into and enjoy'



## THOROUGHbred OR HYBRID?

There can be no denying the appeal of a thoroughbred engine, be it silent refinement, thunderous urge or – in the case of an Aston Martin V8 Vantage – both. However, there's no ignoring the fact that power is power, regardless of where it comes from. Whether it's better delivered in a howling 7000rpm crescendo or a subterranean 4000rpm earthquake is a matter of personal opinion.

The key factor across all our tests on the other hand is the importance of thorough design. Whether it's the attention to cabin detail and subtly massaged road manners in the luxury coupés, chassis balance and ergonomics in the GTs or power management and cornering feedback in the supercars, the points of difference among our pairings were rarely a result of their engines but rather other aspects of their engineering.

One thing's for certain – the work involved in successfully integrating an American V8 into a European chassis is far from inexpensive. In fact, it could be argued that the work of Giotto Bizzarrini and Gian Paolo Dallara prove that if any one component makes a car a thoroughbred it's actually the chassis. Either way, a look at the values of our Euro-American-Big-Three-engined trio shows that what made economic sense to manufacturers back in the 20th century makes for fantastic value today. They're cars to jump into and enjoy – something that's made all the easier by their simpler servicing demands.



Iso Grifo proves that a simple V8 in an exotic chassis is more than a match for higher-strung European rivals

*Thanks to: DK Engineering ([dkeng.co.uk](http://dkeng.co.uk)), Barry Twitchell, Slades Garage (where the Mercedes 280 SE is for sale – [slades-garage.co.uk](http://slades-garage.co.uk)), Harry Crowther, Danny Sefton, Lynne Bull, Simon Hutson, Lamborghini Club UK ([lamborghiniclub.co.uk](http://lamborghiniclub.co.uk)), Ashleigh Reeves and Paul Thompson*





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A vintage MG TC is shown from the rear, driving on a dark asphalt road that curves to the left. The road has white dashed lines. The background features a grassy hill with white flowers and a line of trees under a cloudy sky. The image has a motion blur effect, suggesting speed.

# *Return of* **THE UNDERDOG**

A privately-entered MG TC special rocked the Le Mans establishment in 1950. We drive the recreation that plans to repeat the feat later this year

Words GARETH EVANS Photography CHARLIE MAGEE





This TC special recreates a dream to go giant-killing at the world's most famous endurance race, and a race car that raised MG's profile massively



**A**pproaching the limits of the Blockley three-stud tyres' adhesion, I'm aware that all four begin to lose lateral grip at roughly the same time so I'm going to have to use the throttle to retain control of my cornering trajectory. The back end will swing out if I'm heavy-handed with the right pedal but it's equally easy to get the front washing wide if I barrel into a corner a little too eagerly. Driving this car quickly is brilliant fun, but it's going to take some balls to drive

it at race pace – exactly what I'm going to be doing later this year when I co-drive this recreation of a very special MG TC at the circuit where the original made its mark.

It was the car many consider to be the godfather of low-budget racing in the UK. The original was campaigned during the Forties and Fifties by *Autosport* magazine's chief photographer and motor racing enthusiast George 'Spud' Phillips. He dreamed of mixing it with the big boys at Le Mans and his success created a new era for MG – and club racing generally.

Following a difficult and protracted period during which this car was recreated as accurately as it's possible to do from old photos – and a red herring scale model that turned out to be wholly inaccurate – you're looking at a transformed FAK 57. Later this year I'm joining owner Simon Evans at Classic Le Mans to mark Phillips's successful 1950 Le Mans race, though we've yet to decide who'll take the role of Spud.

I nudge the car out of a side road and onto our test route on Cambridgeshire's B-roads to allow the engine to get up to temperature. The first thing I notice is that the TC's turning curcle is enormous. Its 19-inch wheels – built just up the road in Peterborough by Turrino – don't help manoeuvrability but its owner has added a revised steering rack with two and a half turns from lock-to-lock rather than the previous two. It should help me catch unintentionally extravagant oversteer. That's what I'm expecting in the heat of battle through the famous Dunlop Curves at any rate.

As the MG's water temperature needle's gradual climb finally stops I know I'm only minutes away from being able to find out what it's really capable of. I have to drive slowly initially to allow the XPAG engine's oil temperature to catch up with the water and discover that this is a difficult car to love at low speeds. The worm-and-peg steering is at its worst and the leaf springs transmit every single bump in the road directly through the seat of my overalls.

With the oil needle pegged though we're finally ready for action. Its power delivery tails off at 5100rpm – 100rpm earlier than the standard XPAG – but the race-tuned pushrod four-cylinder engine feels surprisingly lively. It sounds the part too with an exciting off-beat thrum that climbs in intensity with the revs once the aggressive race camshaft is up to speed, delivering instant extra thrust. I can already imagine myself buzzing out of Le Mans' Ford chicane and across the start/finish line in this car.

The engine's character lives up to the looks – it's quite theatrical at speed and it's clear there's a significantly larger area under the torque curve than you'd find on a standard TC. It takes off like a shot with plenty of in-gear acceleration thanks to the 4.2:1-ratio differential that the owner has installed. This means I don't have to change gear as often but when I do the change is solid – the shift lever is half the length of a regular TC's and requires little more than a flick of the wrist between de-clutches to secure another of the four ratios through the standard H-pattern gate. Heel-and-toeing is

equally rewarding but the pedal box isn't exactly accommodating – fancy footwork in my size tens is a constant game of contortion.

I find the handling at higher speeds difficult to fault as I throw it into a slightly damp shaded corner. This car has leaf springs with Leda dampers, much as the standard car would have had in period but it feels very well-mannered at speed, if a little bumpy on British B-roads. That steering initially feels vague on turn-in because – as with a lot of cars of this vintage – there's a dead spot the instant you turn in before any sort of meaningful feedback materialises through the period wooden wheel; it's difficult to muster much confidence when you're not entirely sure in which direction the 19-inch wheels are pointing.

The hydraulic brakes lack conviction and cause the TC to dart alarmingly to the left when I really lean on them, something that will be rectified. I'll hit the circuit later to experience this particular improvement for myself – and to see exactly how its chassis copes with corners at racing speed – long before Le Mans. The FIA's regulations for the Historic Technical Passport make it abundantly clear that more sophisticated suspension, body or chassis strengthening isn't allowed so I suspect bravery is going to play a major part in any real speed I find.

But why recreate this particular car? It's all about the great British underdog. Back in the Forties the idea of adapting a road-going car into a racer was the pursuit of conglomerates or ultra-well-heeled individuals until Phillips built his special. Spud and his TC brought motor racing to the masses despite the austerity in the wake of both world wars. In a roundabout way it also helped to pull MG's fortunes back from the brink after tempestuous war years spent building tanks, aeroplane parts and other military equipment at its Oxfordshire factory.

'Driving it quickly is brilliant fun but it's going to take some balls to drive it at race pace – exactly what I'll be doing this year'



TC still wearing its Lester bodywork en route to fifth at the 1948 Manx Cup



Phillips' first Le Mans outing in 1949 ended in disqualification





Oversteer is only ever a throttle prod away but a quicker steering rack should make catching the resultant slide is easier



Simon has set the car up more for acceleration than outright top speed, 'It gets a bit naughty over 100mph anyway'





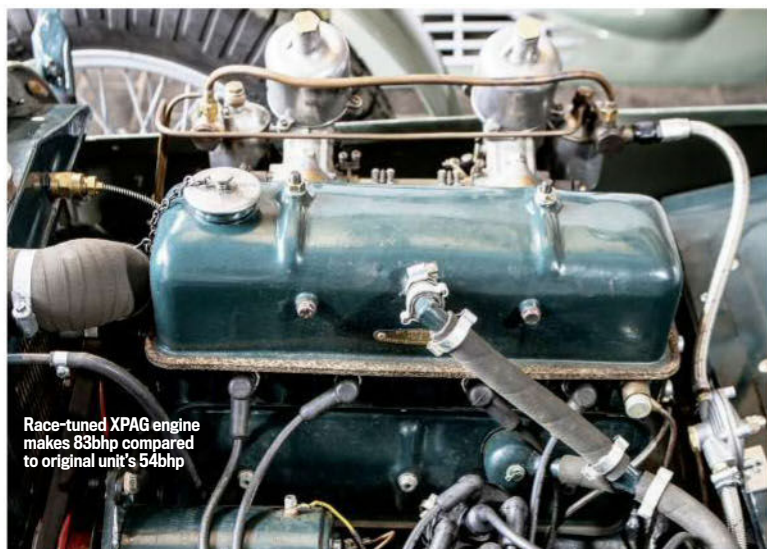
Fed-up stranded racer or admiring owner? Team Evans is hoping for the latter at Classic Le Mans later this year



Bespoke body's thicker-than-original gauge aluminium is designed to offset flexing



TC is not at its best at low speeds with truculent worm-and-peg steering and hard ride



Race-tuned XPAG engine makes 83bhp compared to original unit's 54bhp



## OWNING THE TC



'I was talking to Phil Cornut about what to do after I'd sold the Monthéry Midget C-type I bought from him a few years ago,' says Simon Evans. 'It was based on a D chassis and I only ever used it on the road.'

'By this time however I was toying with the idea of getting back into historic racing and mentioned to Phil that I'd always wanted to recreate the famous George Phillips MG TC Special.'

'He told me he knew where the remains of the crashed original were but that the guy who owned them wouldn't release them. Despite this we decided on the spot that it was what we wanted to do – it would still be a fun road car but less fragile than the Midget and more practical into the bargain – well, as far as these things are ever practical!'

'We also hoped that it would get us into some exciting races and that's certainly been the case. The most memorable of them all so far has unquestionably been the Goodwood Revival. Being on that famous grid and racing around the track was really exciting what with the crowds, the atmosphere and all the other cars on the circuit.'

The UK was chock-full of bored US Airforce personnel after the war, many of whom loved the TC's traditional British sports car looks, mechanical simplicity and – at £527 in 1947 – low price. This enthusiasm cemented the TC's – and thus MG's – popularity in the US and beyond; it eventually outsold any other car built so far at Abingdon with 10,001 TCs finding homes. An American craze for British sports cars was born.

Phillips' early attempts to race a normal roadgoing TC proved unsuccessful so he turned to renowned MG special builder Harry Lester to create a sleek new body while he got on with tuning the engine. He entered his new special into a race at Goodwood in 1948 and found himself up against some fearsome rivals. Phillips snatched a non-supercharged sports car class victory at the very meeting where a young Stirling Moss fought his first serious circuit race in a 500cc Cooper-JAP – and MG made club racing history.

This was the first motor race in the south of England for almost nine years so it attracted extremely enthusiastic spectators, even if the races comprised just a handful of laps each. Phillips' car came fifth in the Isle of Man Manx Cup Race later that year and went on to win the Brighton Speed Trials and the 12hr Trophy race at Monthéry in northern France.

These successes in the post-war era meant that MG became a paragon of low-cost motor sport and the everyman ticket to a life in the racing paddock; if this plucky Brit could compete with factory-funded might from the big boys then anyone could.

After Monthéry Phillips' next – and rather more ambitious – goal was Le Mans, but one look at the regulations made it clear that the TC wasn't suited. Undeterred, Spud enlisted the help of

'I finished 20th out of a starting grid of 30 cars in the Fordwater Trophy – not bad for the oldest car with the smallest engine in the race. It was a particularly special race for me because it took place some 67 years after Phillips' won there outright in the original car.'

'The most fun I've had in it was on the Goodwood test day. I'd booked for the Saturday session but the day before was a complete washout. There'd been a number of crashes so the circuit was closed for the day. The forecast for the Saturday was much the same so hardly anyone turned up. The circuit is usually crammed during the timed sessions but I got there at 9am and only left when I'd finally had enough five and a half hours later. There were only ever four or five other cars on the track so I had the whole of Goodwood virtually to myself – it was absolutely brilliant!'

'Getting it race-ready wasn't completely straightforward however. Messing around with the differential ratios made a huge difference to how the car behaved at the Revival. I passed at least three cars before the first bend at Madgwick because the car was pretty quick off the mark for a car of its size and age. It certainly outdragged a few bigger and more powerful machines.'

'We took the view that it starts to get a bit naughty at anything over 100mph anyway so losing 10mph or 15mph from the top speed was a price well worth paying if it meant that the car got off the startline more quickly.'

Londoner Ted Goodwin who rebodied the MG so it would qualify as a sports car to race. It was considerably lighter than before, which accounted for much of its extra new-found performance.

Phillips' first Le Mans outing in 1949 ended in ignominy and disappointment when he and co-driver Curly Dryden were disqualified for receiving help while fixing the car out on the circuit. Phillips took on a new co-driver – Eric Winterbottom – the following year and the two finished second in class and 18th overall having completed 1760 miles at an average speed of 73mph. This generated titanic worldwide publicity for MG and the Abingdon factory was sufficiently impressed to take Phillips on as a works driver and bring the TC special in-house as a prototype test vehicle. Rumour has it that it was eventually developed into the MGA.

It ended well for Spud, but what of our planned adventures across the Channel? Classic Le Mans's rigorous scrutineering has a very specific brief and offers little room for manoeuvre, so while there's a tube-frame chassis under the bespoke aluminium body, many of the other parts – including the dampers and axle – are from a conventional road-going TC and the engine remains in its original position. Phil Cornut was responsible for most of the build and says, 'If I had been putting together an ordinary racing TC, I would probably have started by moving the engine back in the chassis, fitting a set of 15-inch wheels and maybe recoring the radiator – there are many modifications you can make. But with this project we wanted to stay as close to the standard car as possible. It even has a traditional copper radiator.'

The handcrafted bodywork had to be developed from scratch with only poor-quality period photographs and a notoriously inaccurate scale model to work from. The panels are made from slightly thicker metal than the original car's 20-gauge aluminium in a bid to dial out some of the flex. 'This isn't a standard restoration,' says Cornut. 'It has been built along the lines of a proper race car rather than a modified TC.'

MG engine specialist Peter Edney built the race-tuned engine with a Phoenix crankshaft and H-section conrods, racing pistons, a polished and ported cylinder head, improved oil supply and twin 1½in SU carburettors. The 1949 factory booklet *Special Tuning for the MG Midget Engine Type XPAG* states that an unsupercharged engine tuned to stage four and running on 10 per cent methanol and 1.25 jets should be capable of up to 83bhp – which is what this recreation is currently producing – well up on the 54bhp it would originally have had. It's built to race, but reliability is key; the brief was to create an engine that wasn't running on the ragged edge all the time so it stands a better chance of surviving historic endurance races to come.

Racing at Classic Le Mans isn't going to be easy – we'll be competing in Plateau 2 against much faster Jaguars, Ferraris and the like. Spud Phillips' MG was one of the underdogs at Le Mans back in 1950 – this recreation will be no different in 2016.

*Thanks to: Stewart Penfound, author of Harry Lester, His Cars & The Monkey Stable*

### 1947 MG TC SPECIAL

**Engine** 1250cc, in-line four cylinder, ohv, two 1½in SU carburettors, polished and ported cylinder head **Power and torque** 83bhp @ 5100rpm; torque N/A **Transmission** Four-speed manual, rear-wheel drive, 4.2:1 differential **Steering** Worm-and-peg **Suspension** Semi-elliptic leaf springs controlled by Leda hydraulic dampers front and rear, three-quarter floating rear axle **Brakes** Lockheed hydraulic drum brakes all round **Weight** 600kg **Performance** Top speed: 100mph; 0-60mph: 5.5sec (owner measurements) **Fuel consumption** 10mpg **Cost new** £527 (standard TC when launched in 1945) **Value now** £100,000



## 1968 MORRIS MINOR CONVERTIBLE

The Vanstone brothers were happy to take on a Minor in need of some TLC. Then a look underneath revealed the full horror story...



EPIC RESTORATIONS

# 'WE'VE GOT SOMETHING TO TELL YOU... BUT IT'S ALL RIGHT NOW'

When a specialist rejected Ken Walker's Morris Minor as being too far gone to restore, he turned to Vanstones to prove them wrong. Two years on, this is the result

Words RUSS SMITH Photography LAURENS PARSONS







## THE OWNER



Ken Walker talks about his 1968 Morris Minor with a passion and warmth that's infectious. 'I found it three years ago in a garage where it had been left after failing its MoT some years before. I could tell it

was an original Convertible – not a chop-top – and in need of some TLC so I bought it and took it home. I had a Traveller in my twenties that I had set out to restore but never finished – finances, time, you know how it goes – so I moved it on. But it always felt like unfinished business. I tinkered with this car and got it running and MoT'd, though I don't know how – considering how bad the body was. I then took it to Charles Ware's Morris Minor Centre for assessment and was told, "It's at the bottom of its depreciation curve and not really worth doing anything with."

'I took the decision right then to save it – the only question was how. Then a friend recommended Vanstones Garage so I took it down to Cornwall to see what they thought. Darren Vanstone wasn't at all fazed and said, "We'll see what we can do in the downtime between other jobs." The enormity of the task only became clear when they started stripping it down, but they took it on as a labour of love. I was clear that I wanted to keep as much of it original as possible. I wanted to preserve the car's authenticity. The odometer reads 52,800 miles, and, though I can't prove that, there's been plenty of evidence like the lack of wear in various parts to suggest that it might be correct.'

By this point the car had also been named. Ken says, 'Its previous owner said the Minor was called Norman but my wife said, "That's not a Norman – she's more like a Nell," and the name has stuck.'

## ASSESSING AND STRIPPING

**'We had a lot to do – the full horror wasn't revealed until we started cutting'**



'At first glance it looked reasonable but a bit tired on the surface at first glance,' says Dave Vanstone (left). 'And you have to remember that it was a runner when we got it, albeit with a bit of rattling,

knocking and banging. But it got worse the closer you looked and the size of the task we'd taken on started to become clearer. Panel gaps were all over the place and the rear wings were barely holding on, as very little of what they'd been bolted to was still there. The hood was held together with gaffer tape and every panel on the lower half of the car had rust breaking out on it.

'We put it up on a ramp and saw that much of the underside was a patchwork of welded-on plates – each was just enough to get the car through another MoT test and was often overlapping another. To be honest, it was a mess and we obviously had a lot of cutting out and fitting of new panels to do, but the full horror wasn't revealed until we started cutting.'

## EXPERT TIP

'Genuine post-1958 Convertible chassis numbers start with the letters 'MAT' but logbook-swapping is not unknown. A reliable check is whether the curved strengthening plates below each end of the dashboard have factory spot-welds rather than beads.'



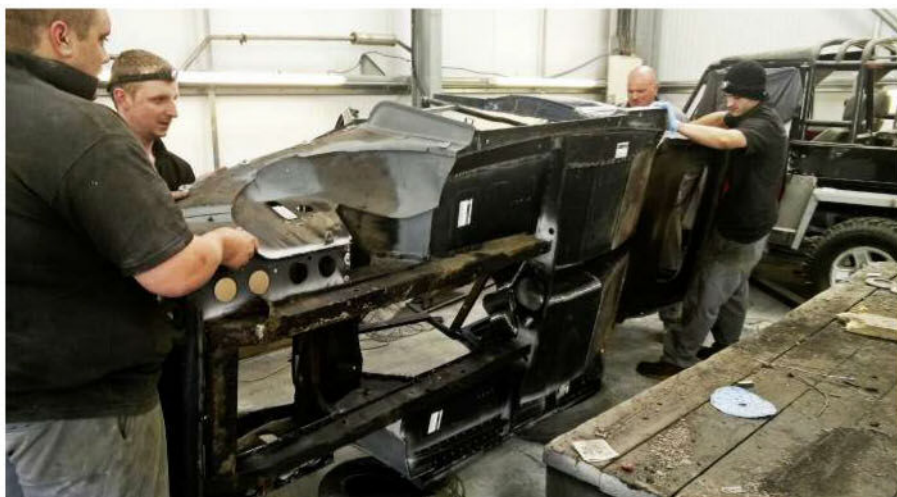
The Minor looked salvageable but was hiding rot and bodge horrors in the floorpan and behind the wings



New floorpan ready for fitting – repair patches on the old one were two inches thick in places



Cutting Minor in half was the easiest way to replace the rotten centre section



Vanstone team rolled the bodyshell over on to tyres to make work on the underside easier



Original rear wing mounts had to be completely refabricated



## BODY AND CHASSIS

**'In the end it was easier to cut the car in half and remove the middle section'**



'I could see why the other specialist had said it wasn't worth doing,' says Shaun Gregory (left). 'In some parts of the floor there were four or five layers of patch two inches thick. In the end it was easier to cut the car in half and remove the whole middle section including the floor, sills and central crossmember. I found the original body measurements online so we had all the dimensions to work to and welded up an internal frame to support it all.'

'We couldn't base anything on what was there because the uneven door gaps and body lines showed it had lost much of its shape over the years. And in a lot of areas you couldn't find the original body seams so there were no points of reference.'

Luckily Minors are blessed with almost complete availability of replacement panels so, armed with a complete new floor, three-piece sills and centre crossmember, Shaun just had to work out what went where and how the various panels overlapped and joined each other – a painstaking task that took months. 'We didn't tell Ken that we'd cut his car in half at the time – we didn't want to worry him. His father saw it – he lives locally and would drop in to check on the car occasionally but he was sworn to secrecy.' Only after it was back together did Darren Vanstone make the call to Ken. 'I said, "We've got something to tell you... but it's all right now." He took it quite well, really.'

Shaun could then move on to the rest of the car's structural problems. 'One of the front chassis legs [which attach to the floor and crossmember] had to be replaced. Amazingly they weren't rusty – they often are on Minors – but the nearside one had been bent by an accident at some time in the distant past. Again, you can buy complete new chassis legs so it was just a case of lining it up and welding it on.'

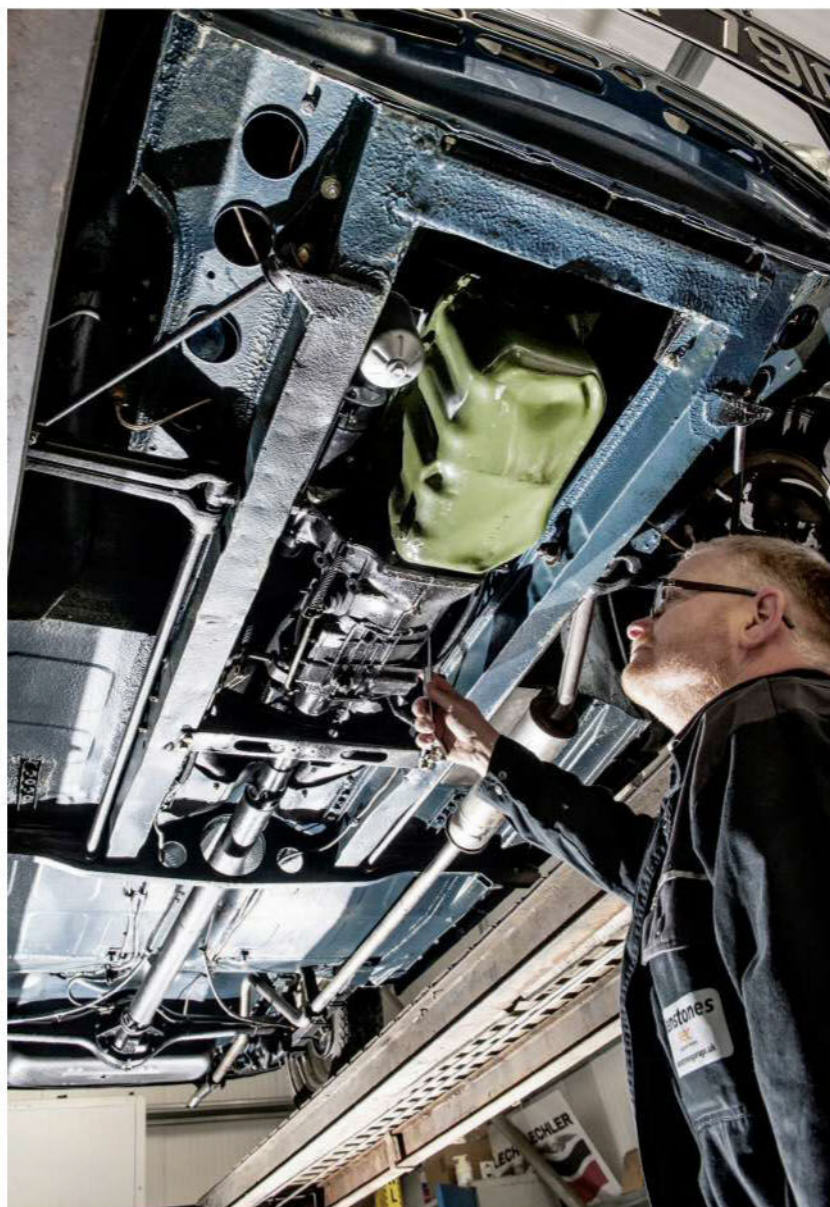
'The floor section that runs under the rear seat is one of the few panels that you can't buy so I made one up from flat sheet. It was the same with the tray section at the rear of the boot floor. Then I had to let in new rear inner wheelarches and the inner wheelarch section of the A-pillars at the front.'

Only then was the shell sent away for media-blasting – with so much metal being cut out there hadn't been any point before. 'It revealed a few small areas that we'd missed so we sorted those and attached the outer panels. That included four new wings – pattern parts are absolutely fine and cost just £100 each compared to £500 for factory panels.'

'The bootlid the car came with was a glassfibre reproduction but Ken still had the rusty original, so we repaired the bottom of it and refitted it. One door bottom needed replacing inside and out, but the other was fine so may have been changed at some point.'

## EXPERT TIP

'Never cut the sills or central crossmember out of a Minor Convertible without bracing the bodywork first. With no fixed roof there's little to stop the remaining metalwork moving about and causing alignment problems. You certainly don't want to find that out after you've started to weld in new panels.'



Dented sump left as part of the car's history. Only one chassis leg had to be replaced





'It had clearly been poorly maintained – you could tell from how it sounded'



Darren Vanstone (left) took charge of all the Minor's mechanical refurbishment. He says, 'It had clearly been poorly maintained – you could tell from how it sounded, all rattles and rough running.

It was leaking quite a lot of oil from various places too. We did consider replacing the usually incontinent scroll seal at the back of the crankshaft with one of those new rubber seal kits but that would have involved machining the crankshaft. And Ken's instruction for the engine – which checked out as being original to this car – was to make it reliable but to not go overboard.

'That was quite an interesting challenge because many people today take the view that while something's apart you might as well do the lot. So I dismantled the engine to see what needed to be done.

'When I cleaned up the pistons I found that they were marked as .020in oversize, so it had been rebored at some point. Probably not too long ago either as there was no wear on the pistons, rings or bores, so a clean-up was really all they needed. The crankshaft journals were all still within their recommended wear limits so we just fitted a new set of bearing shells. However, markings on the oil pump suggested that was the original so at £30 for a new one it made sense to replace it. It was a similar story with the water pump – only £17 – and you always need to replace the timing chain and tensioning rubbers on an A-series engine – we could hear it rattling when it arrived. We fitted a duplex chain because they last longer than the single-row originals.

'There was a bill to show that the gearbox had been rebuilt previously and it seemed to work fine so we did no more than clean it up and change the oil. Likewise the rear axle and the suspension just needed new bushes and front trunnions.'

Vanstones also replaced the front suspension bump stops; these often snap off their mounting plates but they are important in controlling suspension travel.

#### EXPERT TIP

'Something that's often missed on Minors, where front chassis legs are being repaired rather than replaced, is that over time the legs can assume a kind of negative camber. Get the car on to a ramp and look carefully from head-on to check.'



A-series engine looks standard but what looks like a dynamo is actually a Powervamp Powerlite alternator



Bodyshell was painted without panels first



New pattern wings cost a fifth of factory panels



Original hood rail was rotten so Vanstones had to make a copy



Early attempts at a tight hood fit were abandoned – Minor hoods never fit precisely





Minimal work needed inside - door panels are new but the seats still wear their original covers



Clues suggest low mileage may be correct



New badges finish the job



New hood came with no instructions so old one was used as a template to locate the studs and rivets



Fresh chrome finished off two-year restoration

## PAINT AND REASSEMBLY

**'The hood came as a kit - but with no instructions. That was nerve-racking'**



Having got the body right Shaun now set about painting it. 'We started by spraying the whole shell with Bilt Hamber Hydrate 80 rust killer, then seam-sealed it. We inverted the body to get at the underneath, coated it with anti-stonechip paint and used a spray seam-sealer for all the joints.

'We then sprayed the whole car with a Lechler high solids primer, block-sanded by hand, primed and then blocked again. We finished off with Lechler two-pack paint matched to the original Trafalgar Blue then flatted and polished it after it had left to dry for a suitable length of time. We injected all box sections with Waxoyl and finished off the underside with a coat of clear Waxoyl. While all that was happening we sent the wheels away to be powdercoated in something close to the original Old English White.'

Rob Vanstone (pictured) got involved with the reassembly phase. He says, 'Fitting the new hood was interesting. We had to start by replacing the vinyl-covered wooden rail that runs round the rear lip of the cabin for the hood to attach to. It was rotten but there was enough there for us to copy and make a new section. The hood itself came as a kit but there were no instructions so we had to use the remains of the old one to work out what went where, and buy a die and punch to fit all the studs and rivets. That was nerve-racking because it's not something you can do twice - it all has to be right first time.

'We repainted the frame then made the mistake of trying to get the hood to fit tightly like it does on a modern car. When we couldn't manage it - we'd always end up with it not quite fitting somewhere - we looked the problem up online and discovered that Minor hoods don't fit exactly and never did. So we settled for an acceptable compromise.'

Little work was needed on the interior, supporting the theory that the car's mileage might be correct. Rob says, 'The door and side panels were beyond salvation but we were able to get reproductions in the correct Blue Grey from Newton Commercial.'

## EXPERT TIP

'Getting good panel fit on a Morris Minor starts with the doors and rear quarter panels - everything flows out from there. Almost all of the other panels simply bolt on and have a fair amount of adjustment built into their mountings.'





Original metal bootlid was repaired and replaced the old glassfibre lid it came with. Lechler two-pack paint is a match for the original Trafalgar Blue

## CONCLUSION

**'It's worth every penny. I won't be parted from this car now'**

'The detail Vanstones has gone to is incredible,' says Ken Walker. 'The team may have gone well beyond the call of duty but they still kept within budget. In all, the work took near enough two years to complete – no one realised how much work was required and the remit changed from a light restoration to give the car a few more years to a "let's do this once and do it for life" job. That meant spending a respectable amount of money but it has been a fantastic experience and was worth every penny. I was able to follow the progress during regular visits to my father in Cornwall, which certainly helped.

'Best of all, my ten-year-old daughter Annie has fallen in love with the car – she was waiting on the wall outside for it to come home and asks to go out in it at every opportunity. That has made it all hugely rewarding. We got it back in time to have some great fun with it last summer on family trips out – it doesn't get shown or anything.

'I also try to use it on any dry weekend day just to keep it up together, but cannot wait until spring when we can get proper regular use out of it – I won't be parted from this car now for anything.

'Some people question why we've put so much into what is just an ordinary classic, but if you have the opportunity, do it! Surely all classics are worth saving?



Original wheels were powdercoated close to Old English White rather than resprayed



Minor's snout ready to nudge the horizon once again

*Thanks to: Vanstones Garage, [vanstonesgarage.co.uk](http://vanstonesgarage.co.uk); Malcolm Warren for the Triumphs; Ed from Powervamp Ltd, [powervamp.com](http://powervamp.com)*

## NEXT MONTH

Most people would run a mile from a fire-damaged Lamborghini Countach but one owner reckoned a little work would bring his 5000S back from the brink...



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# MONTE CARLO AND BUST

We bury the throttle in the Triumph TR4 that colourful JP and full-time speed-addict Edwin Hodson drove – and crashed – on the 1962 Monte Carlo rally

Words JOHN SIMISTER Photography ALEX TAPLEY

**I**nternational rallying used to be quite simple. You'd buy a car strong enough and sporting enough to last the course and get to the finish on time, fit extra lights and navigational aids, pay your entry fee and off you'd go to Monte Carlo, Liège, Athens or wherever. The works teams did it on a bigger scale with more service back-up and greater thoroughness of course but in theory anyone sufficiently well-heeled could have a go.

My mission today is to experience not just any old Triumph TR4 rally car but a veteran of the 1962 Monte Carlo Rally that owner, entrant and driver Edwin Hodson – ironically hailed by the more jingoistic reaches of the British press as 'the fastest man on ice' – ran without studded tyres and inverted on the icy Col du Cucheron towards the end of the rally.

It looks pretty much standard from the outside apart from a pair of extra under-bumper lights at the front, a heavily cranked left-hand windscreen wiper – the better to sweep close to the nearside screen pillar – and a swivelling roof light whose handle pokes down through the hardtop. A hefty front anti-roll bar is also visible, something the TR4 didn't have originally. The paint is fabulous and the panel gaps extraordinarily good for a bolt-together separate-chassis TR4. All it needs is its original white triangular cross-section Ace numberplate digits instead of the pressed-aluminium plates it wears today. Details, details...

Inside there's a crackle-black panel in place of the glovebox lid, containing a giant clock and room for a Halda Speed Pilot or similar. Modern fuses and relays are visible behind the dashboard but otherwise all is standard, albeit renovated and retrimmed.







**'It happily zips far beyond 5000rpm and would probably burst straight through the 6000rpm redline given half a chance'**



Attempting to find a decent driving position is helped by the flat woodrim Moto-Lita steering wheel's reach adjustment but thwarted by a fixed seat backrest that's too upright, a seat cushion that's too high and an accelerator pedal that's too far below the brake pedal – there'll be no heel-and-toeing in this car. The fly-off handbrake is buried somewhere down by my left shin and finding the foot-operated dipswitch in a hurry would be difficult because it's positioned almost as high up on the toeboard as the clutch pedal's pivot.

However, the view down the bonnet is fantastic; the prominent bonnet bulge over the twin long-body SU H6 carburettors, the eyebrows over the headlamps and the curve of the front wings coalesce like a landscape of interlocking hills.

The tachometer needle swings into life as I fire up the engine, triggering a deep businesslike bluster from the exhaust pipe and twin pancake air filters.

Into first gear and there's no crunch and very little resistance because the TR4's gearbox was one of Britain's earliest

recipients of first-gear synchromesh. A perkier camshaft and custom-made four-into-one exhaust manifold – quite unlike the one pictured on the TR4's homologation papers – promise abundant torque but it's immediately obvious that this engine revs like no ordinary TR4 unit too. It's triggered by a throttle action so keen that it's hard not to progress down the road in a series of ungainly kangaroo-hops. Bumps in the road create similar issues – especially on a light throttle opening – so I opt to overcome it by driving the TR4 as a rally car deserves to be driven – fast and hard.

The tachometer scale ends at 6000rpm – a zone seldom visited by a standard TR4's needle – but this one happily zips far beyond 5000rpm and would probably burst straight through the scale's end given half a chance. I resist the temptation to find out because just 800 miles have passed under this TR4's wheels since its restoration.

Instead I play tunes with the overdrive, its engagement so quick and smooth that it's almost like having a series of three modern double-clutch transmissions with just two

gears in each. Overdrive third and direct top are about the same so you can go for miles on a fast twisty road just switch-flicking between third gear's two legs. Overdrive second is a useful gap-filler between direct second and third too.

The tail is choppy and bouncy on the lever-arm rear dampers but the gearchange is light and ultra-crisp and so – perhaps surprisingly – is the steering. Combine this with the squirty torque and live rear axle and the TR feels rather like an early tuned Ford Escort, albeit one with extra structural flexibility – the solid roof panel chatters away endlessly to remind me of its perma-squirring foundations.

Ultimately this TR4 isn't especially fast – its fire is quenched significantly once overdrive top is in play – but it is a lot of fun. It also gives the strong impression that it hasn't been driven much since the rebuild – it hasn't really settled in or been debugged yet, hence the uncomfortable driving position, pedal snags and bouncy tail. Not that there'd be much point in doing that now because this TR4 is about to be





This early TR4 started its rally career before the works cars were ready



Jumbo-sized clock leaves just enough room for a rally tripmeter in the glovebox aperture



Engine number shows that the TR4's later 2.1-litre engine was built in May 1962. The car itself is one of just 17 cars built in 1961



Original special order 2.0-litre TR3A engine was probably replaced by current 2138cc unit during post-Monte rebuild

re-purposed for the 2016 view of what a historic rally car should be.

Which poses a conundrum – an event may welcome your car's historic interest but insist that its specification be less historic than accuracy should dictate.

So what do you do – keep the car as a historical curiosity or use it in a rally as originally intended and accept the necessary changes – and maybe some unnecessary ones if they make your car work better? Just how far do you go?

This is exactly the problem faced by David Stanley, who recently acquired the TR4 that took part in the Monte Carlo Rally a year before Triumph's own works cars. A major rebuild after the Monte crash, a complete restoration in the Nineties and recent refreshment mean the TR4 is now in pretty much the trim it was in pre-inversion. It's a lovely period piece, but what exactly was it that Edwin Hodson entered into the 1962 Monte?

The Triumph competitions department stayed out of international rallying between the end of the TR3A's era and the start of

## EDWIN HODSON - THE SPEED-LOVING MAGISTRATE OF A KIND NOW EXTINCT

'To him, every car journey was a competitive event,' says Edwin Hodson's son Noel in his book *The Haunting of a Favourite Son*. It did indeed seem that Edwin Hodson, Stockport councillor, Justice of the Peace, former Fleet Air Arm lieutenant and sometime parliamentary candidate left reality behind when he was driving a car. Even the regular holiday drive to Cornwall was just another opportunity for him to exercise all the skills required to get a car full of six travelsick children and a nerve-shattered wife to their destination as quickly as possible.

The younger Hodson goes on to describe a night test-drive over the snow-covered Pennines in the newly acquired TR4 ahead of the Monte Carlo Rally. On a narrow lane, speed

around 80mph, they came upon a right-angled bend and a district nurse picking her way around it towards them. With no possibility of stopping in time, salvation involved flicking the Triumph up the snow-covered bank and around the Morris Minor and its panic-stricken driver. The Triumph then shot back down on to the road, pointing the optimal way to flick round the bend.

In 1965 transport minister Tom Fraser imposed a temporary blanket 70mph motorway speed limit – later to become permanent under his successor Barbara Castle – following a spate of motorway accidents in fog. Hodson disapproved of the limit and as a JP refused to try motorists accused of breaking the new limit.

The *Daily Express* ran a Giles cartoon on



Hodson (right) at TR4's Monte scrutineering in Glasgow

December 30 1965 to that effect and perceptive journalist and intellectual heavyweight Bernard Levin later interviewed him on television. Hodson asserted that if everyone drove at the same low speeds they would drive in convoys, lose concentration and cause motorway pile-ups. He undeniably had a point, but political and public opinion was against him.

Edwin Hodson clearly lived a charmed life behind the wheel – he reached 66 years of age before his death in 1980.



## TRIUMPH TR4 RALLY CAR

Ex-Hodson TR4 looks as it would have done its Sixties heyday but big changes are planned for its return to the Monte



As found in 1990 with missing overdrive, carbs and manifold



Original red paint still visible on inner wings and boot floor

the TR4's works rally career in 1962, but none of the four works cars – all powder blue with single-number VC-suffix registrations – was ready for the year's first major rally, the Monte Carlo. Which is probably why Triumph was happy to supply Hodson with a TR4 for the purpose via his local dealer, Hollingdrake Motor Company of Stockport, Cheshire.

It came with a special-order engine, specifically the TR3A's smaller homologated unit. A standard TR4 engine had a 2138cc capacity; the high-compression 1991cc unit had already proved itself in competition and this particular example bore engine number CTA/1-HE, which strongly suggested the start of a new series.

Hodson and VJA 20 – together with his co-driver Leslie Jones – made the Monte Carlo Rally reports of both *Motor* and *Autocar* and were pictured intact at the start in the former but inverted and forlorn-looking in the latter. Triumph purportedly rebuilt the car free of charge after the rally, which could have been the point at which it received its current 2138cc engine whose number points to a May 1962 build date. So what happened between then and now?

The story is hazy before Roger and Sue Barker of Melksham in Wiltshire found VJA 20 lurking forlornly in a barn in 1990, a discovery reported in the February 1991 issue of *Classic Cars*. It was in quite a state – there was a lot of rot lurking beneath its six layers of paint and it was obviously incomplete, missing its windscreen, much of its trim, overdrive, carburettors and manifolds, one of its headlights and much else besides. The Barkers gradually gathered the correct parts together and brought the Triumph back to radiant health. Which brings us to today.

Current owner David Stanley says it's one of just 17 TR4s built in 1961 so they don't get much earlier than this. That said, VJA 20's colourful history means it's had plenty of opportunity to stray from its original factory specification.

MRM Motorsport's Grahame Pryce – whom David has tasked with preparing and maintaining the car – explains what will need to be done to ready it for modern historic events. 'We'll run all the fuel and brake lines inside the car and fit skid plates underneath where they emerge. You can see how the fuel pump sticks out low at the moment, ready to be ripped off. We won't use copper brake pipes because they flex, work-harden and then break.

'Then we'll rewire it so we know all the connections are reliable. You can't have people spending thousands on entering a rally only to have it ruined by a simple terminal coming apart. We'll also fit a roll cage and a foam-filled fuel cell – a modern hydrogen-fuelled electric propulsion system would be taking the update a touch too far.'

Not too drastic yet then. But there's more, says Grahame. 'There's currently too much

glass in it for a rally car so we'll remake the side windows and wraparound rear window in Perspex or Lexan using the original glass as a mould. And we'll fit a tab in the top of each door's rear face, which will engage in an orifice in the B-post and should increase the car's torsional stiffness by a good 100 per cent!

'Regulations also demand modern seats bolted to the floor and full harnesses to lock the occupants into them. I can't see the dynamo staying either – we'll almost certainly replace it with an alternator. The period-looking Avon Turbosteel tyres will have to go too – we'll fit modern Avon ZZs instead. And the dipswitch will move from the toeboard to the dashboard.'

Not too major a makeover, then. The end result should be much more rigid and considerably easier to drive vigorously thanks to the better-positioned accelerator pedal, improved seats and – presumably – lower driving position. And then what? Taking it on to the Monte Carlo Historic seems an obvious move. 'Yes,' David confirms, 'I'm planning to do the Monte with the car but I skipped the 2016 event because it was too soon. The car won't be modified a great deal and only as in period, other than modern safety items.'

This suggests that David has had the opportunity to consider some wider-ranging modifications but has resisted the temptation, preferring instead to keep the TR4 as close to its Sixties state as he is allowed to do. It's a great outcome – the TR4 remains a period piece but, as Grahame Pryce says, 'It should be used – that's what it was built for.'

*Thanks to: Grahame Pryce at MRM Motorsport*

### TRIUMPH TR4 (STANDARD SPEC)

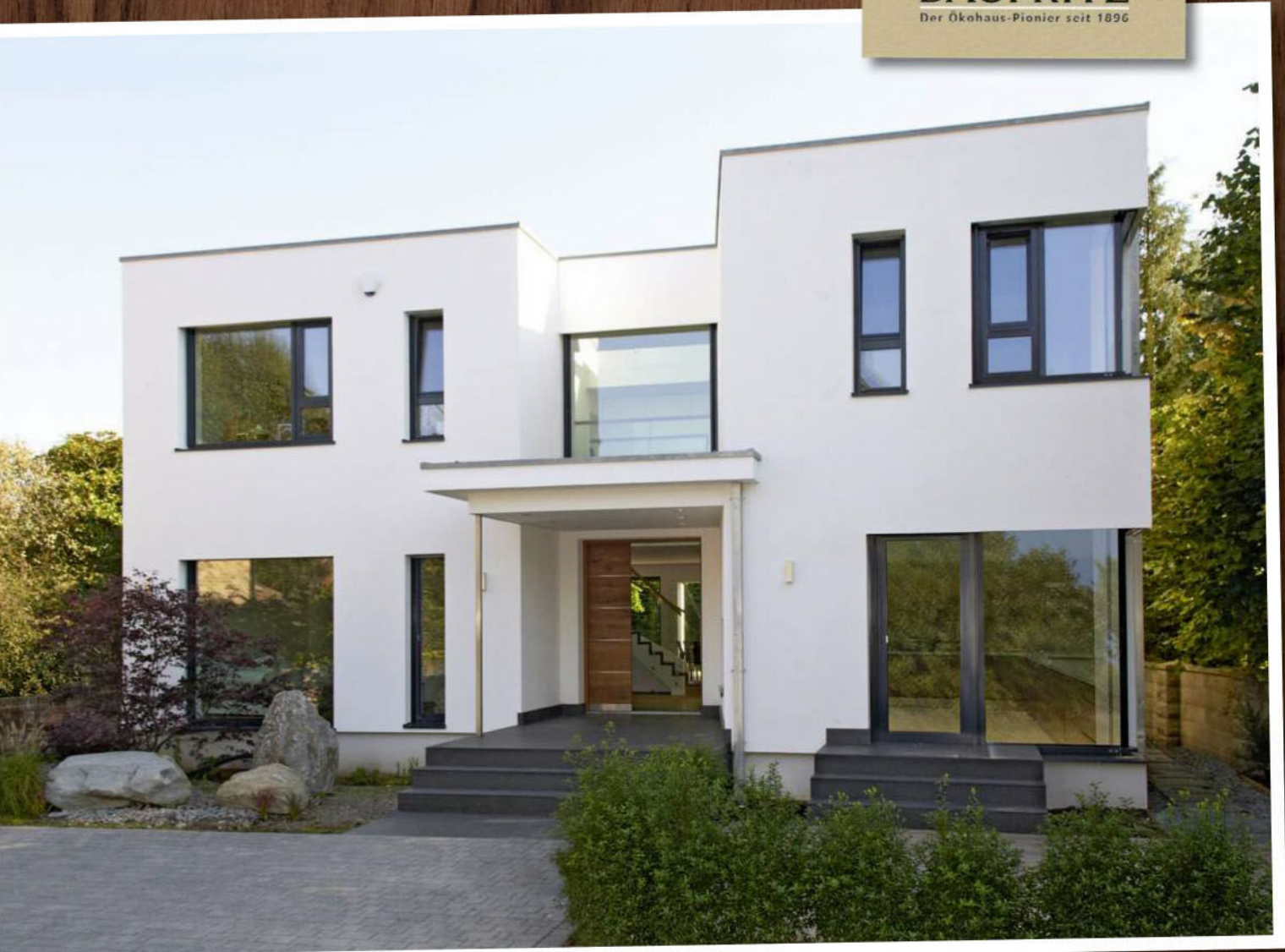
**Engine** 2138cc, four-cylinder, pushrod ohv, eight valves, two SU H6 carburettors  
**Power and torque** 100bhp @ 4600rpm; 127lb ft @ 3350rpm **Transmission** Four-speed manual with optional overdrive, rear-wheel drive **Steering** Rack and pinion **Suspension** Front: double wishbones, coil springs, telescopic dampers. Rear: live axle, semi-elliptic leaf springs, lever-arm dampers **Brakes** Discs front, drums rear **Weight** 966kg (2130lb)  
**Performance** Top speed: 102mph; 0-60mph: 10.9sec **Fuel consumption** 26mpg  
**Cost new** £1032 (1962 TR4) **Values now** £10,500-£26,500



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# THE LIFE STORY OF A DODGE POLARA 426 MAX WEDGE

Bought new in '63, this family runabout, wedding limousine and tyre-smoking, street-racing muscle car is now a fully-restored family treasure

Words and and Photography VINCENT MANOCCHI

## 1963 Al Muñoz buys a new Dodge Polara 426 Max Wedge for \$3800



'I've been crazy about cars for as long as I can remember,' says Al Muñoz. 'Fast cars played a huge role in my family while I was growing up – most of my cousins, uncles and friends had hot rods and I particularly liked my older cousin's 1958 Cadillac. It was fast, man. I just loved speed.'

'I first started thinking about the Dodge Polara 426 Max Wedge when my friend Joe pulled into our driveway behind the wheel of a beautiful new 1963 Plymouth Savoy – its open headers sounded thunderous. I turned 20 years old in 1963 and things were going great for me so I felt it was time to buy a new car. I had planned to look at Plymouth's top-of-the-line B-bodied Sport Fury Stage II 426 Max Wedge because I had been so impressed by Joe's Savoy but then decided that I didn't want to just copy him.'

'My local main car dealership was Atlantic Dodge in East Los Angeles, a place I'd driven past hundreds of times before. It was owned by a guy called Seymour Markowitz who used to go to the same high school as me. He specialised in high-performance Mopars and one of his

employees, Charlie Allen, raced Atlantic-prepared Dodges in the National Hot Rod Association's new Super Stock – and later Factory Experimental – class. Companies like Dodge knew that if potential buyers saw their cars burning up the tracks at the weekend it would drive them into the showrooms during the week.

'It certainly worked with me – I put down a deposit on a new Midnight Black Dodge Polara with Majestic Red upholstery, thinking all the while about how great it was going to look and how much work it would take to make sure the black paint stayed clean and shining.

'I opted for the mid-range Polara over the top-of-the-line 500 and entry-level 330 and ordered extra-wide seven-inch K steel wheels for the rear – essential for the oversize M&H Cheater Slicks tyres I intended to fit to it. They didn't last long, though – replacing them with American Racing Torq Thrust mag wheels was one of the first things I did to the car.

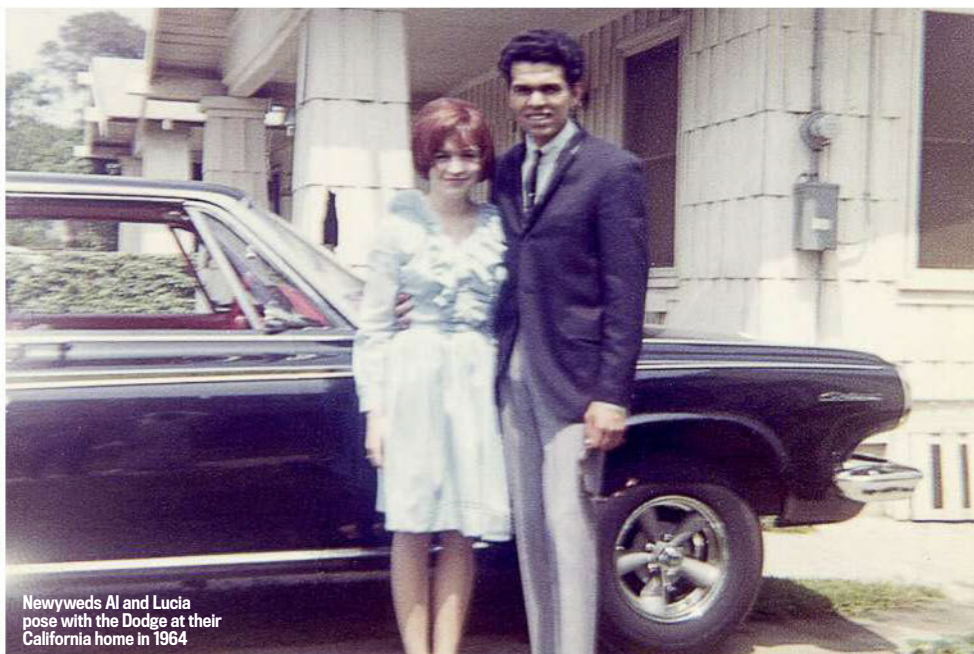
'I decided against power steering and power brakes and went for a three-speed manual transmission with a floor-mounted Hurst shifter instead of the TorqueFlite automatic transmission that Joe's car had – I really didn't want to copy him. I also

7.0-litre V8 engine, three-speed manual gearbox and no power steering or brakes makes Al's Max Wedge a proper muscle car



Al's Dodge at his Los Angeles home in 1963 shortly after fitting the huge rear Torq Thrust mag wheels

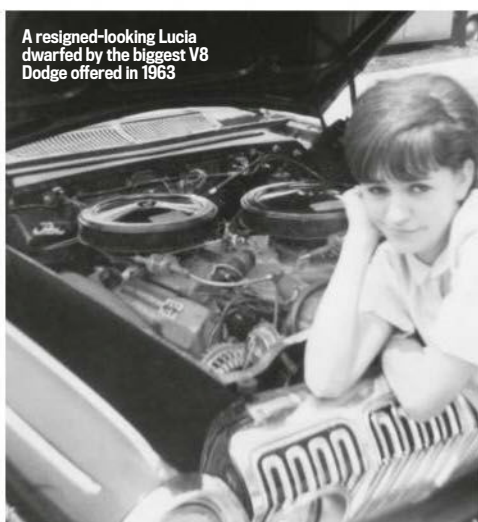




Newlyweds Al and Lucia pose with the Dodge at their California home in 1964

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Weekly Drag News report confirms Al's class-winning 13.78sec run at Pomona Raceway in August 1963. It was his first drag race at an NHRA-sanctioned track - on borrowed slick tyres



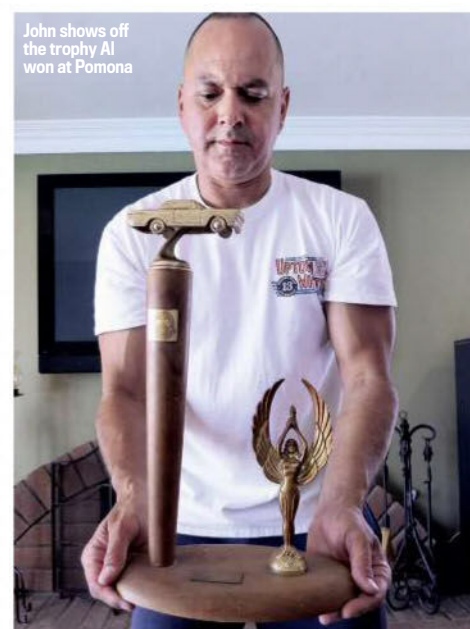
A resigned-looking Lucia dwarfed by the biggest V8 Dodge offered in 1963



\$500 cash desposit secured Al his first new car in March 1963



Ramcharger 426ci V8 marketing was aimed specifically at racers



John shows off the trophy Al won at Pomona

eventually upgraded the standard 3:90 rear end to a 4:56 differential.

'It took a little over a month for the car to arrive at Atlantic Dodge - not bad for a special order car. That night a few of us got together at my house for a tyre-kicking session and some car talk. There was Joe with his Savoy, another buddy who had a 389ci Pontiac Bonneville and me with my Dodge, all brand-new 1963 models.

'We had beautiful spring weather the following weekend so a cruise down Whittier Boulevard was the first item on my agenda. This was before I'd fitted the Cheater Slicks tyres and mag wheels so it looked pretty innocent on its poverty hubcaps and blackwall tyres - but I had to see what it could do.

'A few of us of us went to the Boulevard that evening. I wasn't planning to race - I just wanted to light up the tyres and see what kind of traction I could get. As it turned out, there was hardly any traction at all. The car sounded great - downright

mean, in fact - but rather than launch off the line like I was expecting it to, it just sat there spinning its wheels and billowing tyre smoke. It was obvious I needed the slicks - and what a difference they made!

'There wasn't a stock machine on the Boulevard that could keep up with me during those first few months - in fact I didn't know how much power I really had. Then one day, some guy with a '58 or '59 Chevrolet Corvette pulled up alongside me and gave me the look and nod - the street racer's equivalent of the secret handshake. When the light turned green, I popped the clutch and stabbed the accelerator to the

**'The car sounded great - downright mean, in fact. There wasn't a stock machine on the Boulevard that could keep up with me'**

floor, power shifting from first to second gear. Then all of a sudden it began to misfire and felt as though it was suffering from fuel starvation. I shut it down immediately and took it back to Atlantic Dodge to see what was going on. As it turned out, they discovered that the carburettors weren't operating in synch and it was only running on one of them - and not very well either. After a few hours at the dealership, it was up and running better than ever. That problem never happened again.

'I never got a speeding ticket with my Dodge but I did once get stopped by the police after I exited a freeway too fast - luckily they just wanted to look at the car. Then there was the time the California Highway Patrol pulled me over because I had no rear-view mirrors. I explained to the good officer that this was the way the car had come out of the factory but I ended up having to instal a mirror and then later some street-legal mufflers after my wife was stopped because the car was too loud.'



Cruising the strip not far from Whittier Boulevard, where Al's Dodge was once the fastest car on the street



High-speed transport to Al and Lucia's wedding reception in 1964



Three year-old John Muñoz with the car he will eventually inherit, circa 1968

On 4 August 1963 Al and Joe drove to Pomona Raceway, a National Hot Rod Association-sanctioned venue at the Los Angeles County Fairgrounds. It's called Fairplex today and is currently home to both the NHRA Winternationals – which opens the new season of drag racing each year – and the NHRA World Finals that marks the end of each season. There was racing every weekend back in August 1963 and this seemed a great opportunity for Al and Joe to see whose car was faster.

'We originally went to Pomona Raceway because Joe had planned to race his car and I was just going to watch,' says Al. 'I was parked up in the pits and a nice gentleman asked if I wanted to race. I told him I didn't have slick tyres or a helmet and he said, "You can borrow mine, go right ahead."

'I don't think the technical inspectors really knew what my car was. Everyone else thought it was a B Factory Experimental car because when I took the car for its pre-race inspection I could see them shaking their

**'I ended up having to fit some street-legal mufflers after my wife was stopped by the police because the car was too loud'**

heads in disbelief and clearly thinking, "We don't know what this thing is, but we'll let him run anyway."

'It was a great day for me. I ran the car with the stock 3:90 rear end and a full tank of fuel and still turned in an elapsed time of 13.78 seconds at 106.13mph. That was good enough to take a class win. I don't think Joe ever really got over me beating him that day and I'll never forget the look he shot me when I got the trophy.'

The same day I drove home with the headers uncorked so I could really hear my Dodge run – thank God no one called the

police. People were running out of their houses to see what was making all the noise. Don't forget, these were very loud factory three-inch cast iron headers with cut-outs.

'As I think back, there was probably only an 85- or 100-pound difference in weight between my car and Joe's Savoy. The Savoy was pretty spartan – it didn't have much chrome and the interior was really plain with rubber floor mats instead of carpets. I paid \$3800 for my Polara while the Max Wedge 330 Sedan would have sold for around \$3000. Joe's 426 Max Wedge-powered Savoy probably cost him about \$3300. Unfortunately he later crashed it and ended up dismantling it for parts.

'A few years later – I think it was the late Sixties – he was killed in a horrific accident. The Paxton-supercharged Volkswagen Beetle that he was driving went out of control on the freeway – he just pushed it a bit too hard, I guess. He was quite a gentleman and a fearless street racer – and he was only 27 years old. If it hadn't been





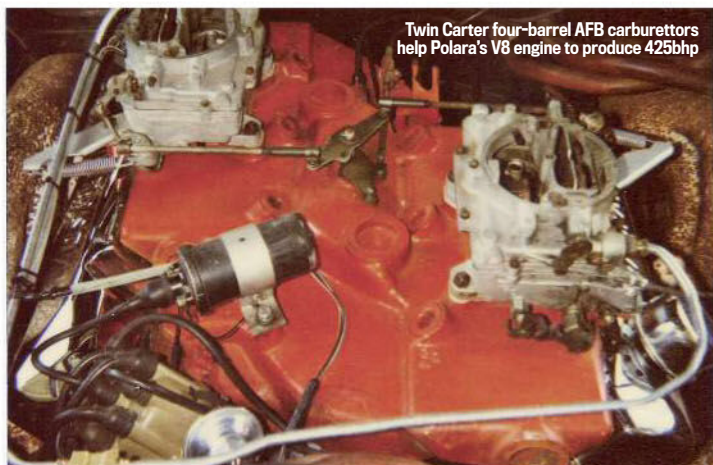
Nose-up stance makes the Muñoz Polara look like it's constantly launching off a drag-strip start line



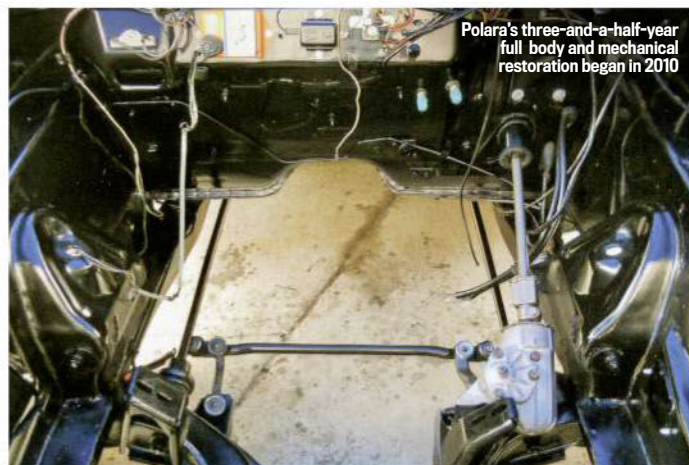
Aftermarket Hurst gear linkage and floor shifter denoted by modest bootlid badge



Torq Thrust mag wheels so-called for their magnesium alloy construction



Twin Carter four-barrel AFB carburetors help Polara's V8 engine to produce 425bhp



Polara's three-and-a-half-year full body and mechanical restoration began in 2010

for him and his stunning baby blue Savoy I doubt very much that I would ever have bought my Polara.'

### 1973 Al gives the Dodge a full overhaul before semi-retiring it

After ten years and more than 80,000 miles of family use and street racing, Al felt it was time to treat his Max Wedge to a mechanical rebuild. He took it to Funny Car champion, engine builder and friend Pete Everett, who completely overhauled the 426, bored it 0.03 over and replaced the innards with the best aftermarket parts.

'I semi-retired it after that and bought a new 1973 Plymouth Satellite, which was a much milder machine,' he says. 'Don't forget, I was getting a little older myself and having a growing family meant that safety had become very important to me.'

But Al regularly pulled his Dodge out of the garage to go cruising on Whittier Boulevard with his wife and children or for trips to visit family.

### 2010 John Muñoz puts the car through a three-year restoration



'My first memories of the car were of my family taking short rides every now and then to visit family on Sundays,' says Al's son John. 'Dad would go through the gears just like he used to when he was younger.'

'Every couple of months, he'd pull the car out of the garage, take the cover off it and give it a full wash and wax. He always told me to always keep lots of wax on it and to only buy the best products available. I went through a whole lot of chamois leathers keeping this car clean!'

'Dad had a great collection of hot rod magazines, such as *Hot Rod*, *Rod & Custom* and *Car Craft*. As I grew up I became initiated into the car culture through my dad. My mom used to drive it too, even though it had a stick shift and no power steering or power brakes.'

'My love of automobiles really started with me going to races with Dad. I happen

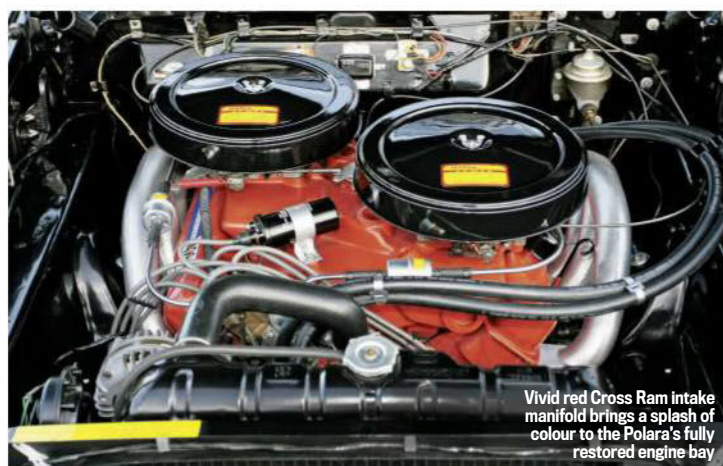
to like lowriders as well. I'm glad he didn't give me the Dodge when I was younger because I probably would have ruined it by dropping the suspension as low as possible. These days I can appreciate any kind of car. I'm partial to Chevrolets but love all makes, models and years. In that respect, I'm a car guy through and through – I appreciate any car, whether it's stock, a hot rod, a brass-era antique, classic or European. I love them all.'

'Dad would always tell the story of me cruising with him when I was about three or four years old. I was sitting on the central armrest and he pulled up to a red light and exchanged a look and nod with a guy in another car, accepting the challenge of a race. When the light turned green, he floored it and I went flying backwards into the rear seat. Once he'd slowed down he turned to look for me but I'd disappeared. I was curled in a ball lying in the well-padded back seat with a big grin on my face trying to get back to my favourite seat – the padded armrest next to my dad's seat.'

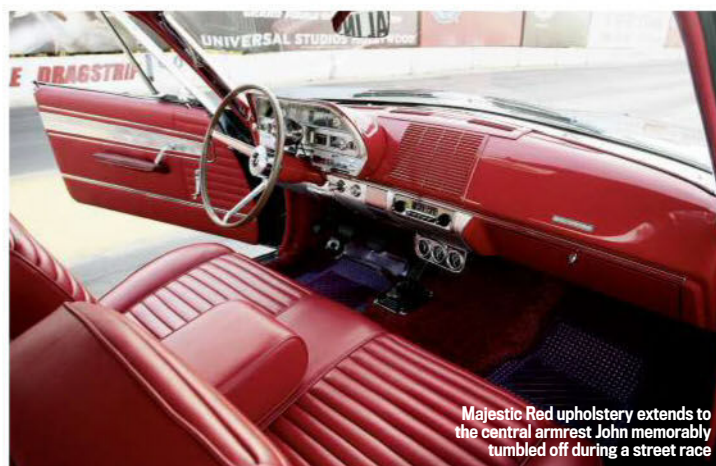




Polara about to tackle Irwindale Raceway's 1/8-mile drag strip. Its street-racing days are now over



Vivid red Cross Ram intake manifold brings a splash of colour to the Polara's fully restored engine bay



Majestic Red upholstery extends to the central armrest John memorably tumbled off during a street race

'He always apologised profusely about that and said that it was the adrenaline rush of the moment that had made him do it. So it seems kind of ironic that I've been a California Highway Patrol officer for 27 years now and certainly don't condone any form of street-racing.

'I first drove the Dodge in 1981 straight after I got my licence at the age of 16. I already knew how to drive a stick shift. I kept the car in my garage until we decided what we were going to do with it.

'In 2010 a friend of mine who is a retired Highway Patrol mechanic and car collector said he'd like to submit a bid for restoring the car. At first he suggested that we should just freshen it up because it was in such great shape but because of its family history, historical significance and rarity we opted for a full, no-expense-spared restoration that took three and a half years to complete.

'The car was finished and ready to drive in 2012. The restoration has brought a whole new light to this car and we took

**'He floored it and I went flying backwards into the rear seat – I ended up curled up in a ball with a big grin on my face'**

it to the Whittier Boulevard car show later that year and met up with my dad's friends from 50 years ago. It was a wonderful reunion. Dad may have given it to me, but it will always be his car in my eyes.

'We've attended three or four shows a year since then and go to a local cruise night every Friday at Ruby's in Whittier – a retro-style diner very much like Mel's Drive-In in the movie *American Graffiti*. It's very popular with classic car owners and I prefer not to drive the Dodge too far anyway so it's the perfect place to take it. We also attended the NHRA Museum's monthly

Twilight Cruise in April 2015 and were invited to display the car at the three-day Winternationals in February of this year.

'Today's scene is very different to the one dad would have known in the Sixties. Street racing is now considered a serious zero-tolerance crime in California and you can be fined, lose your licence, end up in jail and even have your car impounded and sold off.

'I've no doubt that the Dodge will end up going to my son at some point in the future – he already loves it – but its street racing days are definitely over and done with. As a show car and cruiser, though, there's plenty of life left in it yet!

*Thanks To: Al and John Muñoz*

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ALPINA B12 5.0 COUPÉ







# UNDERCOVER SUPERCAR

Alpina faced a colossal challenge in turning the notoriously numb BMW 850i into a driver's car worthy of the marque. A blast around its Nottinghamshire homeland reveals if it succeeded

Words SAM DAWSON Photography LAURENS PARSONS



**W**here's that noise coming from? Amid an antiseptically clean showroom full of new BMWs parked with millimetric precision and tended to by showroom staff with the manners and efficiency of butlers, something strident and Italianate shrieks into life, its fast-idle cycle booming incessantly like a roadie tuning a bass drum. In a world full of whispering turbodiesels and meek stop-start ignition systems, the normally aspirated 12-cylinder flamboyance of a gold-striped Alpina B12 Coupé is alien.

It appears at first glance to be a BMW 850i. NSU Ro80 designer Claus Luthe's 1989 E31 8 Series shape was always dramatic, its needle-snout and vast pop-up headlight slabs reminiscent of Giugiaro's M1. However, early corporate pride in its 0.29 drag coefficient and near-300bhp V12 was dampened considerably once the press got their hands on it.

It may have had a V12 but it was more of a Jaguar-esque hissing-turbine than some howling monster from BMW's M Sport department. Its Servotronic electric power steering system endowed the helm with all the feel of a pair of gardening gloves and while its new camber-controlling Z-axle rear suspension may have tamed BMW's Eighties reputation for mid-corner hedge-demolition by maximising grip, the way it seemed to carve high-speed arcs through bends without so much as a twitch took away all the fun. In short, the 850i was seen as a £62,000 monument to over-engineering and proof that genuine 'ultimate driving machines' come via Nomex racesuits, not white laboratory coats.

Pulling out of the showroom and on to the A52 with the electronically adjustable dampers in their 'Komfort' setting, my immediate impression is that not enough has been done to overhaul the base car. The soft rear suspension lopes noticeably, creating a feeling of imprecision as the big coupé ambles over road surface imperfections. It feels not unlike a Jaguar XJ-S and makes me wonder if it's quite as well-suited to autobahn conditions as its reputation would suggest. Maybe time has simply been unkind to it.

There's a clue to Alpina's handiwork in the weight of the steering. The Alpina-branded wheel has a smaller diameter than the standard car's battleship helm and feels as tactile as a small Alfa Romeo's, jiggling excitedly over every ripple and camber change in the road. The reason for this is down to Frank Sytner, Nottingham Alpina agent, licenced constructor and two-time British Touring Car Championship winner – for it was he who suggested ditching the entire Servotronic system in favour of a conventional hydraulic set-up.

Down by the gearlever are two innocuous-looking rocker switches. Flick them both to S for Sport and the Alpina's character changes instantly. There's a slight twitch from the helm even when crawling at 20mph as the dampers firm up. The shuddering impression disappears and is replaced by something that feels rather like the taut haunches of a guard dog that's just sensed an intruder.

The bespoke Alpina ECU's throttle map changes from the soft-response, wet-road-friendly M setting to a sharper and harsher-revving profile. Changes on the four-speed automatic gearbox are so seamless that it feels like a continuously variable set-up but in Sport mode it'll rocket from 2000rpm to 4500rpm in second gear without hesitation. It's assertive rather than aggressive acceleration, with no sudden skittishness or driveline shunt no matter how hard you hit the pedal. The deep, resonant rumble from the exhausts builds to an exotic, full-bodied howl but it's Bayreuth tenor belting through a robust tract of Wagner rather than an Italian soprano mastering intricate Rossini high notes.

Huge tyres – 245/40 ZR18s at the front, 285/35 ZR18s at the rear – and damping that remains progressive even when firmed-up by electronic servos mean the big coupé flows with the undulating A60. Occasional spatters of mud left by tractors cause the traction control light to flicker and remind me that there's 350bhp coursing through



**'The V12 combines the aural satisfaction of something brittle and Italian with the reassurance of German build quality'**

the rear wheels, but it never feels as though the power is being reined in. The car feels narrow by modern standards, a sense aided by pencil-thin roof pillars, a low window line and expansive, curving rear screen. In fact it puts me in mind of a nimble E36 M3 rather than something getting on for the size of a 7 Series.

That engine, with its Alpina forged camshafts and bespoke exhaust system, is instrumental to the car's appeal. The V12 manages to combine the aural satisfaction of something brittle and Italian with the reassurance of German build quality, yet manages to avoid the rev-dependent characteristics of some V12s whose throttles often seem unresponsive at low speeds as a result. Peak torque – 347lb ft – arrives at a relatively high 4000rpm but the free-spinning nature of the engine means it's easy to get there and lends the Alpina the responsive point-and-punch usability of an American V8.

But it's the steering that truly transforms this car. Any competent aftermarket tuning firm can make an engine more responsive – within reason – but it takes a manufacturer like Alpina and a racing driver of Frank Sytner's calibre and boldness to replace a thoroughly engineered and mass-produced steering system in the name of improved tactility. Its weight and slight nervousness lends the car a slightly old-fashioned air. This, combined with the exotic, torque-laden engine and well-balanced handling actually puts me in mind





B12's meaty and responsive hydraulic steering is a vast improvement on original 8 Series' numb Servotronic system



Bespoke quality leather and new steering wheel lift interior, but dials are disappointingly ordinary for an Alpina



All-important Sport buttons transform the B12 from boulevardier to out-and-out sports car



Turbine-style wheels and none-too-subtle pinstriping have set Alpinas apart from the mundane for decades





'The Alpina B12 5.0 coupé's exotic, torque-laden engine and well-balanced handling are reminiscent of a modernised Maserati Indy or Ferrari 400i'



Alpina forged camshafts, new exhaust and bespoke ECU lift blueprinted V12's power and low-down responsiveness



of a modernised Maserati Indy or Ferrari 400i rather than a Nineties supercruiser.

Having found a quiet country road I flick both Sport switches and the B12 doesn't protest when I treat it like a sports car. It combines the sense of excitement you feel behind the wheel of a Ferrari 550 Maranello – all booming V12 and bottomless power reserves – with the roadholding security you'd expect from an idiot-proof automatic luxobarge. I find myself driving it like a kart within a few bends, my left foot hovering over the brake pedal ready to deliver a quick tap to slow it a little ahead of the next corner. You can feel the lateral G-forces surging through the cabin but it never loses its luxurious composure. The ride is taut but never harsh – likely a side-effect of the car's near 1.8-ton weight. The V12 song is ever-present – not contrivedly strident and noisy as it is in many modern super-GTs but tuned into aural acceptability by the bespoke exhaust.

All of this is welcome in the context of the 850i. In its keenness to try out new – and predominantly electronic – ideas, BMW was too scientific in its development of the E31 and lost sight of driver involvement as a result. There's no doubting the honed quality of BMW's ingredients – it's just that it forgot to cook them properly.

The Alpina B12 5.0 coupé demonstrates how close the standard 8 Series could have come to greatness had it been developed by a different team. As an Alpina, it feels more like an Aston Martin V8 coupé rival, right down to its handbuilt cockpit with the off-the-peg donor's slightly plasticky ruched leather seats and door inlays replaced with hand-finished hides and cloths. The standard instrument binnacle brings the ambience down to earth slightly – but bear in mind that Astons of this era were using chunks of Ford and Vauxhall in their cabins.

There's virtue in its semi-undercover looks too. As the road deteriorates into roadworks, contraflows and sluggish traffic, other motorists' eyes slide over the B12 without a second glance. To most it's just an old BMW. A select few however slow down when they spot the gold pinstripes and chunky red boot-badges and respond with nods of recognition. Tellingly, each has something in common – one is driving a Honda Integra Type-R, another a rarer-still Mitsubishi Legnum VR-4. E31s are uncommon enough as it is, but this one's visual cues are clearly known only to the *cognoscenti*. This makes a welcome change from the sometimes embarrassing feeling that comes with driving a Ferrari, Lamborghini – or even an Aston Martin – when everyone points, takes photos and passes comment. The fact that the B12 is as competent a driving tool – and as bespoke an ownership prospect – as any better-known exotic opposition somehow adds to its appeal.

I'm reluctant to return it to the dealer because it's not often you encounter such an uncanny all-rounder. I've subjected it to busy motorways, wet A-roads, muck-strewn unclassified country trails and the urban crawl and not once has it felt out of its depth. The flourishes of leather and velour give it the ambience of something bespoke yet it's backed up with the solidity of a production-line BMW. The engine is soulful and rich in character, yet I wouldn't worry about it drifting off tune or disintegrating parts on a week-long continental thrash.

Best of all, though, it still looks like an 8 Series. Basing something extraordinary on a mass-produced car can often backfire because it disguises the magic in tedious anonymity. However, in this case, Claus Luthe's 8 Series always looked like a supercar – it just took Alpina to make it drive like one.

## 1991 ALPINA B12 5.0 COUPÉ

**Engine** 4988cc, V12, sohc per bank, Bosch Motronic M1.7 fuel injection

**Power and torque** 350bhp @ 5300rpm; 347lb ft @ 4000rpm

**Transmission** Four-speed automatic, rear-wheel drive **Steering** Recirculating ball, hydraulic power-assistance **Suspension** Front: MacPherson struts, lower links, coil springs, telescopic dampers, anti-roll bar. Rear: Z-axle, five control arms, coil springs, telescopic dampers, anti-roll bar **Brakes** Servo-assisted discs front and rear **Weight** 1790kg (3946lb) **Performance** Top speed: 174mph; 0-60mph: 6.8sec **Fuel consumption** 15mpg **Cost new** £87,000 **Values now** £37,000-£60,000



Adkin's Alpina training was a challenge. 'It was difficult because only one instructor spoke English'

## 'I BUILT THEM'

In 1988, Frank Sytner sent Mark Adkin to Buchloe to learn how to create an Alpina – and bring those skills back to the UK

'TWR did the conversions early on,' recalls Alpina engineer Mark Adkin of Burkard Bovensiepen's early forays into British production outsourcing in the Seventies, 'but with Tom Walkinshaw being Tom Walkinshaw he'd do his own thing. Alpina would stipulate a specially tuned 3.5-litre straight-six engine to go into 3 Series and Walkinshaw would just transplant an engine from a stock 7 Series instead. In truth he was taking things in the wrong direction.'

'Frank Sytner was the right kind of person to take charge. He knew Burkard Bovensiepen through racing BMWs for many years. Bovensiepen wanted to become an officially recognised manufacturer from 1983. Sytner agreed to start offering Alpina parts and conversions from 1982 and said he could build them in Nottingham from 1985.'

'After receiving my basic BMW training at the main dealer in Reading, I was sent out to Germany in November 1988 for a three-day course. It was difficult because only one of the instructors – Kurt Voss – spoke English.'

'I was back the following November for the B12 conversions. Alpina wanted to turn the B12 into a coherent V12 model range with saloon and coupé variants based on the E32 750i and E31 850i. This was to cement its status as a manufacturer rather than an aftermarket tuner, which has always been Bovensiepen's intention. However, tooling up for bodywork production would be so expensive as to make the whole operation unviable.'

'BMW sent the production-line cars over to Buchloe and Nottingham in a half-built state. They had steel wheels, no engine or gearbox and plastic blanking plates all over the cabin where the hand-finished trim would eventually go; the exact specification was always directed by the customer.'

'To my mind, the B12 is the ultimate Alpina. It was a 350bhp V12 at a time when BMW's production car offered only 300bhp and Alpina built just 35 of them. It cost

£25,000 more than the standard car but offered complete exclusivity – even more so than the equivalent Aston Martin. They are very much handbuilt cars too – the trademark orange dial markings on some of the early examples were applied by hand using paint from a Humbrol model fire engine kit!

'The greatest Alpinas we've built here were probably the Sultan of Brunei's B12 5.7 coupés. All the standard coupés were made in Buchloe but the Sultan wanted his cars to be right-hand drive to suit the roads in Brunei, so they were based on UK-market cars. He has the only two right-hand-drive Ferrari F40s in existence for the same reason.'

'On the 5.0-litre B12s, Alpina supplied a blueprinted engine with new camshafts and exhausts, and all five ECU units had to be removed and replaced. We had to refit the sill in order to fit the Alpina kickplates under the doors too.'

'We worked extensively with Michelin in order to get the grip and damping right. It was at this stage that Frank Sytner decided to ditch the Servotronic steering system in favour of a more feelsome hydraulic set-up. We built five prototypes – three with Servotronic steering and two with hydraulic – and Sytner felt that it was easier to judge the limits of the new wider tyres with the older-style set-up.'

'As far as exotic cars go, they're reliable. There's a B12 up in Scotland that's still driven daily by its first owner. It's got 114,000 miles on the clock and so long as it's maintained properly it should go on for ever. Frank Sytner still drives Alpinas as everyday road cars too.'







THE COLLECTORS

# 'I'VE HELD MY ESPADA IN CONTROLLED FOUR- WHEEL DRIFTS AT SPA'

What makes the perfect Italian GT? This dazzling collection exists because petrolhead Tom Mertens is determined to uncover the definitive answer

Words NIGEL BOOTHMAN Photography LAURENS PARSONS



Clockwise from top right: Iso Grifo, Fiat Dino 2.4, Maserati Bora, Alfa Romeo Montreal, Ferrari 330 GT 2+2, Lamborghini Espada





All classic car collections must begin somewhere but looking at Tom Mertens' cars – Ferrari, Iso, Maserati, Lancia et al – you have to wonder how he made the leap from owning fast Japanese motor-bikes to this.

The answer, it turns out, is Alfa Romeo. Tom's first fix came at the age of 18 in the form of a dirty brown Alfetta GTV resprayed red. The Alfetta family is perhaps more difficult to love than earlier Alfas but the GTV has many of the ingredients essential for a proper GT – a sporting engine, a fastback body with decent accommodation and a useful boot, and head-turning looks.

All this was enough to light a fire of interest for Tom, who soon found himself dabbling with Bertone-shaped Giulia GTVs and Spiders. A brief diversion into Triumph territory with a Spitfire and a Stag preceded his first bona-fide exotic – a Lamborghini Espada bought 12 years ago when they were still cheap. He then took on and restored a Jaguar E-type Roadster Series 1 then a 1971 Chevrolet Corvette. 'It's been Italian cars all the way since then,' he says.

Tom leads us to a couple of old garages that are clearly not big enough to hold more than a few cars, so where are the others? Tom points to a handsome brick-and-timber farmhouse on the other side of the garden. 'My wife Fabienne thought a large garage would be too ugly,' he says, 'so I had to build a house for them.'

### 1976 LANCIA FULVIA COUPÉ AND 1974 ALFA ROMEO GIULIA

Tom decided years ago that he could pass on a little of his passion for old Italian cars through some beneficial bribery of his son Pieterjan – now 21 – and daughter Maylies, 19. 'I told them that if they never smoked they'd each get a nice little classic for their first car on their 18th birthday,' he says.

Pieterjan got the slightly crusty Giulia Super sedan that Tom has owned for almost 20 years while Maylies poses proudly with her Lancia Fulvia coupé. Is she a hands-on owner like her dad? 'I have a few jobs to do on their cars,' says Tom. 'I can't expect them to do everything. Not yet, anyway.'

### 1968 LAMBORGHINI ESPADA S1

Tom's other garage really does look like a house but closer inspection reveals a couple of floor-to-ceiling windows and an open-plan interior. Tom built it himself and the timber comes from the woodland at the end of his garden. The cars sit at various angles

– not exactly like a museum display but not crammed in like a storage unit either. You can walk around them and enjoy them – something that's important to Tom. He says, 'The cars have to be serviced and working. I may not drive all of them so much but I'm only happy to walk around them if I know they all work.'

Tom's Lamborghini Espada Series 1 certainly works. He bought it from California Miura specialist Gary Bobileff and says, 'I buy on pictures and description – I seldom view cars, especially if they're a long way away. This is a very early Series 1 built in 1968 – the first year of production. It has several features that disappeared on later production cars, such as the opening quarter-windows and a lot of Bertone touches like the octagonal instrument binnacles. Lamborghinis often feel too heavy but the Espada is pretty well-balanced; I've held it in controlled four-wheel drifts through the corners at Spa.'

**'The Ghibli feels good to drive but the Khamsin has much better rear suspension, and amazing brakes and steering'**

### 1967 MASERATI GHIBLI SPYDER

Tom has a particularly clear-eyed view of revered supercars and reckons some are pretty awful to drive. He says, 'I spent 18 months restoring a Lamborghini Miura and drove it for just two weeks before selling it. It was heavy, uncomfortable and obstructive – I hated it. My Ferrari Daytona was better but the Ghibli Spyder is a car you can really use and enjoy on long trips. Pieterjan and I followed the Mille Miglia in it last year and covered 1000 miles in three days.'

'I bought the car – a very well-executed conversion from a coupé rather than a factory Spyder – six or seven years ago in Atlanta. Fabienne and I made a holiday of

it – we drove down to Florida then back up to Savannah in Georgia where we planned to get the car shipped home. I really think that if I could only hang on to one of these cars, this would be the one I'd keep.'

Which begs the obvious question – why stick to fixed-roof GTs when glamorous rag-tops are so much better? 'The Ghibli Spyder is very pretty but soft-tops are usually less beautiful than the coupés they're based on and a lot more expensive. There are very few of them left because other than Ferrari few manufacturers bothered with them after the mid-Sixties.'

### 1974 MASERATI KHAM SIN

One of the great things about being shown around a collection by an enthusiast owner is that there's always a reason to love everything even if it sometimes contradicts a previous opinion. Walking over to the car lift that connects the basement level of the house/garage – yes, there's more – with the ground floor we find a Maserati Khamsin. The radical contours and deliberately weird asymmetric shapes in the bonnet suggest that this is a car to excite anyone who goes for bold styling – but looks are not the reason Tom loves his Khamsin. 'The Ghibli feels good to drive until I drive this,' he says. 'It has the same engine but much better rear suspension and amazing brakes and steering from Citroën. I bought it three or four years ago from two Portuguese brothers in London who were looking after it on behalf of its Spanish owner.'

### 1974 ALFA ROMEO MONTREAL

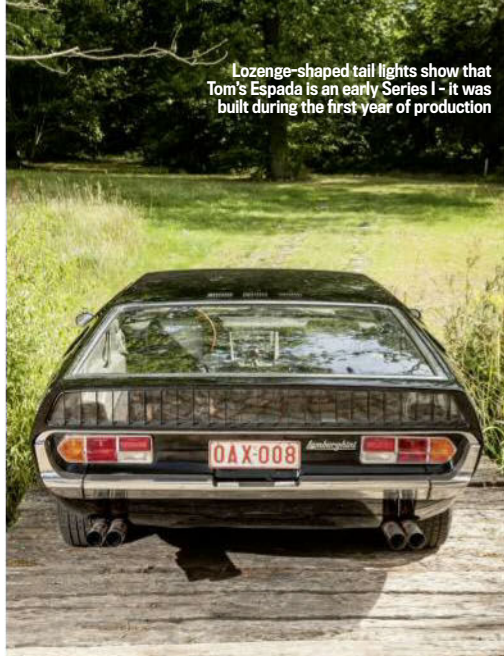
Down we go into a workshop-cum-crypt where we find more exotic metal curves lurking in the shadows. There's another Ghibli – a coupé this time – a Ferrari 365 GTC/4 and a dusty De Tomaso Pantera. And in the centre, basking in a pool of natural light filtering down from above, is Tom's Alfa Romeo Montreal. It's safe to say he's quite keen on them – this is the eighth example he's owned.

'It's the most exotic post-war Alfa,' he says. 'The engine and gearbox are fabulous,



Cool octagonal instrument binnacles are unique to the Espada S1 – Tom loves its many Bertone styling touches





Lozenge-shaped tail lights show that Tom's Espada is an early Series I - it was built during the first year of production



Tom gave his daughter Maylies his Fulvia coupé on condition that she doesn't take up smoking. Alfa Giulia parked alongside belongs to her brother Pieterjan



Tom reckons his Khandasini has better suspension, steering and brakes than his Ghibli



Ghibli Spyder conversion gets plenty of exercise. 'I covered 1000 miles in it in three days following the Mille Miglia'

## SERVICING SOMETHING SPECIAL

Tom is clearly an experienced hands-on enthusiast so he's happy to buy cars that are in need of some restoration even if that means learning new tricks outside his experiences as a mechanical engineer. He says, 'I can tackle car upholstery now. I bought a sewing machine from a guy who showed me and my cousin how to do it properly - it's a skill that comes in very handy.'

Keeping already roadworthy cars in prime condition should be easy, then - and it would be with a group of more straightforward cars. But imagine looking after a Ferrari 365 GTC/4. 'Even a job as simple as changing the air filters takes hours,' he says. 'There's no clearance inside the inner wing so I have to remove every carburettor horn.'

'If I need to change the clutch I have to start by unbolting the halfshafts and then slide the differential and driveshaft back out of the way in order to remove the gearbox. If I try to do it any other way I have to start at the other end of the car and take the engine out.'





Unrestored Montreal is Tom's eighth. 'It's the most exotic post-war Alfa'



Ferrari 456GT needs a little cosmetic fettling but Tom reckons its screaming V12 makes it the pick of the Nineties GTs



Early 5.3-litre Iso Grifo chosen because the 7.0-litre is too nose-heavy

it isn't heavy and it's quite small compared to other exotic GTs so it's great fun to drive.

'It's spent most of its life in a Dutch museum and is completely original. It was a one-owner car before me – a doctor bought it new and looked after it really well before donating it to the museum.

'What I love most about it is its expression of what Bertone was all about. When Pininfarina styled a car it did it with great taste but you can imagine the designers thinking, "We don't want to offend anyone." With Bertone it was more like, "Hell, let's just do it!"'

### 1995 FERRARI 456GT

Walking around Tom's collection it becomes apparent that his main period of interest is the late Sixties – and 1967 in particular. This just so happens to be the year in which he was born but also saw the zenith of the long bonnet, fastback, kicked-hip shape that Tom loves so much. That's not to say he finds later or earlier cars unacceptable, however. He says, 'We lost something during the Eighties. The old way of making interior trim ended and we started to see injection-moulded plastics everywhere. When cars were styled and built by proper *carrozzerias* you could see all the differences between them. The high quality of something built by Touring, for example, and Bertone's extravagance. Pininfarina's timelessness and Vignale's classicism. They were all unique.'

Which leads us to our next contradiction – a Ferrari 456GT. 'I bought it in Italy,' Tom says. 'It has all the best GT qualities for the price of a well-restored MGC. I agree with Quentin Willson on this one – it's the ultimate Nineties GT. It has four proper seats and the engine is basically identical to the 550 Maranello's. It's also the only car I own that has working air-conditioning!'

It has a few minor battle scars that Tom is planning to address but there is a bigger downside to this screaming bargain – at least in Belgium. He says, 'Buying a car and registering it in your name incurs a very heavy tax over here – it would be a single payment of £7000 for this car.'

### 1967 ISO GRIFO

Near one door I spot a pair of Giorgetto Giugiaro's most perfect GT shapes – a Fiat Dino coupé and an Iso Grifo. 'I love the Dino because it's totally Bertone,' Tom says. 'I keep noticing parts that it shares with the Miura, Espada and various Maseratis. It was built by Bertone; the Spider seems more like a Fiat to me. It's much nastier.'

The Grifo is a rare five-speed car and Tom says he wants to give it some exercise. He pumps the throttle – no doubt hoping that Belgium has enough petrol to feed those four giant Weber carburetors arranged like interlocking fingers on a non-standard cross-ram manifold. It's not the 7.0-litre version – Tom avoids nose-heavy cars whenever possible – but in tuned

small-block 5.3-litre form it must be making even more power.

We climb in and the massive beat of the engine reverberates off the walls. Tom's neighbourhood is quiet so it's not exactly suited to unleashing more than 400bhp. Undeterred, Tom buries his right foot and the Grifo rockets away accompanied by the sort of noise you usually only hear at Classic Le Mans.

We spend the ensuing journey discussing the pros and cons of this car as a GT. I'm enchanted by its shape, engine and beautiful dashboard while Tom criticises the ergonomics and frowns at the scrubbing noises under cornering – it sounds like a front tyre touching an inner wing.

Is the Grifo perfect? Not in isolation but I'm pretty sure you'd find perfection if you added up the various elements from each car in this fabulous collection.

Meanwhile, Tom has one eye on the next car he'd like to buy, although it will probably remain an unfulfilled dream. 'I'd love to own a Ferrari 275 GTS,' he says. 'But they cost £1 million now.'

### ALL THE VEHICLES

- 1960 Alfa Romeo Giulietta Sprint
- 1962 Alfa Romeo Giulia SS
- 1967 Maserati Mistral 4.0
- 1967 Maserati Ghibli
- 1967 Maserati Ghibli Spyder conversion
- 1967 Iso Grifo
- 1967 Ferrari 330 GT 2+2 series 2
- 1967 Fiat Dino 2.4 Coupé
- 1968 Lamborghini Espada series 1
- 1968 Maserati Ghibli SS
- 1971 Alfa Romeo 1750 GTV
- 1971 Ferrari 365 GTC/4
- 1972 Maserati Bora
- 1972 De Tomaso Pantera
- 1974 Alfa Romeo Montreal
- 1974 Alfa Romeo Giulia Super
- 1974 Maserati Khamsin
- 1976 Lancia Fulvia Coupé
- 1984 Ferrari 308 GTS QV
- 1995 Ferrari 456 GT
- 1999 Maserati 3200GT

### NEXT MONTH

We head Down Under to meet the Bowden family's 37-strong collection of classic road and race cars – which includes a BMW M1 Procar.



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# ‘I used to drive my Lotus Cortina MkII off an M1 exit slip road and try to lift the inside front wheel like Jim Clark’

Bill McGovern – tank driver, three-times British Saloon Car Champion and one of the few drivers to ever get the better of Gerry Marshall – remembers his favourite road and race cars

Words MIKE TAYLOR Photography ALEX TAPLEY

**B**ill McGovern’s motor sport career has been as prolific as it has been colourful. He quickly gained a reputation for eccentricity during his early racing days, often wearing a shirt, tie, cardigan and an old-fashioned open-faced motorcycle helmet. If it was cold he’d top his ensemble off with a sports jacket.

‘I think my interest in engineering, cars and racing was something inherent within me,’ he says. ‘No one in my family ever showed any inclination toward cars and motor sport, but when I was evacuated to a farm in Carmarthen in 1943 aged six I was immediately fixated on the various vehicles – and the tractor in particular. The farmer let me drive it in return for working in the hay fields. I operated the clutch and changed gear while he clung on behind. I was absolutely besotted by it.’

Bill and his family moved to north London in 1947. ‘We lived next door to a car showroom run by ex-World War Two Spitfire pilot Raymond Way and one of his staff owned a Singer 9. He let me drive it up and down the road if the traffic was light – I’d have sold my soul to the devil for the chance to take it for a longer drive.’

In 1951, 14-year-old Bill signed up as an apprentice at the Victorian Machine Tool Company in north London. ‘It was excruciatingly dull,’ he says. ‘Thankfully,

National Service was much more interesting – I thoroughly enjoyed my time as a batman in Egypt driving Willys Jeeps and Sherman tanks in the desert.’

Within five years of being a civilian again Bill had set up his own furniture business and was married with four children. He was also about to buy his first new car.

## VAUXHALL VX4/90

‘My wife was fed up with riding around in scruffy cars so I bought a brand-new Vauxhall VX4/90 in early 1963 for £840. The Webasto sunroof and whitewall tyres cost an extra £200 and I absolutely loved it.

‘One evening in early 1963 I was on my way back from the West End to our home in Kilburn in north London. It was a wet night with no traffic. Even then I fancied myself as a bit of a driver so when this Riley One Point Five came up behind me near

Marble Arch, the driver hanging the back out and sawing away at the wheel, I set off down the Edgware Road, doing everything I could to stay ahead of him. When we reached Harlesden I did a handbrake turn, stopped and rolled my window down.

‘The bloke in the Riley turned out to be Gerry Marshall and he called out to me, “A bunch of us meet up at the John Lyon pub in Harrow on Friday nights.” I was there the very next week.

‘It soon became clear that Gerry was a good driver. He frequently offered to enter other people’s cars into races and sprints and usually improved on their performances. However, it was equally clear that no one thought much of my Vauxhall; most of them drove Minis.’

## MINI COOPER S

‘I was driving down the Finchley Road one Sunday morning in April 1963 and stopped outside Speedwell’s tuning centre. In the window was a Mini with a tiny “S” badge on the bonnet. Someone later told me that it was a Mini Cooper S and that buyers had to join a six-month waiting list. I went back to Speedwell the following morning – they gave me £725 for the Vauxhall and I drove away in the Cooper S. Finally I had some credibility at the John Lyon.

‘I took it to Brands Hatch with a group from the pub and paid £3 for a day’s practice. Gerry Marshall was there and reckoned he could drive it faster than I

Vauxhall VX4/90 was Bill’s first new car but he soon replaced it with a Mini Cooper S







Bill's self-confessed 'huge ego' resulted in some unusual on-track tactics. 'I distracted another driver by pulling funny faces'





Chasing down a Ford Anglia 105E during a Clubman race meeting at Brands Hatch in 1964



Bill survived huge Brands shunt and shared an ambulance with Jim Clark to the medical centre



Getting it horribly wrong during the Race of Champions at Brands Hatch in 1965



'My racing style was always to approach a corner 5mph faster than everyone else'

could, so we agreed to do a sprint. It was pouring with rain but I still beat him.

'I did a few sprints and hillclimbs in the Mini. Then a friend, Larry Sevitt, asked me if I'd take his place in a race at Brands Hatch. I'd never raced before but completed some practice laps and qualified on pole position, 0.2sec outside the lap record.

'I'd done no preparation and the Mini was still on its original Dunlop SP41 tyres. As I waited for the flag to drop, my concentration was so focused that it felt like the instruments had grown bigger. Then we were off and I finally realised what real motor racing is all about – with 30 or 40 other cars sharing the same track.

'Two cars went away from me almost immediately. Approaching Paddock Hill Bend on the second lap I could see that my approach speed was quicker than everyone else's and I passed the leading two cars on the outside thinking, "What happened there?" I quickly learned that my racing

style was to approach a corner 5mph faster than everyone else and floor the throttle to sort out the handling and steering.

'My race career took off after that and, like Gerry, I began to realise that I have a huge ego. Companies started to offer to rebuild my engine and give me tyres.

'Sadly, I wrote the Cooper S off during the Race of Champions at Brands Hatch in early 1965. I entered Paddock Hill Bend way too quickly and came to grief. It was a big shunt – the petrol cap was torn off so petrol was gushing out all over the place. It landed on its nose and sheared the roof off. Jim Clark crashed just up the course during the same race and we shared an ambulance to the medical centre.'

### **HILLMAN IMP**

'My first time on track in a Hillman Imp was at Brands Hatch in 1966. I was up against three other drivers and Paul Emery selected me to drive for his Imp race team

when I proved to be the fastest. He was a lovely guy and a real enthusiast, but sadly he ran out of money. Shortly after, tuning wizard George Bevan got in touch and I joined his Imp racing team in 1968.

'Racing is all about psychology and I knew that I had to deliver good results when I was driving for George. On one occasion I was up against a much faster car. I could see the driver looking at me in his mirrors as I came up behind him so I began to distract him by pulling funny faces and pretending that there was something wrong with the car. I beat him at the finish.

'The rear-engined Imp handled very differently to the front-wheel-drive Mini. You could steer the Mini on the throttle but the Imp demanded a lot more correction with the wheel when cornering. However, George's skill meant that the Imp's engine and handling were hugely impressive by the 1970 season and I won Class D in the BSCC for three consecutive years.





Hillman Imp served the McGoverns for nine years before falling foul of an incoming tide while on holiday



En route to a bizarre Mini Cooper saloon class autocross win in his works delivery van



Ex-Joe Loss Daimler outside Bill's London home in 1990



Fragile Lotus Cortina MkII was a surprising low-point



'It was amazing to drive - I've regretted never buying one ever since.' Bill's admiration for the Citroën SM hasn't dimmed in 40 years

'I bought a Hillman Super Imp road car in 1968 and we used it for family holidays. We kept it for nine years and registered it with my wife's personal number, 2 WMC. It was a great car, but I sold it when it got flooded by a fast-moving tide during one family holiday – it wrecked the engine.'

### JAGUAR XJ6

'George Bevan gave me 40 per cent of the prize money and 40 per cent of the bonus from the outset so I bought a brand-new Jaguar XJ6 4.2 in 1971. There was a huge waiting list for them at the time, but mine arrived in just two weeks. I paid £2600 for it and sold it two years later for £2800. I loved its speed, style and comfort – it never missed a beat.'

'My wife used to go to the Locarno Ballroom in Tottenham Court Road where the Joe Loss band played during the late Seventies. Joe had the Daimler version of my XJ6 and his family put it up for sale

when he died in 1990. He'd kept it in a barn and it had only covered about 13,000 miles so I bought it for £4500. It was a lovely car and came with Joe's personal registration number, JL 1. I changed it for my own number, 1 WMC, so no one knew that it was his old car.'

### MINI VAN

'I used a Mini Van as a delivery vehicle when I had the furniture business and my wife used it for shopping. I also competed in it in the odd autocross event including one arranged by the Sevenoaks & District Motor Club. I won the Mini Cooper class much to everyone's surprise – they said it was the first time they'd ever awarded the trophy for a saloon car event to a van.'

### LOTUS CORTINA MkII

'My Lotus Cortina MkII was easily the most disappointing car I've ever owned. It looked boxier than the MkI and I only ever

used mine as a road car. The interior trim quality really let that car down and was one of the main reasons why I sold it.'

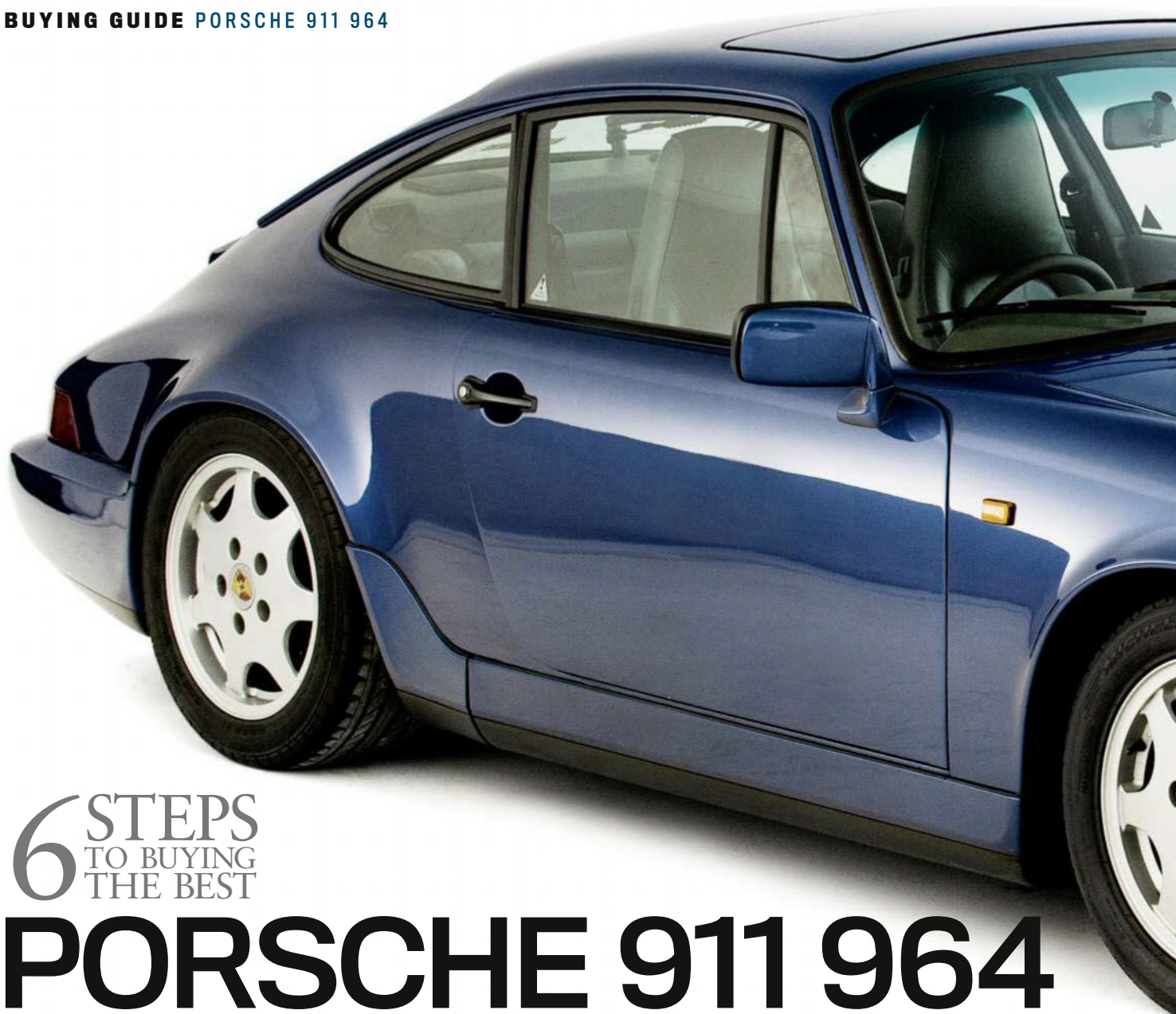
'I remember regularly driving it up to Junction 5 of the M1 and trying to lift the inside front wheel like Jim Clark on the exit slip road's long loop.'

### THE ONE THAT GOT AWAY: CITROËN SM

'My interest in Citroëns began with the DS – from then on I always wanted one of my own. In 1976 my friend Larry Sevitt, who owned a garage at the time, bought a Citroën SM and when he later sold the business he offered to let me drive it for a week. It was evident that the car had been designed by a proper stylist and was way ahead of its time. It was amazing to drive – I've regretted never buying one ever since.'

*Thanks to: Bill McGovern, Nick Bath and Andrew Brodie Engineering (brodie.co.uk)*





# 6 STEPS TO BUYING THE BEST PORSCHE 911 964

More exciting than a 993 – but care is needed when buying the ‘unloved’ 911

Words PAUL HARDIMAN Photography TOM WOOD

## OUR EXPERTS

**Mikey Wastie** has worked for independent Porsche specialist Autofarm since the late Nineties. He started out on the wrenches before buying out founder Josh Sadler with business partner Steve Wood in 2014.



**Simon Evans** runs Pro-9, which has specialised in servicing and modifying air-cooled 911s for almost 20 years. A recent customer project involved altering his 964 coupé to make it look like a 1973 RS 2.7.



**Anthony Posner** has been selling Porsches from Hendon Way Motors – established in 1951 – since the Sixties and has presided over the fall and rise of 964 values. ‘People are beginning to appreciate them more because they’re so well made,’ he says.



The once rather unloved 964’s many improvements marked the biggest change in 911 history at its launch in 1989. There’s renewed interest in it today because it’s the penultimate aircooled 911 and a charming mix of classic 911 silhouette and updated hardware. Its bonnet and doors may fit the apertures of a 1965 911 but Porsche claimed that 85 per cent of it was new. Though not as raw as earlier cars the 964 retains much of the same feel but with added refinement – and they don’t understeer as much as later cars. Get in quick before prices rise further.

### 1. Body

The 964 is as beautifully built as any preceding 911 so panel gaps should be pretty consistent. Bodyshells are galvanised and fitted with wheelarch liners but rust in some places is becoming an issue – and accident damage is as much a possibility on a 964 as it is on any 911. Mikey Wastie

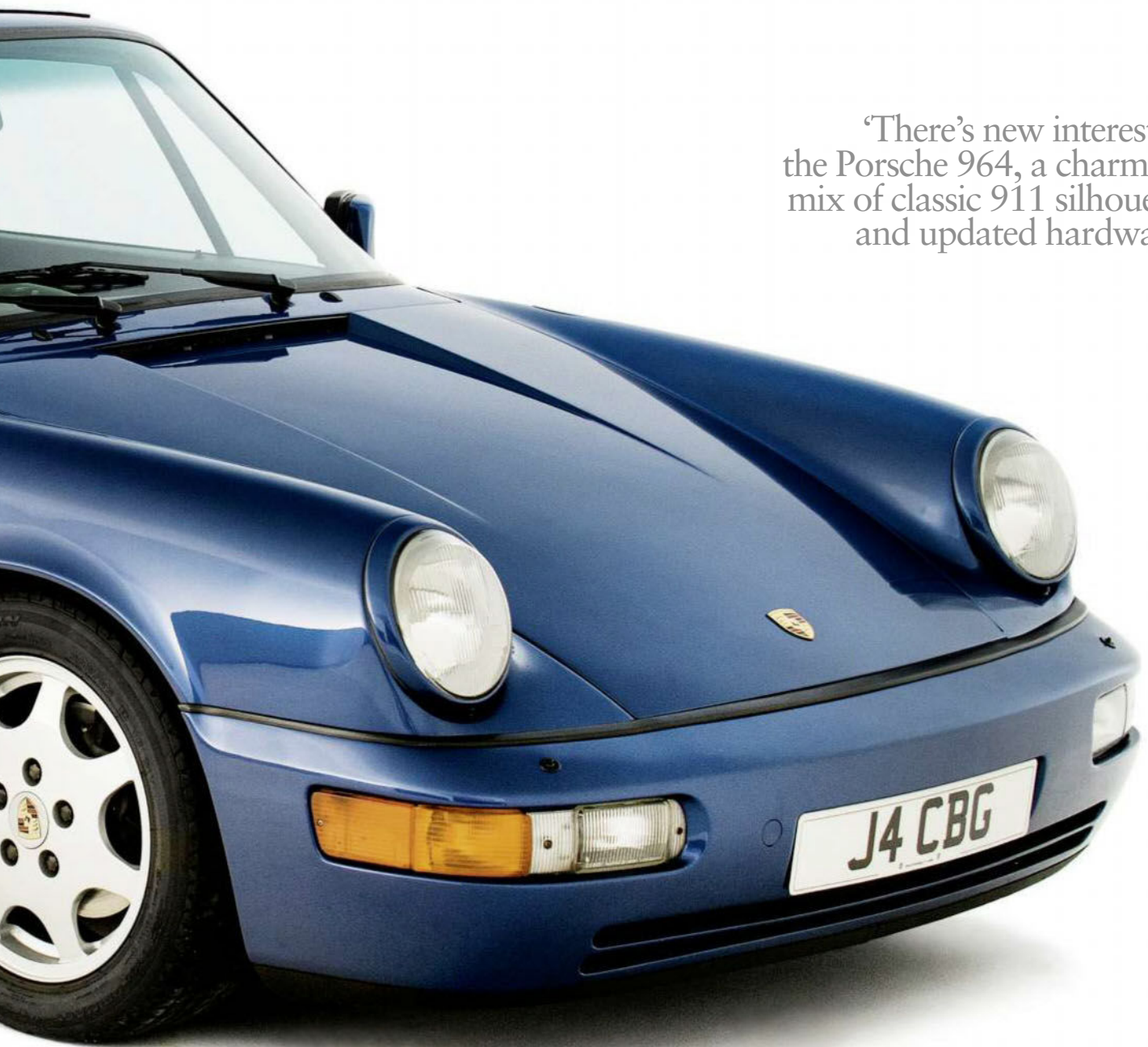
says, ‘Front or rear accident damage is more common than side damage – look for even panel fit and body-colour front wing bolts. If the bolts have obviously been disturbed – suggesting the wings have been removed at some point – or the underside or wheelarches have been painted, ask why.’

The area under the headlights is a known rot-spot and the front boot floor is very low and easily damaged by high kerbs. Replacement can cost up to £1500.

Check that the chassis and paint stickers are still in place – they should be on the right and left inner wings with another located under the front lid. In addition the front lid, rear bonnet and doors are stamped with part of the chassis number so it’s obvious if these panels have been replaced. On the doors they’re under the top trims about halfway along the glass opening.

The 964’s front jacking pads are crucial because the plastic side covers mean it can’t be lifted by its sills. They are known to rust





‘There’s new interest in the Porsche 964, a charming mix of classic 911 silhouette and updated hardware’

and Wastie has seen replacements glued on before now. If they need to be replaced, budget about £500 per side.

A more weather-resistant design means sills and kidney bowls – behind the bottom of the B-pillar – don’t rot like they do on earlier cars but in the worst cases can start to go under the backs of the doors just below where they begin to curve upwards. If you have to start chopping into metal here it will cost £3500-£4000 a side to fix; and if one side has gone, it’s likely that the other side has succumbed as well.

Rear anti-roll-bar mounts should be checked thoroughly but they last better than they ever did on earlier Carrera 3.2s. As with all 911s you need to check for rust bubbles around – and especially underneath – the windows plus the front-wing-to-scuttle joint – any rot here should be obvious. Sunroofs don’t tend to give many problems because they have large drain tubes that don’t easily block. Targas are known to

produce a bit of wind noise and can be prone to leaks but if a cabriolet roof raises and lowers square, it’s probably fine.

At the back, check the chassis/body supporting tubes on each side. These bolt on but in the worst cases their attachment points to the body can rot through. The right one survives better because it’s protected by seepage from the oil tank. Rear lights fade and cost £800 for the three parts, though DIY fitment is easy. The rear wing should raise automatically at 50mph.

## 2. Engine

The 964’s new M64 engine uses solid valve lifters rather than hydraulic lifters first introduced on the later 993. This allows for more aggressive camshaft ramp angles and therefore the sound and feel of a proper 911. It shouldn’t be unduly clattery when it fires and the noise should stay the same – unlike the 993, which gets quieter as it warms through.



Interior is basic and typically durable but some instruments can delaminate



Corrosion is rare but can strike B-pillars and beneath the headlamps



As on all Porsches, 964 engines tolerate abuse surprisingly well. They don't use cylinder head gaskets – later engines use fire rings – so oil leaks coming through the cooling fins could actually be coming from the rocker shafts. Thankfully, Autofarm has a fix for this problem. Be sure to turn over an engine that has been left standing for a long period with the plugs removed before trying to start it because they are known to collect oil in the cylinders.

Tinware around the engine rusts because of its close proximity to the hotter parts of the exhaust – the catalytic converter and twin silencers. Rust is common on the underside but hard to see because of the engine undertray. Powdercoating flaking off the top surfaces is an early sign of trouble. Replacement is expensive because the engine has to be removed first – Autofarm would normally do this job at the same time as a clutch change.

A missing catalytic converter or silencer isn't an issue and actually adds a little noise and power – standard 964s are quite quiet and subdued – but if you want a completely standard car, anything missing could be a bargaining point because they're expensive

to replace. However, bear in mind that just because a catalyst is still fitted it doesn't mean there's anything left inside it.

Oil pressure should be four bar at 4000rpm when warm, rising a little with more revs. A £200 compression and leakdown test is a good idea – it costs more on Turbos because there's more to dismantle in order to reach the plugs – because an engine rebuild, including new shells, rings, chains, seals, oil tubes and more, costs about £10,000, £3000 of which is the price of camshaft chains and guides alone. Add another £3000 if it needs new barrels and pistons and expect to pay £25,000 if it needs everything bar new castings.

### 3. Transmission

964s are either four-wheel drive (Carrera 4) or rear-wheel drive (Carrera 2), the latter available with Tiptronic transmission. The manual gearbox is a G50 but with a much improved shift over the previous 3.2 Carrera. 'They're pretty bulletproof too,' says Mikey Wastie. Clutches, however, do wear and 964s run a dreaded dual-mass flywheel. Take-up should be crisp – if there's any judder the clutch isn't long for this



Rebuilding this can cost £10,000 - more if it needs new pistons

world. Replacement costs about £2000 – split equally between labour and parts – and it's the same on the RS, which runs a solid flywheel but suffers its own issues including heat cracking on the friction plate and in extreme cases on the flywheel face too.

Opinion is divided over the Tiptronic option. It's a ZF four-speed automatic and is generally reliable but don't expect snappy changes or a Sport button. It will hold the gears for longer if you floor the pedal, however. Some say it doesn't suit the 911's character – pull away gently and it'll start off in second gear – but if you're comfortable

## MEET THE OWNERS

# 'Driving at 150mph with the roof back is great fun'



**Rick Anderton, Northamptonshire**

Rick owns the lovely Carrera 2 in the studio pictures. He's had several 911s including his current 996 GT3 but reckons his 964 is the one he'd keep. It has a massive and comprehensive history file. He says, 'They might have been cheap to buy once but don't be fooled – I must have spent £35,000 on upkeep in nine years. The days of cheap 964s are over.'



**Richard Rimmer, Oxfordshire**

Ford Model T specialist Richard has a secret – he owns a 964 Carrera RS. 'I bought the car in 1997 after it was imported from Germany. I intended to buy a 911 for around £10k but after more thought I pushed further and got the RS. It's a typical RS Basic (or Lightweight) with no radio and, being LHD, no power steering. I love its raw power and responsive controls.'



**David Bladon, Worcestershire**

The 964 Register secretary has enjoyed many memorable trips, including runs to the French Clastres circuit and the Porsche Museum. 'Driving on the autobahn at 150mph with the roof back is great fun; your hair doesn't blow around much if you fit a wind deflector. I enjoy track days, having the only convertible while everybody else sweats in their coupés.'





Trim can be prohibitively expensive - the three-part tail lights alone cost £800

with autos you'll probably get on well with it. All reports suggest it is reliable - the first few changes from cold may be a bit jerky but it should smooth out thereafter. Frontal drivetrains on four-wheel-drive cars appear to suffer few problems if any.

#### 4. Suspension and steering

The 964 was the first 911 to use coil-spring suspension instead of torsion bars but retained struts at the front and semi-trailing arms at the rear. All 964s can chew through suspension bushes so if there's no recent bill for front control arms or bushes, assume they'll need to be replaced along with the dampers - at least on an older car. This job totals about £2000 in genuine parts - though aftermarket is cheaper - and £1500 in labour. Similarly, anti-roll bar drop arms wear but these are easy to replace and only cost £30-£40 each.

Steering on four-wheel-drive cars should be as communicative as a Carrera 2's - not as delicate as it is on small-bumper cars, but the wheel should have plenty of feel and writhe slightly in your hands. Like the Carrera 3.2 that preceded it, the 964's steering loads up in corners - more so than

in the older cars. Heavier four-wheel-drive cars will feel less lively through the wheel and initially understeer a bit more but it shouldn't worsen if you push a little harder.

#### 5. Brakes

These are utterly conventional - discs and pads cost less than £400 per end fitted - but the alloy calipers and steel carriers corrode together. If you're having to push the pedal hard or you can't easily push the car at standstill, the brakes are binding. You can clean out the calipers or even grind a bit off the pads but new front calipers cost £660 each, the rears a little less.

#### 6. Interior

Electronics are basic and don't give problems, though fault codes don't always give the full story if any issues develop.

Instruments have a habit of delaminating, particularly on those dials with a number of warning lights fitted behind them: they shine through the faces and exacerbate the problem. And be reassured if you find a spare fuel pump relay in the glovebox because it's the sign of a diligent yet realistic previous owner.

#### IMPROVING

Four-wheel alignment (£200-£300) improves feel and handling but Mikey Wastie says it's even more fundamental than that. 'Before considering stiffening the car up you need to get it back to standard. They get a bit floppy over time so bringing the suspension back to as-new should make a real difference.'

A front strut brace is easy to fit, sharpens up the front end feel and can even help to even out tyre wear.

Simon Evans recommends changing to an RS clutch and flywheel, which makes the engine feel livelier and more eager to spin up. He says, 'Upgrade to RS camshafts too if you can afford it - then they become quite quick cars.'

For more extreme modifications Singer in the US has created its own modifying niche, from the mild to the wild. Its sole UK partner is Simon Furlonger Specialist Cars in Ashford, Kent.

#### SPECIFICATIONS

##### 1989-94 Porsche 911 964

**Engine** 3600-3754cc, dry-sump flat six, Bosch LH-Jetronic fuel injection (K-Jetronic on Turbo). Turbocharged version available **Power and torque** 247bhp @ 6100rpm-380bhp @ 5600rpm; 228lb ft @ 4800rpm-384lb ft @ 4200rpm

**Transmission** Five-speed manual or four-speed auto, two- or four-wheel drive **Steering** Rack and pinion, power assisted **Brakes** Discs all round, vacuum-assisted on C2, high-pressure hydraulic on C4 **Suspension** Front: independent, struts, lower wishbones, coil springs, anti-roll bar. Rear: independent, semi-trailing arms, coil springs, telescopic dampers, anti-roll bar **Length** 13ft 11in **Width** 5ft 5in **Weight** 1220kg (RS) 1375kg (C2) 1475kg (C4) **Performance** Top speed: 159-162mph; 0-60mph: 5.5-6.4sec **Fuel consumption** 22-30mpg **Cost new** £41,505 (C2, 1989)

#### NEED TO KNOW

**Engine rebuild** £10,000-£25,000  
**Clutch change** £2000-£3000  
**Set of dampers** £2000  
**Brake discs and pads** £800 fitted

##### Who can help?

**Porsche Club Great Britain**  
porscheclubgb.com, 01608 652911

**Autofarm 1973 Ltd**  
autofarm.co.uk, 01865 331234,  
**Pro-9**

pro-9.co.uk, 08456 211911

**911 Virgin**  
911virgin.com, 01895 255222

**Design 911**  
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**Hendon Way Motors**  
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#### WHICH ONE?

- **Carrera 4** launches with 4WD in 1989.
- **Carrera 2** with rear-wheel-drive follows in 1990, 100kg lighter at 1375kg. Tiptronic adds 31kg. Pay high £20ks to low £40ks, depending on mileage and history. Pay five per cent less for Tiptronic; more than half of buyers want manuals.
- **Cabrio** From 1991 (rear suspension geometry changes on all cars as a result). Pay 10-15 per cent less than for coupés.
- **Targa** Pay 5-7.5 per cent less than coupés.
- **Speedster** from 1990. Most have Turbo-style wide-body option. Recent auction prices are between £135k and £155k.
- **Turbo** from March 1990 using M30 3.3 motor from previous 930 for 320bhp. From 1993, 3.6.

- **Turbo S** with 376bhp; 80 made.
- **Turbo 3.6** 360bhp, £75,000-£80,000. Last 90 are Turbo 3.6S (380bhp) with slant-nose option.
- **Cup** 1990 racing version for Porsche Carrera Cup. Welded-in roll cage, 55mm lower ride height, interior and soundproofing deleted. From 1992 uses 964 RS body, 18in wheels, another 20mm suspension drop.
- **Carrera RS** Based on Carrera Cup racer, and as usual emphasis is on weight saving (1220kg) rather than more power (256bhp). Pay £200,000-£250,000 dependent on mileage, condition and use. A very few Carrera 3.8 RSs are made with 300bhp and Turbo body.
- **62,173 of all 964 types built.**

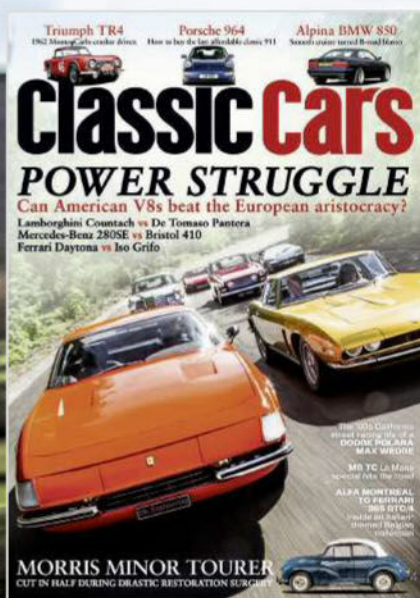
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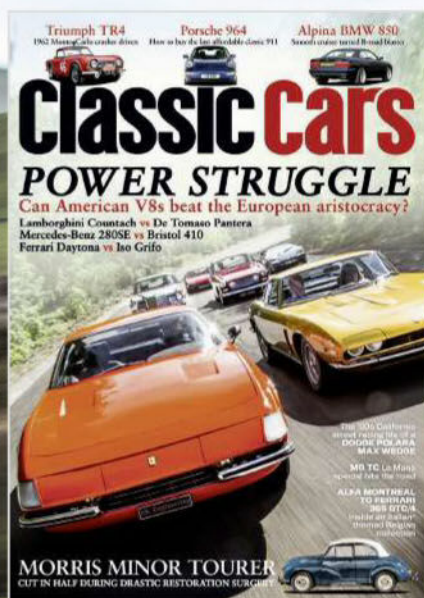
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Black with factory Black leather  
interior.



Porsche 912 1966 SWB Coupe  
Manual Gearbox, LHD, Grey with  
Black interior.



Porsche 911S 1976 Coupe 2.0L  
Manual Gearbox, LHD, Minerva  
Blue with Black Interior.



Porsche 930 Turbo 3.3L 1986  
Manual Gearbox, LHD, Red with  
Tan interior.



Porsche 911 SC 3.0L 1983  
Coupe, Manual Gearbox, LHD,  
Silver Grey with Tan Interior.

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## ★ STAR LETTER

### Sanity saved by Quentin

I'm grateful to Quentin Willson for his thoughts on 'No Stories' cars and the polarisation between mediocre and marvellous (The Insiders, March 2016).

I've been pursuing a relatively modern classic and had to question my own sanity and judgment after viewing some less than desirable examples – and wondering if I'm actually being unfair in my findings and conclusions. Armed with a specialist buyers' guide and coupled with my own knowledge and research from years gone by I've met with some interesting finds.

So far I've experienced service books that have gone AWOL, invoices and paperwork that certainly wouldn't warrant a cocoa with bedtime reading, service stamps from Bodgit & Scarper and history gaps that could generate their own wormhole in time.

Discussions with the selling dealer have always had them asking what my expectations are from a 30-year-old car. It's always a bit of a grey area but reading Quentin's column has satisfied my doubts and confirmed that I should stick with my own set of rules for a purchase and not be willing to compromise on multiple points.

*Paul Truckle*

### A Lea-Francis at school

I used to own a Lea Francis 14HP in 1960-63 (Epic Restorations, March 2016). I think I paid about £100 and used it before going off to Edinburgh Dental School. I remember it had very heavy steering and the rod-operated brakes seemed a trifle antediluvian for a 1948 sports car costing almost as much as a Jaguar XK120.



Gordon  
Lang with his  
Lea-Francis

Before going to university a friend and I did a round-England road trip in the car, which included a visit to Coventry where Lea-Francis still had an operation in 1962. The car was totally reliable but I traded it in for a Fiat 600 – the start of a long love affair with Italian cars. I often wondered if the Lea-Francis has survived to this day.

*Gordon Lang*

### The Alpine A110 story

It was a joy to read Sam's article about the experiences of people who have wanted to



Tim Moores enjoyed our Alpine article – but sorts out the details

try an A110 (The List, February 2016). However, it would appear that some of the information he was provided with was incorrect or misinterpreted.

The standard steering rack of an A110 is actually 3.2 turns lock to lock and the high-ratio rack is 2.5 turns. The engine of the A110 is mounted behind the transaxle, just like in a 911. The equilibrium of the car wasn't compromised by more powerful engines and other changes introduced for the Group 4 cars.

Giovanni Michelotti was contracted by Jean Rédélé at the end of 1955 to produce a design exercise for the A108 Cabriolet that appeared in January 1957. However, both the A108 and A110 were in-house designs by a team lead by Roger Prieur, Jean Rédélé's cousin, who also devised the backbone chassis. Officine Stampaggi Industriali Spa (OSI) contracted Michelotti to produce a styling exercise based on the A110 berlinette for the 1965 Turin salon but Jean Rédélé didn't like it.

There were several variants of the A110-1000, and the FIA homologation papers state 70hp at 6500rpm. A version of the A110-1000 with the 1108cc five-bearing engine was put into production as the 1108cc '80' with three further variants coming later. Around 570 A110-1100s were produced. The photograph above the 1963 A110 Tour de France is in fact the A110 GT4 2+2 styled by Chappe et Gessalin. A108 and A110 variants were built under licence in Spain and there was a licence to build 200 A110s in Bulgaria.

Richard Bouleau used Peugeot 203 pistons and liners only for the prototypes of his 1300cc engine for the 1300S; the 1296cc production engines used Mahle pistons and Allis Chalmers liners. The 1470cc engine had a twin-choke downdraught Solex carburettor. The 1600 engine was a 92hp replacement for the 1500; and the A110 1600S, first shown at the Paris salon in 1969 was a productionised version of

Alpine's competition car that was lighter with 138bhp. The Rue Forest address in Paris was Alpine's registered office and the factory had always been in Dieppe. Wide arches for A110 Gr4 were homologated for the 1600cc cars but not the 1300cc cars. The turbo engine was 1600cc.

*Tim Moores*

### Tipping the Tiptronic

In the piece comparing various high-performance classics (Performance Superheroes, February 2016) I note with pleasure that the Porsche got the vote.

However, the article itself committed the usual sin of badmouthing the Tiptronic gearbox. Every motoring journalist makes the same mistake, I'm afraid. Your correspondent is, quite simply, wrong!

I've had the pleasure of owning a Tiptronic C2 from 1991 for the past five years and, previous to 2010, I had a manual version for three years.

I bought the manual after having heard all sorts of similar badmouthing of the Tiptronic shift, but eventually a left knee problem forced me to sell it and test-drive a Tiptronic. To say I was pleasantly surprised would be a considerable understatement.

It's a wonderful alternative to the manual, but it does need to have been properly set up by a real expert, because otherwise the slow shift criticism can be justified. Properly fettled, it beats the manual in all aspects.

You have the option of full auto, which makes both town and motorway driving a relaxing pleasure; and should you want to give it some beans, the use of the clutchless manual change is a joy. You can hustle the car along country lanes and Alpine hairpins, alternating between 2nd and 3rd gears, and I promise you'll leave a manual car in the dust should you feel like doing so.

May I suggest for a future feature, that you find a Tip and set it against a manual? You may get a shock.

*Iain Wilson, Paris*














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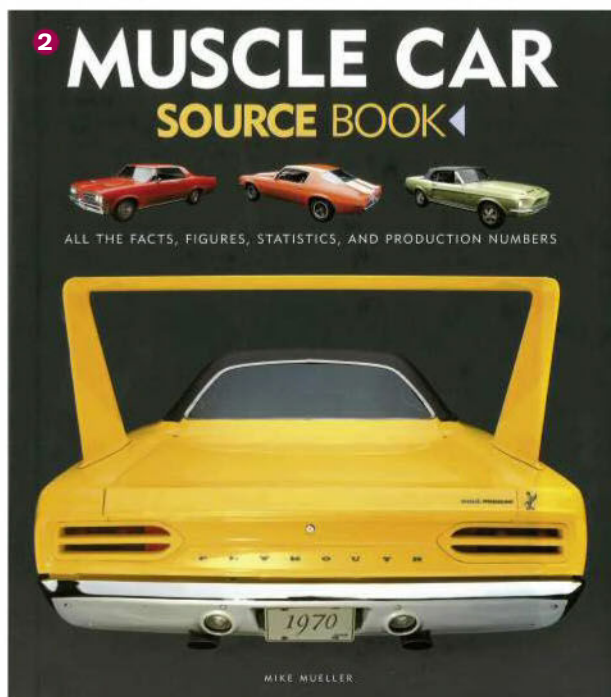
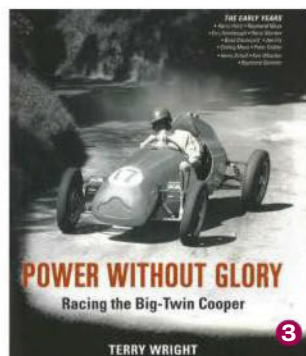
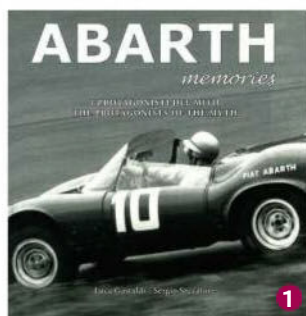
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# → BOOKS & MODELS

Sam Dawson rates this month's most engaging editions

G R E A T S T O R I E S



## 1. Abarth Memories

By Luca Gastaldi & Sergio Seccatore, £34.99, [abarthbook.com](http://abarthbook.com), ISBN 979 12 200 0132 8

Author Luca Gastaldi is at pains to point out, in the foreword of this book, that it isn't intended as an exhaustive company history or a comprehensive catalogue of the cars produced by Abarth. However, over 241 pages the story of one of Italy's greatest marques unfolds anyway, through the personal testimonies of those who worked with Carlo Abarth.

It's a unique way of learning the company's history, and of building up a strong impression of Abarth himself, who comes across as a combination of stern autocrat who'd keep his staff working until 10pm every night, and benevolent uncle who'd give you an expensive watch wrapped up as a box of chocolates.

Access to the people behind Abarth prior to the Fiat buy-out has also yielded a wealth of photos and technical schematics of some of the most beautiful sports-racers ever built. An essential book, especially for Abarth fans.

## 2. Muscle Car Source Book

By Mike Mueller, £35, [quartoknows.com/motorbooks](http://quartoknows.com/motorbooks), ISBN 978 0 7603 4857 4

This book is clearly Mike Mueller's labour of love – it's a project he's been working on since 1992.

A history-lesson thread runs throughout its 240 pages, beginning in search of the moment when powerful V8s in mid-sized chassis first appeared in showrooms, traces it through the Sixties power war and ends with the 1974 oil crisis and the wane of the muscle car era.

However, Mueller appeals to the Top Trumps player in every petrolhead with a plethora of box-outs on every page. As a result it manages to be authoritative and leftfield at the same time. A highly enjoyable book.

*Classic Cars* has one copy to give away. To be in with a chance of winning, log on to [winit.classiccargiveaways.co.uk](http://winit.classiccargiveaways.co.uk).

1 TO GIVE AWAY

## MORE READS

### Harry Lester, His Cars & The Monkey Stable

By Stewart Penfound, £25, [brbooks@btinternet.com](mailto:brbooks@btinternet.com)

Strange title, even stranger cars – the story of Harry Lester's racing MGs. Fantastic stuff.

### Lotus Elite, Eclat and Excel

By Matthew Vale, £16.99, [crowood.com](http://crowood.com)

It's about time the big four-seater Lotuses got their own book. Highly useful if you fancy one.

### Brabham BT52 Owners' Workshop Manual

By Andrew Van de Burgt, £25, [haynes.co.uk](http://haynes.co.uk)

Anatomy and history of a championship-winning turbo-era F1 car in Haynes' down-to-earth format. Great fun.

### Carrera 2.7 1974-76

By Ryan Snodgrass, £176, [parabolicapress.com](http://parabolicapress.com)

Staggeringly expensive, lavishly produced, dizzyingly thorough guide to Porsche's 'forgotten' Seventies super-911. One for true Porscheophiles.

All these books are available from Chatters, many with discounts. For more information go to [chatters.com](http://chatters.com).

## 3. Power Without Glory: Racing the Big-Twin Cooper

By Terry Wright, £55, [loosefillings.com](http://loosefillings.com), ISBN 978 0 9943661 0 8

A book that takes more than 100 pages before introducing the postwar 500cc rear-engined formula, and nearly 160 before getting on to the Cooper in question may be accused of lacking focus, but Terry Wright's work has an incredibly hefty 342 pages to put it all into context – and it's context that's essential to the story.

You may be familiar with 500cc racers from the Goodwood Revival, but placed exhaustively into context by Wright you realise they marked a brief, intense collision of ideas from the worlds of European motorcycle engineering, US land-speed record attempts and Australian dirt-track racing rather than an evolution of pre-war Grand Prix, which went on to influence modern F1.

The roll-call of names on the front cover contribute via period documentation rather than later specific interviews, but it all emphasises the weight of history. A thorough education.

## MODELS UP TO £200



### 1:18-scale Porsche 924 Carrera GTR Le Mans

£159.99, [tsm-models.com](http://tsm-models.com)

It may be a German car, but there's something wonderfully American about this car, with its IMSA-spec wide arches, disc wheels, T/A stickers and window netting. It's surprisingly lightweight for a 1:18 thanks to its resin construction, but detailing and stance is superb. The only gripe is the shallow-moulded underbody detail.



### 1:43-scale Gordon-Keeble GK1

£77.99, [matrixscalemodels.com](http://matrixscalemodels.com)

We can't recall any mass-produced Gordon-Keeble models before this one, and this example from Dutch firm Matrix doesn't disappoint. The use of resin and the soft blue paint finish replicates the glassfibre of the real thing well, as does the plasticky black 'vinyl' interior and Corgi-style jewel-headlights. Only an overly low, nose-down stance on its Dunlop wheels detracts.



### 1:43-scale Lamborghini Faena

£85.99, [kessmodel.it](http://kessmodel.it)

A wonderful 'what might have been', Frua's family-man Countach-era Lamborghini was intended to replace the Espada. Kess's model of the giant wedge is more like 1:36-scale in size, and its magnificent expanses of glass give a great view of a typically angular Seventies Lamborghini concept interior. Oh, and Fiat 130 Coupé rear lights. Expensive, though.



### 1:43-scale March 761

£69.99, [tsm-models.com](http://tsm-models.com)

It's rare to find a model of a March F1 car, although the shape was used for a popular toy in the Seventies. This is Lella Lombardi's car, so far the only female driver to have scored F1 points. It's classic 1976 high-airbox-era stuff, with aspects such as the jacking bars and oil-cooler radiator showing close attention to detail. It may be tiny but it's dazzling too.



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*Quentin Willson's*  
**SMART BUYS 2016**  
Our market guru picks five cars to scoop up before everyone else does

**PLUS**  
7 steps to buying an Austin 1100/1300  
From Aussie muscle cars to a BMW M1 Procar - inside an amazing collection  
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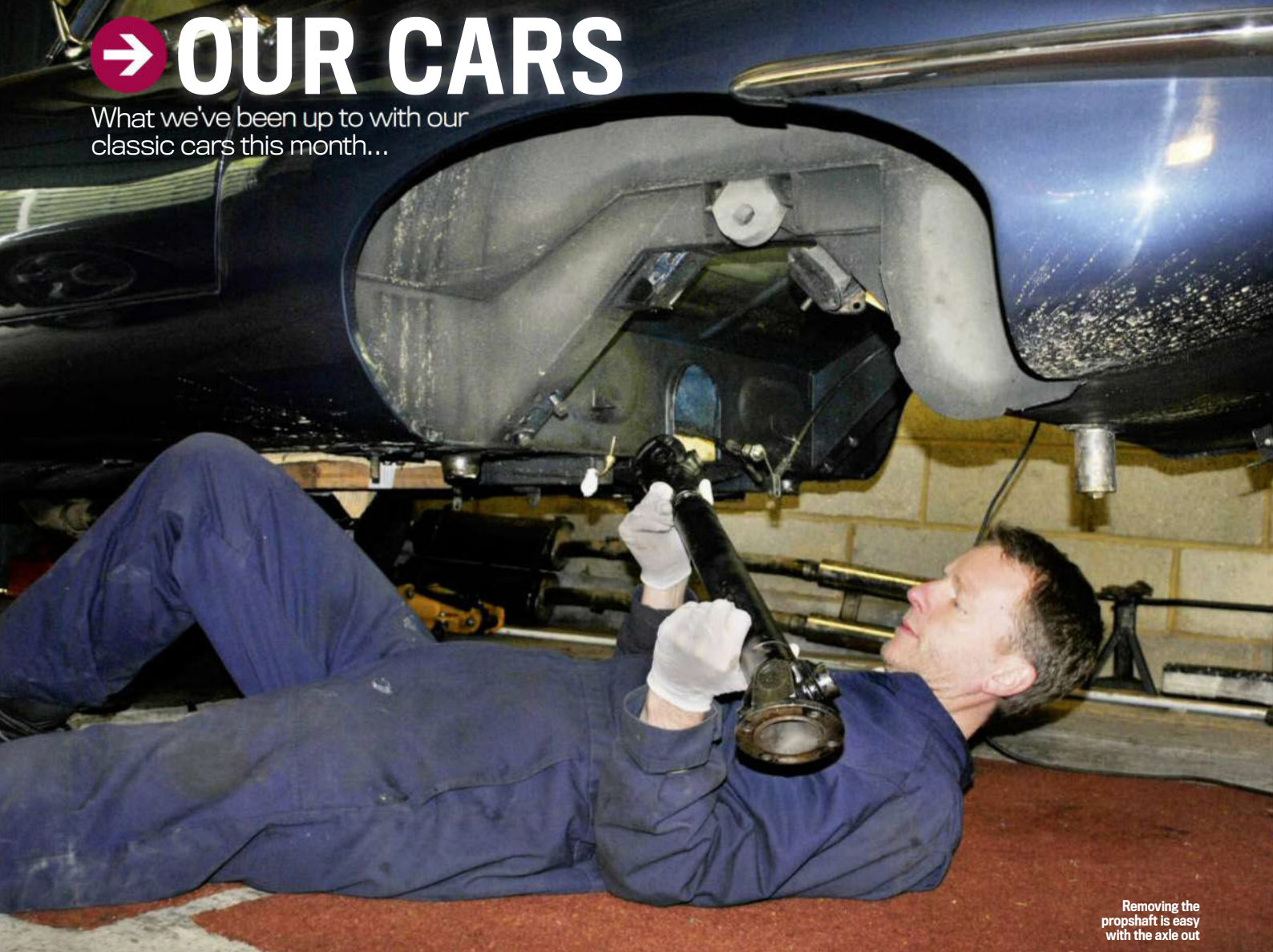


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# → OUR CARS

What we've been up to with our classic cars this month...



Removing the propshaft is easy with the axle out

## Phil tries to get balance into his life

### THE STORY SO FAR



**1962 Jaguar E-type Series 1 FHC**

**Owned by** Phil Bell  
phil.bell@bauermedia.co.uk

**Time owned** 6 years **Miles this month** 0

**Costs** £118 **Previously** Pulled the rear axle out to have the differential rebuilt. Again...

While I was dropping off the E-type's differential for a rebuild at Jaguar specialist Ken Jenkins I mentioned that my next job was to replace the universal joints in the propshaft. Changing them is easy but he recommended having the job done by driveshaft specialist Bailey Morris, which can check and rebalance the propshaft as part of the job.

In just 15,000 miles the rear UJ had become badly worn, clunking noisily when I came on and off the power. That's despite me greasing it every 2500 miles as per the Jaguar workshop manual.

The front one didn't appear worn but with the rear axle out it made sense to

replace both anyway, rather than risk having to remove either the rear axle or engine and gearbox in the future just to change one little UJ.

Removing the shaft simply involved unbolting it from the drive flange on the back of the gearbox, accessed via an inspection plate on the passenger side of the transmission tunnel. It's the same route to greasing the front UJ and splined sliding joint.

A couple of days later I found myself staring at a horror chamber of twisted and torn propshafts in the glass sales counter

of my local Bailey Morris. Simon Gentle soon put my mind at ease, offering four universal joint options topping out with the best-quality sealed-for-life units. That was an easy decision to make.

When I returned to collect it he told me that the shaft had needed straightening. He explained that it's quite common, and that much of the balancing weight you see on propshafts is fitted to mask the fact that they're out of true. With that corrected, only minimal weight was needed.

I'd have been oblivious to this if I'd replaced the UJs myself. Good advice, Ken.



Hatch on the transmission tunnel gives access to the propshaft flange and grease points



That universal joint lasted just 15,000 miles





# On the white track; well, for now...

## THE STORY SO FAR



**1966 Jaguar E-type 2+2 auto**

**Owned by** Malcolm McKay  
MMcKays@aol.com

**Miles this month 0 Costs**

**£445 Time owned** Five months **Previously**  
Successfully imported from US: reality sets in with fuel pump and dynamo woes

Finding a total lack of brakes scuppered my plan to put the E-type in my home garage – being automatic, I couldn't even use the clutch as a brake when manoeuvring it down my steep driveway. It had to go in the barn I rent five miles away – not ideal, as I wouldn't be able to pop down to the garage to tinker every time I had five to 10 minutes to spare. I'd only be able to work on it when I could spare a few hours, to make the trip worthwhile – and that doesn't happen often.

With the E-type in the barn and the hired trailer returned, I could take stock of what I'd bought. White paintwork is not my choice for the 2+2 (I feel it emphasises its slight bulbousness) and I find black interiors get too hot in summer. But I'd already obtained a Heritage Certificate from Jaguar, and knew the E-type's little secret, confirmed on close inspection of inner panels and edges of the seats: it had left the factory in

Opalescent Maroon with beige leather – a really superb combination (in my eyes) that just happened to be the colour scheme of the little Husky S1 2+2 model that I've owned since childhood.

Changing colours is bottom of the priority list now; though I have Spot-On Colours of Winslow lined up to do the paint and Furniture Clinic at Newcastle to change the trim colour back, once the car is mobile. So, what is that going to take?

Taking out the spark plugs revealed all were unworn with a healthy colour, slightly rich, suggesting the engine was running evenly when last used. The oil looked new, but that's deceptive. If an engine's left standing for 15-20 years, as I believe this has, impurities gradually settle out, but the sediment may cause havoc once it's running.



Malcolm checks out what's missing between the engine and the new radiator

Stripping the engine and flushing out all oilways is a wise precaution, but I'm not patient enough – so how to get it going?

The car came with a bag of new hoses – but plenty of parts missing, such as the fanbelt, hose clips and the metal pipes that go between the rubber hoses on the long stretch from engine to radiator on E-types. A big order went in to SNG Barratt for all the missing parts I could identify, after scanning the parts list on the brilliant Original Technical Publications Jaguar Heritage DVD.

Meanwhile son Fraser set to work with T-Cut and Meguiar's, with remarkable results. I suspect the car was painted 15-20 years ago and never used. There's bulging and cracking in the paint, but it polished up magnificently – it'll stay white for now!



T-cut and Meguiar's session helped old respray look good. It needs repainting, though



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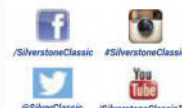
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Rocket Man Dawson rouses the Quantum from its winter slumber with a new battery and gear lever. Next up - a replacement steering wheel

# Flat battery sparks rubber and rockets

## THE STORY SO FAR



**1986/2000 Quantum Q2**

**Owned by** Sam Dawson  
sam.dawson@bauermedia.co.uk

**Time Owned** 5 months

**Miles this month** 380 **Costs** £200

**Previously** Proceeds from a motorbike sale funds a new classic car - enter the Quantum Q2

Sociologists call it 'the broken window theory' - the slide into urban dereliction begins with damage that no-one fixes.

There's an equivalent in the classic car world - 'the flat tyre theory'. A second car bought as a bit of weekend fun picks up a puncture but domestic diversions get in the way and what started with a flat tyre becomes a neglected, moss-encrusted heap that Nigel Boothman features in Barn Finds.

The Quantum was threatening to do the same. I traced a slow puncture to a cracked sidewall but then winter set in and it went unused for a month before I finally got around to buying a new Avon ZV3.

Then I tried to start it. I'd hooked it up to a trickle-charger during its period of inactivity and the dashboard electrics worked fine. But priming the carburettor and turning the key resulted in nothing more than a few defeated clicks from the

fuel pump and trying to jump-start it with my daily-driver Volvo 440Li yielded nothing.

I disconnected all the starter-circuit cables and cleaned them with a wire brush but to no avail. Maybe the combined starter motor/solenoid unit needed replacing - no easy job and not a cheap part either.

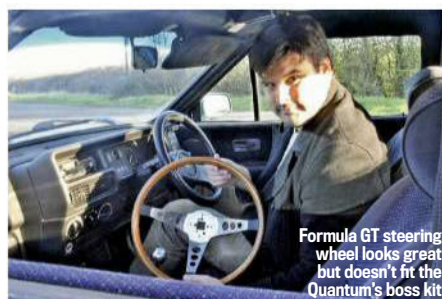
I braced myself and called the AA who discovered that the battery - which was possibly older than the car's 2000 build-date - was at fault. A new battery and terminal clamp got it running again.

Next up I stripped the plastic off the original Ford gear lever with a hacksaw and replaced the long rubber shift knob with a neat Empi steel ball. It's transformed the previously vague shift quality into a positive, mechanical-feeling clink. My next job was supposed to be replacing the steering wheel

but annoyingly the gorgeous Ford-spec Formula GT I picked up at Beaulieu doesn't fit the Quantum's Springalex boss kit.

The Quantum's next run was to a New Year party in Derbyshire, complete with heavy-duty display firework in the boot (I'm always expected to supply such things). The journey revealed that its headlights and damp-weather grip are lousy and it's prone to lift-off oversteer. Perfect!

Incidentally, my Volvo is now for sale. I bought it from its first owner, it's covered just 52,000 miles from new and has a brand-new exhaust and full service history. It's hardly exciting but would make a good modern classic runaround or candidate for the Festival of the Unexceptional. If you're interested in the Volvo - or the Formula steering wheel - do get in touch.



Formula GT steering wheel looks great but doesn't fit the Quantum's boss kit



New Avon SV3 tyre has cured the Q2's slow puncture



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CTC107	7 Dr cabinet	685x465x950	£189.98	£239.98	£227.98

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CBB315	36"	5 Dr Cabinet	927x415x985	£279.98	£369.98	£335.98
CBB228B	41"	8 Dr cabinet	1126x468x1000	£369.00	£478.80	£442.80
CBB224B	41"	14 Dr chest	1045x415x486	£259.98	£323.98	£311.98
CBB226B	41"	16 Dr cabinet	1126x468x1000	£429.00	£550.80	£514.80
CBB231B	56"	9 Dr chest	1460x615x490	£399.00	£502.80	£478.80
CBB230B	56"	13 Dr cabinet	1503x622x1011	£599.00	£778.80	£718.80

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**TOOL CHESTS/ CABINETS**

**LOCKABLE FRONT COVERS STORE NEATLY WITHIN CABINET**

**SAVE UP TO £46**

MODEL	DESCRIPTION	DIMS LxWxD (mm)	EXC. VAT	WAS	NOW
CBB209DF	9 Dr chest	710x370x420	£127.98	£155.98	£153.58
CBB211DF	11 Dr Cabinet	785x490x1075	£269.98	£359.98	£323.98
CBB309DF	9 Dr chest	975x370x420	£159.98	£215.98	£191.98
CBB311DF	11 Dr Cabinet	1045x490x1075	£339.98	£454.80	£407.98

**Clarke**

**MASSIVE PRICE CUT**

**£159.98** EXC.VAT **£191.98** INC.VAT WAS £215.98 INC.VAT

**LARGE 37" CABINET**

**NEW**

**Clarke**

**HEAVY DUTY BOLTLESS SHELVING**

Boltless, quick and easy assembly (only a mallet is required)

• Tough steel frame

• Adjustable height shelves

• 5 easy wipe clean laminate board shelves

• (W)1220 x (D)460 x (H)1830

**SAVE 10%**

WHEN YOU BUY ANY MIX OF 5 SHELVING UNITS ON THIS PAGE SAVE AT LEAST £47.99 INC.VAT

**CORNER UNIT**

**ONLY £79.98 EXC.VAT £95.98 INC.VAT**

**BLUE, RED AND SILVER AVAILABLE**

**ALSO ASSEMBLES AS BENCH**

**265 KG PER SHELF**

**WIDE 40"/1220mm**

**Clarke**

**BOLTLESS SHELVING**

Simple, fast assembly in minutes using only a hammer

**ROLLED EDGE UPRIGHTS GIVE:**

✓ EXTRA STRENGTH

✓ SMOOTHER FINISH

✓ SLEEK LOOK

**ASSEMBLE AS SHELVING, BENCH OR CORNER UNIT**

**PER SHELF**

**FROM £29.98 EXC.VAT £35.98 INC.VAT**

**NEW RANGE COMING SOON!**

**Clarke**

**BOLTLESS SHELVING**

(evenly distributed) Strong 9mm fibreboard shelves

**150 KG PER SHELF**

**350 KG PER SHELF**

Contents not included (all items)

**MODEL SHELF DIMS WxDxH (mm)**

150kg 800x300x1500 £29.98 £35.98

350kg 900x400x1800 £49.98 £59.98

**SAVE 10%**

WHEN YOU BUY ANY MIX OF 5 FROM THIS RANGE SAVE AT LEAST £17.99 INC.VAT

**CHOICE OF 5 COLOURS**

RED, BLUE, BLACK, SILVER & GALVANISED STEEL



## Clarke

### MIG WELDERS

Quality machines from Britain's leading supplier  
See online for included

**GAS, TIPS, SHROUDS & WIRE IN STOCK**

MODEL	MIN-MAX AMPS	EXC.VAT	INC.VAT
PRO90	24-90	£179.98	£215.98
110E	30-100	£214.98	£257.98
135TE Turbo	30-130	£239.98	£287.98
151TE Turbo	30-150	£269.98	£323.98
165TE Turbo	30-155	£339.98	£406.80
175TECM Turbo	30-170	£399.98	£478.80
205TE Turbo	30-185	£429.98	£514.80

**135TE**

**FROM ONLY £179.98 EXC.VAT**  
**£215.98 INC.VAT**

## Clarke

### NO GAS/GAS MIG WELDERS

Professional type torch with on/off control • Thermal overload protection • Turbo fan cooled  
Easy conversion to gas with optional accessories

**\*no gas only**

MODEL	MIN/MAX AMPS	EXC.VAT	INC.VAT
MIG 102NG*	35/90	£109.98	£131.98
MIG 145	35/135	£149.98	£179.98
MIG 180	40/160	£179.98	£215.98
MIG 196	40/180	£199.98	£239.98

**FROM ONLY £109.98 EXC.VAT**  
**£131.98 INC.VAT**

## Clarke

### ARC WELDERS

For home use, automotive and industrial applications

MODEL	AMPS	EXC.VAT	INC.VAT
EA110	40-100	£49.98	£59.98
EA165	65-160	£64.99	£77.99
115N	30-110	£84.99	£101.99
EA200	60-200	£87.99	£105.99
160N	40-150	£87.99	£105.99
190N	50-185	£94.99	£113.99
190TE	35-180	£139.98	£167.98
235TE	40-210	£149.98	£179.98

**FROM ONLY £49.98 EXC.VAT**  
**£59.98 INC.VAT**

## Clarke

### CAR RAMPS

Lift cars safely and quickly • Tough angled steel construction

MODEL	CAPACITY	EXC.VAT	INC.VAT
CR2	2000kg	£26.99	£32.39
CRW25	2500kg	£36.99	£44.39

**FROM ONLY £26.99 EXC.VAT**  
**£32.39 INC.VAT**

## Clarke

### PRO 7" SANDER/POLISHER

CP185

Includes hook and loop backing pad and hook and loop wool polishing bonnet • 1200W motor

**FROM ONLY £69.98 EXC.VAT**  
**£83.98 INC.VAT**

## Clarke

### HEAVY DUTY LONG REACH JACKS

CTJ10GLS

MODEL	TONNES	EXC.VAT	INC.VAT
CTJ2GLC*	2	£164.99	£197.99
CTJ3GLS	3	£229.00	£278.80
CTJ5GLS	5	£329.00	£394.80
CTJ10GLS	10	£489.00	£586.80

**FROM ONLY £164.99 EXC.VAT**  
**£197.99 INC.VAT**

## Clarke

### 18V BRUSHLESS IMPACT WRENCH

KWT-002

Heavy-Duty, lightweight design perfect for garage, on site or home use • 450Nm Max Torque • 1/2" Square Drive • 3.0Ah Li-Ion battery

**FROM ONLY £149.98 EXC.VAT**  
**£179.98 INC.VAT**

## Clarke

### ALUMINIUM RACING JACKS

CTJ250AB

Quick lift • Non-marking nylon wheels • Rubber contact pad • helps protect vehicle undersides

MODEL	LIFTING CAR	EXC.VAT	INC.VAT
CTJ1800A	1.25t	£149.98	£179.98
CTJ2000A	2t	£149.98	£179.98
CTJ2500QLG*	2.5t	£139.98	£167.98

**FROM ONLY £84.99 EXC.VAT**  
**£101.99 INC.VAT**

# Machine Mart

**NOW 65 SUPERSTORES NATIONWIDE**

## WHERE QUALITY COSTS LESS

## Clarke

### NO GAS/GAS MIG WELDERS

Uses flux cored steel wire, which creates own gas shroud as it burns

MODEL	AMPS	EXC.VAT	INC.VAT
90EN	24-90	£169.98	£203.98
105EN	30-100	£184.98	£221.98
151EN	30-150	£209.98	£251.98
130EN	30-130	£224.98	£269.98
160EN	30-150	£259.98	£311.98

**FROM ONLY £169.98 EXC.VAT**  
**£203.98 INC.VAT**

## Clarke

### ARC ACTIVATED HEADSHIELDS

Activates instantly when Arc is struck • Protects to EN379 • Suitable for arc, MIG, TIG & gas welding

MODEL	EXC.VAT	INC.VAT
GW44	£39.98	£47.98
CWH7	£44.99	£53.99
GWHS	£46.99	£56.99

**FROM ONLY £39.98 EXC.VAT**  
**£47.98 INC.VAT**

## Clarke

### AXLE STANDS

Ratchet action for quick height adjustment • Sold in pairs

MODEL	TONS	MIN/HEIGHT	EXC.VAT	INC.VAT
CAX2TF	2	235-360mm	£10.98	£13.18
CAX-3TBC	3	200-430mm	£19.98	£23.98
CAX-6TBC	6	400-615mm	£29.98	£35.98
CAX10TP#10	10	450-750mm	£79.98	£95.98

**FROM ONLY £10.98 EXC.VAT**  
**£13.18 INC.VAT**

## Clarke

### HYDRAULIC BOTTLE JACKS

Telescopic Range

MODEL	CAP.	HEIGHT (mm)	EXC.VAT	INC.VAT
CBJ2B	2	148-276	£7.99	£9.59
CBJ3B	3	180-350	£11.99	£14.39
CBJ5B	5	185-355	£14.99	£17.99
CTBJ5*	5	220-495	£49.98	£59.98
CBJ8B	8	190-365	£17.99	£21.59
CBJ10B	10	195-375	£21.99	£26.39
CTBJ10*	10	210-525	£69.98	£83.98
CBJ12B	12	200-380	£24.99	£29.99
CTBJ12*	12	235-580	£89.98	£107.98
CBJ15B	15	205-390	£29.98	£35.98
CBJ20B	20	217-407	£34.99	£41.99

**FROM ONLY £7.99 EXC.VAT**  
**£9.59 INC.VAT**

## Clarke

### 2 TONNE TROLLEY JACKS

CTJ2001G

MODEL	TYPE	EXC.VAT	INC.VAT
CTJ2B	DIY	£19.98	£23.98
CTJ2MB	DIY + Case	£24.99	£29.99
CTJ2250LP*	Low Profile	£39.98	£47.98
CTJ201G	Pro Instant	£69.98	£83.98
CTJ2001G	Pro Garage	£74.99	£89.99

**FROM ONLY £19.98 EXC.VAT**  
**£23.98 INC.VAT**

## Clarke

### 24V CORDLESS IMPACT WRENCH

Inc. 17, 19, 21 & 23mm chrome vanadium sockets • 2x 24V Ni-Cd Batteries & 1 hour fast charger

MODEL	EXC.VAT	INC.VAT
CIR220 ONLY	£89.98	£107.98
CIR220	£107.98	£129.98

**FROM ONLY £89.98 EXC.VAT**  
**£107.98 INC.VAT**

## Clarke

### ARC/TIG INVERTERS

AT161

MODEL	AMPS	ELECTRODE DIA.	EXC.VAT	INC.VAT
AT101	10-80	1.6-2.5mm	£129.98	£155.98
AT132	10-130	1.6-3.2mm	£159.98	£191.98
AT161	10-160	1.6-4.0mm	£199.00	£238.80

**FROM ONLY £129.98 EXC.VAT**  
**£155.98 INC.VAT**

## Clarke

### AUTOMOTIVE WHEEL DOLLY SET

AWD1

Four non-marking castors for easy movement in confined spaces • Heavy duty steel construction - load rating 500kg per dolly

**FROM ONLY £44.99 EXC.VAT**  
**£53.99 INC.VAT**

## Clarke

### BATTERY CHARGERS/ENGINE STARTERS

BC520N

Ammeter • Multi-position charge regulator • Overload protection on charging cycle

MODEL	MAX AMPS	CHARGE/BOOST	EXC.VAT	INC.VAT
BC130C	15/120	£61.99	£74.39	
BC190	38/180	£89.98	£107.98	
BC210C	25/200	£94.99	£113.99	
BC410E	35/400	£119.98	£143.98	
WBC180	35/180	£129.98	£155.98	
BC205N	30/200	£169.98	£203.98	
WBC240	45/240	£159.98	£191.98	
WBC400	60/350	£199.00	£238.80	

**FROM ONLY £61.99 EXC.VAT**  
**£74.39 INC.VAT**

## Clarke

### GRINDERS & STANDS

6" & 8" AVAILABLE WITH LIGHT

Stands come complete with bolt mountings and feet anchor holes

**FROM ONLY £29.98 EXC.VAT**  
**£35.98 INC.VAT**

## Clarke

### POLISHING KITS

4" to 8" FROM ONLY £29.98 EXC.VAT

# With sanding belt "8" whetstone & 6" drystone

**FROM ONLY £29.98 EXC.VAT**  
**£35.98 INC.VAT**

## Clarke

### 3 TONNE JACKS

CTJ3000G

MODEL	TYPE	MIN-MAX MM	EXC.VAT	INC.VAT
CTJ3000QL	Quick Lift	195-520	£44.99	£53.99
CTJ300LG	Pro Instant LIFT	145-500	£83.99	£100.79
CTJ3000G	Pro Garage	120-520	£84.99	£101.99

**FROM ONLY £44.99 EXC.VAT**  
**£53.99 INC.VAT**

## Clarke

### CRANES

FROM ONLY £149.98 EXC.VAT

MODEL	DESC.	EXC.VAT	INC.VAT
CFCS00F	1/2 ton fold	£149.98	£179.98
CFCT100	1 ton fold	£154.99	£185.99
CFCT1000LR	1 ton long reach	£199.98	£239.98

**FROM ONLY £149.98 EXC.VAT**  
**£179.98 INC.VAT**

## Clarke

### HIGH FREQUENCY BATTERY CHARGERS

HFB12/24

Energy efficient inverter, protects battery from high current damage • Microprocessor provides appropriate charging rate • Variable current output for quick, medium or trickle charge

MODEL	MAX CHARGE BATTERY	EXC.VAT	INC.VAT
HFB12	6 Amps 100Ah	£39.98	£47.98
HFB12/24	20 Amps 200Ah	£69.98	£83.98

**FROM ONLY £39.98 EXC.VAT**  
**£47.98 INC.VAT**

## Clarke

### INTELLIGENT AUTOMATIC CHARGER / MAINTAINERS

CB09-12

Keep batteries in top condition over a long period

MODEL	STAGES	BATTERY	EXC.VAT	INC.VAT
CB03-12	3	6Ah-40Ah	£29.98	£35.98
CB09-6/12	9	Up to 80Ah 6V / 12V lead acid	£49.98	£59.98
CB09-12	9	Up to 160Ah 12V lead acid & calcium	£59.98	£71.98

**FROM ONLY £29.98 EXC.VAT**  
**£35.98 INC.VAT**

## Clarke

### 12V BATTERY CHARGERS

For lead acid batteries

Automatic charger - maintains optimal charging condition

MODEL	MAX CHARGE AMPS	EXC.VAT	INC.VAT
LA4	4	£14.99	£17.99
LA6	6	£16.99	£20.39
AC80*	8	£27.98	£33.58

**FROM ONLY £14.99 EXC.VAT**  
**£17.99 INC.VAT**

## Clarke

### TAP & DIE SETS

High quality tungsten steel • Supplied in metal storage case (except 16pc)

MODEL	MAX CHARGE AMPS	EXC.VAT	INC.VAT
LA4	4	£14.99	£17.99
LA6	6	£16.99	£20.39
AC80*	8	£27.98	£33.58

**FROM ONLY £14.99 EXC.VAT**  
**£17.99 INC.VAT**

## Clarke

### 5 PIECE AIR TOOL KIT

KIT1100

Gravity Fed Spray Gun • Air Wash Gun • Tire Inflator • Air Blow Gun • 5 Metre Air Reel Hose

**FROM ONLY £19.98 EXC.VAT**  
**£23.98 INC.VAT**

## Clarke

### TOOL CHEST AND TOOLS

SAVE OVER £61 OFF OUR NORMAL PRICE

PRICE CUT ALL THIS ONLY £249.98 EXC.VAT

**FROM ONLY £249.98 EXC.VAT**  
**£299.98 INC.VAT**

## airmaster

### TURBO AIR COMPRESSORS

8/250 Superb range ideal for DIY, hobby & semi-professional use

**BIG 2HP 7.5CFM**

**FROM ONLY £79.98 EXC.VAT**  
**£95.98 INC.VAT**

MODEL	MOTOR	CFM	TANK	EXC.VAT	INC.VAT
8/250	2HP	7.5	24ltr	£79.98	£95.98
7/250	2HP	7	24ltr	£89.98	£107.98
11/250	2.5HP	9.5	24ltr	£109.98	£131.98
8/510	2HP	7.5	50ltr	£119.98	£143.98
11/510	2.5HP	9.5	50ltr	£139.98	£167.98

## Clarke

### INDUSTRIAL AIR COMPRESSORS

Offers the durability & reliability demanded by professionals.

Cast iron pumps on SE16 and SE19 • Twin cylinder pumps • Motor overload protection • Petrol models in stock

**FROM ONLY £369.98 EXC.VAT**  
**£443.98 INC.VAT**

## Clarke

### CFM MOTOR RCVR

MODEL	(HP)	(LTR)	EXC.VAT	INC.VAT
SEV11C*	9	2	£369.98	£443.98
SE16C100*	14	3	£399.00	£478.80
SE16C150-14	14	3	£429.00	£514.80
SE16C200-14	14	3	£499.00	£598.80
SE18*	18	4	£549.00	£658.80
SE26*	23	5.5	£679.00	£814.80
SE29+†	28	23	£969.00	£1162.80
SE36*	30	7.5	£979.00	£1174.80
SE37+†	36	24	£1099.00	£1318.80
SE46*	40	10	£1449.00	£1738.80

\*230V Supply + Run From 30 Amp Supply + Run From 40 Amp Supply + 400V 3 Phase • Supplied With Direct On-Line Starter (Supplied With Sequential Direct On-Line Starter + V-Twin) • Supplied With Pre-Wired Star Delta Starter

## Clarke

### 3HP V TWIN AIR COMPRESSORS

PRICE CUT NOW FROM £209.98 EXC.VAT

**FROM ONLY £209.98 EXC.VAT**  
**£250.80 INC.VAT**

Suitable for powering all common air tools & spray equipment

## Clarke

### HYDRAULIC PRESSES

PROFESSIONAL QUALITY Built for tough daily use in automotive/industrial workshops • All models include gauge

MODEL	EXC.VAT	INC.VAT
4 ton bench†	£129.98	£155.98
10 ton bench†	£187.00	£224.40
12 ton floor†	£238.00	£286.80
20 ton floor†	£399.00	£478.80
50 ton floor†	£1499.00	£1798.80

† was £227.98 inc.VAT  
‡ was £287.98 inc.VAT  
\* was £1917.60 inc.VAT

Available with/without 7 pce pin, bracket & pressing plate † without kit

**FROM ONLY £129.98 EXC.VAT**  
**£155.98 INC.VAT**

## Clarke

### SPRAY GUNS

HUGE CHOICE IN-STORE/ONLINE

**FROM ONLY £19.98 EXC.VAT**  
**£23.98 INC.VAT**

MODEL	DESC.	EXC.VAT	INC.VAT
PRO12C	1.2mm	£19.98	£23.98
14C/18C	1.4mm, 1.8mm	£24.99	£29.99
PGF14	Pro, Gravity	£24.99	£29.99
HVLP†	AP15, 2.2mm	£24.99	£29.99
SP14/18C	1.4mm/1.8mm	£27.99	£33.59

‡ was £33.59 inc.VAT

## Clarke

### 6 SPEED METAL LATHE WITH 12 SPEED MILL DRILL - CL500M

430mm between centres • Compound slide with 4 way tool post • Power fed screw cutting facility • Forward/reverse lathe operation • Clutch for independent mill/drill operation

**FROM ONLY £849.00 EXC.V**



## Clarke JUMP STARTS

Provides essential home, garage and roadside assistance  
• Integral work light  
• 910 includes air compressor  
• Long life battery

MODEL	START BOOST	PEAK AMPS	EXC.VAT	INC.VAT
900	400A	900A	£52.99	£63.99
910	400A	900A	£59.98	£71.98
4000	700A	1500A	£114.99	£137.99
12/24 1000A@12v	2000A@12v		£129.98	£155.98
500A@24v	1000A@24v			

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over **1250** PRICE CUTS & NEW PRODUCTS



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### Clarke HEAVY DUTY INSTANT GARAGES/WORKSHOPS

• Ideal for use as a garage/workshop • Extra tough triple layer weatherproof fabric • Heavy duty powder coated steel tubing • Ratchet tight tensioning

ZIP CLOSE DOOR

FROM ONLY **£229.99** EX.VAT **£274.90** INC.VAT

MODEL	SIZE (LxWxH)	EXC.VAT	INC.VAT
CIG1015	4.6 x 3 x 2.4M	£229.99	£274.80
CIG1216	4.9 x 3.7 x 2.6M	£259.99	£310.80
CIG1020	6.1 x 3 x 2.4M	£279.99	£334.80
CIG1220	6.1 x 3.7 x 2.5M	£299.99	£358.80
CIG1224	7.3 x 3.7 x 2.5M	£379.99	£454.80

10' RANGE NARROWER WIDTH GREAT WHERE SPACE IS TIGHT

LENGTH UP TO 24'

### Clarke TURBO FAN GAS HEATERS

Offering low cost, efficient heating

PROANE GAS FIRED

FROM ONLY **£64.99** EX.VAT **£77.99** INC.VAT

\*stainless steel  
#Dual Volt 110V/230V

MODEL	MAX OUTPUT KW	EXC.	WAS	NOW
Little Devil	10	£64.99	—	£77.99
Little Devil SSI*10.3		£79.98	—	£95.98
Devil 650	15	£74.99	—	£89.99
Devil 660 SS*	15	£99.98	£131.98	£119.98
Devil 900	24.9	£129.98	—	£155.98
Devil 860SS*	31	£149.98	—	£179.98
Devil 1600	36.6	£159.98	—	£191.98
Devil 2100	49.8	£249.98	—	£299.98
Devil 4000	70-131	£379.90	£479.98	£454.80
Devil 3150*	46-100	£469.98	—	£563.98

### Clarke ELECTRIC HEATERS

Huge range of quality electric models - From DIY, trade to Industrial

NEW RANGE

FROM ONLY **£49.98** EX.VAT **£59.98** INC.VAT

MODEL	VOLTAGE	HEAT OUTPUT KW	EXC.	WAS	NOW
DEVIL 6003	230V	1.5-3	£49.98	£59.98	
DEVIL 7003	230V	3	£54.99	£65.99	
DEVIL 6005	400V	2.5-5	£74.99	£89.99	
DEVIL 7005	400V	5	£79.98	£95.98	
DEVIL 6009	400V	4.5-9	£119.99	£142.80	
DEVIL 7009	400V	9	£137.99	£165.99	
DEVIL 6015	400V	5-10-15	£179.99	£214.80	

### Clarke HOME/WORKSHOP AIR TOOLS

FROM ONLY **£14.99** EX.VAT **£17.99** INC.VAT

HUGE CHOICE IN-STORE/ONLINE

MODEL	DESCRIPTION	EXC.VAT	INC.VAT
CAT110	1/2" Impact Wrench	£24.99	£29.99
CAT111	Air Orbital Sander	£19.98	£23.98
CAT113	3" Cut Off Tool	£16.99	£20.39
CAT114	Air Hammer with Chisel Set	£14.99	£17.99
CAT115*	1/2" Reversible Ratchet	£19.98	£23.98
CAT117	13 piece 1/2" Impact Wrench Kit	£32.99	£39.99
CAT120	43 Piece Air Tool Kit	£89.98	£107.98
CAT121	Double Action Sander	£22.99	£27.99
CAT123	1/2" Reversible Air Drill	£29.98	£35.98

\* was £27.59 inc.VAT # was £29.99 inc.VAT

### Clarke ENGINE DIAGNOSTICS

MODEL	EXC.VAT	INC.VAT
EOBD Fault Code Reader	£34.99	£41.99
Engine EOBD/OBD2 Fault code reader	£54.99	£65.99
Engine Diagnostic & EOBD/OBD 2 Fault Code Reader	£99.98	£119.98

### Clarke ENGINE STANDS

NEW RANGE

• Rotates through 360°  
• Fully tested to proof load  
• Folds for storage

FROM ONLY **£49.98** EX.VAT **£59.98** INC.VAT

MODEL	CAPACITY	EXC.VAT	INC.VAT
CES340	340kg	£49.98	£59.98
CES450	450kg	£69.98	£83.98
CES560	560kg	£84.99	£101.99
CES680*	680kg	£119.98	£143.98

### Clarke DIESEL/PARAFFIN HEATERS

Ideal for fast efficient heating

• Extra-long run fuel tanks - up to 53 litres • Variable heat output with thermostat control

FROM ONLY **£179.98** EX.VAT **£215.98** INC.VAT

MODEL	MAX OUTPUT	EXC.VAT	INC.VAT
XR60	14.7kW	£179.98	£215.98
XR80	20.5kW	£229.98	£275.98
XR110	29.3kW	£279.98	£335.98
XR160	46.9kW	£329.98	£395.98
XR210	61.5kW	£369.98	£443.98

### Clarke CAR CREEPERS

• Oil resistant vinyl covered padded backs & headrests • Swivel castors for easy manoeuvrability

FROM ONLY **£21.99** EX.VAT **£26.99** INC.VAT

MODEL	DESCRIPTION	EXC.VAT	INC.VAT
CMC36	Car creeper	£21.99	£26.39
CMC45	With adjustable headrest	£28.99	£34.79
CMC40	With tool storage	£36.99	£44.39
CMC50	Folding car creeper	£44.99	£53.99

### Clarke VAC KING WET & DRY VACUUM CLEANERS

• Compact, high performance wet & dry vacuum cleaners for use around the home, workshop, garage etc.

FROM ONLY **£47.99** EX.VAT **£57.99** INC.VAT

MODEL	MOTOR CAPACITY	EXC.	INC.
CVAC20P	1250W	£47.99	£57.99
CVAC20SS*	1400W	£59.98	£71.98
CVAC25SS*	1400W	£64.99	£77.99
CVAC30SS*	1400W	£86.99	£104.39

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**1937 MG SA DHC BY TICKFORD**  
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**1966 SUNBEAM ALPINE SERIES V**  
**£19,995**

This car was restored over 14 years ago to a high standard. We have known this car since 2002 and it has proved reliable and fun. It completed a trip to Monaco without major drama in the hands of the previous owner. Mediterranean blue with black interior and sporting a black soft-top.



**1966 AUSTIN HEALEY 3000 MK3**  
**PHASE2 BJ8 £59,995**

This original RHD car has been the subject of a ground up restoration by its owner over a period of some time. Finished in OEW with black leather interior and fitted with a black mohair soft top, 72 spoke chrome wire wheels, high speed starter and alloy fuel tank. The car presents very well and the engine bay is nicely detailed.



**1962 JAGUAR ETYPE S1 3.8**  
**ROADSTER £139,000**

This original RHD, matching numbers example was unusually sold through Claparede in Geneva, Switzerland where it was part of a prominent collection and used regularly on many events. 2015 saw the car returned to the UK. Supplied in its original colour combination of OEW with a biscuit interior and black hood and hood bag, fitted with 5 sp Getrag g/b, a desirable option enabling high speed cruising.



**1933 MG MAGNA L1 TO K3**  
**SPECIFICATION £135,000**

This Magnette K3 recreation has been built by Peter Gregory using a Magna L1 chassis and engine to 2 seat, pointed tail, K3 spec. The car raced with the VSCC 2003-2006, with 26 races recorded and a 2nd place finish in the Triple M Championship. 2015 saw in excess of £20,000 spent on refurbishment. UK registered and perfectly usable on the road, this superb K3 re-creation comes with restoration invoices, FIVA Passport and VSCC 'Buff Form'.



**1954 TRIUMPH TR2**  
**£36,000**

This small mouth TR2 is an increasingly rare car and is fitted with Factory Overdrive and is fitted with period steel wheels. A chassis up restoration over 6 years has resulted in the fine quality car we offer today, demonstrated by a nicely detailed engine bay. Finished in quintessentially British colours of British Racing Green with tan leather interior.



**1953 MG TD**  
**£35,995**

The subject of a full restoration by Indy Car champion and restorer Vel Parnelli Jones to a very high standard. Finished in Wimbledon White with Burgundy Connolly hide interior.



**1955 MG TF 1500**  
**£29,995**

The MG TF 1500 was only produced for one year, 1955, thus making it rare and sort after. There is a four-speed manual gearbox and four-wheel hydraulic drum brakes. Restored by Naylor Brothers in 1978 since which time it has only covered 26000 miles. Finished in BRG with tan leather and tan weather equipment.



**1964 PEUGEOT 404 CABRIOLET**  
**£45,000**

This very rare Pininfarina bodied 404 with the fuel injected engine came to the UK from Sweden. Finished in Glacier white with black interior and black cloth hood. This fabulous four seat Grand Tourer is no slouch on the open roads and is a true delight to drive. Not only rare but beautiful.

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Aftermarket steering wheel looks period - Nineties radio/cassette player rather less so



MGB engine boosts performance, electronic ignition and Kenlowe fan boost usability

# 1958 MGA Roadster

## £29,950

This MGA spent most of its life in America but was restored and upgraded in the UK, says **Richard Gunn**

LIKE SO MANY MGs, this 1958 MGA was dispatched across the Atlantic when new. It found its way back home in August 2011 and was fully restored – there's full supporting photographic evidence together with bills totalling around £17,000 – at which point it was fitted with a rebuilt MGB engine and gearbox and converted to right-hand-drive. The original rebuilt 1489cc engine and gearbox remain with the car however.

The car has reputedly covered just 600 miles since its restoration so it's virtually immaculate. The body has been undersealed and while the pale blue paint is a Porsche shade it's very close to an original MG hue. There are no marks anywhere on the body and no hint of corrosion. The chrome is excellent and extends to the wire wheels – clad in Michelin X radials, all of which have plenty of tread left on them – and headlamp stoneguards. The new mohair hood raises and lowers with no problems.

It's all very clean under the bonnet apart from what looks like a small oil leak from the front of the rocker cover. There's a Kenlowe fan ahead of the radiator but the original engine-driven fan is still in place. There's a small patch of corrosion under the brake master cylinder but it's on the metal support rather than the actual bodywork.

There's very little to fault with the interior. The retrim – which cost £1565 – was

carried out to a high standard and the Sapphire Blue leather edged with grey piping shows hardly any signs of use save for a few creases on the driver's seat. The wood-rimmed steering wheel is aftermarket but looks rather more period than the Nineties Roadstar radio/cassette player fitted to the passenger side of the dashboard.

The MGA behaves very well out on the road. The MGB engine has 23bhp more than the original and makes the car feel much livelier than any other MGA we've driven. The short-throw gearchange encourages fast shifts and feels free and easy in operation despite having covered minimal miles since its rebuild. Overdrive clicks in and out quickly via a switch on the dashboard and the brakes – discs at the front, drums at the rear – do their job well with only minimal pedal pressure needed for them to bite effectively. Handling is sharp with no slop at the steering wheel.

Once warmed through, oil pressure is a healthy 60psi at cruising speed and the temperature needle stays around the middle of the gauge at 170-180 deg F – but the speedometer currently doesn't work.

With this car you're effectively getting the MGA's looks with the MGB's improved performance and usability – with the option to return it to standard later – all wrapped up in a freshly restored package. That makes it a very appealing prospect.

### CHOOSE YOUR MGA

► With MG badly needing a modern successor to its anachronistic T-type range the Syd Enever-designed MGA is launched in 1955 with the name symbolising a fresh start for the marque. The 1489cc B-series-engined sports car proves a big hit and its 68bhp is soon increased to 72bhp. Initially it's only available as a Roadster but a fixed-head coupé comes along in 1956 and includes such luxuries as wind-up windows and external door handles.

► The 108bhp MGA Twin Cam appears in 1958. Its engine is bored out to 1588cc but soon runs into trouble when reliability proves woeful. Ongoing problems mean just 2111 are built up to 1960.

► MG ups the power for regular MGAs in 1959 with a 79bhp overhead-valve version of the 1588cc unit. MGA 1600 has front disc brakes as standard with the 1600 De Luxe getting the Twin Cam's rear discs too.

► The 1600 MkII is launched as the MGA's final hurrah in 1961 and stays in production for just a year. Engine capacity is raised to 1622cc offering 90bhp. Inset grille bars mark it out from earlier iterations.

### SPECIFICATION

#### 1958 MGA Roadster

**Price** £29,950

**Contact** RetroMarques, Strensham, Worcestershire, WR8 9JZ. (retromarques.co.uk, 01684 297698)

**Engine** 1798cc, inline four-cylinder, ohv

**Power** 95bhp @ 5400rpm

**Torque** 110lb ft @ 3000rpm

**Performance** Top speed: 105mph

0-60mph: 12.2sec

**Fuel consumption** 22mpg

**Length** 3962mm

**Width** 1453mm

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The interior looks and feels good, with only minor seat creasing; all electrics work well



Flat-six provides a raucous but welcome shout on start-up and pulls strongly

# 1988 Porsche 911 3.2 Carrera Sport £69,995

Low-ish miles and good service history are what you want, and this one ticks all the boxes. **Paul Hardiman**

THIS NICELY-KEPT FOUR-OWNER Carrera was missing its underbonnet paint code sticker, which usually means it's deviated some way from 'as factory' condition and status. But in this case it was found loose (and matching its twins on the right inner wing and in the handbook) under the spare wheel at the bottom of the well, presumably because the supplying dealer forgot to apply it when new.

Being a Sport model, it has a deeper front spoiler, whale tail, sports seats and optional Fuchs wheels. The history is watertight, with 13 stamps in the book confirming the 61,130 miles plus spare keys – the last stamp is dated 6/5/15 at 61,126 miles, which included a transmission oil change, with a £2064 bill the following month for new clutch and flywheel. The last brake fluid change was 2000 miles ago in 2008.

It has had some paint to tidy up the sides, wheelarches and bumpers, but there's none of the usual stonechips or rust spots under the headlights, the paint is good around the windows, there's no evidence of rot around the kidney bowls behind the base of the B-pillars and the scuttle to front wing joints are sharp. The bumper bellows are new. The only flaw is a 3mm paint bubble on the left flank. The brake calipers look new as do the trailing arm pivots; the rear anti-roll-bar mounts are sharp, though the rubbers are slightly perished. Wheels are unscuffed,

shod in well-treaded Michelin Pilot HXs, and the spacesaver is unused.

The motor is tidy and pretty much concurs if slightly oil-damp underneath. Exhausts, heat exchangers and oil pipes are in good shape. The oil looks new too.

Inside, the seat leather is only lightly creased in the front and unused-looking in the rear. It's still fitted with its original Blaupunkt Toronto radio-cassette, and the windows and electric sunroof work fine.

Climbing back into a 3.2 Carrera after a break is like coming home, the whole car feeling rock-hard from the moment it thrums into life with that characteristic quiver behind your shoulders when you fire up. The clutch doesn't judder and the G50 gearshift is characteristically positive. Oil pressure when warmed up is spot-on for an air-cooled 911, showing 4 bar at 4000rpm, rising slightly with more revs. Brakes have good bite and are responsive, and of course there's plenty of urge, that marvellously flexible flat-six pouring on more revs while remaining super smooth. In these days of 250lb ft from your turbodiesel runabout perhaps the Carrera doesn't feel blindingly quick any more, but it's the way it delivers that makes it fast; fleet, flexible and still one of life's great experiences.

This one's expensive for a normally aspirated car, but is only slightly ahead of the 911's recent upward trajectory.

## CHOOSE YOUR CARRERA

► 1975 sees the arrival of the G-series 911s with higher-mounted 5mph impact bumpers. All 911s now have a 2.7-litre engine – 150bhp (basic), 175bhp (S), 210bhp (Carrera). The following year they're joined by the 3.0 Turbo with 260bhp. For 1976, base spec goes up to 165bhp, the S is dropped and the Carrera gets a 200bhp 3.0.

► For the 1978 model year the 3.0 SC arrives as the only normally aspirated model, with 180bhp – 204bhp from 1981. The Turbo's engine is now 3.3 litres, with 300bhp on tap.

► The 3.2 Carrera appears in 1984, with Bosch LE-Jetronic injection providing 231bhp (207bhp in lower compression US and Japanese form); the 3.3 Turbo continued as before. It's offered in coupé, Targa and cabrio form. Sport option has larger spoilers, Supersport is wide-body 'Turbo look' option. Club Sport 1987-1989 is 70kg lighter, 340 made. All models get an improved G50 gearbox from 1987.

► 1989 911 Speedster is last 3.2 Carrera model, available in both narrow-body and Turbo-look.

## SPECIFICATION

**1988 Porsche 911 3.2 Carrera Sport**

**Price** £69,995

**Contact** JRMD Sports and Classics, Nuneaton (jrmdsportsandclassics.co.uk, 02477 679953/07788 373518)

**Engine** 3164cc, air-cooled sohc, flat-six

**Power** 231bhp @ 5900rpm

**Torque** 210lb ft @ 4800rpm

**Performance** Top speed: 150mph,

0-60mph: 5.4sec

**Length** 4291mm

**Width** 1650mm **Weight** 1210kg

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**BMW 840i COUPE 4.4 Ltr 1996:** Metallic Barbados Green with Lotus White hide interior. 'Super De-Lux' M-spec alloy wheels. 'Aero Dynamic' body kit. M-Tech sports suspension, heated front seats, headlamp wash system. Purchased by ourselves from the original owner in 2014, two owners since. 43,000 miles only from new. Full BMW service history .....£15,995



**JAGUAR MK 2 3.8 Ltr 1963:** Opalescent Light Blue with Grey hide interior. Chromium wire wheels. Manual/Overdrive. Webasto sunshine roof. 'Reuter' reclining seats. 20,000 miles only from new. Original Log Book, service book, handbooks etc. Known to us for over 25 years. One of the best, lowest mileage and most original examples you will ever find.....£59,995



**JAGUAR XK 8 4.2 Ltr. CONVERTIBLE 2007:** Indigo Blue with Ivory hide interior. Blue mohair soft-top. 20" Senta alloy wheels. Two owners. 15,000 miles only from new. Full service history. Immaculate throughout.....£25,995



**DAIMLER V8 4Ltr X-308 1998:** Madeira Red with Oatmeal hide interior. 16" Crown alloy wheels. One owner. 16,500 miles only from new! Air conditioning, electric sunshine roof and other usual refinements of this 'Top-of-the Range' model.....£14,995

**POSCHE 911T COUPE 1969:** Ossi Blue with Black hide interior. Fuch alloy wheels. Factory fitted 5-speed gearbox. Weber carb. LHD US supplied car. Excellent throughout .....£79,995

**JAGUAR XJ12L 1974:** British Racing Green with Olive Green hide interior. Three owners. 26,000 miles only from new. Full history. Air conditioning and other usual refinements. A well known show car back in the 1980's, little used since .....£19,995

**JAGUAR XJ8 3.2 (X-308) 2000:** Sapphire Blue with Oatmeal hide interior. 16" Corona alloy wheels. Three owners. 28,000 miles only from new. Wood and leather steering wheel, cup holders, electric folding door mirrors and other usual refinements.....£8,995

**JAGUAR XJ8 3.2 (X-308) 2000:** Sapphire blue with Oatmeal hide interior. 16" Starburst alloy wheels. 88,000 miles with very comprehensive service records from new. A recent part exchange representing very good value for money at .....£3,995

**JENSEN INTERCEPTOR IV CONVERTIBLE 1990:** Brianz Blue with Magnolia hide interior and a Navy blue mohair soft-top and hood bag. Navy blue carpets. These Series 4 cars have a 5.9Ltr engine and are beautifully specified throughout. Air conditioning, electric 'Recaro' seats, wooden dashboard etc. Previously supplied some years ago by ourselves.....£59,995

**ROVER P4 110 1963:** Charcoal Grey over Steel Blue with red hide interior. Correct '110' style hub caps. Manual/Overdrive. Four owners. 60,000 miles only from new. Original log book. Correct period radio. Really smart and a very good driving example .....£13,995

**ROVER 95 1964:** Light Navy with Grey hide interior. ACE wheel trims. Two owners. 51,000 miles only. Manual gearbox. Purchased by ourselves from the original owners in 1992 and sold the very next day, recently returned to us! Full history and period photographs. Superbly original.

**MERCEDES-BENZ 280SL 'PAGODA' 1970:** Opalescent Maroon with Black hide interior. Matching hard-top and black mohair soft-top. Automatic/P.A.S. 89,000 miles only from new. Comprehensive history and known to us for many years.....£97,500

**MERCEDES-BENZ C220 ELEGANCE 1993:** Nautic blue with blue check interior. 8-hole alloy wheels. Two Jersey owners. 22,000 miles only from new. Main agent service history. Automatic/P.A.S. Electric glass sunshine roof, door mirrors, Blaupunkt Verona stereo etc .....£4,750

**MERCEDES-BENZ CL 500 (W140) 1998:** Azurite Blue with Tan hide interior. 18" Alloy wheels. 115,000 miles from new with complete service history, most recently by Haynes Motor Technics. Air conditioning, electric sunshine roof and other usual refinements. £6,995

**MERCEDES-BENZ SLK 320 Oct.2000:** Brilliant Silver with black hide interior. Electric folding convertible top. Alloy wheels. Air conditioning. Cruise control, CD player electric seats and mirrors etc. 28,300 miles. Full service history.....£7,995

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Interior is a tight squeeze; passenger-side harness will need replacing before track time



Engine pulls keenly, and the close-ratio gearing is ideal for track use

# 1962 Morgan Plus 4 (Super Sports spec) £100,000

Built to exacting Super Sports FIA race specification, this Morgan Plus 4 is ready to go, says **Ross Alkureishi**

CHASSIS 5125 was a standard Plus 4 road car until 2003, when Gabriel and Dion Kramer commissioned Brands Hatch Morgans to turn it into a racecar, building it to 'Period: F – 1962 to 1965' guidelines and similar spec to Chris Lawrence's Le Mans-winning Super Sports, TOK 258.

Not much of the original car was used because it was re-bodied to all-alloy Low-Line specifications, with a new chassis and a period-correct glassfibre hardtop. The engine, gearbox and rear axle did, however, form the basis of the racecar's mechanicals, with Bedfordshire-based Mass Racing constructing the 2188cc Triumph STR4 unit and JB Sports Engineering doing the honours on the axle and gearbox. An alloy foam-filled fuel tank, Lifeline fire safety system and timing mechanisms were fitted.

The Kramers campaigned the car for five years. They sold the car in 2008 because the historically important Plus 4 Super Sports XR1 became available. GWP's new owner didn't venture trackside, passing it on to the current custodian David Philips within 12 months. Over the past few years the car has seen some racing action in the Morgan Challenge.

It's never had a big accident, and the engine was last rebuilt three years ago, only covering the equivalent of half a season's racing since. At the start of 2015 it had £10k spent on it to gain new FIA HTP

papers due to regulation changes. The alloy bodywork is corrosion-free and has typical racecar patina, with the odd scratch, scrape and stonechip. There's a small area of chipped paint on the front valance where a rope's been attached to the tow-loop – easy to see, there's an arrow pointing to it. The glassfibre hardtop is free of stress cracks or crazing and is tight-fitting. Each of the wheels is in good nick but the tyres will need replacing soon.

The cabin is dominated by narrow original type aluminium-framed bucket seats and a meaty Moto-Lita steering wheel. In addition to a roll hoop, an under-scuttle roll bar and door bars are fitted. The Luke driver's harness is in date but the passenger's will need replacing before the car goes back on track.

Pump the throttle to prime the twin Weber 45 DCOE carbs and it fires immediately. The engine powers sweetly to 7000rpm under load. The steering mechanism is free of play, the clutch is like an on/off switch and the close-ratio Moss gearbox works very well with short, precise changes. The dual-circuit brakes offer fine stopping power and pull the car up straight.

It's an epic road car, but geared for the track; the cabin is a whirlwind of mechanical noise north of 50mph in fourth gear. To build a similar car today would cost around £130k, so the asking price seems fair.

## CHOOSE YOUR PLUS 4

► The Plus 4 is released in 1950 to replace the outgoing 4/4. It has a stronger chassis, improved legroom, Girling hydraulic brakes and a four-speed gearbox but is 51kg heavier. Its 2088cc Standard Vanguard engine produces 68bhp. It's initially available in Sports and Drophead Coupé forms; a four-seater touring variant arrives in 1951.

► A cowl radiator grille replaces the Sports' original sloping item in 1953, with the other models receiving it in 1954. That same year the Triumph TR2 engine is offered as an option.

► In 1955 power comes from a TR3 engine. Front disc brakes appear in 1960, with a further engine upgrade in 1961 to a TR4 powerplant.

► With a twin Weber carb-fed Lawrence-tuned TR4A engine and a lightweight alloy body, the 1962-on 116bhp Super Sports is the highest specification Plus 4 yet. Chris Lawrence and Richard Shepherd Baron score a 2.0-litre GT Class victory at Le Mans.

► Super Sports production ends in 1968 – with 104 sold – and the standard Plus 4 ceases in 1969.

## SPECIFICATION

**1962 Morgan Plus 4 (Super Sports spec)**

**Price** £100,000

**Contact** Brands Hatch Morgans, Borough Green, Kent (morgan-cars.com, 01732 882017).

**Engine** 2188cc in-line 4cyl, ohv

**Power** 180bhp @ 6000rpm (est)

**Torque** 170lb ft @ 4500rpm (est)

**Performance** Top speed n/a, 0-60mph n/a

**Fuel consumption** 0.6 litres per minute (track)

**Length** 1520mm

**Width** 3630mm

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Twenty years old? Really? Wood, leather and carpeting in opulent cabin are all immaculate



Passage of time has taken no toll here either. Lightly used 3.2 six looks and runs as new

# 1996 Mercedes-Benz SL320 £14,900

With low miles and a good history, this may prove a neat investment as well as a capable GT. **Rob Scora** drives it

THE FORTUNES OF MERCEDES' Nineties R129 SL are starting to turn. They're holding their value better and their chiselled angularity is beginning to look classic rather than just older. It helps too if the colour scheme is as spot-on as this one's Tourmaline Green over almond leather with walnut inlays.

In 20 years it's done just 34,957 miles and, luckily for the mechanicals, that mileage has been pretty evenly distributed throughout the car's life, as the main dealer and specialist-stamped history shows.

Shut lines are as from the factory and the blue-green paintwork is in excellent condition, with a polishing-swirl-free, high-gloss finish. Indicator lenses are clear (post-'94 US style) and the eight-hole alloys are virtually spotless. All four wear thick-treaded Michelin Pilot HXs.

Blemishes are trivial – very tiny chips on the corners of the detachable roof and a scuff to the driver's door edge. That's it.

If anything, the interior is better than the outside – which is some achievement. Even though the leather and carpets are of a very light colour, they're virtually spotless and show no discolouration or fading. The walnut too has a deep gloss and the lacquer is chip- and scratch-free. Usefully, the car comes with a set of Mercedes over-carpets and a wind deflector. It's also fitted with the twin rear seats.

Predictably, and very pleasingly, the convertible drives as well as it looks. After looking at the textbook engine bay and finding clean, correct-level fluids in all departments, it's no surprise that the straight-six fires up immediately and runs without any rattles or whines.

The transmission is obviously also in good order, coupling smoothly and pulling the car away cleanly. Shifts are prompt and seamless in Sport mode, holding the gears a little longer under acceleration, and suitably laissez-faire in 'E' mode.

The SL320 lacks the low-down muscle of the V8 but offers almost every other aspect of a fine touring machine. A notable attribute of this example is that SL characteristic of tank-like unburstability. Occupants are shielded from bumps and potholes, and nothing in the suspension or interior squeaks or groans. There may be slightly more wind noise on the driver's side (with the hardtop on), but you have to be concentrating to notice it. The only real criticism I could muster over a long drive was that, on the occasions when I wanted the top down, the sky went cloudy.

If you're really looking for push-on grunt or are determined to get into fights with Porsche 928s, buy one of the V-engined models. If you want all of the other SL virtues in a good-looking, well-sorted car, this one really is the canny choice.

## CHOOSE YOUR R129 SL

► Styled by Bruno Sacco, the R129 takes over from the R107 in 1989. The new wedge shape offers far better aerodynamics, while the car is packed with electronics and innovations. Multi-link rear suspension replaces the previous swing-axle set-up. Safety is greatly enhanced; a pop-up roll bar would deploy in the event of the car turning over.

► Initially three engines are offered; 3.0 12v and 3.0 24v sixes, and 5.0-litre V8. In 1993 the range is augmented by the 394bhp V12 SL600 and a six-pot 2.8-litre. SL320 replaces the 3.0-litre.

► R129's first main facelift came in 1995. There are subtle modifications to vents and mouldings, the V8 and V12 are given a five-speed gearbox and a panoramic glass roof is offered.

► 1998 sees the introduction of electronic stability control and new engines (though in the same capacities). Softer Nappa leather replaces the perforated seat covering.

► In July 2001 the R129 is replaced by the R230 after more than 204,000 examples are built.

## SPECIFICATION

1996 Mercedes-Benz SL320

Price £14,900

Contact John Holland Cars, Sheffield (johnhollandcars.co.uk, 0114 256 5040)

Engine 3199cc, in-line six-cylinder dohc

Power 231bhp @ 5600rpm

Torque 232lb ft @ 3750rpm

Performance Top speed: 149mph; 0-60mph: 8.2sec

Fuel consumption 25mpg

Length 4500mm

Width 1812mm

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Corvette 1958 Roadster finished in signal red (orange) with white side coves, matching interior, white soft top, 4 speed manual, dual quad 283/270 H.P. This very rare 58 Corvette is probably the finest in the world, having covered only 10 miles since full professional restoration every nut and bolt, it boasts every original part with matching numbers even down to the wipers. If you could purchase a new one today this car would be better. Please go to our website for full information you will be amazed. This car is just breath taking..... £145,750



Mercedes 300SL sports 1987. Finished in unblemished champagne gold with luxurious brown hide interior, headrests, rear seats, blaupunkt stereo system, ABS brakes, alloys, hard & Soft tops, Auto, Power steering, tinted glass, personal registration number, full service history, from new even the wallet that holds the history is like new with all the original paperwork with the car, plus many invoices, almost every old MOT, garaged all its life, recent service. This car is totally stunning and drives superb..... £22,750



ROLLS ROYCE PHANTOM VI STATE LIMOUSINE 1972. This car is finished in a fantastic colour scheme Garnet over Antelope with matching hide interior to front and west of England, cloth to rear, glass divider, TV & video, cocktail bar with crystal glassware, intercom, 12 stack CD system, lambswool over-rugs, air conditioning, occasional seats, only two owners and only 18,000 miles from new ..... £250,000



Jaguar E Type 4.2 Series 11 Roadster 1970. Finished in Primrose Yellow with Black hide interior, headrests, stereo system, manual transmission, sparkling chrome wire wheels, zero miles since nut and bolt restoration, lots of bills, magnificent throughout..... £135,750



Jaguar V12 E Type Roadster 1974/5 Finished in Gleaming Old English White with Cherry Red hide interior, headrests, auto, power, stereo system, overmats, sparkling chrome wire wheels, virtually one owner, only 22,000 miles from new, with original British Leyland service book with stamped up service history, hand book in original leather wallet, garaged from new, this E Type is quite remarkable and totally superb..... £165,500



London Taxi TXI 1998 finished in gleaming black with contrasting interior occasional seats, glass divider, CD system, walnut veneer dashboard, automatic, power steering, wheel chair access, always garaged, excellent value. drives superb, choice of 10 ..... From £2,850



Mercedes 250SL Pagoda sports 1968, Finished in the breath taking colour scheme of light silver blue with darker blue hard & soft tops, with light beige hide interior and carpets, with overmats. Automatic, power steering, CD stereo system, full tool kit, lots of old MOTs and history invoices, handbook, looks very similar to new. Drives Superb, Garaged, This car is just remarkable. Please view our website for more detailed pictures you will be amazed. Fantastic investment and very fast appreciating in value don't miss this one ..... £139,500



Jaguar E Type 1970 left drive 2+2 finished in opalescent silver blue, with superb matching hide interior, overmats, headrests, original stereo, manual transmission, power steering, air conditioning, chrome wire wheels, 42,000 miles from new two owners, invoices, original handbook, service book, excellent example..... £59,750



BENTLEY 1956 coachbuilt BY hooper (Empress Line model). Finished in Gleaming two-tone green with fine coach lines to complement the coachwork, with matching green hide interior, with glass like finish walnut veneers, picnic tables to front and rear, power windows, original HMV radio, new tyres, matching thick pile lambswool overmats to the interior, only one former keeper, this very rare coachbuilt Bentley is ideal for showing with every possibility of winning or for the pure pleasure of driving, possibly the finest in the world, a fine investment at only..... £65,750



Mercedes 1988 560SL sports left hand drive, finished in smoke silver, with brazil hide interior, headrests, hard and soft tops, centre armrest, overmats, first aid kit, light up vanity mirrors, CD stereo system, air bag, air cond, power mirror, cruise control, ABS, power windows, SRS, outside temperature gauge, tinted glass, auto, power, expensive mercedes wheels, only 38,000 miles, service history, drives like new, just magnificent..... £39,750



Mercedes Sports 560SL 1989, left drive, finished in nautic blue with mushroom hide interior, headrests, hard top and dark blue soft top, overmats, centre armrest, light up vanity mirrors, power windows, cruise control, original stereo system, air bag, air conditioning, outside temperature gauge, alloys, tinted glass, first aid kit, complete with all tools. Automatic and power steering, history, 42,000 miles garaged from new ..... £39,750



Mercedes 560SL Sports 1987, left drive, finished in gleaming signal red with beige hide interior, headrests, hard and soft tops, this flagship of the Mercedes SLs, has power windows, tinted glass, stereo system, light up vanity mirrors, cruise control, air conditioning, power mirror, ABS, air bags, alloys, overmats, only 27,000 miles from new with service history, only one owner, garaged and pampered from new..... £46,750



Rolls Royce Phantom 11 Sedanca de ville 1934, coach built by the famous Windower, finished in masons black over yellow with brown hide to the chauffeurs compartment and West of England cloth to rear. Occasional seats to rear with glass division, superb highly polished veneers, vanity mirrors, sheepskin over rugs front and rear, touring trunk to rear, twin side mounts, opera lights, Strilux Marshall 12 inch headlamps, opening windscreen. After 50 years dealing in Rolls Royce cars we are very proud to offer this handsome elegant, sleek looking Phantom 11. This car is just breath taking, it is the most beautiful looking Rolls we have ever seen and boasts many concours wins in its time. Winning the Rolls Royce Owners Club concours touring P 2 trophy. Also the Dudley trophy in 1994. Many other awards in the U.S. Returning to the UK in 1997 she continued her winning ways claiming the RR enthusiast club rally concours in 2002, with an invite to the Queens Jubilee tribute at Windsor castle. I have a suitcase full of trophies, plaques, rosettes, events, tours, as well as history, original build sheets, also many magazines and videos featuring this magnificent P 2. Starts immediately and drives as it should like new and totally silent. Must be the finest piece of art usable art in the world excellent investment..... £275,500



Daimler Sovereign Hearse 2002 Eagle/ Wilcox. Probably the finest coach builder of hearses and limousines. Finished in gleaming black with beige hide interior, beater seats, flower rails, double deck, very clear viewing from outside to the inside rear deck, automatic, power steering, aircon, alloys, only one previous owner from new and only 75,000 miles, regularly serviced, drives superb and very quiet. Choice of three. Very modern looking vehicles. These cost a fortune when new. Absolute gift at only £8,750. We also have the six door limousines to match at... £8,750



Rolls Royce 1965 Silver Cloud 111, Left Hand Drive, finished in the traditional colours of sand over sable with beige hide interior, picnic tables to rear, lambswool overmats, tinted glass, air conditioning, stereo system, power windows, vanity mirrors to rear, new slim band whitestride tyres, complete with all tools, one of the last of this classic model built, this superb example drives very smooth, and comes with rolls royce history book, and all records when built, plus lots of bills throughout its life, two previous distinguished owners, garaged and dry stored from new, a chance in a lifetime to purchase this superb car. A fine investment which is accelerating in value. ... £69,750



Mercedes 230SL Sports 1966. Finished in porcelain white with as new black hide interior, Auto, power steering, CD stereo system, hard and soft tops, known to us for many years. Original service books and original handbook. Entered in many events here in the UK and Europe. Many old MOTs, fitted stainless exhaust system, recent overhaul, extraordinary folder full of service history, drives superb, complete with all tools, over £10,000 spent in the last few years making this car probably one of the finest to be found..... £89,750



Rolls Royce Silver Dawn 1955 Finished in the period colour of sand over sable with beige hide interior, picnic tables to rear with beige carpets, radio, original sliding sun roof works perfect, original tool kit complete, original pull up blind to rear works perfectly, one of the last of this handsome model, only two previous owners, fabulous history, original handbook, fantastic to drive you can hardly here this car running and could be driven anywhere in the world, it runs very silent and smooth with no rattles or noises, we have been in the RR business for fifty years and never seen a more genuine example of this car, a chance in a lifetime to acquire a very rare Rolls Royce and excellent investment that can be used every day..... £86,750



Mercedes 230SL Sports Pagoda, 1966 finished in the most striking original colour of brilliant brunsnick green with complimented as new deep red carpets and seats, rear seat, new matching soft top, and hard top, radio and cassette, very rare four speed transmission, only used on high days and holidays, hence only 42,000 miles from new and only two owners, garaged from new, lots of history and handbook complete with all tools, thousands spent over the years to keep this car in superb condition, personal registration number to go with car. Just stunning ..... £87,750



Jaguar E Type 1965 4.2 FHC Finished in British Racing Green with beige hide interior, Sun roof, Radio, Upgrades, Engine by Forward engineering, Coopercraft brakes, this unmodified car has only 15,000 miles from new and looks only two years old. A chance in a lifetime to own a very rare E Type, Which has mellowed to an amazing condition. This car is just remarkable..... £165,500



Mercedes sports 280SL pagoda 1968/9. Finished in unmarked gleaming silver with as new soft black hide interior, hard and soft tops, automatic, power steering, stereo system, special Mercedes overmats, only 73,000 miles £1000s spent over the years to keep this garaged kept sports car in the magnificent condition it is in today. A folder full of invoices and old MOTs supplied with original handbook, complete with all tools. A breathtaking example. More pictures available on our website..... £129,500



Aston Martin 2002 DB 7. Left hand drive Volante Vantage, Finished in Solway Silver with Cherry Red hide interior, and matching power top, Walnut veneers, overmats, touchtronic, power steering, power windows, sat nav, stereo, CD, air con, Special Aston Larini exhaust system, only 10,000 miles from new with full Aston history, this car is just remarkable, never seen rain..... £49,750



Corvette stingray coupe 1965 finished in Nassau blue, with complimented blue and white interior and blue dash and carpets, knock off wheels and radial tyres, independent rear suspension, disc brakes all round, AM/FM stereo system, 4 speed Muncie transmission, powered by a period and correct casting engine 327ci 350HP L79 V8. A super looking and breath taking Corvette..... £118,750



Jaguar E Type 4.2 1970 Fixed Head Coupe. Finished in gleaming Signal Red with Tan hide interior, headrests, sparkling chrome wire wheels with new white band tyres, spare wheel unused, stereo system, well known car in the Jaguar world, this E Type is in impeccable condition, totally rebuilt every nut and bolt by a well known club member, only covered 2,000 miles since restoration, lots of bills, hand book and original leather wallet. In our opinion it would be almost impossible to find better. Just breathtaking..... £87,500

**NUMBER PLATE FOR SALE: 777 BUT - £2,750.**





Jaguar E Type 3.8 series 1 1963 LHD roadster, finished in gleaming carmen red with as new black hide interior with the bright aluminium dash and centre console, CD stereo system, Brand new sparkling chrome wire wheels and tyres, spare wheel unused, complete with all tools and hood cover, the whole car looks new. This breath taking icon has been totally restored from front to back by a very well known man in the Jaguar world. And has only covered a few hundred miles since. Comes complete with handbook also the amazing history file of the restoration. A chance to own properly the finest of E Types and a superb investment ..... £157,500



Rolls Royce 20/25 1934. Coachbuilt by Park Ward, finished in masons black over maroon, rear touring trunk with all tools and compartments, side mounted spare wheel, opening windscreen, Lucas king of the road headlamps with superb hide interior and picnic tables to rear as new carpets and head lining, the veneers are highly polished. The underside of the car and floor are excellent with all new spring leather gaiter. Excellent history file containing original bill of sale invoices for work carried out over the years many letters from previous owners dating back many years lots of photographic evidence for work carried out. Last owned by Rolls member and show judge for many years. This very elegant car runs and drives silent as one would expect of this superb example ..... £57,750



Mercedes Avantgarde 2007/8 280 CDI finished in graphite grey with black hide interior, front and rear headrests, only 89,000, full Mercedes service history, parking sensors, cruise control, electric seats, multifunction steering wheel adaptive lights, mood lighting, electric windows, power locks, light up vanity mirrors, alloy wheels, boot liner, climate control, air con, black walnut veneers, ruffled leather door cards, far too many extras to list, just stunning in every single way, taken in part exchange ..... £7,750



Daimler Sovereign Six door 8 seater limousine 2002, coachbuilt by Eagle/Wilcox, finished in gleaming black coachwork with beige hide interior, automatic, power steering, air con, alloys, power seats, flower rails which are detachable, only one owner from new, drives superb and very smooth, regularly serviced, great value £6,750. We have horses to match at ..... £8,750



#### The last E Type sold in the UK

Jaguar E type V12 Roadster V 12 finished in the rare factory colour of unmarked heather with as new beige hide interior, headrests, stereo, CD, manual transmission, power steering, as new chrome wire wheels, white band tyres, spare wheel unused, complete with all tools, low miles, excellent history file, complete with many old mot's, heritage certificate, pampered from new, garaged from new, totally stunning and in mint condition, a joy to drive while growing in value ..... £135,500



Jaguar E Type V12 roadster 1973. Finished in the period primrose yellow, as new black hide interior, black hood cover, and black hood, headrests, CD stereo system, automatic, power steering, new chrome wire wheels and whiteband tyres, spare wheel never used, complete with all tools, only 58,000 miles from new, original factory handbook, recent invoices to bring this car to mint condition, this E Type drives superb and is just stunning ..... £125,750. More pics on our website.



Jaguar E Type V12 Roadster 1973/4 LHD, Finished in totally unmarked gleaming signal red, with soft black hide interior, headrests, tinted glass, stereo, over mats, air conditioning, manual transmission, power steering, as new chrome wire wheels, with new white side tyres, complete with all tools, lots of recent invoices, original handbook, been in a museum for many years hence only 37,000 miles from new, with only two owners, drives superb, never seen rain, garaged from new, this E Type is just magnificent could easily win any show ..... £115,500



Rolls Royce Silver Shadow series 11 1978/9 model, finished in Caribbean blue with contrasting hide interior which is totally original and never been collisied and is still superb, lambswool over rugs, all Rolls Royce extras including air con, power windows, central locking, stereo system, power seats, fitted battery charger, complete with all tools, excellent service history complete with original Rolls Royce wallet, lots of bills thousands spent, many old mot's this is a superb original car with very minor paint marks, one of the best we have ever driven, always garaged, absolute gift, £8,750. More pics on our website.



Jaguar E Type V12 1972 2+2 finished in the most beautiful rare colour of ascot fawn with cherry red hide interior, headrests, overmats, stereo system, power steering, manual transmission, original factory wheels, tinted glass, air conditioning, magnificent history, original handbook, heritage certificate, low miles, two owners, this car is in fantastic condition and drives superb, garaged from new ..... £67,750



Jaguar E Type 1970 Fixed Head Coupe. Finished in brilliant gleaming signal red with soft black hide interior, headrests, stereo system, overmats, sparkling chrome wire wheels, Whiteband tyres, only two owners with 22,000 miles, extensively restored to the highest of standards, invoices, handbook, tools, representing one of the finest E Types we have seen. Carefully maintained and garaged. Absolutely stunning ..... £87,750



Ferrari 1986 328 GTS left hand drive, finished in rosso red with tan hide interior, headrests, manual transmission, stereo, power windows, air conditioning, tinted glass, alloys, very expensive exhaust system, nero dashboard, original removable roof in black vinyl, and aeroflye, original tool kit and jack kit, 29,000 miles, good history and invoices in original leather wallet, recent service, magnificent example ..... £115,500



Corvette stingray coupe 1967 finished in gleaming silver pearl with soft back hide interior, AM/FM stereo, factory air conditioning, power brakes, power steering, power glide auto transmission, 350V8 engine, with 350 HP only 2 owners 32,000 miles last owner 40 years these stunning looking cars are becoming very rare and value able totally superb ..... £119,500



Rolls Royce Ghost 2011 black with brushed silver alloy bonnet driver assistance, two, panorama sun roof, adaptive headlights, comfort entry, camera system rear theatre, picnic tables, RTR monograms, 20 inch alloy wheels, extended leather, piano black veneer, television tuner, chrome visible exhausts, interior black carpets. Only 7000 miles, one previous owner FSH ..... £135,750



Mercedes 560 SL 1986 Sports, left hand drive, finished in astral silver with maroon hide interior, hard and soft tops, rear seats, headrests, power mirrors, light up vanity mirrors, stereo system, air conditioning, cruise control, air bags, SRS, power windows, alloys, tinted glass, Centre armrest, only two owners, 39,000 miles, F.S.H. probably the finest Mercedes sports ever made especially for reliability, drives like new, always garaged ..... £39,750



Rolls Royce Left Hand Drive Corniche Convertible series 11 1985 model. Finished in Ivory with matching tan hide interior, matching power convertible top, lambs wool overugs, stereo system, air conditioning, one owner, only 38,000 miles from new, history, always garaged, fine example ..... £49,750



Jaguar sports modeled on the 1936 SS100 built by the famous birchfield coach builders although we believe only 18 were ever built making them very rare. This car is just amazing as it drives superb, powered by the 3.8 jaguar engine and coupled by the Jaguar manual overdrive gearbox, power steering, P100 headlamps with chrome stone guards, sparkling chrome wire wheels, chrome rear luggage rack, All weather equipment, recent mohair soft top and leather hide hood bag, Twin spots, V12 ventilated brakes, stainless side exhaust, walnut veneer dash and door cappings, seat belts, finished in red with black hide interior with red piping, one owner between 1967 to 1992, rapidly increasing in value, fine investment, a chance to own and enjoy this rare sports car at a very reasonable price at todays market ..... £49,750



Mercedes 560 SL 1986 Sports, left hand drive, 1988, finished in the most delightful unmarked colour impala metallic colour coded bumpers, with contrasting interior headrests, over mats, hard & soft tops, auto, power, first aid kit, cruise control, abs, power windows, light up vanity mirrors, air conditioning, air bags, tinted glass, Centre armrest, outside temperature gauge, stereo & CD system, SRS alloys, complete with all tools, 43,000 miles, two owners, garaged from new, service history, last appreciating asset. Probably the finest SL ever made. Supers to drive and absolutely stunning ..... £38,500



Mercedes 560 SL 1986 Sports, left hand drive, finished in astral silver with maroon hide interior, hard and soft tops, rear seats, headrests, power mirrors, light up vanity mirrors, stereo system, air conditioning, cruise control, air bags, SRS, power windows, alloys, tinted glass, Centre armrest, only two owners, 39,000 miles, F.S.H. probably the finest Mercedes sports ever made especially for reliability, drives like new, always garaged ..... £39,750



Bentley Azure 1997. Left Hand Drive. Finished in Silver Pearl with Black Hide interior, to many extras to list, lambswool overugs, very expensive stereo system, chrome wheels, sundry glass, adjustable front headrests, airbags, anti theft device, burr walnut throughout, 32,000 miles, always garaged ..... £55,500



Mercedes 280SL Sports Pagoda 1968. Finished in brilliant arctic white with superb contrasting interior, hard and soft tops, automatic, power steering, cd stereo system. This car is one of the finest we have ever seen having had thousands spent through its life keeping it to the highest standard it is today and only used on summer days, only 58,000 miles from new, supplied with original hand book, various invoices and most old Mot's. Original tool kit. It would be very difficult to find another to even come close to the condition of this one, simply amazing ..... £135,750



Ferrari 1987 328 GTS left hand drive, finished in Rosso red with tan hide interior, manual transmission, headrests, stereo, power windows, air conditioning, tinted glass, nero dashboard, alloys, original black vinyl removable roof, and matching aeroflye, only 25,000 miles from new, with excellent history with invoices, and original leather wallet, recent service, very fast appreciating asset. just stunning ..... £125,500.



London Taxi TX 1 diesel 1998, finished in night fire red (maroon) with superb interior, Glass divider, rear fold down seats, Stereo, air conditioning, wheel chair access, automatic, power steering, drives superb ..... £3,950



Jaguar E Type 1970 Roadster finished in totally unmarked Gleaming Primrose Yellow with Black hide interior, headrests, tinted glass, stereo system, sparkling chrome wire wheels, whiteband tyres, spare and tools unused, only two owners from new, lots of bills and history, original hand book, and old Mot's, lots of valuation certificates, never seen rain, partial restoration by ourselves to bring this car to the highest of standards, this car must be seen for its condition, the ultimate in E types ..... £125,500



Jaguar E Type 1969 2+2 left drive, finished in the original mirror finish of gleaming unmarked masons black, with light beige hide interior, headrests, reclining seats, sparkling chrome wire wheels, manual transmission, power steering, Jaguar fitted triple Webber dco 40 carburetors, with six branch manifold, lots of history, handbook, only 500 miles since the best restoration we have ever seen, complete with all tools, recent concourse winner, and winner of many shows, trophies to go with car, this is a very rare and special E Type. The original colour scheme is breath taking, also comes with everything itemized from the previous owner. This is the best 2+2 we have ever seen, more detailed pictures on our website ..... £125,750



Jaguar E type V12 Roadster 1973/4 Finished in Gleaming Old English White with as new black hide interior, headrests, original radio/cassette, manual transmission, power steering, as new sparkling chrome wire wheels, spare wheel unused, only 36,000 miles from new, virtually one owner from new, good history, original paper work and handbook, very rare to find a car in this unique condition, never seen rain ..... £145,750



Mercedes 300SL Sports 1987 Finished in this breathtaking colour of smoke silver with full cream hide interior. Headrests, hard and soft tops, automatic, power steering, tinted glass all round, walnut veneer dash, power windows, factory air conditioning, fire extinguisher, mobilizer and alarm, stereo system, cruise control, alloys, abs, over mats, complete with all tools, this SL is just stunning in every way and very original having only covered 45,000 miles from new, every mot from new, full Mercedes service history from new, with the original service book, complete with service invoices, we have never seen a better original example, garaged from new, a chance to own a very fast appreciating asset and the finest there is ..... £39,750



# Something for the summer



**2000 Aston Martin DB7 Vantage Volante**  
30000 miles from new rare manual gear box with f/s/h finished in blue with parchment piped blue trim and blue hood. **£POA**



**2000 Aston Martin DB7 Vantage Volante**  
25000 miles from new automatic with f/s/h finished in silver with parchment trim and black piping with black carpets and hood. **£POA**



**1961 Aston Martin DB4 Series 3**  
with overdrive **£POA**



**1964 Aston Martin DB5 to vantage spec. £POA**



**1969 Aston Martin DB6 Volante. £POA**



**1990 Aston Martin 580X Vantage £POA**



**1979 Aston Martin Volante £POA**



**1977 Aston Martin Vantage (the first vantage ever produced) £POA**



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1960 FERRARI 250 SWB



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## 1995 Aston Martin Virage Volante 'Works Special' £149,950

1 of just 3 examples produced with this exclusive coachwork incorporating the front and rear styling of the Supercharged V8 Vantage model. Finished in handsome Rolls-Royce Royal Blue with Magnolia hides piped blue. Walnut veneers and a blue Mohair hood finish the luxurious specifications. Equipped with automatic transmission, Sports exhaust and comprehensive Hi-Fi, Bluetooth, I-pod integration and reversing camera. Sold previously by NMC, and featuring in our FullBore E Magazine (Issue 13), this stunning and highly equipped example has covered 10,500 miles from new and received over 20 Aston Martin services, regardless of the low miles. Without doubt one of the finest Virage Volante examples we have seen, this exclusive car, costing circa £250k when new, is in outstanding condition throughout and will benefit from our usual high standards of preparation prior to delivery.



1961 Aston Martin DB4 Series 2  
– Left Hand Drive £525,000



1989 Aston Martin AMR1/05  
Group C Race Car £POA



1986 Aston Martin V8 Vantage Zagato  
£375,000



2003 Aston Martin DB7 Zagato  
£POA



1978 Aston Martin V8 Vantage  
£235,000



1991 Aston Martin Virage  
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### 1959 ASTON MARTIN DB MK III – DBD TRIPLE CARB SPEC– 180 BHP.

Gunmetal Grey with Red Hide, Overdrive, Servo Assisted Disc Brakes, Dual Exhaust, Chrome Wire Wheels, Wood Rimmed Steering Wheel, Tool Kit, Jack etc. One Owner from new until 1979 and only two registered keepers since. This original Feltham car, still carries its original registration number and is one of only 551 built. Stored from 1979 until 2008, then Totally Restored by Post Vintage to the very highest of standards and now accompanied by a Full Photographic Rebuild File. Completed in 2011 with less than 1,000 Miles since. Has the most comprehensive history inc. Original Sales Invoice, Log book, Letters to and from the factory, Period Invoices, Post Vintage Restoration Invoices totalling £130,000 Etc. Etc. This has to be the finest example extant.

RHD – £299,995



### 1970 LOTUS ELAN TYPE 45 DHC.

Lotus Yellow with Black Trim. Ground Up Restoration and Upgrade carried out. Less than 6,000 Miles since. New Chassis, Solid Drive Shafts, Adjustable Suspension, Kenlow Fan, Free Flow Exhaust, 117 BHP, Etc Etc. Equipped with Centre Lock wheels, Electric Windows, Period Radio, Tonneau Cover, Etc. I have just driven 30 miles in it and what fun! An exceptional example, sensibly priced.

RHD – £34,995



### 1965 MERCEDES BENZ 230 SL AUTO.

Light Beige with Havana Brown Hard Top and Matching Hood. Interior in Tan Hide. Ground Up Restoration just completed to a standard seldom achieved. Every component has been restored to perfection. The lengths that have been gone to in sourcing original parts worldwide, must have taken months. Equipped with Period Radio, PAS, Tool Kit Etc. Next year we celebrate 50 years in the business and I have never seen a finer, more detailed restoration. Hand on heart this has to be the very best example world wide!

LHD – £120,000



### 1956 AUSTIN HEALEY 100/4 BN2 M SPEC.

Reno Red with Black Hide. Fitted with an original Alloy Westlake Head, 4 Wheel Disc Brakes, Upgraded Anti Roll Bar, 72 Spoke Chrome Wire Wheels, Brake Servo, 100 'S' 140 MPH Speedo, Derrington Steering Wheel, Louvered Bonnet with Strap, Upgraded Overdrive with Gear Lever Switch, Badge Bar and Spot Lamps, High Ratio Steering Box, 3:9 Diff, Derrington Manifold Works High Capacity Sump. Spin On Oil Filter Conversion, Twin Overtaking Mirrors, Tonneau Cover Etc. Etc. Restored by Marque Specialist for his own collection to a standard seldom achieved.

In my opinion the ultimate Healey.

RHD – £79,995



### 1970 LAND ROVER SERIES 2A 88'.

Pastel Green, Black Interior & Beige Canvas Tilt. One of the finest rebuilds that you will see. Stunning through out. Engine conversion by Steve Parker 200 TDi spec. giving approx. twice the power and twice the economy with modern power train reliability. New Richards Galvanised Chassis & everything rebuilt or replaced. New Tub Floor, New Wings, Doors, Tailgate, Powder Coated B'head, Engine, Gear Box and Steering Box overhauled. Steering Damper Conversion fitted, Steve Parker Radiator and Exhaust Kit, New Fuel Tank, Poly Bushed, New Wiring Loom, Recon'd Gauges, SS Fasteners through out, Etc. If it is 'the' very best that you are looking for with real attention to detail, then look no further. Would cost at least twice the asking price to replicate.

RHD – £21,995



### 1957 TRIUMPH TR3 – ALLOY BODIED RALLY CAR.

UK example. Dark Blue with Silver Works H/top. Tan Trim. Initially Restored and Upgraded by Revington at a cost in excess of £60,000. Recent expenditure with TR Enterprises and others of in excess of £11,000. Stage 3 Engine on Twin Webers, Narrow Pulley Ass., Alternator, Comp. Rad. with Header Tank, CR all Synchro G/box. Prologie O/drive, Dual Circuit Balance Bar Brake System, Upgraded Shocks, LSD, Roll Cage, Bucket Seats, CWW, Upgraded Brakes & Susp. Full Harness's, Spot Lights, Rev Light, Oil Cooler, Heater, Two Speed Wipers Etc. Prepared for serious rallying or fast road use. Class Winner 2004 Rally of the Tests and recent Awards in the Three Castles and The Scottish Malls. You could not build today for less than 90K. complete with large History File and FIVA Papers.

RHD – £39,995



### MINI 1275 SPECIAL.

Speedwell Blue with White Cap. Restored and Upgraded to an exacting standard by Ex Leyland Engineer. Stage 3 Engine, Adjustable Suspension, Removeable Front Clip, Minilite Style Wheels, Bucket Seat, Group 4 Arches, Twin Fillers, Oil Cooler, Air Horns, Heated Rear Window, Front screen Heater, Kenlow Fan, Mota Lita Steering Wheel, Battery Cut Off, Fire Extinguisher, Etc. Etc. Bills on file in excess of £7,000 in parts alone.

A unique example.

RHD – £12,995



### 1968 JAGUAR 240 SALOON – MANUAL OVERDRIVE.

Cardinal Red with Oxblood Hide. Has had a Ground Up Restoration some years ago to an exceptional standard. Outstanding panel gaps. Equipped with Webasto Sunroof, Wire Wheels, Period Radio, Wood Rimmed Steering Wheel, Coombs Rear Spats Etc. quite outstanding.

Will not disappoint.

RHD – £29,995



### 1959 AUSTIN HEALEY FROG EYE SPRITE.

Cherry Red with Black Trim and Black Mohair Hood. Professionally Restored and seriously upgraded for a very well known BRDC racing driver, to his own exacting standards. 1275 Stage 2 Engine, CR Gearbox, 3.7 Diff, Disc Brakes, Upgraded Suspension, Front Anti Roll Bar, Long Centre Branch Manifold, Etc. etc. Less than 3000 Miles since. Properly set up. Will sit at 85 MPH all day long and in outstanding order.

RHD – £21,995



### 1975 MGB GT JUBILEE.

Finished in Racing Green. A Superb Example of one of approx. 250 remaining out of a production run of 751. A total Restoration was carried out some years ago to the very highest of standards, Fully documented in 24 pages of script along with Invoices and Pictures giving an indepth view of the lengths taken in bringing the MG back to life. With less than 8,000 miles covered since this has to be one of the best remaining. Previously supplied by us and a pleasure to offer once again.

RHD – £8,495



### 1966 AC COBRA – HAWK 289 FIA SERIES.

Black with Black Hide. 351 CU Inch – 400 BHP. Alloy Heads, MSD Ignition, Top Loader Gearbox, Oil Cooler, Peg Drive Halibrand Wheels, Side Pipes, Roll Hoop., Harness's, Fire Extinguisher, Race Mirrors, Tripod Headlights, Full Mohair Weather Equipment inc. Tonneau Cover & Side Screens. Built and set up by the renowned James Baxter, Race Engineer and Driver. Only 6,000 Miles since completion. Bills on file total in excess of £55,000. Simply Stunning with Blistering Performance.

RHD – £42,995



### 1974 CHEVROLET CORVETTE C3 DE LUX ROADSTER.

Mille Miglia Red with Black Trim. 350 ci, Automatic, Detroit Locker, Hard and Soft Tops, Rallye Wheels, PAS, Electric Windows, Original Radio, Etc. Restored to an exceptional standard. The paint finish is like a sheet of glass! A stunning example of this American Icon.

LHD – £29,995

*If your car is one of the very best, please call with an accurate description, detailing condition, history, ownership, etc. All makes and models required.*





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### JAGUAR E-TYPE S1 1/2 F.H.C

1968, Finished in Carmen red with black interior. This totally original example has covered just 59,000 miles from new, fully documented with just four owners, the first being the famous racing driver Don Parker. The car is a total time warp only having been painted once since new, and will soon feature in Jaguar World. A true collectors piece. **£POA**



### JAGUAR E-TYPE S2 ROADSTER L.H.D

1969, Finished in regency red with black interior, U.K registered, chrome wire wheels, outstanding condition. **£54,995**



### JAGUAR E-TYPE S1 1/2 F.H.C

1968, Finished in opalescent dark maroon with beige interior, chrome wire wheels, original U.K R.H.D model, This car is currently undergoing refurbishment and will be available to view in April. Please call for further details.

**£POA**



### JAGUAR XK150S 3.8 F.H.C

1960, Finished in red with red interior, original U.K R.H.D model with matching numbers and overdrive. This rare 3.8S model has been with the last owner for the past 25 years and boasts a good history file with copies of the original buff logbook, and photographic evidence of a full bare metal respray. A very smart sound investment. **£99,995**



### TRIUMPH TR3

1957, Finished in red with black piped white interior, last owner 33 years, original U.K R.H.D model with overdrive, wire wheels, very nice example. **£22,995**



### JAGUAR XK150S 3.4 F.H.C

1959, Finished in British racing green with red leather interior. This original U.K R.H.D matching numbers with overdrive 150S was supplied new to a well known Jaguar collector Bryan Corsa, which is supported by the heritage certificate in the history file. This car has been with its last owner for over 40 years and is now showing just 24,000 miles, which is believed to be correct. Totally unmolested example that must be seen to be appreciated. **£89,995**

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**2005 Aston Martin DB9 Volante** finished in Obsidian Black with black hide interior. It is a beautiful example with a complete service history and finished to a very high specification which includes Paddleshift transmission, satellite navigation, air conditioning, sports wheels and Powerfold mirrors. Offered at a competitive price of **£45,950**



**2000 Aston Martin DB7 Vantage Coupe** finished in Solent Silver with Pacific blue and Parchment hide interior. The car has covered only 30,000 from new and comes with a complete Aston Martin service history and is in superb condition throughout. The spec includes automatic transmission, air conditioning, Satellite navigation, 18" alloys and a 6 stack CD player. DB7 Vantages as good as this are now becoming rare and are an appreciating asset if kept in this condition. Very realistically priced at **£34,950**



**1978 Aston Martin V8 OI** finished in Aegean blue with contrasting oatmeal hide interior. Undoubtedly one of the best available with the benefit of a full engine rebuild and upgrade at Aston Engineering only 7000 miles ago. It has just been the subject of a back to metal repaint so the exterior is perfect and is well complemented by a superb interior with freshly veneered dash and door cappings. The car is superb to drive and will undoubtedly continue to appreciate. **£129,950**



**1970 Aston Martin DB6 MkII FI** finished in Aston Racing Green with tan hide interior. This is an original factory fuel injected car with correct "C" type head and original Vantage cams. With the advancement of technology regarding fuel injection systems since the car was built, we are now in the process of refitting the injection system which will result in a very quick DB6. Fitted with 5 speed manual transmission and power assisted steering it is perfect for numerous Aston Martin events and continental touring. Bound to continue to appreciate. **£395,000**



**1990 Aston Martin Virage Coupe.** A rare opportunity to acquire a beautiful example that has been serviced from new by Aston Martin Main agents and respected specialists. Finished in Buckingham Green with tan hide and just renewed wood veneers and fitted with automatic transmission, air conditioning and 5 spoke Volante alloy wheels. The car drives exceptionally well and has covered just 53,000 miles and comes with a very detailed history file. **£55,000**



**1961 Aston Martin DB4 series IV** finished in Kingfisher blue with tan hide interior. This car is a real pleasure to drive and has been the subject of a total restoration in the mid 90's and has remained in superb condition ever since. It sits on excellent chrome wire wheels and comes with a considerable history file containing numerous invoices and a copy of the original build sheet. A seriously sound investment at **£495,000**



**1963 Jaguar 3.8 E type Lightweight** finished in British Racing Green and built about 20 years ago by Phil Stott to a very high standard. Sigma engineering engine producing in excess of 300 BHP and highly placed in the Spa 6 Hours on two occasions. Prepared for 2016 season and competitively priced at **£139,950**



**1963 Austin Healey 3000 MkII** finished in Colorado Red and fully prepared by Denis Welch Motor Sport and a front runner in the Healey Championship. The car has a freshly rebuilt competition engine by Denis Welch and a full specification of this Alloy bodied Healey is available on request. Very competitively priced at **£79,950**



**1962 Jaguar E type 3.8 FHC race car.** This is a freshly built car by Wren Classics raced only once since completion in 2015. It comes with current HTPP papers for GTS group7 allowing it to race in numerous high profile events. Engine by Peter Landers o Sigma Engineering, fresh straight cut gear box by Dennis Welch. On the button and completely ready for 2016 season **£149,950**



**1965 Jaguar 3.8 Mk II** finished in Deep Ocean blue with grey hide interior and restored to a very high standard about 20 years ago. It has covered a mere 8,000 miles since and remains in near perfect condition. It has an upgraded engine on 2" SU's to Combes specification with a stainless steel exhaust and chrome wire wheels. It is a beautiful example sensibly priced at **£59,950**



**1962 Jaguar 3.8 MkII by Vicarage Engineering.** This is a truly splendid and fully upgraded example finished in Primrose Yellow with contrasting green hide interior and beautifully veneered dash & door cappings. Specification includes air conditioning, power assisted steering, satellite navigation, CWW, modern automatic transmission and upgraded brakes. Stunning Motor Car well below the build cost at **£79,950**



**1962 Jaguar 3.4 MkII** finished in Gunmetal grey with contrasting red hide interior. This is a very well kept example sitting on chrome wire wheels with the benefit of a manual 4 speed gearbox with an overdrive. The car has been the subject of regular maintenance and is excellent value for money in today's market. Very sensibly priced at **£27,950**



**1965 Ford Mustang 289 Notchback** finished in Racing green and fully prepared and sorted for historic racing. Whilst the current spec is beyond FIA, it can be raced in numerous race series and would easily convert back to FIA spec. This is one of the best prepared race cars we have had the pleasure of being able to offer and is race ready for 2016. Huge history file. A real bargain for one in this condition at **£69,950**



**1955 Austin Healey 100/4 BN2** finished in traditional pale metallic blue with dark blue hide interior. This car has been the subject of a total restoration and is in superb condition throughout. The work has been executed to a very high standard and any inspection is welcomed. Very realistically priced at **£69,950**



**1963 Corvette Stingray** finished in Deep Ocean blue and prepared for Historic racing. It comes with FIA papers and is eligible for numerous high profile events but is road registered and comes with its original interior and competition seats for racing. Realistically priced at **£65,000**



**1981 Ferrari 308 GTSi (LHD)** finished in Black with contrasting red hide interior and having covered just 16,000 miles from new. It has had just 3 owners and comes with a considerable service record and is now very realistically priced at **£69,950**



**2005 Porsche 997 Carrera "S" 2, 3.8** finished in Estoril Blue with dark blue hide and fitted with 6 speed manual transmission, sports exhaust sports steering wheel and electric seats. This is a fabulous example that has covered 49,000 miles and comes with a complete service history. It had an engine replacement by Porsche at 29,000 miles, hence only 20,000 miles on the current engine. Excellent value at only **£26,950**



**1989 Mercedes 500 SEC** finished in Silver Sand with contrasting Chocolate brown hide interior. It is in very nice condition throughout and the interior is exceptional. It comes with a considerable history file and is priced to sell at **£8,950**

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**1997 MERCEDES 420SL** finished in ivory pearl with light beige leather. Lots of invoices and old MOTs to confirm the 104K miles. Very well looked after and cared for car and the very desirable smooth 420 engine. BUY NOW THEY WILL BE MORE EXPENSIVE BY THE SPRING. **£15,995**



**1978 MGB GT.** Finished in immaculate snapdragon yellow with black leather seats and trim. Large history file including an invoice for £2500 from Oselli for engine work. Hard to find a better one for **£5,995**



**1997 BENTLEY TURBO R.** Finished in Royal Ebony with Grey hide, only 3 owners from new, 89,000 miles with 18 Rolls Royce service stamps **£15,995**



**1983 MERCEDES 230E.** inished in its original and immaculate sand beige with light beige trim. Only 64000 miles with a complete set of old MOTs and service history. Been a Norfolk car all its life and has the desirable automatic transmission power steering and central locking. ORIGINAL UNMOLESTED IMMACULATE CAR **£8,995**



**1973 VANDEN PLAS 1300 PRINCESS AUTO.** Finished in its original teal blue with tan Connolly hide and Wilton carpets. Only 14000 miles from new and in time warp original condition. From the same small collection as the Rolls Royce since 1981 when it was last driven on the road. Now recommissioned and ready to SHOW **£12,495**



**1971 MGB ROADSTER.** New Heritage body shell and fully rebuilt 1500 miles only since rebuild. HUGE SAVING ON REBUILD COST **£15,495**



**JAGUAR XJR.** 93,000 miles very good service history. Finished in British racing green with black leather Very good example Value for money at **£4,495**



**1991 MERCEDES 200E AUTO** finished in immaculate Diamond blue with light grey check interior. Specification includes electric sun roof, electric windows, central locking front and rear head restraints. Only 58000 miles from new with a very comprehensive service history. Very hard to find in this condition **£6,995**



**1968 JAGUAR 240 MANUAL WITH OVERDRIVE.** Finished in dark blue with superb contrasting red upholstery and carpets. Refurbished immaculate wood veneers to dash and door capping. The car was fully restored several years ago and had very little use since. VERY WELL SORTED INVESTMENT CAR. **£16,995**



**07 57 MERCEDES SLK 200 K AUTO.** Finished in immaculate brilliant silver with unmarked black leather, electric folding roof, climate control, unmarked alloy wheels, 37000 miles, full service history. Local lady owner. EXCEPTIONAL LOW MILEAGE EXAMPLE **£10,495**



**1995 JAGUAR XJS 4.0 CELEBRATION.** Finished in immaculate Kingfisher blue with unmarked doeskin hide piped beige. Only 28000 miles from new with full service history. Must be one of the best LOW MILEAGE TOTALLY ORIGINAL XJS CELEBRATIONS on the market today only a limited number produced SURE INVESTMENT. REG NUMBER INCLUDED **£24,995**



**2001 Mercedes CL500.** Finished in immaculate brilliant silver with unmarked light grey leather, only 67000 miles, full service history. Very high spec car including elec sun roof, heated seats, sat nav and lingtronic. Comes with all the books instructions and information to operate the sat nav and lingtronic. SUPERB VALUE SUPER CAR. **£9,495**



**VOLKSWAGEN BEETLE 1600** Finished in sunburst yellow with black/grey trim 2 lady owners only 61000 miles with full VW service history IMMACULATE CAR **£2,795**



**JAGUAR S TYPE 2.5 V6 SPORT.** Finished in gunmetal grey with black leather spec includes MANUAL GEARBOX, climate control, abs, CD player, alloy wheels. ONLY 73000 miles with full service history. SUPERB VALUE **£3,995**

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**THE ULTIMATE GENTLEMAN'S EXPRESS. 1975 BRISTOL 411 SERIES 4.** As a Bristol enthusiast for over 40 years being well known for specialising in the Marque throughout the 70's and 80's, I can clearly state this is probably one of the nicest, if not the nicest, 411 I have had the pleasure of owning. In 1991 she underwent a total body off restoration including a total engine re build and bare metal re spray. All bills and photographic evidence available. Fitted with the famous Avon safety wheels. Being powered by the 6556cc Chrysler V8 engine, producing in excess of 140 MPH with ease, with her limited slip diff and self levelling suspension makes her a very modern car to drive, a very rare & sort after classic and a fantastic investment.

★ £49,500 ★



**A VERY RARE ORIGINAL LEFT HAND DRIVE 1983 ROLLS-ROYCE CORNICHE CONVERTIBLE** with coachwork by H.J. Mulliner. Supplied new to the USA and **converted to electronic fuel injection** at enormous cost complete with its own electronic tuning kit. Having had an absolute fortune spent on this car consisting of a bare metal re spray, new suspension spheres, new steering rack, all new tyres and a full extensive specialist report with all bills available. Her coachwork being finished in Burgundy with new fully lined Beige double duck hood, matching leather interior, burr Walnut woodwork, sheepskin rugs and fully fitted cocktail cabinets with hip flasks and glasses. A stunning example, perfect for the South of France.

★ £19,950 ★



**AN ICONIC AMERICAN CLASSIC. 1960 Chevrolet Bel Air Sedan Left Hand Drive.** In absolutely stunning condition, being powered by the larger 4.6 V8 engine with power glide automatic transmission, power steering, air conditioning being brand new and working beautifully, American Ridler alloy classic sports wheels with White band tyres. Finished in Pencil Grey over Snow White with matching interior. Lots of gleaming chrome, really needs to be seen to be appreciated and fantastic value for money.

★ £9,950 ★



**SUCH LUXURY FOR SO LITTLE.** Drive from Lands End to John O' Groats effortlessly in sheer comfort and feel like a King in this 1995 Rolls Royce Silver Spirit III. Automatic, power steering, air conditioning, electric memory heated seats. Fitted CD & stereo system. Finished in Peacock Blue with Magnolia hide interior piped in Blue with matching Blue carpets. Fitted sheepskin rugs. Headrests all round. Long MOT. In her 20 years she has only covered 140,000 miles from new, with service history and now just serviced.

★ £27,500 ★



**1951 DAIMLER SPECIAL SPORTS DROPHEAD** with coachwork by Barker. Being in lovely all round condition with an extensive history file and she still retains her continental touring kit as supplied by Daimler from new. Only some 500 of these rare Daimlers were ever produced. Powerful 6 cylinder engine with four speed pre-selector gearbox. Quite unrepeatable.

★ £59,950 ★



**BACK AGAIN.** We sold this magnificent 1974 Bristol 411 series 4 some 20 years ago to its last owner, who unfortunately is now deceased and she is still in the same superb condition as I sold her all those years ago. As people that have known me for the last 40 or 50 years will remember that I specialised in Bristols throughout the 70s and 80s being a total Bristol nut and I can clearly state she is in tip top condition in every conceivable way. She is finished in Ice Blue with Grey leather interior, having the fantastic Avon safety wheels with all new tyres. Virtually full service history. The Bristol 411 being well ahead of its time, and in my humble opinion way ahead of any Aston Martin of the same era being grossly under valued over the last 20 years are now coming into their own and clearly a fantastic investment for the future.

★ £185,000 ★



**1935 BENTLEY 4 1/4 LITRE 3 position open tourer** with coachwork by Thrupp & Maberly. Before being acquired by ourselves, this magnificent car was owned by its previous owner for over 20 years. Believed to have covered just over 60,000 miles from new. Now undergone a major restoration by ourselves with full photographic evidence. This consisting of a bare metal respray in her original livery of Black and Cream, a complete new exhaust system. A new fully lined hood and weather equipment. All brakes and electrics overhauled and has been generally serviced throughout. And now being in absolutely stunning condition in every conceivable way and turns heads where ever she goes. Fast, rakish and a delight to drive. A pure investment for the connoisseur.

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**2012/62 Bentley Mulsanne.** Finished in unmarked Beluga Black with Fine Ivory coachline. 21 inch, 15 spoke alloys. Linen interior, secondary hide in Beluga with Piano Black veneers. Embossed B's to waist rails, picnic tables. Rear blinds to doors and rear screen, vanity mirrors. Only 27,250 miles, Full History. Outstanding value at only **£129,999**



**2011/12 Model Bentley Flying Spur Speed Mulliner.** Finished in Pacific Blue with Imperial Blue Mulliner interior with contrasting embossed flying B's. Electric rear seats and massage seats front and rear, and electric sunroof. Only 32,000 miles with Full Service History. One Owner. Totally immaculate throughout. **£67,950**



**2008/08 Bentley Continental GT Mulliner.** Finished in Diamond Black with 20 inch alloys, with Beluga interior and Piano Black veneers. 59,000 miles with FSH and totally unmarked throughout. Known to ourselves. Outstanding value at **£46,950**



**2007/07 Bentley Continental GT Mulliner.** Finished in Beluga with Beluga and polished Mulliner 20 inch alloys. The interior has been finished in Soft Black with Linen stitching and embossed Flying B's, finished off with Piano Black wood veneers. All usual Mulliner refinements. Only 65,000 miles with FSH. Known to ourselves for a number of years. Outstanding value at only **£37,950**



**2006/06 Bentley Flying Spur.** Finished in Moonbeam Silver with electric sunroof and 19 inch alloys. Portland interior with the 5 seat design and privacy glass. Heated and cooling seats front and rear. Only 62,000 miles with FSH. Immaculate condition throughout **£31,950**



**2006/56 Bentley Arnage Diamond Series.** 1/60 Limited Edition cars celebrating 60 years of Bentley at Crewe. Finished in unmarked Peacock Blue with Chrome grille. Cotswold interior in Mulliner styling with Limited Edition veneers, picnic tables, vanity mirrors, electric sunroof and Diamond Series styled wheels. Only 38,000 miles, known to us for 7 years. Immaculate throughout **£51,750**



**2005/05 Bentley Arnage R LWB LHD.** This Special Order car is finished in unmarked Acrylic White. Glass sunroof to the rear. Linen leather with Walnut veneers inlaid with Flying B's. Cocktail cabinets, picnic tables and rear vanity mirrors. Electric rear seats with storage compartments. One owner, chauffeur driven, only 20,900 miles with history. Currently on French plates, can be registered in the country of choice. Completely as new and unmarked, only **£52,950**



**2004/04 Bentley Arnage T Mulliner.** Finished in Beluga with Beluga interior with contrasting stitching and embossed Flying B's. Only 23,000 miles with Full Service History. Immaculate condition throughout. **£35,250**



**2003/03 Bentley Arnage R.** Finished in Masons Black with Limited Edition 18 inch Arnage Le Mans wheels with Soft Black interior, with Black carpets and Black secondary hide. Only 44,000 miles with Full Service History. A really beautiful example and must be seen **£29,999**



**2003/03 Bentley Arnage R.** Finished in Fountain Blue with Cotswold interior and Walnut veneers, with DVD screens to the rear and electric rear seats. Only 57,000 miles with FSH. Immaculate condition throughout. Value at only **£30,750**



**2002/02 Bentley Arnage R.** Finished in Peacock Blue with electric sunroof and Arnage T alloys. Cotswold interior with two tone steering wheel. French Navy carpets, picnic tables and DVD to the rear. Only 53,000 miles with FSH. Totally unmarked throughout, only **£31,950**



**2001 Y Bentley Arnage Red Label.** Finished in Silver Pearl with Beluga interior piped in White and Mulberry carpets. Fitted with electric rear seats, front and rear parking sensors, electric folding mirrors and SatNav. Known to ourselves since 2008. Only 77,000 miles with FSH and in immaculate condition throughout. **£24,995**



**2000 W Rolls Royce Silver Seraph.** Finished in Black Sapphire with Cream fine lines. Electric sunroof. Magnolia interior with French Navy piping and French Navy carpets piped in Magnolia. Fully electric rear seats and vanity mirrors. Only 52,000 miles with FSH. Known to ourselves for last 6 years. Immaculate condition throughout **£49,999**



**1999 T Bentley Azure.** This very rare car is finished in Silver Pearl with Soft Black interior, with Walnut veneers and Black carpets. Only 52,000 miles with FSH. 2 owners since 4 months old. Pristine condition throughout. A very rare car, must be seen **£66,950**



**1999 T Bentley Continental R Wide Bodied Mulliner.** With Mulliner wing vents and Continental T alloys. Finished in Silver Tempest with St James interior and Beluga carpets piped in St James. One owner from new, 16,700 miles. This very rare car has been kept in de-humidified storage whilst living in a private collection. This outstanding vehicle is offered for sale at **£105,950**



**1998 R Rolls Royce Silver Seraph.** Finished in Royal Blue with Magnolia interior piped in French Navy and French Navy carpets piped in Magnolia. Rear vanity mirrors, fully electric rear seats and rear screens fitted. 72,000 miles with FSH. Immaculate condition throughout **£37,950**



**1997 P Bentley Turbo RL.** Finished in Masons Black with Parchment interior with Black piping and Black carpets with Parchment piping. Only 65,500 miles, FSH, known to ourselves for last 10 years. Immaculate condition throughout. **£17,750**



**1996 N Rolls Royce Silver Spirit MK IV.** Finished in Peacock Blue with Cotswold interior piped in French Navy and French Navy carpets piped in Cotswold. DVD screens to the rear. Only 78,000 miles with history. Outstanding condition. Value at only **£24,950**



**1994 M Silver Spur MK III.** Finished in Ming Blue with a Light Tan interior. A very classic colour scheme. Known to ourselves for many years and is in outstanding condition throughout. Full Service History. Outstanding value at. **£14,750**



**1994 L Bentley Continental R.** Finished in Traditional Racing Green, with racing mesh grilles. Parchment interior with Spruce carpeting. Only 83,000 miles with FSH. Known to ourselves for many years. Totally immaculate condition throughout and outstanding value at only **£36,750**



**1991 J Rolls Royce Silver Spirit Mk II Active Ride.** Finished in Brooklands Green with Parchment interior piped in Spruce Green with Spruce Green carpets piped in Magnolia. Known to ourselves for last 10 years. Only 67,000 miles with FSH. Immaculate condition throughout **£16,950**



**1987 D Silver Spirit ABS EFL.** Finished in Royal Blue with Cream interior, with French Navy piping and Cream carpets. Outstanding condition throughout. Known to ourselves for last 10 years. Only 87,000 miles with history. Value at only **£12,450**



**1982 X Rolls Royce Silver Shadow Series II.** This Silver Shadow was probably the very last Shadow II ever registered in March 1982. Finished in Honey Gold with Beige interior piped in Walnut, with Fawn carpets piped in Beige. Only 34,000 miles with FSH. This car has had 28 services and is almost like new **£29,975**



**1982 X Corniche Convertible Series II LHD.** Finished in unmarked Larkspur Blue with stunning Magnolia interior, piped in French Navy and French Navy carpets. High level brake light and a new Mohair hood just fitted. Low mileage, Beautiful condition throughout and an ideal car for your Villa **£65,750**

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Six-speed manual example; Daytona seats in cream hide with Bordeaux inserts; all books and tools; excellent maintenance history.



**Ferrari 365 GTB/4 Daytona** **£POA**  
Still in its original factory colours of Blu Dino with beige hide; presented in simply immaculate condition; outstanding history.



**Ferrari 365 GTB/4 Daytona** **£POA**  
Wonderful RHD example of Ferrari's iconic GT; early pop-up headlight model in Rosso Chiaro with black hide; beautifully restored.



**Ferrari 328 GTB** **£110,000**  
Rare and desirable Berlinetta, one of just 77 non-ABS cars delivered to the UK; superb service history file; 40,000 miles from new.



**Ferrari Testarossa** **£155,000**  
A fantastic low-mileage car with desirable single-bolt wheels; Rosso Corsa, cream hide, 20,400 miles; all original books / tools.



**Ferrari 512 BB** **£POA**  
Stunning flat-12 in Nero with beige hide; magnificent provenance; genuine 26,000 miles from new; a truly beautiful motor car.

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**1989 ROLLS ROYCE SILVER SPIRIT II** finished in Midnight Blue. Parchment piped Tahiti Blue hide interior with Tahiti Blue carpets and over rugs. Covered 84000 Miles with Full service history from new. Maintained with no expense spared. One of the most comprehensively maintained Silver Spirit we have seen. ....£14,250



**1937 ROLLS ROYCE 25/30 SIX LIGHT SALOON BY HOOPER & CO.** Finished in black over white. Black hide driver's compartment and magnolia hide rear with blue Wilton carpet. In extremely fine condition. Maintained to a very high standard, this 25/30 received a complete engine overhaul in 2013 which included replacement of the big ends. A fabulous example with beautiful Hooper coachwork.....£49,750



**1949 BENTLEY MK VI MULLINER SALOON** finished in Royal Garnet with Grey Hide piped Red interior. Covered 66500 miles with extensive service history and a comprehensive restoration. A very handsome and scarce coach built MK VI presented in stunning condition throughout.....£69,000



**1953 ROLLS ROYCE SILVER DAWN LHD** Finished in Silver with Red interior. Fitted with Power steering, Air conditioning and seat belts. Total renovation at Rolls Royce specialists with a huge history file detailing over £50,000 spent. Presented in concours condition throughout, this is surely the finest Dawn on the market today.....£67,500



**1956 BENTLEY S1 MULLINER.** Six Light Saloon finished in Cardinal Red with Tan hide interior. Benefits from recent mechanical overhaul. Suicide doors. Full length Webasto sunroof. PAS. Excellent history file. One of just 27 examples made. Totally original throughout.....£97,500



**1957 ROLLS ROYCE SILVER CLOUD I** finished in Two Tone Blue with dark Tan hide with Blue piping. Covered just 88600 miles with an extensive history file. Featuring electric windows all round. Registration 12 HYU include....£39,950



**1958 BENTLEY S1.** Left Hand Drive finished in Black over Green with Grey hide interior. 113500 Kilometres (70,000 Miles). Originally sold to Switzerland. Documentation included. Very scarce factory air condition. 1st Class condition inside and out.....£62,500



**1963 FORD GALAXIE V500 390** Finished in Gold with Cream hood. The interior, trimmed in Cream and Gold is in perfect order. Covered just 92674 miles. Many invoices for works carried out. An excellent and very eye catching example in extremely fine condition.....£19,950



**1964 BENTLEY S3.** Finished in Claret over Light Oyster with Beige HideInterior. Having covered just 72000 miles from new with an excellent history file with many invoices for works carried out. A very attractive and well maintained S3 in beautiful condition .....£42,000



**1964 ROLLS ROYCE SILVER CLOUD III,** finished in Sand with Light Tan interior. Covered 6400 miles with good history file. This Cloud has been known to us for many years and is an exceptionally maintained example Features include Scarce Sundym glass and electric windows. Car was owned by English actress Wendy Craig .....£64,000



**1964 ROLLS ROYCE SILVER CLOUD III.** Shell Grey with Grey hide interior Air Conditioning. 88000 miles. 2 owners from new. Comprehensive history file. This Silver Cloud III is presented in stunning condition throughout. One of the very finest examples on the market today. Concours condition.....£95,000



**1974 ROLLS ROYCE CORNICHE FIXED HEAD COUPE.** Finished in Green with Black hide interior piped Green. Having covered 82000 miles, the car has been maintained by Rolls Royce technicians and comes with a good history file, including many invoices for works carried out.....£32,950



**1978 ROLLS ROYCE CORNICHE CONVERTIBLE LHD** finished in Porcelain White with Blue roof. Dark Blue hide interior with Dark Blue carpets and Lamb's Wool over rugs. Covered 94000 miles with comprehensive history file and Build Sheets. A very attractive Left hand drive example in excellent condition .....£44,950



**1978 ROLLS ROYCE SILVER SHADOW II** scarce factory white car with dark blue hide having covered just 66,195 miles with full service history. A fine example in exceptional condition .....£21,950



**1978 BENTLEY T2** finished in dark Green with tan hide interior. Covered just 56900 miles with an extremely comprehensive history file and many invoices. This is a perfect example of a scarce car with only 558 T2 ever having been built.....£24,950



**1989 BENTLEY TURBO R** finished Vermillion with Magnolia Hide piped Red. Covered in 74,000 miles. With good Service history from Bentley Specialists. A very handsome example with 'laser cut' grille in excellent condition.....£13,750



**1989 BENTLEY EIGHT** finished in Balmoral Green. Magnolia Hide piped Green. Covered 64,000 miles with Full service history with Bentley specialists and main agents. A highly original and exceptionally maintained example in first class condition throughout .....£14,500



**1963 ROLLS ROYCE SILVER CLOUD III,** Sand over Sable, 66,119 miles, Beige Hide interior. Recently serviced with some history and new MOT. Beautifully restored example with air conditioning.....£69,000



**1987 ROLLS ROYCE SILVER SPIRIT** Forest Green. Magnolia hide piped in Green with Green Wilton carpets and matching Lamb's wool over rugs including the boot. This is one of the very last carburettor Silver Spirits made. 34,000 miles with full service history...£15,800



**1988 BENTLEY EIGHT.** Ocean Blue with Parchment hide piped Light Blue. 105,000 miles. Full service history from Specialists and Jack Barclay. Known to us since 1999 and have carried out 6 services on her. This excellent example is presented in fine condition throughout and is offered as a very useable classic Bentley.£11,250



**1969 BENTLEY T1** finished in Ice Green over Grey with Light Green interior. Very original Chippendale dash example. Covered just 66,000 miles from new with full service history. Presented in first class condition throughout... Coming Soon



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Factory hand-built and blue-printed 302 cu.in. engine has alloy heads, roller cam and solid lifters etc. giving 345 bhp and 0-100 mph in 10.1 secs. Porsche Zinc metallic with burgundy trim; full (black) weather equipment in tailored bags. Original personalised Owner's Handbook.

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*1935 Silver Eagle Tourer by Cross & Ellis*



*1936 Firebird DHC by Cross & Ellis*



*1940 4.3 Razor Edge Saloon by Vanden Plas*



*1957 TC108G by Willowbrook*



*1966 TF21 Saloon by Park Ward*

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**2010(10) Audi TT 1.8T FSI Roadster.** Brilliant Black with Charcoal trim and Black electric roof. 6 speed, climate control, PAS, ABS, ESP, Audi CD stereo with i-pod adaptor, cruise-control, reverse parking sensors, heated seats, e-w, alloys. Only 57,300 miles with Audi FSH. Fast and economical, absolutely pristine throughout. **£10,795**



**1972(L) Jaguar E-Type S3 V12 Roadster.**  
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**1974 Datsun 260Z Coupe 2-Seater model.**  
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**1992(K) BMW E36 318i Saloon.** Diamond Black Metallic with Anthracite cloth. Switchable auto, PAS, e-sunroof, e-w, e-mirrors, factory alloys, BMW stereo. 'Time-war' car having covered only 29,800 miles from new, with 1 lady owner from new until 2014. Original purchase invoice. Every mile from new documented in writing and FSH from new. Pristine. **£2,795**



**1955 Jaguar XK 140 DHC.** Original UK RHD drophead coupe, Carmen Red with Grey leather and Black mohair hood. Original matching numbers engine. Manual with O/D and 16" CWW. Only 3,500 miles since ground-up show quality restoration documented with £70,000 of bills and photographs. **£P.O.A**



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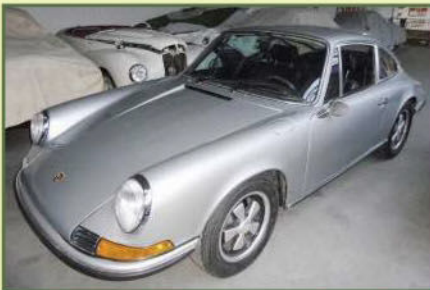
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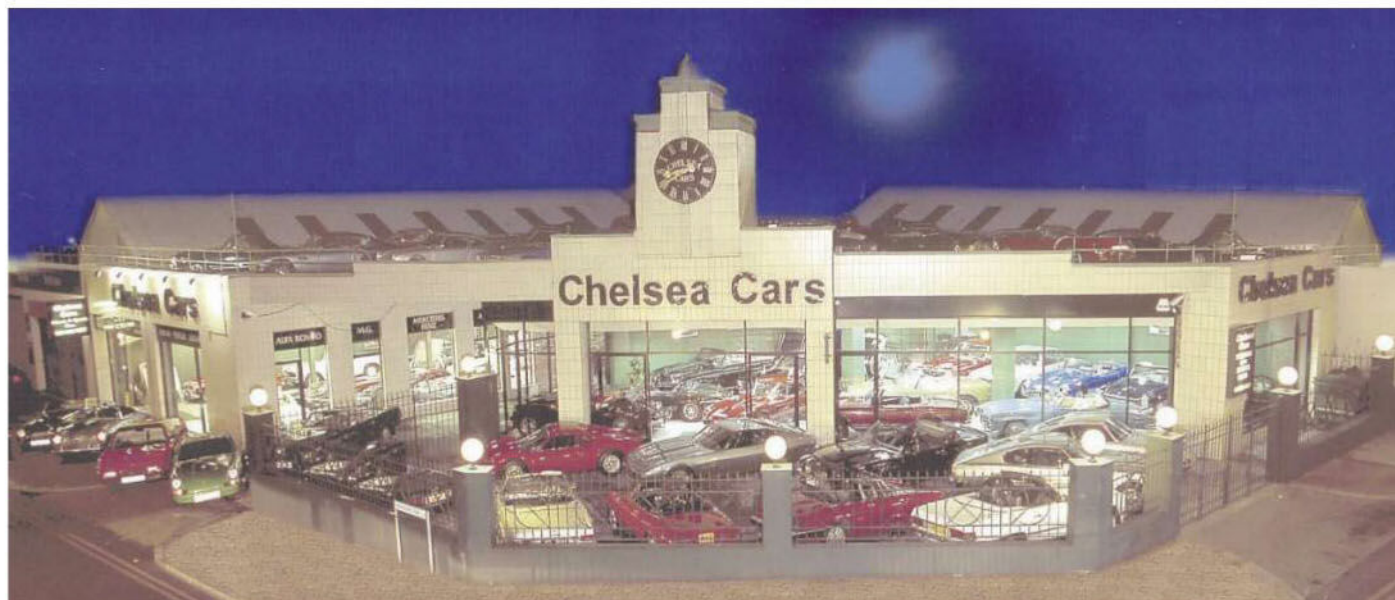
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**1965 Jaguar MKII 3.4 Manual with Overdrive.** Quite simply outstanding to drive. Upgraded MK2 that has annually toured France faultlessly. Only two owners from new, last owner since 1987 and 27000 miles covered since then. Original colour, original trim and top class on the road..... **£29,995**



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**1931 Hillman Wizard DHC.** The only one known in the UK, super rare, a true collector's piece. Nicely presented, older restoration that's perfectly usable. Large, imposing, and super 15.7HP engine ..... **£22,995**



**1923 Ford Model T 4 Seat Tourer.** Very large, imposing and impressive. Many years featuring in 'Concours d'Elegance' events in Germany. A real museum piece that is also on the button and useable. Rare four seater Torpedo body, wonderful ..... **£26,995**



**1958 Jaguar XK150 3.4 Roadster** in Indigo Blue with Grey leather trim, Dark Blue hood and CWW. Subject of two year rebuild costing £125,000. Matching engine and chassis numbers, 5 speed gearbox and running in miles since. **£139,995**



**1966 Jaguar S'Type 3.8 Automatic.** Indigo Blue with Grey leather upholstery and steel wheels. Stunning body and paint, re-trimmed leather, rebuilt engine, gearbox and power steering system. Excellent history and webasto sunroof ..... **£29,995**



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**1965 Jaguar S'Type 3.8 Manual with Overdrive.** Opalescent Green with Beige leather upholstery and original steel wheels. Superb straight body, lovely paintwork, beautiful re-trimmed upholstery and excellent on the road..... **£24,995**



**1957 MGA 1500 Roadster.** South African car that spent many years on display in a museum. Subject of show standard rebuild and low mileage since with just two UK owners. .... **£29,995**



**1975 BMW 2002 Baur Targa** The car has been superbly well maintained and in 2004/2005 was subject of major restoration work with marque specialists 'The Jaymie Workshop Ltd' ..... **£12,995**



**1970 Mercedes Benz 280SE** - low mileage manual column change, one UK owner, former England Rugby World Cup winning Captain Martin Johnson CBE. Previously registered in Guernsey..... **£14,995**



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**1963 ALFA ROMEO 2600S BERTONE COUPE.** Rosso Corsa with Tan Leather Trim. Original Factory RHD, 58000 Miles Only, Matching Numbers, All books, Tools, etc. Restored to near concours several years ago, Stunning and rare .....**£49,950**



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**1959 AUSTIN HEALEY 100/6 BN6. LHD.** Last known chassis number to exist. Rare 2 Seat BN6 (less than 470 built). Chrome wire wheels, overdrive, stainless exhaust, full weather equipment. Subject of a 100 point concours restoration. The finest we have ever seen!! .....**£69,950**



**1957 ROLLS ROYCE SILVER CLOUD I.** Two tone sage green with beige leather, PAS, original RHD example, with all books, tools etc. Known by us for many years, and sold by us to its last collector owner. 72000 Miles only, original build sheets in history file, lovely Original, Stunning, example .....**£39,950**



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**1948 FORD F1 PICKUP.** 6 cylinder flat head petrol. Spent most of its life on a farm in Ohio. Ground up restoration to a very high standard, so good in fact that it was on display for some time at the Henry Ford Museum. ....**£29,950**



**1983 Ferrari 308GTS Quattrovalvole. LHD.** Rosso corsa with full tan leather. Alloys, air conditioning, stainless exhaust. 45000 miles only, All books, tools and full documented history. Concours example, and stunning. ....**£POA.**



**1976 (ONE OF THE LAST BUILT) FIAT 500.** with sunroof. Matching numbers, LHD. Rust free, unrestored, low mileage, mint original example. 37000 Miles Only. The best you will ever see!! .....**£12,950**



**1983 JAGUAR XJ6 4.2.** Masons Black with light tan leather. One Family Owner from new, and 24000 Genuine miles from new (repeat 24000 miles only), 2012 Norwich Union "champion of Champions", described as the "BEST XJ6 IN BRITAIN". All books, Tools, MOTS, Service History with Jaguar. A MINT and totally original XJ6. Serious enquiries only .....**£24,950**



**1998 993 CARRERAS 2. LHD.** One of the last 4 built. Ltd edition speed yellow with black leather. Sports trim. 2 owners 38900 miles only from new with. Full documented history. Stunning. ....**£69,950**  
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**1988 930 TURBO COUPE RHD.** Silver with burgundy leather, ESR, Aircond Original Fuchs alloys, total documented history from new, 3 owners and very low mileage since full recommissioning. ....**£84,950**



**1989 JAGUAR 2.9 XJ6 SOVEREIGN SPEC. AUTO.** One Famous DR owner. 49000 miles only with Full Documented History. All Tools, Books, etc. Concours Example .....**£14,950**



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**1953 BENTLEY R Type (Big Boot)** Chassis number B27SP. Burgundy over cornish grey with grey leather piped St James. Last owner over 12 years and restored to concours standards several years ago. All books, Tools and vast history. A Stunning and correct, matching numbers example .....**£39,950**



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**2000 3.2 BOXSTER S.** Midnight blue with Tan leather Alloys, full electric pack. 52000 miles only with FPSH. In virtual Concours Condition. Best we have seen ever!! .....**£9950**



**1989 MDL MERCEDES 300SL SPORTS.** Classic Alpine white with Black/Grey trim. Hard and unused soft top alloys/big spec, two owners, 60,000 Miles with FMBSH. In concours show winning condition. You will not find better .....**£29,950**



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**1981 944 LUX.** Manual. Lemans blue with Berber trim, sunroof and alloys. Last Doctor Owner 28 years and 54000 miles with full history. The finest and most original we have seen .....**£9,950**



**1982 FERRARI MONDIAL 8 COUPE.** Silver with red leather trim, alloys, air cond, 48,000 miles, full history, all books, papers, documents, tools, superb, rarely do you see them like this!! .....**£39,950**



**1986 MERCEDES 280SL SPORTS.** (Rare alloy engine). Champagne with light tan trim, rear seat, alloys, electric windows, hard and soft tops, 60100 miles with full service history. In original, concours winning condition, we have not seen a better example ever. Truly stunning. ....**£18,950**



**1990 MERCEDES 500SL W129 SPORTS CONVERTIBLE.** Silver with Blue Leather, Blue Power Hood, and Silver Hard Top. Flat Face Alloys, Aircond, Cruise, ASR, ABS, Sports Box, etc. FMBSH, 2 previous owners, in our Chairmans collection for the last 7 years, Concours winning Example, and the best we have ever seen. ....**£14,950**



**1961 AUSTIN HEALEY 3000 MK2 LHD.** Triple Carb fast road spec. Goodwood Green with Black trim. Overdrive, black cobra wires, side sports exhaust, Uprated brakes and suspension, Factory hard too. Mint and rust free, with heritage cert. As good as it gets!! .....**£69,950**



**1958 BENTLEY S1.** Ascot silver grey with grey leather, and blue carpets. Factory Power steering, and rear parking sensors. 41000 miles only with full history, old MOTs, all documentation etc. Sold by U.S. Over a 25 year period to its last 2 owners. Stunning, and superbly maintained car. ....**£39,950**



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1996 Ferrari F512M LHD



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1991 Isdera Imperator 108i LHD



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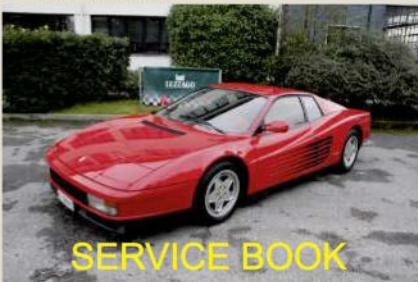
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5 speed gearbox, cream coachwork almost unmarked with unmarked tan leather trim, never been conolised, oatmeal carpets, stainless steel exhaust, electric windows, PAS, original rear spats and suspension works perfectly, UK market car with 64,000 miles. 5 previous owners, owned by the late David Chaulkin, the SM aficionado. When new, this car was the fastest front wheel drive production car with a top speed of 140mph. Left hand drive. These cars really drive exceptionally well and handle as if they're on railway lines. I have owned this car for the past 7 years and knew David Chaulkin personally.



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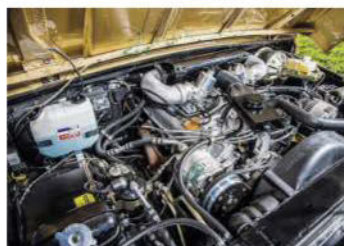


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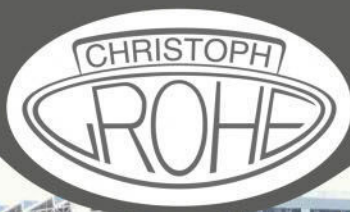
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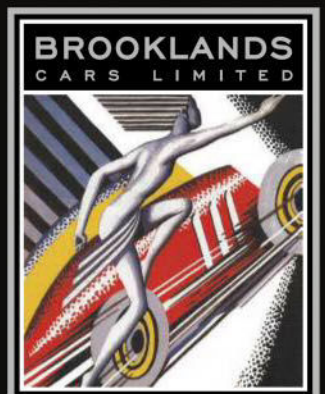
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**JAGUAR MK2 3.4 MANUAL/OVERDRIVE 1962**. One of the most eye catching MK11's we've ever owned. Beautifully restored, photographic file and invoices, in excess of £18,000. Previous keeper for 23 years, 21 MoTs, original sales brochure, £POA TEL: 01487 842085 CAMBS (T)



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**JAGUAR XK120 ROADSTER LHD (EX CLARKE GABLE - ACTOR) 1952**, 7000 miles. Metallic blue, grey and black leather trim. The ex owner was actor Clarke Gable, famous American actor who starred in Gone with the Wind. Fully restored in 1993. www.panoramabay.co.uk £119995 TEL:01202 709407 DORSET (T)



**LONDON TAXI TX1 1998**. Gleaming black, contrasting interior occasional seats, glass divider, CD system, walnut veneer dashboard, automatic, power steering, garaged. Drives superb. www.peterjarvis.net £3000 TEL:01322 669087 KENT (T)



**JAGUAR v8 XJ SERIES 4.0 SOVEREIGN AUTO 1995**, 21,232 miles. 4 dr Saloon. Power Steering, Electric Windows, Air Con, Cruise Control, Walnut Wood Dashboard, Abs Brakes, Stereo, Purchased New By Colin Wills Chairman of Wills Tobacc Ltd. www.ki £10999 TEL:02380 766870 HANTS (T)



**LOTUS CORTINA PRE-AIRFLOW MK1 1964**. Original bodysell, alloy panels, a frame rear suspension, original Green, log book, several history files, known to the Lotus Cortina register, open to any inspection. £65000 OFFERS TEL:01872 242046 CORNWALL



**JENSEN INTERCEPTOR III 1975**. Sheep skin & Black leather interior. 4 new tyres. 2 new hood motors. All necessary repairs included gear box & oil pump. Private sale. £45000 TEL:01206 305916 ESSEX



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Porsche 911 930 Turbo, Matching Numbers 1983



Aston Martin DB2 Vantage coupe, 4x Mille Miglia participant! 1952



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Lamborghini 400 GT 2+2 1966

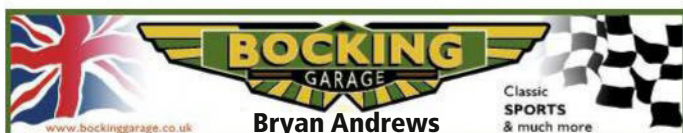
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**1996 JAGUAR XJ6 3.2 SPORT** Antigua blue with full black leather. Sport grill. Beautiful example. £3,500



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**2001 JAGUAR S TYPE 3 LITRE** Topaz blue with grey velour trim. One previous keeper, low mileage and beautifully kept. £2750



**1969 MORRIS 1100 MK II.** White with beautiful antique green trim. 48,000 miles indicated and believed correct. Nice example. £3,995



**1994 MERCEDES E 320 2 DOOR COUPE** Superb example finished in metallic oyster with leather interior. 94,000 miles with extensive history. Rare and desirable. £6,995



**2001 MERCEDES BENZ SLK.** Finished in brilliant silver with duo black and red leather trim. Electric seats, 83,000 miles with complete and extensive service history. Very nice condition throughout. £4,995



**1991 PORSCHE 944 S2.** Mercury grey metallic with light biscuit trim. Very attractive example. £6,950



**1997 JAGUAR XJ8 3.2 LITRE** Carnival red with unmarked cream leather interior 87,000 miles with a history portfolio. Lovely condition throughout and great value. £4,995



**1960 ROVER 100 P4.** Pine green over cumbernauld green with contrasting pale green leather interior. Only 58,000 miles indicated and believed to be correct. Beautiful example throughout. £2,000



**1995 ROVER 214i "1300 Miles"** Yes, only 1300 miles from new! Unique time warp, virtually indistinguishable from brand new. £4,995



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**MG MGB GT 1977,** 15,000 miles. 1800cc with working overdrive, owned for just over 2 years, garaged, all new carpets and interior, lights rewired and more. Partial or full respray will be needed. £1700 ONO TEL: 07854 731615 HARTLEPOOL



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**Tel: 01944 758000 (T)**



**MG MGB ROADSTER 1966,** 9500 miles. 1.8 White, Red hide. Heritage shell. Chrome wire wheels. Stainless steel exhaust. Mota Lita steering wheel. Overdrive. Impeccable throughout. £16500 TEL: 07850 310282 NOTTS



**MG MAGNETTE ZA 1956,** 74,000 miles. Ivory over green body, engine believed to be MGB with SU HIF carbs, gearbox MGB overdrive, 3.9 diff, Rev counter fitted, new careful owner. £11250 OVNO TEL: 01483 285145 SURREY



**MG MGB ROADSTER 1972,** 54,000 miles. Restoration completed in the summer, complete respray, much work done, have receipts for thousands, MoT May 16. £14999 TEL: 07973 444935 HANTS



**MG MGA 1600 MKII 1962.** 4 cylinder 1600cc Twin SU carburetors. Manual 4 speed. Older restoration we sold to current owner 10 years ago. During his ownership the gearbox's been rebuilt and new stainless steel exhaust s £27500 TEL: 01590 612999 HANTS (T)



**MG MGB ROADSTER 1976,** 93,000 miles. Green, black leather, lots of money spent, complete engine rebuild, re-con gearbox, new interior & hood, drives like a dream, MoT Jan 17. £3600 OVNO TEL: 07855 740024 CHESHIRE



**MG MGA ROADSTER 1957,** 53,109 miles. Excellent example. Garaged. Updated with electronic ignition and alternator. Completed last 3 years of RAC Spring Classics. Serviced regularly. Starts and runs perfectly. £23000 OVNO TEL: 07778 666178 SURREY



**MG MGB ROADSTER MK II 1971,** 38,600 miles. Restored & improved over the last 7 years whilst owned. Teal blue, Autumn Leaf brown trim interior, garaged, MoT Aug 16. £9500 TEL: 07766 562450 GREATER MANCHESTER





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**MG MIDGET MK1** 1961. Good overall condition. Original specification, Tonneau, heater & rare rear seat cushion. Full nut & bolt restoration in mid 90's. £6250 OVNO TEL: 01473 728399 SUFFOLK



**MG TC** 1946, 12,000 miles. Outstanding with excellent red interior trim, double duck hood and screens in good order. 5 new wheels and tyres fitted last year. Outstanding car. £33950 OVNO TEL: 07847 650353 BEDS



**MG TD LHD**, finished in British racing green with green interior and cream hood and weather equipment. Imported from California. All duties paid. £15500 TEL: 07786 425362 LEIC



**MGB GT** 1972, 28,000 miles. Unique & restored to brand new condition with many innovations, new mechanics throughout, inc. gearbox/overdrive, super metallic paintwork, new interior, unleaded. MoT Oct 16. Phon £8990 TEL: 01621 818009 ESSEX



**MORGAN 4x4** Stunning, in original resprayed rape yellow, new 1.9 CVH engine stage II, Dyno 120BHP read out, without the emission controls, K&N Air filter, S.S. tuned manifold, side exhaust (original S.S. available). £17750 TEL: 02084 621846 KENT



**MORRIS 1000** 1965, 74,500 miles. 2 door saloon, Trafalgar blue. MoT November 2016. Average to good all round condition. Good starter and runner. £1750 OVNO TEL: 07921 229025 Lincs



**MORRIS 1000** 100,000 miles. Old English white with red and cream leather seats, brilliant little car, used everyday, please contact for more details. £5000 ONO TEL: 07591 248588 MERSEYSIDE



**MORRIS 8 SERIES SALOON** 1948, 33,000 miles. 2 former keepers. A historic vehicle. Excellent for age. Green and Black. Manual. Comes with a box of spares, manual book, bills, old MoT's. Has won a few prizes for the old owner £8999 TEL: 02380 766870 HANTS (T)



**MORRIS MINOR** 1968. 2 door. Almond green. Rust free body & underneath. Electric ignition. Alternator. 4 new tyres. New seat belts. Good engine. Starts first time. Reliable runner. £2950 TEL: 01235 203077 OXON



**MORRIS MINOR** 1968, 32,340 miles. 11 previous owners, paintwork in great condition, wheels recently painted, good tyres, some new parts, a bit of history. £2495 ONO TEL: 07889 882668 NOTTS



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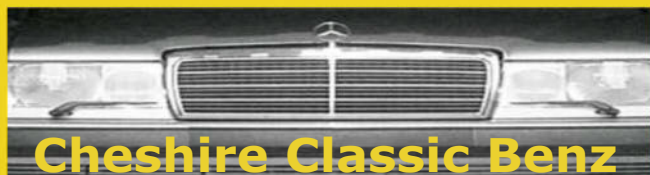
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Midnight Blue, black soft top, hardtop, Mushroom leather, very high spec inc. auto, cruise, climate, adj steering col, heated elec mem seats, rear seats, orig 16" alloys, FSH, 78,000m . **£11,950**



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Brilliant Silver, black soft top, hardtop, black/red leather, carbon fibre effect trim, 5 speed auto, cruise, climate, htd elec seats, rear seats, orig Evo II 17" alloys, FSH, **only 9,800m . . . £25,950**



**230 Saloon 1980V**

Pastel Beige, Sienna cloth/MB Tex, auto gearbox, manual windows, elec sunroof, headrests, steel wheels, orig Becker, c/locking, FSH, one husband/wife owner, **only 32,000m . . . £13,950**



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Almandine Red metallic, Mushroom leather, black soft top, 5 speed auto, air cond, cruise, airbag, elec mem seats, leather steering wheel, original 15" alloys, FSH, 46,000m . . . **£19,950**



**220SEb Coupe 1966D**

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**220SEb Coupe 1965C**

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**S320 Saloon 1994M**

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**230E Saloon 1983A**

Champagne metallic, Date cloth interior, auto gearbox, manual windows, electric sunroof, headrests, armrests, original alloy wheels, central locking, 89,000m . . . . . **£7,950**



**E220 Coupe 1994M - LHD**

Brilliant Silver, Anthracite cloth, 5 speed manual, aircon, front & rear headrests/armrests, electric windows, electric sunroof, original alloys, one owner, FSH, 46,000m . . . . . **£9,950**

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**PORSCHE 911 1965**, 54,000 miles. Imported from California early last year, UK registered, good bodywork, engine & running gear in good condition, MoT Apr 16. £130000 TEL:01978 663015 WREXHAM



**MORRIS MINOR TRAVELLER 1970**, 97,400 miles. Long MoT, no advisories, starts and drives very well, most MoT's back to 1977 to corroborate this. Looks to be original and unrestored. Good condition. £5250 OVNO TEL:07887 441739 HANTS



**PORSCHE 928 S1 HISTORIC RACER 1978**. Ready to go in good condition. Suitable for many series. Make a good track day car. MoT May 16. Has all its original trim to convert back to a road car. [www.arunholdings.co.uk](http://www.arunholdings.co.uk) £17750 TEL: 01420 511375 HANTS (T)



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**PLYMOUTH BELVEDERE (GTX) 1966**, 63,000 miles. UK registered with current MoT which has no advisories, import and duty taxes are all paid for, lots of new parts, four good tyres. £17000 TEL:07792 822613 ESSEX



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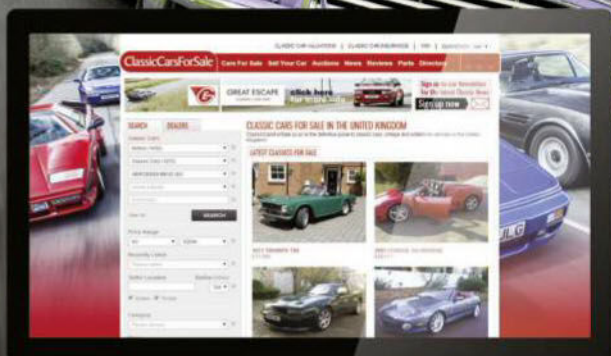
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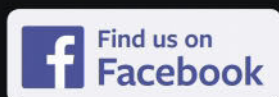
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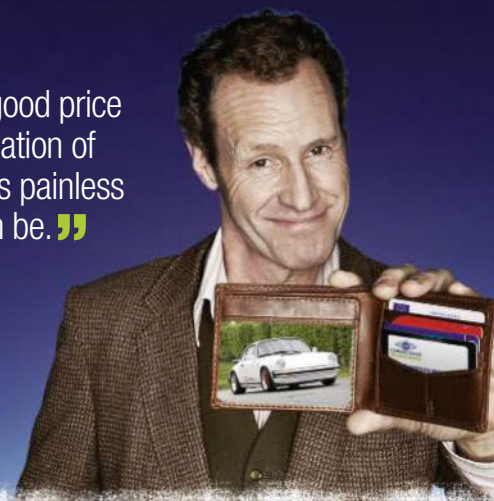
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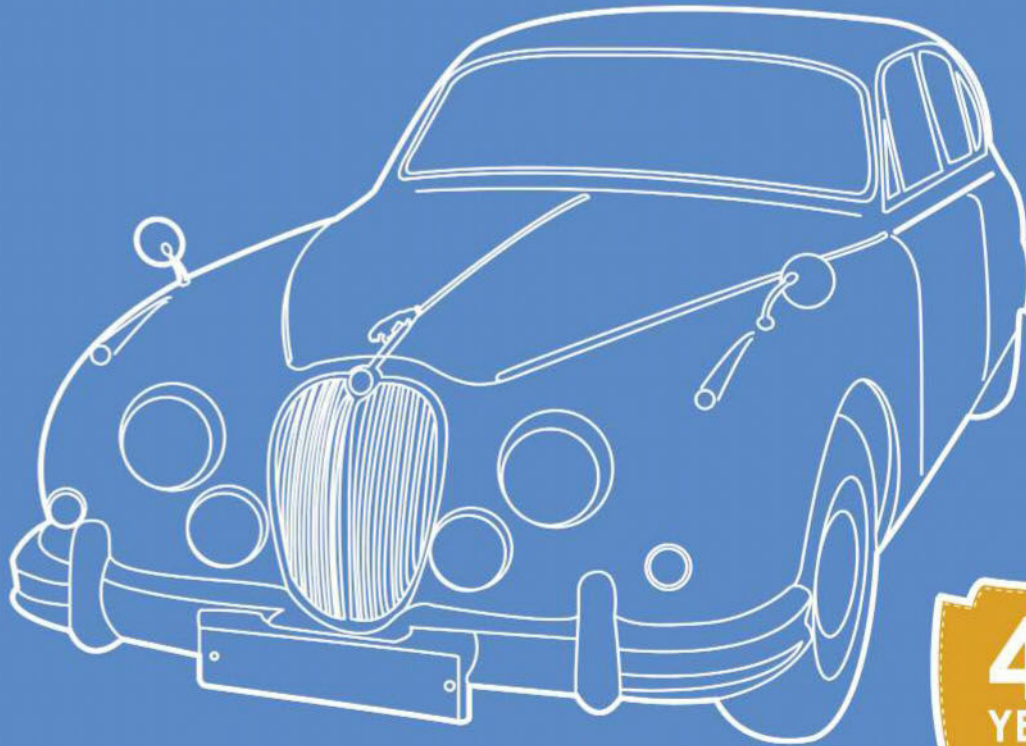
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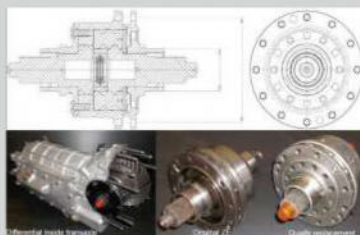
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Your tales of classic cars bought and sold on a whim

Tired £2300 Silver Spirit looking forward to a new life in eastern Poland



## Rolls shows Eastern promise



My father was a member of the Rolls-Royce Enthusiasts' Club many years ago – he had a Silver Shadow II that we called

Buttercup because she was yellow with a brown roof. I remember ice-cold aircon in summer, the beautiful finish, the sweet musky leather smell. I felt like a little king.

Fast forward to the Nineties and I see a Rolls-Royce Silver Spirit for sale online. It has full service history and original plates. I go to view it and fall in love with the colour, the leather and the wood. She is a non-runner but I pull the picnic tables down and imagine sipping fine wines in the back. The guy wants £3k. I say no way. He says he'll break the car for parts. I offer £2k. He says no. I say I'll go to £2300 but no higher. He agrees, and the Rolls is trailered off to my parents' place.

I arrange to have the car taken off to eastern Poland for a rebuild. Two weeks later I get a phone call from the Polish lorry driver, who is outside my parents' house. He is clearly very excited but speaks no English – turns out he can't get his truck anywhere near the Rolls. A phone call to Dodgy Ray in Colchester and the promise of £70 sees it on the back of a Transit low loader and transferred to the lorry.

A week later Matt the chief project engineer fits the fuel pump, cleans the lines, drains the tank and cleans the carbs. After

15 years of hibernation she starts and runs. The time has finally come for the test-drive.

I tell Matt that rule number one with old-school Roller ownership is that the owner should never drive it. My wife and three burly Poles get into the back. The picnic tables designed for champagne in the Royal Enclosure have bottles of Polish beer on them. We tear down the dirt roads – the windows are down and the dust is flying. I am Toad of Toad Hall – all giggles and waving like the Queen in the front seat. Back home I fall out of it laughing and shouting, 'That was £3000 well spent!'

I contact a gent who has restored 50 old Mercedes and six Rolls-Royces for a mega-rich eastern European chap. He learned his trade from his father who was himself taught by a Jewish engineer before World War Two and forced into Wehrmacht service fixing German kit damaged by the Russians in Barbarossa. A bit of damp and rust is nothing compared to Russian artillery-inflicted battle damage. He quotes £4000 and jumps for joy when I show him the parcel of Flying Spur goodies.

Then Matt will strip the engine and his uncle will rebuild the gearbox. I wish this work could be done by British craftsmen but it would cost £30,000 – why a lot of these cars have been broken over the years.

But old is in and retro is good. New stuff is boring and tells no history or tale. My Rolls-Royce lives to fight another day.

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1965 VW Split Screen Campervan  
Estimate (£): 18,000 - 20,000



1971 Jaguar E Type V12 Series III Auto Coupé 2+2  
Estimate (£): 34,000 - 38,000



1973 Aston Martin V8  
Estimate (£): 35,000 - 45,000



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Our quarterly guide brings you freshly updated prices for 1200-plus classics

Whether you're buying or selling a classic, it pays to know how the market has been reacting to that model. We consult specialists, clubs and dealers, and scour auction results to ensure our guide is as accurate as possible. But remember, it's not a valuation - a car's true value can only be assessed in person. Timewarp cars with perfect history, or those freshly restored, often command disproportionately higher prices. On some models at the 'bluechip' end of the market, like Ferrari GTOs, history and provenance are as crucial as condition, so our price spread reflects that.

**Concours/Dealer** If you can afford it, do it. This is what to pay for a top-notch example; also a good guide to concours value.

**Mint**  
Shiny and bright, but not concours condition. Any defects should be small. You'll get a fine example for this money.

**Good**  
Tidy and ready to use, but needing cosmetic attention. You'll have to spend more money if you want it looking really smart.

**Rough**  
Usually a runner, but with an untidy body or needing parts. Extra spending may now be a more serious consideration.

**Price change**  
At-a-glance  
indicator showing  
the market trend of  
the latest updates

ALLARD	Allard Owners' Club (01438 773428)						
K1/K2/K3	46-54	110,000	80,000	55,000	36,500	3917	101
L/M	46-53	60,000	404,000	22,000	14,000	3622	96
P	49-52	29,500	22,000	12,500	7500	3622	90
J2/J2X	50-54	240,000	200,000	160,000	125,000	4375	130

ASTON MARTIN		Aston Martin Owners' Club (01865 400040)						
DB2	50-53	180,000	140,000	92,500	70,000	2580	110	
DB2 con	51-53	285,000	225,000	180,000	140,000	2580	109	
DB2/4 MkII	53-57	175,000	137,500	90,000	67,500	2580	120	
DB2/4 con	53-57	275,000	225,000	175,000	135,000	2580	120	
DB MkIII	57-59	210,000	165,000	115,000	85,000	2922	120	
DB MkIII con	57-59	550,000	450,000	350,000	250,000	2922	120	
DB4	58-63	465,000	385,000	300,000	225,000	3670	141	▲
DB4 con	61-63	900,000	800,000	600,000	475,000	3670	140	
DB4 GT	60-63	1.8m	1.5m	1.2m	950,000	3670	155	
DB4 GT Zagato	60-63	9m	7.5m	6.5m	6m	3670	154	
DB5	63-65	550,000	450,000	350,000	250,000	3995	143	
DB5 con	63-66	1m	900,000	700,000	550,000	3995	141	
DB6	65-70	275,000	220,000	160,000	120,000	3995	140	
DB6 Vantage	66-69	320,000	250,000	175,000	140,000	3995	148	
DB6 Volante	66-70	600,000	475,000	375,000	300,000	3995	145	
DBS 6	67-72	100,000	70,000	45,000	32,000	3995	138	
DBS 6 Vantage	67-73	120,000	80,000	52,500	40,000	3995	141	
DBS V8	69-73	110,000	75,000	50,000	35,000	5340	162	
V8	72-90	80,000	57,500	35,000	24,000	5340	147	
V8 Vantage	77-89	150,000	110,000	75,000	40,000	5340	168	
V8 Volante	78-90	115,000	92,500	54,000	36,000	5340	130	▼
V8 Vantage Volante	86-89	175,000	130,000	85,000	55,000	5340	162	
Zagato	86-87	120,000	100,000	88,000	75,000	5340	180	
Virage	89-96	30,000	23,500	16,000	11,000	5340	158	
Virage Volante	92-96	35,000	27,500	22,000	19,000	5340	157	
V8 Vantage	93-99	120,000	85,000	60,000	40,000	5340	186	
V8 Coupé	96-99	42,500	35,000	29,000	24,000	5340	155	
DB7	94-99	22,500	20,000	16,000	11,500	3239	157	
DB7 Volante	96-99	27,000	23,000	18,000	13,500	3239	155	
DB7 Vantage	99-03	29,500	25,000	20,500	16,000	5935	185	
DB7 Vantage Volante	99-03	23,000	22,000	24,500	24,500	5095	165	

AUSTIN-HEALEY	Austin-Healey Club, 4 Saxby St, Leicester LE2 0ND						
100 BN12	53-56	65,000	47,500	32,000	20,000	2660	103
100M	55-56	135,000	100,000	70,000	50,000	2660	109
100S	55	625,000	510,000	440,000	380,000	2660	119
106 BN4/6	56-59	46,000	32,500	22,000	12,500	2639	105
3000 MKI	59-61	52,500	37,500	25,000	13,000	2912	112
3000 MkII BN7	61-62	75,000	50,000	35,000	25,000	2912	117 ▼
3000 MkII B7J, B7J	62-64	55,000	39,500	27,500	14,000	2912	117
3000 MkIII	64-68	59,000	42,500	30,000	16,000	2912	121
*Frogeys' Sprite MkI	58-61	18,500	13,000	6500	4000	948	82
Sprite MkII	61-64	10,000	7000	3250	1600	1098	90
Sprite MkIII-IV	64-71	7500	5500	2850	1250	1275	96

BENTLEY		Bentley Drivers' Club (01295 738866)					
3 Litre Tourer	22-25	350,000	225,000	150,000	100,000	2996	
4.5 Litre Tourer	27-31	950,000	675,000	525,000	375,000	4398	92



## ➔ PRICE GUIDE

		Private sale							
NE	DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
348 Spider		89-94	48,500	39,500	32,000	25,000	3405	170	
F355 GTS		94-99	70,000	60,000	45,000	35,000	3496	185	
F355 Spider		95-99	80,000	70,000	55,000	42,500	3946	183	
Testarossa		84-90	100,000	75,000	52,000	37,000	4942	181	
512 TR		91-94	130,000	100,000	65,000	50,000	4943	193	
F512 M		94-96	160,000	120,000	80,000	62,000	4943	194	
456 GT		92-98	33,000	27,500	22,500	17,500	5474	186	
288 GTO		84-87	1.6m	1.4m	1.2m	1m	2855	190	
F40		88-92	750,000	650,000	575,000	475,000	2936	201	
F50		95-97	900,000	800,000	700,000	600,000	4698	202	
560 Maranello		96-01	70,000	55,000	42,000	35,000	5474	199	

	Fiat Motor Club (0208 372 4028)							
NE	DENOTES NEW ENTRY TO PRICE GUIDE							
500 Topolino	48-55	12,000	8000	4000	2000	569	80	
600/600D	55-70	9500	7000	3000	1250	633	66	
600 Multipia (MPV)	55-60	25,000	17,500	9000	5000	767	59	
500D/F/L/R	57-75	11,500	7750	3600	1750	499	61	
1600S/1600S Osca sp	59-66	42,500	30,000	16,000	10,000	1568	105	
2300S	61-68	26,500	18,500	12,500	7500	2280	120	
850 Coupé	65-73	6500	5000	2400	850	903	96	
850 Spider	65-73	12,000	9000	4250	2000	903	96	
124 Special 1.2/1.4	66-73	2500	1600	750	300	1438	100	
124 Coupé	66-75	7000	5000	2200	800	1756	115	
124 Spider 1.4/1.6	66-72	14,000	10,000	4500	2000	1608	112	
124 Spider 1.7/2.0	72-81	10,000	7000	3000	1500	1756	108	
124 Spider Abarth	72-75	25,000	18,500	12,000	6500	1756	118	
Pininfarina Spider	82-85	12,000	8000	3750	1650	1995	104	
Dino Spider 2.0/2.4	67-73	107,500	80,000	52,500	32,500	2418	130	
Dino Coupé 2.0/2.4	67-73	35,000	26,000	16,500	10,000	1987	122	
1300 saloon 2.8/3.2	69-76	5500	3750	2000	750	3235	112	
130 Coupé	72-76	16,000	12,000	6500	3250	3235	114	
127 1300 Sport	81-83	3250	2400	1000	450	1301	102	
128 3P coupé	75-78	6000	4500	2000	1000	1301	102	
X19	77-89	4000	3000	1400	650	1290	100	
Barchetta	95-02	5000	3750	2250	1000	1747	118	

	FORD AVO OC (01527 542251); RS OC (0118 984 1583); Capri Club Int'l (01386 860860); Sporting Escort OC (01359 231384); Mustang OC GB (mooch.net)							
NE	DENOTES NEW ENTRY TO PRICE GUIDE							
Prefect	40-53	5000	3850	1750	950	1172	88	
Pilot V8	47-51	12,500	10,000	6000	3500	3622	82	▲
Anglia/Popular 103E	46-59	6000	4250	2000	1100	1172	61	
Anglia 100E/Popular	53-62	4500	3000	1250	625	1172	71	
Prefect 107E	59-61	5500	4000	2000	1000	997	73	
Anglia 105E	59-68	5600	4000	1750	750	997	74	
Anglia 123E	62-68	6200	4250	2000	950	1197	82	
Consul Mk1	50-56	6750	5000	2500	1250	1508	73	
Zephyr Six Mk1	50-56	10,000	7000	3500	1750	2262	82	
Zephyr Zodiac	53-56	12,500	9500	4750	2250	2262	84	
Consul Mk1 con	52-56	16,500	12,500	6750	4000	1508	73	
Zephyr Mk1 con	52-56	25,000	20,000	12,000	6500	2262	82	
Consul Mk1	56-62	8500	5000	2500	1250	1703	79	
Zephyr Mk1	56-62	12,000	8000	3500	1600	2553	88	
Zodiac Mk1	56-62	13,000	9000	4000	1800	2553	88	
Consul Mk1 con	56-62	12,000	8500	4750	2500	1703	78	
Zephyr Mk1 con	56-62	20,000	15,000	9000	5500	2553	88	
Zodiac Mk1 con	56-62	22,500	16,500	10,000	6000	2553	88	
Zephyr Mk1	62-66	6750	4850	2000	750	2553	95	
Zodiac Mk1	62-66	7500	5500	2600	1250	2553	100	
Zephyr 4.6 Mk1V	66-72	4250	2850	1250	625	2994	100	
Zodiac Mk1V/Exec	66-72	5250	3500	1500	750	2994	100	
Consul Classic	61-63	5750	4200	1850	925	1498	79	▲
Consul Capri/GT	61-64	9000	5000	3000	1350	1340	80	▲
Corsair/V4	64-70	4750	3200	1500	700	1663	90	
Corsair GT	64-67	5250	3500	1750	800	1996	100	
Corsair 2000E V4	67-70	6500	4500	2000	1000	1996	100	
GT40	64-68	3m	2.1m	1.6m	1.35m	4736	198	
Mustang coupé	64-68	20,000	15,000	9000	5000	4727	120	
Mustang fastback	65-68	30,000	22,500	14,000	7500	4727	120	
Mustang con	64-68	32,500	24,000	15,000	7500	4727	111	
Mustang GT350	65-66	200,000	160,000	110,000	75,000	4727	133	
Mustang GT500	67-70	120,000	100,000	70,000	50,000	6800	130	
Cortina Mk1	62-66	6000	4250	1900	850	1498	82	
Cortina Mk1 GT	63-66	14,000	9500	5000	2650	1498	91	
Cortina Mk1	66-70	5000	3500	1750	800	1599	87	
Cortina Mk1 GT	66-70	8500	6000	2650	1300	1599	98	
Cortina 1600E	67-70	10,000	7000	3250	1500	1599	98	
Cortina Mk1	70-76	4500	3200	1500	700	1993	104	
Cortina 2000E	73-76	6500	4500	2200	1050	1993	105	
Cortina 2.3 Ghia	76-79	3250	2200	875	425	2293	110	
Escort Mk1 1.1/1.3	68-75	5500	3500	1750	800	1298	83	
Escort Twin Cam	68-71	40,000	32,500	24,000	17,500	1558	113	
Escort GT/Sport	68-73	9250	6750	3250	1750	1298	96	
Escort 1300E	73-75	8250	5750	2850	1600	1298	94	
Escort Mexico	70-75	20,000	15,000	8000	4250	1599	99	
Escort RS1600	70-75	47,500	40,000	29,500	21,000	1601	113	
Escort RS2000	73-74	25,000	19,000	12,500	8000	1993	108	
Escort Mk1 Ghia	75-80	5500	3750	1850	850	1599	97	
Escort Mk1 Sport	75-80	8500	6500	3500	1650	1599	101	
Escort Mk1 Mexico	76-78	16,500	12,000	6750	4000	1593	105	▲

	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
NE	DENOTES NEW ENTRY TO PRICE GUIDE							
Escort MkII RS1800	75-77	37,500	30,000	22,500	15,000	1835	112	
Escort MkII RS2000	75-80	16,000	11,500	6500	3750	1993	109	
Escort XR3i/XR3i	81-86	4500	3000	1500	400	1597	116	
Escort RS1600i	83-84	8500	6500	3500	2000	1597	117	▲
Escort XR3i cabrio	84-90	2750	1950	950	400	1597	107	
Escort RS Turbo	84-90	8000	6000	3000	1250	1597	122	
Capri Mk1 1.3/1.6	69-74	7500	5250	2500	1300	1599	95	
Capri GT 1.6/2.0	69-74	11,000	8000	4000	2000	1996	107	
Capri 3000GT	70-74	15,000	10,500	5250	2750	2994	113	
Capri 3000E/GXL	70-74	17,500	12,500	6250	3000	2994	113	
Capri RS3100	73-74	32,500	25,000	15,000	10,000	3091	125	
Capri 1111 1.6/2.0	74-82	7000	4750	2200	1100	1993	110	
Capri 1111 3.0	74-82	12,500	8750	4000	1750	2994	116	
Capri 111 2.8i	81-87	11,000	7500	3500	1400	2792	129	
Capri 280 Brooklands	87-88	15,000	11,500	6000	3000	2792	129	▲
Consul/Granada 3.0	72-77	6750	5000	2250	1000	2994	113	
Granada 3.0 Coupe	74-77	11,000	7500	3250	1500	2994	111	
RS200	85-86	120,000	100,000	80,000	65,000	1803	140	
Sierra RS Cosworth	85-87	30,000	22,500	14,000	9000	1993	145	
Sierra RS500	87	50,000	40,000	27,500	20,000	1993	149	
Escort RS Cosworth	92-96	21,000	16,000	10,500	7500	1993	144	

	FRAZER NASH VSCC Frazer Nash section (01285 720483)							
NE	DENOTES NEW ENTRY TO PRICE GUIDE							
Le Mans Replica	48-52	750,000	600,000	400,000	300,000	1971	115	

	GILBERT Gilbern Owners' Club (01926 512136)							
NE	DENOTES NEW ENTRY TO PRICE GUIDE							
GT Mk1 950-1800	59-67	12,500	9000	5000	3000	1588	111	
Genie	66-70	9500	6750	3500	1600	2994	120	
Invader I/II/III	71-74	11,000	8500	4000	1750	2994	120	

	GINETTA Ginetta Owners' Club (01724 352801; email: membership@ginetta.org)							
NE	DENOTES NEW ENTRY TO PRICE GUIDE							
G41 Q1.15	61-68	20,000	16,750	12,000	8000	1498	115	
G15 875/998	68-74	8500	6750	3500	1500	998	108	
G21 1800/1800S	71-78	9000	6500	3250	1500	1725	120	
G33	91-93	12,000	9000	6500	4750	3946	137	

	GORDON-KEEBLE Gordon-Keble Owners' Club (01280 701009)							
NE	DENOTES NEW ENTRY TO PRICE GUIDE							
GK/T	64-67	80,000	65,000	42,500	27,500	5395	135	▲

	HEALEY Association of Healey Owners (01425 480243)							
NE	DENOTES NEW ENTRY TO PRICE GUIDE							
Elliott saloon	46-50	37,500	32,000	22,500	11,000	2443	110	
Silverstone sports	49-54	175,000	140,000	97,500	60,000	2443	107	
Abbott con	50-54	42,500	35,000	24,000	12,500	2443	100	
Tickford saloon	50-54	32,500	25,000	16,000	9000	2443	102	



				Private sale					
NE	Year	Concourse/ Dealer	Min	Good	Rough	cc	Top speed	Price change	
6.5 Litre Speed Six	28-30	1.2m	950,000	675,000	500,000	6597	86		
4.5 Litre 'Blower'	29-31	2.5m	2.1m	1.75m	1.5m	4398	98		
8 Litre	29-31	1.6m	1.3m	950,000	475,000	7982	101		
Derby 3.5 Park Ward	33-37	100,000	75,000	50,000	29,500	3669	91		
Derby 3.5 coachbuilt	33-37	250,000	175,000	100,000	42,500	3669	91		
Derby 4.25 PW	36-39	120,000	80,000	52,500	32,000	4257	96		
Derby 3.5 coachbuilt	36-39	325,000	240,000	125,000	47,500	4257	96		
MkVI 4.3/4.6-litre	46-52	37,500	27,500	15,000	8500	4566	100		
MkVI con	51-52	100,000	75,000	40,000	27,500	4566	100		
R-type saloon	52-55	40,000	29,000	16,000	9000	4566	106		
Coachbuilt saloons	52-55	57,500	39,500	19,500	12,500	4566	106		
Coachbuilt con	52-55	125,000	95,000	55,000	32,000	4566	106		
R-type Continental	52-55	875,000	725,000	550,000	475,000	4566	115		
SI/2 saloon	55-62	40,000	30,000	17,000	8250	4487	101		
SI Continental Mulliner	55-59	350,000	275,000	185,000	140,000	4487	115		
SI Cont P Ward con	55-59	300,000	250,000	175,000	125,000	4487	114		
S2 Cont Mulliner	59-62	240,000	180,000	125,000	80,000	6230	115		
S2 Park Ward con	59-62	205,000	165,000	105,000	65,000	6230	115		
S2 Flying Spur	59-62	120,000	90,000	56,000	36,000	6230	120		
S3 saloon	62-65	42,500	32,000	18,500	8500	6230	116		
S3 MPW 2dr coupé	62-65	120,000	87,000	56,000	39,000	6230	120		
S3 MPW con	62-65	185,000	145,000	100,000	65,000	6230	116		▼
S3 Flying Spur 4dr	62-65	150,000	120,000	75,000	50,000	6230	118		
T1 saloon	65-76	16,500	13,000	6500	2500	6750	120		
T2 saloon	77-80	15,000	12,000	6000	2250	6750	120		
MPW/Corniche coupé	66-80	45,000	35,000	22,500	10,000	6750	120		
MPW/Corniche conv	67-85	55,000	45,000	30,000	16,000	6750	118		
Mulsanne/Eight	80-92	12,500	10,000	6000	2000	6750	119		
Mulsanne Turbo	82-86	15,000	12,000	6500	2400	6750	135		
Turbo R/L	85-97	22,000	15,000	7000	2500	6750	135		
Continental MPW conv	84-94	65,000	52,500	40,000	25,000	6750	140		
Continental R	91-02	44,000	34,000	23,000	18,000	6750	151		
Continental T	96-02	62,000	50,000	40,000	30,000	6750	175		
Brooklands	92-98	17,000	14,000	10,500	7000	6750	140		

BERKELEY Berkeley Enthusiasts' Club (01483 475330)									
Sports SA322/SE328	56-58	6750	5000	2500	1400	328	65		
Sports SE492	58-59	7250	5500	2750	1600	492	80		
B95/B105	59-61	7750	6000	3000	1750	692	90		
T60 3-wheeler	59-61	6750	5000	2400	1250	328	60		

BIZZARRINI (isobizclub.com)									
5300 GT Strada	65-69	475,000	400,000	325,000	250,000	5354	165		

BMW BMW Car Club (01225 709009)									
328	36-39	640,000	525,000	400,000	300,000	1971	100		
501 V8/502/2.6/3.2	55-63	45,000	32,000	15,000	8000	2580	100		
503 coupé	56-59	130,000	100,000	70,000	50,000	3168	115		
507	56-59	1.25m	1m	850,000	675,000	3168	135		▲
Isotta 250/300	55-65	26,500	20,000	14,000	7250	298	60		
600	58-59	30,000	24,000	16,000	9500	585	65		
1600/1800	62-72	60,000	45,000	20,000	11,000	1766	100		
2000ti lux/ti	66-72	8500	6000	3000	1400	1990	105		
1600/1602/1502	66-77	5000	3500	1650	650	1573	100		
2002/Touring	68-75	10,000	7000	3500	1600	1990	112		
2002 cabrio/targa	71-74	14,500	10,500	5500	2500	1990	110		▲
2002ti	71-75	16,000	12,000	6000	2750	1990	120		▲
2002 turbo	73-74	49,000	39,500	27,500	18,500	1990	130		▼
2800CS/CSA	69-71	16,500	12,000	6500	3500	2788	120		
2500/2800/3.0/3.3	69-77	7500	5250	2500	1400	2494	110		
3.0CS/CSI	71-75	20,000	15,000	8500	5000	2985	130		
3.0CSL	72-75	75,000	55,000	32,000	22,000	3003	134		
3.0CSL 'Batmobile'	72-75	150,000	125,000	100,000	70,000	3153	138		▲
635i/628 CSI	76-87	8750	6000	3000	1500	3210	132		
635 CSI	78-89	12,500	8750	4500	2250	3453	140		
M635i CSI	85-89	30,000	22,000	13,000	6500	3453	158		▲
M1	79-80	260,000	210,000	140,000	100,000	3453	162		
323i (E21)	77-82	6500	5000	2500	1300	2315	126		
320i/325 Baur cabrio	81-85	6250	4250	2000	650	2495	135		
M355i	80-87	6000	4000	2000	950	3453	136		
M5 (E28)	85-88	22,000	16,500	8250	5500	3420	152		
M5 (E34)	88-95	15,000	11,000	5500	3000	3535	155		
M3 (E30)	86-90	37,500	29,000	20,000	12,500	2302	143		
M3 Evo II (E30)	88	50,000	40,000	26,000	16,500	2302	143		
Z1	86-91	27,500	22,500	14,000	9250	2494	140		▲
840i/850 coupé	90-99	12,000	9000	4500	2200	4941	155		
Z3M Coupe	98-02	26,500	20,000	12,500	8250	3201	159		
Z8	00-03	135,000	110,000	85,000	65,000	4941	155		▲

BOND Bond Owners' Club (0121 784 4626)									
Minicar MkA-G	48-65	5000	3600	1750	750	250	55		
GT2-2/GT4S	63-70	4250	2850	1500	600	1296	90		
Equipe GT	67-70	4750	3000	1500	600	1998	100		
Bug	70-74	7950	5250	2500	1500	701	75		

BORGWARD Borgward Drivers' Club (01536 510771)									
Isabella TS	54-61	8500	6500	3000	1400	1493	93		
Isabella coupé	55-61	24,000	16,500	9000	4000	1493	98		

				Private sale					
NE	Year	Concourse/ Dealer	Min	Good	Rough	cc	Top speed	Price change	
BRISTOL Bristol Owners' Club (01403 784028); Owners & Drivers Assn (bristoloda.com)									
400	47-50	62,500	45,000	25,000	16,500	1971	92		
401, 403	49-55	50,000	32,500	18,000	12,500	1971	94		
Arnott-Bristol	54-61	250,000	200,000	150,000	90,000	1971	109		
404	54-55	75,000	55,000	35,000	22,000	1971	110		
405 saloon	54-56	37,500	27,500	15,000	9000	1971	94		
405 con	55	100,000	80,000	45,000	30,000	1971	100		
406	58-61	35,000	25,000	13,500	8000	2216	104		
407, 408, 409	62-69	32,500	22,500	12,500	7000	5130	122		
410, 411	69-76	37,500	27,500	14,000	8000	5900	140		
412, Beaufighter	76-93	35,000	20,000	12,000	6500	5900	150		
603, Britannia, Brigand	76-94	32,000	22,000	12,000	7500	5900	150		

BUGATTI Bugatti Owners' Club (01242 662914)									
Type 57 Galibier sal	34-39	275,000	210,000	160,000	115,000	3257	95		
Type 57 Ventoux 2dr	34-39	425,000	350,000	275,000	175,000	3257	95		
Type 57 Stalio con	34-39	650,000	550,000	400,000	250,000	3257	96		
Type 57 Atalante cpe	35-38	1.25m	1m	750,000	550,000	3257	100		
Type 57S Atalante cpe	38-39	6m	5.25m	4.5m	4m	3257	115		
EB110	92-95	300,000	250,000	195,000	150,000	3499	209		

CATERHAM Lotus Seven Club (01483 277171)									
Seven (solid axle)	73-89	15,000	10,500	7000	4500	1599	108		
Seven (de Dion)	87-91	16,000	11,500	7750	5250	1715	112		

CHEVROLET Classic Chevrolet Club (01376 552478); Corvette Club (01702 200881)									
Corvette	53-54	120,000	92,500	55,000	35,000	3800	107		▼
Corvette	55-57	65,000	47,500	30,000	20,000	4343	119		
Corvette	58-62	75,000	55,000	32,000	22,000	4639	132		
Corvette Sting Ray	63-67	72,000	52,500	26,000	17,500	5359	142		
Camaro	67-69	22,000	17,500	9500	5000	5735	130		
Camaro conv.	67-69	25,000	20,000	14,000	8000	5735	130		
Corvette Stingray	68-72	25,000	21,000	14,000	5500	6997	151		
Corvette Stingray	73-77	21,000	15,000	10,000	4500	5737	125		
Corvette	77-82	15,000	11,000	6500	3500	5733	125		
Corvette C4	84-96	11,000	9000	4500	2000	5733	145		
Corvette ZR1	90-95	17,500	14,500	11,000	7500	5727	180		

CISITALIA (cisitalia.net)									
202 coupe	47-54	260,000	210,000	160,000	125,000	1089	105		

CITROËN Citroën Car Club (07 000 246258)									
Light 15/Big 15	35-55	20,000	14,000	7250	4000	1911	72		
2CV	48-60	10,000	7000	3500	2000	425	49		



# PRICE GUIDE

NE	SENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale	Year	Concours/ Dealer	Private sale	Year	Concours/ Dealer	Private sale
Plus 4 (Vanguard)	50-53	32,500	25,000	16,500	10,500	2088	85			
Plus 4 (TR)	54-69	30,000	22,500	15,000	10,000	1991	96			
Plus 4 SS	61-69	65,000	50,000	32,500	20,000	2138	120			
4/4 SII/III/IV	54-68	21,000	16,500	12,000	8500	1498	85			
4/4 1600/CVH	68-88	19,500	15,000	10,500	7000	1597	105			
Plus 4	85-87	20,000	16,000	11,000	8000	1994	109			
Plus 8	68-72	34,000	28,500	20,000	12,500	3528	125			
Plus 8	73-86	26,500	22,000	15,000	9000	3528	125			
Plus 8 injection	84-04	32,000	26,500	16,000	9000	3528	125			

MORRIS	Morris Register (01934 832340); Morris Minor Owners' Club (01332 291675)
Minor MM lowlamp	48-51 7500 5500 3000 1500 918 64
Minor MM L-L Tourer	48-51 12,500 9000 4650 3000 918 64 ▲
Oxford MO	48-54 5250 4000 1750 850 1476 72
Six	49-54 6500 5000 2400 1000 2215 86
Minor MM/SII	50-56 5650 4200 1850 675 803 63 ▲
Minor MM/SII conv.	50-56 9500 7000 3500 1750 803 63 ▲
Minor SII Traveller	53-56 9000 6250 2750 1000 803 63 ▲
Minor 1000	56-70 6000 4500 1950 650 1098 77 ▲
Minor 1000 conv.	56-69 12,000 8000 4000 2000 1098 77
Minor 1000 Traveller	56-71 11,000 8000 3500 1000 1098 76
Cowley 1200/1500	54-57 3000 2000 1000 500 1489 74
Isis	55-58 6000 4500 2000 900 2639 90
Oxford II-III	54-60 4750 3600 1600 850 1489 78
Oxford V-VI	59-71 4000 2750 1100 500 1622 80

NSU	NSU Owners' Club (01883 744431); Ro80 Club (01274 484091)
Prinz	58-72 5250 3500 1500 750 598 71
Sport Prinz coupé	59-67 7000 4750 2500 1400 598 76
Wankel spider	64-67 16,500 12,500 7000 4000 497 95
1000	64-72 5000 3250 1400 650 996 80
1200TT	67-72 17,500 12,500 7500 4500 1177 110
Ro80	67-76 7500 5500 2250 550 995 108

OPEL	Vauxhall-Opel Drivers' Club (01362 692020); Opel Manta OC (manta.club.org)
GT	68-73 12,500 8500 4000 2000 1897 111
Manta A coupé	70-75 6500 4250 1750 850 1897 105
Manta GT/E	75-88 4250 3000 1400 600 1979 122

PANHARD	Panhard et Levasseur Club GB (0161 483 8262)
PL17 saloon	59-64 5500 4000 2000 1000 845 73
24CT coupé	64-67 6500 5000 2650 1400 845 100

PANTHER	Panther Car Club Ltd (0116 237 5284); Enthusiasts' Club (01252 540217)
J2 3.8/4.2/5.3	72-81 30,000 22,500 16,500 12,000 4235 115 ▲
De Ville 4.2/5.3	74-85 40,000 32,000 22,500 15,000 5343 135
Lima/Kallista	76-90 8750 6500 3650 2200 1596 98 ▲
Kallista 2.8/2.9i	82-90 11,000 8250 5000 3000 2933 112 ▲

PEERLESS/WARWICK	TR Register (01235 818866)
GT	57-62 25,000 18,000 12,000 7000 1991 105

PEUGEOT	Club Peugeot UK (020 8888 8772)
203 saloon	48-60 9000 6500 3000 1250 1290 70
403 saloon	55-66 4900 3750 1750 700 1468 81
403 cabrio	57-61 12,000 9000 6000 2000 1468 81
204/304 saloon	65-74 3000 2000 850 300 1288 90
204/304 coupé	67-75 4200 3000 1750 700 1288 90
204/304 cabrio	67-75 5250 4250 2000 1000 1288 88
404 saloon	60-75 4850 3850 1850 550 1618 90
504 saloon	68-83 3000 2200 800 300 1971 104
504 cabrio	69-83 18,500 13,500 7500 3500 1971 105
504 coupé	69-83 7500 5500 3000 1200 1971 107
504 V6 cabrio	74-83 25,000 19,000 10,000 4250 2664 117
205 T16	83-85 14,000 115,000 80,000 60,000 1774 130
205 GTi 1.6	84-90 7500 5000 2250 825 1580 122 ▲
205 CTI cabrio	86-92 5000 3250 1500 500 1580 120
205 GTi 1.9	87-94 9500 7000 3000 1250 1905 126 ▲

PIPER	Piper Sports and Racing Car Club, email: contact@thepiperclub.org.uk
GT1/P2 1.6	68-74 30,000 24,000 16,000 10,000 1599 115

PORSCHE	Porsche Club GB (01608 652911); Enthusiasts' Club (01246 279358)
356 pre-A	49-55 160,000 125,000 85,000 65,000 1488 90
356 cabrio 1.3/1.5	51-55 200,000 155,000 110,000 85,000 1488 90
356 Speedster	54-58 250,000 200,000 150,000 100,000 1488 92
356 Convertible D	58-59 125,000 105,000 75,000 50,000 1488 92
356A	55-59 84,000 60,000 38,000 24,000 1582 113
356B/C	60-65 75,000 55,000 33,000 22,000 1582 113
356A cabrio	55-59 110,000 82,500 55,000 40,000 1582 113
356B/C cabrio	60-65 100,000 75,000 50,000 37,500 1582 113
356 A/B Carrera	55-62 300,000 240,000 185,000 140,000 1582 113
Carrera 2	63-65 400,000 350,000 300,000 250,000 1966 125
911 2.0	64-65 160,000 125,000 82,500 62,500 1991 131 ▲
911 2.0	66-69 86,500 62,500 40,000 32,000 1991 131 ▼
911S 2.0	66-69 150,000 117,500 80,000 60,000 1991 140 ▼
912	65-69 35,000 27,500 17,000 11,000 1582 112
911L/T	67-73 65,000 48,000 29,000 20,000 2195 131
911E	68-73 76,000 56,000 35,000 25,000 2341 138
911S 2.2	69-71 137,500 107,500 72,000 52,000 2195 144 ▼
914-4	69-75 16,000 12,000 6000 3500 1795 112

NE	SENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale	Year	Concours/ Dealer	Private sale	Year	Concours/ Dealer	Private sale
914-6	69-72	60,000	48,000	30,000	20,000	1991	125			
911S 2.4	71-73	150,000	120,000	80,000	60,000	2341	144			
Carrera RSL	72-73	650,000	550,000	450,000	375,000	2687	149			
Carrera RST	72-73	550,000	450,000	350,000	295,000	2687	149			▼
911 2.7	73-77	30,000	22,000	12,500	7500	2687	135			
911S 2.7	73-77	42,500	32,500	22,000	15,000	2687	140			▼
Carrera 2.7	73-77	125,000	100,000	75,000	50,000	2687	148			▼
911 Turbo (930) 3.0	75-77	100,000	80,000	55,000	40,000	2995	156			
Carrera 3.0	76-77	65,000	50,000	30,000	18,000	2994	146			

924	76-85	3000	2250	1000	400	1984	126			
924 Turbo	78-83	5250	4000	1800	850	1984	144			
924 Carrera GT	80-81	50,000	36,000	22,000	16,000	1984	150			
924S/Le Mans	85-88	5500	3200	1500	500	2479	136			
928S/S2	77-87	10,000	7750	4000	1750	4664	155			
928 S4	86-95	16,000	11,000	5500	2500	4957	161			
928 GT	89-92	20,000	15,000	10,000	6500	4957	168			
928 GTS	91-95	25,000	20,000	14,000	10,000	5396	171			
911 Turbo (930) 3.3	77-90	75,000	55,000	35,000	25,000	3299	160			▲
911SC	77-83	30,000	24,000	16,500	11,000	2994	149			
911SC cabrio	82-83	32,000	26,500	18,500	12,500	2994	145			
Carrera 3.2	83-89	29,500	22,500	15,000	10,000	3164	158			
Carrera cabrio	83-89	32,000	25,000	17,500	12,000	3164	155			
Carrera 3.2 Supersport	84-89	45,000	35,000	22,500	15,000	3164	158			
911 Speedster	88-89	125,000	100,000	70,000	50,000	3164	158			▼
959	87-88	650,000	575,000	500,000	400,000	2994	190			
Carrera Club Sport	87-89	100,000	70,000	50,000	35,000	3164	154			
944	82-87	5250	3750	2100	650	2479	134			
944 Turbo	85-91	12,500	9000	4500	2250	2479	157			
944S	86-88	5750	4500	2650	1300	2479	140			
944 S2	88-92	7000	5000	3000	1450	2990	149			
944 S2 Cabrio	89-92	12,000	8000	4200	2300	2990	149			
944 Turbo Cabrio	'91	14,000	10,500	7500	6000	2479	150			
911 (964)	89-94	25,000	18,500	12,000	7500	3600	158			▲
911 Turbo (964)	90-94	60,000	45,000	30,000	22,000	3299	167			▲
911 Carrera RS	92-94	200,000	179,000	139,000	100,000	3600	162			NE
968	92-95	12,500	10,500	7500	3900	2990	150			
968 Club Sport	93-95	20,000	15,000	11,000	7000	2990	154			
911 Carrera (993)	94-97	50,000	39,000	29,000	20,000	3600	160			
911 Turbo 4 (993)	95-98	99,000	79,000	55,000	40,000	3600	180			
911 CAS/C2S (993)	95-97	79,000	60,000	45,000	30,000	3600	171			
911 Carrera RS (993)	94-95	250,000	220,000	185,000	135,000	3746	175			▲
911 GT2 (993)	95-96	520,000	450,000	350,000	250,000	3600	187			▲
Boxster 2.5	96-99	6750	5750	3600	2100	2480	149			
Boxster 2.7	99-04	9900	7900	4900	2850	2687	156			
Boxster 3.2S	99-04	12,000	9750	5600	3500	3179	164			

RELIANT	Sabre & Scimitar Club (020 8977 6625); Scimitar Drivers' (01453 548887)
Sabre 4/6	61-64 10,000 8000 5500 2500 2553 110
Scimitar SE4/a/b	64-70 8500 6500 3500 1950 2994 121 ▲
Scimitar GTE SE5-6/a	68-80 6000 4000 1500 600 2994 123
Scimitar GTC	80-85 9000 7500 3500 1500 2792 119
Scimitar GTE SE6b	80-86 5500 4500 1800 650 2792 122

RENAULT	Renault Owners' Club (renaultownersclub.com)
4CV	47-61 7000 4750 2500 1250 747 65
Dauphine	54-63 6000 4250 2000 1000 845 70
Dauphine Gordini	58-67 12,500 9500 5000 2500 845 83
Florida coupé	59-62 9500 7000 2750 1250 845 83
Florida convertible	59-62 11,000 8250 3500 1750 845 83
Caravelle coupé	62-68 10,000 7500 3000 1600 1108 90
Caravelle convertible	62-68 12,000 9000 4000 2000 1108 90
R4	62-80 4000 2500 1000 400 1108 72
R8/R10	62-71 3500 2500 1200 500 1108 84
R8S	68-71 5250 4250 2000 750 1255 90
R8 Gordini	67-70 35,000 30,000 20,000 12,500 1255 108
16 GL/DL/TS/TX	65-79 4500 3000 1400 650 1565 105
17TS/Gordini	72-78 4750 3400 1650 750 1565 110
5 Gordini/Turbo	76-84 6500 4500 2250 1000 1397 116
5 Turbo 2	83-86 52,500 42,500 30,000 21,000 1397 124
5 GT Turbo	86-91 5500 4000 2000 1000 1397 123
Clio Williams	94-95 7500 5000 2000 950 1998 134
Sport Spider	95-97 18,500 15,000 12,000 9500 1998 134

RILEY	Riley RM Club (01352 700427); Riley Motor Club (01902 773197)
RMA/RME 1½ saloon	45-55 15,000 10,500 5250 2500 1496 81
RMB/RMF 2½ saloon	46-53 20,000 15,000 8000 4000 2443 91
Roadster RMC	48-50 42,500 30,000 16,500 8750 2443 100
RMD convertible	48-51 30,000 22,500 13,500 7000 2443 91
2½ Pathfinder	53-59 8000 5000 2250 900 2443 101
One Point Five	57-65 4850 3850 1750 750 1489 85
4/68, 4/72	59-69 4650 3500 1500 650 1622 88
Elf Mk I/848/998	61-69 6500 4750 2250 900 998 75
Kestrel 1100/1300	65-69 3650 2500 1250 650 1098 87

ROCHDALE	Rochdale Owners' Club (01364 654189)
GT	57-61 6500 5000 3000 1250 1172 85
Olympic	80-73 8000 6750 4250 2750 1489 105



NE DESIGATES NEW ENTRY TO PRICE LIST	Year	Concours/ Dealer	Private sale					cc	Top speed	Price change
			Mint	Good	Rough					
LAMBORGHINI										
Lamborghini Owners Club UK (lamborghiniclubuk.com)										
350 GT/400 GT Inter	64-67	500,000	400,000	300,000	225,000	3497	147			
400 GT	67-68	425,000	350,000	265,000	190,000	3929	150			
Miura P400	66-69	550,000	450,000	350,000	250,000	3929	170			
Miura 400S	69-71	750,000	650,000	525,000	400,000	3929	172			
Miura SV	71-75	1.3m	1.15m	1m	750,000	3929	175		▲	
Islero	68-70	185,000	150,000	95,000	60,000	3929	160		▲	
Jarama	70-78	75,000	56,000	35,000	20,000	2997	162			
Espada I/II/III	68-78	100,000	75,000	50,000	32,500	3929	154		▲	
P250 Urraco	73-74	29,000	22,500	14,000	9000	2463	148			
P300 Urraco	75-76	32,500	26,000	18,000	11,000	2997	158			
Silhouette	76-77	39,000	29,000	18,000	11,000	2997	160			
Jaipa	82-86	60,000	45,000	30,000	17,500	3485	153			
C'tach LP400 Periscopio	74-76	850,000	750,000	500,000	350,000	3929	192			
Countach LP400	76-78	400,000	325,000	250,000	175,000	3929	192			
C'tach LP400S	78-82	340,000	280,000	180,000	120,000	3929	164			
C'tach LP5000S	82-84	190,000	155,000	115,000	80,000	4754	165			
Countach 5000qv	85-90	225,000	200,000	150,000	100,000	5167	179			
Diablo	91-99	125,000	95,000	75,000	60,000	5700	202			

<b>LANCHESTER</b> <small>Daimler &amp; Lanchester Owners' Club (07000 356285)</small>								
Ten (LD10)	46-51	5500	4500	2000	1000	1287	69	
Fourteen	51-54	6500	4750	3000	1750	1968	75	

<b>LANCIA</b> <small>Lancia Motor Club (lanciamotorclubuk.co.uk)</small>								
Aprilia	37-49	27,500	21,000	12,000	6500	1486	80	▼
Applia saloon	53-63	10,000	7000	4000	2000	1089	80	
Aurelia B10/21/22	50-55	30,000	25,000	12,500	6500	1754	90	
Aurelia B20 GT	53-58	145,000	115,000	75,000	50,000	2451	113	
Aurelia B24 Spider	55-56	925,000	750,000	625,000	500,000	2451	115	▼
Aurelia B24 conv	57-58	310,000	240,000	195,000	150,000	2451	108	▼
Flaminia saloon	57-70	9000	7000	3750	1750	2458	100	
Flaminia coupé	59-67	48,000	35,000	20,000	14,000	2775	112	
Flaminia GT/GTL/3C	59-67	72,000	52,000	32,000	22,000	2775	115	▲
Flaminia convertible	59-67	130,000	100,000	57,500	37,500	2775	110	▲
Flaminia Sport Zag	59-67	325,000	250,000	160,000	100,000	2775	130	
Flavia saloon	61-70	5500	4000	2000	850	1488	105	
Flavia coupé 1.5/1.8	62-68	15,000	11,000	5500	2500	1800	112	
Flavia Sport Zagato	63-67	55,000	40,000	25,000	15,000	1800	120	
Flavia 2000 saloon	70-74	5500	4250	2000	850	1991	110	
Flavia 2000 coupé	69-73	12,500	9000	4250	2200	1991	115	
Fulvia Berlina	63-73	5000	3750	1600	500	1216	100	
Fulvia coupé	65-76	12,500	10,000	4500	2200	1298	96	
Fulvia Sport Zagato	68-72	27,500	20,000	12,500	7500	1298	109	
Fulvia HF S/III	68-72	30,000	22,500	15,000	10,000	1584	115	
Stratos	72-74	320,000	265,000	210,000	175,000	2418	130	
Beta Coupé 1.6/2.0	73-84	4500	3000	1250	600	1995	114	
Beta Coupé Volumex	83-84	5250	3750	1750	850	1995	126	
Beta Spider 1.6/2.0	75-82	6500	4000	1750	850	1995	114	
Beta HPE	75-85	4500	3200	1350	650	1995	116	
Montecarlo	75-84	10,000	7500	3500	1600	1995	120	
Gamma	76-84	4000	2750	1250	500	2484	121	
Gamma Coupé	76-84	7000	4750	2250	850	2484	121	
Rally 037 Stradale	82-83	240,000	200,000	150,000	120,000	1995	128	
HF Turbo	84-90	5500	3650	1650	850	1585	121	
HF Integrare	87-91	15,000	10,000	5000	3000	1995	134	
Integrare Evo 1	91-93	26,500	19,500	12,000	7500	1995	135	
Integrare Evo 2	93-95	30,000	22,500	15,000	10,000	1995	136	
Thema B.32	88-90	10,000	7500	3500	2000	2927	140	

<b>LAND ROVER</b> <small>Series I Club (01363 82666); SII Club, PO Box 251, Barnsley S70 5YN</small>								
Series I	48-53	35,000	22,500	11,000	5000	1595	60	
Series I	53-58	20,000	14,000	6500	3000	1997	60	
SII/IIA 2.2/2.6	58-71	12,500	8000	4000	1750	2625	70	
SII 2.2/2.6/3.5	71-85	8750	6000	2500	900	3528	86	
Range Rover 2dr	70-72	40,000	30,000	20,000	10,000	3528	96	
Range Rover	73-89	20,000	12,000	6000	1500	3528	96	

<b>LEA-FRANCIS</b> <small>Lea-Francis Owners' Club (01865 407515)</small>								
14hp/14/70 saloon	46-54	10,000	7750	4000	2750	1767	75	
14hp/2½-litre Sports	50-53	50,000	40,000	25,000	15,000	2496	100	

<b>LOTUS</b> <small>Club Lotus (01362 694459); Historic Lotus Register (01293 871541); Lotus DC (01926 859918); Lotus 7 Club (07000 572582); Lotus Cortina Register (01923 776219)</small>								
Six	53-56	35,000	26,500	17,500	13,000	1172	93	
Elite	57-63	72,000	56,000	37,500	25,000	1216	113	
Seven SII	60-68	25,000	19,000	12,500	8000	1098	92	
Super Seven 1.3-1.6	61-69	30,000	24,000	16,000	10,000	1498	103	
Seven SIII 1.3/1.6	68-70	26,000	20,000	12,500	8000	1599	108	
Seven S4	69-73	15,000	11,000	6000	3250	1599	108	
Lotus Cortina MkI	63-64	49,500	39,500	26,500	18,000	1558	103	
Lotus Cortina MkII	64-66	45,000	35,000	24,500	16,500	1558	103	
Cortina II Lotus	67-70	21,000	16,000	10,500	6500	1558	102	
Elan S1 dhc	62-64	32,500	26,500	17,500	11,000	1558	119	
Elan S2-3 dhc	64-68	30,000	22,500	13,500	8000	1558	119	▲
Elan S4 dhc	68-71	27,500	20,000	12,500	7500	1558	120	▲
Elan S3/S4 cpé	66-71	30,000	22,000	12,000	7000	1558	123	▲
Elan Sprint con	71-73	40,000	32,000	20,000	13,500	1558	121	

<b>NE</b> <small>ENOTES NEW ENTRY TO PRICE GUIDE</small>								
Year	Concours/ Dealer	Private sale				tc	Top speed	Price change
Mint	Good	Rough						
<b>Elan Sprint Coupé</b>								
71-73	35,000	27,500	16,500	11,000	1558	121	▲	
<b>Elan Plus 2</b>								
67-74	18,000	13,000	6750	4250	1558	121		
<b>Europa S2</b>								
67-71	20,000	14,000	7500	3750	1470	110		
<b>Europa TC/Special</b>								
71-75	23,000	16,500	8750	5250	1558	123		
<b>Elita, Eclat</b>								
74-82	5500	4000	2000	800	2174	129		
<b>Esprit S1</b>								
76-78	30,000	25,000	18,500	12,500	1973	124		
<b>Esprit S2</b>								
78-81	15,000	12,000	7500	5000	1973	130		
<b>Esprit Turbo</b>								
80-87	16,500	13,000	8500	5500	2174	148		
<b>Esprit S3</b>								
82-87	13,500	10,500	7000	4500	2174	134		
<b>Excel</b>								
82-88	7250	5000	2600	1000	2174	130		
<b>Esprit X180</b>								
87-90	12,000	9500	6750	5000	2174	135		
<b>Esprit Turbo/SE</b>								
87-92	14,500	12,000	8000	6500	2174	156		
<b>Carlton/Omega</b>								
90-92	18,000	14,000	10,000	7000	3615	177		
<b>Elan SE turbo</b>								
89-92	8000	6500	4250	1750	1588	137		
<b>Elan S2</b>								
94-95	9000	7500	5500	3500	1588	137		
<b>Elise S1</b>								
95-00	12,500	10,000	7500	6000	1796	126		
<b>Esprit V8</b>								
96-04	22,500	18,500	14,000	11,000	3506	175		
<b>340R</b>								
00-02	25,000	21,000	16,000	13,500	1796	133		
<b>Exige S1</b>								
00-02	22,500	18,000	15,000	13,000	1796	136		

MARCOS	Marcos Owners' Club (01384 561524); Club Marcos Int (01225 707815)					
GT 1800	64-66	20,000	15,000	8000	4750	1780 115
1500/1600	66-68	15,000	11,000	6000	3500	1598 117
3-litre	69-72	20,000	15,000	7500	4000	2978 120
Mini-Marcos	65-74	8250	6000	3250	1600	1275 100
Coupé	81-87	11,000	8000	4750	2750	2792 130
Monté	84-87	11,500	9,000	6000	3500	3528 150
Manzana	93-97	16,000	13,000	10,500	8000	3946 158
Manita	97-98	26,000	23,000	18,500	15,000	4601 170



NE DENOTES NEW ENTRY TO PRICE GUIDE							
	Year	Concours/Dealer	Private sale	Good	Rough	cc	Top speed/Price change
<b>SUNBEAM</b> Sunbeam Talbot Alpine Register (01621 778492); Sunbeam Alpine OC (01376 342025); Tiger OC (01207 508296)							
Talbot 80	48-50	6000	4500	2500	1400	1185	72
Talbot 80 Coupé	48-50	10,000	8000	4500	2500	1185	72
Talbot 90 (all Mk)	48-57	8000	6000	3000	16600	1944	90
Talbot 90 Coupés	49-57	12,500	10,000	6000	4000	1944	90
Alpine convertible	53-55	32,000	21,000	12,000	7250	2267	95
Alpine V sports	59-63	14,000	9000	4250	1850	1592	101
Alpine III sports	63-64	14,500	9250	4500	1850	1592	100
Alpine IV sports	64-65	13,500	8250	3950	1600	1592	92
Alpine V sports	65-68	14,000	9000	4250	1750	1725	102
Harrington GT	61-63	16,000	11,500	6000	3000	1592	105
Tiger I	64-66	50,000	36,000	22,500	15,000	4261	120
Tiger II	67-68	65,000	48,500	30,000	20,000	4727	125
Rapier I-V	55-67	8500	6000	2750	1250	1725	95
Rapier II-III con	58-63	15,000	11,000	5000	2500	1592	87
Rapier/Alpine	67-76	5000	3500	1500	700	1725	102
Rapier H20	68-76	6500	4500	2000	1000	1725	106
Imp Sport	66-76	5000	3500	1600	750	875	90
Stiletto	67-72	5500	3750	1750	850	875	90
<b>SUZUKI</b> SC100 EC (suzuki-sc100.demon.co.uk); SCORE (suzuki-cappuccino.com)							
SC100	79-82	2850	2000	900	450	970	87
Cappuccino	92-96	3750	2750	1750	750	657	83
<b>SWALLOW</b> TR Register (01235 818866)							
Doretti	54-55	30,000	22,500	16,000	8500	1991	102
<b>TALBOT</b> Sunbeam Lotus Owners' Club (01423 734624)							
Sunbeam-Lotus	79-81	18,500	13,500	7500	4500	2174	120
<b>TOYOTA</b> Toyota Enthusiasts' Club (020 8898 0740)							
2000GT	67-70	700,000	600,000	500,000	400,000	1988	128
Celica GT 1.6/2.0	70-77	7500	5500	2500	1250	1588	105
Celica GT 1.6/2.0	74-77	10,000	7500	3250	1600	1968	111
Celica Supra 2.8i	82-85	5000	3250	1500	700	2795	126
MR2	84-90	4250	3000	1250	500	1587	124
Supra Turbo	88-92	4250	3000	1400	600	2954	142
<b>TRIDENT</b> Trident Car Club (020 8644 9029)							
Clipper V8	67-78	35,000	25,000	12,500	7000	4727	140
Venturer/Tycoon	69-78	10,000	7500	4000	2200	2994	120
<b>TRIUMPH</b> Club Triumph (020 8351 9544); TR Register (01235 818866); TR Drivers' Club (01452 614234); Stag Club (07071 224245); Sports Six Club (01858 434424)							
Roadster 1800/2000	46-49	29,500	22,500	13,500	7000	2088	77
1800/2000/Renown	46-54	7500	6000	2750	1200	2088	74
Mayflower	50-53	4500	3000	1400	700	1247	65
TR2	53-55	33,500	25,000	14,500	8250	1991	107
TR3/3A 2.0/2.2	55-61	30,000	22,500	13,500	7500	1991	106
TR4	61-65	26,500	19,000	10,500	6000	2138	109
TR4A	64-67	27,500	20,000	11,000	6250	2138	110
TR5 PI	67-68	40,000	31,000	22,000	15,000	2498	121
TR6 'CP'	69-73	19,250	14,000	8000	3500	2498	119
TR6 'CR'	73-76	16,500	11,500	6500	2500	2498	116
TR7	75-81	3000	2100	1000	450	1998	110
TR7 convertible	80-81	4250	3250	1650	500	1998	109
TR8	78-81	8000	6000	3500	1750	3528	135
TR8 convertible	80-81	11,500	9500	5500	2500	3528	130
Herald saloon	59-70	3750	2500	1200	550	1147	76
Herald coupé/conv	59-67	6750	4500	2000	1000	948	80
Herald 1250, 1360	63-71	4000	2750	1250	600	1296	84
Herald 1360 conv	67-71	6250	4000	1950	900	1296	85
Vitesse 1600	62-66	4850	3200	1600	850	1596	88
Vitesse 1600 conv	62-66	7000	5000	2500	1300	1596	91
Vitesse 2-litre MkI	66-68	5000	3250	1600	800	1998	95
Vitesse MkI conv	66-68	7500	5500	2650	1300	1998	95

NE DENOTES NEW ENTRY TO PRICE GUIDE							
	Year	Concours/Dealer	Private sale	Good	Rough	cc	Top speed/Price change
<b>VITESSE</b> MkII							
Vitesse MkII conv	68-71	5500	3650	1750	850	1998	102
Spitfire 4	62-65	10,000	7000	3000	1500	1147	94
Spitfire Mk2	65-67	9000	6000	2750	1350	1147	94
Spitfire Mk3	67-70	7500	5250	2650	1250	1296	100
Spitfire MkIV	70-74	6000	4200	2000	800	1296	92
Spitfire 1500	74-78	6500	4500	2000	750	1493	101
GT6 MkI	66-70	11,000	8000	3500	1250	1998	109
GT6 MkII/III	70-74	11,500	8500	3750	1400	1998	112
2000/2500 MkII	63-77	4500	3000	1300	550	1998	98
2.5P/2500TC	68-77	5000	3300	1600	650	2498	107
2500S	75-77	5500	3750	1850	800	2498	108
Stag	70-77	16,500	12,000	5500	2000	2997	117
1300/1500 fwd	65-73	3000	2000	850	400	1296	86
1300TC fwd	65-70	3250	2200	950	500	1296	93
Dolomite 1850	72-81	3000	1850	950	500	1854	100
Dolomite Sprint	73-81	7250	5000	2250	950	1998	117
<b>TUCKER</b> (tuckerclub.org)							
Torpedo	48	1.05m	950,000	850,000	n/a	5474	120
<b>TURNER</b> Turner Register (01895 256799)							
803/950 Sports	55-59	12,000	9000	5500	2000	948	90
Climax	58-66	17,500	15,000	10,000	5000	1098	102
Mark I/III	59-66	15,000	12,000	7500	3500	1498	100
<b>TVR</b> TVR Car Club (01852 822126)							
Grantura I-1800S	57-67	32,500	25,000	15,000	9000	VAR	107
Griffith 200/400	63-65	55,000	45,000	32,500	22,000	4727	155
Tuscan V6	69-71	15,000	12,000	6000	3500	2994	125
Vixen ST-4	67-73	14,000	11,000	5500	3000	1599	107
1600M	72-77	9500	7500	3750	2100	1599	105
2500M	72-77	8750	7000	3500	2000	2498	109
3000M/Taimar	72-79	10,000	8000	4000	2250	2994	121
3000S convertible	78-79	12,000	9500	5500	3250	2994	119
Tasmin/280i inc 2+2	80-87	4750	3500	2100	1100	2792	128
Tasmin/280i con	81-87	5250	4400	2500	1500	2792	126
Tasmin/950i inc 2+2	83-89	5500	4750	2500	1400	3528	136
V8/350i convertible	83-89	6500	5250	3000	1750	3528	130
390SE	85-88	7000	6000	4000	2200	3905	143
400/420/450 SEAC	86-91	12,500	10,500	8000	6000	4441	165
400/450SE	88-91	9500	8000	6000	4000	4441	155
S 2.8/2.9	86-92	6000	4750	3250	1500	2922	141
V8S	91-94	12,500	9500	6500	4500	3943	150
Griffith 4.0/4.3	91-93	14,000	12,000	8750	6000	4228	161
Griffith 500	93-00	19,500	16,500	12,000	8250	4988	161
Chimaera 4.0/4.3	93-98	12,500	10,000	7000	4250	3950	152
Cerbera 4.2	96-00	14,000	11,000	8750	6750	4280	180
Chimaera 450/500	96-03	15,000	12,000	9000	7000	4988	162
<b>VANDEN PLAS</b> VdP Club, Cherry Trees, Llandyfaelog, nr Kidwelly, Dyfed SA17 5PS							
4-litre Princess	57-68	12,500	9500	4250	2000	3995	89
3-litre J/II	59-64	6000	5000	2200	1000	2912	105
4-litre R	64-68	7500	6000	2750	1200	3909	110
Princess 1100/1300	63-74	4500	2850	1350	650	1275	87
1500/1.5/1.7	74-80	2250	1500	700	300	1748	90
<b>VAUXHALL</b> Vauxhall-Opel Drivers' Club (01362 692020); Droop Snoot Grp (0118 9815238)							
Velox/Cresta E	51-57	7750	5250	2400	1000	2262	82
Velox/Cresta PA	57-62	12,500	9000	3500	1650	2651	94
Victor F	57-61	6000	4500	2100	1000	1507	74
Victor FB	61-64	3650	2650	1200	450	1594	77
VX4/90 FB	61-64	4300	3200	1500	600	1507	88
Velox/Cresta PB	62-65	3850	2750	1400	700	2651	94
Victor 101 FC	64-67	3200	2200	1000	500	1594	83
VX4/90 FC	64-67	3750	2650	1200	650	1594	89
Cresta PC/Viscount	65-72	3650	2650	1300	650	3293	99
<b>VICTOR</b> Victor FD 1.6/2.0							
VX4/90 FD	69-72	3500	2200	1000	500	1975	98
Victor FE 1.8/2.3	72-78	3250	2000	900	450	2279	100
VX4/90 FE	73-76	3750	2500	1200	600	2279	104
Ventura FD/FE	68-76	4250	2400	950	550	3294	106
Viva HA	63-66	3200	2100	1000	600	1057	76
Viva HB/HC	66-79	2500	1600	600	250	1256	79
Viva Brabham HB	67-68	5000	3750	1750	750	1159	90
Viva GT	68-70	5750	4250	1850	750	1975	101
Firenza/Magnum	72-78	4250	3000	1100	550	VAR	100
Firenza Droopsnoot	74-75	12,500	9000	4500	2500	2279	119
Chevette 2300HS	78-80	15,000	12,000	8000	5000	2279	117
Chevette HSR	79-80	20,000	16,000	11,000	6500	2279	125
VX220	00-05	10,500	8500	6750	4500	2198	137
VX220 Turbo	03-05	15,000	12,500	10,000	8500	1998	151
<b>VOLKSWAGEN</b> VW Owners' Club, PO Box 7, Burntwood, Walsall, Staffs WS7 8SB							
Beetle (split )	46-53	20,000	15,000	9500	5500	1131	66
Cabrio	49-53	22,500	17,500	11,000	6750	1131	66
Beetle (oval)	53-57	14,000	10,500	6000	4000	1192	69
Cabrio	54-58	17,500	13,000	7500	5000	1192	66
Beetle 1200/1300	57-68	10,000	7000	3500	1650	1192	72
Cabrio	58-67	12,500	9500	5000	3000	1192	72